



**TOWN OF MORRISTOWN SELECTBOARD
MEETING NOTICE & AGENDA
COMMUNITY MEETING ROOM**

On Zoom and at 43 Portland St. Morrisville, VT 05661
5:30 PM Monday, June 16, 2025

[Join Zoom Meeting](#) or by phone join via conference call (audio only): 1 (646) 558-8656 | Meeting ID: [810 342 4528](#) | Passcode 05661

The meeting will be live streamed on the Town of Morristown's website:

<https://www.morristownvt.gov/community/page/meetings-agendas-minutes> and on [Town GMATV YouTube Channel](#) when possible

I. 5:30PM - CALL SELECTBOARD MEETING TO ORDER

II. 5:31PM - AGENDA CHANGES/ADDITIONS

III. 5:33PM - COMMUNITY COMMENTS

IV. 5:47PM - APPROVE MINUTES

1. Approve minutes of 6/2/25

V. 5:50PM - NEW BUSINESS

1. Sign Annual Financial Management Questionnaire
2. Ambulance write-offs
3. Elmore EMS annual payments
4. 2025 Anticipated plan for road projects - Jordan St.Onge, Highway Superintendent
5. Consideration of discontinuance of dead-end roads that do not meet the minimum requirements according to the Town Road Policy - Jordan St.Onge, Highway Superintendent
6. Consideration of Bike Ped Grant application and required Selectboard letter of support- Mason Kemmerer

VI. 7:00PM - OLD BUSINESS

VII. 7:02PM - APPROVE WARRANTS

VIII. 7:05PM - SCHEDULE

1. Thursday, June 26, 2025 - SB Public Hearing, Proposed Zoning Bylaws - 5:30PM
Monday, July 21, 2025 - SB Meeting - 5:30PM

IX. 7:10PM - OTHER BUSINESS

X. 7:15PM - ADJOURN



**SELECTBOARD MEETING MINUTES
OF JUNE 2, 2025**

Members: Don McDowell, Christopher Palermo, Laura Streets, Richard Craig, George Cormier

Absent:

ADMINISTRATION and STAFF: Brent Raymond, Town Manager; Judi Alberi, Executive Assistant; Sara Haskins, Town Clerk/Treasurer; Tyler Machia, Zoning Administrator; Chief Jason Luneau

PARTICIPANTS/GUESTS: Dennis Smith, Lorinda Smith, Michelle Parker, Jane Paine, Evelyn & Jerry Throne, Laura Green, Kathleen Kei Lovell, Judy Bickford, Jeff Pignona, Anne Shackett, Etienne Hancock, Brittany Benway, Kyle Rowell, Erika Scott

**participating via Zoom*

5:30PM - CALL SELECTBOARD MEETING TO ORDER

Don McDowell called the Selectboard Meeting to order at 5:34PM at the Tegu Building.

5:31PM - AGENDA CHANGES/ADDITIONS

None

5:33PM - COMMUNITY COMMENTS

Kathleen Kei Lovell attended the Selectboard meeting and addressed concerns about the Morristown Police Department's surveillance of a resident's social media account.

5:43PM - APPROVE MINUTES

1. Approve minutes 5-19-25

Motion made by Chris Palermo to approve the minutes of 5-19-25. Motion seconded by Richard Craig. Motion carried. (3/0/2) Don McDowell and George Cormier abstained.

5:45PM - NEW BUSINESS

1. LCPC - Update on the Regional Plan - Tasha Wallis/Seth Jensen

Tasha Wallis and Seth Jensen from LCPC discussed housing targets under Act 47, and presented data showing Morristown as the largest population town in the county, though with fewer housing units than Stowe. The discussion highlighted challenges around housing affordability and availability, with Judy Bickford noting that elderly residents want to downsize but have limited options, while young people prefer renting over buying. Tasha and Seth also presented an updated future land use map for Morristown under Act 181, which requires new mapping categories and approval by the Land Use Review Board by December 2026. However, LCPC must complete the map by December 2025 due to the public process for adopting the new regional plan and getting The map includes rural areas, village centers, downtown cores, and planned growth areas, with significant white space indicating areas needing input. The commission explained that while local zoning maps will remain in place, there may be opportunities to align some state designations with local districts, particularly in the village area.

They also discussed the option for Morristown to pursue Tier 1B status, which would increase the Act 250 threshold from 10 to 50 units and provide development exemptions, though this would require further discussion.

2. Consideration to sign agreement with Lamoille County Sheriff's Department - Dispatch services

The board approved an agreement with the Lamoille County Sheriff's department for \$160,199.00, which was slightly above the budgeted amount by \$2,300.

Motion made by Chris Palermo to sign an agreement for the provision of services by Lamoille County Sheriff's Department as presented. Motion seconded by George Cormier. Motion carried (5/0).

3. Approve 2025-2026 Tax Anticipation Note

Motion made by Chris Palermo to accept the Union Bank Option #1 FY 25-26 tax anticipation loan with reinvestment option of a fixed interest rate of 3.55% as the sole source provider. Motion seconded by Richard Craig. Motion carried (5/0).

4. Approve Fireworks Permit

a. LACiNg up for Cancer - June 28th

b. Town of Morristown - 4th of July

c. Kathy Demars - Private event Earl Grey Road - August 9th

The Selectboard discussed three separate fireworks applications that the Administration has received. There were some questions regarding the liability due to one of the events being on private property. After consulting the town's underwriter, the Town should have minimal liability exposure for issuing the permits. As long as the permits are issued in accordance with state statute, there shouldn't be much additional liability for the fireworks display. Northstar Fireworks Displays includes the Town and the Property Owner as additional insureds on the certificate of insurance. The additional insured status extends liability coverage to the Town under Northstar's policy for liability related to the fireworks display.

Motion made by Chris Palermo to approve fireworks permits by Northstar Fireworks for LACiNg up for Cancer Walk, Town of Morristown 4th of July and Kathy Demars private party and authorize Selectboard Chair, Don McDowell, to sign on behalf of the Selectboard. Motion seconded by Richard Craig. Motion carried (5/0).

5. Appoint Tyler Machia as Health Officer

Motion made by Chris Palermo to appoint Tyler Machia as the Health Officer for the Town of Morristown and authorize Selectboard Chair, Don McDowell, to sign on behalf of the Selectboard. Motion seconded by Richard Craig. Motion carried (5/0).

6. Appoint Tyler Machia as Administrative Officer AKA Zoning Administrator and Brent Raymond as Assistant Administrative Officer AKA Assistant Zoning Administrator

Motion made by Chris Palermo to appoint Tyler Machia pursuant to 24 V.S.A. section 4448(a) to serve as the Administrative Officer AKA Zoning Administrator for Town of Morristown, as nominated by the Planning Commission, for a term of three years, who shall administer the bylaws literally and shall not have the power to permit any land development that is not in conformance with those bylaws. Motion seconded by Richard Craig. Motion carried (5/0).

Motion made by Chris Palermo to appoint Brent Raymond as the Assistant Administrative Officer, AKA Assistant Zoning Administrator, with limited duties as presented with the additional word

"documented" added to #2 in front of permission. Motion seconded by Richard Craig. Motion carried (5/0).

7. Official receipt of the Proposed 2025 Zoning Bylaws from Planning Commission

The board set a public hearing date of June 26th at 5:30 PM to review proposed 2025 zoning bylaws, with Etienne Hancock from the Planning Commission present to answer questions.

Motion made by Chris Palermo to set the Proposed 2025 Zoning Bylaws public hearing for June 26, 2025 at 5:30pm. Motion seconded by George Cormier. Motion carried (5/0).

8. Discuss the future of MCA

The Morristown Cemetery Association (MCA) discussed its future and financial status at a meeting. Dennis Smith, the president, announced his decision not to seek re-election due to the growing complexity of the role and the lack of new members interested in joining. Jane Paine, the treasurer, provided a detailed overview of the association's financial history, highlighting improvements in investment performance and the establishment of an endowment fund. Dennis Smith expressed a desire to dissolve the association, citing fatigue and the need to transfer responsibilities to the town administration, but agreed to continue in a limited role to make the transition as seamless as possible. He sought guidance on how to proceed with their decision to dissolve in the future. The board expressed appreciation for the association's work in improving cemetery management and maintaining historical knowledge.

9. Review updated Cemetery forms

The group discussed unifying the town's cemeteries under one set of rules and regulations, with Dennis Smith presenting proposed changes to the rules and regulations, including updated definitions and restrictions on conduct in the cemeteries. The board agreed to move forward incrementally with the transition of responsibilities to the town administration.

