

JOHNSON SELECTBOARD MEETING MINUTES
JOHNSON MUNICIPAL BUILDING
FRIDAY, APRIL 1, 2022

Present: Selectboard members: Beth Foy, Duncan Hastings, Eric Osgood, Eben Patch, Mark Woodward

Others: Brian Story, Rosemary Audibert, Ken Tourangeau, Robert Griswold, Katie Orost, Maria Jennison, Bob Hoag, Spencer Leggett, Diane Lehouiller, Lois Frey, Neil Shepard, Jen Burton, Doug Collins, Sue Lovering, Kyle Nuse, Shayne Spence, Jackie Stanton, Tina Johnson, Will Jennison, Darrell Wescom, Mark, Sophia Berard, BJ Putvain, Mark French, several other community members

Note: All votes taken are unanimous unless otherwise noted.

1. Call to Order

Beth called the meeting to order at 6:33.

2. Additions, Changes to Agenda

No changes to the agenda were needed.

3. Review of Current ATV Ordinance and Proposals for Updates

Beth said the purpose of this meeting is for the board to review the current ATV ordinance and see whether any board members have proposals for changes to it. She invited members of the public to comment.

Ken Tourangeau said he is the trail master for Green Mountain ATV Riders. He started this by asking the selectboard for access to the village for residents, not for VASA or for his club. He approached a prior selectboard about allowing ATVs to come down Clay Hill and Gould Hill to access the industrial park property and about allowing use on the industrial park property. The selectboard allowed it. The club also asked for the ability to access Subway and that was allowed. He believes that went off without a hitch. He asked for the ability to cross the Lamoille River because a lot of residents over there have ATVs and had to use a trailer to take their ATVs across the road to access trails. He asked at town meeting for a trial period and there was no opposition. The board agreed to it. He believes it went off without a hitch. His club wants that access to continue.

Robert Griswold said he would like to see access expanded so he could use 100C, where he lives, to access trails.

Katie Orost said she lives on Gould Hill at the corner of Gould Hill and Drag Lot. ATVs going to Jolley go by her house. Her family has had no issues. They saw little traffic last year. She would like to see the village open to ATVs. She thinks at the very least the paved part of Gould Hill should be open.

Maria Jennison said she doesn't ride ATVs. She walks and jogs on roads used by ATVs. Whenever she came across an ATV they were following the rules and would slow down when they saw her on the side of the road. They were really friendly. She felt fine about them being out there.

Bob Hoag said as a landowner he has had no problem with asking ATVs to slow down.

Spencer Leggett, vice president of GMATV Riders, said he lives over the Lamoille River bridge. Having the village open last year gave him access to leave directly from his house. There were numerous times he and his friends would spend money at Maplefields. It was cool to be able to leave from Johnson and go to towns like Orleans and Newport. The village wasn't open to ATV's until July, he believes. There has been some misconception that the club was almost trying to hide that it was open. But they put it on their local maps that most riders download and shared the information to local clubs. He thinks traffic may be slower until we can make a loop out of Johnson. But he feels it did help some local businesses.

Lois Frey said she doesn't have an ATV. She has always found ATVer's to be respectful when she has encountered them. She believes we need clarification on enforcement of the ATV ordinance. As a citizen, she has no sense of who she should contact. Communication about what is going on will help ATV riders and the people who bump into them. The noise on Clay Hill sometimes is unbelievable.

Neil Shepard said he lives on Clay Hill. He sees a lot of riders. He sent a letter to the board talking about what he thought was a conflict between two ordinances. There is a noise ordinance and there is an ATV ordinance which allows noise from ATV riders, to the detriment of landowners abutting where they ride. He thinks this is a real problem that he hopes the board will try to address and solve. An ATV is 85 to 100 decibels and that is compounded by a number of them riding together. The board might look at addressing how many riders there are at one time and if they gather and how long they stay. He knows the previous ad hoc committee addressed those issues and their work was ignored. He appreciates the "Sensitive Area" signs with an ATV speed limit of 15 mph. ATVs are less noisy when they are going slower and when fewer of them are riding together. He thinks we need a way to get enforcement of the ATV ordinance. It is a problem since the sheriff's department said they won't or can't enforce it.

