

CHARLOTTE SELECTBOARD MEETING
Tuesday, December 27, 2022
Charlotte Town Hall 159 Ferry Road and via teleconference

APPROVED

SELECTBOARD MEMBERS: *In person:* James Faulkner, Chair, Frank Tenney, Vice Chair, Lewis Mudge, Louise McCarren (in person and remote)

Remote: Matthew Krasnow

ADMINISTRATION: Dean Bloch, Town Administrator (*in person*)

OTHERS:

In person: Jeremy Matosky, Peter Demick, Maggie Citarella, Sharon Mount
Margaret Woodruff, Emily Tupper, Mary Mead, Damaris Herlihy, Jonathan Silverman

Remote: Carrie Spear, J.D. Herlihy, Junior Lewis, Juliann Phelps, Keith Osborne, Paul Plante, Susan Moraska, Scooter MacMillan, Bill Regan, Larry Sommers, Gregg and Beth Beldock, Lucas Adler

AGENDA ITEMS:

- 6:30 PM** **Adjustments to the agenda**
- 6:31 PM** **Approve warrants to pay bills**
- 6:35 PM** **Committee requests for unbudgeted expenditures (time allotted if needed)**
- 6:40 PM** **Minutes: 12/12/22**
- 6:45 PM** **Continued review of application by Ulrich and Karen Wendeln for a Highway Access Permit (HAP-22-14) on 1555 Spear Street**
- 7:00 PM** **Public comment**
- 7:05 PM** **Briar Alpert – refund for Variance application (found to be unnecessary)**
- 7:10 PM** **Grand list errors and omissions for 2022**
- 7:15 PM** **Hire Nicole Burnell to take minutes for DRB and PC (contract position)**
- 7:20 PM** **Thompson’s Point lease for Lot 104 @572 Flat Rock Road—renew lease for 20 year term to Gloria Gay Regan, Andrea Regan and Kenneth Miller**
- 7:25 PM** **Contracts for Thompson’s Point Wastewater System for 2023 calendar year**
 - **SJW Docks for System Operator**
 - **Civil Engineering Associates for System Engineer**
- 7:30 PM** **Engineering for Town Garage—authorize additional expense**
- 7:35 PM** **FY24 budget – work-session**
- 8:20 PM** **Potential articles for Town Meeting warning**
- 8:45 PM** **Plouffe Lane—winter closure due to narrow road**
- 8:50 PM** **Selectboard updates**
- 9:00 PM** **Adjournment**

James Faulkner called the meeting to order at 6:30 p.m.

Adjustments to the agenda

None

Approve warrants to pay bills

Warrants were signed.

Committee requests for unbudgeted expenditures (time allotted if needed)

None

Frank Tenney arrived at the meeting in person.

Minutes: 12/12/22

MOTION by Lewis Mudge, seconded by Frank Tenney, to approve the minutes for Monday, 12/12/22 as amended. VOTE: 3 ayes, 0 nays, 1 absent (Krasnow), 1 abstention (McCarren); Motion Carried.

Continued review of application by Ulrich and Karen Wendeln for a Highway Access Permit (HAP-22-14) on 1555 Spear Street

Jeremy Matosky stated that he is present tonight with Ulrich Wendeln to continue the review of the application for a Highway Access Permit on 1555 Spear Street for access to a single family residence and for agricultural access to fields that are currently landlocked from vehicle access on the south part of the 130 acre parcel of land. The Selectboard requested more information about the building locations during the last Selectboard meeting when this was previously discussed. The presentation this evening gave further detail with the use of a map and showed where adjustments were made to the location of the driveway. This was done to decrease the amount of forest disruption. The loop to the north was eliminated. A slope analysis was done and due to the town's regulations of not being able to disrupt slopes of greater than 25%, they couldn't go any further to the south. The entrance to the driveway is in the same location that it was at the site visit. There are 15% slopes that they're impacting, roughly 10,000 square feet, so this will require a DRB review under the town of Charlotte's Zoning Regulations. They're looking for the Selectboard's approval for the HAP this evening. There is a 4 acre area, which is 3% of the parcel, known as the building area, and this area is being proposed to be removed from current use. The whole area of 130 acres is currently in current use. The Wendeln's want to continue to use the rest of the property for agricultural purposes and keep it in current use. The driveway splits to the north to serve the house and to the south to serve the field. There are plans for a storm water pond to the north of the driveway access.

