



**SELECTMEN'S OFFICE
TOWN OF GILMANTON**

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Board of Selectmen Meeting

Draft

March 20, 2023 - Academy Building – 5:00 P.M.

CALL TO ORDER – ROLL CALL

PLEDGE OF ALLEGIANCE

Present: Chairman Mark Warren, Vice-Chairman Vincent Baiocchi, Selectmen Evan Collins, Town Administrator Heather Carpenter

Public: Dawn Gagnon, Tony Gagnon, Deborah Fitzgerald, Paige Totman, Neil Totman, Cathy Lines, Art Cloutman, Roger Beaudet, Patricia Beaudet, Jim Willett, Julie Willett, Phyllis Dandy, Joe Haas, Jean Martin, Harold Martin, Lauren Benson, Rich Maher

Chairman Warren opened the meeting, thanking the residents present for attending the meeting and bringing their concerns forward and meeting with the Selectboard face to face and not over social media. He further addressed social media surrounding the elections and that it tends to bring out commentary from the residents. But unfortunately, many of the comments are not true. He stated that it's very important to get information from those who have the facts. It is very easy to share misinformation. He stated that one thing he has learned about Gilmanton is that everybody typically wants to do the right thing, and we do not need to get people riled up just to get them riled up. It's important that they have the facts and the right information. The Selectmen's Office is always available to answer any questions and again stated that much of the information posted on social media is incorrect. He encouraged the residents to reach out to our office if there are any questions before they go out and vote. The budgets are very important and the Selectboard believes they have presented a budget that is necessary for operating the town. Chairman Warren stated he is a fiscal conservative, so anytime something can be run more efficiently or not spend resources, that is his goal. The Selectboard is working hard to have the town operate in a way that's serving the residents in an efficient and cost-effective manner and cutting costs is not always the way to save money. Sometimes things cost more in the long run and they are mindful of that.

MEETING MINUTES APPROVAL

1. 03-06-2023 – Public and Non-Public Minutes – Amended

Motion: On a motion by Selectman Collins and seconded by Vice Chairman Baiocchi it was voted to approve the public and non-public meeting minutes from 03-06-2023 with the amendment of the adjournment time as 8:53 p.m. and also sealing 91-A:3 non-public meetings. (3-0)

CONSENT AGENDA

2. Community Development – Veteran's Credits, Determination required/approval, signatures needed

- 130-071, Granted Vet
- 127-002, Granted Vet
- 418-092, Granted Vet
- 417-022, Granted Vet
- 418-060, Granted Vet
- 408-017, Granted Vet
- 413-026, Granted Vet
- 109-018-025, Denied Vet & Eld.
- 414-015, Granted Vet
- 134-006, Granted Vet
- 111-010, Granted Vet
- 413-039, Granted Vet

- 115-019, Granted Vet
- 404-005 Denied Vet & Wood Heating
- 413-071 Granted Vet; Denied Eld. & Wood Heating
- 133-005 Granted Vet
- 131-066 Granted Vet
- 126-012 Granted Vet
- 130-073 Denied Vet
- 416-006 Denied Vet

Motion: On a motion by Chairman Warren and seconded by Vice Chairman Baiocchetti it was voted to approve the consent agenda as presented. (3-0)

