

Town of Greenwich

Board of Selectmen Meeting

February 23, 2023

10 a.m.

Cone Room and via Zoom webinar

APPROVED MINUTES

1. Welcome and Pledge of Allegiance

The meeting was called to order at 10:09 a.m.

a. Attendance

- a. First Selectman Fred Camillo - present
- b. Selectwoman Lauren Rabin – present
- c. Selectperson Janet Stone McGuigan – present

2. Approval of Minutes

- a. Regular meeting of February 9, 2023

Upon a motion by Ms. Rabin and a second by Ms. Stone McGuigan, the minutes were approved unanimously.

- b. Special meeting of February 9, 2023

Upon a motion by Ms. Rabin and a second by Ms. Stone McGuigan, the minutes were approved unanimously.

3. First Selectman's Updates

First Selectman Camillo began by reporting that the Town continues to have interest in parcels of land to build up the town's inventory of open space. He said the Town was doing a "very good job on that" and the goal is to have more hiking trails than any other town in the state. He said there had been some "promising visits" in the last few weeks and more information was coming up. He then spoke "in a similar vein" about the possibility of a second ice rink in town which he said would really help the Byram situation where a new rink will be built. Camillo cited the recent survey that he said was "overwhelmingly" supportive of the original plan to flip the new rink and the baseball field there. Camillo said other options are being looked at and "either way it's going to get done" and the town would have a new ice rink for people who have been waiting for it since 1972 when the first rink opened as just a slab of ice. Camillo said he understood

the concerns and they were trying to incorporate them. Camillo said a second rink would not only help the strain on ice time but would help with the discussion of where the new rink would go in Byram. Camillo said more would come on this “probably in the next few months.” Camillo said on March 3 at 10 there would be a flag raising for Red Cross Month and he said he hoped to see everyone there. Camillo said he would be participating in a mayoral meeting on March 9 in Stamford, which he said hoped would be better than the last time he did one in Norwalk when he got stuck in an elevator and missed the first half hour. Camillo said on March 13 he would be at Greenwich High School to present a proclamation to the champion football team when the team is receiving its championship rings. The proposed parade of champions for GHS’ champion teams over the last calendar year will be held on June 3, Camillo added. He said they were hoping to add some more champion GHS teams to the parade with three state champions so far. He said they “came close” with a few more recently and there was more time to do it. Camillo said they would also be looking to establish a sister city relationship in the Ukraine with Izyum, which he said is a city similar to Greenwich. Camillo said the mayor of Izyum and the mayor of Kiev have offered to meet with him to discuss it. Camillo noted the town has two sister cities in Italy and one in China and more details would be revealed in the coming months.

4. Selectwomen’s Updates

Selectwoman Rabin reported on the Planning and Zoning Commission’s public meeting where Desegregate Connecticut gave a presentation on its new proposal for Work Live Ride, calling it one of the more attended public meetings the commission had had. Rabin said it was a “good discussion” and there were lots of questions about the details and data. She said she believed the representative from Desegregate Connecticut “walked away with a good perspective of what the good folks of Greenwich were thinking about” if the program became a bill. She added there was no bill yet and nothing has been scheduled for a public hearing. Rabin said she is on the town’s Affordable Housing Trust Fund board as an advisory member and they met with the town’s legislative delegation to Hartford to discuss approaches for how the town can “make our voices heard in Hartford.” Rabin reported on attending the Western Connecticut Council of Governments meeting and said there was a presentation from Sustainable Connecticut. She said the group was upping its requirements for the Silver level Greenwich is currently on and that a Gold level would be introduced as well. She said it would be looking for some things Greenwich was doing already like energy audits of municipal buildings and having an Energy Management Advisory Committee. Rabin said the meeting also included a presentation on how to make communities more bike friendly.

Selectperson Stone McGuigan followed up on Rabin’s discussion of Sustainable Connecticut’s new certification. She said the certifications are for three years and

Greenwich just got its done so it will not be up for renewal for a little while. As co-chair of Greenwich's Sustainability Committee, Stone McGuigan said "we would be keeping on top of that." She reported on her role as liaison to the town's Harbor Management Commission and said that a recent appellate court decision "severely undermines" home rule authority of every harbor management commission in the state. She discussed the proposed HB 5614 before the state's General Assembly and said it would revise the Harbor Management Act to clarify and reestablish the commission's authority. She said the town's commission supported the bill and urged her colleagues to support it as well. Stone McGuigan, speaking on behalf of the Sustainability Committee, requested nominations for the newly established sustainability award, which will be presented in conjunction with the Town's Earth Day proclamation.