Ulrich Wendeln stated that he's a businessman and is well versed in how to properly use the land within the guidelines of the law, but also with respect to the land itself. He has 30 years of experience working in agriculture with grains.

Frank Tenney stated that he was present at the DRB meeting a few months back when it was discussed extensively. The driveway is about 1,800 feet long. Lewis Mudge received

confirmation that the portion of the driveway that is proposed for accessing the fields is roughly 1,300 feet long. The last 300-400 feet of the driveway is to access the house.

Frank Tenney stated that the Selectboard is responsible for approving the curb cut but he does feel the Selectboard should take into consideration if there is access for emergency vehicles.

Frank Tenney acknowledged that Junior Lewis did sign off on the plans, stating that the sight distance is fine and the access leans away from the road. Lewis Mudge stated that the site plans do include a culvert and he got confirmation that Junior Lewis approved the culvert plans as well. Jeremy Matosky stated that there are pull-offs every 400 feet for emergency vehicles.

Maggie Citarella, the chair of the Conservation Commission, stated that she's happy to hear of the area in current use and that there is a focus on conservation. She requested that the Selectboard look at the impact of the entire driveway and not just the highway access area, and to make sure that it's in compliance with the Town Plan and the Land Use Regulations. The plans do impact a significant forest habitat as shown in the Charlotte significant wildlife habitat. It's both fragmenting forest and also impacting areas of high public value.

Lewis Mudge stated that he's impressed with the current use; 126 acres out of 130 acres is staying in current use. He stated that the driveway is a very long driveway at 1800 feet, however. Ulrich Wendeln stated that he needs to access the land. Lewis Mudge stated that the town encourages building on the land as close to the road as possible.

Maggie Citarella stated that it is of utmost importance to understand what one is able to do with a property before purchasing the land. Jeremy Matosky stated that the Wendelns hired his firm to look at all of the property, that included the boundaries, the slopes, the wetlands, the level of threat to endangered species and a vernal pool survey of the property. The firm looked over all the local and state zoning criteria and none of those preclude these plans as proposed tonight. The habitat that is needing protection is further to the east. There are critical habitats on this property and the Wendeln's are protecting those areas by not developing on them. He met with the Planning Commission and they stated that what the Wendelns are proposing is low impact and meets the town zoning. Following this, resistance from the neighbors and the Conservation Commission began. Since then, the project has been scaled back to one home and not a subdivision on over a 130 acre parcel of land.

Lewis Mudge stated it is important to note that 97% of the land is in current use. Maggie Citarella stated that the Land Use Regulation that is not complied with and that is also supported by the Town Plan is that driveways should be located in such a way to avoid fragmentation or adverse impacts to areas of high public value. The driveway does go through an area of high public value which is the forest that is mapped specifically. Land Use Regulations are to be applied literally. If this project is allowed, then projects in the future are going to be very unclear as to what is allowed and what isn't.

Jeremy Matosky stated that areas of high public value according to the town's code are things like wetlands, steep slopes greater than 25%, endangered species, critical habitat links. He feels that the idea that any mapped forest block is considered high public value and undevelopable isn't true.

Maggie Citarella read the road fragmentation rule within the Land Use Regulations in Section 3.2(D)(2)(c) General Regulations Road Driveway and Pedestrian Access Requirements.

Paul Plante stated that the entire parcel is under current use, all the forest is under a forest management plan and the new owners must be able to access the eastern portion of the woods in order to maintain forestry management plan or the state will shut them down. Frank Tenney got confirmation that the access was through another property previously.

James Faulkner asked for confirmation as to what the role is of the Selectboard in this situation. He stated that this particular access is going to need a conditional use and will need to go through the DRB.

Maggie Citarella stated that the Charlotte significant wildlife habitat map has already mapped out the areas of high public value, including forest habitat, and for Charlotte that is a priority. The Champlain Valley holds more species than the Green Mountains do. She stated that Larry Lewack, the Town Planner, has stated that he doesn't have the background or expertise that the Conservation Commission does, and that's why he needs the Commission's input, and that's what they're trying to do in this case.

