

TOWN BOARD
NOVEMBER 23, 1999

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
George Lenhardt, Councilman
Doris M. Davis, Councilman
Robert C. Johnson, Councilman
Susan Burns, Councilman
Kathleen A. Newkirk, Town Clerk
Bernard Kaplowitz, Esq., Town Attorney
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SUPERVISOR FULLER: Good evening and welcome to a meeting of the Bethlehem Town Board. Ask you to join us in the pledge of allegiance.

The first item on tonight's agenda is a public hearing.

COUNCILMAN LENHARDT: I don't think yours is working, Sheila.

SUPERVISOR FULLER: To consider Local Law amending the Code of the Town of Bethlehem for parking prohibited on Ridge Road both sides for a distance of 160 feet.

COUNCILMAN LENHARDT: They can't hear you.

SUPERVISOR FULLER: Can't hear me?

Can you hear me now?

MR. FLANIGAN: No.

TOWN CLERK NEWKIRK: The others are working. It sounds like it is.

SUPERVISOR FULLER: I don't know why it's not working.

Can you hear me?

MR. FLANIGAN: It's better.

COUNCILMAN DAVIS: Can you hear this microphone?

MR. FLANIGAN: Yes.

SUPERVISOR FULLER: The first public hearing for Ridge Road.

COUNCILMAN DAVIS: That's better.

SUPERVISOR FULLER: Okay. Ask the clerk to read the call of the hearing.

TOWN CLERK NEWKIRK:

NOTICE OF PUBLIC HEARING
TOWN OF BETHLEHEM

Public Hearing
Parking pro-
hibited
Ridge Road
at intersection
East Poplar Dr
on both sides for
a distance of
160 ft south and
Ridge Road at
Kenwood Ave on
both sides
for a distance
150 ft north

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 23rd day of November, 1999 at 7:30 p.m. to consider a proposed Local Law, Amending the Code of the Town of Bethlehem as follows:

AMEND VEHICLE AND TRAFFIC ARTICLE VI, Section 119-36, Parking Prohibited at All Times as follows:

Ridge Road at the intersection of East Poplar Drive on both sides for a distance of 160 feet south and Ridge Road at Kenwood Avenue on both sides for a distance of 150 feet north;

and
AMEND VEHICLE AND TRAFFIC ARTICLE VI, Schedule 119-32, Through Streets as follows:

Add: Stop sign on the following street entering Crestwood Lane: Crystal Lane at the intersection of Crestwood Lane, easterly direction.

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, CMC/AAE
TOWN CLERK

- - -

State of New York)
County of Albany)

CHRISTINE BREEDEN of the Town of Bethlehem, being duly sworn, says that she is the RECEPTIONIST for 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 10 day of November 1999.

/s/ Christine Breeden

Sworn to before me this 10th day of October 1999.

/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 November 10, 1999, 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
23rd day of November 1999.

/s/ Catherine T. Picarazzi
Notary Public

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The motion was made by Mr. Johnson and seconded by Ms. Burns 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. Lenhardt, Mrs. Davis, Mr. Johnson,
Ms. Burns.

Noes: None.

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SUPERVISOR FULLER: The Traffic Safety Committee is here in the audience. Is there any member who wishes to address this recommendation to the Town Board?

LT. BEEBE: Which one in particular would you like me to address?

SUPERVISOR FULLER: Do Ridge Road first.

LT. BEEBE: Ridge Road was requested by the Fire Chief of the Elsmere Fire Department only because they have difficulty in swinging the trucks, the large fire trucks, in and out of Ridge Road onto Kenwood Avenue.

TOWN ATTORNEY KAPLOWITZ: Tim, you have to get closer to the microphone.

LT. BEEBE: Okay. I am sorry.

TOWN CLERK NEWKIRK: The silver one, the right... the one on your left.

LT. BEEBE: Okay. Yea, I was requested by the Elsmere Fire Chief so that fire apparatus could safely negotiate the turn from Ridge Road onto Kenwood Avenue and also onto Poplar Drive. They have had several occasions where cars were parked along Ridge Road which restricted the ability of the fire trucks to get in and out.

SUPERVISOR FULLER: Okay. Thank you, Lt. Beebe and I'll ask you just stay in the front cause we'll have you right back up for the next one. Are there any questions or comments from the audience on this recommendation? And, if you would like to speak in favor or in opposition I would ask you do that at the same time.

MR. MORRIS: I just wanted to speak on the issue and I wanted to ask some questions concerning the issue. One of my questions is, what is the justification for a minimum of 150 feet from the corner at one end and a minimum of 160 at the other end?

SUPERVISOR FULLER: Traffic Safety Committee, Lt. Beebe.

LT. BEEBE: I'm not sure specifically, I think it had to do with the property lines is where the issue came up.

MR. MORRIS: Well, this is one of my concerns. 160 feet encompasses 2 properties at one end, at least, and 150 feet at the other encompasses 2 also. I don't really feel that there's a justification for that long an area. I don't know if that's speaking against the... I guess it is, it's speaking against the specific issue that is before the Board. Secondly, I don't know why the fire department has to use Ridge Road. Elsmere Avenue is available and the distance from the fire house to the corner of Ridge Road and Kenwood is approximately 300 feet further going Elsmere Avenue. And, they have a big wide intersection up there. They can make the turns without any trouble. They can make the turns at West Poplar and Elsmere at St. Stephen's Church, it's a very wide intersection. Probably be faster because they can turn faster. Having driven the fire trucks both ways, I think that that the Elsmere Avenue route would be much safer and I would say that if... well, you can't amend this. I would think that it would be much... if they are going to have to do this, it would be much more equitable to cut the distance down to 100 feet at each end. I think every fire truck we have can make that turn at 100 feet. And, it's very difficult for families who have company to know where to put them if they live on the corners. At Kenwood Avenue end there's no public parking. I don't think the fire house parking lot is available for parties for non-members and I don't think the Legion or the church would appreciate people using those as general parking lots. Thank you.

SUPERVISOR FULLER: Okay, thank you, Morris. Is the Elsmere Fire Chief here in the audience by any chance?

COUNCILMAN JOHNSON: He's putting on a presentation to the members at the fire house tonight. That's why he's not here.

MR. HERR: My name is Charles Herr and I serve with the Committee. Unfortunately, the person who went out there to make the measurements is not here tonight. As I understand it, one of the Committee Members went out and they had a fire truck out there that made the terms and this is... they come back and recommended to the Committee that they could make the turns with these. So, that's the only information I've got. The specific recommendation that they had was 150 feet and 160 feet.

SUPERVISOR FULLER: And, the recommendation came from the Elsmere Fire Department... the Fire Chief?

MR. HERR: I believe they were out there with a truck. They made the request and one of the Committee Members went out there and made some measurements and I believe they had a fire truck out there to make

the turns and that's what the Committee Member come back and recommended.

SUPERVISOR FULLER: Is that Committee Member here this evening?

MR. HERR: No, I say, unfortunately he is not here.

SUPERVISOR FULLER: Okay.

Thank you. Is there anyone else who would like to speak?