Camillo added that he had recently offered testimony in a couple of bills before the General Assembly on home rule, most recently the beach access bill where the amount of beach fees the town charges could be changed. He said the tow's policy hasn't been changed in 20 years and it is line with neighboring towns and cities. Camillo said he made clear the town welcomes people to its beaches and parks but there is a capacity issue, particularly at Tod's Point where it becomes a public safety concern with only one road going in. He said the good news was that most of the people testifying at the hearing agreed with the Town's view. Rabin added that she believed what makes Greenwich unique is that non-residents aren't necessarily coming from other parts of Connecticut but from New York and New Jersey. She said that should be pointed out because even if a bill passed changing the policies it would not help Connecticut residents, just New York and New Jersey. Camillo said that was a good point and that the Town is "very careful" about it's fees to be fair to its residents while also being welcoming to non-residents. He said this was a balance the town had "struck well" over the last 20 years and it would be something the Town would keep on as it kept fighting for local control and local autonomy.

5. Old Business

- a. Second read of Municipal Improvement application for Delavan Avenue at Chestnut/Veterans Way.

Ian Brown, a civil engineer for the Town's Department of Public Works, presented background on the project and how it stemmed from a July 2021 presentation from the Byram Neighborhood Association focused on resident concerns about traffic and pedestrian safety. He said the intersection sees "quite a bit of traffic volumes" from vehicles and pedestrians and that the intersection is notable for the high number of crashes, particularly involving pedestrians. Brown said the proposed bumpouts would reduce the time needed to cross the street within the roadway and brings pedestrians closer to the travel lane which he said

would improve visibility for drivers and pedestrians, and it reduces impervious surfaces at the intersection, which helps with stormwater management. He said the bumpouts also serve as a traffic calming measure by slowing down traffic. New lights were also being added, Brown said, to also improve visibility, and rectangular flashing beacons for pedestrian activated crossing were being added to each corner. Brown said DPW has been incorporating public feedback and he would update plans on the Town website as plans were changed through the duration of the project.

Rabin asked if anything had changed since the project was first introduced to the Board of Selectmen on Feb. 9 based on public feedback. Brown said that based on comments from the Byram Veterans Association about a lack of parking and loading space due to the bumpouts, a “maneuverability area” was added to give larger vehicles more maneuverability to vehicles dropping people off at the Byram Veterans Association building. He said there were also minor changes to parking space dimensions and that was still being looked at to accommodate truck traffic as well as emergency vehicles turning.

Camillo said he had not heard anything bad and had only gotten supportive statements about the project.

David Wold from the Byram Veterans Association spoke said he could see the improvement in the plan but said the problem was access to the main entrance of their building. He said there needed to be better access to the entrance and questioned what would happen to the two bus stops on the street because he said they could “block traffic completely” under the plans. He said he hoped the bumpouts could be maintained but the space changed to better accommodate the bus stops and have improved access to the building, particularly for veterans who have trouble walking or need wheelchairs. Wold suggested a walkway be put in to connect with the sidewalk. Camillo said the town is focused on access to the veterans building but said it was “tough” because there was not much room and Delevan Avenue is a “major artery.” Brown said Camillo was “absolutely correct” about that. Brown said DPW could look into a connecting sidewalk but that would be a “much, much larger project” that would involve trees and street parking. He said they didn’t want to create a sidewalk that didn’t lead to anything.

Vin DeMarco, who owns a business in Byram and walks, drives and bikes through the intersection, said he was in favor of the project. He said the only bicycle sharing sign in town has been placed coming off of Exit 2 from Interstate 95 coming southbound onto Frontage Road. He said it did not indicate where you would share with bicycles, though, so he hoped DPW would “take a good look” and put in sharrows all along Mill Street. He said it provides traffic calming and informs drivers that there might be bicycles also using the road. DeMarco said

sharrows would not have any effect on the bumpouts and would only tell people to share the roads with bicycles. Camillo said he hoped to see sharrows around the town and that if something could be done there it would be good. Camillo said he believed the project's design was "probably 99 percent done" but suggested it was one adjustment that could be done.