Jen Burton said she lives on Sinclair Road. She called the sheriff's department every time she saw an ATV in front of her house because she was told that was the thing to do. ATVs are not allowed on that road. She was told to take pictures but she can't get out fast enough to do that. One time someone from the sheriff's department came and basically said there was nothing they could do. She read that ATV laws have to be enforceable. She doesn't know how there can be ATV laws without enforcement. She has experienced noise issues, including music blaring from ATVs. She also has dirt bikes going past her house. ATVs are like any other vehicle, but when huge amounts of them are together it is unbearable. Residents have a right to peace in their homes.

Doug Collins said to his knowledge ATVs have done nothing but bring money into town and ATV riders have done a lot of work on Class 4 roads. They are the most respectful group he can think of.

Sue Lovering said ATVs are not allowed on her road but they are there. If someone pays high taxes to live out in the sticks because they want to be peaceful they should be allowed to. She objects to the claim that ATV riders spend a lot of money in town. Buying a sandwich doesn't make much difference, not as much as the taxes she pays.

Kyle Nuse said she is a business owner in the village and she lives in the village. She is a former selectboard member. When she was on the board, the board approved a trial period for ATVs. She thought the board was doing it legally but the board has found out since that they did not. She also had faith that the ATV club was going to truly do a trial period that would bring ATVs into the village to spend money and boost the local economy. She thought it was strange when she saw very few ATVs as summer went on. She went to a village meeting where it was admitted in a public meeting that ATV riders were purposely laying low in order to get the ordinance permanently changed. At another meeting it was confirmed that the club was telling their riders not to come into the village and not to cause trouble so the ordinance would get changed permanently. She feels we have been duped and the good faith she had is no longer there.

Shayne Spence said he is a Johnson resident and the Green Up Day coordinator. Every year the ATV riders do a great job helping out on Green Up Day. They fill up a truck in each town where they operate. He has not experienced loud noises from ATVs. He has experienced loud noise from cars and trucks in the village. He wishes we could address that, but people have a right to transportation. If people use ATVs to get around he thinks we need to accommodate that. Ultimately we should welcome them into town. They have been good neighbors so far.

Jackie Stanton said she agrees with a lot of what Lois and Sue and Kyle said. Sue had mentioned that her road was not part of the extension granted but people use it. The same is true for her road. People ride on it to get to Clay Hill. It is noisy. The numbers and noise heated up right after the Clay Hill and Gould Hill extensions were granted. Last summer there was a marked difference. There were fewer riders than in the previous two summers.

Tina Johnson said she lives on Hoag Road. She is a rider. ATV riders should be able to play when they want. She follows the rules. She feels it is unfair to take away access from people who are following the rules. She is a taxpayer too.

Will Jennison said he has property on Clay Hill and he lives on Main Street. Before the ATV ordinance there used to be people going 80 mph because they didn't want to get caught. He recently saw someone using an ATV inappropriately and he called Ken Tourangeau and Ken found the ATV rider and talked to him. Trucks are much louder than ATVs. If anything, ATVs slowed traffic on Main Street because they went the speed limit. People who are talking about ATVs on roads where they are not allowed should not be able to weigh in because that is not part of the discussion. Nothing the board does here will change unauthorized use.

Darrell Wescom said he lives on Drag Lot off Gould Hill. He has to do maintenance on his Class 4 road. He has never really had any damage from ATVs. People have treated it with

respect. People have been good up there and he doesn't mind coming down and getting fuel in the village.

Mark French said if the majority of people are in favor of ATV use, the board should be the voice of taxpayers. He doesn't know why this meeting is even happening. The board should be looking out for the taxpayers. The majority of the vote was in favor of ATVs being on Main Street.

Bob Hoag said the sheriff's department doesn't have the money or the ability to enforce the ATV ordinance. Maybe the ATV club needs to police it. He suggested calling the ATV club to report problems.

Ken Tourangeau said last season he believes the Fish and Game Department did enforcement on 4 or 5 different occasions on Coddington Hollow and Hoag Roads. The ATV club pays for that. They try to police their own and they pay for enforcement. He guarantees that VASA would pay for a constable to do enforcement if we could get one. They would supply side-by-sides for them to use. We could tell them where to sit. Sinclair Road is open according to the ordinance. As far as putting the word out to the public about the village being open, they put it out where they could. They put it on Facebook and gave the information to other clubs. He believes it was on Front Porch Forum.

Jen Burton said she got an email from Nat Kinney when he was a selectboard member. He said he didn't see any ambiguity about whether ATVs are allowed on her road. ATVs are only allowed on unpaved Class 3 roads and they are not allowed on 100C. When they are going in front of her home on the paved part of Sinclair Road they are not in compliance.

