First Selectman Joseph Mazza called the public hearing to order at 7:30 p.m.

Present: Board Members: Joseph Mazza, Charles Havrda, Cynthia Cartier, Carl Balestracci and Gary MacElhiney

Town Officials: Town Engineer Jim Portley, In-House Counsel Pam Millman, Town Planner George Kral, Economic Development Coordinator Brian McGlone and Clerk Traci Brinkman

Others: Over 300 in the audience

Media: Channel 8 News, Guilford Courier Reporter Zoe Roos and Mike Graziano, taping for GCTV

1. Public Hearing to obtain public comment on construction of the Shoreline Greenway trail from the Madison Town line to the intersection with Route 146.

Mr. Mazza outlined the procedure for the public hearing. Mr. Portley would make a brief presentation followed by public comment on the project. Due to the size of the crowd, every speaker would be limited to no more than three minutes.

Presentation

Mr. Portley provided background on the Shoreline Greenway Project. The first public meeting was held in 2002. Simultaneously the Town completed a Transportation Plan, which included a recommendation to expand the existing sidewalks from the Green out onto Boston and River Streets. In March 2006 a $2.65 million appropriation was made for the trail, which would connect from Lighthouse Park in New Haven to Hammonasset Beach Park in Madison. In January 2008 the South Central Regional Council of Governments adopted a resolution making them the authorizing agency to take the lead on the project. At this time the SGT also received money to cover 20% of the local matching funds required by the grant.

In January 2009 SCROG authorized Stantec Consulting Service to prepare a preliminary engineering study. In March 2011 Stantec finished its study and recommended the trail follow the Route 1-Route 146 corridor. In July 2012 the town requested the DOT authorize the first section of the trail on Route 1 from the Madison Town line to the Route 1/Route 146 intersection. In October 2012 the town received authorization to enter
the preliminary design phase and in August 2014 a Public Information Meeting was held and letters were sent to the project abutters. In 2015 the SGT received another grant for the trail and in June 2016 the engineering department submitted the final design to DOT.

In August they presented the CAM application to the Planning and Zoning Commission, however, it was withdrawn since it was discovered that the Board of Selectmen has to make the application. The board then set this public hearing date.

Mr. Portley then went over the details of the project. The path would be located on the shoulder of Route 1 and extend from the Madison line to Route 146 a total distance of 3,500 feet. It would be 8-10 feet in width and would be paved surface with a pink quarry granite chip sealed finish on top. It will be entirely within the state right-of-way on Route 1. A grading easement will be required from two abutting property owners. There is no historical archeological impact. The path will be cross sloped so runoff will flow onto the shoulder. There will be no utility impact.

The total project cost is $840,055 and the total grant funding received is $875,000. Mr. Portley then showed the pictures of what the trail would look like within the existing landscape. He added that the trail was set back a bit from the road, because putting it in right next to the road would not be safe. Initially Mr. Portley said they fought to remove the flashing light in that area, but the Sunrise Association was against that. The DOT said they are fine with leaving the light. He added that they can revise the plans to reflect this. Mr. Portley said another resident Doug Magee was concerned with the removal of vegetation near his home and along Route 1. He added that they will include a line item in the bid to create blocking and screening for the houses where the trail will be constructed. Some trees will need to be removed, but they can put items back to replace those if the homeowners would like.

Mr. Mazza said he did have a conversation with the Madison first selectman because there was some confusion about their construction of the trail. Although he could not attend the meeting he did send his second selectman Robert Hale.

Mr. Hale commented that originally the trail proposal was to run from the current trail head at Hammonasset to the area of Liberty Street, but it was decided that it would cost too much. They voted to give Guilford those funds since they were way ahead in the planning. He has yet to see any more specific plans on the East River Section in Madison. They did have a discussion with SGT members and their town engineer in October about transferring the funds, but have not heard back from the state. Madison plans to have more public hearings and informational sessions before it goes any further.

Mr. Mazza then opened the meeting to comments from the public.

