

TOWN BOARD
JULY 12, 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
Kathleen A. Newkirk, Town Clerk

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SUPERVISOR FULLER: Good evening and welcome to a meeting of the Bethlehem Town Board. We will begin this evening with a public hearing. Ask the Clerk to read the call of the hearing, please.

TOWN CLERK NEWKIRK:

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, Albany County, New York on the 112th day of July, 1995 at 7:30 p.m. to consider Local Law No. 6 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: A stop sign as follows:
West Poplar Drive at East Poplar Drive, east;
Maywood Road at East Poplar Drive, north;
Woodridge Road at East Poplar Drive, north;
Lavery Drive at East Poplar Drive, north;
Clermont Street at East Poplar Drive, north; and
Greenleaf Drive at Maywood Road, both.

Public Hearing
Local Law 6
Stop signs
Colonial Wood
East Poplar D

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 need 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 28 day of June 1995.

/s/ Mary A. Ahlstrom

Sworn to before me this 29th day of June 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

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and that I posted on June 28, 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
28th day of June 1995.
/s/ Catherine T. Picarazzi
Notary Public

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The motion was made by Mr. Webster and seconded by Mr. Putney 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: Lieutenant Vanderbilt, as Chairman of our Traffic Safety Committee, if you will speak about the concerns raised in this area.

LT. VANDERBILT: Yes, good evening. The area in question is surrounded... surrounds rather the new Colonial Woodlands subdivision and it is the building of that new subdivision and the streets involved that prompted the Traffic Safety Committee to look at the area. Originally when the plot plan was approved for the development, several traffic safety recommendations were made by the Planning Board and we took a look at those recommendations and got a lot of input from the neighbors in that area and decided that some traffic control was needed at the intersections mentioned in the recommendation. East Poplar and West Poplar is a "T" intersection where 2 roads meet and all traffic has to turn onto one or the other road as both roads dead end at that location. The other intersections are all "T" intersections also, except for Greenleaf and Maywood which is a 4 way intersection. We felt that there was a need to assign a right-of-way to someone entering that intersection. By putting one stop sign at the "T" intersection it told motorists that the motorist had right-of-way coming from either of the 2 directions, thus making it a much more safe intersection. The residents that gave input all seem satisfied with the recommendations that we are hereby making to the Town Board and, I believe, that it will increase the traffic safety in that area significantly. Anybody have any questions from the Board or can I answer any questions from the public regarding that? Thank you.

SUPERVISOR FULLER: Thank you Dick. At this time I would ask, anyone wishing to speak in favor of the STOP signs?

MRS. CAPONE: Could not be heard.

MRS. FULLER: Marie, I need you hear at the mike. We need it for the record.

MRS. CAPONE: (Mrs. Capone did not come to the mike and it was very hard to hear her) The placement of the signs is...you have to look at it, this is where you want your signs, your street. By July the 1st there will be one more police officer. This is zone two. This is the zone you are in. You are one police officer that covers the whole zone two. ...from the bridge on Delaware Avenue to the end of Delaware to the By-Pass. The ...police officer cover...the first one on a fire call, ambulance call, accident, family dispute, neighbor dispute, robbery ... I get my information on the Organization meeting. On the first of January, you have Organization meeting, where every department is divided. On January the seventeenth, seventh, 1981 it there was 30 patrolmen. On January, 1992, there where 27 patrolman. In 1995 there are 32, we are talking three shifts. There was ...on out Krumkill Road last year... out of these

departments you have developed the D.A.R.E. program, the Juvenile Program, the Detective Program. In 1981, the town supervisor did not have a secretary. There was no Senior Citizens Department, no Planning Department as in Jeff Lipnicky department. There were two building inspectors. Now there are 5 building inspectors...part time. The Police Department is under staffed by 5-6 officers. I the Town Board tells you that they don't act unless they have a complaint for the community, don't believe it. Because they have all been here. The people from the last...came here and have been here from Jefferson Road, Fernbank, ...and they all want police protection. Sometimes it happens that during the night there is one cop that covers the whole town. Well, if you think your STOP sign is going to get priority, good luck.

SUPERVISOR FULLER: Would you like to speak in favor, please.

