

**HYDE PARK SELECTBOARD
MEETING MINUTES
July 9, 2015**

*All minutes are draft until approved by the Selectboard; please check future minutes for approval of these minutes.
Meetings may be video taped and such recordings are held by Green Mountain Access Television (GMATV).
recording info: PO Box 581, Hyde Park, VT 05655; info@greenmountainaccess.tv or 802-851-1592*

Selectboard Members: David Gagnier, Chair; Brian Jones (BJ), Vice-Chair; and Roger Audet (RA)
Members Absent: Roland Boivin; Pete Couture
Others Present: Ron Rodjenski, Town Administrator; Jim Fontaine; Robert Lair; Dave Despault; Barbara Potter; Andrea Day, Dufresne Group; Nancy Tingle; Emil C Albright; Ralph Larson; Peter Gallo; Charlie Aronovici; Jack Anderson; Howard Manosh; Allen Spitzer. GMATV videotaped this meeting.

DG called the meeting to order at 6:00 p.m.

1. **Welcome, agenda changes were accepted as “Revised Agenda”.**
2. **Public Comment**

Mason Road Acceptance – Mr. Despault from Mason Road asked if anyone had heard from the project developer, Mrs. Smith. No one had heard anything. The Board will send a letter to Mrs. Smith asking her to work quickly on preparing the road deeds to Mason Road and Hemingway Road.

Lamoille Valley Rail Trail – Allen Spitzer presented a written update on the construction of the Lamoille Valley Rail Trail, entitled “Rail Trail Progress 2015”. Spitzer noted that the trail maintenance crew doesn’t have funds to buy a mower for the trail sides however it is in the plans for the future. Allen asked is Hyde Park would donate mowing within the town limits this year – from Sterling View Road to Depot St area. One pass on each side is needed to keep tall grass and weeds from entering the trail. Dave G suggested it might only be possible if the highway crew has time. DG will talk to Road Commissioner Ken Alexander about his summer schedule.

North Hyde Park Scoping Study - Nancy Tingle asked about the cost, which is \$31,250. Ron noted that additional costs listed on the capital reserve plan cover a number of years beyond the first scoping study phase and future costs could be much more if anything is built. Nancy felt that the North Hyde Park residents at the last meeting did not seem excited about sidewalks being built and seemed to prefer other improvements first.

3. **Hyde Park Connectivity Grant – Local Concerns Meeting**

Andrea Day, PE reviewed the process of a scoping study and asked for public comments. Current discussions have identified limitations to crossing Route 15, parking constraints, utilities and non-connected sidewalks. Nancy Tingle felt that a crossing at the roundabout would not be safe and was built to improve safety for vehicles at the intersection. Nancy advised that the existing sidewalks need improvement first. Dave Gagnier noted that the elementary school may be moving which would take away another community amenity to connect. Nancy agreed that there were higher priorities along Main Street compared to crossing Route 15. Andrea noted that the scoping study takes a long-term look at improvements and a Route 15 crossing could be listed as less important today. A draft Purpose & Need statement from Springfield VT was reviewed. Andrea encouraged people to fill out the questionnaire and return it to her to be included the report. Nancy Tingle stated that people walk anytime during the day and night and are presently walking through neighborhoods and other loops using seriously deteriorated sidewalks. Nancy explained that the courthouse generates walkers and we should be making the village more attractive to the new visitors now using the Rail Trail. Allen Spitzer said that no one in their right-mid would cross at the roundabout but a crossing at Lamoille Union would get used more to get onto the Rail Trail. Dave G stated that crossing Route 15, even with an automobile, is now difficult. Allen noted that trail construction is coming to end this season. Nancy noted that East Main Street is a curving road with low visibility so any new pedestrian use would be difficult. Jack Anderson stated that he observes walkers on East Main Street and a safe

route, other than along the road edge would be beneficial. Jack stated that East Main Street connects to the future commercial area near Route 15 so it would be good to plan pedestrian improvements to that area to improve safety. Jack noted that he has seen visitors to Hyde Park that come just to visit the village sidewalks. Peter Gallo would like to see improvements that link Village locations to the Rail Trail, noting that Sweet Crunch has just started to see new customers from the Rail Trail. Charlie Aronovici stated that the Johnson St Extension project was intended to eventually connect the municipal offices and high school to the Village sidewalks. Peter Gallo supported improving connections to the trail. Jack did not want to overlook East Main Street as that area is likely to see the most commercial growth. Nancy noted that the elementary school parcel is pretty wet and improvements would be costly if a village to commercial area connection is pursued south of East Main Street. Peter Gallo stated that Moss Woods and the French House will become more public in the future and those should be included in the connections. Dave G agreed that improving the trailhead connections would be a good to continue to pursue. Charlie offered that the first trailhead location has not been approved due to environmental issues and an alternate location has not been identified. Charlie expressed support for bike lanes within the Village. Dave G cautioned that adding a bike lane could impact snow removal to which Andrea stated if the road is narrow the bike lane would basically be a painted shoulder so that area is most likely already being plowed. Nancy expressed concern for losing on-street parking with the addition of bike lanes. Nancy stated that the village streets do have lighting. Ron offered that the current LED street lighting is for vehicles and new pedestrian lighting could be installed that is directed to sidewalks but still provide light for the street. Peter Gallo stated that the LED street lights are lighting up homes and streets and asked if there was a way to modulate that level of lighting for pedestrians and streets. Allen Spitzer noted that the new Rail Trail pedestrian bridge in Morrisville was \$225,000 and maybe a tunnel under Route 15 at LUHS could be cheaper. Jack Anderson offered that granite curbing with concrete is a better long-term investment for sidewalks and Barb Potter noted that granite was more attractive. Nancy suggested more outreach and Jack agreed that an insert in the electric bills would help give residents a chance to offer input at this early stage. Andrea thanked everyone for their time. Ron handed out the contract for Dufresne Group for the Selectboard to review. Motion by RA sign the Agreement with Dufresne Group for an amount not to exceed \$34,400 and to authorize Ron R to sign any paperwork necessary for the grant. Seconded by BJ.. Voting: 3 in favor, 0 against, motion passed.

4. **Johnson Street Extension** – Jack Anderson stated that the July 17th is the grant deadline for 2015 Bicycle Pedestrian Program Grant and a Selectboard letter of support suggesting some level of town funding commitment would be good. Dave stated that approving funding at this point is hard for him with unresolved issues on maintenance. Jack noted that it would be necessary to plow in the winter and that issue can be resolved. Jack asked for the letter of support to mention the possibility of town funding support versus committing at this point. Brian agreed and was concerned at the \$421.00 per foot cost for this section of sidewalk. Brian feels that due to the expense of the project future town funding support should be voted by the taxpayers. Roger noted that earlier tonight he heard that some village residents felt other existing sidewalks needed improvement first. Roger agreed that adding more length to village sidewalks when existing sidewalks are not being maintained needs more discussion. Motion by BJ to approve a letter of support for the Bike-Ped Grant application but to have any town funding requests on the 2016 Town Meeting warning. Seconded by RA. Voting: 3 in favor, 0 against, motion passed.

5. **Access Permits** –

- a. **Webster Road** – Ralph would like to install a 5-foot diameter used fuel tank on Webster Road and near the Lague home. Ralph stated that property owner's using the road will maintain the Class 4 road to Grimes Road. Ralph would like to replace the plank bridge before winter and 5-foot is sufficient for the stream. Ralph offered that he would also provide an as-built survey of the existing road at his cost. Ron noted that the existing maps are unclear so surveying the road is recommended at this time. Ralph was asked to pursue a state stream alteration permit for the bridge work and, when the survey is completed, the Selectboard could begin the formal town highway relocation proceedings.