MRS. KENNISTON: Yes, I live on one of the ends of Ridge Road. And...

SUPERVISOR FULLER: May we have your name, please.

MRS. KENNISTON: Christine Kenniston. My son happens to be a volunteer fireman so I'm on the fence with this. But, I do understand that they do have to make the swings. I'm not quite sure if they're not making the swing on the way out of Ridge Road or on the way back in. But, 150 feet does bring it down past people's driveways so that a whole house would loose all their parking in front of their home because it does pass right down past 2 houses and their driveways. So, I would think that they would like to look at that distance again to see if that much is necessary.

SUPERVISOR FULLER: Thank you. Anyone else in the audience speaking in favor or in opposition?

MRS. TREFFILETTI: My name is Regina Treffiletti and I live on 8 Ridge Road which is in the center of the street and I think we'll be impacted because those cars on either end will move toward the center. And, I also question the amount needed and also whether it is needed on both sides. To swing it would seem to me that if they just... if they wanted to prohibit it, that they prohibit it on just one side and not both sides. So, I am also really at this point not in favor. Thank you.

SUPERVISOR FULLER: Thanks. Any questions or comments from the Town Board? On just Ridge Road right now, we'll do one.

COUNCILMAN BURNS: We doing the stop sign after that?

SUPERVISOR FULLER: Yes.

COUNCILMAN BURNS: For Crestwood and Crystal Lane.

SUPERVISOR FULLER: The second part of the public hearing is a stop sign on Crystal Lane and Crestwood. We're not doing that yet. This is Ridge Road. Are there any questions or comments from the Board?

COUNCILMAN BURNS: Apparently you don't know why it was both sides?

LT. BEEBE: In order to be able to swing the fire truck. That was the information that was brought to the Committee.

COUNCILMAN BURNS: You needed both sides.

LT. BEEBE: Correct.

COUNCILMAN DAVIS: And, I assume, Tim, that... I live in that neighborhood so I see that... I see the trucks coming back from practice. I see them coming back from fires so it is either way. I mean they are going to have to make that swing either way which I assume is why they want it on both sides.

LT. BEEBE: Correct.

SUPERVISOR FULLER: Okay. Can we now move on to the stop sign on Crystal Lane at Crestwood? Lieutenant.

LT. BEEBE: Again, this was an issue that was brought to the attention of the Traffic Safety Committee by a resident and the... after looking at the intersection, the Committee decided that a stop sign would be appropriate on Crystal at Crestwood just because there

Second part
of Public
Hearing Stop
sign at inter-
section of
Crystal Lane
and Crestwood
Lane

was some confusion as to who had the right-of-way at that intersection and the stop sign would clear-up that confusion.

SUPERVISOR FULLER: Okay. Those wishing to speak in favor or in opposition of a stop sign being placed on Crystal Lane at Crestwood Lane. Is there anyone in the audience from that neighborhood? Okay.

COUNCILMAN DAVIS: Sheila, I may be able to help with that. That particular request was made to me directly by the residents who live on the corner of Crystal and Crestwood. And, they had indicated that the reason why they were concerned was because there has been an increase in the amount of traffic there. That's a new development. It is growing. There are more people who live there and more people who are coming through that neighborhood looking at some of the new homes and they felt that because of the... there's a decline similar to sort of the Wellington Road arrangement, that very often cars were traveling at a greater speed than they should and if there were stop sign at that intersection it might help at least when cars were coming out. So, it was... it seemed a very reasonable request.

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

The motion was made by Mr. Lenhardt and seconded by Mrs. Davis to adjourn the public hearing at 7:47 p.m. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson,
Ms. Burns.
Noes: None.

Kathleen A. Newkirk
Town Clerk

Supervisor Fuller convened the regular Town Board meeting following the close of the public hearing. She asked for a vote in consideration of adoption of the Local Law pertaining to Ridge Road and Crystal Lane at Crestwood Lane.

Discussion followed regarding the separation of the 2 items. Councilman Johnson asked if it was possible to have the Ridge Road portion of this be continued at the next meeting. Attorney Kaplowitz noted by adjourning that portion of the public hearing, it can be discussed at the next meeting. He noted a material change cannot be done without another notice. Discussion ensued about the agenda of the Traffic Safety Committee meeting not being available for people to know what items are on it. Supervisor Fuller asked to adjourn the Ridge Road portion of this item.

The motion was made by Mr. Lenhardt and seconded by Mrs. Davis to adjourn the Ridge Road proposal of parking prohibited and have it placed on the December 8, 1999 agenda for further discussion. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson,
Ms. Burns.
Noes: None.

Motion to
adjourn
Ridge Road
proposal to
December 8
meeting

Approve
placement
stop sign
Crystal Lane
at Crestwood
Lane

Supervisor Fuller asked for a motion to approve the placement of a stop sign on Crystal Lane at Crestwood Lane. The motion was made by Mrs. Davis and seconded by Ms. Burns to adopt the proposed Local Law amending the Code of the Town of Bethlehem, Vehicle and Traffic, Article VI, Schedule 119-32, Through Streets, to permit a stop sign on Crystal Lane at the intersection of Crestwood Lane, easterly direction. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson,
Ms. Burns.
Noes: None.

Public hearing began: 7:50 p.m.

SUPERVISOR FULLER: The next item on tonight's agenda is to consider proposed Local Law amending the Code of the Town of Bethlehem for stop intersections at Sylvan Avenue at Wellington Road, Wellington Road at intersection of Sylvan Avenue in both eastbound and westbound directions. Ask the clerk to read the call of the hearing.

Local Law amending the code stop intersections Sylvan Avenue at Wellington Road Eastbound and Westbound Public Hearin

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 10th day of November, 1999 at 7:50 p.m. to consider a proposed Local Law, Amending the Code of the Town of Bethlehem as follows:

AMEND VEHICLE AND TRAFFIC ARTICLE VI, Add new Schedule VI, Through Streets as follows:

Sylvan Avenue at the intersection of Wellington Road for northbound traffic; Wellington Road at the intersection of eastbound traffic; and Wellington Road at the intersection of Sylvan Avenue westbound traffic.

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, CMC/AE
TOWN CLERK

- - -

State of New York)
County of Albany)

CHRISTINE BREEDEN of the Town of Bethlehem, being duly sworn, says that she is the RECEPTIONIST for 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 10th day of November 1999.

/s/ Christine Breeden

Sworn to before me this 10th day of November 1999.

/s/ Kathryn Olsen
Notary Public, Albany County

- - -

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 November 10, 1999, 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
23rd day of November 1999.
/s/ Catherine T. Picarazzi
Notary Public

- - -

The motion was made by Mr. Lenhardt and seconded by Mr. Johnson 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. Lenhardt, Mrs. Davis, Mr. Johnson,
Ms. Burns.
Noes: None.

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SUPERVISOR FULLER: Lt. Beebe.