Byram resident Lucy von Brachel pointed out the proximity to New Lebanon School and any kids who live there and go there or to Western Middle School cut through private property to come down Chestnut. She called it "terrifying to see" and that they needed to make sure to keep thinking of the school kids. She called the proposal a "vast improvement" and was happy the project was moving forward.

Joe Kantorski, chair of the Byram Neighborhood Association, thanked DPW for responding and said the project was fantastic. He asked when the actual work would be done and if a schedule was in place. Brown said that depended on the review process and noted the project had to pass the Planning and Zoning Department and there would be several reviews. He said he wasn't sure if DPW had a hard and fast date and nothing could be set in stone. But given that the money had been allocated already in the Town budget, the hope was to have something done by the late summer/early fall. Kantorski said it would be "great" to have something done by the time the new school year started.

Speaking via Zoom. Laureen Taylor said she owned the commercial mixed use real estate parcel at 302 Delevan Avenue and requested the Town undertake a survey to gauge public opinion about having commercial space frontage on Delevan Avenue reduced in size to allow for an increased sidewalk area. She said she wanted to be involved in the survey and choose the tools used by a qualified survey vendor but the Town had to pay all the costs for the survey. She believed this was consistent to actions taken in the past and that an emergency action should be taken on her proposal.

Upon a motion by Rabin and a second by Stone McGuigan, the Board of Selectmen unanimously approved the municipal improvement application.

b. Greenwich Fire Department plan review fee schedule.

Fire Marshal Chris Pratico presented the fee schedule for plan review and explained that whenever a commercial building or a residential building three-family or above is proposed, construction documents are dropped off for review by the Town Building Department and the Fire Marshal's Office. He said the review process "takes up a lot of time" and they wanted to "try and shift some of the burden away from the taxpayers." The proposed fee schedule was a half a

percent or five dollars per thousand dollars of construction value. Pratico said Greenwich is one of the last municipalities in the state to not charge the fee.

Camillo asked if the fee would be charged to the developer and Pratico said that was correct.

Rabin inquired about the appeal process that was being developed and that had been discussed at prior meetings. Pratico said that was for fine situations and was being tabled for now. Stone McGuigan said she had the same question and thanked Pratico for clarifying it. Camillo said he believed the fee schedule was “very fair” and was good for the taxpayers. He added that he had heard developers were surprised when they got to Greenwich and found out the Town did not have a fee. Camillo said it would not affect anyone but the developers and Fire Chief Joseph McHugh said it was not for one or two-family houses.

Upon a motion by Rabin and a second by Stone McGuigan, the Board of Selectmen unanimously approved the plan review fee schedule.

6. New business

a. Proposal of new parking meter rates.

Deputy Chief of Police and Parking Services Director Kraig Gray, via Zoom, proposed increasing meter rates. He said this was part of an overall effort to improve parking management in Central Greenwich and he felt it was a way to optimize available parking. He said the Parking Services Department felt that increasing the rates would move parking off Greenwich Avenue to the long-term lots and that the proposed increase is “roughly aligned with our neighbors.” Currently the rate for on-street parking on Greenwich Avenue is \$1 an hour and 75 cents an hour in circle spots. He said neighboring municipalities all have higher rates at their meters, lots and garages. The proposed increase would move rates up to \$2 an hour for meters. Gray said this was still low compared to the value of convenient parking on Greenwich Avenue and claimed it would “not impact the average Greenwich Avenue shopper.” He said most of the meter-feeders are employees in the area and the increased fee should dissuade the practice. Gray noted the existing parking permit program that has 36 available spaces for downtown business employees. Gray said the cost of the permit is \$722 a year and anyone getting it would recoup the permit fee in 13 weeks. He said with available parking so precious on the Avenue if even half the permit spaces are taken he sees it as a win. Gray said if approved the change could be implemented as soon as April 3.

Camillo said the item is a first read and they wanted to get public input on it. He said the proposal “certainly makes sense” and while he doesn’t like to see anything go up this would not stop anyone from going there. He said he hoped people would take a look at and use the municipal lots and it would address meter feeding while opening up spaces on the street. Camillo said he was curious to see what the next two weeks would bring in terms of public comment.