MR. CUNNINGHAM: My name is John Cunningham. I put out a notice to neighbors regarding this matter. I just want to...can you hear me okay? They have contacted me regarding this issue. Robert Myermeister on 8 Rose Court, Phyllis Flandreau on Rose Court. These people couldn't be here by the way. June Hipinxxx on Rose Court, Dennis Battle on West Poplar Drive, Vicent Salagazettaxxx on West Poplar Drive, Alice Smith on Greenleaf, Gerald Hase, on Greenleaf, Dr. and Mrs. Reese on Maywood Road, Trish Gannon on Maywood Road, Norman Abromowitz on Poplar Drive, Pauline Cole on Haley Court and Jim Fitzpatrick on Woodridge Road and myself. The reason I give you these names is because there is a common theme through all of these conversations netted the speed through this neighborhood is excessive. The road that was built that connects the extension of Poplar Drive is an alternate route to Kenwood Avenue. It is being used as an alternate route to Kenwood Avenue. It has no deterrent to slow traffic. There is no alternate for source for pedestrians, whereas Kenwood Avenue has sidewalks. Pedestrians would have to use that road. And there is nothing to stop traffic from coming through here. We have worked with the Traffic Safety Committee and we have come up with a solution of STOP signs as a starting point to do something to impede the flow of traffic through the neighborhoods. I would request that you all look favorably on this entire issue. I am not convinced that this is the only answer to the problem. But, I would like to start with this and I would also like to request that the Town Board continue to monitor the traffic through this neighborhood. The initial monitoring shows that the speeds, the average and the median speed on Poplar Drive is well in excess of the maximum speed limit for the town. We also have a high traffic flow through the area. So I would like to request that you vote in favor of these STOP signs. I would like to request also that you go back to the Traffic Planning Board and ask them to continue to monitor this situation with police radar and also with their monitoring devices that they put in the road, to see if these deterrents are working to slow traffic and to slow or to reduce the number of cars through the neighborhood. Thank you.

SUPERVISOR FULLER: Thank you. Is there anyone else who would like to speak in favor?

MRS. ROMANSKI: I am Tina Romanski, I live on the corner of Reed Place and Pinetree Drive. Since East Poplar has connected to West Poplar, I have noticed that the traffic on my corner has more than doubled. And about, I think it would be safe to say that about 70% of those cars are driving at a higher speed than they should be. I have clocked the mileage from Pinetree and Kenwood to Elsmere and Poplar is 6/10th of a mile. If I go by the way of Kenwood, it's 9/10th of a mile. I have gone through East Poplar Drive in the middle of the afternoon and early evening, many times I have seen 6 to 10 children on or around the street. They all live in the duplex's in that area. And, the cars are traveling just too fast. I feel even 20 through there with those children...I mean they eventually scatter but, they are the ages of 3 to 10 years old. They could dart out in the street in a flash. I would like to see these STOP signs installed, even tho it is not going to make difference where I live. I live 2 or 3 blocks from that area in question. And, STOP signs are not going to stop the speeding where I am. And, I am on a corner. And I have...since school has been out there have been a lot of kids going around that corner at excessive speeds where the

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cars have almost gone out of control and I have had a car across my lawn on that corner. So I hope you do vote in favor in having these installed. Thank you.

SUPERVISOR FULLER: Thank you. Yes.

MR. BEBROSIAN: My name is Levan Bedrosianxxxx. I live 31 West Poplar. We were the third family to move on Poplar Drive after the Cases and Haverlys. We have lived there for many years as you can imagine. And I had some misgivings when east and west were conjoined because of the problems we are all talking about today. And I ride a bike as well as drive a car, as well as walk. I have become very familiar with both East and West Poplar Drive and it's activities. And it's ... to my estimation, all the traffic is increasing every month there is more traffic on the road. Which is a handicap for everybody who lives there. But it is a significant minority that are doing this, not the majority. They are mostly young adults, yuppie type of people in new nice looking cars. Who don't give a rats you know what about anybody. And, I have been on a bike as close to the grass as I can get and I was almost side swiped by a young lady speeding next to me. If she had come any closer I would of been on my keester. I had asked for speed bumps, but apparently that is not feasible at this time. The first lady who talks about increase police activity and cars and what not, police cars...that's not only intensive but very costly. I think the stop signs are a good first step as the first gentleman who spoke said. But I think we have to keep in reserve, speed bumps. They work beautifully on these new cars. They can really do them a lot of damage. Thank you.

SUPERVISOR FULLER: Is there anyone else wishing to speak in favor? There were none. Is there anyone wishing to speak in opposition? There were none.