LT. BEEBE: Again, this was an issue that was brought to the attention of the Traffic Safety Committee by some residents, I believe most of which are here this evening. After reviewing the request, Traffic Safety Committee did not find in favor of the original request but to erect a stop sign on Sylvan at Wellington just to clearly establish right-of-way and designate Wellington Road as the through street.

SUPERVISOR FULLER: And, then it went back to the Traffic Safety Committee and was addressed again and sent back to the Town Board and it is still the one stop sign and the public hearing tonight is for the... to consider 3 stop signs which was the original request of the residents.

LT. BEEBE: Correct.

SUPERVISOR FULLER: Okay. Thank you. Those wishing to speak in favor? And, unfortunately you do have to go through this again because if you remember the public hearing...

MR. CRAFT: Right. My name is Randy Craft. I reside at 10 Wellington Road. It was 5 weeks since the last visit we had with this issue. We are still standing firm on our belief that this stop sign will help with the safety of our kids on this end of the street. Traffic Safety unanimously voted this down citing that the Federal, State and Highway Manual which is also a guideline's manual indicates the stop sign should not be used to control speed. The big issue with this and the key words within this are highway and guidelines. The highway issue here is irrelevant. When you're dealing in a situation like this where traffic counts, number 1 are getting collected by use of data records by the use of tube strips in the road by breaking this down with 70 motorcycles, 186 trucks and 27 tractor trailers is a pretty good clear indication that there might have been a problem with tube spacing which would vary these results dramatically. Number 2, as far as we are concerned, we've been treated -- what I would deem unnecessarily poorly by the Traffic Safety Committee by what I am sure the Spotlight has brought up unfortunate memories that have taken place -- number 1, we have been insulted directly in the last meeting by our parental capabilities over our children. It's starting to get now to get a little more heated than is necessary. We are talking about a shared road within an old subdivision which is a key issue here and you're applying State highway guidelines to dictate what goes on within these areas. The inaccuracies that also can be obtained through this type of data collection on this type of a road situation are parked cars, kids playing in the road and going wherever they need to go, motorists just slowing down in these situations when they see these strips in the road. This type of collection can be speed wise, as a counting situation it works out just fine, but for speed, it's thoroughly inaccurate. We all sat back and we all witnessed how these cars were conducting themselves. We have one blind child on the street who needs a handler and the folks who live at this residence have to have their car parked in the road which was right basically on these collection tubes which inhibited accurate results from what Traffic Safety had obtained.

After talking with people on Fernbank and other areas that have had stop signs in place, they have noticed a significant difference. I haven't heard of any of these people requesting that these stop signs be removed at least from the areas in the immediate area. Also with Fernbank, to use as an example, we have 3 stop signs on Fernbank within a third of a mile from Palmer out to Elsmere and Wellington has no stop signs from Delmar Place out to Elsmere Avenue which is a half of mile. Now, it's not what we are asking for is a stop sign at every individual intersection. We are asking for a stop sign at this intersection which without a doubt will control the traffic flow

which should not be considered a through street. It's not going from one major street to another. It's going from one major street into a subdivision. It is not what would deem to be a road where you would apply traffic safety... or Federal highway guidelines where you are dealing with an Elsmere Avenue or a Kenwood Avenue or a Delaware Avenue. You are dealing with a shared road within a subdivision. There's no other resource, to my knowledge, and I believe to the Town's knowledge available to the Town to control speed in these situations, other than a stop sign. It is not a feasible thing to think about speed bumps... I think this would end up being a nightmare for Gregg Sagendorph and I don't think this would cure anything, people would avoid them by driving around them. Police cannot be there all the time. The only time that we've had police presence that I've seen, they showed up on Election Day which was raining. It was not a good day, as far as I am concerned, as far as grab people speeding. And, the only other time that I've seen a presence on this road is when I requested and that was 2 years ago. Ever since then, I haven't seen 1 police car taking a stop at Sylvan or up at Clarkson to view what is actually going on on this road. And, it's getting dangerous and we're here to avoid a tragedy. And, I think the support that not only the Spotlight has given us, the support from throughout the Town -- my phone's rung off the hook -- people from all over these residences here or from our area, are determined on getting this placed. And, I know we are going to hear that we have speeds that increase within 100 feet of these intersections and so on and so forth. The key factor here is not just the speed but the time that these kids are going to be able to have to get out of the way of any of these oncoming cars. As much as they say they are going to go through these stop signs, people as a general, do slow down at stop signs. They see these stop signs, they do approach them at a slower rate of speed. The amount of time that it would take to stop at this intersection and proceed would probably be upwards of 5 to 10 seconds. Now, granted maybe somebody will speed right back up and try to get down to Elsmere Avenue as quickly as possible or into the subdivision further as quickly as possible. I just feel as though the stop signs that we are requesting will help save our kids, bottom line. Thank you.

SUPERVISOR FULLER: Thank you. Is there anyone else wishing to speak?

MRS. MORRIS: Good evening. My name is Janet Morris. I have lived at 23 Wellington Road at the intersection of Wellington Road and Sylvan Avenue since 1973. I feel what is happening on Wellington Road is just what happened on Fernbank Avenue in approximately 1980. And, about 1980, 2 stop signs were put up at the intersection of Fernbank and Wisconsin and at Palmer Avenue. And, the reasons these stop signs were installed... my dog was being walked on Fernbank Avenue one evening when a car traveling at a very high rate of speed hit my dog, dragged her to her death and at that time I and a group of my neighbors approached the Town Board and we had petitions and they agreed to put up stop signs at Wisconsin and Palmer Avenue on a provisional basis to see how things went. And, those stop signs are still there today. I feel what's happened is that the traffic that was traveling Fernbank as a thoroughfare has now moved over to Wellington Road. And, I just feel that, you know, the stop signs should be installed on Wellington for the same reason they were put on Fernbank, to slow down the traffic. I've just seen more and more traffic on our street, you know, traveling at a high rate of speed. Thank you.

SUPERVISOR FULLER: Thank you, Janet. Anyone wishing to speak in favor, in opposition?

LT. BEEBE: Yes, I would just like to clarify. The gentleman referred to the Traffic Safety Committee applying the principals of stop signs based upon Federal highways. The guidelines relate to the use of a stop sign as designating right-of-way. It really doesn't matter as to where they are being placed, whether it is on a State road, a County road or Federal highway or a residential suburban community. It relates to the purpose of the stop sign which is to designate right-of-way. That was the only principal that the Committee was applying in this case. And, if I may just ask Mr. Melander who is the Traffic Engineering Technician who actually did

the study for us. If I could just ask him to speak for a couple minutes relative to his experience in the... and what he believes to be the accuracy of the counts. Mr. Melander.

MR. MELANDER: Well, thank you very much. I'm a Traffic Engineering Technician. And, I have a business, I count vehicles. I've been doing it for about 30 years since I got out of college in 1969. The point I bring out is these devices that we are using are modern, technological devices that run on computer chips. And, how they work is that little tubes actually cause air vibrations and are picked up by a diaphragm. The diaphragm is hooked to electrical wires that actually will collect the data on the computer chip. It's almost like the way your ear works in your body is the way the traffic counters work. They are accurate by what manufacturers indicate about 1 percent. Every time I put up a traffic counter I actually check the traffic counter's myself. By that, I'll set the device up and for about 15 minutes I actually count... watch the vehicles versus the counts on the traffic counter to be sure they are correct. I do that with all of my traffic counters. I probably put out on a weekday or weekend roughly 12 traffic counters a week from April through October to November time each year.

