

TOWN BOARD
AUGUST 23, 1995

A public hearing of the Town Board of the Town of Bethlehem was held on the above date at the Town Hall, 445 Delaware Avenue, Delmar, NY. The meeting was called to order by the Supervisor at 7:30 p.m.

PRESENT: Sheila Fuller, Supervisor
Frederick C. Webster, Councilman
George Lenhardt, Councilman
Doris M. Davis, Councilman
Freeman T. Putney, Councilman
Bernard Kaplowitz, Esq., Town Attorney
C. Terri Picarazzi, Deputy Town Clerk
Kathleen A. Newkirk, Town Clerk

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SUPERVISOR FULLER: Good evening and welcome to a meeting of the Bethlehem Town Board. This evening we will start with a public hearing considering Local Law No. 9 to amend the Vehicle and Traffic Code of the Town of Bethlehem, Elmsere. I would ask the clerk to read the call of the hearing.

Public hearing
Local Law No. 9
amend vehicle
traffic for
Yorkshire Lane

DEPUTY TOWN CLERK PICARAZZI:

NOTICE OF PUBLIC HEARING
TOWN OF BETHLEHEM

NOTICE IS HEREBY GIVEN that a public hearing will be held by the Town Board of the Town of Bethlehem on the 23rd day of August 1995 at 7:30 p.m. to consider Local Law No. 9 of 1995, Amending the Code of the Town of Bethlehem as follows:

AMEND VEHICLE AND TRAFFIC ARTICLE VI, Section 119-33, Schedule VII, Stop Intersections as follows:

ADD:

Stop sign on Wedgewood Court, south With intersection of Yorkshire Lane;
Stop sign on Yorkshire Lane, east, with intersection of Wembly Court;
Stop sign on Yorkshire Lane, west, with intersection of Wembly Court;
Stop sign on Wembly Court, north, with intersection of Yorkshire Lane.

All interested persons and citizens will have an opportunity to be heard at the said hearing.

The Town of Bethlehem provides reasonable accommodations for the disabled. Disabled individuals who are in need of assistance in order to participate should contact David Austin at 439-4131. Advanced notice is requested.

BY ORDER OF THE TOWN BOARD
TOWN OF BETHLEHEM
KATHLEEN A. NEWKIRK
TOWN CLERK

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State of New York)
County of Albany)

MARY AHLSTROM of the Town of Bethlehem, being duly sworn, says that she is the Assistant Publisher of THE SPOTLIGHT, a weekly newspaper published in the Town of Bethlehem, County of Albany, and that the notice of which the annexed is a true copy, has been regularly published in said THE SPOTLIGHT ONCE A WEEK FOR 1 WEEK consecutively, commencing on the 9 day of August 1995.

/s/ Mary A. Ahlstrom

Sworn to before me this 11th day of August 1995.
/s/ Kathryn Olsen
Notary Public, Albany County

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STATE OF NEW YORK)
 COUNTY OF ALBANY) ss.:

KATHLEEN A. NEWKIRK, being duly sworn, deposes and says that she is the Town Clerk of the Town of Bethlehem, Albany County, New York and that I posted on August 9, 1995, a Notice of Public Hearing, a copy of which is hereto attached, on the sign board of the Town maintained pursuant to subdivision six of Section thirty of the Town Law.

/s/ Kathleen A. Newkirk
 Town Clerk

Sworn to before me this
 17th day of August 1995.
 /s/ Catherine T. Picarazzi
 Notary Public

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SUPERVISOR FULLER: Have a motion to indent the Notice of the Public Hearing.

The motion was made by Mrs. Davis and seconded by Mr. Lenhardt to indent the Notice of Public Hearing, Affidavit of Publication and Affidavit of Posting on the minutes of the meeting. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
 Mrs. Davis.
 Noes: None.

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SUPERVISOR FULLER: Are there any residents here this evening from Normansgate?

You do know then what happened at the last board meeting. So we have all of the STOP signs in front of us this evening.

AUDIENCE: I do have a couple of questions whenever I can speak to the questions.

SUPERVISOR FULLER: Okay. Lt. Vanderbilt are you ready?

LT. VANDERBILT: Yes.

SUPERVISOR FULLER: Go ahead.

LT. VANDERBILT: Thank you. For the benefit of the board and people that are here, I have put a map up here showing the area of streets that are under consideration. At the last board meeting that the subject was brought up at, the Traffic Safety Committee recommended installation of stop signs where you see them right here, on Wedgewood at the intersection of Yorkshire, and Wembly at the intersection at Yorkshire. Tonight we are considering those two again, in addition to the ones at the other two points at the corner that...

SUPERVISOR FULLER: That the citizens asked for that evening.

LT. VANDERBILT: That the citizens asked for consideration. As I pointed out originally, the Traffic Safety Committee felt that the two that are indicated at Wedgewood and Wembly, were in fact needed due to sight distance and some intersectional control being needed at that intersection.

After the last meeting the board tabled that particular portion and asked us to reconsider. We met the week after the last board meeting and reconsidered that item. After discussion the board unanimously voted... committee rather unanimously voted to submit the same recommendation that we initially submitted. We feel there is no justification for stop signs on Yorkshire in either direction.

Some points that I would like to bring out here. Some of the residents pointed out that they felt the traffic count that we took

was not particularly because it was taken during what they said was a vacation period. It was taken from 4/15/95 until 4/20 -- for 5 days. I particularly see no reason that that would not be reflective of the total period of time due to the time that it was taken. It was taken around the Easter holiday, I think it was.

SUPERVISOR FULLER: Spring break.

LT. VANDERBILT: Spring break. If anything during that period you might see maybe some more cars because teenagers being out of school and such like that and that was one point that I had to make. In this development, this is a cul-de-sac. Basically, one large cul-de-sac because the only access is from Euclid Avenue right here. There is no inlet from any other place. There is no through traffic in this area. Anybody entering here is somebody with business in here, usually the residents, visitors and at this time and for a small foreseeable future construction traffic due to not all of the 35 or 36 lots, rather, being developed yet as of this time. After the period of development is complete, the traffic only may even go down. We are seeing and the full day's sample 75 cars one day, 95 cars another day, 111, 104 and on a partial day in 11 hours 27 cars. I don't think that is really excessive for the size of this development and as I said, many of those may be attributed to school buses, construction traffic. The average construction job probably has 4 or 5 people at least working on the construction job. Each of those will count for 2 of these vehicles in and out at least and if they take a lunch break and go off site, that would double that. So, I would perceive that the traffic volume will probably decrease even after more houses are built and completed since the in and out traffic won't be as frequent.