James Faulkner stated that there was another potential access to the property at the south end. Jeremy Matosky stated that he respects the Conservation Commission's input but where their opinions differ is with the definition of adverse impact. He doesn't feel this proposed plan for a driveway constitutes an adverse impact. He expressed again that Larry Lewack stated that the proposed plans will not have an adverse impact on the land.

Frank Tenney stated that from what he understands this is the most minimal impact to get out to the location. James Faulkner stated that he wondered if bringing the drive to the south might work, but Jeremy Matosky stated that the slopes are too steep.

Mary Mead stated that the role of the Selectboard is to approve of or disapprove of the HAP. Matthew Krasnow stated that the town operates as a whole and has different jurisdictions and the DRB has further jurisdiction. This property predates any DRB jurisdiction so the jurisdiction would go to Keith Osborne. The Selectboard needs to support any decision that is made based on what's in the ordinance.

Frank Tenney stated that the policy states that it's a must to minimize the impact on the wetlands wildlife areas etc. He asked Matthew Krasnow if he felt this was just in the right of way of the road, in his opinion? James Faulkner stated that he's in favor of getting the DRB's opinion in regard to the slopes issue, and then go from there. Keith Osborne stated that that would be going against the policy of having the Highway Access Permit first, prior to the conditional use review. He has no issue of this being postponed until the Selectboard hears back from the DRB in regard to the slopes and the potential positioning of the access, but the first step is for the Selectboard to either approve or deny the access.

MOTION by Frank Tenney, seconded by Louise McCarren, to approve the application by Ulrich and Karen Wendeln for a Highway Access Permit (HAP-22-14) on 1555 Spear

Street with the conditions provided by Junior Lewis. VOTE: 4 ayes, 0 nays, (Matthew Krasnow absent at the time of the vote); Motion Carried.

Louise McCarren left the meeting.

Public comment

Scooter MacMillan asked why the Selectboard spends time looking at maps of properties applying for Highway Access Permits if the Selectboards authority is simply within the highway right-of-way? Matthew Krasnow stated he assumed it is because it's stated in the ordinance that that is one of the conditions for the application for a curb cut. Frank Tenney stated that one of the things that the Selectboard is responsible for is to look at how a Highway Access Permit affects the properties' wetlands, wildlife areas and areas of high public value. James Faulkner referred Scooter MacMillan to the town website Highway Access Policy & Procedures document which would give him a clearer understanding.

Briar Alpert – refund for Variance application (found to be unnecessary)

Dean Bloch stated that initially Briar Alpert was told that he needed a Variance but ultimately, he didn't need a Variance, so Keith Osborne has removed the referral for a Variance. Briar Alpert is asking for a refund of the \$500 fee.

MOTION by Frank Tenney, seconded by Matthew Krasnow, to grant a refund to Briar Alpert for the fee for a Variance of \$500. VOTE: 4 ayes, 0 nays, 1 absent (McCarren); Motion Carried.

Grand list errors and omissions for 2022

Mary Mead stated that she assumes that these are due to current use and the back and forth between the assessors and the state. She said this now includes all the final numbers from current use and there won't be any other changes. Total Grand List Change -\$531.00 Total Real Value Change -\$1,200 CU Exemption -\$51,900.

MOTION by James Faulkner, seconded by Lewis Mudge, to accept the 2022 Grand list errors and omissions report supplemented on 11/30/22 as submitted. VOTE: 4 ayes, 0 nays, 1 absent (McCarren); Motion Carried.

Hire Nicole Burnell to take minutes for Development Review Board and Planning Commission (contract position)

Dean Bloch stated that there have been a few different Minute Takers for the DRB and PC. The last Minute Taker for these boards gave her notice as she took another job. The position was advertised for in Seven Days and Larry Lewack and Rebecca Kaplan interviewed the applicants.

MOTION by Lewis Mudge, seconded by James Faulkner, to hire Nicole Burnell as the Minute Taker for the DRB and PC at a rate of \$25/hr as defined by her contract. VOTE: 4 ayes, 0 nays, 1 absent (McCarren); Motion Carried.

Thompson's Point lease for Lot 104 @572 Flat Rock Road—renew lease for 20 year term to Gloria Gay Regan, Andrea Regan and Kenneth Miller

Mary Mead stated that this lease expires on December 30, 2022. This is a normal lease that should be signed after approved.