Dennis Smith explained that post-service committal receptions are prohibited, but brief visits are allowed after burials. He emphasized that all arrangements must go through the sexton, Mike Buchanan, and clarified rules about lot sizes, marker dimensions, and the placement of urns. The group also addressed the use of solar lights in cemeteries. The Selectboard approved new rules & regulations, cemetery fees and forms. The new rates will take effect July 1st, with grandfathered pricing for pre-scheduled services, and the board noted the need to discuss future cremation lot and mausoleum locations at Pleasant View Cemetery.

Motion made by Chris Palermo to adopt Morristown Cemetery rules and regulations along with the new forms and fees. Motion seconded by George Cormier. Motion carried (5/0).

6:50PM - OLD BUSINESS

1. Street Treats - Itinerant Vendors, Peddlers, Food Sales application continued

Brittany presented her plan for operating an ice cream truck in town, proposing one day per week from approximately 4-7 PM, focusing on residential areas. The Selectboard expressed support for the business, though some members raised concerns about traffic and safety, particularly on high-traffic streets. The Selectboard approved the itinerant vendor application, with a permit to operate until November 15, 2025 as the ordinance stipulates.

Motion made by Chris Palermo to approve the itinerant vendor application submitted by Street Treats Ice Cream Truck, permitting the business to operate within town limits one day a week until

November 15, 2025 and authorized Selectboard Chair, Don McDowell, to sign on behalf of the Selectboard. Motion seconded by George Cormier. Motion carried (5/0).

7:00PM - APPROVE WARRANTS

Motion made by Chris Palermo to approve the warrants. Motion seconded by George Cormier. Motion carried. (5/0)

7:05PM - SCHEDULE

- 1. Monday, June 16, 2025 - SB Meeting - 5:30PM**
Monday, June 26, 2025 - TBD Possible date of SB Public Hearing Zoning Bylaws - 5:30PM
Monday, July 7, 2025 - SB Meeting - 5:30PM

Corrected: The Selectboard public hearing will be THURSDAY June 26, 2025 at 5:30pm

Motion made by Chris Palermo to cancel the July 7, 2025, Selectboard meeting and authorize Don McDowell to sign warrants on behalf of the Selectboard. Motion seconded by Laura Streets. Motion carried (5/0).

7:10PM - OTHER BUSINESS

- 1. Executive Session - Legal and Contract Negotiations**
 - a. Motion finding that premature public knowledge regarding employee contract negotiations would clearly place the employee and/or town at a substantial disadvantage.**
 - b. I move to go into executive session to discuss contract negotiations, labor relations and civil litigation to which the town is a party and include to include Town Manager, Brent Raymond; Executive Assistant, Judi Alberi; Police Chief, Jason Luneau; Human Resources Director, Elz Townsend; Finance Director, Tina Sweet**

Motion made by Chris Palermo, I move to find that premature public knowledge regarding employee contract negotiations would clearly place the employee and/or town at a substantial disadvantage. Motion seconded by Richard Craig. Motion carried. (5/0)

Motion made by Chris Palermo, I move to go into executive session to discuss contract negotiations, labor relations and civil litigation, to which the town is a party and include Town Manager, Brent Raymond; Executive Assistant, Judi Alberi; and Police Chief, Jason Luneau. Motion seconded by Richard Craig. Motion carried. (5/0)

Motion made by Chris Palermo to come out of Executive Session with no action. Motion seconded by Richard Craig. Motion carried. (5/0)

- 2. Possible vote regarding contract negotiations of a public officer or employee subject to T1 V.S.A. § 313 (a) (1) (a).**

No action taken.

8:00PM - ADJOURN

Motion made by Richard Craig to adjourn. Motion seconded by Chris Palermo. Motion carried. (5/0)

Meeting adjourned at 9:35pm
Submitted and filed June 5, 2025.
Judi Alberi, Scribe

Please note all minutes are in Draft form and are subject to approval at the next Selectboard meeting.

Financial Management Questionnaire – Towns and Cities

	Yes	No	Don't know	By whom
Are all town account records currently maintained by one individual?		x		
Do you reconcile bank and ledger balances monthly?	x			Finance Director
Are checks always written to specified payees and not to cash?	x			
Does the same individual open the mail and deposit checks?		x		Administrative Clerk opens/ Treasurer deposits
Are pre-numbered checks used for all bank accounts?	x			
Are unopened bank statements delivered directly to the treasurer as received?		x		statements are electronic on neteller not paper
Do you always provide a numbered receipt for any cash payment made to the town?		x		all receipts entered and processed in computer program
Have select board members attended financial trainings?			x	
Are bank statements reconciled on a regular basis?	x			Finance Director
Does someone other than the treasurer review bank reconciliations?	x			Finance Director and Treasurer
Have you deposited town monies anywhere other than a town account?		x		
Have you deposited any non-town monies into a town account?		x		
Is interest in town accounts apportioned to each account?	x			Finance Director
Have there been any changes in authorized signatures during the fiscal year?		x		
Has a signature stamp ever been used for any town account?	x			previous treasurer- Mary Ann Wilson
Has there ever been a theft, or unauthorized use of town funds or equipment?			x	not that I have been made aware of
Are financial records maintained in a computerized system?	x			
Does the town have written policies and procedures for financial operations?	x			
Does each town official have copies of these policies and procedures?			x	
Have you attended trainings on recordkeeping?	x			
Are checks written by the same individual who approves payments?		x		Checks written by finance, signed by treasurer, approved by Selectboard
Are you a participant in any business which does business with the town?		x		
Do you maintain separate pages, columns or running balances for each fund?	x			Finance
Do elected town auditors attend financial trainings?		x		do not have elected auditors
Are bank accounts and fund balances reconciled on a monthly basis?	x			Finance
Does the town loan money to town employees?		x		

As a signer below I certify to the best of my knowledge that the answers provided in this self-assessment questionnaire are an accurate representation of the operation of the Town/City of: Morristown, Vermont.

Preparer: (signature)  (printed name): Sara Haskins Title: Treasurer

Received by Select Board (signature): _____ on (date): _____

Memo

To: Brent Raymond, Town Manager
From: Tina Sweet, Finance Director *TS*
Date: June 5, 2025
Re: Uncollectible Ambulance Accounts

*Request to write off \$32,511.68 for ambulance calls
from July 1, 2023 through June 30, 2024*

841 Calls were made in this time period – 312 calls were no transports (37.09%)

529 calls were billed -70 calls need to be written off (13.23%)

The majority of the calls are people who didn't pay, have no insurance or no contact
(34 - paid nothing on their balance - \$25,124.20)

FY 23-24 Billed Calls \$377,123.80

To Write-off \$ 32,511.68 = 8.62% of Billed Calls

Net EMS revenue received - \$273,475.48

Other revenue received - \$ 30,525.24
\$304,000.72

902 Calls were made in FY 22/23 – 368 calls were no transports (40.8%)

534 calls were billed - 84 calls need to be written off (15.7%)

The majority of the calls are people who didn't pay, have no insurance or no contact.
(35 - paid nothing on their balance - \$28,020.40)

FY 22-23 Billed Calls \$392,882.40

To Write-off \$ 38,218.47 = 9.7% of Billed Calls

ELMORE TOTAL EMS CALLS

IMAGETREND®

Scene Incident City Name (eScene.17): Lake Elmore

Number of Runs: 37

Incident Date:

is between '07/01/2021' and '07/01/2022'

IMAGETREND®

Scene Incident City Name (eScene.17): Lake Elmore

Number of Runs: 52

Incident Date:

is between '07/01/2022' and '07/01/2023'

IMAGETREND®

Scene Incident City Name (eScene.17): Lake Elmore

Number of Runs: 51

Incident Date:

is between '07/01/2023' and '07/01/2024'

IMAGETREND®

Scene Incident City Name (eScene.17): Lake Elmore

Number of Runs: 29

Incident Date:

is between '07/01/2024' and '06/12/2025'

PREVIOUS #S PROVIDED TO ELMORE
SELECT BOARD WERE ONLY BILLABLE
CALLS. THESE ANNUAL #S REPRESENT
ALL CALLS.

Belvidere SB Minutes Pg 1

Select Board Meeting (Hybrid)
Wednesday December 18, 2024 6:30 PM (T.C.O./Zoom)

Members: Ken Adams Jr., Earl Domin Jr., Kevin Leavitt arrived 8:24 P.M.

Guests: Cathy Mander Adams (T.C./Zoom Host), Ron Rodjenski (LCP)

Scott Griswold (NEMS)

Call to order 6:35 PM

Motion: Ken, Earl² - To accept meeting minutes of 12/4/24 as written.

Motion passed Earl, Ken

move receive/Act on board orders later in meeting when all present.

Town Clerk's Report - Action/Mail/ FYI - Cathy -

shared example Town logo created by assist clerk Kelly.

shared letters clerk's office received.

Municipal ethics move to when all members present.

Scott Griswold NEMS Ambulance Service Budget 2025

Presentation - Scott - over view budget for 2025

for Belvidere will be \$17,388. Contracts will come out in January.