If you compare the lot size of these lots to the majority of other residences in the Town of Bethlehem, in the older parts of Delmar and Elsmere, to houses that are on roads like Route 144, Route 9W, Elsmere Avenue, Delaware Avenue where children live in all these houses and parents are responsible for keeping those children under control and keeping them out of the highway. Elsmere Avenue is a 35 miles per hour speed limit. Route 9W is in places of 55 and other places of 40 miles per hour speed limit. We don't have problems there and I don't see where there really is a problem here. The yards in these houses are much larger than many houses in the Town of Bethlehem. They give ample room for the children to play and keep them off the street. I don't really see where there is any need for any additional stop signs here to control speed.

The speeds that we found in our study. Out of 36 cars during one period on one day we had only 2 cars that exceeded 35 miles per hour. Out of 75 cars on another day only 2 cars exceeded 35 miles per hour. Out of 95, 10 exceeded 35 miles an hour. And, out of 111 only 8 cars exceeded. Out of 104, 5 cars exceeded 35. And, very, very few of those were excessively exceeding that. There are some small portion of violators in the 31 to 35 miles per hour range but that is not an enforceable range. Six on one day out of 95. Six on another day out of 75 that were in the 31 to 35 miles per hour range. Another day we had 10 out of 111. But, the vast majority are falling within the 21 to 30 miles per hour speed range which I believe is safe. The site distance that is available in this area where motorists can perceive children or people or animals in the roadway is wide open. And, I would probably guess that many members of the Board have gone to that area since we discussed it last to actually get a look at the area. And, our Committee feels, as I said, that there is no need for additional stop signs in this area. If the Board were to put stop signs at the other two locations that are requested by the residents in this area, I see no reason why every resident that has a corner in their area in the Town of Bethlehem that was any worse off than this intersection as far as sight distance wouldn't feel that they were justified to have stop signs on their intersections because the majority of intersections in this Town are worse intersections than this one and have more reasons to have stop signs than this intersection. Anybody have any questions? Mr. Putney.

COUNCILMAN PUTNEY: Question, Lt. What is the Committee's... what are the Committee's general criteria for 4 way stop sign

intersections? How do you... under what conditions would you normally recommend a 4 way intersection, stop signs?

LT. VANDERBILT: Four way intersections are not desirable intersections to have period as stated in the Traffic Control Manual. Some roads should be normally assigned the right-of-way.

COUNCILMAN PUTNEY: Right.

LT. VANDERBILT: One of the instances where you would have a 4 way stop sign would be where you have very poor sight distance, another might be where you might have accident history with only control 2 ways on the 4 way intersection. That is all I can say off the top of my head but there is really no reason that we have seen that there is any reason to have it at this intersection.

COUNCILMAN PUTNEY: Yes, because I think of a number of either 3 or 4 way intersections. There are several on Fernbank Avenue, Jefferson Road and there may be others around Town where I am having difficulty understanding how it is that we ended up with stop signs and yet there is no...

LT. VANDERBILT: Most of those I can't personally speak to since they were enacted before I was on the Traffic Safety Committee and I really don't have the knowledge. I know the one on Fernbank Avenue, the 3 way I have knowledge of and the recommendation of the Traffic Safety Committee was after a year's evaluation, we didn't feel that that one should stay there but I can't speak to Jefferson Road or the other 4 ways on Fernbank Avenue. I am not aware of the criteria.

COUNCILMAN WEBSTER: Some of those you mentioned are what brought about the Traffic Safety Committee.

LT. VANDERBILT: Because we were having too many signs every where and, I believe, it was thought by the Town Board that some investigation should go into the criteria for installing the stop signs and other traffic control devices.

COUNCILMAN LENHARDT: Dick, is there a children at playing sign on that street going in? I don't remember it.

LT. VANDERBILT: I don't believe there is.

SUPERVISOR FULLER: No, there isn't.

LT. VANDERBILT: Any other questions?

COUNCILWOMAN DAVIS: Do you feel that maybe that would be helpful?

LT. VANDERBILT: No, I don't. The Traffic Control Manual when it speaks of children at play signs designates that they are to be used in an area where people... the motoring public would not normally expect to find children. They are already in the middle of a residential development when they are coming down Euclid Avenue to get into Normansgate. It would be like the little boy that cried wolf. If you see children at play signs every place, you become oblivious to their true meaning and for instance, if you were driving on Route 9W in a commercial zone and there were some residences with children, that would be the appropriate place to have a children at play sign. But, not at a development where children are at almost every home.

Thank you.

SUPERVISOR FULLER: Please identify yourself for the record. Thank you.

MRS. MARBACK: My name is Denise Marback and I am a resident of the Normansgate development. And, I just wanted to ask a question because I might have mislead my neighbors and that is why they are not here. But, am I incorrect in saying... understanding the notice that was in the Spotlight that the Vehicle and Traffic Article VII was going to be amended to have a 4 way stop sign?

MRS. MARBACK: Okay, not volume, so you are having 5 cars approaching an intersection, even though the sight lines are bad, you still have a stop sign there.

LT. VANDERBILT: Right. Just as dangerous for 1 vehicle as it is for 500 vehicles.

MRS. MARBACK: And, that is the consistent practice through the Town of Bethlehem?

LT. VANDERBILT: Through the Traffic... by the Traffic Code Manual.

MRS. MARBACK: And, that is really the only things I wanted to say today. And, besides my neighbors are going to be very irate at me.

SUPERVISOR FULLER: No, they won't be. They were on record the last time. Is there anyone wishing to speak in favor or opposition is what I was...?

MR. PETERS: Well, I would like to speak...

SUPERVISOR FULLER: As a Member of the Traffic Safety Committee.

MR. PETERS: Right. As a Member of the Traffic Safety Committee in opposition of putting 4 way stop signs in. Excuse me, it is hard for me to see, I broke my glasses just before we started the meeting.

COUNCILWOMAN DAVIS: Want to borrow mine?

MR. PETERS: No, that's okay. First thing I would like to say is that and I am not sure that I have your name correct, Mrs. Marback?