Doug Collins said there is a speed limit sign for ATVs right in front of Jen's house.

Neil Shepard said he appreciates VASA's attempts to police speeders, etc. He thinks sometimes it works and sometimes it doesn't. Maybe it would help if we could spend more money and time it better. The ordinance becomes harder to enforce when more riders are coming in. It seems to be the goal of VASA to open up roads to as many riders as possible, including people coming from out of state. It might be good to check the accuracy of the statement by a previous Secretary of State that a town can't limit access to local residents only.

At Beth's request, Brian Story summarized past town votes that have happened related to ATVs. When the ATV ordinance was first adopted, a petition was raised for reconsideration of the ordinance. At the 2020 town meeting during Other Business at the end of the meeting there was a suggestion about allowing ATVs downtown. That was voted on and it passed by voice vote, with no count taken of the ayes and nays. Since then we have discussed securing permission from the state to use Route 15 and the town allowing access to the rest of Gould Hill and to Railroad Street. Those are paved Class 2 and Class 3 roads where ATVs are not allowed by the original ordinance. Beth asked, the vote raised from the floor at town meeting was non-binding, correct? Brian said that is correct. Brian said the 2021 town meeting voting was conducted by Australian ballot rather than in person. Article 13 was on repealing the

ATV ordinance. It failed with 307 in favor and 538 against. Article 14 was on evaluating environmental impacts on Class 4 roads. It failed with 390 in favor and 461 against. Eric said those 2 articles were also non-binding. Brian agreed. The reconsideration vote was binding and all other votes on ATV issues were non-binding.

Brian said the minutes from a selectboard meeting in April 2019 show that VASA requested access to a section of 100C to allow a connection between Rocky Road and Hoag Road. It is a state road, but the state asked the selectboard's opinion. The motion that passed was to inform VTrans that the town would leave it up to VTrans to make a decision. On May 20, 2019 the selectboard got a request for access to the Jewett property. In order to reach that property it was also asked that we allow access to a paved part of Clay Hill between Plot Road and Gould Hill Road and to a section of Gould Hill up to Drag Lot. A motion to allow that access was passed. At another meeting VAST asked for a waiver of the ATV policy to allow them to use ATVs to access some of their winter snowmobile trails for trail maintenance. On March 16, 2020 the board had a discussion with the ATV group. The board suspended discussion about expansion of access but reapproved the annual authorization for use of the light industrial park property. At another meeting there was a discussion and vote that allowed ATV use on Railroad St. and the remainder of Gould Hill. At the last meeting of this board, the board became concerned that our existing ordinance specifically refers to unpaved Class 3 and Class 4 roads. It was pretty clear that the intent was just to allow access to those roads. The selectboard voted to uphold that interpretation of the ordinance.

Beth said Brian sent out a template for an ATV ordinance that we could use. We could work toward changing the content of the existing ordinance or we could just transfer the existing ordinance to a new format. That is what the board is here to talk about.

Eric said the current ordinance has issues. He thinks we should amend the current wording to something that is closer to the latest model from VLCT. We might also want to get away from some of the things we put in the original ordinance about registration, licenses, etc. When we have a speed limit ordinance we don't say drivers have to have registered vehicles or licenses. We let state laws handle that. Mark agreed. Let's make our ordinance specific to Johnson and not venture into state law.

Eben said if proposed amendments to the existing ordinance were voted down we would end up with what have now. The problem was that a previous board illegally gave access to Gould Hill and Railroad Street. He suggested we might want to define start and end dates for ATV use. He doesn't see a problem with saying ATVs can't be on roads in winter months. That would be safer for our town crew.

Mark asked if we currently have a season for ATVs. Eben said VASA has a date their permit runs out but we don't have a season now.

Duncan said he has always thought enforcement was an issue. There is a section in state statute that says 85% of funds generated from that section, which he assumes means from registration and fines, goes to Forests, Parks and Recreation and to VASA for trail maintenance and law enforcement. He would like to see us put pressure on law enforcement.

He understands that other sheriff's departments do ATV enforcement. People should have the ability to call someone if there is an issue. If we have an ordinance we ought to have some mechanisms of enforcing it. If we don't, we shouldn't have an ordinance. He wonders if there is some way to work with the most affected property owners to build trails to go around them. Maybe the most affected people could work with the VASA group. There has to be some accommodation that will address the legitimate concerns of the most affected people and ATV riders.

Beth asked for other board members' thoughts on enforcement and having an ordinance without enforcement.