John Gwinnell of 52 Leete’s Island Road spoke in opposition to the proposal. He added that it has been stated that the property owners were all informed, but that is not true. Many have come forward with letters and petitions and the majority of Route 1
property owners are against it. In addition maintenance costs will be borne by the taxpayers and there will be increase liability.

Dolores Hayden of 125 Prospect Avenue said they should establish a complete plan before beginning any portion of the project. The SGT is a private all volunteer group advocating for a continuous path from New Haven to Madison, but have not come up with a complete plan. A hard surface 8-10 foot wide path fits a town with an abandoned railroad, not a town like Guilford. About 20 mature trees will be eliminated and many more will be compromised. Planting small trees is not a substitute. In addition the bike path with be intersecting two streets and ten driveways. In the future there needs to be more of a public process and a need for better design.

Robert Yaro of 715 Leete’s Island Road also stated that they need a plan for the whole corridor through the town. There has been a failure to communicate and absence of a public plan that has been accepted by the town. He added that they need a master plan for Route 146 to accommodate cyclists’ safety, but they shouldn’t widen the roadway or harm the historic properties.

Peter Goldberg of 71 Grist Mill Circle spoke in favor of the proposal and noted that property values have been shown to increase in neighborhoods where walkability is high.

Pam Simonds of 57 Spencer Avenue said she has lived in Guilford, Madison and Branford for more than 50 years. Portions of the trail have been built in East Haven, Branford and Madison, but not Guilford. There is no safe route in town for biking. Most kids don’t bike because the parents worry about their children’s safety. For 14 years the Town of Guilford has had the same goal as the SGT to provide more connectivity for bikers and walkers particularly out from the center of town. She urged the board to begin to create a trail in Guilford.

David Knapp of 65 Water Street asked to have his name removed from the petition against the SGT. He was caught by surprise and didn’t quite understand the implications of the petition. He has been a strong supporter of the project from the beginning and even if they only build one section and not another, it is worth every penny. It is a tragedy to throw away all that has gone into the project.

Kimberly Schmid of 130 Wildrose Avenue spoke in support of the project. She is a mom of two kids and her family likes to do anything outside. They have a petition in support of the project with over 1,000 signatures to support this with 776 of those people from Guilford. They view it as a wonderful addition to the town. She recognizes many are opposed, but they need to all come together to figure out this as well as future projects. She urged the board to approve this project because it is fully funded, there are detailed plans and it is ready to go.

Mary Jo Kestner of 131 Boston Street said there have been numerous road improvements since her historical home was built. She lives where the sidewalk starts on the north side. This trail will enhance the health and safety of walkers and bikers. Most are in
favor of this section. It is a needed amenity and an opportunity the town should embrace.

Chip Angle of 52 Uncas Circle said a year ago while a pedestrian in Los Angeles he was hit by a car and seriously injured. He is even more passionate about providing safe places in town for walking and biking. The neighboring towns of Madison, Branford and East Haven all have trail sections. Those opposed argue that no section should be built until there is an entire trail planned from border to border. The SGT board deliberated this issue in 2003 and the park service told them that everywhere there are trails, they were built section by section. None of the towns have plans for the whole town and if they waited they wouldn’t have the sections they have now. He noted that the SGT does not and would not support or condone the use of eminent domain to build the trail. He said it is an investment they can’t afford not to make.

Jonathan Leete Page of 2 Sanborn Hill Road said the project looks like a half mile of a free sidewalk. He added, however, that to completely cross Guilford there are miles of unchartered territory and they have no idea where it is going. Until there is some plan that shows where it will go and how it is going to cross Guilford, they should not support this one minute segment until there is a plan.

Charles Kronstat of 42 Cornwall Lane stated that the funds for this part of the trail on Route 1 is coming from grants not Guilford town funds. Some argue that the project is too expensive. He added that the funds are earmarked for the trail and can be used in any of the towns. If they are not used in Guilford then they will be used elsewhere. When you have the money to build a needed trail without town money they should use it before it goes elsewhere.