- b. **Puckerbrush East Road** – Emil Albright Access Permit – Dave reported that the road commissioner looked at the depth of the existing gravel on the grassed loop portion of Puckerbrush East Road and both of them felt that since the gravel base was there, the road only needed to have the grass removed to then fine grade to prepare for plowing. Some gravel may be needed in the southeast corner of the loop. Commissioner Alexander felt that the work to complete the road was minimal and could be done by the town this summer. Motion by BJ to approve the work by the town which was a condition of the access permit for 440 Puckerbrush West Road with work completed later this summer. Seconded by RA. Voting: 3 in favor, 0 against, motion passed.
 - c. **Tyler Maynard** – Ron asked how the town wants to address land development on deficient town highways, such as Diggins Road and Puckerbrush East. Jim Fontaine noted the two subdivision projects resulting in 13 new parcels had no conditions to improve the hill section of Diggins Road's Class 4 section. Dave G noted that if Class 4 roads wanted to upgrade a Class 3 road then it is the landowners' responsibility which is a different situation from minor improvements to a Class 3 like Puckerbrush East. Dave suggested that the town engineer should provide an estimate of the upgrade costs to the fire pond. Jim noted that underground power runs along Tyler's property and should be reflected on the plans. Jim noted that getting an engineering estimate would help the discussion move forward. Motion by DG to table Tyler's highway access permit and authorize Ron to obtain an engineering estimate for the upgrade of Diggins Road. Seconded by RA. Voting: 3 in favor, 0 against, motion passed.
6. **Monthly Reports** – The Board reviewed monthly reports.
 7. **LCPC Representatives** – Motion by BJ to appoint Paul Provost as the town's representative to the LCPC Commission and appoint Mike Dubie to the LCPC Technical Advisory Committee. Seconded by RA. Voting: 3 in favor, 0 against, motion passed.
 8. **Review minutes:** Motion by RA to approve the July 1, 2015 minutes as written. Seconded by BJ. Voting: 3 in favor, 0 against, motion passed. The Board tabled the June 11, 2015 minutes until a quorum is present.
 9. **Review Town Orders** – Motion by BJ to approve the town orders. Seconded by RA. Voting: 3 in favor, 0 against, motion passed.
10. **Other Business**
 - i. 2015 Town Unified Bylaw - The Town Planning Commission's zoning bylaw draft dated July 1, 2015 was received. Dave G noted that the bylaw was 155 pages long and should be discussed at a special morning meeting with Greg and all five members. Ron will set up the meeting.
 - ii. Town Listers Request - Motion BJ to approve the town listers' Errors and Omissions adjustment to the 2015 Grandlist regarding Tyler Maynard. Seconded by RA. Voting: 3 in favor, 0 against, motion passed.
 - iii. Town garage and fire station – The State's underground injection notice is being reviewed by Ron and it may result in floor drains being filled or redirected. Ron is waiting for clarification from the State on discharges to the surface being allowed if an oil separator is installed.
11. **Adjourn** – Motion by Roger to adjourn. Seconded by Brian. So voted at 8:22 p.m.

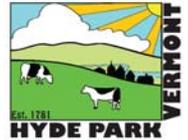
2014 Bike-PED Public Concerns Meeting

July 9 Selectboard

	<u>Name</u>	<u>Phone / Email</u>
1	Robert Hair	324-0279 ROBERT.NESEI@
2	Dave Desjardis	888-2459 gmail.com
3	Earl C. Albright	730-2695 earl.albright@caloo.com
4	Barbara Potter	888-3941
5	Jim Fontaine	888-9850
6	Nancy Vingle	8-2917
7	Peter Gallo	760-7635
8	Ralph Jan	8-1930
9	Charles Cronovici	888-1717
10	John Anderson	888-3368
11	Howard A. Menash	588-4468
12		

Hyde Park Connectivity Study - An Invitation to Voice Your Ideas and Concerns

A transportation planning scoping study, funded in part through the Vermont Agency of Transportation, will assess opportunities to improve the bicycle and pedestrian connections through the Village of Hyde Park between the Lamoille Valley Rail Trail, Main Street and Lamoille Union High School. **The consultant team needs to hear from you now to help them focus their time on developing and prioritizing projects for the next 5, 10 and 20 years.** Some of the specific improvements being reviewed are bicycle safety, streetscape enhancements, trails, tree planting, lighting and a pedestrian crossing of Route 15. The scoping study report is planned to be completed by December 2015. Questions are provided on the reverse of this page. Comments & suggestions may also be submitted directly to the consultant, Andrea Day from Dufresne Group or dropped off at the municipal offices.



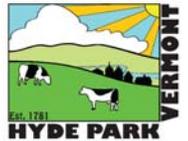
Please submit comments by 09/15/2015.

For more information: Andrea Day, PE -Tel: (802) 748-8605 Fax: (802) 748-4512

E-mail: aday@dufresnegroup.com

Hyde Park Connectivity Study - An Invitation to Voice Your Ideas and Concerns

A transportation planning scoping study, funded in part through the Vermont Agency of Transportation, will assess opportunities to improve the bicycle and pedestrian connections through the Village of Hyde Park between the Lamoille Valley Rail Trail, Main Street and Lamoille Union High School. **The consultant team needs to hear from you now to help them focus their time on developing and prioritizing projects for the next 5, 10 and 20 years.** Some of the specific improvements being reviewed are bicycle safety, streetscape enhancements, trails, tree planting, lighting and a pedestrian crossing of Route 15. The scoping study report is planned to be completed by December 2015. Questions are provided on the reverse of this page. Comments & suggestions may also be submitted directly to the consultant, Andrea Day from Dufresne Group or dropped off at the municipal offices.



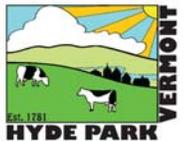
Please submit comments by 09/15/2015.

For more information: Andrea Day, PE -Tel: (802) 748-8605 Fax: (802) 748-4512

E-mail: aday@dufresnegroup.com

Hyde Park Connectivity Study - An Invitation to Voice Your Ideas and Concerns

A transportation planning scoping study, funded in part through the Vermont Agency of Transportation, will assess opportunities to improve the bicycle and pedestrian connections through the Village of Hyde Park between the Lamoille Valley Rail Trail, Main Street and Lamoille Union High School. **The consultant team needs to hear from you now to help them focus their time on developing and prioritizing projects for the next 5, 10 and 20 years.** Some of the specific improvements being reviewed are bicycle safety, streetscape enhancements, trails, tree planting, lighting and a pedestrian crossing of Route 15. The scoping study report is planned to be completed by December 2015. Questions are provided on the reverse of this page. Comments & suggestions may also be submitted directly to the consultant, Andrea Day from Dufresne Group or dropped off at the municipal offices.



Please submit comments by 09/15/2015.

For more information: Andrea Day, PE -Tel: (802) 748-8605 Fax: (802) 748-4512

E-mail: aday@dufresnegroup.com

Hyde Park STP BP 14(12)

Local Concerns Questionnaire



1. What current condition limits your use of existing sidewalks or local trails?
2. What bike or pedestrian improvements are needed within Hyde Park in the next 5 years?
3. What do you see as a top priority to increase bicycle use & pedestrian activity?
4. Should bicycle routes be marked lanes alongside vehicle traffic; a separate path; combination?
5. What have you seen in other places that you would like to see in Hyde Park?
6. What are your ideas on how best to cross Route 15 to connect the Rail Trail and high school?

Please send your comments and questions directly to Andrea Day (phone, email, fax). Thank you for your time and look for this study's results this December !

Hyde Park STP BP 14(12)

Local Concerns Questionnaire



1. What current condition limits your use of existing sidewalks or local trails?
2. What bike or pedestrian improvements are needed within Hyde Park in the next 5 years?
3. What do you see as a top priority to increase bicycle use & pedestrian activity?
4. Should bicycle routes be marked lanes alongside vehicle traffic; a separate path; combination?
5. What have you seen in other places that you would like to see in Hyde Park?
6. What are your ideas on how best to cross Route 15 to connect the Rail Trail and high school?

Please send your comments and questions directly to Andrea Day (phone, email, fax). Thank you for your time and look for this study's results this December !

Hyde Park STP BP 14(12)

Local Concerns Questionnaire



1. What current condition limits your use of existing sidewalks or local trails?
2. What bike or pedestrian improvements are needed within Hyde Park in the next 5 years?
3. What do you see as a top priority to increase bicycle use & pedestrian activity?
4. Should bicycle routes be marked lanes alongside vehicle traffic; a separate path; combination?
5. What have you seen in other places that you would like to see in Hyde Park?
6. What are your ideas on how best to cross Route 15 to connect the Rail Trail and high school?

Please send your comments and questions directly to Andrea Day (phone, email, fax). Thank you for your time and look for this study's results this December !

