

POLICE OFFICER APPOINTMENT

KNOW ALL PERSONS BY THESE PRESENT: That we, the undersigned Selectpersons and Town Manager of the Town of Hardwick, Vermont hereby appoint:

Marcus La Barge

Police Officer for said Town, under Title 24, Section §1931, VSA, with all the powers granted under this section and Title 24, Section §1935, VSA.

Date of Appointment: **August 01, 2024**

Term of Appointment: Until Further Notice

Dated at Hardwick, Vermont this 1st day of August A.D. 2024

Town Manager

Eric Remick, Chair

Chief of Police

Ceilidh Galloway-Kane, Vice Chair

Shari Cornish

Danny Hale

Timothy Ricciardello

OATH OF OFFICE

I, **Marcus La Barge**, solemnly swear that I will faithfully execute the office of Police Officer for the Town of Hardwick, to the best of my judgment and abilities, according to law.

Marcus La Barge

State of Vermont}
Caledonia County, ss}

At Hardwick in said County this 24 day of July A.D. 2024 personally appeared **Robin French** who subscribed to the foregoing oath.

Before Me _____
Notary Public

01/31/2024
My Commission Expires



3-way Intersection – looking toward the Hardwick Downtown

AARP Community Walk Audit location: South Main Street from 3-way Intersection to Alpine Heights, Hardwick

Date: 5/28/24 Started at 10 am and finished by 11 am

Posted Speed Limit: 25 mph

**The speed is posted prior to entering the area from the west and from the east. The signs are located where the state highway ends. Traveling west on Route 15, the sign is next the former Inn by the River. Traveling east on Route 14, the sign is next to Buffalo Street. Traveling east on Route 15, the sign is next to O'Reilly Auto Parts – directly before the 3-way intersection.*

Total Number of Vehicle Lanes: 2

Two-Way Street

The sidewalk on the east side extends from 3-way Intersection to beyond Alpine Heights.

The sidewalk on the west side only extends from the 3-way Intersection to Lower Cherry Street.

Issues Noted on Audit:

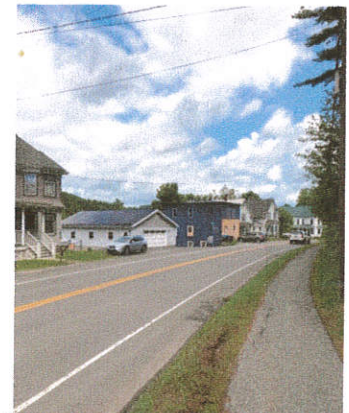
- 1) The South Main Street sidewalks that begin at the 3-way Intersection and end at Lower/Upper Cherry Street were improved last year and have limited issues with separation and curbs. The east sidewalk on South Main Street has curbs which are typically sufficient to separate pedestrians from the road. However, there are sections of the east sidewalk near the Main Street Cemetery which have been eroded and pose a safety issue with the current drop to the traveled lane. The west sidewalk ends at Lower Cherry Street. No separation from the traffic is provided. Over the span of 10 minutes, 4-10 heavy and/or large trucks traveled west through the downtown and were precariously close to the pedestrians on the side. Drivers honked at the Planning Commission members as they walked along the west side of South Main Street.



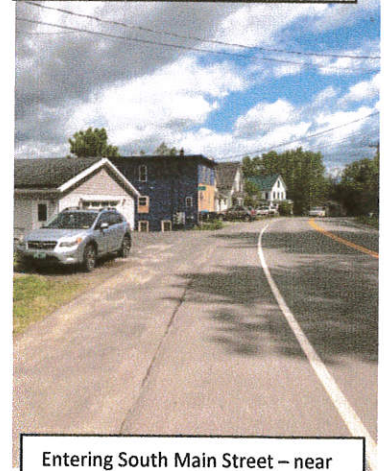
Crosswalk near Lower/Upper Cherry St.



Curb erosion near the east sidewalk on South Main St.