Rabin asked if Parking Services had considered increasing the time the meters start as she noted that particularly the bottom of the Avenue is “pretty full” around 8:30 a.m. because of the demand to park there. Gray said that was not something that had been addressed and noted there were labor issues to be considered like work hours and times. He said there was turnover in the use of the spaces at the bottom of Greenwich Avenue. Gray said people use the spaces in the morning and keep on moving and the department had not considered changing enforcement hours.

Stone McGuigan said she echoed Camillo and was very interested in seeing what the public comment would be about the proposal. She thanked Gray for all the thought that had gone into it and noted the timing of outdoor dining on Greenwich Avenue being discussed next. Stone McGuigan said she believed the issues were “linked.”

b. 2023 outdoor dining guidelines.

Town Administrator and COO Ben Branyan said the proposed guidelines for 2023 were “substantially similar” to prior year guidelines. He did point out though that in previous years the guidelines had been under either special legislation or a COVID emergency. Branyan reported that the Planning and Zoning Commission had already updated its text amendments to allow for outdoor dining and he pointed out that the commission had made it so for restaurants having outdoor dining that the number of indoor and outdoor seats could not exceed the total number of seats that had been approved for the restaurant. He said, as an example, that if a restaurant was limited to 100 seats, the total number of indoor and outdoor seats could not exceed that. That had not previously been written down as the rule as he noted there were still limitations last year on capacity due to COVID. Branyan told the board that the Board of Selectmen regulates the use of the public parking spaces but Planning and Zoning regulates the use that can occur in those spaces. He called it a “joint collaboration.” Branyan also pointed out one update to the fees for the use of parking spaces to allow for outdoor dining. He said that would change depending on what decision the Board of Selectmen ultimately made on the parking meter fees. Branyan said he hoped to have a vote on the guidelines on March 9 so the

applications could go out to interested restaurants for them to be ready by April. Camillo agreed and said “time will be of the essence.”

Camillo said a goal of the town with the outdoor dining was the recoup the cost for the Department of Public Works putting the barriers up to allow for outdoor dining and taking them down. He said the board is “huge fans of outdoor dining” and it was something the Town was “very proud of.” He said surveys have shown it is very popular and he wanted every restaurant that wants to do it to be able to do it. Camillo called it a “game changer for Greenwich” and said it had livened up the downtown. He stressed that the Town wants to be fair to everybody on this. He said he did not want to make it cost prohibitive for the restaurants because he felt it was important to have it available as an option to them. But he also wanted to make sure the Town recoups its money and “everybody is happy at the end of the day” so he appreciated all the work that was going into this to try and help restaurants.

Stone McGuigan said she was looking at it with a “slightly different lens” than Camillo. She said she appreciated that outdoor dining was very popular and that it clearly wasn’t going away and was something they wanted to encourage. But, at the same time, she pointed out that downtown parking spaces are “very much a limited resource” and she wanted to make sure the use of them was being allocated fairly. She wondered even with the changes if the spaces were being undervalued in terms of how much the town was charging for the use of them for outdoor dining. Stone McGuigan said they were only looking at the direct cost for the town for use of the spaces and not at the value of the spaces. She wondered if they could approximate what that market value was so they could determine the right allocation was. She noted the impact it has on merchants when parking spaces are used for outdoor dining.

Rabin said she had similar concerns to what Stone McGuigan had about the parking on Greenwich Avenue. She agreed that perhaps the Town should be looking at the overall value of the parking spaces. She also said she wanted to hear from DPW about the way the barriers are set up for the outdoor dining to use the parking spaces, noting that the spaces are diagonal but the barriers are squared off, which means losing more spots. She wondered if there was another way to position the barriers so that didn’t happen. She also noted feedback about what would happen if a clothing store wanted to move a rack of items to sell outdoors? Rabin wondered if there was a way to be fairer to all retail/restaurants on Greenwich Avenue? She did note the positive feedback from people who liked being able to sit outdoors and eat.

Camillo noted regulations keeping merchants from having outdoor sales except during Sidewalk Sales Days because the sidewalks needed to be clear and

wondered if there was something that could be done to help merchants too. He acknowledged the issues with access and the necessity of maintaining sidewalks for safety but said there might possibly be in the future some designated days with limited hours to allow for merchants to do outdoor sales. Stone McGuigan noted, and Camillo agreed, that was something that would originate with Planning and Zoning, not the Board of Selectmen.