MRS. MARBACK: Yes, Marback.

MR. PETERS: Something that she said about being here in front of the Town Board and how they are here, the others aren't. Well, the others will be here. They have been in front of the Traffic Safety Committee. We have had many many meetings where we had, these seats, this full for our meetings, fighting for a STOP sign here, a CHILD AT PLAY sign there, whatever. We have had those people there. She also mentioned about no sidewalks, and street lights. I live in Elm Estates, I don't have a STOP sign at every corner. There is a heck of a lot more houses in Elm Estates then there are in that neighborhood. We don't have sidewalks, we don't have street lights but we are not asking for a stop sign at every intersection. Something that... I do want to say I am a Member of the Traffic Safety Committee. I have been asked to be on that as a representative of the School District but also because I am the Transportation Supervisor. Supposedly I am here for my experience. I have accident investigation experience. I have experience in transportation management, traffic management. All of that that I think that that is what the Board would like to have on their Traffic Safety Committee. In addition, we have representatives of the Town Highway Department. We have representatives of the neighborhood associations, from the Chamber of Commerce. We cover a wide range of areas of expertise. We all are concerned with the safety of the Town but we also have to think about what is going to happen if we just... well, what would happen if the Town Board didn't have us. I mean that's basically what is going to come down to this. Why would the Town Board have a Traffic Safety Committee where several of the Town officials are spending their time during the day... it is only once a month but sometimes the meetings go for 3 and 4 hours... why would we waste that time if when we make a recommendation, we ignore it. When we make a recommendation based on NYS Codes, by the laws, by what was written by traffic professionals from the 50s, 60s, 70s... they update these laws. Well, if we are going to sit down here and we are going to figure this all out, make our recommendations and the Town Board is going to say well the residents want a 4 way stop, we are going to put in a 4 way stop. Well, why bother having the Traffic Safety Committee. Personally, I don't see why I am going to spend my time if I am going to spend... I go over there in the evening and look at where the neighborhoods are and everything else, why should I spend my time if the Town Board is going to ignore what we

recommend. I mean, that is what we are there for. We are the professionals. That is what you have asked us to do.

A couple comments, we are talking about traffic flow and traffic counts. 104 cars a day with... I think that was the most that we have got and if my math is right, that is just a little over 4 cars an hour. And, we need... we have a traffic problem. Look at Fernbank and Wellington, we argued about Fernbank and if they had their choice, they would have a stop sign at every intersection over there. We have had just recently Chadwick Square. They have wanted a stop sign. They wanted a 3 way stop, they got a stop sign, I believe. But, they did not get a 3 way stop sign. There is a neighborhood off of Krumkill Road where it just went in. They wanted stop signs there, 4 way stops all through the neighborhood. I don't believe they got them. Bicentennial Woods, they have them on Jefferson Road but they don't have them on every other intersection. There is 20 neighborhoods out there that want stop signs. If we give stop signs to everybody, what is that going to do for the people who are driving. Will they ignore it? We have actually brought facts, statistics to the Town Board from Fernbank showing that stop signs do not solve the problems in a neighborhood. They do not solve people speeding. People actually speed up, we've got the same type of traffic statistics over on Jefferson Road where we have proved that they speed up now because of the extra stop signs. So, what are we going to gain in this neighborhood. Is there going to be something different in this neighborhood than in a neighborhood that has more traffic flow? I don't think so. And, I really urge the Board to reconsider putting 4 stop signs up there just because of the pressure of what is there 12 houses there. Consider what the rest of the neighborhood, the big picture is, not just the picture of this neighborhood. Thank you very much.

SUPERVISOR FULLER: Is there anyone else who would like to address the Board this evening?

MRS. CAPONE: My name is Marie Capone. I am with the Traffic Safety Committee. I represent a neighborhood association and I support Mr. Peters.

MR. SHANLEY: My name is Doug Shanley. I am on the Traffic Safety Committee representing the Chamber of Commerce. I have only been on the Committee a short period of time, since like the first of the month. What I have seen with the different neighborhoods that have come in in asking for stop signs and what we have tried to do... as we have said... you know, point out Fernbank. Fernbank is probably one of the most irritating streets at this point to drive on. Statistics prove that once you stop you are going to be speeding up and slowing down and speeding up and that is not going to cure anything. I used to live in this neighborhood on Euclid -- not this particular one but just down the road -- Euclid Avenue is a very busy street. I don't believe at this point there is even any stop signs on that street and there probably should have been more stop signs on that street because you have all the country club traffic on there. So, if there was ever a street that needed stop signs it would probably be Euclid more than this neighborhood. What we have tried to do with a lot of the neighborhoods of people that came into us lately... because they are concerned with their kids and children play in the street... is try to explain to them that the stop signs don't work like that. We all have to police our own children. My kids tend... I live on a main road, right over 443 and that is probably one of the most dangerous roads you would ever want to live on. But, I try to keep the kids "x" number of feet off of the... near from the road and you just take some policing with your own children. This neighborhood is a small neighborhood and like we try and tell some people, maybe we should use some self policing in the neighborhood. If there is 1 or 2 offenders in the neighborhood, whether it be somebody that lives in this neighborhood or maybe somebody's landscaper or some construction person, the people should take the actions of maybe getting a hold of the police or talking to these people to slow them down because the stop signs aren't going to be a magical thing to slow everybody down. They are probably going to cause more insult to injury. And, that's basically what I think we have tried to do a lot of in the last couple months is try to explain to these people that that might be the better way to solve a

speeding problem in a neighborhood because it is usually just 1 or 2 offender and I think that can be taken care of more on a personal level than going on stop signs which those people are probably going to ignore anyway and you might wind up causing more problems. Thank you very much.

SUPERVISOR FULLER: Thank you. Anyone else who would like to speak in favor or in opposition? I suppose I can give you another turn since it's 1, 2, 3 have spoken the other way. Go ahead.

MRS. MARBACK: Just a point to clarify. The 4 way stop signs someone said they are not for that and actually the group in our neighborhood is not for it either. We don't want a 4 way stop sign. We want the stop sign at the other 2 locations that are not marked. As far as having the stop signs where the... there is a 2 way stops where the stop signs are marked, I guess it would be the feeling of the neighborhood that basically they don't help us at all because that is not really where we perceive the problem even though the Traffic Safety Committee has mentioned that there is some sight line problems nor do we feel that the volume on that road is particularly large enough to have stop signs. And, I would think that if we hadn't brought to the Traffic Safety Committee that we wanted stop signs at the other locations, no one would have come up with the stop signs at the present location that are listed on the map. I think that would be probably fair to say. I don't think you...