NEW BUSINESS

- 5. Crystal Lake Rd – Speed sign discussion.** Chairman Warren stated that the Selectboard has worked collectively to ensure that the roads are brought up to the standards that are necessary. The Selectboard has read some of the concerns from the residents of Crystal Lake Rd. The meeting was turned over to Vice Chairman Baiocchetti, who is former law enforcement and has a lot of understanding and history on why roads should be labeled the way they are for speed.
- Jean Martin** – She thanked the Selectboard for their service to the Town of Gilmanton and thanked them for allowing her to speak with them regarding her concerns regarding the change in the speed limit sign on Crystal Lake Rd. Her main focus is on the main road that runs along Crystal Lake. Crystal Lake Rd. is a Class V highway maintained by the Town of Gilmanton to provide property owners safe access to their homes, and it is a right of passage through 27 families' front yards. It is a road that separates the homes from the lake frontage. The State DOT does not have jurisdiction over a Class V highway. The Selectboard is the regulatory authority and cannot raise or lower the speed limit without an engineering study or traffic investigation. Her family became part of the Crystal Lake community in 1943 when the road was dirt, and you could count on one hand the number of cars going by the front door. The dam and bridge were wood. Her family was part of a seasonal vacation community. They have neighbors that have been there for 5 generations. Crystal Lake Rd. was paved in the 1950s and had a 30 mph. speed limit. The Daniel Webster Boy Scout Council purchased Camp Griswold from the Girl Scouts in 1971 and Camp Bell in 2000. The two camps direct all of their traffic to use Crystal Lake Rd. She does not believe a road study was ever done when these purchases took place. She doesn't believe the Town gave any thought about the semi-tractor trailer food trucks that now come through after the million-and-a-half dining hall was built in 1996. The traffic generated every weekend in the summer with camp turnover, pow wow on Tuesday nights, special events, and day camp at Camp Bell impacts the residents of Crystal Lake Rd. 27 families with children and pets have to cross the roadway through the traffic in their own yards to get to the lake from their home. Now there are considerably more full-time residents utilizing the road. There is no stopping development, but development can be done with some consideration of how it impacts the residents' lives. In 1993 she came before the Selectboard in a public input session and requested permission for the Crystal Lake Association to post Crystal Lake Rd. with 20 mph signs from the dam to Crystal Acres. This initiated the beginning of traffic concerns and traffic speed on the road. In the summer of 1996, a traffic study was performed by the DOT at the Selectboard's request. On Friday, March 17th, the Selectmen's Office received a copy of that report. The data was gathered between August 13th to September 9th of 1996. On December 2nd, 1996, the Chairman of the Board, David Russell, in a Public Hearing moved to change the posted speed limit to 25 mph. The vote passed 3-0. In 1994 Janie Benson drove to the correctional facility, picked up and paid for four 25 mph signs with money from the Crystal Lake Association on behalf of the town, and the signs were installed. Heavy traffic impacts the ability to cross the road safely, it also produces air and noise

94 pollution. More traffic creates more noise and sound intensifies when it comes across the water. The
95 road has been a popular path for walking, jogging, and biking. No provisions for pedestrians were ever
96 included in the new design for Nat's Bridge. There is no safe shoulder for pedestrians, the road at the
97 brook is only 23 feet wide, and the bent ends of the guard rail are proof of it being hit. William Lambert,
98 the State Department of Transportation, "I seek local support before making a change. I'd rather be the
99 convincer and if I can't convince the town I'm not going to increase the speed." The State has recently
100 lowered the speed limit on Crystal Lake Rd between 140 and the dam and added signage. She believes
101 the 25 mph they put considerable effort to have instated is the appropriate speed limit for Crystal Lake
102 Rd. She does not believe the Selectboard gives them an opportunity to be involved in their
103 neighborhood in the change that was made that directly impacts the quality of their lives in town.

104 **Vice Chairman Baiocchetti** – Stated that they had a public hearing on the change to the ordinance,
105 which included the increase to the speed limits last year in 2022. Police Chief Currier updated the
106 ordinances. The Selectboard has been updating things over the last few years to make things that were
107 not legal and correct, up to date and legal and correct. An unposted Class V Road in town is a 35-mph
108 zone by statute. The Selectboard cannot change that without having a traffic survey done. They
109 brought back all the roadways in town back to the original 35 mph. Vice Chairman Baiocchetti was a law
110 enforcement officer in 1996 and what Jean Martin supplied as data, not a report. It was not a study.
111 The information showed that 3 times the population that drove on that road were at a rate of 26-30
112 mph. This is a town road and they need to be aware of all the roads, not just Crystal Lake Rd. He stated
113 he was unsure why the Crystal Lake Association purchased the signs and that the town should have
114 done that. And Nat's Bridge was widened from the original specs. TA Carpenter clarified that the design
115 concept of the bridge was also done through a public hearing, and multiple public hearings were done
116 for that bridge. If more residents had come out, it could have been changed conceptually. There was
117 not a fishing area created and that was added after the fact with the residents in mind. The bridge was
118 in a condition where it had to be fixed. Public hearings are taken seriously, and they would never want
119 the residents to feel ousted or inflated by a decision made by the Selectboard. Vice Chairman
120 Baiocchetti stated when the data collection was done 0-25 mph had 5,219 cars. 26-30 had 13,003 cars.
121 And 31-35 had 4,357 cars. So, the majority of the population going through there was doing anywhere
122 between 26 and 30 mph. The data for the past 25 years showed there were only 10 accidents that have
123 occurred. There is not a lot of excess speed and only 9 tickets and 79 warnings have been issued in 25
124 years.