Greenwich resident Mary Hull said there was an ordinance not allowing merchandise placed on the sidewalks. She suggested that when it came to parking, the Town used to be able to mark tires with chalk to see who had been parking at short-term spaces for long periods of time. She wondered why that wasn't happening anymore. She also said there were 22 spaces reserved for "imaginary" employees of the Havemeyer Building and she would like to see them used. Camillo said he only saw those spaces used sporadically.

Greenwich resident Stephanie Milligan said she loved the outdoor dining and suggested improving the aesthetics. She said the concrete barriers should be painted to improve the look and create a sense of unity. She also suggested putting money in next year's budget to have a composite floor on Greenwich Avenue's sidewalks to make everything more level. Camillo thanked Milligan for her ideas and she provided pictures of how painted barriers would look. He said he had spoken to some restaurant owners who were willing to do it and the only restriction he had gotten from Planning and Zoning was no advertising.

Greenwich resident Susan Foster spoke on the outdoor dining issue and said there was a need for another zoning enforcement officer in town, urging Camillo to put it into his budget for next year. She said there were a lot of restaurants in this area that were in violation. Camillo said it was a "point worth taken."

Planning and Zoning Commission Chair Margarita Alban spoke via Zoom and said it was two years running that she had asked for more enforcement capability. Both times she said it was taken out of the budget and while they understood there were other priorities it was "desperately needed in more than one area." She said the commission thought if a restaurant is in violation they could cancel its permit allowing outdoor dining. She said with more support in enforcement the commission could be "a little gentler about it" when a restaurant is in violation. She referred back to Hull's comments about marking tires with chalk of people parking long term in short term spots and she said she remembered being told that it was considered a trespass of private property to do that and the police department had to stop doing it.

Town Director of Planning and Zoning Patrick LaRow said that outdoor dining permits would not be granted to everyone and there would be a lot more control

than in previous years through the permit process. He said the permits will not be granted to everyone who had nodes during the pandemic. Zoning approvals would be necessary, he said. LaRow said he expected things to be scaled back a bit because of the permit process, the restrictions on how many seats are allowed and because some restaurants might not want to pay the fee to use the parking spaces.

Camillo told Alban he would “circle back” with her on hiring another zoning enforcement officer and that she had a few months to lobby him on it.

Town resident Christina Volkwein spoke via Zoom spoke in opposition to outdoor dining. She said she and others didn’t understand why the Town wasn’t discussing if it was “wise or just” to have restaurants who were paying rent to their landlords have access to space in the public right of way. She said that space was needed for driving and parking. She claimed close to 25 percent of town parking spaces on Greenwich Avenue were taken away annually for the outdoor dining program and demanded that the roadway and parking be returned to “their intended and proper use” so parking could be available in front of businesses, giving better access to the elderly and young children. She also claimed “This is New England, not the Riviera” and said the weather was not ideal for outdoor dining. She also claimed there were rats attracted to the food being eaten outdoors on the sidewalk. She said this was a special accommodation during COVID and should not be made a permanent fixture.

Town resident Margot O’Brien spoke via Zoom and said she was the daughter of the owner of Diane’s Books on Greenwich Avenue. She said she was very upset because she was not hearing anything about the merchants during this discussion and said it was only anecdotal evidence being offered that without downtown restaurants, downtown merchants would cease to exist. O’Brien said she completely disagreed with that and said without parking Diane’s Books would cease to exist. She said there seemed to be a preference for restaurants over stores and there didn’t seem to be any mention of retailers and how they were going to make up for the loss of parking spaces. She said it was “very, very problematic” to not have parking spaces available in front of their stores because people did not want to walk long distances.

Camillo said that it was not 25 percent of spaces being taken each year for outdoor dining, but closer to 15 percent. Camillo said there was a lot of discussion about merchants and they were moving employees of stores off the Avenue through permit parking into long-term spaces to try and free up parking outside the stores. He said the Town was “chipping away at a problem that’s been here probably 70 years” and they would have to “agree to disagree on the benefits of outdoor dining.

Town downtown building owner Wendy Forst said that maybe she was wrong but from what she understood the number of parking spaces you were allotted depended on the footage a building has along Greenwich Avenue. She suggested that to make it fair for everyone the Town could limit restaurants to use only two parking spaces for outdoor dining use.

- c. Board of Selectmen Review of ADA grievance from Alan Gunzburg and Stephanie Cowie.