Town Highways -

Better Roads Grant, Grant In Aid FY23, Grant in Aid FY24 Finalization agreement signed for reimbursement request. Kevin arrived 8:24 P.M.

Receive/Act on Town Board Orders

Town Highways - Ron - waiting on (FEMA) review of improved

Bog Rd./Perkin Brook culvert project. Other projects on hold.

Kevin (RC) - with up coming projects more work will be needed in the pit.

Other Business -

EDEN 2023-2024 Annual Report

SELECTBOARD FUND BUDGETED EXPENSES (cont'd)

	7/1/23 to 6/30/24 Expenditures	7/1/23 to 6/30/24 Budget	7/1/24 to 6/30/25 Budget	7/1/25-6/30/26 Budget	Proposed 7/1/25-6/30/26 Budget	Description Increase/Decrease
LEGAL EXPENSES						
Animal Control	\$ -	\$ 800.00	\$ 400.00	\$ 400.00		
Delinquent Taxes	\$ 5,554.03	\$ 1,000.00	\$ 1,000.00	\$ 3,000.00		
Health	\$ 30.00	\$ 800.00	\$ 800.00	\$ 800.00		
Highway	\$ 2,609.40	\$ 800.00	\$ 1,000.00	\$ 1,000.00		
Assessors	\$ -	\$ 800.00	\$ 800.00	\$ 800.00		
Town	\$ 1,125.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00		
Total Legal Expenses	\$ 9,318.43	\$ 5,200.00	\$ 5,000.00	\$ 7,000.00		
PROFESSIONAL EXPENSES						
Outside Audit	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00		Scheduled in FY 25/26
Total Professional Expenses	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00		0.00%
NEW EQUIPMENT FUNDS						
Fire Department Equip. Reserve Fund	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00		Build Equity in Fire Dept. Equip. Fund
Fire Truck Appr. Annual (18/19 to 23/24)	\$ 33,000.00	\$ 33,000.00	\$ -	\$ -		24/25 included by mistake, corrected
Fire Truck Appr. Annual (22/23 to 27/28)	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00		Approved TM 2022 for 5 years
Town of Eden Equipment Fund	\$ 46,000.00	\$ 46,000.00	\$ 46,000.00	\$ 46,000.00		Build Equity in Town Equipment Fund
Total New Equipment Fund	\$ 129,000.00	\$ 129,000.00	\$ 96,000.00	\$ 96,000.00		0.00%
ASSESSMENTS & CONTRACTS						
Ambulance Service	\$ 61,968.08	\$ 57,333.00	\$ 59,635.00	\$ 64,987.00		Contracted Services 3.08% increase
Lamoille County Tax	\$ 15,492.00	\$ 14,543.00	\$ 15,492.00	\$ 17,938.00		Contracted Services
Lamoille Sheriff's Dept.	\$ 31,523.00	\$ 31,523.00	\$ 32,323.00	\$ 33,801.00		Contracted Services
LCSD Emergency Response Coverage	\$ 2,558.63	\$ 1,000.00	\$ 1,000.00	\$ 3,000.00		Contracted Services
Total Assess. & Contracts	\$ 111,541.71	\$ 104,399.00	\$ 108,450.00	\$ 119,726.00		
LRSWMD						
Labor	\$ 181.65	\$ 300.00	\$ 300.00	\$ 300.00		
Supervisor's Expense	\$ 256.06	\$ 200.00	\$ 300.00	\$ 300.00		
Total LRSWMD Expenses	\$ 437.71	\$ 500.00	\$ 600.00	\$ 600.00		
Total Selectboard Fund Budgeted Expenses before Appropriations	\$ 539,803.01	\$ 580,030.00	\$ 540,609.29	\$ 564,300.57		

2025-2026 HARDWICK TOWN BUDGET

Line Items

	<u>ACTUAL</u> <u>2023-2024</u>	<u>BUDGET</u> <u>2024-2025</u>	<u>PROPOSED</u> <u>2025-2026</u>	<u>\$</u> <u>DIFF.</u>	<u>%</u> <u>DIFF.</u>
Auditing	\$20,130	\$18,750	\$29,000	\$10,250	54.67%
Animal Control	\$2,596	\$3,200	\$3,000	(\$200)	-6.25%
Professional Services	\$16,381	\$15,000	\$15,000	\$0	0.00%
Assessor Services	\$41,400	\$43,200	\$45,000	\$1,800	4.17%
NVDA	\$2,482	\$2,482	\$2,774	\$292	11.76%
VLCT	\$4,949	\$5,196	\$5,214	\$18	0.35%
Jeudevine Memorial Library	\$138,528	\$161,449	\$181,010	\$19,561	12.12%
Memorial Day	\$600	\$500	\$500	\$0	0.00%
Caspian Lake	\$3,650	\$4,500	\$4,750	\$250	5.56%
Cemeteries	\$26,563	\$23,000	\$28,000	\$5,000	21.74%
Capital Equipment Fund	\$150,000	\$175,000	\$175,000	\$0	0.00%
Capital Fire Equipment Fund	\$20,000	\$40,000	\$50,000	\$10,000	25.00%
Capital Road Fund	\$170,000	\$160,000	\$160,000	\$0	0.00%
Capital General Fund	\$129,000	\$100,000	\$100,000	\$0	0.00%
Loader & Grader Payment	\$0	\$57,000	\$57,012	\$12	0.02%
Loader Debt Payment	\$11,506	\$0	\$0	\$0	0.00%
Mackville Rd. Bond Payment	\$21,575	\$21,377	\$20,519	(\$858)	-4.01%
Gravel Pit Bond Payment	\$15,451	\$43,650	\$43,160	(\$490)	-1.12%
Library Bond Payment	\$0	\$48,000	\$47,500	(\$500)	-1.04%
2014 Fire Truck Bond Payment	\$32,613	\$32,200	\$30,454	(\$1,746)	-5.42%
2021 Fire Truck Bond Payment	\$22,671	\$21,218	\$21,079	(\$139)	-0.66%
Tax Mapping	\$3,300	\$8,000	\$4,000	(\$4,000)	-50.00%
Solid Waste District	\$2,920	\$2,920	\$2,920	\$0	0.00%
Streetlights	\$23,392	\$23,866	\$24,562	\$696	2.92%
Memorial Park Electricity	\$128	\$175	\$150	(\$25)	-14.29%
Employment Practices Ins.	\$5,883	\$5,605	\$5,832	\$227	4.05%
Community Crime Ins.	\$1,014	\$867	\$836	(\$31)	-3.61%
Town Service Officer Expenses	\$0	\$750	\$500	(\$250)	-33.33%
Hazard Mitigation	\$0	\$0	\$1,000	\$1,000	100.00%
Cyber Security	\$1,400	\$1,500	\$1,500	\$0	0.00%
Tax Sale Expense	\$2,049	\$1,500	\$2,000	\$500	33.33%
Tax Abatement Expense	\$15,431	\$300	\$500	\$200	66.67%
Restricted Donation Expense	\$0	\$0	\$0	\$0	0.00%
Insurance Deductibles	\$1,000	\$0	\$0	\$0	0.00%
Pedestrian Bridge Planning	\$73,790	\$0	\$0	\$0	0.00%
Conservation Commission	\$500	\$500	\$500	\$0	0.00%
Equity Committee	\$911	\$2,500	\$1,500	(\$1,000)	-40.00%
Recreation Dept.	\$18,526	\$21,565	\$20,412	(\$1,153)	-5.35%
Hardwick Trails	\$8,886	\$11,158	\$11,577	\$419	3.76%
County & Gravel Pit Taxes	\$19,719	\$34,200	\$36,008	\$1,808	5.29%
Rescue Squad	\$72,762	\$90,220	\$96,472	\$6,252	6.93%
Totals	\$1,081,710	\$1,181,348	\$1,229,241	\$47,893	4.05%

2024 Hyde Park Town Report

Municipal Expenses		BUDGET	ACTUAL	CURRENT	PROPOSED	CHANGE
		FY2024	FY2024	FY2025	FY2026	FY25 to FY26
Health and Welfare						
Ambulance Services						
Northern Emergency Medical Service (NEMS)		\$129,410	\$129,407	\$134,602	\$146,681	\$12,079
Subtotal		\$129,410	\$129,407	\$134,602	\$146,681	\$12,079
% Change = 8.97%						
Animal Control						
Salaries		750	2,063	900	3,600	2,700
Supplies		200	214	200	200	0
Travel		250	0	300	0	(300)
Purchased Services - Kennel Lease		1,250	665	5,500	5,500	0
Equipment and Training		250	88	300	300	0
Subtotal		\$2,700	\$3,029	\$7,200	\$9,600	\$2,400
Health & Welfare Total		\$132,110	\$132,436	\$141,802	\$156,281	\$14,479
% Change = 10.21%						