MOTION by Frank Tenney, seconded by James Faulkner, to approve the Thompson's Point lease for Lot 104 @572 Flat Rock Road to Gloria Gay Regan, Andrea Regan and Kenneth Miller, and authorize the Chair to sign. VOTE: 4 ayes, 0 nays, 1 absent (McCarren); Motion Carried.

Contracts for Thompson's Point Wastewater System for 2023 calendar year

• SJW Docks for System Operator

Dean Bloch stated that there is a slight change from when it was initially drafted. It's subject to the COLA that the Selectboard approves for town employees which doesn't get finalized until after January 15, when the figure is published by the Department of Labor. The operator requested that the January invoice would be paid with an estimated COLA based on the December figure, and then it will get settled with the February invoice. The revised version was presented to the Selectboard this evening.

• Civil Engineering Associates for System Engineer Thompson's Point Wastewater System for 2023 calendar year

Dean Bloch stated that the Civil Engineering contract is the same price as last year, which is up to \$7,000. They typically don't exceed this figure.

MOTION by Frank Tenney, seconded by Lewis Mudge, to approve the contract for the System Operator for the Thompson's Point Wastewater System with SJW Docks, LLC as presented in the 2023 contract, and authorize the Chair to sign. VOTE: 4 ayes, 0 nays, 1 absent (McCarren); Motion Carried.

MOTION by Lewis Mudge, seconded by Frank Tenney, to approve the contract with Civil Engineering Associates Inc. as the Thompson's Point Wastewater System Engineer for the 2023 operating season, as presented, and authorize the Chair to sign. VOTE: 4 ayes, 0 nays, 1 absent (McCarren); Motion Carried.

Louise McCarren returned to the meeting virtually.

Engineering for Town Garage—authorize additional expense

James Faulkner stated that there is a bill that needs paying for Civil Engineering. He suggests authorizing payment for \$5,000. This involves shifting existing funds in the budget over to the engineering budget for the town garage. Scooter MacMillan received confirmation that the expense of the town garage is not going up, as Lewis Mudge had already asked and received this confirmation.

MOTION by Lewis Mudge, seconded by James Faulkner, to allocate an additional \$5k to the Civil Engineering budget to the town garage for any additional expenses. VOTE: 5 ayes, 0 nays; Motion Carried.

FY24 budget – work-session

James Faulkner stressed the importance of clarifying that the town budget is going to increase significantly due to both the municipal side of the budget and the school side of the budget. The municipal increases are due to the town garage expenses, town employee salary increases and the Fire & Rescue budget increases. Lewis Mudge stated that it's important to note that the municipal portion of the budget is less than 1/10 of the school budget. Mary Mead stated that it's only the municipal side of the budget that the Selectboard has control over, and not the educational side of the town budget. James Faulkner stated that there is currently a 29% increase in the municipal budget. There is a meeting January 9, 2023, to work on decreasing this increase. Dean Bloch stated that there are a list of items that aren't yet finalized and they include: donations, library hours, traffic calming study and the Fire & Rescue Reserve Fund.

Donations For FY24 Budget

Louise McCarren stated that she went through all the donation requests. She sent out an email with her recommendations to all members of the Selectboard. It's her recommendation that the Selectboard approve level funding for all on the donations list except for UVM Home Health & Hospice. She suggested a \$500 increase rather than a \$1,000 increase for UVM Home Health & Hospice. The VT Rural Protection Task Force request came in late, but she feels that the \$100 donation is appropriate. She made sure that these donations were specifically going to help residents of Charlotte, and/or that they would go directly to consumers or patients, versus overhead. Mary Mead was given clarification that the UVM Home Health & Hospice donation would be in the amount of \$5,000 and not \$500.

Library Budget (Affected by the COLA and Requested Increase in Library Employee Hours)

Dean Bloch stated using the current pay rates and the December COLA numbers he created a document that allowed for a comparison of the current hours and the requested increased hours for the library staff for FY24. Without the increase in hours the budget is \$304,682.64; and with the increase in hours, the budget is \$307,280.64.

James Faulkner stated that it's not simply the increase in hours needing to be paid and added to the budget it's also the expense of paying benefits for the positions. Increasing these three positions from 16 hours to 20 hours makes them into positions that are eligible for benefits. This increase needs to be accounted for and put into the budget.