The motion was made by Mr. Webster and seconded by Mr. Putney to close the public hearing at 7:45 p.m. The motion was passed by the following vote:

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


Town Clerk

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

The Supervisor asked what the speed limit was on Poplar Drive. Lt. Vanderbilt indicated it was 30 miles per hour. Supervisor Fuller asked if there were radar checks in this area. Lt. Vanderbilt said they did and they put out speed counters. He said the speed counters found that the median speed was in the mid to upper 30 mile per hour range, he believed. He said they confirmed this with radar.

Councilman Webster asked if there was consideration given to a sign on East Poplar going in a westerly direction. Lt. Vanderbilt noted it was briefly discussed and not thought to be feasible. Supervisor Fuller asked if there were any other questions from the Board. Attorney Kaplowitz said every so often these same subjects come up and he has researched them. He indicated the last time he check on this, speed bumps are not allowed on Town roads. It is not an authority the Board has. He also said 30 is the lowest speed allowed to be used except in school zones.

Councilwoman Davis asked Lt. Vanderbilt if one of the reasons why the stop sign was requested and recommended for the Maywood Road, Greenleaf intersection was due to the unusual configuration of the intersection. Lt. Vanderbilt said that intersection is not a square 4 way intersection. He said the Town Highway Department is doing some changing to the intersection to make it more square. He said there is a broad blacktop area which makes it too broad but because it is wide, it makes visibility difficult. He said stop signs will allow for better sight distance at the intersection.

Supervisor Fuller asked the Board if they wanted to vote on this this evening.

The motion was made by Mr. Putney and seconded by Mr. Lenhardt to adopt Local Law No. 6 of 1995 amending the Code of the Town of Bethlehem, Vehicle and Traffic Article VI, Section 119-33, Schedule VII, Stop Intersections to add stop signs on West Poplar Drive and East Poplar Drive, Delmar. 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 presentation by Inspector Thomas J. Fargione pertaining to the Albany County Sheriff's Department program for Advanced Life Support Project. Supervisor Fuller noted this presentation is a proposal through Albany County. She said this is a step for the Town of Bethlehem toward regionalization. It is a step in providing additional Life Support in our Town. She said our volunteers and ambulance groups certainly are doing 200 percent of the work that is called on here. She said we need additional support for the advanced lifesaving. She said this is the purpose of the presentation.

Presentation
Albany County
Sheriff's Dept.
Advanced Life
Support

Inspector Fargione thanked everyone for allowing him to come and make a presentation. He said they took a look at the paramedic program, indicating he teaches in this region. He said over the years it has been looked at but there has not been a consistent paramedic level service south of the Delmar Rescue and Bethlehem Ambulance area. He said as you get out to rural southern Albany County -- the six towns of Berne, Knox, Westerlo, Rensselaerville, New Scotland and Coeymans -- there has not been service. He said they feel from their discussions it is a necessary and needed service. There was a start with discussions with other agencies. From all of this, Inspector Fargione said, a proposal has been developed and some funding methods have been found and the program is going forward. He said they are at the point of paper work established to get a certificate of need -- which is an operating license -- to operate a fly car service. The three towns of Berne, Westerlo and Rensselaerville are on board with committed monies and they are negotiating with Knox and New Scotland at this time. He

said the Town of Coeymans is very interested and support the program. He feels this is in pretty good shape. Some members of Delmar Rescue have become members of the ad hoc committee, according to Inspector Fargione. He said it is very hard to meet the demands of paramedic. A meeting has been held with numerous individuals, including the Supervisor of the Town of Bethlehem.

Inspector Fargione said the Town of Bethlehem does not have a problem relative to the provision of ambulance service. He said the Town has and historically has had one of the best paramedic organizations in the area. He said he goes way back to when these operations first started and he knows this from knowledge. He said he worked and trained with the people involved. He said many of them trained him. He said he knows what kind of organization the Town of Bethlehem has. He said he knows the call volume and increase demand, not just from the Town but from other districts, has been and what stress this creates. He said all the ambulance squads serve the Town very well. He said the purpose for this program is to have a dedicated, around the clock paramedic service available to help support, and provide service for the entire Town.

Inspector Fargione said there is one thing to add which will become a problem to the squads and that is the medical standards committee for the State EMS Council which helps govern protocol for the Department of Health, has just passed legislation -- changes that will appear in the protocol that will list a whole series of presenting problems that will demand that you call for advanced life support. He said this is only going to increase the amount of stress on existing squads. He said the traditional squads that would come out and help, no longer will do this. He said the City of Albany has said they just can't do this any more. He said the City of Albany will not even meet a squad at the City line any more. He said their letter was very explicit to the fact that the squad is in charge of the patient from the pick-up point to the drop off at a definitive care facility.