Eric said the state has really stepped up with snowmobile enforcement. There is revenue from registering ATVs, but the state gets it; we do not. They are the ones that should be stepping up and enforcing ATV regulations just like they do for snowmobiles.

Duncan said Ken had mentioned that the ATV club had Fish and Wildlife come. He asked if Ken thinks there is any ability for them to expand their enforcement. Ken said it is harder to get them during ATV riding season because it is also fishing season, which is their busiest time of year. The club did get them a couple of times. VASA paid for it. A lot of fines were given out last year in other towns, but not in Johnson. ATV riders in Johnson are pretty good. VASA has a lot of money for patrol. The problem is finding a person to do it. The club has approached the Lamoille County Sheriff's Department saying they will pay whatever the department asks. The deputies don't even have to be on ATVs.

Beth asked BJ Putvain his thoughts as constable. BJ said he learned that constables can take courses at the academy that give them the right to enforce tickets for vehicles, ATVs, etc. in town. He emailed Brian a couple of days ago about that.

Duncan said the Town of Johnson has restricted the ability of constables to perform law enforcement services. It would require a townwide vote to reinstate that ability. Eric said the selectboard may be able to expand or restrict their duties. He thinks the voters gave that ability. Beth said we will follow up on that.

Mark said he thinks the board and VASA need to discuss enforcement. Beth asked if anyone on the board has interest in creating a small group with board representation and other stakeholders to look at the specific issue of enforcement of the ATV ordinance. Eric suggested waiting until we hear back from Brian on the ability to expand the constable's duties.

The board reviewed the VLCT model ATV ordinance Brian had provided.

Duncan said when he looks at penalty provisions in the model ordinance there is nothing in there about ATV use on roads that are not open to ATVs. Mark said that means there are no penalties for riding an ATV on roads that aren't open to them. If we restrict the roads that are open it seems we would need a penalty for use on roads that are not open.

Eric said it doesn't list classes of roads; it just talks about a list. He thinks it is better not to list specific roads so we don't have to change the ordinance every year if we change what roads are open. He doesn't see a problem with opening all paved and unpaved Class 3 roads, but he would want to be more restrictive about use of Class 2 roads. Maybe some could be used for connecting trail systems, like Railroad Street, but he wouldn't want to see ATVs on Hogback Road, a 50 mph highway. Beth said right now our ordinance does not allow use of paved Class 3 roads. Is Eric suggesting we talk about that? Eric said yes. That would take care of the section of Gould Hill people use to go to Jolley. Eben said Clay Hill is a Class 2 road. Duncan said Plot Road is as well. Eben suggested the ordinance could allow access on paved Class 2 roads not exceeding a certain speed limit.

Duncan said he thinks any ordinance should at least refer to state statutory requirements for registration, insurance, etc. Beth said there is a reference in the introduction. Brian said we could probably expand it and say what our ordinance applies to and that state law applies regarding licensing, insurance, etc. Duncan said he thinks the reference to statute in the model policy introduction is more related to the town's authority to adopt an ordinance. Beth suggested we could refer to statute in the section with definitions.

Eben suggested that when we specify what roads are open we can just say Class 4 town highways instead of naming the individual Class 4 roads. Duncan said one thing he likes in the current ordinance is that it says the selectboard may list specific roads open to ATVs by annual posting and public notice. That gives the board the flexibility to annually review the list. Beth asked, we would be required to annually post the list? Duncan said the language says "may." Eric said we could expand the language from the existing policy to say that we may list specific paved or unpaved Class 2, Class 3 or Class 4 roads that are open. Then we could post one list each year and not need an ordinance change.

Brian said he would like to get an opinion about using a road posting like that. It is not really in line with the recommendation VLCT provided. He would like to ask VLCT if we would be allowed to say in the ordinance that the roads allowed are the roads listed in the annual posting. Duncan said he is fine with that, but in his experience the municipal assistance attorneys tend to be pretty conservative in how they interpret things. He wonders if makes more sense to go directly to our attorney. Eben said before we adopt an ordinance it would go to our attorney.

Mark asked if the annual posting would be signs beside the roads or something on Front Porch Forum. Duncan said he envisions that there would be a listing and we would provide public notice that the selectboard had made that listing. Beth said she thinks whatever we settle on, we should make sure to define terms like "posting."