Mary Mead stated that she needs to know the number to put in the benefits line item in order to budget for the FY24 budget. For the three positions that may or may not be granted the increase in hours, it would need to be known if they are going to elect to get health insurance and if so what type of plan, single, double, or family. It would also need to be known if they're old enough where they would be requesting Medicare reimbursement. If an employee of the town of Charlotte works 20 to 40 hours, dental insurance is covered 100% and it would be important to know if they are going to want a single, double, or family plan. The vision plan is prorated by the number of hours that an individual works. For someone that works 20 hours, 50% benefit is paid for the vision plan. The increases for Social Security and Medicare are a calculation based on the estimate of total payroll and are not as challenging to prepare for with budgeting as the potential benefits elected by the three positions.

Margaret Woodruff stated that these employees do a great job and work above and beyond their roles. She wanted to emphasize that in the next fiscal year, 2024, there are two position that will be merged into one position. That position is currently filled by two employees. The increase in hours for the three positions from 15 hours to 20 hours is due to the fact that the work isn't getting done and the nature of the work has changed. Some of the services that the pandemic had created remain services that are offered at the library. More people are downloading eBooks and audio books, which requires more assistance. More people are coming to the library to do research or to telecommute. There is now an Emergency Management Team in town and the library is now a part of that team. An employee of the library has additional duties to make sure that the library supplies are inventoried and to make sure that the library is in compliance with the town emergency plan. This employee of the library needs to help coordinate with the rest of the town.

Frank Tenney asked how many employees need to be at the library at one time to run the library effectively. This would allow a better understanding of how many hours are needed per week. Lewis Mudge respectfully disagreed with the micromanaging that that request would involve. It's not in the Selectboard's knowledge base to decide if the hours are being appropriately allocated or not, he said.

Mary Mead stated that a good way to justify hourly increases is by what is seen on a time sheet. Emily Tupper confirmed that the increase in hours requested by the library equates to 12 hours total. She stated that it would seem that a practical solution would be to give the additional hours necessary to run the library smoothly to employees that are already in the bracket of hours that triggers benefits, but not over 40 hours of work per week. If not that scenario, then perhaps the increase could be for one of the positions to increase from 16 to 28 hours which would require benefits for one position, versus three positions from 16 hours to 20 hours.

Jonathan Silverman, Library Board Chair, stated that there are many different ways to measure workforce needs. He feels that Margaret Woodruff gave a clear explanation of the increase in responsibilities for the employees of the library. He feels that to date there are more people that have been served by the library in comparison to past fiscal years, and there are more programs. He's concerned of the ethics of looking at the cost to the town by these three positions becoming positions that offer benefits. He would like the Selectboard to review whether the proposed budget is based on the needs of the library rather than the increase to the budget for the town of Charlotte, as it seems like that's the precedence that is being set with the discussion at hand this evening.

James Faulkner stated that that isn't what is happening. The Selectboard is trying to get the total cost for the budget.

Margaret Woodruff stated that she wanted to highlight that the library isn't increasing the number of hours worked by employees at the library. The total number of hours worked to run the library is still 164 hours as it was for FY23. There are roughly ten staff members including the student assistants and they're proposing to bring that down to seven positions. The library is attempting to increase overall efficiency with the way it's run and the number of employee hours needed. She is aware that there are employees that are working more than they're reporting.

She's advocating for the employees and the fact that more hours are needed to get the work done and to allow the library to run effectively.

Lewis Mudge confirmed from Dean Bloch that the increase in the budget due to the hours is \$6,600 without the benefits. Frank Tenney stated that Mary Mead can get the information from these employees in regard to the benefits so that an estimate can be made as to what is needed for the budget.

Traffic Calming Study

Dean Bloch stated that the traffic calming study budget estimates was provided tonight by Damaris Herlihy, with a total of \$49,000, and with an added 20% for potential inflation, coming to \$59,000.

Damaris Herlihy stated that she gathered data from the traffic calming measures that the regional planning had recommended. Some of this information could be applicable to other neighborhoods. She worked with Dean Bloch to get some numbers. Existing sign adjustment came to \$175. Six radar signs come to a total of \$22,000, two at Greenbush Road, two at the school zone and two could be used between Ferry Road and East Charlotte. Each sign would be roughly \$3,500 each. Four permanent speed humps would be \$16,000. Temporary humps that are rubber could be used just in the summer and would give the option of using them elsewhere in town; these are estimated around \$7,000 each. Center splits are around \$800 total. She was unable to get an accurate fog lines estimate. She got one of \$7,200 from a Google search but she believes this is higher than what it would actually be. Welcome signs by Rich Ahrens would be \$1,600 each.