Kent Bloomer of 988 Leete’s Island Road is concerned about what happens after this segment is built and they need to connect it to Madison and Branford. He added that nobody is opposed to the safety of bicyclists and pedestrians, but there should be an alternative, not a path by SGT standards. An 8-10 foot path is a road. There is no acceptable way to build a SGT through the Guilford shoreline. Until there is a detailed map showing the path through Guilford this segment should not be approved.

Julie Schlessel of 11 Laurel Hollow Road said she has two children ages 10 and 12 and their bikes sit in the garage. They do not let them ride them because Guilford has very windy roads and it is not safe. She added that as a community they can’t do without this trail and it will only benefit the town. They need to make these improvements now.

Peter Hawes of 351 Nut Plains Road said he is an avid bike rider and has had his share of close calls. Guilford is a dangerous place to ride. He joined the SGT as a volunteer and supports the Route 1 section of the trail. Mr. Hawes said they need more walkable and bike friendly communities. This trail could connect to downtown, the fairgrounds, Leete School and could also connect with Madison. It would be one and a half miles of safe off road biking and walking and the beginning of a connection between two beautiful downtowns.
Bruce Simonds of 57 Spencer Avenue read a letter by former State Senator Edward Meyer urging the board to support the first phase of the SGT. The SGT has progressed well in the other towns and Guilford should not be the exception. Former Senator Meyer said he helped get the state grant for the trail. Recreation is good for all and it will be an attractive feature promoting tourism and attracting homebuyers. It will provide a safe place for bicyclists and pedestrians.

Nona Bloomer of 988 Leete’s Island Road a retired reference and historical room librarian said bulldozing an off-road SGT through Guilford, boundary to boundary, would entail violating historic districts, dynamiting granite escarpments, destroying landmark trees, infilling tidal wetlands and penetrating Westwoods walking trails north of the railroad tracks. Resorting to eminent domain for the construction of a multi-use recreational road, the cost of which would far exceed, by tens of millions of taxpayer dollars, the cost of the .7 mile proposed segment along Route 1, were a shoreline trail to be permitted under the partial umbrella of state ownership and state right-of-way. If Guilford’s selectmen vote “yes” to construct this segment regardless of public opposition and the absence of a mapped plan, they would irrevocably provide the SGT directors with a permanent propaganda springboard, catapulting their unplanned recreational roadway toward Branford. The selectmen should be mindful of the consequences were they to approve this isolated segment without a publicly-approved map of the SGT proposed path through Guilford. The potential damage to Guilford from an SGT thruway is serious.

Dr. Elsa Stone of 1 Moose Hill Road said they need to take a step back and look at the larger issue. The state is in a fiscal crisis and there have been state department budget cuts by 10 percent. Many of those cuts coming in areas that provide social services. She asked how they could spend any state funds on an unessential project that benefits only the abled bodied among us. There is no urgency to this first portion of the trail and that money is needed elsewhere. She added that the town should urge the DOT and DEEP to return the money to the General Fund where it can be allocated to help the needy and less fortunate.

William H. Leete of 616 Leete’s Island Road said his family was pressured by the SGT for easements, which they refused to grant. They then had a plan prepared to show the construction of the trail through their lots. He asked that they refrain from including their properties in current or future plans for the trail.

Sue Cohen of 13 River Colony said she has been to the Engineering Department and there have been a number of intended routes and offshoots, some invading the ecology. The SGT has exhausted the Engineering Department, where they have been utilizing services for over 10 years, which had to include thousands of hours. Some are criticizing Guilford for not acting in unison with other towns, but it is wrong to conform to what the SGT wants. She added that the town has decided its path since 1639 and residents are the stewards of the town. She stands with the Leete family that Route 146 remain a testament to the agricultural history and not become a bike highway.
Anika Brackney of 332 West Lake Avenue said she rides her bike to the grocery store. It is a safety issue. People want to use their bikes for transportation, for exercise and for some, to reduce their carbon footprint. They should have a place to do that. The streets are not safe especially for kids. Even a short trail right now would be a good thing for this town.