Worcester VT 2024 Annual Report

Accounts	2024 Budget	Expenditures	2025 Budget	% Change
ANIMAL CONTROL				
Animal Control	\$300.00	\$0.00	\$300.00	0.0%
TOTAL	\$300.00	\$0.00	\$300.00	0.0%

AMBULANCE

Ambulance	\$44,315.00	\$45,440.00	\$46,000.00	3.8%
TOTAL	\$44,315.00	\$45,440.00	\$46,000.00	3.8%

MISCELLANEOUS

Miscellaneous	\$100.00	\$0.01	\$100.00	0.0%
TOTAL	\$100.00	\$0.01	\$100.00	0.0%

LISTERS OFFICE

Wages	\$16,500.00	\$8,540.00	\$16,500.00	0.0%
Supplies	\$200.00	\$323.00	\$200.00	0.0%
Conferences & Dues	\$600.00	\$0.00	\$600.00	0.0%
Tax Mapping	\$1,500.00	\$409.50	\$1,500.00	0.0%
Equipment	\$0.00	\$0.00	\$0.00	0.0%
Software/Maintenance	\$450.00	\$520.00	\$450.00	0.0%
TOTAL	\$19,250.00	\$9,792.50	\$19,250.00	0.0%

CAPITAL BUILDING FUND

Capital Maintenance	\$12,000.00	\$12,000.00	\$12,000.00	0.0%
TOTAL	\$12,000.00	\$12,000.00	\$12,000.00	0.0%

SPECIAL ARTICLES

Org. Support	\$8,700.00
Kellogg-Hubbard Library	\$19,280.00
Fireworks	\$6,000.00
Mont. Sr Activity	\$2,700.00
TOTAL	\$36,680.00

HIGHWAY	\$645,102.14	\$794,184.14	\$710,072.06	10.1%
MAXHAM BOND	\$19,543.23	\$18,581.29	\$26,581.62	36.0%
GEN. GOVERNMENT	\$442,672.58	\$474,841.27	\$496,708.53	12.2%
TOTAL GENERAL FUND	\$1,107,317.95	\$1,287,606.70	\$1,233,362.21	11.4%



Planning Council
PO Box 748
Morrisville, VT 05661

(802) 888-6373
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3 August 2023

Dear Selectboard,

Highways Superintendent Kevin Barrows joined the Planning Council at its July 25th meeting to speak about existing dead-end town roads that were being plowed and maintained that did not meet the Town's minimum requirements for receiving these services as stated in the the Morristown Road Policy. The list of dead-end roads that were discussed as candidates for discontinuance because they fail to meet the minimum Section B(9) requirements of the Town Road Policy were: Call Road, Chaffee Road, Cloverdale Road, Cram Road, Lague Road, Lanphear Road, Ledge Road, Neil Road, Rooney Road, Ross Hill Road, Samoset Road, Stearns Road, Sand Ridge, Stub Towne Road, Tine Mckee Road, Watanjay Farm Road, and Wyman Road. These substandard roads ended up on the Town's "plow-list" over the years for various reasons, though in the Council's estimation, most are no longer valid. The once thriving dairy farms that required daily winter plowing are gone (ex. Lanphear Rd), the requisite number of homes required in the Town Road Policy no longer remain (Samoset Rd), and for some roads (ex. Stub Towne Rd.) the Town Road Crew services are no longer desired by the property owners. For most other roads on this list, the Town Road Crew is in effect providing private plowing services for only 1 or 2 homes on short dead-end roads. It is important to note the Road Crew servicing these short dead-end roads is more time consuming than plowing a much longer Town Road that meets the minimum requirements of the Road Policy due to the lack of a plow turnaround, and the time it takes to turn around a plow truck on these short dead-end roads. There is even an existing Town Road, Cloverdale, where the Town plows a road that is not used by the property owner in the winter. Highway Superintendent Barrows told the Planning Council that he expects to save approximately \$20,000 of taxpayer money annually if the request to discontinue or downgrade the aforementioned substandard dead-ends roads, per Section B(11) of the Town Road Policy, is approved by the Selectboard.

Given the Town's present budget situation, the Council suggests that the Selectboard begin the Section B(11) review process stipulated in the Town Road Policy to review the Town maintenance of these aforementioned substandard dead-end roads this summer. Beginning the process now gives the residents on these roads the time needed to find private plow services for the winter. If the Selectboard decides to not discontinue the Town servicing of any of these substandard dead-end roads, the Planning Council asks that Section B(9) of the Morristown Road Policy be updated to reflect the criteria the Selectboard uses to make this decision. Thank you in advance for your consideration of this important request.

Sincerely,

Etienne Hancock, Chair



Memo

To: Selectboard
CC: Brent Raymond
From: Jordan St.Onge, Highway Superintendent
Date: 6-10-25
Re: Review of Substandard Roads

To be fiscally responsible, to ensure we are using town resources to serve public interest, and to minimize our financial liability, we are required to review our "Substandard Roads".

The attached presentation details 19 roads that the town currently owns and maintains. These are all dead-end roads that do not meet the criteria outlined in our road policy, and do not provide access to any public interest.

All these roads are unique, and I would like to discuss them individually. To have a well-informed conversation about these roads, I respectfully ask that each member of the selectboard drive them all. I have listed them below with the road that they are off, and in an order that will make the tour of Morristown as efficient as possible.

Thank you for your time and attention to this matter. I look forward to discussing it with you at the June 16th Selectboard meeting.

Below is your route organized with turn sequences by major roads and connectors:

1. Garfield Rd → Stearns Rd

- Start "Off Garfield Rd" at **VT Made Acres**.
- Continue straight, then turn onto **Stearns Rd**.

2. Route 15 (near Leo's) → Lamphear Rd

- Backtrack to Route 15, near Leo's store.
- Turn onto **Lamphear Rd**.

3. Harrell St (near Butternut Mountain Farm) → Lepper Rd

- Return via Route 15 to **Harrell St**, turning onto **Lepper Rd** near the Butternut Mtn Farm facility.

4. Route 12 → Sand Ridge Rd → Davison Rd

- Hop on Route 12 to **Sand Ridge Rd on your left**, back on Rte 12 to **Davison Rd on your right**.

5. Lower Elmore Mountain Rd → Stub Towne Rd

- Back on Rte 12 toward Sand Ridge Rd, proceed via **Lower Elmore Mountain Rd**, then **Stub Towne Rd**.

6. Washington Highway → Ledge Rd

- Continue onto **Washington Highway**, turning onto **Ledge Rd**.

7. Stancliff Rd → Cloverdale Dr

- Shift onto **Stancliff Rd**, then **Cloverdale Dr**.

8. Route 100 (across Morristown Corners) → Lague Rd

- Head to Route 100 (opposite Morristown Corners) and connect to **Lague Rd**.

9. Cady's Falls Rd → Samoset Rd

- Move via **Cady's Falls Rd**, turning onto **Samoset Rd**.

10. Walton Rd → Watanjay Farm Rd

- Go down **Walton Rd**, then switch to **Watanjay Farm Rd**.

11. Fontaine Rd → Wyman Rd

- From **Fontaine Rd**, continue onto **Wyman Rd**.

12. Mud City Rd → Call Rd → Tine McKee Rd

- Travel along **Mud City Rd**, then **Call Rd**, before taking **Tine McKee Rd**.