As I say, a counter is not 100 percent accurate, evidently very truly correct but they are within 99 percent accuracy. Sometimes they surprise me. I know that when I looked at the data for Wellington Road, there were 70 motorcycles recorded and that surprises me but at the same time when you look at the data itself and again I'm a technician I love numbers. I have to look at all those numbers and if you look at the numbers they were all logical times when people would be riding a motorcycle. So, I would suspect that that data is fairly closely accurate. I know you talk about a lot of trucks on the roads, you will see a lot of trucks on highways because all residences really generate a lot of trucks. You have the UPS trucks, you have the Town highway trucks that go through, garbage trucks. There's all kinds of services that utilize the roadways and sometimes tractor trailer trucks are also generated on those roads.

I know that I have been out on highways and would not expect the tractor trailer truck on a residential roadway and see them come through and go what in the world's name are they doing here. It does happen.

I do have faith in these counts and one of the interesting things is I also did a traffic count a year previous on the same location and the numbers were very, very similar. I did not do a vehicle count, I only did speed count back in 1998 but when I look at the volumes I think one was 550 to 528 vehicles per day which is very close and again, I think they are good numbers.

If you have any questions.

COUNCILMAN DAVIS: Just a question on the tractor trailer count. Having attended the meeting that followed this one, your regular meeting, I believe... or the one before that... the tractor trailers or one of the things that qualify under that category are the gardening trucks that people... the landscaping businesses...

LT. BEEBE: Landscaping pickup trucks.

COUNCILMAN DAVIS: that are carrying their equipment which to me doesn't sound like a tractor trailer but that would account for some of the higher numbers there because this time of year, there are a lot in your neighborhood, my neighborhood and all of them. So, I believe that's what the tractor trailer trucks...

MR. MELANDER: It could be, yes.

COUNCILMAN LENHARDT: Mr. Melander, does your counts indicate average speed on the highway?

MR. MELANDER: Yes. I do have that data here in my hands. We had an average speed of 30 miles per hour.

COUNCILMAN LENHARDT: At our last meeting, Mr. Secor, who is a member of the Traffic Safety Committee, approached the Board and indicated that a number of these counts, these speeding on numbers, are derived as a result of the bulk of traffic originating from residences in the residential area. Typically, I think the number he mentioned was approximately 6 trips a day per household. That being the case and it sounds very logical, it seems to me that someone backing out of their driveway and proceeding down the road would not have reached types of speeds that someone using the street as a through street would and therefore would skew your speed indications to a lower number.

MR. MELANDER: Okay. What happens is that.. the hoses themselves really only count the vehicles however fast they drive down the roadway if they are through traffic or they're a residential vehicle. I wouldn't have any way of looking at that. But one of the things I do when I break down the data is I look overall in speed ranges of what the traffic is traveling at and I'm looking at speed ranges of vehicles that are doing under 15 miles per hour, 15-20, 20-25, 25-30, 30-35. I believe the data I have here now that most of the vehicles are traveling under 35 miles per hour and it's... you know, like a chart that I give to the Traffic Safety Committee that shows the actual vehicle speeds.

COUNCILMAN LENHARDT: That would be consistent with what Mr. Secor said to us.

COUNCILMAN DAVIS: Right.

MR. CRAFT: Well, as Mr. Lenhardt, just said, as well, when you are dealing with, I believe, 22 residences within this block all of which now days have 2 cars, traffic counts are going to start going up even more and more. With that many cars taken off in that car, neither one of us are ever going to get to a speed that obtains any more than 10 miles an hour which is going to seriously alter the data... the accurate data as far as what you are looking at. You're looking at numbers and I'm seeing pretty numbers, pretty charts and so on but what I am seeing first hand is a detriment to our children.

MR. MELANDER: Roughly speaking, a vehicle will pick up speed with normal acceleration of a vehicle in about 100 feet you'll be back up to whatever you were driving at previously. Something that is interesting and it's been done in engineering studies is that when you start off and next time you drive your car down the road, stop at a stop sign and you take off and look at your speedometer, you tend to go above what you want to drive at and you will slow back down. So, you actually accelerate faster than what you want to drive. That's the normal instance. Talking about traffic volumes themselves...

MR. CRAFT: ...when you get into a situation where you might be taking off from a stop light or taking off from a stop sign out of your neighborhood, the residents in this neighborhood are exceedingly careful with how they drive. There are an awful lot of kids... this doesn't even account for a third of the kids that are on this block. You're eyes are open constantly and when you're watching people coming down... people going to work in the morning, cell phone on, sun shining in their eyes, yakking away, back and forth across the road, they are going at rates of speed that are not conducive on a shared road. And, the key is here, it's a shared road. These roads are not designed... they are designed for both pedestrian and vehicles and they have to be driven as such. Bottom line... I'm not here to argue your numbers.

SUPERVISOR FULLER: No, we're not here for debating the numbers tonight. This is on the agenda for action this evening. I think the residents have the initial proposal came to Traffic Safety in September. Yes.

MISS ROSSI: My only question is... what is the percentage of drivers that...

SUPERVISOR FULLER: You need to come to the microphone and identify yourself for the record. It is a public hearing, unfortunately.

MISS ROSSI: All right. My name is Karen Rossi. I'm a PIG student. I do not live in the area unfortunately. But, my only question is in terms of the accuracy of the numbers is, how many... what is the percentage of people that actually go 35 or above in terms of their speed and what is the average speed for the people going through that area discluding the residents that live there? Because the residents who live there are going to go about 15 miles per hour because they're concerned about their children. That's the whole reason why they're here, you know. So, if you exclude the residents in that immediate area, what's the average speed of the people going through there?

MR. MELANDER: The recorded average speed was 30 miles per hour.

MISS ROSSI: But, no I mean... excluding the people that actually live right there.

MR. MELANDER: I have no way of discriminating what vehicle is traveling at what speed. I can only tell you what the average vehicle speed is.

SUPERVISOR FULLER: Thank you.

MRS. HOGAN: I just have a question for you also. My name is Patty Hogan. I live at 17 Wellington. My driveway is about 60 feet from where the tubes were placed and I can tell you that maybe I was going 15 miles per hour every time I went over those tubes. My kids have pop warner, cheerleading, piano, guitar -- we are in and out all day long. So, that's going to throw you off right there. I know I have a next door neighbor whose driveway was maybe 40 feet from the tubes. Across the street, the same situation. Janet Morris's driveway was maybe 10 feet from the tubes. This is all going to throw off the results of this data. I also want to know does it pick up bicycles.

MR. MELANDER: The hoses themselves and the way the computer inside the traffic counter is designed may pick up a bicycle but it takes a weight of about 500 pounds.