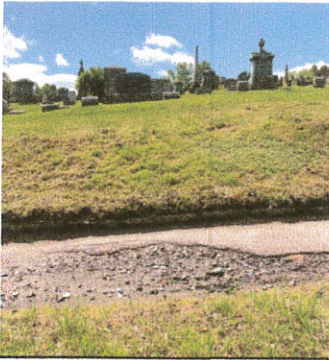


Entering South Main Street – near Alpine Heights - east sidewalk

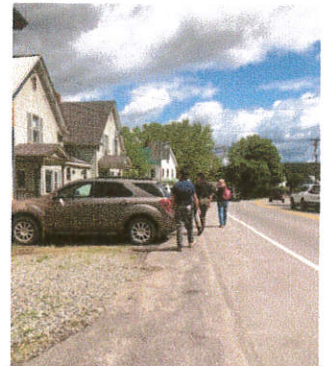


Entering South Main Street – near Alpine Heights - west side. No sidewalk available.

- 2) The east sidewalk has multiple obstacles after Upper Cherry Street. The east sidewalk is cracked, broken, uneven, and undulating (sloped) and difficult to navigate at times. The west sidewalk beyond Upper Cherry is nonexistent. Tenants and owners park in the path of pedestrian or bicycle access on the west side of South Main Street.

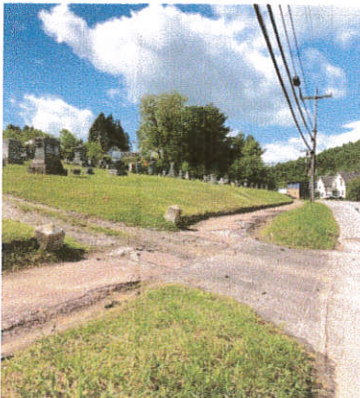


After Upper Cherry Street, the east sidewalk of South Main Street is cracked and broken.

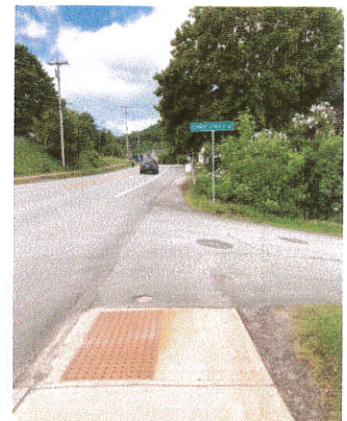


After Lower Cherry Street, the west sidewalk of South Main Street is nonexistent.

- 3) The east sidewalk is continuous – no segments are missing. However, the east sidewalk after Upper Cherry Street has a variety of slopes and elevations which make the sidewalk difficult to be utilized by a wheelchair or other form of mobility assistance. The west sidewalk after Lower Cherry Street is nonexistent but the expanse is well-paved and flat.



Sloping sidewalk on east side of South Main Street



West sidewalk at Lower Cherry St

- 4) The existing sidewalks are wide enough for two people to walk side by side (between 4 ½ feet to 8 feet in width) before Upper and Lower Cherry Street. After Upper Cherry Street, the east sidewalk is too narrow for two people to pass each other, especially if a wheelchair or other form of mobility assistance is being utilized.

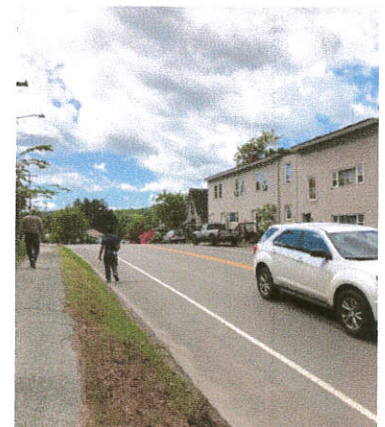


East sidewalk is not adequate in places for a wheelchair or other forms of mobility assistance.

- 5) There are raised indicators so that users with vision impairments will know when there is a crosswalk across South Main Street. These indicators have not been installed at the intersections of the various side streets that connect with South Main Street.