125 **Rich Maher**– Expressed that he understands the facts, but when you live there, he felt it is a very
126 different scenario than what Vice Chairman Baiocchetti is describing. And when a camp is in session it is
127 hard to get out of their driveway.

128 **Vice Chairman Baiocchetti** – Stated that what he was explaining is the law. The Selectboard has to go
129 by the law. He didn't state that what Dave Russell did was illegal, but it was improper. The survey
130 provided the data and there was no report and if they can't find a report, it can't be substantiated. He
131 wouldn't mind having a true survey done on Crystal Lake Rd, Allen's Mill, Hemlock, Lakeshore, Middle
132 Route, and Stage Rd which are all main through roads in Gilmanton, and get a study that states what the
133 speed limits should be.

134 **Jean Martin** – Believes the current Selectboard has done an injustice to everyone present in the room
135 and the rest of the residents who live on Crystal Lake Rd. by upping the speed limit without reaching out
136 to the residents. She tries to listen to the meetings, but the audio sometimes is not turned on. The
137 acoustics are terrible. They are part of the Crystal Lake Association, but the Town never contacted them
138 to tell them that the speed limit was being changed. She believes this to be poor communication.

139 **Chairman Warren** – Acknowledged that the change affects everybody in the room, but that there is
140 potential for a formal study to be done, which would be the appropriate way to address it.

Jean Martin – Requested that the speed limit signs be put back, do the survey, and then change them if the Selectboard finds that their data authorizes them. By changing the speed limit signs, she believes the Selectboard has encouraged people to drive faster.

Lauren Benson – She is here to represent her mom and wanted to let them know that her mother in 1996 had purchased the road signs with permission from the Selectboard at that time. Since then, the Town has purchased more 25 mph signs and placed them on Crystal Lake Rd. and there were more than the 4 original signs removed from Crystal Lake Rd. Many residents have land on one side of the road and the other, and it's dangerous going back and forth across the road in the summer.

Rich Maher– He owns property at 437 and 449 Crystal Lake Rd. The data shows 17,360 cars at over 25 mph. And only 5,000 went 0-25 mph. There are more residents living on the lake and many more cars traveling the road. Many of the properties are on the west side and include land on the lake side of the road. Children are constantly crossing the road to the lake and occasionally they do hear the screeching of cars making emergency stops. Many residents walk along the road throughout the day and he wondered if a road study would count the number of pedestrians and cyclists utilizing the roadway, and believes this should be considered. Crystal Lake Road is narrow and has no sidewalk or shoulders, which is a concern for two cars to pass by walkers or cyclists without one of them having to come to a stop. He believes slow car speed is necessary to prevent someone from getting hit. He believes the 25 mph has helped most drivers understand that a slower-than-normal speed is necessary because of its pedestrians. It is his belief that cars transporting children to the Camps will not adhere to the speed change if it remains higher than 25 mph. There have been some tragic accidents over the last few years. A car ended up in the lake and another crashed into a tree, in both accidents speed was a factor. A large number of residents pay taxes and do not use school services, and are requesting speed safety considerations while they are there. Speeding is a year-round problem and requests the speed limit to remain at 25 mph.