Louise McCarren stated that in her opinion the problem is the lack of enforcement and not signage etc. James Faulkner stated that it was suggested in the past meeting's discussion and again in this document being reviewed that the money budgeted for the State Police contract could be reallocated to these traffic calming expenses, but the budgeted amount was checked on and it has been spent. He went on to say that there are many areas in the town of Charlotte that have issues with speeding. It would only be fair to have the radar signs distributed around town and not just Greenbush Road.

Damaris Herlihy stated that the radar signs will only remind the responsible drivers. The willful speeders need more than that, such as speed humps and/or law enforcement. The areas that would be appropriate for speed humps are neighborhoods with speed limits of 25 mph such as Greenbush Road, part of Ferry Road, and the school zone.

Frank Tenney stated that regional planning came back with these suggestions because a concerned citizen asked for traffic calming methods. Shelburne doesn't have speed humps and everywhere there are radar signs there are speed limits set at 25 mph with sidewalks. Sidewalks are a suggestion he made in the last meeting's discussion, and this suggestion was disregarded.

Damaris Herlihy stated that sidewalks would be challenging on Greenbush Road because of the drainage ditches on the sides of the road and some of the houses are too close to the road. It is her understanding that when there isn't enforcement available, the only other route to take is

traffic calming measures to remedy the situation. Frank Tenney stated that speed humps are simply a suggestion to willful speeders in his opinion. Damaris Herlihy stated that she is simply going off from what regional planning gave as their expert opinion.

James Faulkner asked for redirection back to the budget. He asked if there was just one item that could be done, what might that be? Damaris Herlihy stated that she is representing the Greenbush Road neighborhood and therefore she's not at liberty to say without consulting with the group as a whole. In her individual opinion, she would choose the permanent humps or the radar signs throughout town with one or two temporary humps this fiscal year. They will likely be louder but they could be trialed in different locations.

Jamed Faulkner stated that the installation of permanent speed humps is complicated. As far as the budget, he feels there needs to be fairness to the whole town. Radar signs seem appropriate by the school and they would be moveable and solar powered. Damaris Herlihy stated that the school zone is important. As far as Greenbush Road, it's the only neighborhood that has a 25 mph zone like the school zone, and it's the most densely populated. This makes these areas an excellent place to start. Radar signs could be used immediately through the town. Dean Bloch stated that the paperwork provided by Chris Davis shows that there is a three year warranty on the radar signs.

Matthew Krasnow stated that it would make sense to get two other quotes for the radar signs to be in compliance with the town's purchasing policy. That way if two radar signs were attempted to be purchased with the current fiscal years budget it could be done.

J.D. Herlihy stated that in the last meeting's discussion on this topic it was promised by James Faulkner that an attempt would be made to do something sooner than next fiscal year. He responded to Louise McCarren's comment regarding the lack of enforcement in town, that it's the Selectboard's responsibility to keep safe roads in town. He asked since the Selectboard is unable to enforce the road's safety with law enforcement, what is your solution?

Louise McCarren stated that she's not opposed to the calming study suggestions, but she believes the true solution is getting law enforcement in place. Matthew Krasnow stated that the town has had the state police look at this issue over the past nine years that he has been on the Selectboard. They've done their own speed studies and they have also tracked the data of accidents that are property damage only. The roads in question are clearly safe roads based on the state police standards. They have the jurisdiction over these roads as they are the town's primary police enforcement agency under state statutes. The town doesn't have a municipal police force. It needs to be made clear that what the Selectboard is responding to citizens' concerns about a perception of a lack of safety based on the actual rates of speed that people are driving. The data doesn't support that these roads are unsafe and the state police have been very clear with the Selectboard on this. The Selectboard is addressing this concern by citizens that don't feel safe walking, running, or bicycling on these roads. There is a town contract with the state police and they have done better with their enforcement over the past year in comparison to the year and a half prior, during the first part of the pandemic, when they were understaffed. There has been a national trend of increased driving speeds of all drivers. He went on to say that Lewis Mudge was also looking into other police enforcement agencies outside of the state police, and it's worth

exploring the new leadership at the Addison Sheriff's Department to see if they can augment the contract that the town has with the state police.