13. Lyle McKee Rd → McKee Farm Rd

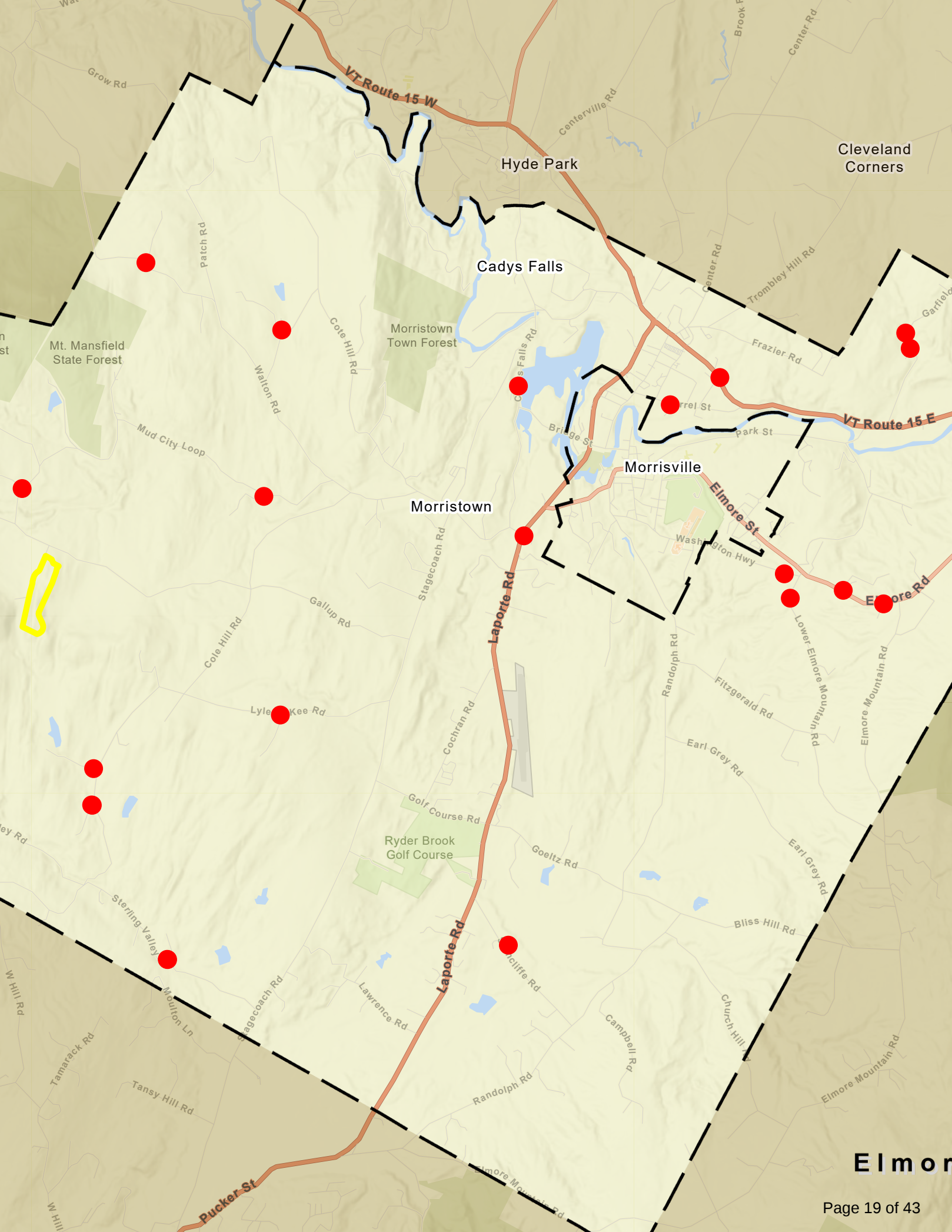
- Next, **Lyle McKee Rd** transitions into **McKee Farm Rd**.

14. Cole Hill → Chaffee Rd → Ross Hill Rd

- Head to **Cole Hill**, then onto **Chaffee Rd**, and finally **Ross Hill Rd**.

15. Sterling Valley Rd → Neel Rd

- Finish your route up **Sterling Valley Rd**, ending on **Neel Rd**.



Review of Substandard Roads

Town of Morristown Road Policy

◆ Section B - General Policies Roads & Acceptance as Town Roads

- ◆ 11. “Downgrading Substandard Roads – The existing Town road network shall be reviewed by the Selectboard, in consultation with the Village & Town road foreman, at least every 5 years to determine if dead-end roads that do not serve a public purpose should be downgraded or discontinued.”

◆ Section C- Road & Access Standards

- ◆ 1. “Rural Road Specifications – Town roads located in the Rural Residential Agricultural (RRA) Zone shall have a gravel surface and be a minimum of **20 feet wide** plus a two-foot-wide shoulder on each side of the road.”
- ◆ 2. “Urban Road Specifications – Town roads located in all other zones including business zones, shall be paved with bituminous concrete and be at least **18-24 feet wide**, with said width per the direction of the Selectboard depending on the amount and type of traffic expected.”
- ◆ 3. **“Private Road Minimum Specifications – “Access roads to two or less properties shall be determined to be private driveways and shall not be required to meet either the Urban or Rural cross-sections and shall not be serviced as Town roads.”**
 - ◆ “Properties” is not defined in our Zoning Bylaws or Road Policy so this presentation lists # of owners, houses, and lots.

Points to Consider

- ◆ Fiscally responsible use of taxpayer money
 - ◆ Using town resources on roads that do not serve public interests
 - ◆ Roads with public interest such as public land access have been omitted from this presentation
- ◆ Taxpayer resources being used to plow “driveways”
 - ◆ 8 of the 19 roads serve 1 owner
 - ◆ 10 of the 19 roads serve 2 owners
 - ◆ 18 of the 19 roads are classified as “**private driveways**” as per Town of Morristown Road Policy Section C. 3.
- ◆ Plow Route Cycle Time
 - ◆ Small roads are time consuming to plow
 - ◆ Too narrow; tight turnarounds; intersections
 - ◆ Plowing these “**private driveways**” adds time to our plow routes, which limits our ability to efficiently serve the broader community.

Financial Liability

- ◆ State Aid
 - ◆ The state pays us \$1,730/mile annually for class 3 roads
 - ◆ These roads total 3.56 miles, or **\$6,158** annually
- ◆ Maintenance costs – **Estimated at \$50,000/year**
 - ◆ Plowing, Sanding, Salting - $\$143/\text{hr} \times (.25 \text{ hr each} \times 19) \times 50 \text{ times} = \$33,962$
 - ◆ Does not include cost of sand/salt
 - ◆ Grading - $\$150/\text{hr} \times (1\text{hr each} \times 19) \times 2 \text{ times/yr} = \$5,700$
 - ◆ Ditching, culvert maintenance and replacement
 - ◆ Storm damage repair – **ONE storm this year caused \$10,200 of repairs to some of these private driveways.**
- ◆ Recent Storm Damage
 - ◆ 5/17/25 thunderstorm severely damaged 18 roads, totaling over \$32,000 in repair costs
 - ◆ These substandard roads cost **\$10,200** or 32% of total repairs/upgrades
- ◆ Bridge Maintenance and Replacement
 - ◆ Town's financial liability
 - ◆ One concrete slab deck replacement cost **\$1.2-1.5 Million**

Old Farm Driveways

- ◆ Cloverdale Dr – TH73 - .15m Class 3
 - ◆ 1 Owner, 1 Farm/House, 1 Lot
 - ◆ No longer ships milk
 - ◆ Does not meet width requirement (only 15' wide)
 - ◆ Owner has a different driveway they plow the private driveway / road is not used
- ◆ McKee Farm Rd – TH53 - .06m Class 3, .34m Class 4
 - ◆ 1 Owner, 1 farm/house, one lot
 - ◆ No longer ships milk
 - ◆ Does not meet width requirement (only 18' wide)
- ◆ Lamphear Rd – TH15 - .1m Class 3
 - ◆ 1 Owner, 1 Lot, 1 House
 - ◆ No longer ships milk, farm has been subdivided, farm frontage now on RTE 15
 - ◆ Does not meet width requirement (only 14.5' wide)

Roads with 1 Owner

- ◆ Neel Rd – TH70 - .1m Class 3, .15m Class 4
 - ◆ 1 Owner, multiple buildings, 28 Lots
 - ◆ Does not meet width requirement (only 17' wide)
 - ◆ 1 Town owned slab deck bridge (B34) – Replacement cost **\$1.2 - \$1.5 million**
 - ◆ Damaged by 5/17/25 storm – repair cost **\$900**
 - ◆ Also damaged by July 2024 storm
- ◆ Call Rd – TH31 - .35m – Class 3
 - ◆ 1 Owner, 1 House, 1 Lot
 - ◆ Does not meet width requirement (only 16' wide)
 - ◆ 1 Town owned slab deck bridge (B31) - Replacement cost **\$1.2-\$1.5 million**
 - ◆ Damaged by 5/17/25 storm – repair cost **\$400**

Roads with 1 Owner

- ◆ Samoset Rd – TH6 - .32m Class 3
 - ◆ 1 Owner, 1 House, 4 Lots
 - ◆ Does not meet width requirement (only 17' wide)
 - ◆ Stormwater collection system (3 catch basins)
 - ◆ Steep grade, lots of run off, 2 neighboring properties historically experience damage during heavy rainfall
 - ◆ Damaged by 5/17/25 storm – repair and upgrade cost **\$7,000**
- ◆ Sand Ridge- TH78 - .08 Miles Class 3, .4m Private Rd
 - ◆ 1 Owner, 1 House, 1 Lot
 - ◆ Does not meet width requirement (only 18' wide)
 - ◆ Road is .08 Miles of town road, then turns to private road
- ◆ Lepper Rd – TH17 - .09 Miles Class 3
 - ◆ 1 Owner, 1 Apartment Building, 1 Business, 2 Lots
 - ◆ Paved road