Dawn Gagnon – 215 Crystal Lake Rd. Her driveway is very steep leading down to the road, there is no shoulder in front of her house. Dust and sand are blown on them while they are sitting on their dock on their property across the street, and that is at speeds of 25-30 mph. She believes if the speed limit is raised people will believe it is okay to 40 mph. There isn't even enough room on the road to paint a line to keep the sides of the roads separated. She has heard screeching of vehicle tires stopping for children running across the road with the current speed limit of 25 mph. At 35 mph they're not going to be able to stop. The road's condition is deteriorating and if a car is going 35-40 mph and tries to avoid the road conditions there is no room to do that. She believes the speed needs to remain at 25 mph for the safety of everybody.

Cathy Lines – 409 Crystal Lake Rd. She believes that Crystal Lake Rd. is an exceptional road. It's different and if you don't live there you do not see it. There are many pedestrians and cyclists. She believes that what makes the road unique is the park. It is a destination for children. There are 15 children that live from the dam to Nat's Bridge. During the summer months, that number is larger and they are out riding their bikes, fishing at Nat's Bridge, going to the park, and they are out on the road because there are no shoulders, no designated spots. If there is a function at the park, the cars are parked out on the road and this decreases the road to one lane in that area. She believes a study would be great, but that the road is an exception and should be taken into consideration.

Pat Beaudet – 454 Crystal Lake Rd. She and her husband are in their 80s and they walk the road as often as they can. Today, as they walked over Nat's Bridge, each end is marked "slow" in large letters on the North end and there is a 35 mph sign there. The bridge is narrow and she believes someone is going to get hurt.

Paige Totman – 89 Crystal Lake Rd. They live right at the dam. The dam has a double yellow line and no one uses it. They have almost been in head-on collisions because people do not use the double yellow and cross-over. She believes that having the speed limit remain at 25 mph is a lot cheaper than redoing

Crystal Lake Rd. The other issue is that part of the road is State-owned, and the other part is Town owned. There is a conflict of interest around the dam and State versus Town and doesn't believe anything is going to get done. She believes the speed limit should be 25 mph because it's going to slow people down naturally.

Debbie Fitzgerald – Rainbow Fish and Game Club. She was present for every meeting regarding the Nat's Bridge project because she was the President of the Crystal Lake Association. She requested clarification on whether the speed signs were brought up at that time. TA Carpenter clarified, no, the width and the attention to the pedestrians were reviewed. Initially, in the depiction of the original bridge, there was not going to be a fishing area added. Debbie added that they also have beach property and where the stones are to cross the street there is a hill and you cannot see cars coming and they cannot see you.

Phyllis Dandy – Rainbow Fish and Game Club. She is wondering how long this survey is going to take because summer is coming and feels it is important to take it seriously and get that speed back down to 25 mph. for the protection of all of them.

Harold Martin – 363 Crystal Lake Rd. He believes that if the Selectboard conducts a survey they do it during the months of July and August when the population on the lake is higher. But as has been mentioned, the weekend traffic for the camp is high and the road conditions can change quickly. He has phoned the Gilmanton Police to sit in his driveway on the weekend when the parents of the children at camp come and pick up their kids, or on Sunday when they come to drop them off.

Neil Totman – 89 Crystal Lake Rd. He requested clarification about the speed limit is changed to 35 mph. because of State law, and what would the consequences be if the signs weren't changed. Vice Chairman Baiocchetti stated that it can get contested in court. Neil asked if it was really worth the risk for those that live there but understands that the law is the law.

Vice Chairman Baiocchetti - Stated that they need to get a survey done and get a report that states this is what the speed limit should be. There are other roads that are heavily traveled and have the same issues that Crystal Lake Rd does, Lake Shore and Sawyer Lake. If everything is made the same, then they can alter it afterward and make it legal. If they do the study on the 6 roads and the survey says it requires an adjustment then they will have something that guides them in what the appropriate speed for the roads are. The Selectboard could request the Police Department to have a larger presence on the road for more enforcement of the speed limit.

The Crystal Lake Road residents are requesting the speed limit go back to 25. If the survey determines the speed limit should be 35 then they can reevaluate.