MRS. HOGAN: Okay, well I was just trying to explain 70 motorcycles. We have not had 70 motorcycles...

MR. MELANDER: I've had cases where kids would pick up a bicycle and drop the tires onto the hoses and it would actually count. But, a child if they do that usually they do it a couple... a few times and they get tired of that and they no longer do it. But, it will not just pick up random bicycles going over it or people stepping on the hoses if they were walking on the street.

MR. CRAFT: Have you ever... Tom, do you mind if I speak right from here or won't...

SUPERVISOR FULLER: Have to go to the microphone.

MR. CRAFT: With the data collection on highway situations, let's say, in Elsmere or Kenwood Avenue or Delaware Avenue and then you bring the same set-up in on a residential street where people are parking their cars, where kids are playing, where there's pedestrians walking dogs which all are factors in how fast somebody is going to drive a vehicle, it's almost an impossibility to take into account accurate speed data on these types of roads.

MR. MELANDER: The accuracy of the traffic counter is the same, it's 99 percent accurate...

MR. CRAFT: For counting...

MR. MELANDER: ...no matter what the vehicles are doing. Those conditions that you are talking about, they're going to happen if the counter was there or not. And, again, all the counter is doing is snap shot view of the traffic during the week that we did the counts. I can tell you this much, the traffic counter I used is an International traffic counter. It belongs to the Town of Bethlehem. I under contract put it up for the Town. That traffic counter I

personally own 4 of them. I do traffic counters in other community ... and I believe... I was actually interviewed by New York State because their new contract is with this exact same company where New York State is buying the same traffic counters and they were interviewing me about the accuracy of the traffic counters. And, again, what I look at when I look at my accuracy is part of it is looking at what is going on year after year and, again, we did traffic counts in 1998 and I look at those numbers in 1999. When those numbers are close, I know that these traffic counters are doing their job. They are being as accurate as they can be. I also do them in other communities. I see the same thing. Part of what I do to ensure accuracy is to make sure that the counter is working correctly when I see... when I am out there. Granted when I'm out on Wellington Road, there's not a lot of traffic there and there may only be 3 or 4 cars to go over the hoses the time after I set it up before I leave but I am checking it to make sure that it is picking up those vehicles. And, if it doesn't work then what I usually do and if I don't like the counts, I redo the counts. And, that's when I send Lt. Beebe another listing in the mail or usually I fax him and say I don't like the counts I'm setting up the traffic counters again because I want to make sure that I have good counts. I'm a professional person, it's my livelihood and I like to make sure that I give as accurate as what can be expected.

MR. CRAFT: But, when we're getting, you know, as the average indicates 6 cars per residence... or 6 cars... 2 cars per residence exiting that house or entering that house 6 times a day, 22 house, 2 cars -- we'll say 40 cars or 50 cars just to make the numbers easy, you're talking half of the numbers you are obtaining are coming from the residents on that block.

MR. MELANDER: Well, we have an average volume of 524 vehicles. So, what you are saying really is... is maybe, what, 5 percent are the very local people. Again, the number you are using there the 12 vehicles per residence, in other communities that's a good number. I usually find that a residence will actually generate on a roadway between 12 to 13 vehicles per day. In other words, we put the hoses across the road and again, the reason why it's a weird number like that is not to the actual trips you make because if you put all the residents together, things like school buses, the UPS truck, the FedEx truck, they all count as vehicles going down the roadway. But, again, that's just typical numbers that I look at and what I like to do is I try to find streets that are like large cul-de-sacs in neighborhoods and I like to get a traffic count on those because it gives you a good idea of what each resident is generating for traffic volumes because there is only one way in and one way out. I have less variables and you get more accurate counts that way. And, that's what you use to base judgement on numbers that you say. As I say, forgive me, I am a little bit of an engineer and I like to play with all kinds of numbers and that's the number thing that we do.

MR. CRAFT: Well, this is just it, these statistics can be brought out any way you want, I mean depending on how you separate your bins so to speak, how you can break this down. You can't accurately tell me that the speed that's... your generating from these counters is going to be of the same accuracy... well, I can't say accuracies... then you are going to obtain on... like an Elsmere Avenue where you are not necessarily worry about a car parked on Elsmere Avenue or somebody... a pedestrian on Elsmere Avenue most of these roads have sidewalks and the people use them as such. So that the traffic flow is consistent, the speed is consistent. On a road like this, it is totally the opposite.

MR. MELANDER: Well, look, the traffic counters of themselves are designed with simple physics and that is, that speed is nothing more than distance for a certain time. The hoses themselves are at places, specific distances apart. That is programmed into the computer of the traffic counter but what the traffic counter is doing is taking the time the first axle hits the hoses, the second axle hits the hoses which gives you a time for that distance.

MR. CRAFT: Right, right. I'm not arguing that...

MR. MELANDER: The next thing it does, is once it gets the distance speed, it takes the time the first axle hits the first hose to the time the second axle hits the hose and from that it can tell the distance or the spacing of the axles which gives you your vehicle size.

MR. CRAFT: I'm not arguing that point. My point is...

SUPERVISOR FULLER: Okay, can we get back to the input from the community on the public hearing tonight and there's a gentleman behind you..

MR. ROSENTHAL: My name is Dan Rosenthal and I'm listening to all this and I guess it just feels like... I mean and just like you said, I think we are getting away from the point. I think that I would definitely question some of the accuracies... well, not I guess the accuracy is the right word... I would question the way these tubes are used and I just know from personal experience if someone visibly sees a tube they are probably going to slow down before they get to it not knowing what it is in the road. I think that might skew it a little bit but that's not the issue.

I think, from what I have heard, I mean, the issue here plain and simple is safety. And, I think that it appears to me that and I just know from personal experience that Wellington Road... I know when I drive down Wellington Road...

SUPERVISOR FULLER: You drive very slowly.

MR. ROSENTHAL: I drive very slowly but...

COUNCILMAN DAVIS: How did we know you were going to say that, Dan?

MR. ROSENTHAL: ...it always seems difficult, you know, you don't look at your speedometer and you see yourself start to go, you know, 30 and then you see yourself going to 35 and you don't even realize it because there is such a long... a long distance -- thank you -- of time and it is so different than Fernbank. But, I mean, all... when I hear this, it just... someone made a good point, you know, this is an opportunity to avert a tragedy. And, it just appears to me, you know, I've noticed there are a lot of kids in that neighborhood. And, a lot of people would argue but I'm not a little kid anymore. I don't think that I have to really worry about running out in the road and I know there are a lot of little kids that play around in that neighborhood. I mean, our high school had to deal with a tragedy, our grade, everybody remembers Sarah Whiting, who was one of my classmates and everybody remembers that. And, that was a terrible tragedy and I don't want anyone else to have to ever deal with that. And, I just think that this is something where the positive aspects of putting in a stop sign far outweigh the negative aspects. It seems to me like the only negative aspect that's being brought to the table is that it is unneeded. Well, obviously, the community is saying that it is needed. They are saying... the community at large is saying that a stop signs need to be put in to protect the safety of children and to lower the speeds. You know, it can be argued from every angle and said, you know this is unneeded but the only way it can be gauged as to whether it is needed or not is the parents of the people who live there and the motorists who drive through there. Me not being a person who lives there, but me being a driver of an automobile, I would say yea it is needed. I would say just from my own personal experience, you know, you don't realize sometimes that you are picking up speed on that... on that stretch of road. And, I just think that it's something that can only help and it would possibly avert a tragedy.