For those not involved in EMS, Inspector Fargione said they have to deal with time and distance to get people to definitive care facility and to do that quickly and do the best job that can be done while enroute. He said this is most obvious in traumatic situations. He said they work under the golden hour. It begins at the time the incident happens, not the point when the EMS service gets the call. He said to have a good potential for survival, the first hour is crucial. He said in 1995 they are not just talking about survival or mortality. He said the late 70s or early 80s, this was the conversation, survival and mortality. He said it is the quality of life after the incident, that they are concerned with. He said early paramedicine makes a big difference in regard to the quality of life. He said it does not always work but in many cases it does.

Inspector Fargione said this is kind of the history and he wanted to emphasize, in fact, the Town of Bethlehem is well served with the present system. He said they will just support it. He said this is what the proposal addresses -- the supporting of the system that is in place. He said the squads maintain their autonomy, their independence and run their organizations exactly as they have and as they choose to into the future. He said they are there to help them grow if they request it; help train with them; offer expanded modalities; and expanded courses. Anything they request, Inspector Fargione said, they are there to help with. They will not force anything upon anyone. He said their job will be to come and render assistance along with them to the patient. If it becomes an advanced life support or paramedic call, they will at that point treat the patient with the crew and continue into the definitive care facility. If it is determined by the paramedic and the EMTs when they arrive from the squad that this is not necessary, then the squads will continue as before. Inspector Fargione said in this instance, their car will go back into service. He said they will not be an ambulance - not be involved in transportation, other than to help the organizations transport as is necessary. He said they are solely a support unit. He said they would be simultaneously dispatched to cut down the time of their arrival. He said at certain times, depending on how busy the system and units are, the

availability of volunteer crews -- with simultaneous dispatch their medics may actually arrive earlier than the local squad. Therefore, not only are they providing paramedicine earlier, more importantly, they are providing initial basic life support. He said when the squads arrive, they assume the same authority and same role they would have had they arrived first.

Inspector Fargione said these vehicles will not be marked as Sheriff's units. They will not be roaring through towns. He said this is a confusing issue. He said he does not want to expose the medics to the safety issues that might be involved if people might mistake them for sworn personnel. He said they are going to be civilian medics. He said the community people will be hired for the medics where possible. He said there will be a potential for people in the area to be part time and, perhaps, to fill some full time positions as time goes on.

The program is hoped to have a volunteer component, according to Inspector Fargione, explaining this will accomplish a couple things. It will give new medics the opportunity to polish their skills with good paramedics. It will give people who choose to be volunteers and not be paid to provide this service an opportunity to upgrade their skills and ride with the paramedics and serve in their community in a different capacity. It will also allow -- and they hope to be able to help to pay educational changes for people to go to paramedic or intermediate levels within a squad where the squad could not support a full compliment of those people.

Inspector Fargione said they intend to have 2 cars to cover the Town in support of Delmar. He said Delmar Fire Rescue ambulance will still be there -- the premiere ALS agency in the Town. They are a support function. He said this will be done by system status management. He said if Delmar has a full compliment and they are available to respond, they will factor the distribution of their cars accordingly. He said when one vehicle goes out of service, they will rearrange the location of their cars so they can cover the Town. He said they will always be trying to maneuver vehicles to everyone's advantage.

Inspector Fargione said this is the essence of the program. He said they will be dispatched through the local dispatch center and supported through the other dispatch centers that support the Town of Bethlehem. He again noted simultaneous dispatch; civilian paid people 24 hours a day, 7 days a week, 365 days a year; and 2 vehicles, first response 4 wheel drive type of trucks marked very plainly as paramedic units not as Sheriff's unit -- different color configuration something on the order of Albany County ALS or whatever is decided as nomenclature of the unit.

Next Inspector Fargione discussed the cost of this service. He said start up cost is about \$370,000. He said this includes salaries, and that includes all of the vehicles and the equipment. Year-to-year operating costs after that will be something less than this, he said, maybe significantly less than that. He said there is a 10 year amortization on many of the hard goods -- vehicles may be a little less than that. Most of the other supplies, they give a minimum shelf life of 10 years. He said some of the other equipment has a long, active life. He said he is still using equipment from 1975 and they still do the job. He said they intend to run this on a zero balance basis. If there remains a balance at the end of one year, this will be a credit to the next year and may reduce the assessment for that year. If the costs go up, however, that will also be reflected in the amount paid each year. Inspector Fargione said they will also be looking at grant opportunities that now have money attached to them. He said they have existed for the last 2 or 3 years for these type of more rural services, however, they have not been funded.