TA Carpenter and the Selectboard pride themselves on communication. The speed signage was changed throughout the town and not just on Crystal Lake Rd. There were several meetings regarding this. She is open to receiving emails or communication from the residents and tries to ensure the public has all the information and postings. The Town's budget is small and understands it doesn't feel like it due to the tax rate, but the infrastructure portion of the tax rate is low.

(Audio/Video recording issue 5:53 p.m.) Digital recording has been uploaded to the Town's website.

Vice Chairman Baiocchetti clarified that the Selectboard went through all of its ordinances. The Police Chief went through them and there has to be an ordinance for the Selectboard to reduce the speed. There was a public hearing and the Selectboard at the time agreed to lower the speed limit, but there was nothing additional added. The statute states what the speed limit can and cannot be depending on the road. Our roads in Gilmanton are Class V roads and if they are not posted, they are 35 mph roads. To raise or lower that, an engineering or traffic study needs to be done.

Chairman Warren acknowledged the concerns of the Crystal Lake Road residents and the office will check on the legality of the signage and determine if they are able to put it back to 25 mph temporarily. The Selectboard will communicate a decision to the Crystal Lake Association on their determination and agreement that a traffic study should be taking place, but that will have to be discussed at a later time.

Jim Willett – 456 Crystal Lake Rd. He is concerned that there is a space near the dam that is posted at 30 mph but the rest of the road has now been posted at 35 mph. Vice Chairman Baiocchetti clarified that a portion of the road is State-owned and they determine the speed limit. He stated that it needs to be done correctly and that is what the Selectboard is trying to do.

The residents questioned if lines would be painted on the road and Vice Chairman Baiocchetti clarified that the Town tried to do this last year, but the budget didn't pass and there was no budget to be able to complete that project.

Jean Martin – Requested that Crystal Lake Rd. become a no-trucking road.

Selectman Collins – Questioned whether this was more an ordinance issue since the effort had been made in 1996 to go through and get the road signs changed to 25 mph. and whether it was enforceable. Vice Chairman Baiocchetti stated the document was not enforceable. The statute is specific in stating what can and cannot be done.

Chairman Warren – Stated that Selectboard will actively look at what they can and cannot do, they understand the concerns and do take them seriously. But they need to do their due diligence before they can make any changes and address the concerns the right way.

Selectman Collins – Stated that if the Selectboard is legally able to drop the speed limit down to 25 mph. he would be in agreement with that. It is a road with special conditions. Vice Chairman Baiocchetti stated that the statute doesn't allow that.

Jean Martin – Address communication, they have a Crystal Lake Association page and stated that would be the perfect way to communicate with them anytime the Selectboard wants or needs to. Vice Chairman Baiocchetti also stated they should add the Town of Gilmanton page and the Town of Gilmanton Facebook page because all the information is posted on the website and then the link is shared online.

- ☐ **Action Item:** TA Carpenter will research minutes where the Public Hearings were held for the ordinances and for the Nat's Bridge project.

- ☐ **Action Item:** TA Carpenter to send Jean Martin the BOS and Public Hearing minutes regarding the ordinances and discussion of the speed signs being updated.

- ☐ **Action Item:** TA Carpenter to check with legal regarding the speed sign being kept at 25 mph. versus the legal and appropriate signage that it currently is.

4. **David Nagel** – State representative – He felt it was important to formally introduce himself and build a rapport with the Selectboard. He and his family live here in Gilmanton and has been fully involved in the community. He is a physician and an author. He and another representative worked together to get bills passed to enable them to help treat patients which led to his position as State Representative. He is on the Health and Human Services, and Elderly affairs committee and oversees about 9 nursing homes in the State. He on the Disability Caucus, Veteran's Caucus, and Problem Solvers Caucus, and he was just named the Vice Chairman of the Opioid Abatement, as well as also being part of several advisory councils. He believes that they have the ability to make some of the first in the nation changes and combat a variety of issues. He is hopeful the Selectboard will choose to go through him to help resolve issues on a state level. Chairman Warren extended appreciation for Representative Nagel introducing himself to the Selectboard and being a conduit between our town and state levels.