SUPERVISOR FULLER: Thank you, Dan.

MRS. BERESSE: Hi, I'm Janice Beresse and I'm here in support of the stop sign not because I live on this neighborhood but because I stood before the traffic board and tried to get a stop sign on my street, Rowland Avenue, after a tragedy did occur and a child was killed, Lindsey Barren, on our street. Now, at that time it was 3 years, we were told the same story, no stop sign, no speed bumps, no sidewalks. But, nobody seems to look into the big picture. This

town has grown, the vehicles are bigger and bigger. There are more of them speeding down every street, not just theirs, but mine as well. We all have children that we want to protect and I think it is time that the Town really looks into this as a big issue not just individual streets because what's coming out in these Spotlight letters is that you put a stop sign in one place, the cars speed somewhere else. Well, that should be a clue to you that there is a problem in this Town and that somebody should look into it. Our streets are old, they're narrow, they weren't made for expeditions flying down in the morning with people on their cell phones. Thank you.

MRS. BAUMGRAS: My name is Kathy Baumgras and I live at 12 Wellington Road and I'm not a statistician but I am a mother and I am a neighbor and I'm a teacher so pretty much everything I do revolves around children and my concern is -- and these 2 people that just came up made my point pretty much for me -- that it doesn't matter what the numbers are with a machine. If people say there's a problem, there's a problem. And, so the issue is an average 30 miles an hour goes over that bump and the point was made again and again that that means some people are going much slower than 30 but guess what, some people are going much faster than 30 so those are the people we're worried about. Those people are going much faster than 30 and coming around that bend, people don't even adhere to the correct side of the road. I mean, the kids can't predict where they're going to be, the adults watching the kids can't predict where they're going to be. We don't know what to expect or how to warn our kids. And, speaking as a taxpayer, as all of us sitting here are and a voter, you know, I expect when I have an issue that we all feel so passionately about, that our Town Board and that the Traffic Safety Bureau or whatever it is called, is going to listen to it and take it seriously. But, yes, you can put a machine in the road but when all these grown-ups are sitting here and say there is a problem that they have witnessed day after day after day, that we're going to be listened to over a machine because we are worried about the safety of our children. Thank you.

SUPERVISOR FULLER: Thank you.

MRS. COOPER: My name is Laura Cooper and I live at 14 Wellington Road and I just want to share with you a story of something that happened to me this very evening pulling out of my driveway for probably the 20th time today. In the evening, I saw as I was pulling out, car coming down Wellington Road at what I perceive to be an extremely rapid rate of speed and because I am angry about the situation because I care about the safety of my children and the children who live on this road, and because I am very upset by the high-handed manner in which we have been treated by the Traffic Safety Committee, I stopped my car in the middle of Wellington Road. I stopped it with just enough room for the car to pass by me but maybe not enough and I waited for the car to pass by me -- and, I'm sorry guys but it was a car of teenagers -- and I turned on the lights inside my car and I just looked at them and they were forced to crawl past me at 10 miles an hour. Now, this is something that happens on a daily basis on our street and sometimes it happens to adults but most of the time it happens to kids. And, we're here because we're upset. We're here because we want some changes. We don't want to waste your time. We don't want to waste our time. But, this situation really needs to be addressed because what happened to me backing out my driveway could have just as easily have been one of my children on their bicycles. And, I just couldn't bare that to happen to my kids or to anybody else's kids. So, please let's look at the numbers but let's keep a human face on this, okay. When you consider it, think about these children. Thank you.

SUPERVISOR FULLER: Thank you.

MR. HOGHE: My name is Tom Hoghe. I live at... excuse me... 17 Wellington Road and all the points you've heard are very strong and I'm not going to reiterate and stand here but you do have to remember the human element of safety. We have the right to walk our dogs. We have a right to ride bikes. Our children have the right to do skateboarding and all that good stuff. We have to remember that statistics are just that, not accurate. I mean once he said 99

percent, my businesses kids, both at work and at home, I need 100 percent. I need 100 percent safety. Stop signs are not going to grant that either but it will help me when I'm out there and give me the 4 or 5 seconds I need to run out there and get my kids out of the way because people are speeding. So, all the points are well taken. I hope you listen and I hope you respond accordingly. Thanks.

SUPERVISOR FULLER: Thank you.

MISS ROSSI: You know my name... basically my only comment has to do with the accuracy of the results because of the test subjects that are used in the study. If anything there ought to be a camera there with a flow chart of the license plates and the model numbers, etc. of the cars that go by there and what rate they go at. Because, what that will do is that will distinguish the people that live there who are going 15 miles an hour from the people who are speeding by, in this case the teenagers. All right, at like 40 some miles an hour. And, what that can do, it can give you much more accurate results because you know that the people living there are going to go at a slow rate of speed in comparison to the people who they are worried about. And, I just don't understand why that a camera of some sort is not used because that way you can separate the bikes... the people that live there. The FedEx, the mail trucks, etc. from the people that actually go by there at a rate of speed above like 15 miles an hour, all right and the percentage of people that do that is the thing that is really important. And, I believe that 30 miles an hour just doesn't tell you enough, you know, because you have to have an accurate result in order to say whether it is needed or not. And, I really don't believe this is needed. So, from now on when you put these things in here, I would suggest that you put a camera in there so that the results can be more accurate and we won't need to go on about this any more because the results will say, next time, 40 miles an hour. And, the results will agree with the residents here, you know, there's no reason not to do that if you're going to put those in because just having the 2 things there is completely inaccurate and there's no reason for the study to be done. Thank you very much.

MRS. BAREND: My name is Susan Barend and I live in Delmar. My daughter was killed 3 years ago because she took a walk in Delmar and I don't know if another stop sign will help or not but I don't see how it can hurt anybody. And, I think that the answer is to put sidewalks in Delmar. I know that I would never take a walk in Delmar. I would... if I had small children I would never let them walk in Delmar because it is very dangerous. Because, just the fact that my daughters took a walk in Delmar, one day, my life is ruined and it will never be the same. Just because 1 teenage boy drove down Roweland Avenue and didn't pay attention to what he was doing. I'm sure he was going faster than 30 miles an hour and I'm sure he wasn't paying attention to what he was doing because 3 girls were walking together. They were walking... one of them was walking slightly in the road, the other 2 were on the grass because there are no sidewalks in Delmar. If there were sidewalks in Delmar, perhaps that would not have happened. I'm sure it wouldn't have happened. They would have been on the sidewalk. But, as far as, stop signs, I don't see how you can say no to these people. Maybe it won't help but it certainly can't hurt and if it could save a life, it would be certainly worthwhile. And, that's all I have to say.