LT. VANDERBILT: Unless it was brought to our attention, we would not be aware of it.

MRS. MARBACK: Right. I mean there are no traffic accidents or no one getting hurt by motorists going through those or near misses. We have had some near misses the other way but we haven't had any near misses going the direction that the stop signs are right now. Thank you.

SUPERVISOR FULLER: Lt. Vanderbilt, for clarification, there was no plan to ever put stop signs in Normansgate until the residents from Normansgate came to the Traffic Safety Committee?

LT. VANDERBILT: That is right. The residents brought their request to our attention.

SUPERVISOR FULLER: Did they request the stop signs at the other 2 areas?

LT. VANDERBILT: No, they didn't. That was the feeling of the Board after we looked at the total intersection.

SUPERVISOR FULLER: Just stop signs.

LT. VANDERBILT: Yes.

COUNCILWOMAN DAVIS: Lt. Vanderbilt, can you explain according to the ITE manual the reason -- because I remember in my neighborhood, the way the stop signs were placed was because of the through street. Can you explain that concept and tell us how it applies here?

LT. VANDERBILT: Preferably, at a 4 way intersection, it should be desired to... we desire to designate through traffic right-of-way on one of the 2 streets. The natural one that would be designated in this area would be Yorkshire because of the inlet of all of the people coming from this way. If you did not do it that way, every car entering the intersection would stop and would stem the flow of traffic. The idea of the manual is to keep traffic moving as freely as possible and not to stop traffic when there is no need to stop traffic. And, we see no need to stop traffic on that street. If there is a sight distance problem where you can't see approaching an intersection and you would be in danger of having someone coming from another part of the intersection and having a collision occur, then that vehicle should be brought to a stop at the intersection at the point of intersection so that they can look at that point. If a person approached the intersection at the yield, let's say, they would not until the last moment be able to see up Yorkshire

ATTORNEY KAPLOWITZ: We advertised the first one for those first 2 that are shown on the map.

MRS. MARBACK: Right, the one that was...

ATTORNEY KAPLOWITZ: The Town Clerk added these 2 so actually all 4 are before the Board tonight.

MRS. MARBACK: Okay, fine because I basically told them not to come because I thought that it was through this notice it meant that the Traffic Safety Committee was for the 4 way stop signs.

ATTORNEY KAPLOWITZ: No.

MRS. MARBACK: I will probably get hell when I go back to my neighborhood but any way.

ATTORNEY KAPLOWITZ: Blame it on us because everybody else does anyway.

MRS. MARBACK: It just had 4 stop signs listed in the notice in the Spotlight. What am I missing here.

SUPERVISOR FULLER: I can refresh your memory. The night of the public hearing and it may help, when the residents were here, the reason we could not consider this additional stop sign was, it was not part of the public notice for that meeting. And, they did question should they be back here tonight to speak. We assured them they did not have to be because that was part of the record that evening on 2. We couldn't take action then, we decided to hold it all off until this public hearing when we could consider what your neighbors had told us that night.

MRS. MARBACK: Fine, okay. Well, my first... I had a thought that the Traffic Safety Committee was going along with this recommendation that was in the paper and that was my mistake. But, be that as it may, you have already heard my neighbors discussion at the last meeting and I realize what Lt. Vanderbilt said about the traffic patterns and the volume and the speed of the cars. But, I did want to make a couple notices. He mentioned about the... if we get a stop sign everyone else will get a stop sign and, yes, I guess you could think about that but we are here, the other people aren't here and I guess that is a privilege being a member of this community to bring something to the Board's attention. So, I guess I wouldn't consider that as an argument in this process. Or, I wish the Board wouldn't consider this an argument in this process.

The second thing was Lt. Vanderbilt mentioned that people that drive in this neighborhood are mostly the residents and we have come to you and mentioned to you that we are very concerned about the neighborhood and I realize, I guess, children should be controlled but we also have no sidewalks and no lights in that development so that there are children on bicycles and yes, they are on the side of the road but occasionally they do go out into the middle of the road even though we have taught them not to. So, again, I would ask that the Board consider that that this is a neighborhood of residents with children.

The other thing is regarding the 4 way stop sign depending on how the decision goes. The group of neighbors really wanted the stop signs at the other 2 locations that aren't marked there. We don't really think 4 way stop signs probably is good for our development, it takes away the beauty of it. And, so we were questioning whether there was really a need for a 4 way stop sign onto... in that development. Particularly because I know that the stop signs right now are because of sight line but there is also... we mentioned about the volume of traffic on Yorkshire coming in. The volume going this way really has never been measured. There is only 4 houses here. There is more than 4 houses on the other side but was just wondering I know that the sight lines are a problem but is the requirement for a stop sign for sight lines and volume or if it is just sight lines and I don't know if the Traffic Safety Committee could...

LT. VANDERBILT: More the line of sight would be governing factor.

sufficiently to know that it was safe to pull out and the same with coming from Wembly. That is why we recommend the 2 that are pictured.

COUNCILWOMAN DAVIS: In this particular case, there is a question about collision or the question about something else?

LT. VANDERBILT: There question is about speed. They want to control speed and speed is not controlled by stop signs, number 1, that is in the manual. Number 2 as was brought out by Mr. Peters, I believe, people tend to speed up after they stop at a stop sign to make up what time they deem that they have lost even though it is only fractions of a second that they may have lost. Their tendency is to speed up and we found it on Fernbank and we found that on Jefferson Road when we added additional stop signs on those roads. That there was no decrease in the fact and in some cases increases in the speed. And, it will... we have a large... we have found also on Fernbank that there were a large number of people that ignored the stop sign. In one case it was over 25 percent, in another case, it was almost 50 percent of the people in the survey that ignored the stop sign. So, now, if we put a stop sign there, residents are going to feel secure because they have a stop sign, where they may not be secure because a large number of people may not heed that stop sign and run it.

COUNCILMAN LENHARDT: Dick, is there a 30 miles per hour speed sign there now somewhere on the entrance to this?

MRS. MARBACK: I think there is on Yorkshire but I can't be positive.