6. **Energy Committee** – Energy Committee Chairperson, Elise Smith, presented 2023 Earth Day in Gilmanton. Sue Hale de Seve has scheduled with the GYRL an Earth Day Event with some electric vehicle and solar discussions. The Energy Committee has requested to hold the event and utilize the school parking lot for that event. TA Carpenter clarified that the school required a certificate of insurance that holds a \$1 million policy. A discussion was held regarding the COI requirement because the school requested it of the Town. TA Carpenter will call Primex and the certificate is available.

Board Consensus: The Selectboard is in agreement for the GYRL to host the Energy Committee's Earth Day Event on April 20th.

285
286 **OLD BUSINESS**

- 287 **3. Blue Lion** – Discussion, Recommendation. Checkmate payroll service is on hold currently. Additional
288 information was acquired for an organization that is using them right now and they recommended until
289 the kinks are worked out not to move forward. TA Carpenter recommends moving forward with the full
290 HR package, not including payroll. Currently, the office is training two of the staff for A/P and payroll.
291 After the contract is signed, she will be giving them the Personnel Policy, any employee policy that
292 would affect personnel and potentially be an HR issue, the Finance ad, and job description, because
293 included in the HR process is onboarding and packet creation for new hires. The cost without payroll is
294 estimated to be approximately \$20,000. The hope is the new hire for Finance will be able to do payroll,
295 but the current staff will still be moving forward with learning the process. Currently, we have a part-
296 time Finance person but the office needs a full-time Finance person for tracking, planning, and
297 forecasting.

298 **Motion:** On a motion by Vice Chairman Baiocchi and seconded by Chairman Warren it was voted to move
299 forward with hiring BlueLion for HR services. (3-0)

300 TA Carpenter will reach out to BlueLion for a contract and present it to the Selectboard. And an
301 individual from BlueLion will be assigned to Gilmanton and will remain the HR representative for the
302 Town. She will reach out to the Department Heads regarding this change.

- 303 ☐ **Action Item:** TA Carpenter to reach out to BlueLion for a contract and begin the process.
304

305 Chairman Warren addressed the comments on social media regarding spending money. They do not want to
306 spend money where it doesn't need to be spent. Money spent in the right way actually saves you money in the
307 long run. It saves the Town from lawsuits, and lack of planning which costs money, and this Selectboard,
308 Department Heads, and Town Administrator are trying to think in advance and set things up to serve the
309 community well. Selectman Collins was doing research and found that Gilmanton ranked number 1 for the tax
310 rate and last year the Town had fallen to number 6, so Gilmanton is beginning to lower the tax rate.
311

312 **PUBLIC COMMENT – 7:00 p.m.**

- 313 • Joe Haas – He discussed the renaming of a portion of Route 140 for Nicholas Cournoyer and felt that we
314 do not want people to deviate off course. It makes him think of the Legislators deviating away from the
315 Constitution. He believes school funding should be State funded and further discussed his court case.
316 He questioned information presented at the last Selectboard meeting regarding the timing it took to
317 write a letter and approve the renaming. TA Carpenter clarified that it wasn't on the Town and that it
318 was requested the evening before the meeting, so TA Carpenter sent a personal letter from herself.
319 Because her letter alone was not enough, it was moved forward to the Selectboard. And the
320 Selectboard presented a letter. Joe noted people he hoped would be invited to the dedication. Vice
321 Chairman Baiocchi clarified that it was a state dedication and he hoped the State would invite them.
322 Also discussed were the elderly tax exemption and COLA.
323

324 **SELECTBOARD ITEMS, FYIs, AND OTHER TOPICS**

- 325 **7. Board of Selectmen Operational Guidelines** – Review and discuss updates to current guidelines. Jean
326 Martin brought it to TA Carpenter's attention that there was an issue with what the website said versus
327 the Operational Guidelines. TA Carpenter recommends updating these and recommends the
328 Selectboard read through them. The Selectboard can make any updates and changes once they have
329 had the time to review the document. Discussed were some of the highlighted areas of the guidelines
330 that need to be reviewed.
- 331 **8. Planning Board** – CIP, Chairman Warren's recommendation. He is the Selectboard Rep. for Planning
332 Board, and wondered if it makes sense that there would be some criteria in which case a CIP would be