Paul Plante stated that in towns without a municipal police force, the town Constable can be given all the same responsibilities as the state policemen. The Constable would have to have accreditation but it's his understanding that the town's current Constable does have this accreditation. Matthew Krasnow stated that roughly four years ago the Selectboard did approach the town Constable, who is an active police officer with the Shelburne Police Department. They explored at that time increasing his capabilities of his personal vehicle to serve as an enforcement vehicle in town, which included the insurance expense, etc. What it came down to is that he already has a full time job at the Shelburne PD, and other issues arose. For example, there was no real solution as to how to detain an individual properly and legally until their processing and transport. The town doesn't have the proper facility to provide due process of civil rights.

Dean Bloch stated that the current budget with the state police is \$23k and it's lower than what the contract has been. The town has been contracting for 30 hours for the past two plus years. The actual hours provided was 30 hours. If the state police can't fulfill the contract, then maybe it can be augmented by another service as Matthew Krasnow suggested.

J.D. Herlihy stated, in regard to the comment made by Matthew Krasnow that the state police don't deem these roads as unsafe based on their studies, it doesn't make sense to him to wait until there is a tragic accident on these roads to give them the attention they desperately need. As far as the current Constable augmenting the state police services, he finds it hard to believe that the limiting factor would be the potential of an instance of needing to house an inebriated driver. The state police would be the housing in a case like that. In lieu of actual enforcement the only other option is speed humps and speed tables. This has been years in the making. The Selectboard has this in front of them now and it's up to them to take action or not.

James Faulkner stated that that is exactly what the Selectboard is doing, attempting to take action with accepting the research and trying to get numbers for the budget. Review of all the possibilities are taking place at this time.

Damaris Herlihy stated that many of their neighbors have seen their dogs killed and their children involved in accidents. It's unsettling when the finger is pointed at the Greenbush neighborhood coalition in regard to the regional planning addressing their concerns. If nothing gets in the budget this fiscal year, then it's concerning. James Faulkner stated that this is the same comment he gets from residents on Church Hill Road as well. The current Selectboard is taking action and attempting to figure out how to fit it into the budget.

J.D. Herlihy stated that there is a choice going forward, to take action or not. His comment wasn't to say that the Selectboard isn't taking action, but there have been comments by the Selectboard members this evening that imply that this issue is a lost cause without police enforcement, or that there is no budget for it, and that's what's concerning. It's beyond clear that everyone feels that police enforcement would be the answer, but the message delivered has been that that isn't an option so these alternatives brought forth from the calming study have been the

focus. It goes without saying that there is 100% support from all on increased enforcement if that were an option.

Matthew Krasnow confirmed that J.D. Herlihy was unaware of how many years the town has been spending \$30,000 on enforcement and the analytics that the state police run. The predictive analytics are a science, he stated. J.D. Herlihy stated that this information hasn't been made readily available but his opinion remains that the roads in discussion are not safe for pedestrians and a tragic accident is sure to take place.

Matthew Krasnow stated that he would like to see more money put into enforcement along with an incremental approach of the recommendations that are secondarily effective to enforcement. James Faulkner concurred with Matthew Krasnow stating that there isn't \$60,000 readily available, so planning is taking place to work on the traffic calming suggestions incrementally while also looking into other options for enforcement.

Lucas Adler stated that speed humps are the next logical step outside of increasing enforcement. Frank Tenney also concurred with Matthew Krasnow's plan of putting more money into law enforcement with neighboring towns or counties. James Faulkner made the point that if there was some other form of enforcement out there, this would have been the avenue taken six months ago, but it wasn't. It's worth looking into some new possible avenues for increased enforcement at this time and in the interim, making a plan for some of these secondary measures with traffic calming.

Plouffe Lane—winter closure due to narrow road

James Faulkner stated that Plouffe Lane has been closed in the past couple of years and there was a parking lot that was plowed for use so that people could park there and walk in or ski in. Gregg Beldock stated that he and his wife purchased a property from Ivan Plouffe's father that was originally property of the town of Shelburne. There is potential for seven housing lots accessed by the easement that provides ingress and egress to their home and to the other lots that they own. They have control under contract of up to seven lots on their property. They currently have two homes on this property. They would like safe ingress and egress. The road maintenance agreement gives them the obligation and the right to maintain the road. It's currently a one lane road with a width of 14 ft on average. There are regular occurrences where they're blocked from their property. There have even been emergency situations where they couldn't get out.