Hyde Park Public Comments Summary		
Quantity of Comments	Comment	Comment #
6	Bridge over VT 15 to connect to LUHS	4, 7, 10, 11, 12, 13
4	Improve existing sidewalks	5, 7, 11, 12
3	Crossing VT15 at Black Farm Road	3, 4, 6
3	Separate bike path	1, 6, 7
3	Crosswalk improvements with painting and signs	6, 11, 12
2	Clearly marked bike lanes	6, 8
2	Connection from west end of Village to LVRT	3, 5
2	Tunnel to connect LUHS and LVRT	10, 12
2	Safe crossing of VT 15	11, 12
2	Reduced speed limits in the Village, better enforcement, blinking sign	6, 12
1	Add a bike lane on Main Street	5
1	Path or bike lane along VT 15	13
1	Sidewalk along one side of VT 15 to connect LUHS with Johnson Street Extension	6
1	Sidewalk down East Main Street	13
1	Street lights	7
1	Bike Racks	8
1	Traffic light for crossing VT15	8
1	Similar surface as LVRT in Danville for trails	9

Andrea Day

From: Brighton, Kenneth L. <Kenneth.Brighton@jsc.edu>
Sent: Thursday, September 03, 2015 8:55 AM
To: Andrea Day
Subject: Re: Hyde Park STP

Andrea,

If it is not already possible, I would like to see it made possible to ride a bike from Morrisville to Jeffersonville (or beyond) via the Rail Trail. What ever improvements are made, I hope a plan is in place and resources are available to maintain and sustain the trails for future use.

Ken Brighton, Ph.D.
Hyde Park

From: Andrea Day <aday@dufresnegroup.com>
Sent: Wednesday, September 2, 2015 11:11 AM
To: Brighton, Kenneth L.
Subject: RE: Hyde Park STP

Ken,
Thank you for your comments!

Are there any specific streets you would like to see improved bicycle and pedestrian facilities installed in the Village and/or Town of Hyde Park?

Thanks again,

Andrea J. Day, PE
Dufresne Group
Phone: 802.748.8605 | Fax: 802.748.4512 | Cell: 802.274.5516

From: Brighton, Kenneth L. [mailto:Kenneth.Brighton@jsc.edu]
Sent: Wednesday, September 02, 2015 8:46 AM
To: Andrea Day <aday@dufresnegroup.com>
Subject: Hyde Park STP

Ms. Day,

I am pleased the the Lamoille Valley Rail Trail is now usable and that future plans are in the works for enhancing bike and pedestrian use.

I have two comments as listed below:

* While the existing trail is an asset to the community, I trust there are funds available to maintain the existing trail and future additions. At the very least, weed and brush control must be practiced or the trails will be quickly overgrown.

* With the width and condition of most Vermont roads, bicycle traffic needs to be delegated to separate paths rather than using marked lanes on existing roads.

Thank you for your work on this project.

Ken Brighton, Ph.D.
Hyde Park, VT

Andrea Day

From: Michael Rooney <michael@rooneys.com>
Sent: Thursday, September 03, 2015 4:35 PM
To: Andrea Day
Subject: Hyde Park Connectivity Study

Hi Andrea,

When I saw the heading "Hyde Park Connectivity Study - Invitation to voice Your Ideas and Concerns" I thought it was about Internet connectivity. When I read on I realized it was about transportation.

I have little to say about transportation having just bought property in Hyde Park. We have not even really moved there yet, still need to get some construction work done.

The thought entered my mind though, while doing the "improvements" why not make part of them to install fiber too? The big cost of getting fiber to everyone is the cost of installing the fiber, not the cost of the fiber. It will be only a few years before fiber will be the only acceptable medium for home and business Internet use. Hyde Park can reduce the total cost of this eventuality by using every opportunity to install fiber when doing other projects that open up the ground for a reasonable distance.

Regards and good luck with the study,
..michael..

Andrea Day

From: Greg Paus <gap8246@aol.com>
Sent: Friday, September 04, 2015 10:30 AM
To: Andrea Day
Subject: Hyde Park Connectivity Study
Attachments: DOC090415.pdf

Hi Andrea,

I am chair of the Hyde Park Planning Commission and a local Architect. I have been pondering this issue for years. See the black solid line on the attached sketch that we produced several years ago. Now that the rail trail has been improved, I think the the best route from the village to LUHS is from Main Street to the rail trail, crossing Rt. 15 at the intersection with Black Farm Road.

Greg Paus

President, Silver Ridge Design, Inc., Architects

PO Box 32

Hyde Park, Vt. 05655

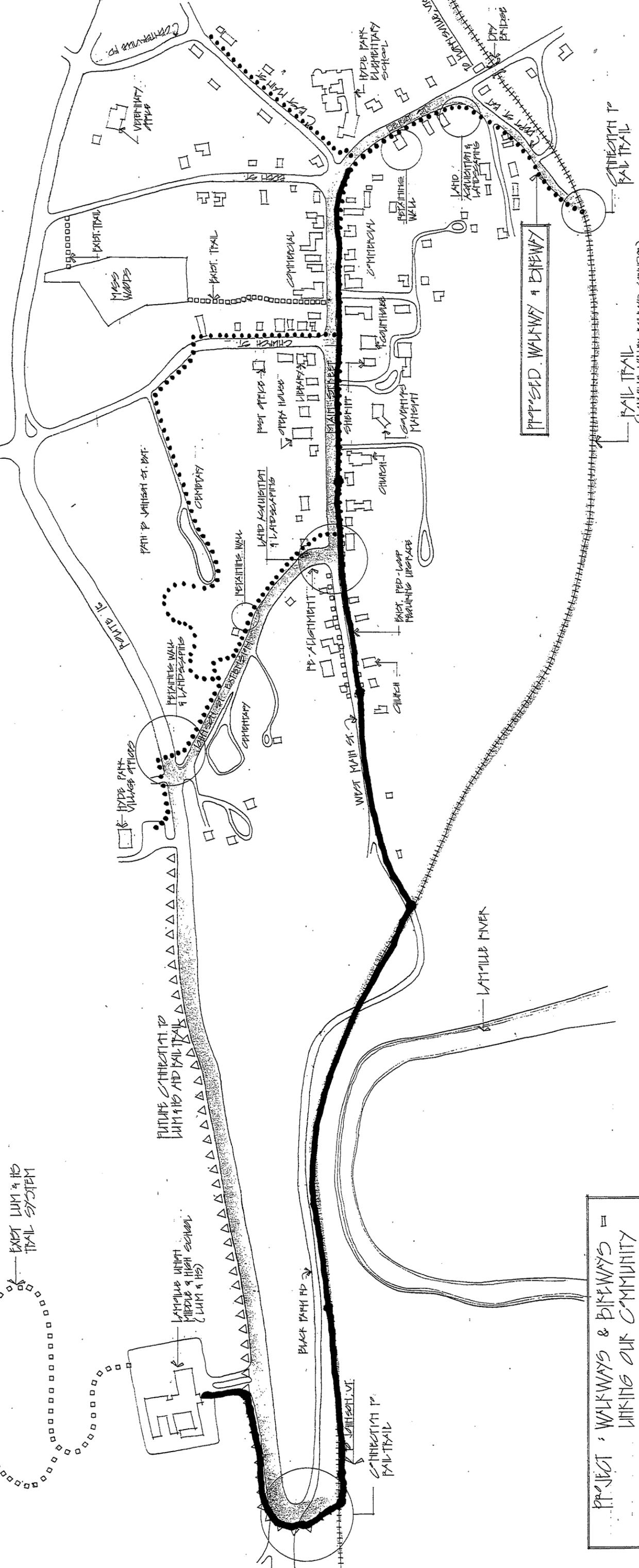
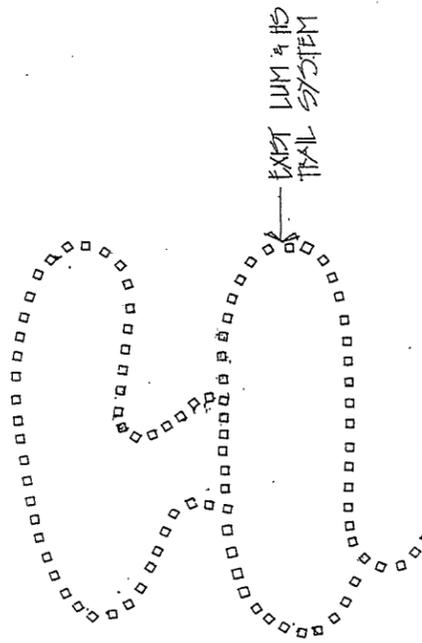
802 888-2400

BEST ROUTE FROM VILLAGE TO HIGH SCHOOL:

MAIN STREET TO RAIL TRAIL WEST.

CROSS RT. 15 & 100 @ BLACK FARM ROAD.
 (THERE ARE BLINKING LIGHTS & LOWER SPEED
 LIMIT AT THAT LOCATION).