Donna Griffiths asked if annual posting means the list could not be changed throughout the year or if the board would want to have the ability to amend the list during the year. Board members said that is a good question. Beth asked, if we change the content of the posting, aren't we changing the content of the ordinance? Duncan and Mark said not if the ordinance states that the board can change the list. Beth said she thinks we should get clarification on changing the list.

Beth reviewed the list of items that will need further discussion. One was Eben's earlier suggestion of a season for ATVs. Mark said he thinks they have to be given a season. Some are using VAST trails and he doesn't think we want ATVs on the trails at the same time as snowmobiles. Duncan suggested working with Ken and VASA on what reasonable season limits would be.

Eben mentioned the question about penalties for use of highways that are not open to ATVs. Mark asked if it is in our power to impose penalties for that. Brian said yes. State statute provides some guide rails. Duncan said he thinks state statute provides an upper limit for fines. The board reviewed the current fine structure.

Eric said we probably want to be sensitive to time of operations – both time of day and season. We should try to be consistent with neighboring towns so if there is state level enforcement they don't have to keep track of different fines, different hours of operation, etc. Brian said the board had asked him to find other towns' ordinances. He has gotten a couple of ordinances and has requests out to other towns. Quite a few don't have ATV ordinances. Duncan said consistency would probably be a bigger issue if there were a single entity enforcing everyone's ordinances, but there isn't. Beth said she believes Johnson ATV trails connect to Hyde Park and Eden and possibly Waterville, so those towns' ordinances are the most important to look at. And we share a contract for sheriff's department services with Hyde Park and Wolcott, so it seems more important that we are in alignment with Hyde Park. Brian had included Hyde Park's ATV ordinance in the board packet. Beth said it appears to be based on the VLCT model ordinance.

Brian said he believes the violations listed in Section 9C of the model ordinance are violations of state law and the penalties are set by state statute. He doesn't know that we could change those penalties.

Beth said she likes that Hyde Park's ordinance doesn't break out different penalties for different offenses. She doesn't mind having different penalties for first, second and third offenses but she doesn't like having different fees for different types of violation. Duncan agreed.

Brian said he thinks it is worth spending more time in the future on Section 5 (Speed limit Controls and Traffic Control Devices.) We have received good assistance from the ATV club with putting up and changing signs. It is helpful that we can let them know about complaints and they can put up sensitive area signs. Eric said he thinks we have to be careful about that. Brian agreed. We can't just say the club will take care of all signs, but he suggests acknowledging some cooperation between the town and the ATV club.

Eric said one concern would be, if we set a speed limit for ATVs on Main Street that is much slower than the flow of traffic, are we making an unsafe situation? They really should be going with the flow of traffic. Mark said that would bump up the ATV speed limit on Class 3 dirt roads. Eric said it would, but there typically isn't a lot of traffic on those roads.

Beth said a question she has is whether we are putting ourselves at risk or liability if we delegate the responsibility for posting signs to someone else. She thinks we should be doing it. Duncan said he thinks he agrees. He likes the fact that the club has put up some sensitive area signs with lower speed limits. Could we give them a blanket permit under the right of way policy on an annual basis to place additional signage in the highway right of way for such things as sensitive areas? Beth said she feels it is still a liability factor. If we contracted out with some entity to do that work she feels that would be different. We would be transferring the liability to them. That is not the same thing as giving them a permit to put up signage about safety and regulations. Eben asked, you would be more comfortable paying the club? Beth said contracting doesn't necessarily mean paying.

Mark said there is liability now. He feels what is happening now means less liability because their signs are just suggestions. The "Sensitive area 15 mph" sign is a suggestion. Beth said that suggests it isn't enforceable. Mark said it certainly isn't. But do we want to get into us owning those signs? He is in favor of keeping it the way it is.

Eben said he believes there was only one time the club wanted to remove a town-owned sign and they didn't because they didn't get permission from the board.

Beth said she wants to think about it more. Duncan said he does feel basic speed limit signs are a town responsibility and we should put them up. He thinks the sensitive area signs are great and most people probably appreciate them.

Beth asked everyone to think about the enforcement side. If the town is not responsible for having signs that match our ordinance because we are delegating, what does that mean for enforcement?

Duncan said if the selectboard adopts a revised ordinance and a petition is filed and the town votes to repeal it, then the ordinance we have now remains in effect. If a new ordinance is upheld, we want to make sure the amended ordinance has language indicating that it supersedes any previous ordinance.

Duncan said he wonders if we should expand Other Definitions to be Other Definitions and Requirements. That is where we would address that the state requires helmets, etc. Beth said she likes that addition.