SUPERVISOR FULLER: Is there anyone else wishing to address the Board this evening? May I have a motion to close the public hearing?

The motion was made by Mr. Lenhardt and seconded by Mrs. Davis to close the public hearing at 8:32 p.m. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson,
Ms. Burns.

Noes: None.

Kathleen J. Newkirk
Town Clerk

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

Supervisor Fuller said some of the Traffic Safety Committee Members were in attendance and noted they were appointed by the Town Board in the mid '80s, representing different groups throughout the Town. She said their role is advisory to the Town Board. She noted there have been frustrating moments for everyone involved in all of this. She said she was asking the Board to vote in support of the stop signs.

The motion was made by Mr. Lenhardt and seconded by Mrs. Davis to approve the adoption of the proposed Local Law amending the Code of the Town of Bethlehem to permit stop signs on Wellington Road at Sylvan Avenue and on the eastbound and westbound intersections of Wellington Road. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson,
Ms. Burns.
Noes: None.

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Supervisor Fuller asked Highway Superintendent, Greg Sagendorph, how long it will take for the signs to be erected. Mr. Sagendorph said the signs will be placed Wednesday, November 24.

Councilman Lenhardt noted for the record that he referred to the Planning Reference Resource when this item was first discussed. He said that resource did not designate Wellington Road as anything other than a residential street. He said it is not designed in the future to be an arterial roadway. He said it will remain as it is. He also noted for the record that he has received a request to remove stop signs from a couple individuals on another street in Town where stop signs had been installed because, according to the individuals, traffic tends to ignore the stop signs and it has caused problems exiting their driveways. He said he feels if these stop signs become an issue like that, the residents will contact the Board. He said for that reason alone he voted for the stop signs.

Councilman Johnson said he probably has done 15 or 20 trips in the last 3 or 4 days on these streets. He said Wellington Road is 8/10s of a mile long and there is 6/10s of a mile between the stop sign and Elsmere Avenue. He said Fernbank Avenue is 6/10s of a mile long, 2/10s of a mile between stop signs. He said Winne Road is 9/10s of a mile long and there are no stop signs. Roweland Avenue is 8/10s of a mile and there is 1 stop sign on Darroch, Mr. Johnson noted. He said the Board vote to put a stop sign on Sylvan Avenue is fine and he is glad. He asked the question of what happens next week when somebody wants 1 on Clarkson and next week after that when they want 1 on Palmer. He said all he is saying is for a long term plan if the Town can look at this and maybe determine what is a reasonable distance between stop signs on these through streets it might help. He said he thinks this would take some of the emotion out of this. He said as long as the traffic is being moved around, there is a need to look at this and work together for some reasonable distances. He thanked the Traffic Safety Committee for their hard work.

Councilman Burns said in light of all the traffic concerns, she was making a motion to propose that the Town Board review the current process for traffic safety issues. She said that a review be done of the role, responsibilities and activities of the Traffic Safety Committee and then recommendations be made after the assessment. She said she thinks there is a need to look at this to find out if this is serving the residents of Bethlehem. Supervisor Fuller asked if there was a second to the motion. Councilman Lenhardt seconded by motion and it passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson,
Ms. Burns.
Noes: None.

- - -

Supervisor Fuller indicated to Councilman Burns that she thought in fairness to a new Board Member coming on in January that this item

Ms. Burns
proposed
Town Board
review
current
process
for traffic
Safety
Issue

would be something that should be looked at at the beginning of the new year, noting there is only 1 meeting left this year. Councilman Burns said she thinks it is never too soon to start. She feels Mr. Plummer can come up to speed when he gets on board. Supervisor Fuller agreed and thanked Councilman Burns.

Mr. Craft thanked the Town Board for paying close attention to this, noting it means a lot to the residents. He said this is not a cure-all but it is going to be a learning curve for the kids to understand that not everybody is going to obey these things but it is going to buy some time. He said he wished the Town had other resources to be used to help in these situations. He said he thinks the stop signs will help. He said, as Councilman Lenhardt stated, if this is a problem and they are not helping, they will be back.

Councilman Davis thanked Mr. Craft for his comment and said she thinks it is very important to have the kind of input that has taken place with this issue from the residents. She said sometimes decisions have to be made without residents at Town Board meetings and she thinks the human face was put on this particular issue and noted the Traffic Safety Committee works very hard to make the right decisions. She said she thinks everyone should remember that they do a job that is very important and noted the residents have done a job just as important. She said the fact that they were in attendance has made a difference. She said she hopes everyone is aware that there is a problem out there. She said people do speed and are careless. She said there is also a Pedestrian Safety Committee, as well as, the Traffic Safety Committee which have been a result of some of the problems that have existed. She said she hopes the people listening will slow down and heed the stop signs. She said she appreciated the time and effort the residents have put into this matter.

Supervisor Fuller wished everyone a Happy Thanksgiving.

Commissioner
of Public
Works acceptance
of Proposed
easment for
Utilities at
the BIG Arena

Supervisor Fuller noted the next item was a request from Commissioner of Public Works, Bruce Secor, for acceptance of a proposed easement for utilities at the B.I.G. Arena location, Delaware Avenue, Delmar and indicated it had been withdrawn from the agenda.

Supervisor
sign
2000 Animal
Shelter
Agreement
Mohawk and Hudson
River Humane Society

The next item was to authorize Supervisor Fuller to sign the 2000 Animal Shelter Agreement.

The motion was made by Mr. Johnson and seconded by Mrs. Davis to authorize the Supervisor to sign the year 2000 Animal Shelter Agreement with Mohawk and Hudson River Humane Society. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson,
Ms. Burns.
Noes: None.

Parks and
Recreation
approval of
seasonal
personnel

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

The motion was made by Mr. Lenhardt and seconded by Ms. Burns to approve the appointment of seasonal personnel as requested by David Austin, Administrator, Parks & Recreation Department, as follows:

Recreation Supervisor at a rate of \$6.00 per hour.

Lynne Potter
117 Elsmere Avenue
Delmar, NY 12054

The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson, Ms. Burns.
Noes: None.

The next item was a request from Bruce Secor, Commissioner, Department of Public Works, to go to bid for a sewer pump. Could advertise December 1, 1999 and open bids on December 22, 1999.

Request from Commissioner of Public Works to go to bid for a Sewer Pump and Resolution

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

WHEREAS, the Town desires to advertise for bids for the purchase of one (1) submersible Non-Clog Centrifugal Sewage Pump for the Department of Public Works, Town of Bethlehem, pursuant to law,

NOW, THEREFORE, BE IT RESOLVED, that the Town Clerk advertise for such bids in THE SPOTLIGHT issue on the 1st day of December, 1999 and that bids be received up to 3:00 p.m. on the 22nd day of December, 1999 at which time the bids will be publicly opened and read.

The resolution was adopted by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson, Ms. Burns.
Noes: None.

The next item was to accept the resignation of Nancy A. DeLaCruz, Assessment Clerk, effective November 29, 1999. Supervisor Fuller said she has sent a letter and accepted a position at the State University of New York.