COUNCILMAN LENHARDT: Okay, I couldn't remember.

LT. VANDERBILT: There are... all the streets coming off Delaware, Burhans and Euclid and Salisbury, which are the only 3 streets you can use to access Normansgate have 30 miles an hour signs posted. We must post them where you come from a higher speed limit, 40 on Delaware Avenue. As to whether or not there actually is one posted on Yorkshire, I am not sure and Mrs. Marback passes every day and she doesn't know either.

MRS. MARBACK: I think so.

LT. VANDERBILT: Mr. Schmidt is on the Committee and he says no there is not.

MRS. MARBACK: Can I just ask one question, the sight lines on that... where they are building the house now, I don't know if you have been through there...

LT. VANDERBILT: I haven't been through there in the last couple...

MRS. MARBACK: Well, they are building a new house there, does that change sight lines because the lot has been leveled and have you measured them again?

LT. VANDERBILT: No, we have not measured yet and has any member of the Committee been there since they started the construction on that? No. It may.

MRS. MARBACK: Would that make a difference in sight lines?

LT. VANDERBILT: Did they, in fact, cut down the level of the ground on the corner of that lot?

COUNCILMAN LENHARDT: You are speaking of that house on the corner where the one sign is?

MRS. MARBACK: The one... no, the one there, yes, that is now under construction. It's significantly looks lower, I can't tell you.

COUNCILMAN LENHARDT: It does look lower than what I remember from months passed. I was over there, I don't know, about 2 or 3 months ago.

LT. VANDERBILT: The last time I was down here was when we put the counters out. In April I was down there assisting the traffic officer and putting the counters down. I stood on this lot because this is where we put the counters out. There is a Niagara Mohawk service box or something like there that we hooked the box to -- I can't remember what it was now. It wasn't real high but it is enough -- what we do is... when you drive up in a car, you measure the sight distance so many inches off the ground to simulate your eye sight distance when you sit in the vehicle and to see how far you can see traffic approaching that intersection. That is the way we determine the sight distance. The exact measurements -- Mr. Herr our consultant is aware of all them. I can't site them to you.

COUNCILMAN PUTNEY: Lieutenant, would you please just summarize again why you feel that the through way should be Yorkshire rather than the other one. Or put another way, why... if there were to be 2 stop signs they should be where you recommended rather the opposite ones.

LT. VANDERBILT: The most prevalent reason is that sight distance is insufficient where the 2 stops signs were originally suggested on Wedgewood and on Wembly. That is where the insufficient sight distance is. There is really no sight distance problem coming in on Yorkshire. Also the majority... the heavy traffic flow is on Yorkshire so we should be maintaining the through flow of traffic on Yorkshire.

COUNCILMAN PUTNEY: And, most of it continues through the intersection straight as you come in rather than turning right or left?

LT. VANDERBILT: It is probably about a 50/50 split on that because the number of vehicles... or houses rather here and here are pretty well evenly distributed.

COUNCILMAN PUTNEY: Thank you.

LT. VANDERBILT: Thank you.

SUPERVISOR FULLER: Have you done another traffic count since April?

LT. VANDERBILT: No, we haven't.

SUPERVISOR FULLER: Okay, thank you.

LT. VANDERBILT: We didn't see any reason that there should be any significant difference in that.

SUPERVISOR FULLER: Only because it was the week of what is viewed as a vacation. Now, you raise the other question that there's probably less traffic then. There are people that are out of town that week.

LT. VANDERBILT: My feeling also was that there may be more traffic due to use of maybe driving being home during that week.

MRS. CAPONE: Have you considered talking to the builder about lowering the elevation?

MRS. MARBACK: Well, somewhat lowering the...

MRS. CAPONE: I was there a month ago and there is just a small elevation and if you people in the neighborhood talk to the builder about it, it is not landscaped or anything that has been done to that lot. That house is under construction. He could lower it easily. Why don't you talk to the builder.

MRS. MARBACK: Well, we could. I mean I didn't...

MRS. CAPONE: Why don't you?

MRS. MARBACK: No, that certainly is a good idea. It probably wouldn't be... I could speak to them but it wouldn't be my decision.

MRS. CAPONE: Mr. Capiello could do it.

MRS. MARBACK: Oh, he would do it.

MRS. CAPONE: He is the big gun in your neighborhood, do it.

MRS. MARBACK: He is a talker.

SUPERVISOR FULLER: Are there any other questions from the Town Board?

COUNCILMAN LENHARDT: Well, I just have a comment. It sounds to me like the residents would prefer to have no stop signs there than the 2 that are proposed. Is that what I am hearing?

MRS. MARBACK: Yes, that is correct.

ATTORNEY KAPLOWITZ: Is that... you have a pretty good feel for the opinion of the other people?

MRS. MARBACK: Yes, yes. They want stop signs at the other two.

SUPERVISOR FULLER: The other 2 and that was what they requested that night.

MRS. MARBACK: Because that is not what we feel... the cul-de-sac where the one sign is there is only 5 houses there, 10 cars a day basically coming out of that roadway. And, the other one is not a problem. That wasn't our original intent at all to have stop signs there.

COUNCILMAN PUTNEY: I thought what you really wanted was 1 stop sign coming in.

MRS. MARBACK: Well, we did. That was our original request, 1 stop sign on there.

COUNCILWOMAN DAVIS: To control speed.

MRS. MARBACK: Yes.

COUNCILWOMAN DAVIS: When the manual essentially says that stop signs are not to be used to control speed. That is the bottom line, correct?

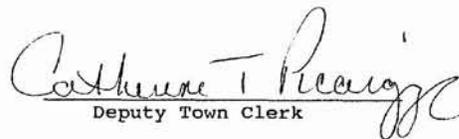
LT. VANDERBILT: That is correct.

SUPERVISOR FULLER: May I have a motion to close the public hearing.

The motion was made by Mr. Webster and seconded by Mr. Lenhardt to close the public hearing at 8:05 p.m. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.

Noes: None.


Deputy Town Clerk

Supervisor Fuller convened the regular Town Board meeting following the close of the public hearing.