Inspector Fargione said the County is committed to this program, as well as, his boss. He said they are talking about 1 year renewable contracts. He said no one will be tied into 10 year deals.

Inspector Fargione entertained questions. Councilman Lenhardt asked about the likelihood of New Scotland being a part of the program. Inspector Fargione said he expects it is pretty good indicating he says this with some caution. He said they would save money due to the configuration of this program. He said the closer proximity to the cars will also be attractive to New Scotland. He said they have letters of support from them also.

Councilman Webster asked if this would reduce the start up cost to the Town in the area of \$100,000 also. Inspector Fargione said he broke it down about \$92,000. He said they would assume that part of the cost. Attorney Kaplowitz noted this makes it more palatable. Inspector Fargione said it certainly does. He said as he has described it to everyone, public safety issues are not cheap. He said he has been involved in this his whole life and effectiveness can be accomplished, it's difficult to be efficient in public safety. Councilman Webster said if you need it. Inspector Fargione said he has been very careful about not talking about the children not breathing in the backyard and where is the paramedic. He said this was because he does not want to put this on an emotional level. The bottom line to him, even though it is that to him and to individuals, collectively it is now a business arrangement and it should be looked at that way.

Supervisor Fuller said the major expense would be if there was someone who needed a paramedic and they were not able to be there. This is the major expense. Inspector Fargione said you can argue about the pluses and minuses but the bottom line is, he has been lucky working in this field and it does give you a sense of security knowing you have the best available. He said in the Town of Bethlehem there is the best basic groups, however, they need some support in ALS.

Councilwoman Davis asked if the proposal is not dependent on the Town of New Scotland participating, it can go either way. Inspector Fargione said this is absolutely correct. The only difference to the Town of Bethlehem is represented in \$90,000. less, give or take.

Councilman Putney said he has a question regarding this costing in the area of \$150. per call and it is indicated that the Town residents would not be billed for the service, only if it was out of town. Inspector Fargione said this was correct. Councilman Putney asked why. Inspector Fargione said this question has come up when the program was first developed. He said they looked to save a lot of money by having this. He said he cannot bill third parties successfully at this time because fly car operations are not involved in the biggest payer which is Medicare. They do not pay, according to Mr. Fargione, they only pay transporting ambulance squads. He said the next problem is that there has been tremendous resistance in the volunteer community to anyone receiving a statement or a bill. He said there is money that can be recovered. He said there are ways to recover it. He said he does not get involved in this.

Councilman Putney said the proposal indicated the Town residents would not be billed but that it is not necessarily a part of the proposal. Inspector Fargione said absolutely not. He said it was in there because it was a codicil built into this because if they responded to a non-participating town with the resources of the Town of Bethlehem, those people would be charged a fee. He said it is not morally nor does it make good sense for the Town to pay fees and give the service to someone else. He said it is to set up the differentiation. He said if someone calls for assistance and they choose to send the rig that person or squad, however, they work it out, is going to be charged a fee. He said any fees generated in this way, go back into the total budget for the whole program and be reflected in the cost for the next year.

Supervisor Fuller asked if there were any questions from the audience. A number of questions were raised pertaining to the information given. Questions pertaining to the fly cars locations and availability were asked; as well as, concerns that may come up after initial start up; response times; number of cars; people to be hired by the service; person or squad in charge of call; charges for calls; mutual aid support; options under the contract pertaining to

availability of cars; response time elements; response to all calls; Coeymans participation; and equipment ownership.

Supervisor Fuller asked Inspector Fargione to explain what service Bethlehem will have if other towns get involved. Inspector Fargione said Bethlehem will have the service and the contract will address the needs of the Town of Bethlehem. He said there will not be a stripping of the support asked for and contracted for. The size of the operation will grow, according to Inspector Fargione. Supervisor Fuller asked if the Town of Bethlehem will remain with 2 cars even if Coeymans and New Scotland come onboard. Inspector Fargione said yes unless there is an evaluation in a year or 2 that 2 cars are not needed, then it will be looked at. This might result in reduced cost to the Town. He said a lot depends on the growth of the system in terms of requests to respond. Inspector Fargione indicated only 35 to 40 percent of the calls will need a paramedic. This is also a factor to be considered, he said.