Roads with 2 Owners

- ◆ Lague Rd – TH91- .12m – Class 3
 - ◆ 2 Owners, 1 House, 3 lots
- ◆ Watanjay Farm Rd – TH28- .45m – Class 3
 - ◆ 2 Owners + 1 LLC, 2 houses, 3 Lots
 - ◆ Does not meet width requirement (only 17.5' wide)
 - ◆ House at end of road is a vacation home / AIRBNB
- ◆ Ledge Rd – TH26- .03m – Class 3
 - ◆ 2 Owners, 1 House, 1 Apartment Building, 2 Lots
 - ◆ Does not meet width requirement (only 14.5' wide)
 - ◆ 1 House driveway connects to Washington HWY
 - ◆ Town is maintaining the driveway to an apartment building

Roads with 2 Owners

- ◆ VT Made Acres – TH110- .1m Class 3
 - ◆ 2 Owners, 3 Lots, 1 House, 1 Business
 - ◆ Lot and end is a business
 - ◆ Someone has replaced street sign with a Private Road sign
 - ◆ Business and house have same owner
- ◆ Wyman Rd – TH102 - .1m - Class 3
 - ◆ 2 Owners, 2 Houses, 2 Lots
 - ◆ Does not meet width requirement (only 17' wide)
- ◆ Chaffee Rd – TH63 - .35m - Class 3
 - ◆ 2 Owners, 2 Houses, 3 Lots
- ◆ Ross Hill – TH61 - .4m – Class 3
 - ◆ 2 Owners, 2 Houses, 5 Lots
 - ◆ Lot at the end of road is a Horse Farm
 - ◆ Damaged by 5/17/25 storm – repair and upgrade cost **\$1,900**

Roads with 2 Owners

- ◆ Tine McKee Rd – TH 45 - .45m Class 3
 - ◆ 3 Owners, 2 Houses ,3 Lots
 - ◆ Does not meet width requirement (only 18' wide)
- ◆ Davison Rd – TH 79 - .11m Class 3
 - ◆ 2 Owners, 2 Houses, 2 Lots
 - ◆ Does not meet width requirement (only 17' wide)
 - ◆ No good plow turnaround
- ◆ Stearns Rd – TH20 - .1m Class 3
 - ◆ 2 Owners, 2 Houses, 3 Lots

Roads with 3 Owners

- ◆ Stub Towne Rd – TH38 - .1m- Class 3
 - ◆ 3 Owners, 3 House, 3 Lots
 - ◆ Does not meet width requirement
 - ◆ Owners want town to stop maintaining

2025 VTrans Scoping Bicycle and Pedestrian Grant Application

1. Project Title: Morrisville LVRT Connectivity Improvement Study
2. Applicant (Town, RPC, etc.): Town of Morristown
3. Project Contact Info:
 - a. Name: Brent Raymond
 - b. Mailing Address: 43 Portland Street
 - c. Town: Morristown
 - d. Zip Code: 05661
 - e. Email Address: braymond@morristownvt.gov
 - f. Phone Number: (802) 888-5147
4. Fiscal Information:
 - a. Accounting System ☒ Automated ☐ Manual ☐ Combination
 - b. Unique Entity Identifier # LNX5JJWB5XW3
 - c. Fiscal Year End Month June
5. RPC(s) Lamoille Co. PC
6. Primary Facility Type: ☐ Sidewalk ☒ Bike Lane ☐ Shared-use Path
☐ Shoulder
☐ Other (Please describe)
7. Project Description: Please give a brief description of the project (100 words or less.) Detailed information should be submitted as part of addressing the selection criteria. Be sure to include identifying streets or landmarks that the proposed project links at either end (e.g. New concrete sidewalk with granite curbing on Main St. from Elm St. to Maple St.).

Scoping study to determine the bicycle facilities and lane configurations needed to safely connect the LVRT to local business and restaurants within the village on Portland, Pleasant, Railroad, Lower Main, and Upper Main Streets. Also, the study should recommend the appropriate bicycle connections between the village and Copley Hospital/Lamoille Health Partners. Traffic calming and pedestrian facility improvements should also be considered along the same roads. The study should also investigate the feasibility of realigning Congress St to Portland St and the needed ROW acquisition.

2025 VTrans Scoping Bicycle and Pedestrian Grant Application

8. Estimated Project Costs:

Scoping Projects

Consultant Costs (to develop scoping report)

Consultant Costs

\$ 45,455

Administration/Local Project Manager Costs

Admin Costs

\$ 4,545

(Costs associated with oversight of the project, estimated
at 10% of Scoping report development)

TOTAL SCOPING AMOUNT APPLIED FOR (including 20% local share)

\$ 50,000

2025 VTrans Bicycle/Pedestrian Program – Scoping Criteria Template

Applicant Name: Town of Morristown

Project Title--Scoping: Morrisville LVRT Connectivity Improvement Study

Application Checklist

Make sure everything is included and pages numbered.

☒ (1) Project Application Form (separate PDF file)

All other materials noted below to be provided in the same order as below.

☒ (2) Project Evaluation Criteria Documentation for the project (**this form**)

☒ (3) Project Map(s)

☐ (4) RPC review confirmation letter

☐ (5) Current letter of support from the municipal governing body acknowledging their willingness to provide the local match

☒ (6) Documentation of contact with VTrans District office, if project is on the state system *N/A – Not on state-maintained roads*

☒ (7) Supporting Documentation (Excerpts from other planning documents, police reports, etc.)

A. SCOPING PROJECTS

1. **Community Need—15 Points:** How does the project to be scoped contribute to the community bicycling or walking network? How does the project contribute to ongoing local placemaking or economic development initiatives? Include a description of the type of facility (i.e. sidewalk, bike lanes, shared-use path) to be studied and key origins and destinations to be served. Provide justification for study requests that exceed \$60,000.

Morristown is fortunate enough to be the halfway point along the Lamoille Valley Rail Trail and is a major hub for riding bikes. The proposed scoping study would support the design and construction of safer and more inviting connections into town for people passing through on the LVRT and for residents of the village to access this amenity with ease.

The study should focus on the implementation of bike facilities that connect the LVRT at Portland and Pleasant Street to the local businesses and restaurants on Portland, Pleasant, Railroad, Lower Main, and Upper Main Street within the village (businesses are marked on Morrisville Points of Interest Map). The area of study should also include Congress Street as it is a major commuter route to access Copley Hospital and Lamoille Health Partners. It is important that the solutions are welcoming to all people riding bikes no matter what their level of confidence is.

The existing sidewalk infrastructure reaches all points of interest in town, but the study should investigate options to improve safety for pedestrians. The intersection of Bridge and Portland Street, and Portland, Congress and Main Street are the major areas where improvements would be desired. The intersection of Bridge and Portland Street has a 90 degree turn with a poor line of sight and confusing right of way patterns which leave bikes and pedestrians in a vulnerable position. Portland, Congress, and Main Street make up the main 4-way intersection in the village. This intersection experiences high vehicle and pedestrian volumes and has long crossing distances. Traffic calming solutions should also be considered for Congress Street to encourage slower driving speeds to promote safer pedestrian crossings.

One solution that should be further studied for its feasibility during scoping is a One-Way Town Square traffic reconfiguration. This was an idea presented to the selectboard last October. The idea provides space for a two-way cycle track on Portland Street and contra-flow lanes around the rest of the square. The one-way traffic flow simplifies the high-volume intersections, making them safer and more efficient for all users and creates shorter crossing distances for pedestrians. This configuration uses angled parking to minimize the loss of parking spaces for vehicles.

A potential option to be investigated for the intersection of Portland, Main, and Congress Street is the acquisition of the parcel in the South-West corner of the intersection to realign the connection of Congress Street to create a proper 4-way intersection. This realignment would reduce the maximum number of conflicts with crosswalks from 3 to 2 for a single movement and provide a much safer geometry for all users. Conceptual plans for this idea have circulated in the past. The current property owner has expressed interest in selling the parcel to the town with this idea in mind.