David Jones of 60 Boston Post Road spoke in favor of this section. He added that the State of Connecticut owns a buffer on Route 1. Half of his front yard is owned by the state. He added that this new pathway will crowd him, but he supports the plan. It promotes the health, safety and welfare of the community. The stretch in front of his house is very dangerous, years ago a girl was hit and killed on her bike. He knows some businesses will be impacted, but they just need to work to make the area look as good after the project as it was before.

Kathy Mackenzie of 80 Seaview Terrace said the SGT has had an irresponsible and disrespectful attitude. There has been little transparency shown publicly or privately. Many Guilford properties will have huge swaths of land removed for their selfish purpose of getting a SGT from East Haven to Madison no matter whose property lies in their wake. The people deserve a plan, map and approval for all. She urged the board to oppose the plan.

Elizabeth Norgaard of 15 State Street said the citizens of historic Guilford find the SGT an ill prepared idea, because the SGT is trying to usurp property away from residents in levying liberal Eminent Domain laws. It is not fair to residents to rush this though and ignore a vital study that needs to be done. A study should be fair and transparent with no back-door deals. It is impossible to be everything to everybody without losing character and uniqueness that towns like Guilford provide. Being like every other town will surely murder the town’s true face.

Kristen D’Souza of 113 Sam Hill Road spoke in support of the project. She added that there are no safe biking options in town. The proposed Route 1 section would be the first and only opportunity to bike safely in town. She understands the opponents to this and that they are concerned about the beauty of the town. There is an opportunity to talk about what happens in the future, but this section doesn’t have any of the issues that were brought up tonight.

Michael McNiff of 35 Marshall Avenue said he loves this town and that people care so passionately. He feels this project is a compromise. Ideally they would have liked to have the trail across town and not affect anyone. There are other issues that need to be taken care of on Route 146, etc., but that doesn’t mean they can’t have a section on the other end of town.

Rob Vavasour of 575 Leete’s Island Road said nobody would be here tonight if the the CAM application wasn’t up for review. It came before the BOS on September 19
and a petition was presented asking the board not to approve it until there is a full map and plan of the entire trail. A vote was then taken to have a public hearing. That petition currently has over 500 names on it. He added that we need to put the breaks on this project, sit down and have a real discussion.

Yogesh Patel, owner of the Comfort Inn and Tower Inn, said he just learned of the SGT path. Nobody showed him a map or asked for their approval. They have been left entirely in the dark. When he bought the property in 1999 it was an eyesore. They spent over $120,000 to put in the landscaping. When they removed trees the town required them to plan five new trees for every one removed. Now the SGT will be removing many mature trees. He added that there seems to be a different set of rules for hard working business people and others that want a recreational trail.

Beth Hadley of 10 Horseshoe Road stated that the board should refuse to approve a trail that has no final route proposed. A 10-foot wide chip sealed road will be invading their neighbors’ properties. There have been inaccuracies at a meeting with the SGT and the town engineer. They have asked if the plan could be scaled down, but were told that this is not part of the vision for this segment. She added that they do not need a 10-foot wide road to safety walk and bike to the Green. Ms. Hadley suggested they not partner with the SGT, but rather work on something together they can all be proud of.

Bill Dwyer of 144 Dohm Road said while he was not opposed to the project, he feels like they are being sold a bill of goods. When the larger proposal was first put together it was going to be a bike path from Lighthouse Park in New Haven to Hammonasset. The piece at Hammonasset is beautiful, but there is also a parking lot there. He added that at this point in Guilford he does not think it is a good investment. If the plan was there connect it to the Madison and Branford lines and if the cost makes sense they should do it. Show everyone the whole plan and then ask them.

Louis Mackall of 295 Clapboard Hill Road said he looked at the plans and people on bikes will not use this trail. In addition this trail would require three stops along the route before merging into traffic. If you stay on the road there are no stops. On the trail you would also be crossing 16 driveways. Stone chip sealing is dangerous for bicyclists. If you are biking from Madison you also have to cross Route 1 in the beginning and the end. They have offered no plan to make bicycling safer, which would be restriping. If you are a biker this trail is an insult.