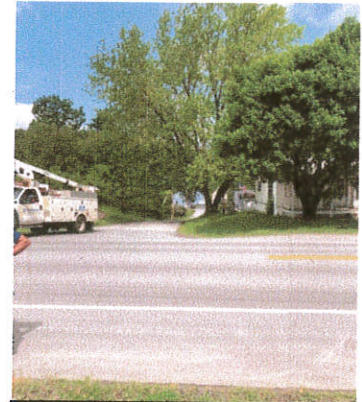
Intersection of South Main Street and Holton Hill



East sidewalk becomes too narrow for two people.

6) The street does not have a designated bicycle lane which becomes problematic with the amount of large truck traffic. The Traffic and Pedestrian Safety study recommended adding bike decals to the traveled lane to make drivers aware that they may be sharing the road with bicycle traffic. With the completion of the Lamoille Valley Rail Trail, there may be an increase of bike usage which will necessitate more bike options.

7) There are two main crosswalks across South Main Street. Each existing crosswalk has signs indicating a pedestrian crosswalk and bump-outs to ensure safe crossing. **There is a serious need for an additional crosswalk near Summer Street to allow for safe commute to the elementary school. This crosswalk will need traffic calming elements as well as pedestrian signs due to the high volume of traffic on South Main Street.**



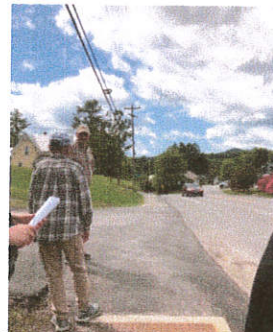
Possible location for a new crosswalk near Summer Street.

8) The crosswalks and walking areas that traverse the side streets on the east side of



Holton Hill Crosswalk

South Main Street are slanted and sloped to a degree that walking becomes difficult. When the surface is wet due to rain, snow or ice, the crossings are slippery and hard to navigate.



Intersection of South Main Street and Alpine Heights.



Crosswalk across Upper Cherry Street.

9) Drainage does not appear to be adequate for increased capacity rain events. Water drains off of the east side and collects or erodes on the west side of South Main Street.



Intersection of South Main Street and Farr Street – after a minimal rain event.



Prior to Lower Cherry Street, after a minimal rain event.

10) The 3-way Intersection does not have a crosswalk that enables pedestrians to cross from the west side to the east side (where the shops and restaurants are located). The wear patterns in the grass next to the public parking indicate that people are not traveling to the existing crosswalk but are walking up the grassy bank (around the fence) and across the intersection. Within the span of 10 minutes, the Planning Commission observed 5+ pedestrians crossing through the 3-way Intersection.

11) Extremely high vehicular traffic counts on South Main Street occurred throughout the time frame of the audit.