Supervisor Fuller asked if there were any other questions. Councilwoman Davis asked what is a realistic time period as far as the system being in place. Inspector Fargione said the paper work has been submitted with the public hearing scheduled for July 25 and a vote will have to be done by August 21 noting this is the regional council. He said the need should be shown and after that there is a 30 day response time after which the license is granted. The license to operate could be available by the middle of September, he said, and probably be operating early in October. He said he does not see any major problem, however, you don't know until you have the public hearings and see what happens.

Supervisor Fuller thanked Inspector Fargione. She said as far as the volunteers in the audience, this is an ongoing dialogue. If any concerns are out there, simply contact her. The Town Board has a decision to make and some things that need to be resolved, however, at this point they are very interested and look forward to providing the best service for the residents of the Town. She thanked everyone.

The next item on the agenda was a recommendation from Engineering Services Administrator, for reduction in bonding for Cedar Ridge, Section 2.

The motion was made by Mr. Lenhardt and seconded by Mr. Putney to approve the reduction in bonding to \$141,000, a reduction of \$105,211. for Cedar Ridge, Section 2 as recommended by Michael Cirillo, Engineering Services Administrator, Department of Public Works. The motion was passed by the following vote:

Reduction in Bonding for Cedar Ridge

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

The next item was a recommendation from Engineering Services Administrator for review and acceptance and approval to proceed with formal offer to property owners for Beaver Dam Road intersection improvements.

Recommendation Engineering Administrator for review and

The motion was made by Mr. Webster and seconded by Mrs. Davis to approve the proceeding as recommended by Michael Cirillo, Engineering Services Administrator, regarding Beaver Dam Road intersection improvements with a formal offer to property owners. The motion was passed by the following vote:

proceed with formal offer for Beaver Dam Road improvement

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

Motion approved Beaver Dam Road intersection improvements offer to property owners

Bonding
release for
Windham Hill
Subdivision

The following item was a recommendation from Engineering Services Administrator for approval of release of bonding for Windham Hill Subdivision.

The motion was made by Mr. Putney and seconded by Mr. Lenhardt to approve the release of bonding for Windham Hill Subdivision as recommended by Michael Cirillo, Engineering Services Administrator, Department of Public Works. The motion was passed by the following vote:

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

Parks and
Recreation
Seasonal
Personnel

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

The motion was made by Mr. Webster and seconded by Mrs. Davis to approve the appointment of seasonal personnel as recommended by David Austin, Administrator of Parks and Recreation Department as follows:

Recreation Instructor I at a rate of \$4.80 per hour.

Kenneth Schulz
109 Westchester Drive No.
Delmar, NY 12054

Recreation Instructor I at a rate of \$5.30 per hour.

Karen Recene
52 Dumbarton Drive
Delmar, NY 12054

Recreation Instructor I at a rate of \$4.60 per hour.

Angela Rosetti
23 Euclid Avenue
Delmar, NY 12054

Ryan Kovarik
57 Bobwhite Drive
Glenmont, NY 12077

James R. Storey
17 Parkwyn Drive
Delmar, NY 12054.

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 approve the Town Board minutes as submitted for May 24 and June 14, 1995.

Minutes of
Town Board
Meeting
May 24
and June 14
1995 Passed.

The motion was made by Mr. Putney and seconded by Mr. Webster to approve the Town Board minutes of May 24, 1995 and June 14, 1995 as submitted. The motion was passed by the following vote:

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

Resolution
pertaining
to Appoint
Election
Inspectors and
Poll Clerks
recommended by
Republicans

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

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

RESOLVED, that pursuant to Article 3 of the Election Law, the following persons be and they hereby are appointed Election Inspectors and Poll Clerks as recommended by the Republican Committee to serve for the period July 15, 1995 through July 14, 1996 as indicated on the attached lists. (see list following minutes)

Article 8 of the Election Law appointed Inspectors and Poll Clerks

The resolution was adopted by the following vote:

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

Supervisor Fuller asked if anyone in the audience wished to address the Board. No one addressed the Board.

The motion was made by Mr. Lenhardt and seconded by Mr. Webster to adjourn the regular Town Board meeting at 8:50 p.m. The motion was passed by the following vote:

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

Kathleen A. Newkirk
Town Clerk