Alan Fairbank of 77 Leete’s Island Road said the idea of the SGT is a wonderful idea in theory. The current proposal is a bad start. We are considering only a tiny segment and approval of this would set a precedent. He added that they should reject the current plan. No approval should be given for any section without a plan for the whole route.

Robert Laffin of 543 Boston Street said he was never contacted by anyone about the bike trail and it would end just beyond his driveway. It is not true that everyone along the route has been contacted or approached. He does not approve the plan and has many
questions such as how many trees will be damaged, how the runoff will be tapered and who would be responsible for snow removal.

Dave Wanat of 8 Horsehoe Road said that safety, economic impact and quality of life are vital issues that need consideration. All taxpayers want the town to act in their best interest. They should find out if the funds can be available to the Town without SGT involvement. They have said the only plan is this piece, but what lengths will they go to in the future to complete the 25 mile route. The town should consider the concerns of its citizens.

Carl Granberry of 982 Leete’s Island Road said he will not grant an easement for this through his property so this way to get it would be through eminent domain, which the SGT are quick to deny. His family has had four generations that have deal with these types of bureaucracies. Once those state and federal funds are accepted some bureaucrat will feel justified in eminent domain to complete the rest of the route. It will be a financial liability to taxpayers.

Sarah Barber of 650 Leete’s Island Road spoke on behalf of Brian Foley, the owner of Apple Rehab who objects to the proposed plan. They were never notified of this plan. They are a nursing home and this plan does not offer any benefit to its clients or their families. The crossing of the path in front of their driveways would cause a dangerous situation for visitors pulling in and out as well as ambulances. This plan would affect their business and they would also lose half of the frontage.

Diane Wanat of 8 Horseshoe Road said she opposed the plan for all of the issues brought up tonight. Sunrise is a small community and they have allowed the SGT to infiltrate their quiet community. They wanted votes to persuade the BOS to pass the plan. After speaking to neighbors they found many discrepancies in what the SGT said. She is concerned about the division in her neighborhood and worried how Guilford will be affected in the long term. She urged the BOS to seek alternatives to meet the needs of the town.

Patricia Klindienst of 295 Clapboard Hill Road said she submitted the original petition on September 19, because there were doubts about the trustworthiness of the SGT and its plans for Guilford. They presented their project as a thru trail down 146 to Branford, but now SGT says there are no plans for that. A representative of the SGT met with the Board of River Colony hoping for an easement at the West River Bridge on Rte. 146. Residents and neighboring landowners learned of this secret meeting by accident. In addition they never contacted the owner of the Comfort Inn and Tower Suites and have misrepresented that the Madison Board of Selectmen approved a trail on Route 1 from the Guilford line east to the Madison Green.

Emily Waters Harris of 767 Leete’s Island Road read a letter from Daniel Mackay, Executive Director of the Connecticut Trust for Historic Preservation. The Trust is a statewide not-for-profit organization that seeks to preserve, protect and promote buildings, sites, structures and landscapes that contribute to the heritage and vitality of
Connecticut communities. He is also an avid cyclist. The SGT in Guilford has not adequately recognized the historic and scenic road resources in the community that have recently been brought to the attention of the Trust. The state and federal funding requires review under state and federal historic preservation law regarding impact to State and National Register-listed historic resources. His immediate concerns are for potential impacts to trail routing along or adjacent to Route 146. He suggested they convene a meeting of key stakeholders with representatives from the State Historic Preservation Office as well as DEEP and DOT to discuss these issues.

Jim Harris of 767 Leete’s Island Road said the board should take the time to plan, research and think this through. The only argument to moving forward quickly is the fear of losing state grants. Local costs are a concern and there will be costs to the residents. They don’t know what the costs will be because they do not have a fully formed plan. Even if the SGT would answer questions and guaranty things it would be too much of a burden to the citizens and on the town budget. He urged the board to oppose the project.