Town Board
convened
regular Town
Board meeting
close of
public hearing

The Supervisor asked if the Town Board wished to take action on the previous public hearing. The Supervisor indicated the Board appreciates all the work the Traffic Safety Committee, noting that at times the recommendation is followed and other times they have to make tough decisions. She said they are definitely interested in the recommendation but it is very difficult. She noted the stop sign on Fernbank Avenue was not recommended, but was installed to be reviewed in one year. The review was very short and the stop sign is still in place, however, it still needs to be reevaluated. She also indicated more traffic studies need to be done in this area. She said studies done for longer than a few days.

Councilman Putney made a motion to permit one (1) stop sign on Yorkshire as you face coming into the neighborhood. There was no second and the motion did not pass. Councilman Webster asked to table this item to the next meeting and go down to look at this intersection again.

The motion was made by Mr. Webster and seconded by Mrs. Davis to table a decision on Local Law No. 9 of 1995 pertaining to stop signs in the Normansgate subdivision until the next meeting. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.
Noes: None.

The Supervisor thanked everyone, including the Traffic Safety Committee. Councilwoman Davis thanked everyone for their time and coming to the meeting.

The next item was a recommendation from the Highway Superintendent for authorization of the Supervisor to sign the 1995 Pavement Striping Contract.

Supervisor
to sign 1995
Pavement
Striping
Contract
Recommend
by Highway
Superintendent

The motion was made by Mr. Lenhardt and seconded by Mr. Putney to approve the Supervisor signing the 1995 Pavement Striping Contract for 1995. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.
Noes: None.

The Supervisor thanked Highway Superintendent, Gregg Sagendorph, for the great paving jobs being done all over Town which everyone appreciates.

Ward of bid
for geotextile
to Seneca
Supply recommended
by Highway
Superintendent

The following item was a recommendation from the Highway Superintendent for award of bid for geotextile stabilization fabric to the low bidder, Seneca Supply, Inc. at a cost of \$.36 per square yard.

The motion was made by Mr. Webster and seconded by Mrs. Davis to approve the award of bid for geotextile stabilization fabric to the low bidder, Seneca Supply, Inc. at a cost of \$.36 per square yard. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.
Noes: None.

The following item was a recommendation from the Town Planner for adoption of a resolution regarding SEQR Lead Agency Coordination for the proposed Elm Avenue Bikeway. The following resolution was presented:

SEQR RESOLUTION
CLASSIFICATION OF ACTION AND LEAD AGENCY COORDINATION
 ELM AVENUE BIKEWAY

Resolution
 Elm Avenue Bike-
 Way

WHEREAS, the Town of Bethlehem is cosponsor of a proposal to construct a 2.5 mile long bikeway (Elm Avenue Bikeway) within the Town and along the right-of-way of existing Town and County highways, including Elm Avenue, Van Dyke Road, County Route 52 and the Delmar Bypass extension; and,

WHEREAS, said bikeway will provide a dedicated facility for bicycle travel linking certain residential areas of Town with an existing CDTA Park and Ride lot, the Elm Avenue Park and the Bethlehem High School; and,

WHEREAS, the purpose of said bikeway is to contribute to the attainment of regional air quality goals by encouraging the intermodal use of bicycles and mass transit in the commute to work, thereby, reducing automobile travel and resultant air emissions; and,

WHEREAS, said bikeway is also expected to have secondary travel safety and circulation benefits in that it would provide a safe means of non-vehicular travel between residential areas and those facilities referenced above; and,

WHEREAS, construction of said bikeway has been authorized under the Regional Transportation Improvement Program, adopted by the Capital District Transportation Committee, with funding from a combination of Federal, State, and local sources; and,

WHEREAS, the Town Board of the Town of Bethlehem has received preliminary project plans for the bikeway (prepared by the Town Engineering Department) and a long Environmental Assessment Form (prepared by the Town Planning Department) addressing the proposed action; and,

WHEREAS, the State Environmental Quality Review Act (SEQR) regulations found at 6 NYCRR Part 617.3(a) require that no agency shall carry out, fund or approve an action until it has complied with the requirements of SEQR; and,

WHEREAS, 6 NYCRR 617.5(a) requires that as soon as possible in an agency's formulation of an action it proposes to undertake it shall determine: (1) whether the action is subject to SEQR; (2) whether other agencies are involved; (3) the appropriate classification of the action; and, (4) whether a full or short environmental assessment form is necessary; and,

WHEREAS, 6 NYCRR 617.6 establishes procedures for coordinated review of Unlisted actions:

NOW, THEREFORE, BE IT RESOLVED,

that the Town Board of the Town of Bethlehem hereby determines that the proposal to construct the Elm Avenue Bikeway constitutes an Unlisted action subject to SEQR; and,

BE IT FURTHER RESOLVED,

that the Town Board hereby determines that the short Environmental Assessment Form (EAF) would not provide sufficient information for determining the significance of the action and, therefore, requires that a full EAF be used; and,

BE IT FURTHER RESOLVED,

that the Town Board hereby determines that the other involved agencies with respect to this action may include: (1) Albany County Department of Public Works, (2) Capital District Transportation Committee, (3) New York State Department of Transportation; (4) Capital District Transportation Authority; and, (5) New York State Department of Environmental Conservation; and,

BE IT FURTHER RESOLVED,

that coordinated SEQR review will be undertaken in accordance with 6 NYCRR Part 617.6(b); and,

BE IT FURTHER RESOLVED,

that the Town Board hereby directs and authorizes the Town Planning Department to coordinate SEQR review by filing a copy of the full EAF and supporting materials with involved agencies, and notifying said agencies that a Lead Agency must be agreed upon within thirty (30) calendar days of the date of mailing such notice; and,

BE IT FURTHER RESOLVED,

that the Town Board as an involved agency and cosponsor of the Elm Avenue Bikeway hereby declares its desire to assume Lead Agency status for the purpose of SEQR review; and,

BE IT FURTHER RESOLVED,

that having notified the involved agencies of the Town Board's desire to be Lead Agency, the Town Board hereby declares it shall be Lead Agency for SEQR review of the proposed action unless objection to such designation is received from any involved agency within the above specified thirty (30) day time period.

On a motion by Mr. Fred Webster, seconded by Mrs. Doris Davis and by a vote of 5 for, 0 against, and 0 absent, this RESOLUTION was adopted on 23 August 1995.

Parks and
Recreation
approval for
seasonal personnel

The following item was a request from the Administrator, Parks & Recreation Department, for approval of appointment of seasonal personnel.