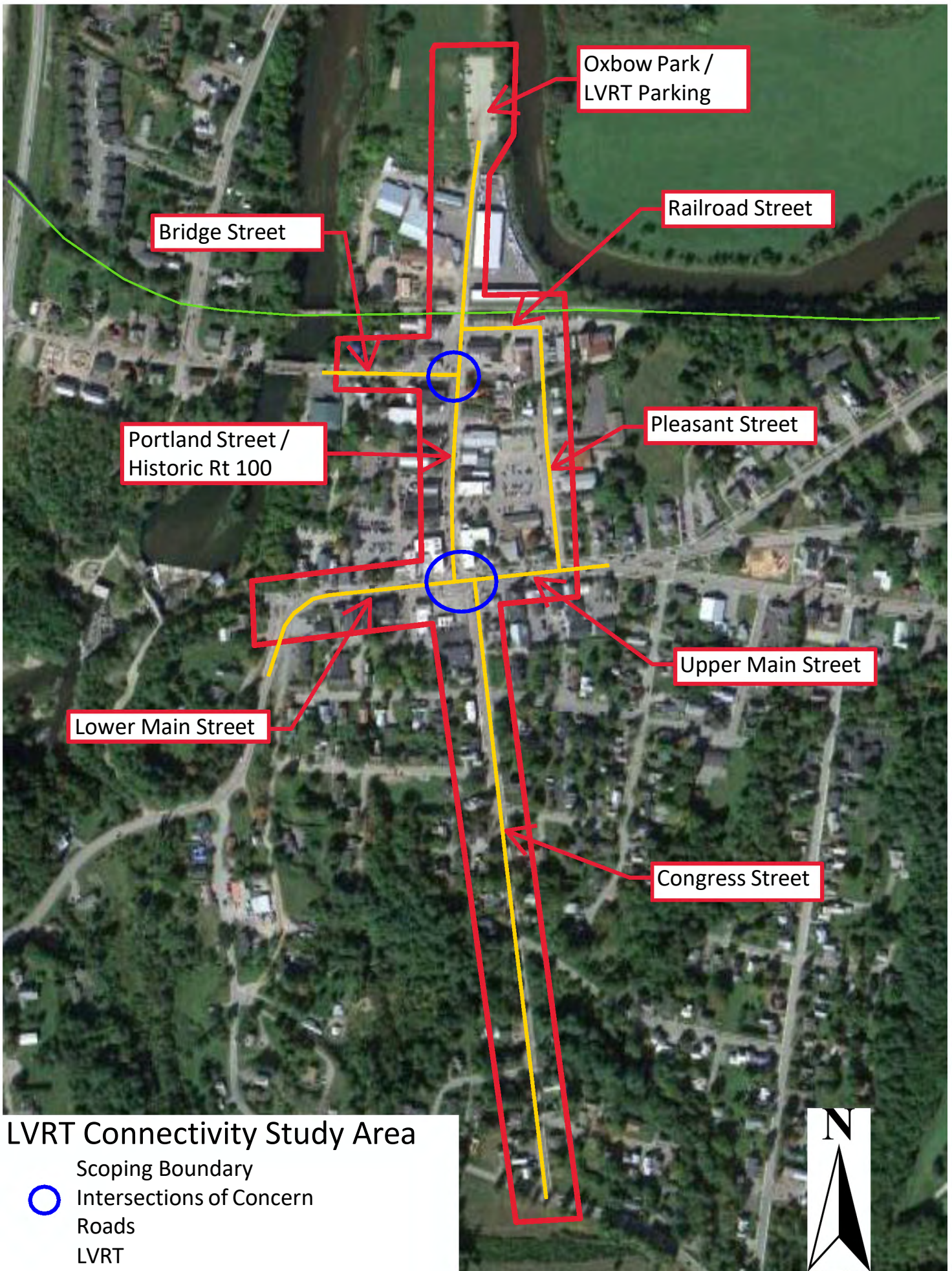
This scoping study would support initiatives in the town plan by improving bike and pedestrian infrastructure, connectivity and safety. This would provide ideas to improve connections to the LVRT, which is a major economic opportunity for the town.

Three solutions should be included in this study with the primary focus being bike infrastructure to improve connectivity to the LVRT.

11-15 Points – Project is an important part of a pedestrian or bicycling network and serves obvious bike/ped generators and/or the project includes measures identified in the [FHWA STEP](#) initiative.

6-10 Points – Project is in an area of low land use density or not clearly contributing to a local network.

0-5 Points – Unclear how proposed facility contributes to a network or solves a safety problem



LVRT Connectivity Study Area

- Scoping Boundary
- Intersections of Concern
- Roads
- LVRT

Morrisville Points of Interest

- ★ Restaurant / Food
- ★ Local Business
- ★ Museum

LVRT



become an important cut-through route that alleviates pressure on the already busy intersection of Center Road and VT Route 15 East. When warranted, and as shown on the illustration at the beginning of this paragraph, **this plan supports VTrans scoping and developing either a traffic light or a roundabout (if feasible) where Route 15 and Upper and Munson Ave meet. This plan also supports adding a crosswalk across Route 15 at this intersection, or as shown on the below map at the top of Brooklyn Street, which is a location that was approved via a letter sent to the Town by VTrans dated 2 February 2018. This plan also recommends that the Selectboard allocate funding to update the Circulation Study so it contains post Truck Route traffic data.** The Circulation Study has proven valuable enough to warrant an update, especially in light of how variable the post Truck Route traffic count projections have proven to be. It would be a loss for the town's planning process if the Circulation Study were to become obsolete due to the traffic data therein becoming too old. The Selectboard should also entertain if a similar study should be undertaken for the roads in downtown Morrisville given the recent growth in housing units therein.

In the uptown commercial core that the Circulation Study focuses on, as well as in downtown Morrisville, Level of Service F & E is an acceptable wait time at traffic lights. Allowing longer wait times will help encourage denser development patterns in our commercial core, and improve pedestrian and bicycle access and safety therein. Especially in downtown Morrisville, the need to efficiently move cars from Point A to Point B, must take a backseat to the needs of pedestrians. A Walk & Bike Safety Action Plan was recently developed with the help of Local Motion for downtown Morrisville. **Some of the ideas in the Walk & Bike Safety Action Plan should be explored and implemented, such as sidewalk bump-outs where parking in the downtown is striped-off, and other similar pedestrian-friendly traffic calming solutions.** It is important to remember that the Truck Route was built to remove heavy truck traffic from downtown Morrisville, and **the Selectboard and Planning Council should continue to try to recreate a more pedestrian-friendly version of downtown now that large trucks have another way around.**

On the edge of the downtown, **this plan supports moving forward with the improvements proposed to the intersection of Routes 12, 15A, and Park Street in the RSG Inc. study of that intersection published in 2005. Reinstating crossing guards to help school-age children navigate this intersection should be considered. Strong consideration should also be given to eliminating all of the 1970s era "slip-lanes" that we still exist, both in the village and the rural areas, (with the slip-lane allowing westbound traffic on Washington Highway to turn onto Maple Street without stopping as an example). This plan also supports the continued efforts to upgrade the existing sidewalk infrastructure both in the town and village.** Sidewalk extensions are currently needed in the village on Cherry Avenue (to connect to Congress Street), along Washington Highway (from Congress Street to Randolph Road), Munson Ave (behind Northgate Plaza and north to Morrisville Plaza), and along Jersey Heights (from Feline Loop out to the Bishop Marshall pedestrian underpass). It is anticipated that land

development will be the main driver of sidewalk extensions over the next decade, especially along Jersey Heights. **All sidewalk extensions shall meet the construction requirements contained in the Morristown Sidewalk Policy. Crosswalk and sidewalk infrastructure is also highly desired and supported by this plan at the Truck Route roundabout. This plan also supports efforts to make both uptown and downtown Morrisville safer and more accessible to bicycle traffic, including places to store and lock bikes, both outside and inside (where feasible).**

Outside the village, the town's roads are mainly Class 3 gravel roads. **New roads, unless covenanted to be private, shall meet the construction requirements of the Morristown Road Policy. New roads, where feasible, shall add to the connectivity of the existing street network, and the creation of new dead-end roads is discouraged. This plan supports making new road connections whenever possible when intervening properties are developed.** Class 4 Roads located in the town should not see the development that is considered acceptable on Class 3 Roads. **Class 4 roads and legal trails should generally be reserved and protected for recreational uses. In more remote areas, development on Class 4 roads that puts a strain on municipal services located in the village should be discouraged. However, said policy shall not be used to stop developers from upgrading Class 4 Roads to Class 3 Roads when said roads can serve as important connector roads** (ex. Darling Road: which could connect Rte. 12 & Rte. 15A, Rooney Road: which could connect Mud City Loop to Walton Rd, and Gallup Road: which could connect Stagecoach to Cole Hill Road). *The Selectboard, with assistance with the Planning Council, should also work with the School Board and nearby property owners to open up a new access driveway to the school that obviates the need for all the traffic that comes down Elmore and Upper Main Streets from cycling around the fire station to reverse direction up Copley Avenue.*

Contrary to popular belief, there is a way to get around town other than by car. **This plan supports the continued operation of the Route 100 Commuter Bus Route that runs between Morrisville and Waterbury.** This bus, with stops in downtown Stowe, connects residents, via the park and ride in Waterbury, to the larger bus service that runs frequently on the interstate between Montpelier and Burlington. This plan supports the continuation of the shopping loop bus route that is predominantly used by seniors that no can longer drive to access uptown grocery shopping. **This plan also supports the use of car-sharing, car-pooling, and other means to minimize the amount of cars needed for village, and especially downtown, residents. All road improvement projects, including those mentioned above, should be planned with measures to increase safety and accessibility for bicycle riders and pedestrians, with due consideration given for budgetary concerns, as approved by Town Meeting.**

Area residents also now have the ability to fly out of town to the New York City area thanks to the air passenger service that Stowe Aviation recently brought to our airport. The Morrisville-Stowe airport, which is owned by VTrans, is the region's only airport. Its location less than 2 miles south of the village on LaPorte Road ties the economic well-being of the airport to the

operation of Copley Hospital. With the State exercising greater regulatory control over hospitals in recent years, small independent hospitals like Copley have been forced to accept no rate increases, while simultaneously spending down days of cash on hand. This is not a sustainable trajectory for our community hospital - a community hospital built largely by charitable gifts and local fundraising. **Efforts by the State or the Green Mountain Care Board to move critical hospital operations like Mansfield Orthopedics out of Morrisville to places like Burlington or Dartmouth shall be strenuously opposed. This plan also vehemently opposes regulatory efforts that undermine the fiscal stability of the hospital, such as additional years with no approved rate increases, or efforts to force the hospital to make less revenue.** If these issues surface again in the future, the Selectboard shall exercise all the political avenues available to ensure the continued existence of the hospital, with the hospital offering future health care services that are at least on par with current levels.