Cowie said she and Gunzburg filed their grievance over the RTM vote removing municipal improvement status for Greenwich Avenue intersection improvements at Arch and Grigg Streets. Cowie said the project would have included “necessary safety upgrades” and modifications to the sidewalks, curb cuts and accessible parking in the area to bring them into compliance with the federal Americans With Disabilities Act. She noted all the time that went into the project and all the meetings and public comments the RTM stopped the project which she called an “unfortunate decision.” She noted that the decision cost the Town a \$2.7 million grant to pay for the project and now the Town will have to pay for the improvements itself. The grievance requests that the ADA upgrades be designed and implemented as quickly as possible on Arch and Grigg Street and also for DPW to share the ADA transition plan on the Town website. Cowie reported that in response, DPW had shared the plan and the timeline for design and implementation, which she said would be 24 months. Cowie said waiting two more years is “far too long” for the necessary and federally required improvements to be made. She called for it to be done within 12 months and noted it had been 33 years since the passage of the ADA and the Town was not in compliance.

Gunzburg said “ADA rights are civil rights” and said the RTM “obliterated my civil rights with a vote.” He said there had to be a ADA transition plan for every Town department under the ADA law. Through the vote Gunzburg said the money for the safety improvements planned for the intersections were gone as was the money for more parking spaces, which he noted had been a big issue earlier in the meeting.

Camillo said people knew how he felt about the RTM’s decision to take away MI status for the project and noted the grant money had already been taken by other municipalities and now the Town was going to have to pay for it. Gunzburg said ADA compliance was an issue all over town, noting the issues at Town marinas, and that a message was being sent that “We just don’t care” about ADA compliance. Camillo said he would reach out to DPW about speeding up the process for the intersection improvement project. Cowie said she believed DPW and the Board of Selectmen wanted to make this right and thanked them for their

attention on it. Camillo said the Town was playing “catch up” on ADA compliance and thanked Gunzburg and Cowie for their advocacy on it.

Amad spoke about the Town’s ADA policy and said the Town had 15 days to provide a written decision on the grievance that had been filed. She said it was up to the Board of Selectmen if it wanted to speak to Deputy Commissioner of Public Works Jim Michel and Commissioner of Human Services Demetria Nelson before it rendered a decision. She said there could be an agreement made to extend that timeframe out by a few days, which both Cowie and Gunzburg said they were okay with. Ahmad said that it could be placed on the Board of Selectmen’s March 9 agenda.

d. Update on Distributors and Jansen national opioid settlements.

Assistant Town Attorney Valerie Maze Keeney requested an action item be added to the Board of Selectmen agenda so a vote could be taken on the town’s participation in some new 2022 settlements with pharmaceutical companies and chains. Camillo agreed to do it because it was time sensitive.

Upon a motion by Rabin and a second by Stone McGuigan, the motion to add the vote as an action item was passed unanimously.

Keeney provided background on the national opioid settlements, telling the board about the nationwide settlements against manufacturers, distributors and pharmaceutical chain to resolve all opioid litigation brought by states and local political subdivisions against them. She said the idea is that the moneys paid by the companies would be paid to participating towns and states for permitted opioid remediation uses. The Town, as a participating entity, would release the companies from any known claims and in exchange the Town would receive money as negotiated by the state and spend it on permitted uses. She said the Board of Selectmen had voted in December 2021 to participate in that settlement and the administrators for the money are Demetria Nelson, commissioner of human services, and Tyler Fairbairn, director of community development. She said they developed a proposed plan for the spending of the money the Town already had in fiscal year 2024 and/or 2025. The 2022 agreement, which Keeney was bringing to the board at the meeting, was with three pharmacy chains, CVS, Walgreens and Walmart, and two additional manufacturers, Allergan and Teva. Keeney said the Town had been given notice to participate in the new settlements and it would be the same process as used before in 2021 with the same list of permitted uses. Keeney added that the claims of private citizens are not released at all by the Town participating. The claims of private citizens would be unaffected.

Keeney presented a resolution stating that, “The Town of Greenwich is authorized to participate in the nationwide opioid settlements to resolve all opioid litigation brought by states and political subdivisions, including the State of Connecticut, against two manufacturers, Teva and Allergan, and three pharmacy chains, CVS, Walgreens and Walmart, including releasing said entities of any known claims against said entities, in accordance with the permitted opioid recommendation uses and other terms of the settlement agreements with said entities.”