ROUTE IS SHOWN AS SOLID BLACK LINE.



- LEGEND**
- PROPOSED WALKWAY & BIKEWAY
 - EXIST. TRAILS
 - FUTURE WALKWAY & BIKEWAY CONNECTION TO RAIL TRAIL
 - FEATURE AREA: CEMETERY, CHURCH, LANDSCAPING, CONNECTIONS

SRD
 SILVER RIDGE DESIGN ARCHITECTS
 1000 W. MAIN ST. SUITE 100
 WASHINGTON, VT 05676
 TEL: 802-253-1234
 FAX: 802-253-1235

PROJECT: WALKWAYS & BIKEWAYS
 LINKING OUR COMMUNITY
 VILLAGE & HIGH PARK, VERMONT

SITE PLAN
 1" = 200'

Andrea Day

From: John F Stoll MD <jfstoll@swbell.net>
Sent: Monday, September 07, 2015 3:18 PM
To: Andrea Day
Subject: Rail Trail Crossing 15

Andrea

I would suggest a bridge over Rte. 15 parallel to the access for River Run Road and just to the west of Cricket Hill Road. The high school parking lot could add one additional row of parking and accommodate riders who need to drive their bike to a trailhead.

John Stoll
433 Longmore Hill Road
210-861-8466



Andrea Day

From: Nancy Tingle <ntingle@aol.com>
Sent: Monday, September 07, 2015 6:15 PM
To: Andrea Day
Subject: Hp connectivity Study input

Happy to voice my ideas and concerns. My first idea is that the "consultant team" must have members on it that are from the Village of Hyde Park as we know the most about our needs. Happy to see you are no longer pursuing a "safe" way to cross the rotary. Who is on the current "team"? And would you send me a copy of the "grant"?

1. Current conditions that limit our use of existing sidewalks is their condition. Sidewalks have been built and neglected. They are overgrown and in disrepair. It makes a great deal of sense to fix what we have before we build more and worsen the situation. Ditto the new rail trail. It's already overgrown and has weeds growing through the stones and it is not yet officially open.

2. See response to 1 above.

3. Commercial development. We need restaurants and shops to draw people to the Village. Many, many bicyclists ride through Hyde Park. The only bathroom available is in the public library. There are no amenities to attract visitors. Same for walkers with the added problem that the lovely side roads lack safe and attractive sidewalks. People from outside the Village come to HP to exercise by using the sidewalks. They are pretty much restricted to the Main Street.

4. We have a very wide Main St. It could support a bike lane without disturbing or destroying or encroaching on the existing lawns and sidewalks. There is no sidewalk connecting the rail trail to the west entrance of the Village. It makes a great deal of sense to connect this end of the Village after businesses are in place.

5. Public water fountains for people and dogs.

6. There is no safe way to connect the rail trail and and LUHS. What would be the reason to pursue this? It's a union school drawing students from 6 towns. No one is going to ride a bike to school and no parent should encourage his/her child to ride alone on an isolated gravel road with all the possible dangers that implies. There are all manner of walking trails and cross country trails and sports fields on the campus side of the road.

Sent from my iPad

Andrea Day

From: Judith Mathison <judmathison@gmail.com>
Sent: Wednesday, September 09, 2015 10:08 AM
To: Andrea Day
Subject: Hyde Park connectivity questionnaire

Hello Andrea,

I'm replying to the questionnaire I received in the mail.

1. Current conditions that limit use of sidewalks or trails:

There is no sidewalk on Johnson St. extension. I believe this might be in the works but currently, it is very dangerous to walk down that street.

Also, a sidewalk along one side of Rte 15 would allow community members to walk down (a paved) Johnson St. Ext onto Rte 15 to the high school.

I see many students every day walking to and from the high school on Rte 15. Paving that on one side would make it much safer and pedestrian friendly.

2. Bike or pedestrian improvements within Hyde Park:

Painted crosswalks with brightly colored signs saying pedestrians have the right of way.

A definite bike lane that is marked " bike lane" on the street (painted on the street)

3. Top priority to increase bike/ pedestrian activity:

Slow speed limit in the village. Have definite signs and markers that pedestrians come first.

4. Bike rtes be marked lanes alongside vehicle traffic:

YES, YES AND YES! A separate path. Don't make bikes and cars share the same part of the road. Have a bike lane completely separate from the road.

5. Seen in other places:

Burlington has a great bike lane on Shelburne road. It is spray painted with a bike logo and is clearly marked " bike lane" on the road.

Stowe has a speed limit sign as you drive into the village from Rte 100 north with an attachment above the speed limit sign that tells a car how fast it's going.

Johnson State College has speed bumps all along its campus drive to ensure a car doesn't go too fast. Speed bumps catch a driver's attention.

6. Crossing rte 15 to connect rail trail and high school?

Pave from the high school to lower Main St. heading towards the intersection of Rte 15 and Main St.

Put a crosswalk at the intersection The clearly marked crosswalk along with a speed bump would call attention and force cars to slow down.

Thank you,
Judith Mathison
Hyde Park Village

Andrea Day

From: Ron Rodjenski <Ron@hydeparkvt.com>
Sent: Wednesday, September 09, 2015 4:15 PM
To: Andrea Day
Subject: Public Comments - Mailing

Only one received so far:

From Anonymous (hand written)

Answers to 6 questions:

1. Limitations - There are no sidewalks (to my property)
2. Needed in 5 years - illegible
3. Top priority - Maintain existing sidewalks
4. Routes marked - Separate path
5. Want to see in HP - Street lights
6. Crossing Rt 15 - A bridge over the road

Ron
Ronald Rodjenski
Town Administrator
Zoning Administrator
802-888-2300 x2
<http://www.hydeparkvt.com>

Have you signed up with Front Porch Forum? Sign up today at FrontPorchForum.com. Hyde Park neighbors are joining daily. -Find a plumber or electrician. - Recommend a babysitter. - Sell a bike or canoe.
NOTICE: Under Vermont's public records law, documents - including e-mail - in the possession of public officials are public records. This means if anyone asks to see it, we are, in most situations, required to provide it. We welcome citizen comments but please keep in mind that what you write in an e-mail is not private.

Andrea Day

From: Second Congregational Church <2congo@myfairpoint.net>
Sent: Thursday, September 10, 2015 10:45 AM
To: Andrea Day
Subject: Survey

Responses to the survey on Hyde Park Village from Second Congregational Church.

1. There is no snow removal on weekends in the village. This is a hazard to folks with limited mobility and a nuisance to everybody else.
2. Bike rakes on the street to lock them up.
3. no comment
4. Yes! Combination.
5. no comment
6. traffic light.

Rev. Michael Ford

Comment #9

Andrea Day

From: jumpspotjump@gmail.com
Sent: Sunday, September 13, 2015 10:49 AM
To: Andrea Day
Subject: Hyde park connectivity

We very much support the continued development of Lvrt through hyde park.
We have just used the st johnsbury to west Danville section with very fine semi hard surface. We would very much want to see that surface as a final product in our own area Stephen rosenbloom Miriam rosenbloom
1234 north hyde park Ed
Hyde park vt 05655

Andrea Day

From: David Polow <dpolow@polowlaw.com>
Sent: Monday, September 14, 2015 6:28 PM
To: Andrea Day
Subject: Hyde Park Connectivity Study

Hi Andrea,

I have had an office in Hyde Park Village since 1981. I bike or run to work from my home in Morristown to work as often as I can. Both my kids live in Boulder, Colorado so I know what cycling and pedestrian infrastructure can be like. Vtrans constructed a pedestrian underpass from Route 100 to the Bishop Marshall School. As far as I know I am the only person using it. It already has weeds growing. My point is if Vtrans is willing to pay for an underpass that nobody uses they ought to pay for one from LUHS to the Rail Trail. A bridge would work just fine as well. I think the school should push hard for this solution. It is the safest. Thank you for considering my comments.

Sincerely,

David Polow, Esq.
Polow Polow & Mahoney, PLLC
dpolow@polowlaw.com
phone 802-888-7707
cell 802-279-0677
fax 802-888-7212
www.polowlaw.com
PO Box 130, 125 Main Street
Hyde Park, VT 05655

Confidentiality Notice: This e-mail message is covered by the Electronic Communications Privacy Act, 18 U.S.C. §2510-2521 and may contain legally privileged information. Unauthorized review, use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender at 1-800-300-1717 or by reply e-mail, and delete and destroy all copies of the original message. Thank you.