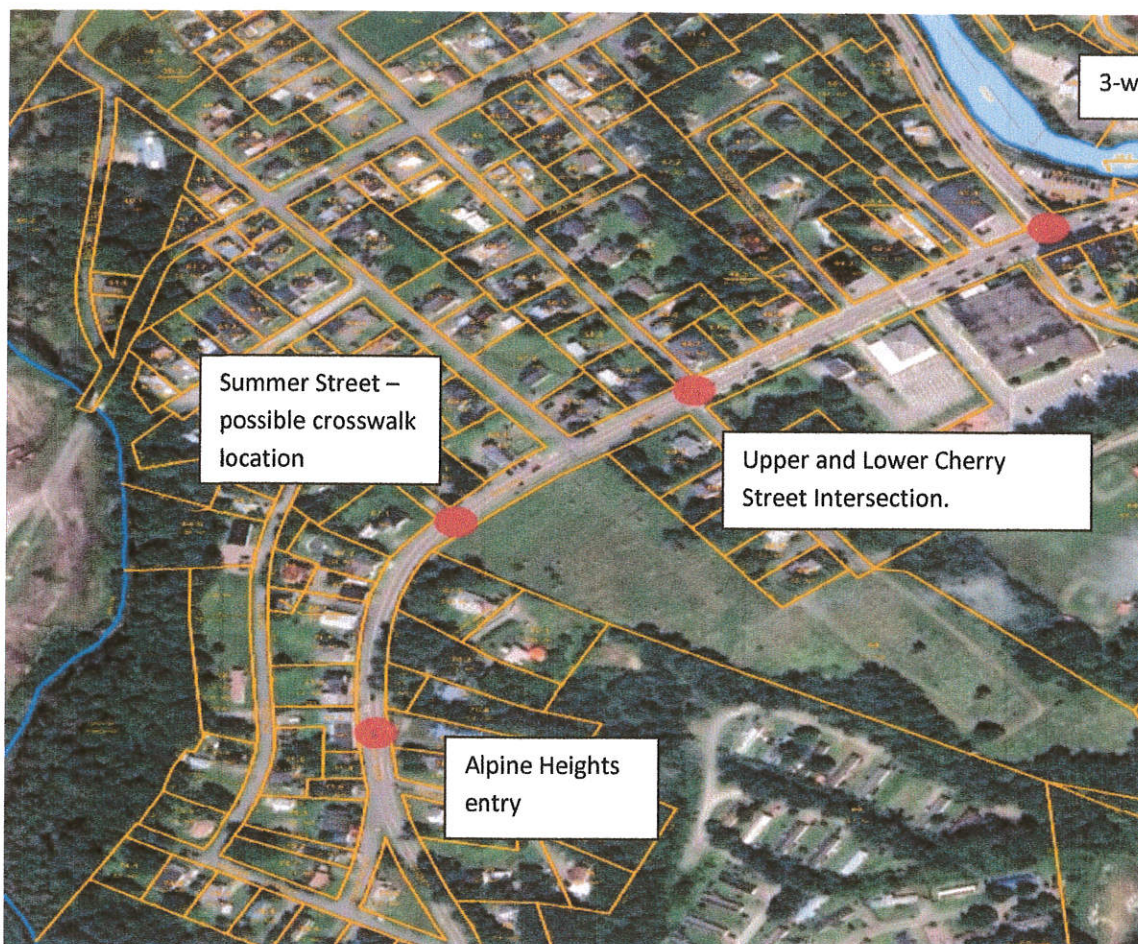
The location could be improved by sidewalk repairs, a storm water review and installation of better drainage, sidewalk installation on the west side, and access management on the western side of the street. A new crosswalk is necessary near Summer Street.

The safe walkability of the South Main Street area is **poor** beyond Lower and Upper Cherry Street and in the 3-way Intersection. The safe walkability of South Main Street between the 3-way Intersection and Cherry Street is **fair to good**.

The overall appeal of the area as a place to walk is **fair**.



3-way Intersection from Holton Hill vantage point



TOWN OF HARDWICK
SALE OF MUNICIPALLY OWNED REAL ESTATE POLICY

PURPOSE. The purpose of this policy is to ensure that all sales of municipally owned real estate are carried out in a fair and equitable manner, and that they result in the highest possible benefit for the taxpayers of Hardwick.

CONDUCT. Employees, officers and agents of the Town who are involved in the sale of municipally owned real estate shall make reasonable efforts to avoid real, apparent, or potential conflicts of interest. No employee, officer or agent of the Town shall participate in selection, award, or administration of a sale if a conflict of interest, real or apparent, would be involved. Such a conflict would arise when:

1. A direct or indirect personal interest of a public officer, his or her spouse, household member, child, stepchild, parent, grandparent, grandchild, sibling, aunt or uncle, brother or sister in law, business associate, employer or employee, in the outcome of a cause, proceeding, application or any other matter pending before the officer or before the public body in which he or she holds office or is employed;
2. A direct or indirect financial interest of a public officer, his or her spouse, household member, child, stepchild, parent, grandparent, grandchild, sibling, aunt or uncle, brother or sister in law, business associate, employer or employee, in the outcome of a cause, proceeding, application or any other matter pending before the officer or before the public body in which he or she holds office or is employed;
3. A situation where a public officer has publicly displayed a prejudgment of the merits of a particular quasi-judicial proceeding. This shall not apply to a member's particular political views or general opinion on a given issue; and
4. A situation where a public officer has not disclosed ex parte communications with a party in a quasi-judicial proceeding.