Resignation of Nancy DeLaCruz Assessment Clerk

The motion was made by Mrs. Davis and seconded by Ms. Burns to accept with regret the resignation of Assessment Clerk, Nancy A. DeLaCruz, effective November 29, 1999. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson, Ms. Burns.
Noes: None.

The next item was a recommendation from the Traffic Safety Committee for amendment to the Code of the Town of Bethlehem, Vehicle and Traffic, to permit installation of a stop sign on East Poplar Drive at the intersection of Greenleaf Drive. Could advertise December 29, 1999 and hold public hearing 7:30 p.m. on January 12, 2000.

Traffic Safety Installation stop sign East Poplar Drive Public Hearing 1/12/2000

The motion was made by Mrs. Davis and seconded by Ms. Burns to set a public hearing for January 12, 2000 at 7:30 p.m. to consider a proposed Local Law amending the Code of the Town of Bethlehem, Vehicle and Traffic, to permit installation of a stop sign on East Poplar Drive at its intersection of Greenleaf Drive. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson, Ms. Burns.
Noes: None.

The following item was a recommendation from the Traffic Safety Committee for amendment to the Code of the Town of Bethlehem, Vehicle and Traffic, to permit installation of a stop sign on Laurel Drive at the intersection of Groesbeck Place. Could advertise December 29, 1999 and hold public hearing 7:45 p.m. on January 12, 2000.

Traffic Safety stop sign Laurel Drive Hold Public Hearing 1/12/2000

The motion was made by Ms. Burns and seconded by Mr. Johnson to approve the setting of a public hearing for January 12, 2000 at 7:45 p.m. to consider an amendment to the Code of the Town of Bethlehem, Vehicle and Traffic, to permit installation of a stop sign on Laurel Drive at the intersection of Groesbeck Place. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson, Ms. Burns.
Noes: None.

Resolution to set fees to conduct elections

The next item was to adopt a resolution setting fees for the conduct of elections. Supervisor Fuller noted this should have been done prior to November.

The following resolution was offered by Mr. Johnson and seconded by Ms. Burns:

RESOLVED, that in accordance with Election Law, Section 3-420, and Town Law Section 27, Subdivision 2, the following shall be the fees for the election officials for 1999:

Inspector (presidential year when 2 days)	Primary \$80.00 Registration Day \$30.00 Registration Day \$60.00 Election Day \$100.00 Instructions \$10.00
Chairman	Return of Supplies to Town Clerk's Office \$8.00 Mileage for above returns and instructions per mile \$.25
Poll Clerks	Election Day \$75.00
Janitors Primary Day and Election Day	- \$25.00
Custodians	Per Machine \$20.00
Technicians	Per Day \$32.00
Party Representatives	\$10.00 per hour

The resolution was adopted by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson, Ms. Burns.
Noes: None.

Planning Board Amend Conditional Approval of Final Plat Porter Howard Subdivision

The next item was to acknowledge receipt of an Amendment to the Conditional Approval of Final Plat for the Porter Howard Subdivision for information purposes from the Planning Board.

Approval Westland Park Section 4 Subdivision

The following item was to acknowledge receipt of Final Plat Approval for Westland Park, Section 4 Subdivision from the Planning Board for information purposes.

Public Works release of Bond Fisher Hollow Phases

The next item was a recommendation from Michael Cirillo, Engineering Services Administrator, Department of Public Works, for release of bond for Fisher Hollow Subdivision - Phases 1-4. Supervisor Fuller noted there was a request from Charlew Builders for the release of bonding. She noted the work has been completed.

The motion was made by Mr. Johnson and seconded by Mrs. Davis to approve the release of bonding for the Fisher Hollow Subdivision, Phases 1-4 in the form of 2 Letters of Credit in the amounts of \$74,500 and \$12,500 as recommended by Engineering Services Administrator, Michael Cirillo, Department of Public Works. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson,
Ms. Burns.
Noes: None.

Councilman Davis noted for Highway Superintendent, Gregg Sagendorph's, information that the residents on Trumpeter are delighted with the work done.

The next item was a recommendation from Michael Cirillo, Engineering Services Administrator, Department of Public Works, for a highway right-of-way and easement conveyance, Adams Woods Subdivision, Section 2. Supervisor Fuller noted it was for the westerly extension of Domenico Drive an existing Town highway.

Public Works
highway right
of way and
easement
conveyance,
Adams Woods
subdivision
section 2

The motion was made by Ms. Burns and seconded by Mr. Johnson to accept highway right-of-way and easement conveyance deeds for Adams Woods, Section 2 Subdivision as recommended by Engineering Services Administrator, Michael Cirillo, Department of Public Works. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson,
Ms. Burns.
Noes: None.

The following item was a recommendation from Department of Public Works, Engineering Services Administrator, Michael Cirillo, for acceptance of deed for right-of-way for Orchard Street. Supervisor Fuller noted the deed document was received from Mr. William Cade.

Public Works
acceptance c
deed for
right of way
for Orchard
Street

The motion was made by Mrs. Davis and seconded by Mr. Lenhardt to approve the acceptance of a deed for right-of-way purposes for Orchard Street from William Cade, Slingerlands, NY as recommended by Department of Public Works, Engineering Services Administrator, Michael Cirillo. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson,
Ms. Burns.
Noes: None.

The next item was a recommendation from Engineering Services Administrator, Department of Public Works, Michael Cirillo, for acceptance of storm drainage project drainage easements deeds for Oakwood Place.

Public Works
Acceptance of
storm drainag
easements deed
of Oakwood
Place

The motion was made by Ms. Burns and seconded by Mrs. Davis to accept deeds for easements on Oakwood Place for a storm drainage project as recommended by Michael Cirillo, Engineering Services Administrator, Department of Public Works. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson,
Ms. Burns.
Noes: None.

The following item was to approve the Town Board minutes of October 13 and October 27, 1999.

Approve Town
Board Minutes
10/13 and 10/2
1999

The motion was made by Ms. Burns and, seconded by Mr. Lenhardt to approve the Town Board minutes of October 13 and October 27, 1999 as submitted. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson, Ms. Burns.
Noes: None.

Supervisor Fuller asked if anyone wished to address the Board. No one spoke.

Supervisor Fuller asked for a motion to meet in Executive Session to discuss personnel and litigation matters.

The motion was made by Mr. Lenhardt and seconded by Mrs. Davis to recess to Executive Session to discuss personnel and litigation matters. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson, Ms. Burns.
Noes: None.

Adjourn to Executive Session
No formal action taken

- - -

Supervisor Fuller asked for a motion to adjourn the regular Town Board meeting.

The motion was made by Mr. Johnson and seconded by Mr. Lenhardt to adjourn the regular Town Board meeting at 9:50 p.m. The motion was passed by the following vote:

Ayes: Mrs. Fuller, Mr. Lenhardt, Mrs. Davis, Mr. Johnson, Ms. Burns.
Noes: None.

Kathleen A. Hewkik
Town Clerk

EXECUTIVE SESSION

There was no formal action taken at the Executive Session.