Eric said he doesn't want to list specific roads that are open in the ordinance as Hyde Park does. If one road is changed, the whole ordinance has to be changed.

Duncan said he would like to hear from VASA if there are Class 4 or Class 3 roads they don't ride on. If there are roads they have no intention of using, why would we even list them as being open? Beth said she doesn't think we want to restrict use by residents of a road.

Beth said the public doesn't always understand what "unpaved Class 3 roads" means. Is there any easy reference for people to go to? Brian said there is a website where people can search for roads by county. It shows road maps that indicate whether each road is Class 1, Class 2,

Class 3 or Class 4. But it doesn't show if the road is paved or not and it only shows highways by number, not by name.

Duncan said he is interested in hearing if there are there roads the club is more interested in incorporating into their trail network. Beth said we know some – Gould Hill, Clay Hill. She asked if anyone from the club wanted to respond. Ken said the club only marks corridors on their maps, not all roads in Johnson that are open to ATVs, just routes that get people in and out of town using the fewest roads. They don't send people on roads for no purpose.

The board reviewed the club's trail maps. Eben said the only road he sees on their maps that is not in our ordinance is Plot Road, which is a Class 2 road. He would be fine adding it to our amended ordinance. He would be hesitant to list specific Class 3 roads in the ordinance. If we changed the list we would have to amend the ordinance. If a trail opened up that could be used instead of a road to alleviate noise, we would have to amend the ordinance. Duncan said unless we find out it is acceptable to do annual postings and revise the posting without revising the ordinance.

Beth said she is hearing that we are talking about continuing to allow access on Class 4 and unpaved Class 3 roads and there is a suggestion to add Plot Road. Eben said he would add Class 3 paved roads. Brian said there are a lot of Class 3 roads that have pavement just for a short section near the start of the road. Beth said we should get a full list of paved Class 3 roads.

Eric asked, if we identify highways in our ordinance that are open to ATV's what does that do for residents who live maybe a mile away from one of those roads on another road? Eben said they wouldn't have the ability to leave from their house to ride. Eric asked, do we want to give them the ability? He suggested we could open up all Class 4 and Class 3 roads. We might have to identify specific Class 2 roads. Duncan said he would be more comfortable with that approach if we thought we could go back and revisit the list when we posted it. He would like to see the ATV group working to get trails that go around certain properties. In that case it would make sense to close off a short section of the road and have ATVs use the trail instead. Eben said, unless a resident on the road wanted to use it. Duncan said he doesn't know how we would word the ordinance to allow that. If VASA puts in a trail to lessen impact on a landowner, we should encourage use of the trail rather than the road segment. If we had the ability to look at that on an annual basis it would give us more flexibility than having to amend ordinance.

Beth said she has read through a lot of the minutes and the final report of the ATV group that met in 2006. She thinks it would be unfortunate if the board didn't spend a little energy making sure we are familiar with that group's work. A lot of time and effort went into it, from very different points of view.

Duncan said he understands the attractiveness of simply referring to all Class 3 and Class 4 roads but he thinks we should give some additional thought to that. Maybe some roads are more or less appropriate for ATV use. He would be more comfortable with a shotgun approach if he thought we could revisit it without having to redo the ordinance.

Beth said the board will want to discuss this further at a later date, once the information the board asked for is available. When the board meets on this again she would like to make sure we have a good idea who is interested in participating in discussion on enforcement.

Duncan suggested it would be helpful for the next discussion for everyone to have a copy of the town highways and classifications. Brian said he is thinking of something big enough that the audience can see it too.

Spencer Leggett said if the town opened up all Class 3 roads the club would not publicly post that on their maps. They don't want traffic on every single road. People who live on roads not posted on the map would still be able to connect to the roads on the map. Most people from out of town won't look at the town ordinance. They will look at the maps the club puts out or the map they get when they get their VASA sticker.

Kyle said she is concerned about this conversation because we are operating with no actual enforcement. She feels like the cart is being put before the horse. There is no way to enforce anything that has been talked about and yet there is talk about expanding access. Sheriff Marcoux has told the selectboard he is not able or willing to enforce the ATV ordinance. If the sheriff's department is not going to enforce it, who is going to? She has heard constables mentioned but she fears cronyism if the constables are involved. She is not sure how we can have this conversation without enforcement totally certain.

4. Adjourn

The meeting was adjourned at 9:27.

Minutes submitted by Donna Griffiths