An employee, officer or agent of the Town who is involved in the sale of a municipally owned property and who has a real or apparent conflict of interest must disclose that conflict of interest within the context of a duly warned Select Board meeting that occurs before the sale takes place. Such disclosure must be documented in the minutes for that meeting which shall be retained as part of the official record surrounding the sale.

DOCUMENTATION. Records documenting the process for the sale of municipally owned real estate, including the reason for the listing method chosen, the basis for the selection of the purchase proposal, the final sale price, as well as any other significant decisions that were part of the sale process shall be maintained for a period of at least three years from the date of the submission.

The sale of municipally owned real estate may be subject to deed restrictions in the case of a particular property, possible rehabilitation, and/or in accordance with development plans that may be requested as part of the sale process.

AUTHORITY. All sales of municipally-owned property shall be carried out in accordance with 24 V.S.A. § 1061. Sales will be overseen by the Select Board. The Office of the Town Manager will post the real estate for sale for the period of time, and in the locations outlined by Select Board.

The Select Board and Town Manager's office will review all purchase proposals submitted by interested parties. Proposals will be evaluated based on the following questions.

1. To what extent does purchaser's offer represent the highest and best use of the property?
2. Does the sale meet a specific goal, or goals called out in the Hardwick Municipal Plan?
3. Is there evidence that the potential purchaser(s) has the capacity to complete the planned work?
4. Is the amount being offered for the property reasonable given current conditions and the investment required by the buyer?

The foregoing policy is hereby adopted by the Select Board of the Town of Hardwick, Vermont, this ____ day of _____, 2024 and is effective as of this date until amended or repealed.

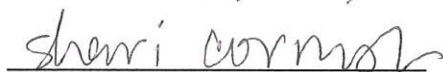
Hardwick Select Board:



Eric Remick, Chair



Ceilidh Galloway-Kane, Vice Chair



Shari Cornish



Timothy Ricciardello



Danny Hale

Pedestrian Bridge Funding

<u>Funding Source</u>	<u>Amount</u>	<u>Spent/Committed</u>	<u>Remaining</u>	
Town	\$ 100,000.00	\$ 100,000.00	\$ -	
USDA RBDG	\$ 200,000.00		\$ 127,694.22	
Neil Stout Bequest	\$ 10,000.00	\$ 10,000.00	\$ -	
USDA CFG	\$ 175,512.00	\$ 15,000.00	\$ 160,512.00	\$15,000 reserved for LVRT connector loop
Town Capital Bridge Fund	\$ -	\$ 72,305.78		hoping to receive reimbursement from RBDG
Preservation Trust	\$ 75,000.00	\$ -	\$ 75,000.00	email confirmation only
Downtown Transportation	\$ 200,000.00	\$ -	\$ 200,000.00	
VOREC	\$ 145,000.00	\$ -	\$ 145,000.00	
	<u>\$ 905,512.00</u>	<u>\$ 197,305.78</u>	<u>\$ 708,206.22</u>	

	<u>Bridge</u>		<u>Retaining Wall Repair</u>
	\$ 988,000.00		\$ 2,957,000.00
Contingency 10%	\$ 98,800.00	Contingency 5%	\$ 147,850.00
SUBTOTAL	\$ 1,086,800.00	SUBTOTAL	\$ 3,104,850.00
Funding Sources remaining	\$ (708,206.22)	FEMA 90%	\$ (2,661,300.00)
SHORT	\$ 378,593.78		\$ 443,550.00