Matthew Earls of 25 Mafre Drive and his son spoke. His son is a third grader who rides his bike to school on Route 146 every day. They live close to the center of town and are in favor of this. He is stunned at how many people opposed a bike path that is paid for.

Trish Magee of 6 Horseshoe Road said she was approached by the SGT. They love trails and like to bike and walk, however putting a 10-foot road in front of her house would mean the loss of a lot of trees. She added that initially she said yes to the trail, but now she is not for it. She thinks it is a trail to nowhere and that she would not use it. The road is going to look different forever. They really need to consider not just the abutting homeowners, but what the town will look like.

Doug Magee of 6 Horseshoe Road does not think this trail will get him off the road. It will be too big, too wide and too close to properties. In addition a lot of the promises have not been put on paper.

Lawrence Leete of 10 Horseshoe Road read a letter by resident Judith Fine. In her letter she notes the lack of a real plan. There is only a segment that the SGT misrepresents as connecting to the center of town, the fairgrounds, harbor and beyond, but it does not. It stops at the top of Boston Street where there are no sidewalks to which it would link. This publicly funded project will ultimately become the responsibility of taxpayers. There should be no approvals until a total estimate of the entire length of trail is provided as well as the annual maintenance costs and liability costs. If the state is spending $800,000 on this segment it is likely they would consider imposing eminent domain to complete the trail. In addition a number of abutting residents have come forward stated they have never been contacted about the project. All the while SGT claimed they had no opposition. Given SGT’s behavior how can we trust what they are saying no or promising in the future.

Larry Downer of 136 Daniel Avenue said he supports the trail. He was involved in the
SGT since its founding. Maintenance of the trail would be minimal because there is no vehicular traffic on it and will be no snow removal. SGT will pick up litter, trim the brush and sweep the loose stone. The Route 1 project is the first important step in providing safe routes for walkers and bikers and that will benefit the entire community.

John Creaser of 17 Jacob’s Lane said he opposed the trail until they see a plan of the entire trail all the way to Branford. There is no way some people won’t be impacted with a project of this size. He suggested the BOS doesn’t allow any portion of this trail at this time.

Stephanie Scungio of 71 Horseshoe Road said that entering and exiting her road will be challenging. There will be the removal of large trees. Trees lining roadways provide a buffer for houses and business along Route 1. Cutting down trees and widening the road will not be appropriate.

Helen Carlson of 28 Conway Drive said the SGT is a great idea and she has supported it. Now is the time for convening meetings and the creation of a commission to explore how common interests can be fulfilled.

Robert Celentano of 268 Boston Post Road said there are places for bike trails and places for sidewalks. He added that you put sidewalks on the side of the road. He questions the right of a group to use a state right-of-way in the manner that they feel is right without any regard to property owners for a bike trail. He added that he doesn’t think the entire route will be completed in our lifetime. There has been no discussion about the liability or who will maintain it.

Judith Andrews of 200 Boston Post Road said she lives in the middle of the proposed segment. She and many of her neighbors are opposed to the project. The designers intend to destroy a natural greenway to construct an artificial asphalt greenway. Construction will be a nuisance to residents and businesses. And, when a failed total plan is abandoned, we will be left with this section and the beauty that was once there will be gone forever.

Gretchen Granberry of 982 Leete’s Island Road said that the SGT has done nothing but divide this town. They have put our BOS in a difficult and uncompromising position. They have manipulated and misrepresented information. They need to stop the divisiveness in their community now. They need a mixed usage of bikes, cars and pedestrians that will unite the town. The money is not in jeopardy. It was earmarked and obtained some time ago and will not be pulled. The Route 1 section is close to $1 million so to complete the trail it would be about $6-10 million. It is not financially feasible plan in the manner it is currently being presented.