Andrea Day

From: Elizabeth Raven Walters <erwalters@comcast.net>
Sent: Tuesday, September 15, 2015 10:48 AM
To: Andrea Day
Subject: Hyde Park Connectivity study

Dear Andrea,

I'm writing in response to the Hyde Park Connectivity survey. In response to the questions listed,

1. Our road crews work very, very hard, but some of our sidewalks are crumbling and dangerous to kids on bikes, as well as impassable to those with mobility issues. Recent new sidewalk projects have been very helpful, and we hope to see more, both of additional sidewalks and repair projects. We access the LVRT without difficulty, and can't wait for it to officially open.
2. Sidewalk expansion (to Rte. 15), maintenance of painted pedestrian crossings, a safe way for cyclists and pedestrians (students) to cross Rte. 15
3. Safe crossing on Rte. 15
4. I'm not sure. We can't widen roads through the village so do separate lanes make sense? Again, not sure and would defer to people with better understanding of the issues.
5. Currently it is exceedingly difficult to navigate our village if you use a walker or wheelchair. I'd love to see that improved.
6. Again, I'm not sure and would defer to the committee that will work on this. I've heard people propose cross walks, tunnels and bridges. While I'm not sure if all those are actually being considered, I will say that I'd far prefer to see a bridge over a tunnel. In fact, I wouldn't let our kids use a tunnel without a parent accompanying them. Tunnels can, in a worst case scenario, provide a hidden place for dangerous people/activities. Bridges provide visibility. We'll soon have children who could walk or bike to the middle and high school, as they do now to HPES, if the route were safe. We'd love that!

Thanks for soliciting input. Please feel free to contact me if you have follow up questions.

Raven
888-7010

Dr. Elizabeth Raven Walters
68 West Main St.
Hyde Park, VT 05655

erwalters@comcast.net

Andrea Day

From: aotoole28@gmail.com
Sent: Tuesday, September 15, 2015 5:41 PM
To: Andrea Day
Subject: Re: Pedestrian traffic Hyde park

In case you wanted the News and Citizen Article from 2012
<http://www.newsandcitizen.com/news-and-citizen/lamoille-news/thingslookthiswaytomebicycles>

Change in values,
 Amy

Sent from my iPad

On Sep 15, 2015, at 3:55 PM, aotoole28@gmail.com wrote:

1. What current condition limits your use of existing sidewalks or local trails? Well first of all the sidewalks are in major disrepair in the village, a liability hazard, just for walking. Second they alternate sides of streets so where I live on Church St to walk 1/2 block to the post office if I want to use the sidewalk I have to cross the street twice, and only one time is there a cross walk. The only local trails are those in Zach? Woods on the little hill in the village and there are trees down everywhere up there and the entrance is almost blocked and hard to find anymore. The other trails are the LVRT which isn't open yet and Cricket Hill trails of which there is no safe way from the village to get too. One would have to drive the mile there to use them because there is no pedestrian safe way thru the roundabout especially now how overgrown the plants are one can't see over the vegetation. Also people park on the sidewalks and the police as far as I know do not ticket or warn for this, as one truck was parked on the sidewalk for a month or more.
2. What bike or pedestrian improvements are needed within Hyde Park in the next 5 years? Repair or redo the existing sidewalks or rip them out because they are overgrown and dilapidated eyesores. A safe passage from the village to the high school would be nice. Bike lanes would be amazing! And by this I do not mean the shoulders of the road or the parking spaces in the village. Also I hate the vertical crosswalk from the library to the court house what if I'm not going that way I have to walk out of my way or Jay walk. Just make crosswalks from each corner so there should be one from the library to the courthouse and one from Fred's to the courthouse. Also flashing lights to slow People down coming up the hill from Johnson Ext because it's a blind corner if you are on the sidewalk trying to cross that street from the e. Main St side. Also Johnson ext is very narrow and so up and down it's pretty scary to be on as a pedestrian and there is no sidewalk or shoulder.
3. What do you see as a top priority to increase bicycle use & pedestrian use?
 This one is tough because it's a value change that needs to happen. People need to slow down, get off their phones, stop at stop signs, stop drinking and driving, and get charged as criminals when they kill pedestrians. There could be an anti tax like a carbon foot print bonus if you carpool or walk or ride your bike to work or school. When you look at cars how often is it 1 person, too much. There is a major hatred in this area for any pedestrian or cyclists. Not too long ago the editor to the local News and Citizen wrote a scathing editorial about cyclists and their matching kits and that cyclists didn't deserve to be on the road exercising while everyone else was at work, I haven't bought that paper since that editorial. I have ridden my bike to work 10 times this year from the village to Lamoille Union HS on the shoulder in my work wear

commuting on the shoulder. There is glass, rocks and major cracks on the shoulder and cars do not move over or slow down and this is the half mile from Johnson Ext to the high school, I would not recommend anyone except a seasoned cyclists such as myself to attempt this. Anyways, maybe some fun critical mass rides from here thru Cadys Falls to Morrisville or shutting the village roads down during events such as Hyde Park Home days and making them engine free mobility only?

4. Should bicycleroutes be marked lanes alongside vehicle traffic or a separate path? Both as to delineate one versus the other is to minimize access.

5. What have you seen in other places that you would like to see in Hyde Park? I would like more sidewalks and crosswalks not just on Main St. I like the super bright blinking lights for pedestrian crossings like on Pine St in Burlington. I think maybe one way traffic thru the village would slow people down and provide for more pedestrian movement. I like the blinking speed limit sign that is permanently affixed upon entering Stowe, it really seems to slow traffic down, thus making it more pedestrian friendly. I would actually like to see people pulled over for not stopping at the 3 way stop sign in front of the Sheriff's office. Speed bumps might also slow traffic?

6. What are your ideas on how best to cross Route 15 to connect the Rail Trail and high school?

The easiest would be a bridge or tunnel over to cricket Hill and then a path up to the high school by the superintendent's office. Because let's be honest nobody there is going to stop for a cross walk. I would like to see other ways to cross RTE 15 at the roundabout and by the fire station. Maybe the speed limit can just be taken down to 25 mph during daylight? And highly enforced?

Anyways, I am a runner of the roads and trying to be a bike commuter, thus I am on the roads of Hyde Park a lot as a pedestrian and have a lot to say about car traffic and how rude and insensitive people in cars are. I live in the village on Church St, the main highway between Eden and Stowe. I had hoped the bypass would minimize people driving on my road, but alas no. I also sometimes feel like back roads are even more dangerous because that's where all the drinking and driving occurs or people with suspended licenses and illegal cars are. One only has to look at all the beer empties all over the ditches.

I am excited to help in anyway increase pedestrian and bike traffic in the village and the high school. I carried my bike up to my classroom on the second floor and a student said this is the first time I've ever seen a bike up here! Made my day!

Amy O'Toole

PO Box 306

144 Church St

Hyde Park, Vt

888-9973

Sent from my iPad

Andrea Day

From: Elizabeth Levin <betsy@houseoftroy.com>
Sent: Tuesday, September 22, 2015 10:41 AM
To: Andrea Day
Subject: Hyde Park STP BP 14(12)

Hi Andrea,

I have lived in Hyde Park for 20 years. Just sold my house in North Hyde Park and am renting in the lower village, East Main St.

Questionnaire for Hyde Park connectivity study comments:

1. Sidewalks are great but do not extend fully through village, would love to see them extend down east main and also down Johnson st. Ext.
- 2., 3., 4. A marked bike lane or separate path on rte 15/rt 100 would be wonderful.
5. Safest method of crossing rt 15 to high school would be bridge similar to bridge crossing new truck route in Morrisville.

Thank you!