333 funded by warrant articles up to a certain dollar amount once it is over a certain dollar amount. For
334 example, Meadow Pond Rd. Is it realistic for the expense of that road repair that they would have to CIP
335 that for a certain number of years or is there a dollar threshold that at some point it should be bonded
336 versus being raised and appropriated. And it might make sense that if there is a project that has a
337 timeframe and is sizeable, would it make sense to have criteria in place that any project over a certain
338 amount with a timeframe may need to be bonded. He doesn't believe there is anything written down
339 for funding capital projects besides the current Capital Improvement Plan. Vice Chairman Baiocchetti
340 stated this would give them the chance to plan for stuff like the police cruisers because they are
341 routinely purchased. He believes if there are any projects that cost the Town money, they should be put
342 on the CIP because that's how they plan for them. Currently, the funding for the CIP is through Warrant
343 Articles. The Planning Board is responsible for the plan and the monetary portion is on the Selectboard
344 to determine whether to bond or put it in a warrant article. TA Carpenter reminded the Selectboard
345 that and Board as it changes can adjust its policy and look at them regularly. Chairman Warren stated
346 that there may be a point in time when they will have not been able to raise the amount of money
347 necessary for a project that needs to be done. The goal is to keep the tax rate even, but does the
348 Selectboard wait and raise the money or put a burden on the taxpayer through a CIP warrant article
349 process that may or may not be passed. TA Carpenter stated that the members of the community are
350 vocal about the Town budgets, CIP, and unassigned fund balance, but they may not understand how
351 they are utilized and for what projects.

352
353 Vice Chairman Baiocchetti updated the Selectboard that the Tricentennial Committee has gotten its non-profit
354 status from the State and they're looking at doing the 501(c)-3 paperwork next week. The committee meets on
355 March 27th.

356
357 **Motion:** On a motion by Chairman Warren and seconded by Vice Chairman Baiocchetti it was voted to move
358 into Non-Public 91-A:3 (a) Executive Office (3-0)

359 **Motion:** On a motion by Chairman Warren and seconded by Selectman Collins it was voted to come out of Non-
360 Public 91-A:3 (a). (3-0)

361 *This non-public session was held to discuss compensation for two employees.*
362

363 Chairman Warren wanted to provide a follow-up for the speed limit sign discussion for Crystal Lake Rd. The
364 residents address their concerns and he believes they understood his perspective, which is they are trying to
365 come into compliance. The residents did request to keep it at 25 mph until a road study can be done. Vice
366 Chairman Baiocchetti would like TA Carpenter to contact legal and see if the Town can keep the 25 mph on
367 Crystal Lake Rd. understanding that there is no study with the information that the Selectboard was presented
368 with. If not, he believes the Selectboard should look at doing a road study for Crystal Lake Rd., Middle Route,
369 Stage Rd., Allens Mill Rd., Lakeshore Dr., and Sawyer Lake to determine the proper and legal speed limit.
370 Chairman Warren asked if the Selectboard if legal was agreeable to keeping the 25-mph speed limit until the
371 study is done.

372 **Motion:** On a motion by Vice Chairman Baiocchetti and seconded by Selectman Collins it was voted to keep the
373 speed limit 25 mph until the road survey can be done if legal confirms that the speed limit can be changed. (3-0)
374

375 **Motion:** On a motion by Chairman Warren and seconded by Vice Chairman Baiocchetti it was voted to adjourn.
376 (3-0)
377

378 **Adjourned** 7:46 p.m.
379

380

381 Respectfully Submitted,

382 _____

383 Amanda Davis, Administrative Assistant

384

385 **Approved by the Board of Selectmen**

386 _____

387 Chairman Mark E. Warren Vice-Chair Vincent A. Baiocchi Selectmen Evan Collins