Upon a motion by Rabin and a second by Stone McGuigan, the motion to participate in the national settlement was approved unanimously.

- e. Request for endorsement of reconstruction of the First Selectman’s Bicycle Task Force.

Vin DeMarco, co-chair of the task force, told the Board of Selectmen what they were asking for was a “big change.” He said they were asking for the Town to “make a commitment to not just talk about bicycle access but to talk about all micro-mobility access.” He said it was a “serious safety issue” that the task force had recognized and have been talking about it for months. DeMarco said they did not believe that the task force, as originally constituted, would “get us where we need to be as a town.” He said they were asking for the task force to become an active transportation task force that would encompass bicycles and micro-mobility for wheelchairs and all human powered transportation. He said “many other towns have made a commitment” and asked for the change to codify the Town’s commitment to active transportation and accessibility. DeMarco said he hoped people would listen and understand they were not going to be kept from driving to Greenwich Avenue but that this was an effort to promote that people did not need to drive to Greenwich Avenue to dine or shop.

Task force co-chair Bob DeAngelo said it was “the right transition” and that the task force has been talking about a concept called Complete Streets, which he said other municipalities had adopted. DeAngelo called it “really, really a progressive thinking” where there was a checkbox for any improvement or redevelopment efforts to make sure micro-mobility and access for all users is considered. He called it a “step in the right direction” and said it could help increase child safety by making it easier for kids to ride their bikes to school and other places.

Camillo said he was “totally for” what the task force was trying to do but he wanted to make sure that the Board of Selectmen could do what was being asked. He said the board could change the name and direction of the task force but beyond that he wasn’t clear what could be done. DiMarco said the task force would look into potential ordinance and charter change proposals in the future. Camillo said what they were doing was a “great idea” and said he had seen down

in Florida how real estate listings were ranked by walkability and bikability, which he liked. He said he felt that was where society was going so he liked what was being suggested by the task force so people could be more active and do it safely.

Rabin said “we have to start thinking about where these things have the teeth that you’re looking for.” She said she didn’t want small things happening separately and see what could be done to make the sum of the pieces equaling more. Rabin also suggested that the task force’s efforts needed “a home within a Town department.” DeMarco said they had put a lot of thought into that and noted his own involvement with the Transportation Task Force in Town 30 years ago. He said none of the concepts are really new but micro-mobility was becoming “huge” with more awareness and more people wanting to move around and it was not being addressed. He said “We need to progress” and bring committees together under one umbrella. Rabin said she believed none of the potential initiatives would be able to get budget support if it wasn’t linked to a Town department. DeMarco said he understood it was “fuzzy right now” but hoped more could be cleared up before they appeared before the Board of Selectmen again.

Stone McGuigan thanked the task force for all it had done and said she had attended every meeting as a supporter. DeMarco said what they ultimately wanted to do was bring forward a vision and a plan “to change the culture of the Town.” Stone McGuigan said she couldn’t agree more and felt they were “on the right path.” She said by expanding the scope and the composition of the task force they would better be able to look at what they were talking about as complete streets policy.

Camillo said he was hopeful there could be some agreement in the next 30 days about what Town department the task force could work with and align with. He said the next budget process would begin over the summer with preliminary talks. Camillo said it would be helpful to have Town departments sit down with them to determine what could actually be done and what could be advocated for. Stone McGuigan suggested getting involved with the Sustainability Committee she co-chairs. Camillo said further conversations could happen off line and the task force could come back with an update. He said he had no problem making the name change now so the task force could get to work and schedule meetings.

Upon a motion by Rabin and a second by Stone McGuigan, the board unanimously approved a motion to reconstitute the First Selectman’s Bicycle Task Force to be the First Selectman’s Transportation Task Force.

7. Public Comment

Town resident Peter Alexander came before the Board of Selectmen to request authorization for him to talk directly to the state Department of Energy and Environmental Protection about a three-day excavation study he wanted to do on Town property. He said there didn't need to be any obligation from the Town other than \$1 to cover his liability.

Camillo said Alexander could reach out to DEEP whenever he wanted and he would circle back with him that afternoon.

8. Appointments/Nominations

No appointments or nominations were made.

9. Adjournment

At 12:32 p.m., Selectwoman Rabin made a motion to adjourn. Upon a second by Selectperson Stone McGuigan, the motion was approved unanimously.