Elizabeth Levin
Marketing & E-Commerce Sales
800-428-5367, ext. 23
www.americanlightingbrands.com

American Lighting Brands

Arroyo Craftsman • Framburg • House of Troy • Scatchard Stoneware • Thumbprints

Andrea Day

From: aotoole28@gmail.com
Sent: Tuesday, September 15, 2015 5:41 PM
To: Andrea Day
Subject: Re: Pedestrian traffic Hyde park

In case you wanted the News and Citizen Article from 2012
<http://www.newsandcitizen.com/news-and-citizen/lamoille-news/thingslookthiswaytomebicycles>

Change in values,
 Amy

Sent from my iPad

On Sep 15, 2015, at 3:55 PM, aotoole28@gmail.com wrote:

1. What current condition limits your use of existing sidewalks or local trails? Well first of all the sidewalks are in major disrepair in the village, a liability hazard, just for walking. Second they alternate sides of streets so where I live on Church St to walk 1/2 block to the post office if I want to use the sidewalk I have to cross the street twice, and only one time is there a cross walk. The only local trails are those in Zach? Woods on the little hill in the village and there are trees down everywhere up there and the entrance is almost blocked and hard to find anymore. The other trails are the LVRT which isn't open yet and Cricket Hill trails of which there is no safe way from the village to get too. One would have to drive the mile there to use them because there is no pedestrian safe way thru the roundabout especially now how overgrown the plants are one can't see over the vegetation. Also people park on the sidewalks and the police as far as I know do not ticket or warn for this, as one truck was parked on the sidewalk for a month or more.
2. What bike or pedestrian improvements are needed within Hyde Park in the next 5 years? Repair or redo the existing sidewalks or rip them out because they are overgrown and dilapidated eyesores. A safe passage from the village to the high school would be nice. Bike lanes would be amazing! And by this I do not mean the shoulders of the road or the parking spaces in the village. Also I hate the vertical crosswalk from the library to the court house what if I'm not going that way I have to walk out of my way or Jay walk. Just make crosswalks from each corner so there should be one from the library to the courthouse and one from Fred's to the courthouse. Also flashing lights to slow People down coming up the hill from Johnson Ext because it's a blind corner if you are on the sidewalk trying to cross that street from the e. Main St side. Also Johnson ext is very narrow and so up and down it's pretty scary to be on as a pedestrian and there is no sidewalk or shoulder.
3. What do you see as a top priority to increase bicycle use & pedestrian use?
 This one is tough because it's a value change that needs to happen. People need to slow down, get off their phones, stop at stop signs, stop drinking and driving, and get charged as criminals when they kill pedestrians. There could be an anti tax like a carbon foot print bonus if you carpool or walk or ride your bike to work or school. When you look at cars how often is it 1 person, too much. There is a major hatred in this area for any pedestrian or cyclists. Not too long ago the editor to the local News and Citizen wrote a scathing editorial about cyclists and their matching kits and that cyclists didn't deserve to be on the road exercising while everyone else was at work, I haven't bought that paper since that editorial. I have ridden my bike to work 10 times this year from the village to Lamoille Union HS on the shoulder in my work wear

commuting on the shoulder. There is glass, rocks and major cracks on the shoulder and cars do not move over or slow down and this is the half mile from Johnson Ext to the high school, I would not recommend anyone except a seasoned cyclists such as myself to attempt this. Anyways, maybe some fun critical mass rides from here thru Cadys Falls to Morrisville or shutting the village roads down during events such as Hyde Park Home days and making them engine free mobility only?

4. Should bicycleroutes be marked lanes alongside vehicle traffic or a separate path? Both as to delineate one versus the other is to minimize access.

5. What have you seen in other places that you would like to see in Hyde Park? I would like more sidewalks and crosswalks not just on Main St. I like the super bright blinking lights for pedestrian crossings like on Pine St in Burlington. I think maybe one way traffic thru the village would slow people down and provide for more pedestrian movement. I like the blinking speed limit sign that is permanently affixed upon entering Stowe, it really seems to slow traffic down, thus making it more pedestrian friendly. I would actually like to see people pulled over for not stopping at the 3 way stop sign in front of the Sheriff's office. Speed bumps might also slow traffic?

6. What are your ideas on how best to cross Route 15 to connect the Rail Trail and high school?

The easiest would be a bridge or tunnel over to cricket Hill and then a path up to the high school by the superintendent's office. Because let's be honest nobody there is going to stop for a cross walk. I would like to see other ways to cross RTE 15 at the roundabout and by the fire station. Maybe the speed limit can just be taken down to 25 mph during daylight? And highly enforced?

Anyways, I am a runner of the roads and trying to be a bike commuter, thus I am on the roads of Hyde Park a lot as a pedestrian and have a lot to say about car traffic and how rude and insensitive people in cars are. I live in the village on Church St, the main highway between Eden and Stowe. I had hoped the bypass would minimize people driving on my road, but alas no. I also sometimes feel like back roads are even more dangerous because that's where all the drinking and driving occurs or people with suspended licenses and illegal cars are. One only has to look at all the beer empties all over the ditches.

I am excited to help in anyway increase pedestrian and bike traffic in the village and the high school. I carried my bike up to my classroom on the second floor and a student said this is the first time I've ever seen a bike up here! Made my day!

Amy O'Toole

PO Box 306

144 Church St

Hyde Park, Vt

888-9973

Sent from my iPad

Andrea Day

From: Elizabeth Levin <betsy@houseoftroy.com>
Sent: Tuesday, September 22, 2015 10:41 AM
To: Andrea Day
Subject: Hyde Park STP BP 14(12)

Hi Andrea,

I have lived in Hyde Park for 20 years. Just sold my house in North Hyde Park and am renting in the lower village, East Main St.

Questionnaire for Hyde Park connectivity study comments:

1. Sidewalks are great but do not extend fully through village, would love to see them extend down east main and also down Johnson st. Ext.
- 2., 3., 4. A marked bike lane or separate path on rte 15/rt 100 would be wonderful.
5. Safest method of crossing rt 15 to high school would be bridge similar to bridge crossing new truck route in Morrisville.

Thank you!

Elizabeth Levin
Marketing & E-Commerce Sales
800-428-5367, ext. 23
www.americanlightingbrands.com

American Lighting Brands

Arroyo Craftsman • Framburg • House of Troy • Scatchard Stoneware • Thumbprints

**HYDE PARK SELECTBOARD
MEETING MINUTES
November 12, 2015**

*All minutes are draft until approved by the Selectboard; please check future minutes for approval of these minutes.
Meetings may be video taped and such recordings are held by Green Mountain Access Television (GMATV).
recording info: PO Box 581, Hyde Park, VT 05655; info@greenmountainaccess.tv or 802-851-1592*

Members Present: Brian Jones, Vice-Chair; Roland Boivin; Pete Couture and Roger Audet
Members Absent: David Gagnier, Chair
Others Present: Ron Rodjenski, Town Administrator; Amy O'Toole; Thomas O'Toole; Peter Gallo; Dan Young; Carol Young; David Polow; Andrew Martin, Riki French; Kevin Audet; Tim Yarrow; Gary Anderson; Fire Chief Ed Webster; Sigh Searles; Fran Aronovici; John Savage; Scott Audet; Deanna Judkins; Nancy Tingle; Julie Rohleder; John Rohleder; Brad Carriere; Scott Griswold; Ryan Nolan; Jim Fontaine; NHP/Eden Fire Chief Eric Aither; Rob Moore from LCPC; GMATV videotaped this meeting.

Brian Jones called the meeting to order at 6:00 p.m.

1. **Welcome**, changes to the agenda, if any, & public comment: No changes to the agenda.
2. **Hyde Park Connectivity Project** – Andrea Day, PE – Andrea presented, for public review, the comments received to date and the preliminary alternatives developed. A draft purpose and needs statement was reviewed and will be finalized. Constraints on the various alternatives are being identified and the scoping process. The alternatives development process is required due to the federal funding which supports future VTrans Bike-Ped Grant Program grant applications. Andrea noted that the comments from the local concerns meeting and the recent public outreach survey through the electric billing have now been tabulated. A proposed crossing of Route 15 at Black Farm Road was identified as a priority, including Church St, Johnson St Extension and West Main St improvements. The preliminary alternatives list includes cost estimates and options for road crossings of Route 15; including a pedestrian bridge or a tunnel at Black Farm Road. Challenges exist in this area from wetlands, steep banks and high costs. Costs range as high as \$1.2 million. The Johnson St Extension at-grade crossing and improvements along Route 15 with a separate paved path to the high school is over \$700,000. Nancy Tingle asked why the connection is a Hyde Park project not a state or school project, noting that a crossing of Route 15 is too dangerous. Nancy asked who is paying for it and Andrea stated that it would be state and federal funds with a town match. Andrea explained that the point of this meeting is to attain public comment and all alternatives are being discussed. Andrea reviewed Church St options which include a sidewalk proposed on the east side, typical cross-sections and including on-street parking spaces. Church St challenges include structures close to the road, steep slopes and not much room for bicycle routes to get to the roundabout. Church St costs are under \$600,000 for one sidewalk extension with sidewalks on both sides for \$920,000. Amy O'Toole suggested one-lane vehicular traffic going out of the village which allows for much improved pedestrian and bicycles. Riki French asked what the process was for comment and Andrea noted that was the reason for this public meeting. East Main St options were reviewed with a route on the north side with crosswalks to the school. East Main challenges include the Centerville Brook, and steep slopes with benefits to connect the east side of the village to Main St. Andrea noted that the recommended width of a shared use path is 8-feet. The cost of East Main St is about \$750,000 for a route adjacent to the road. West Main Street was looked at with the need for sidewalk repairs along West Main and possibly adding a wider gravel shoulder which is the lowest cost option of under \$450,000. Archeological sensitive areas exist with all alternatives. Signage improvements can be added where bicycles share vehicle lanes. Riki French expressed concern for the lack of the Trustees' involvement in the process and the low turnout from residents. Riki asked about the costs and where the funding would come from over this long-term project. David Polow stated that bridge is important as at-grade crossing would be dangerous and tunnels are hazardous, noting that the Morrisville LVRT pedestrian bridge is a good example of a crossing. Tim Yarrow asked why the Trustees have not been involved suggesting that the recent survey was not so good. Tim