Milton Charlton said he is not currently a Guilford resident, but was one until a few years ago. He lives at 14 Overlook Farms Road in Killingworth. When he lived in town he became interested in the SGT and saw a need for safer biking. He added that he was
quoted as saying that the Madison BOS approved funds for a trail from East River Bridge to the Madison Green and he was accurate based on the statement from the Madison Selectman earlier in the evening. Mr. Laffin was not notified of the project because original plans had the trail stop before his property, but the state recently recommended the plans be changed to stop after his property. He said he personally met with 12 abutting property owners and made contact with others, including Mr. Patel. He walked his property with him and discussed the better option was to go behind his landscaping with the trail. As of a few weeks ago nobody they spoke to raised objections.

Jean Allen Courtney of 81 Sperry Drive said she and her husband are bikers, however because they don’t have a full plan she is against it. Stopping at the intersection is dangerous and she is against even this short section of a trail.

David Grigsby of 37 Union Street said the board has heard concerns. They have heard from the SGT supporters that they would not use eminent domain. They do not have that power. The town and state does have the authority. That power is scary and real. Cases do exist. He submitted a list to the board where eminent domain was used for Greenway Trails and open space within the state. He added that he is a cyclist, but he would rather see more bike lanes along the side of the road.

Ken MacKenzie of 6 Broad Street said the SGT would be nice to have. The problem is the danger on the roads yet nobody has talked about traffic calming, policing or cell phone use while driving. The process has not been a good one. They need better leadership by the BOS. Better oversight of the town engineer and more input from the town planner could have prevented this. This is a cram down your throat job. He added that he saw the 2010 report and it noted that Guilford is not suitable for this type of trail, but the construction of sidewalks and increased bike lanes would be better. Mr. MacKenzie said Mr. Angle was not satisfied with this so he pushed on. He added that he would like to know the cost of just a sidewalk. Bicyclists will use bike lanes not this chipsealed road.

Jason Marchi of 29 Horseshoe Road said Mr. Portley estimated a sidewalk would cost $370,000. He added that Mr. Charlton said a majority of the Sunrise Association was in support of the project. He added that it was not a true majority, because the latest counts showed 60 in support and 50 against. That is hardly a clear majority. Mr. Marchi said Mr. Charlton also suggested that Madison approved a trail from the East River to the Green in Madison and the Madison first selectman has said that is no true.

Jack Hoyt of 986 Leete’s Island Road said the board is being asked to buy a link in a chain for a chain that doesn’t exist. This section is a link and that chain is not going to be finished. The people of Leete’s Island will not voluntary give permission and the SGT and town has said it will not happen involuntarily so there will never be a chain. This little link is not a greenway, it is a strip of asphalt up and down a federal highway and it is a waste of money.
Judith Miller of 1 Indian Neck Avenue in Branford and member of the SGT said in the beginning they thought they could build the whole total 25 miles. But, they are flexible as an organization and learned to change. In Branford, part of the trail goes through a park and they made adjustments. She added that they don’t know what happens on Route 146, it might just be a connection to the SGT.

Brian Wiley of 69 Davis Drive said he was initially elated about the idea of a trail. He has two young kids that could be riding to town. The past several weeks he interacted with both sides and found significant amounts of inaccuracy on both sides. When you look at the facts you see in the short run this is an opportunity to have a pink granite sidewalk. It is going to look silly. He added that they should be more proactive in getting a sidewalk built. Mr. Wiley said there is a real need and an opportunity to connect Alderbrook to Sunrise and the East River and if they characterize it as a trail then they don’t have to shovel it.

Dr. K.J. Lee of 219 Uncas Point Road said he came to the meeting with an open mind. He added that you cannot please everyone all the time. The board has to have the wisdom of Solomon to weight the pros and cons. He urged the selectmen to take their time before making a decision.

Nobody else wished to speak.

Motion: Upon a motion made by Ms. Cartier and seconded by Mr. MacElhiney, the board voted unanimously to adjourn the meeting at 11:15 p.m.

Vote: In Favor: Mazza, Havrda, Cartier, Balestracci and MacElhiney
Opposed: None
Abstaining: None

Respectfully submitted,

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Traci K. Brinkman
Clerk
Board of Selectmen