The motion was made by Mr. Lenhardt and seconded by Mr. Putney to approve the appointment of seasonal personnel as listed in the Memorandum dated August 23, 1995 as recommended by David Austin, Administrator, Parks & Recreation Department, at the title and salaries listed. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.
Noes: None.

Motion passed
corner curve
easement for
Cohoes Savins
Delaware and
Euclid Avenues

The following item was a recommendation from the Engineering Services Administrator for acceptance of corner curve easement for premises Cohoes Savings Bank, Delaware and Euclid Avenues, Delmar.

The motion was made by Mr. Lenhardt and seconded by Mr. Webster to accept the corner curve easement for premises Cohoes Savings Bank at the corner of Delaware and Euclid Avenues, Delmar. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.
Noes: None.

Engineering
Services
resolution
for acquiring
right-of-way
Beaver Dam Rd
at NYS RT 396
Safety
Improvement

The next item was a recommendation from the Engineering Services Administrator for adoption of a resolution for the purpose of acquiring right-of-way by eminent domain for a project on Beaver Dam Road at NYS Route 396 (Maple Avenue) for safety improvements.

Mr. Putney presented the following Resolution and moved its adoption:

WHEREAS, the Town Board of the Town of Bethlehem has heretofore determined that it is necessary to improve the intersection of Beaver Dam Road, a town road of the Town of Bethlehem and Route 396 (Maple Avenue), in Selkirk to meet the present and future needs of the citizens of the Town, and that such improvement is in the public interest and will promote the general welfare of the community; and

WHEREAS, the proposed safety improvement as prepared by the Town's Department of Public Works, has been submitted to, and approved by, the Town Board as to design and location; and

WHEREAS, the safety improvement of the intersection of Beaver Dam Road and Route 396 (Maple Avenue) requires the acquisition of additional interests in real property, among other things; and

WHEREAS, it is the policy of the Town of Bethlehem to negotiate the conveyance of the required interests in real property whenever and wherever possible, recognizing that in some instances it may be necessary to have to resort to the Town's right to exercise its powers of eminent domain to acquire the necessary interests in real property; and

WHEREAS, all necessary interests in real property have been

acquired except for interests in real property owned by Ruth Blackmore, Ida Swan, Helen Williams, Georganna Geddies and Charles Edward Blackmore, which interests in real property the respective owners have therefore refused to convey to the Town of Bethlehem;

NOW, THEREFORE, BE IT RESOLVED:

(1) that the Town Board does hereby determine that it is necessary to acquire, pursuant to the provisions of the Eminent Domain Procedure Law, those interests in real property which are required to improve the intersection of Beaver Dam Road, a town road of the Town of Bethlehem, and Route 396 (Maple Avenue) but which have not been conveyed to the Town of Bethlehem;

(2) that the acquisition of these interests in real property is for the public use, benefit and purpose and project of improving the intersection of Beaver Dam Road and Route 396 (Maple Avenue) in the Town of Bethlehem;

(3) that the design and location selected by the Town's Department of Public Works is the most economical and efficient to accomplish the aforesaid purpose;

(4) that the Town of Bethlehem is exempt from compliance with the provisions of Article 2, Eminent Domain Procedure Law because it is the opinion of the Town Board of the Town of Bethlehem, and is hereby so found and determined by said Board, that the acquisition of the necessary interests in real property from Ruth Blackmore, Ida Swan, Helen Williams, Georganna Geddies and Charles Edward Blackmore, consisting of 2,647 +/- square feet of vacant land from a larger parcel of vacant land is de minimis in nature so that the public interest will not be prejudiced by the construction of the project; and be it further

RESOLVED, that for the purpose of carrying out these determinations, the Supervisor be and she hereby is, authorized and directed to proceed in accordance with the applicable provisions of the Eminent Domain Procedure Law to acquire said interests in real property as is necessary for the improvement of intersection of Beaver Dam Road and Route 396 (Maple Avenue) as has not already been acquired by negotiation and to enter into and execute such documents as may be necessary to carry out the purpose of this Resolution; and be it further

RESOLVED, that the Supervisor be, and she hereby is, empowered to employ the services of Special Counsel and a consultant fee appraiser for these purposes.

The Resolution having been duly seconded by Mr. Webster and it was adopted by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.

Noes: None.

The following item was a recommendation from the Supervisor to re-appoint the Town Assessor, David Leafer, effective October 1, 1995 for a 6 year term, ending September 30, 2001.

Supervisor
re-appoint
Town Assessor
David Leafer

Supervisor Fuller said it was with great pleasure that she recommends reappointment of David Leafer as the Town Assessor, effective October 1, 1995 for a 6 year term ending September 30, 2001. She noted Mr. Leafer came to the Town in 1993 and finished out the 6 year term of John Thompson. She said Mr. Leafer has been a credit to this Town and noted many residents take the time to call and say what a great job Mr. Leafer is doing. She said Mr. Leafer is always there and willing to sit down and discuss things that seem insurmountable. She said once things are explained, the residents do understand. Supervisor Fuller thanked Mr. Leafer.

The motion was made by Mr. Lenhardt and seconded by Mr. Webster to approve the reappointment of David Leafer as Assessor for the Town of Bethlehem effective October 1, 1995 for a 6 year term ending September 30, 2001. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.
Noes: None.

Applause and congratulations were extended to Mr. Leafer. Mr. Leafer said he is looking forward to the challenge and continued professional growth. Mr. Leafer also indicated he has met many of his peers at courses and some horror stories he has heard makes him happy to be working for the Town of Bethlehem and with the people who are leading it. He also acknowledged his staff and said this is a good team effort for the Town of Bethlehem. He said he has been very pleased with his first 2 years.

Councilman Webster noted they refer residents to Mr. Leafer and are pleased when they come back and say how well they were treated. Mr. Webster noted it was their pleasure to reappoint Mr. Leafer. Supervisor Fuller thanked Mrs. Leafer for sharing her husband with everyone.