The Lamoille Valley Rail Trail, a new local recreational amenity, is it still often overlooked in terms of its economic development potential. The fact that our community is the only town to have the rail trail so prominently cut through its downtown provides the businesses in the village with a tremendous opportunity. **The Planning Council should strategize on how to help the town, especially the downtown, can capitalize on the growing traffic on the rail trail.** Efforts to finish the rail trail throughout our community, and to strengthen its physical and visual connections to Portland and Pleasant Streets in the downtown, is an obvious starting point. Adding more public access points to the rail trail within the community, especially within the village, is strongly supported by this plan. Opportunities to create additional public access points to the rail trail include the village section of Park Street (especially as properties thereon are redeveloped), off Gallery Lane, and by Dunkin Donuts. The Planning Council should also study if there are creative ways to encourage the creation of ecologically friendly car-free housing that could be built along both the rail trail and the adjacent banks of Lake Lamoille. **In relation to the rail trail or not, this plan also supports any effort aimed to increase the vitality of downtown Morrisville,** as a community without an economically healthy downtown will not be prosperous long-term.

Infrastructure. Wastewater capacity is critically essential to support existing and new economic development activities through the year 2030. **This plan supports a municipal sewer system with a transparent and competitive rate structure, and management of the plant asset that is adaptable and flexible enough to work with existing businesses, and any new business wishing to locate in our town. It is an unassailable goal of this plan that sewer capacity, or the cost thereof, should never be a limiting factor for locating new residential or commercial development in our community.** While conservation of a resource should always be the first priority, should flow, phosphorous, or BOD levels become problematic at the sewer plant, **this plan supports funding and constructing any needed additional capacity.**

Chapter 13: Wellness

Access to Healthy Foods and Choices

- Encourage local agricultural, and forest based, product production from local sources.
- Show support for local agribusinesses, and agricultural land-use.
- Show support for the farmers' market, local farm stands, and community gardens.
- Encourage and support community led health campaigns that increase consumer awareness of healthy lifestyles.

Bicycle, multi-modal, and pedestrian-friendly community

- Support efforts aimed to improve the wellness of the community, including using this plan as a resource for grant writing opportunities.
- Draft zoning bylaw changes that require major development and redevelopment projects in the core of the village to provide pedestrian and bicycle amenities, such as sidewalks, bike lanes, bicycle parking, and/or other streetscape improvements.
- Encourage the addition of more pedestrian amenities in the village (such as benches, seats, water fountains, shade/street trees) that enhance the pedestrian experience, especially in the downtown.
- Ensure that adequate and appropriate lighting exists for streets, parks, recreation facilities, sidewalks, bike paths, and bike lanes to promote their use during non-daylight hours, especially during the short winter days.
- Plan for the routine maintenance of municipally designated bike lanes/routes (to the extent permitted by town & village funding).
- Fund health and wellness related infrastructure improvements equally with both private funding and municipal funding, when feasible, including ongoing maintenance.
- Provide key design concepts to building a healthy community, offer policy suggestions for improving and supporting the health of residents.
- Support the conservation or protection of commonly-used cross country ski-trails, such as the Catamount Trail, VAST Trails, the trails around Bliss Hill, and the trails on private land abutting the school property.
- Support the Rail Trail as an important pedestrian, transportation, and wellness amenity.
- Increase access to park and recreation opportunities for all.
- Highlight the important, but often overlooked, link between the built environment and health by requiring a health impact assessment be conducted before any decision is made about the purchase or disposition of public land, and the relocation of public buildings.
- Create spaces that are accessible for anyone, including people with disabilities, in order to create a healthier community, and instill a sense of belonging for all in the community.
- Abide by the principals of the Americans with Disabilities Act to ensure that all residents have access to healthy activities, wellness opportunities, and can thrive.

Community Wellness Committee

- Support the Selectboard creating a creating a sub-committee of the Parks and Recreation Committee, or an independent committee, charged with creating a community vision for

health and wellness, and to support the implementation of that vision through measurable goals, and achievable objectives, that includes representation from the entire community.

- Identify a vision for community wellness, and create a wellness and healthy community expanded document that focuses on increasing protective factors, and decreasing risk factors for all.

Environmental Quality

- Evaluate the additional cost associated with building and maintaining safe, pleasant streets for walking and biking, paying particular attention to high traffic areas by schools. Pedestrian and bike oriented transportation options provide residents with the option to walk/bike rather than drive, lessening traffic congestion, and improving our air quality.
- Encourage the remediation of noise impacts from new development on properties located directly on the boundary of residential zones and Industrial Zones 1-5.
- Plant street trees in the core of the village, particularly in the Central Business Zone (Pleasant St., Portland St., Main St. & Bridge St.).
- Investigate and encourage environmentally conscious municipal practices.
- Prioritize protection and use of municipally owned recreational and natural spaces, including the Town Forest, Oxbow Riverfront Park, and the portions of the Clark property that can be safely accessed by the public (in relation to the active hydro facility, and the sensitive ecological integrity of this area).
- Improve and expand the existing trail system that accesses Oxbow Riverfront Park, including formalizing the footpath that connects the park to the terminus of Foundry St.
- Add an access point, or footpath, connecting Foundry Street to the Rail Trail, which would formalize Rail Trail access at each side of the Oxbow park peninsula, and also create a small walking loop through Oxbow Park that is accessed from the Rail Trail.
- Encourage the purchase of natural areas for recreational purposes and wildlife corridors.
- Incorporate healthy homes principals into all public housing development (www.healthvermont.gov/environment/home).
- Explore signing on as a partner with the Vermont Department of Health as a 3-4-50 Healthy Community. The Vermont Department of Health 3-4-50 Campaign identifies 3 behaviors (lack of physical activity, poor nutrition and tobacco use) that lead to four chronic diseases (cancer, heart disease and stroke, type 2 diabetes, and lung disease) which cause the deaths of over half of Vermonters. Promoting healthy activities through the built environment supports overall good health.

Mixed Use Development

- Evaluate additional opportunities in the zoning bylaws for mixed-use development allowances in the village, and within the commercialized areas of the town.
- Incentivize infill mixed use development and additional density in downtown Morrisville.

Rescue

- Support a 24/7 staffed community located, patient centered, Emergency Medical Service.



June 16, 2025

Vermont Agency of Transportation
Bike & Pedestrian Program
1 National Life Drive
Montpelier, VT 05633

RE: Letter of Support for Bike Pedestrian Grant Application

To Whom It May Concern,

On behalf of the Morristown Selectboard, I am writing to express our enthusiastic support for the Town of Morristown's application to the Vermont Bike & Pedestrian Grant Program. Our community is committed to improving the safety, accessibility, and quality of life for all residents and visitors, and the proposed project aligns perfectly with these goals.

Morristown is a vibrant community that values active transportation and recognizes the many benefits of a well-connected network of bike and pedestrian infrastructure. We have heard from residents, businesses, and local organizations about the need for safer and more accessible routes for biking and walking. This project will help address those needs by enhancing connectivity between neighborhoods, schools, parks, and the downtown area, while also promoting environmental sustainability and healthy lifestyles.

The Selectboard is fully committed to supporting this project. We believe that the improvements funded by this grant will have a lasting positive impact on our community, fostering economic vitality, public health, and environmental stewardship. The grant is structured as 80% federal and 20% local funds, and the local match required for the scoping study would be \$10,000.

Thank you for considering Morristown's application. We look forward to the opportunity to advance this important project with your support.

Sincerely,

Chris Palermo, Vice- Chair
Morristown Selectboard