asked how do we know if any of this information is useful? Tim explained that the trustees must be involved, and he feels that after numerous requests have been made, the trustees have not been allowed to participate. Tim stated that he has not been advised how to participate in this village-centric project. Tim noted that the Trustees signed a resolution seeking involvement and the Trustees are bound to represent the village residents. Tim asked if the project can be delayed. Nancy Tingle asked about the sidewalk reserve funds and if the funds available for projects including the 10% match for this project. Nancy suggested using the funds on existing sidewalks that residents will use and not for creating a crossing of Route 15. Amy O'Toole stated she uses Johnson St Extension and then crosses Route 15 to get to the high school. Andrea advised that residents are encouraged to submit comments on the alternatives through the Dufresne Group website – www.dufresnengroup.com. The Board thanked everyone for their comments.

3. **FY2017 Budget** – Library Department Budget – Lanpher Memorial Library Trustees; Sigh Searles, Fran Aronovici and Julie Rohleder, were present. Sigh explained that the growth in the use of the library is requiring a 3.89% budget increase and increases for adult & children materials, noting that unexpected expenses have been covered through other library funds. For example, fundraisers help fund the operations and enabled an increase from \$10,000 to \$12,000 for the contribution to help reduce the cost to taxpayers. The Board thanked the trustees for attending.
4. **FY2017 Budget** – Fire Department – Chief Aither provided an overview of the North Hyde Park/Eden Fire Department budget which has a 6.2% increase or \$3,500. Chief Webster presented a budget of 2.5% increase or an increase of \$1,500. Chief Webster advised that the floor drains at the fire station need to be closed or treated according to a recent letter from the State. Roland advised that he felt the June 2016 deadline would go away but any new facilities will need to implement stricter controls on wastewater from garage repair bays. Chief Webster noted that the furnace at the fire station is about 20 years old and might need replacement soon based on past emergency calls over the last couple of years. Chief suggested using the capital reserve or maybe a one-year line item to replace the furnace and any new furnace should be two-zones; one for the meeting room and one for bays. The Board thanked everyone for attending.
5. **FY2017 Budget** – Northern Emergency Medical Service (NEMS) – Mike Paradis, President Newport Ambulance and Scott Griswold, NEMS representative requested a 3.2% increase overall with a per capita increase for Hyde Park of about \$2,400 or about 3.1% compared to FY2016. This is about \$26.67 per capita compared to \$25.85 for the current year. Scott noted that the capital reserves are being re-funded and a new note is coming due in FY2017. Scott advised that Morrisville should not continue to rely on NEMS for coverage, especially when no one is placed on call for Morrisville Rescue. Mike Paradis noted that the new crew in Morrisville is trying hard but there are still issues with coverage. Mike noted that NEMS has about 10 full-time staff with shared admin in Newport providing 24-7 coverage. Scott suggested coordinating a meeting with the Morrisville Selectboard and inviting the Town of Johnson. Brad Carriere noted that Hyde Park had no coverage for a recent seizure incident due to the NEMS ambulance going to Burlington on a transport while Morrisville had no crew. Mike noted that he checks to see if a transport request is from a resident in the 5 member towns of NEMS before sending the ambulance to Burlington. Roland noted that Morrystown leaves on transports but has left no coverage for their town, requiring NEMS to cover Morrisville. Mike noted that Medicaid rates are declining which hurts revenues. The Board will seek a meeting with the Town of Morrisville to review this concern of NEMS covering Morrisville more than should be expected for regular mutual aid coverage.
6. **Green Mountain Byway** – Letter of Support to Designate VT100. A draft letter will be brought to the December Selectboard meeting.
7. **Hyde Park Town Listers** – Grandlist Errors & Omissions, Nov 2015 – Motion by Pete to approve the E&O report and accept the changes to the 2015 Grandlist. Seconded by Roger. Voting: 4 in favor, 0 against, motion passed. Town-Wide Reappraisal Funding Request (with work in 2016 & 2017) – Town Lister Julie Rohleder reported that at an October Board of Listers' meeting, the Board voted to move forward with a town-wide reappraisal to level the playing field for all taxpayers. Julie noted that there is \$128,091 in the reappraisal reserve which is available and about \$14,000 more anticipated from the State. Julie estimated that the projected costs would be under this amount. Motion by Roger

to release the reserve funds to the Listers for the town-wide reappraisal. Seconded by Roland. Voting: 4 in favor, 0 against, motion passed. The listers advised that the next step would be to seek bids on the project.

8. **Certified Local Government** – Recommendation from Planning Commission – Ron reported that this topic is deferred to next year to give the Planning Commission more time to review the details of designation as a CLG town.
9. **Tyler Maynard** – Seek reimbursement for town repair to Diggins Rd – Ron reported that the road repairs to the north side of Diggins road were not completed as ordered by the Selectboard so the highway crew completed the repair work. Motion by Pete to authorize Brian Jones to sign a letter advising Tyler Maynard to work with the town before the December Selectboard meeting to work out reimbursement for the town's road repair costs. Seconded by Roger. Voting: 4 in favor, 0 against, motion passed.
10. **Ag Land Lease** – McFarlane Road Ballfields – Motion by Roland to enter a 5-year contract with the Ring family to mow the ballfields at \$45/acre/year. Seconded by Roger. Voting: 4 in favor, 0 against, motion passed. Ron will work out a new lease with the Rings for signature at the December meeting.
11. **Road Committee Recommendations** – Continue review on “Needs More Work” list – Brian stated that the road list is in the October minutes; including Diggins Road and Sylvan Road, noting that those are the road with legal issues. Carol Young stated that she has not been told what the next step is and Brian stated that the board is just starting to develop a needs list. Carol asked about the safety of Sylvan Road and Ron reported that Kenny has visited the site and is planning on preparing the road for winter plowing. Pete mentioned that a new road along the south side of the cemetery could be an option. Carol noted that road would need to cross the Tingle property and Ron stated that Nancy Tingle has objected to that option. Carol asked for a written opinion that Sylvan Road is safe for fire equipment access and Pete Couture stated he is not an engineer to give that opinion. Dan Young reported that some gravel was recently added to the slumping side of Sylvan Road but it is not going to last. Dan Young noted that Sylvan Road is continuing to deteriorate and needs attention and it should not be the landowners' responsibility to upgrade the road. Brian stated that he would not be recommending that the town return the road to the landowners. The Board will ask a couple of local contractors to estimate the cost of stabilizing Sylvan Road. Jim Fontaine asked if any discussion has come up for minimum road standards and Pete stated 18-foot with 0-shoulders seem to be where it is headed. Jim asked about existing roads that do not comply and if developers be required to increase the width. The Board agreed to continue to work on a policy on road standards in December.
12. **Review minutes:** Motion by Roger to approve the minutes of October 15, 2015 with a change on page 3 to add "which" after "Richardson Road" and to approve the minutes of October 8, 2015, as written. Seconded by Pete. Voting: 4 in favor, 0 against, motion passed.
13. **Review Town Orders** – Motion by Roger to approve the town orders. Seconded by Pete. Voting: 4 in favor, 0 against, motion passed.
14. **Other Business**
 - i. New Members on the **Hyde Park Community Circle** – The Community Circle recently agreed to the have Theresa Farquharson to 2017 & Deborah Henderson to 2018 fill two vacancies – Motion by Roger to approve the appointments of Farquharson and Henderson as requested by the Community Circle. Seconded by Pete. Voting: 4 in favor, 0 against, motion passed.
 - ii. **Barnes Road** – Intersection concerns at Whitcomb Island and suggestions from LCPC. Rob Moore from Lamoille County Planning Commission stated that he could reach out to the State Agency of Transportation for suggestions on safety and signage on Barnes Road between Battle Row Road and the Whitcomb Island bridge. Rob noted that to work through the state sign grant program, it could take over 3 years to actually install signs. Ron advised that if the state can prepare a sign plan following the federal MUTCD guidelines, the highway crew could add the sign installation costs to the annual highway budget. Ron noted that Bill Ashline

and Fred Prevost have expressed concern for Gihon River erosion occurring on the east side of their properties, south of the Whitcomb Island Bridge. Rob noted that both VTrans and ANR are trying to be more open up to creative and quicker solutions to local issues and he will reach out to them for suggestions on the signs and erosion issues.