Approval
Amendment II
to BPA 26,
Beverwyck,
Phase II

The next item was a recommendation from the Planning Board for PRD 26, Beverwyck, Phase II, regarding approval of amendment II to BPA-26. Supervisor Fuller asked if anyone wished to speak. No one did. Councilman Webster inquired about the agreement included in the first agreement regarding special districts. He said he is assuming that will continue. He asked further if they will be increased due to the project doubling in size. Mr. Alund, Director of Finance and Development for the Eddy, said in the original agreement there was a payment in lieu of taxes and he would have to go back and take a look at that to see if it was just for the first phase or if it was also for the second phase. He said this can be worked through to include the second phase. Mr. Webster asked if this did not include phase 2 if it could be changed. Mr. Alund said they will change it to include phase 2. Mr. Webster asked if when he said change, this means increase. Mr. Alund said exactly, he does not know. Mr. Kaplowitz, Town Attorney, indicated this could be negotiated. Mr. Alund said he will have the attorneys speak about this.

Councilwoman Davis asked about the prospective residents of Beverwyck having been advised that phase 2 is not progressing at this point because the Town was not moving on this project. She said for the record, she does not think this is true. She said she thinks the reason phase 2 has not come to the Town Board before this is because Beverwyck has requested a series of modifications that required more time than anyone expected. She noted it was not the Planning Department nor the Planning Board and it was not the Town Board apparently holding this up. Councilwoman Davis said she thought this unfair for prospective residents of Beverwyck to be advised that it was at the Town where it was being held up. She said she feels for the record this needs to be changed. Mr. Ianello, Director of the Eddy, said he cannot respond to what some folks have a perception of. He said they have done their best to work through the Town and they are anxious to be at the meeting and grateful that they are on the agenda. Supervisor Fuller said there were some residents calling and she did not know if there was confusion that they thought it was not coming to the Town Board, however, she noted she reassured them it was on the agenda and what the hold-up had been. Mr. Ianello said one of the things is that it is an independent living site and they attempt to communicate as much as they are able to the residents. He said sometimes residents go beyond that and they are free to do so.

Deputy Planner Saatman said there is one minor change to the draft document and it pertains to the information about the guest apartments, noting this should be crossed out.

The motion was made by Mr. Webster and seconded by Mr. Putney to approve Amendment II to BPA-26, Beverwyck with correction. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.
Noes: None.

Councilman Putney asked if the pilot agreement should be addressed. Supervisor Fuller noted this should be done independently.

Town Planner Lipnicky noted for the record there was no SEQR determination made with regard to this approval because of the fact that the changes within the context of SEQR are relatively minor changes and, therefore, a SEQR resolution and SEQR determination of significance is not necessary.

The following item was a request from the Comptroller for approval of a Budget Transfer of \$10,000 from the Contingency budget line to the Justice Department budget. Supervisor Fuller noted this is for the funding for the Youth Court Program a new program in Town.

Transfer
\$10,000
from Contingency
budget line
to Justice
Department for
Youth Court

Supervisor Fuller indicated Councilwoman Davis is serving as Co-Chairman of the Committee. Councilwoman Davis said the advisory board for the Bethlehem Youth Court has been working for approximately 1 year now. She said this is a program that includes the Police Department, Det. Corbett from the Youth Bureau, Town Justice Wenger, 2 residents who serve in the U.S. Attorney's office, Supervisor Fuller, representative of the Capital District Women's Bar Association, representative of the business community (Capital District Physician's Health Plan), and the Co-Chair is Pat Pappert who is a retired attendance teacher in the Ravena-Coeymans-Selkirk School District. She noted there are a variety of areas of the Town represented. It has taken a great deal of time to get the program moving. She said there is a citizens advisory committee which is composed of approximately 30 people. She said they all agree this is an opportunity to help youth who are in trouble. Community service will be required through this program, according to Councilwoman Davis. This is operated through peer evaluation, peer judgement and at the same time it is a great way for children to be involved in another educational program from a completely different perspective. All court participants will be peers including the judge, jurors, foreman, bailiff and there is a training period for the students participating. Councilwoman Davis said it will be in operation in January. She noted this program has been in effect in the Town of Colonie and many communities in other states proving to be very successful. Councilwoman Davis noted there is a new young coordinator and the Superintendent and Principal of the school are very enthusiastic about this program. Supervisor Fuller noted that in a film reviewed by the committee, it was found the peers are tougher on their peers.

The motion was made by Mr. Webster and seconded by Mr. Lenhardt to approve the transfer of \$10,000 from the Contingency budget line to the Justice Department budget to provide funding for the Youth Court Program. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.
Noes: None.

The next item was to adopt a resolution pertaining to the appointment of Election Inspectors and Poll Clerks as recommended by the Republican Committee for the term beginning July 15, 1995 through July 14, 1996.

Appointmet
of Election
Inspectors
and Poll
Clerks for
Republican.

The following resolution was offered by Mr. Webster and seconded by Mr. Lenhardt:

RESOLVED, pursuant to Article 3 of the Election Law, the following persons be and they hereby are appointed Election Inspector and Poll Clerks as recommended by the Republican Committee to serve for the period July 15, 1995 through July 14, 1996 as follows:

Election Inspector Primary Day only

District 21 Miriam Oliver, Glenmont, NY
and

Poll Clerks

District 9 Phyllis Pritchard, Delmar, NY
District 4 Sharon James, Delmar, NY

The resolution was adopted by the following vote:

Aye: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.
Noes: None.

Appointment
of Election
Inspectors and
Poll Clerks
by Democratic
Committee

The next item was to adopt resolution pertaining to appointment of Election Inspectors and Poll Clerks as recommended by the Democratic Committee for the term beginning July 15, 1995 through July 14, 1996. Supervisor Fuller apologized for the late notice on this item, however, Democratic Chairman Matt Clyne presented the list at 7:20 p.m., just before the meeting.

The motion was made by Mr. Webster and seconded by Mr. Lenhardt to approve the appointment of Election Inspectors and Poll Clerks as submitted by the Democratic Committee. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.
Noes: None.

Supervisor Fuller asked if anyone wished to address the Board. There were none. The Supervisor asked for a motion to adjourn to Executive Session on negotiations. The motion was made by Mr. Lenhardt and seconded by Mr. Putney to meet in Executive Session following the regular Town Board meeting to discuss negotiations. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.
Noes: None.

The motion was made by Mr. Putney and seconded by Mrs. Davis to adjourn the regular Town Board meeting at 8:28 p.m. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Webster, Mr. Lenhardt, Mr. Putney,
Mrs. Davis.
Noes: None.

Christine T. Pincus
Deputy Town Clerk

EXECUTIVE SESSION

There was no action taken at the Executive Session.