Beth Beldock stated the topic at hand is the danger with the single lane road during the winter season with snow, rain and ice. Gregg Beldock stated that there was an incident this afternoon where a delivery driver was lost and his son was almost hit by this driver. It is not uncommon that he is pulling people out that are stuck in the snow.

James Faulkner stated that in the past two years the road has been closed during the winter months and a parking area was created and plowed by Carpenter Road. Gregg Beldock stated the sandwich sign of road closed was put out and someone stole it. Last week someone actually parked, blocking their ability to enter or leave, and the person became agitated and inappropriate when it was requested that they move.

Beth Beldock feels it's important for word to get out to the town's people that the town has officially closed the access to the trails via automobile. Plouffe Lane can remain in use for walking and skiing trails, and they as the owners will do their best to drive slowly behind them until they can get safely out of the way.

Gregg Beldock stated that if Bill Regan can help to get the word out through the Trails Committee, that people can park where he plows, and they will put a sign out that they will fund as they did for the last one that was stolen. He stated that they needed to be able to maintain the ingress and egress.

Bill Regan stated that they would like to keep the trails open. He didn't hear any complaints from the trail users last year. Perhaps an answer to this problem would be to install a permanent sign that stated for trail usage parking is off of Carpenter Road during the winter months, the single lane road is closed during winter months and open to residential users only. Gregg Beldock stated that they will draft a sign and send it to Bill Regan for approval.

Larry Sommers stated that with the current efforts in trail signage improvement, it might be appropriate to use the signage template. He also suggested additional signage for trail users to find the trailhead from the parking area on Carpenter Road. Gregg Beldock stated that he doesn't want to commit to other signs along the way to the trailhead due to the concern of violating any of the preexisting agreements. Although they own the property, the development rights have been given away. However, he does like the idea of the additional signs and feels the signs could be eloquent looking signs. Larry Sommers stated that they will likely replace the roadside sign, but they as a Trails Committee will brainstorm how to best move forward with making it a winter access.

Potential articles for Town Meeting warning

Dean Bloch stated that this was put on the agenda so that if anyone wanted to add any articles to be on the warning, they could. He feels an article related to the audit report could be added for the town meeting warning. The statute allows the Selectboard to put to voters, to see if they would approve officially offering a notice that the audit report is ready and available. It could still be included in the town report, but this way it wouldn't be required to be delivered within ten days of the town meeting.

Louise McCarren stated that her view is that an electronic version of the audit report should be offered and if a resident wants a hard copy they can request and receive one. Dean Bloch stated that the warning for town meeting is mailed to voters and published as well. The other article will be the town municipal budget, that will be a floor article that will be discussed on Saturday along with the Fire & Rescue budget and the Library Budget. The Australian ballot articles will be voted on Tuesday. If there is a bond vote for a new ambulance that would be an Australian ballot. This decision should be made sooner than later as the town attorney only has so much time with his obligations to other towns.

Matthew Krasnow stated that he feels as though the pretty significant change to the capital reserve fund should be discussed. It's been stated that it's going to take an extra year to year and

a half to get an ambulance, and this is something that he questions. He feels there is going to be a big downturn in demand, an increase in inventory, availability with interest rates going up and the town is going to be in a position to borrow at incredibly low interest rates. While in the transition of taking over the management of the fire & rescue service and being able to make these management decisions in the next six months means it would be appropriate to have a look at the capital reserve budgeting process and to look at the estimates with the consultants that the town has hired. The back up ambulance could be fixed by running a slight deficit in the maintenance budget. It's important that this back up ambulance be made safe sooner than a year and a half. This is why the Selectboard may want to consider sticking with the same capital reserve budget plan as has been done in the past. James Faulkner stated that this can be finalized during the January 9, 2023, meeting that should be designated for budget discussion only.

Adjournment

MOTION by Frank Tenney, seconded by James Faulkner, to adjourn. VOTE: 5 ayes, 0 nays; Motion Carried.

The meeting was adjourned at 9:30 p.m.

Minutes respectfully submitted, Brooke Milo, Minute Taker. Edits by Dean Bloch.