- iii. **Town Reports** – Annual publication costs have increased due to increased distribution requirements in state law so those costs will need to be covered in this current budget year and budgeted adequately for in next year’s budget. Ron will bring the administration budget, including the town report costs, with highway’s budget, to the December meeting. Ron mentioned that the highway department structure should be discussed soon, especially if Ken is retiring in the spring. Roland agreed that the department should be reviewed and considered for increase from 4 to 5 year-round crew members. Ron will prepare a highway budget example showing the difference between five full-time members and the current 4.5-person budget at the Selectboard’s December meeting. Ron advised that the current budget would also need to increase for benefit costs.
- iv. **Traffic Ordinance** – Brian noted that the Village Traffic Ordinance is in effect as of Nov 10th but the Village does not have authority to adopt one as it is a town highway. Ron advised that the 2015 Village Traffic Ordinance has moved forward over the objection by the town and the town attorney could write a letter clarifying the Village’s authority within the town highway right-of-way. Roland noted that the need to update the village streets ordinance started last winter regarding winter parking. Brian agreed noting that the Trustees went forward with an ordinance addressing much more than winter parking. Roland advised that the Town should update its 2004 ordinance in a simple matter, just to address winter parking. The Board asked that winter parking be on the Selectboard’s December agenda. The Board asked that the town attorney send a letter to the Village advising them of the highway right-of-way authority and the Selectboard’s plan to work on a new village streets ordinance at their next meeting.
- v. **Connectivity Project** – From earlier in this meeting, Riki French, on behalf of the Village trustees, asked that the Connectivity project be delayed so the Trustees could have more time to provide comment. Brian noted that it is only a planning project and the trustees and all Hyde Park residents have had the chance to participate. Ron noted that the entire process has been public and the trustees have received the same notices as residents and could participate in that process. The Board discussed the upcoming process of completing the scoping study and then deciding if anything moves forward to construction. Ron noted that scoping studies are needed before future grant applications are pursued for construction, noting that costs to repair and improve existing sidewalks can also be done through the sidewalk reserve fund. No new meetings on this project were discussed and a final report is expected in December.

15. **Adjourn** – Motion by Roger to adjourn. Seconded by Pete. So voted at 8:40 p.m.

Andrea Day

From: Christopher Whitlock <cwhitlock@luhs18.org>
Sent: Monday, November 16, 2015 9:45 PM
To: Andrea Day
Subject: hyde park connectivity project

Hi,

I am a Hyde park resident that just found out about the potential project.

I did not see or hear of a survey that supposedly went out earlier. I have electric power through Morrisville Water & Light, so if the surveys were sent out in the Hyde Park Power Co. bills, they only reached certain residents. Front Porch Forum would have been a good avenue to reach more residents.

I was able to view a copy of the slide show presentation given the week of Nov. 9-13. I saw you are looking for input. Here is some.

1. Hard to believe the cost of putting up a crosswalk from Black Farm Rd. across Rte. 15 to LUHS would be \$341,000. Seems high for the minimal work done.
2. There is a tunnel under Rte. 15 presently right now that exists for a creek flowing from the dam creating the firefighting pond. It is a large concrete tunnel going under Rte. 15 to Black Farm road. Has anyone looked at this as a possible solution for a Tunnel Option #3? Construction costs should be less, permits and easements already exist. Just needs to be enlarged. Seems cheaper and easier than constructing a new tunnel directly across Rte. 15 from the LUHS entrance?
3. Alternative #4 - creating a wider shoulder and crosswalk from the Johnson St. extension is still dangerous. Traffic is HEAVY and DANGEROUS for bikers at all times, especially right before and after school hours. Not recommended !
4. A tunnel directly from Black Farm Road is the best option. It removes any potential auto-biker-pedestrian accidents and provides a direct link from the rail trail to the LUHS campus without having to travel on Rte. 15.

Having a direct link from the rail trail to the school campus is a HUGE benefit for all. More students, faculty, and residents would use it for sure.

Thank you for your consideration,
Chris Whitlock
245 Collins Pond Road
Hyde Park, VT
888-3330

Andrea Day

From: Amy O'Toole <aotoole28@gmail.com>
Sent: Saturday, November 14, 2015 3:30 PM
To: Andrea Day
Subject: Hyde park

Follow Up Flag: Follow up
Flag Status: Completed

Hey Andrea!

So great job on the presentation, so many options!

First off I really don't like the options with the path on one side of the road. I feel like this leads to multiple road crossings and doesn't promote connectivity. Also I think there should be pedestrian crossings at centerville, Eden, church, Johnson ext, and black farm rds. That is connectivity! And giving cyclists and pedestrians rights and options. There are many people at all these crossings that I believe will feel more connected to the village with these crossings. I propose that every other street in and out of the village be one way. This would allow bike lanes on the road and not disrupt people's property that new side walks are bound too. This would also allow choice.

If the main focus here is to connect the village with the high school then the hills really have to be taken into account. Nobody wants to get to work/school sweaty. That is a big hill! Also people speed and drink/drive that section of road (w main st) so it's not anymore safe than 15.

These are my current ideas. Thanks so much for your work.

Finally I am a village resident and know the village trustees were not speaking for me, I don't know who they were speaking for? When they were speaking in plural, it seemed as if they thought they were speaking for me? But I was there to speak for myself. I'm new to this political process and trying to learn. I'm so excited for this project, that's why I'm participating for the first time in anything in this community.

Please feel free to if my comments are not clear to contact me.

Amy O'Toole

Sent from my iPhone

Andrea Day

From: Judith Mathison <judmathison@gmail.com>
Sent: Monday, November 16, 2015 12:23 PM
To: Andrea Day
Subject: Re: Hyde Park connectivity questionnaire

Hello Andrea,

After having looked through the slide presentation for Hyde Park improvements, I'd like to share my opinion. I am a resident of the Village as well as an avid bicyclist and runner.

Re: connectivity project. I am in favor of the crosswalk at Johnson St. ext. This also improves the aesthetics and safety for those of us who regularly use this street. It connects the Village with Rte 15 in a way that Black Farm Rd. does not. Black Farm Rd. has a disconnect with the Village and Johnson St. ext is closer to the Village.

I also feel that making Church St. a one way street would enhance it's safety. Many people use this narrow street and though it connects to Rte. 100- drivers could still access going to and from the Village via Eden St. The northbound could be one way while those heading south on 100 can access Rte 15 and use Eden if heading towards Stowe. Or use the bypass.

Thank you for asking for the thoughts of Village residents. We appreciate all your hard work!
Judith Mathison

Andrea Day

From: Allen Spitzer <spitzer_253@msn.com>
Sent: Wednesday, December 02, 2015 3:30 PM
To: Andrea Day
Subject: sidewalk preferences

Hi, I worked on the rail trail for the past two years. I have since resigned from my position there, but would like to put in my two cents worth on your project in Hyde Park. I believe that the connector to the rail trail should be near the Black road. A tunnel would work good on one side of rt 15, but not so much on the other, due to water and a bridge would be expensive and not the best idea for bikers especially. So I guess a simple painted crossing would be the best, at least in the dry months. Of course it would be snow covered at times in the winter. A big sign package would have to be installed on both sides of the crossing and maybe a reduction in speed limit, but overall, practically and economically I believe it would be best. Church street sidewalks would be very hard to install, and like a crossing of the roundabout, not very practical, a "bridge to nowhere" comes to mind. I don't believe any of the routes to the rail trail will be heavily used because kids nowadays don't like to walk to school, preferring to drive if they can, and parents won't like the younger kids walking in unsupervised areas. Just my opinion. Al

From the desk of Al Spitzer
1375 Will Grimes rd
Hyde Park, Vt 05655
888-5755