

MINUTES

Cumberland Town Council Meeting
Town Council Chambers
Monday, May 22, 2023
6:30 P.M. Finance Committee Meeting

7:00 P.M. Call to Order

Present: Councilors Copp, Edes, Filson, Foster, Segrist, Storey-King and Vail

I. APPROVAL OF MINUTES

Motion by Councilor Segrist, second by Councilor Copp, to accept the May 8, 2023 meeting minutes as presented.

VOTE: 7-0 UNANIMOUS

II. MANAGER'S REPORT

Town Manager Shane introduced Deb Dugas of the Cumberland Historical Society.

Deb reported that the Historical Society had another successful scavenger hunt last Friday evening.

This is a fun event that is open to anyone who wants to participate. The money raised goes to the Historical Society's scholarship fund.

III. PUBLIC DISCUSSION

Carolyn Small of the Cumberland Historical Society said that for 154 years, the Historical Society building was located at 4A Blanchard Road. It was originally a schoolhouse that was established in 1853 and the bricks were fired in a brickyard that was located where the Prince Memorial Library is now located. In essence, the building came back home. While the unpacking and organizing is still taking place, they are at a point where they are ready to have an official dedication on June 17th from 10 a.m. to 2:00 p.m. She extended the invitation to the Town Council and the entire Town of Cumberland. She hopes everyone can make time in their busy summer schedules to attend.

Stephany Guyot of 290 Range Road said that she has seen so many car accidents at the intersection of Route 100 and Range Road. She realizes that there is a lot of discussion about other intersections in Town, but wonders why one intersection that already has a light would take precedence over an intersection that has had fatal car accidents?

Town Manager Shane said that we have been in contact with MDOT they are also perplexed as to why so many accidents have occurred at that intersection in the last few years. He and our Police Department will be working with MDOT to try to figure out what is going on and will report back.

Cathy Wright of Skillin Road thanked the Town for holding another meeting this Thursday regarding the proposed roundabout at the intersection of Route 100 and Skillin/Blackstrap Roads. She hopes that the roundabout will be bigger than the one on Middle Road in Falmouth. It is difficult for big trucks to maneuver around the Falmouth roundabout. She also wants the Cumberland taxpayers to be aware of the cost and is looking forward to learning more at the meeting on Thursday.

IV. LEGISLATION AND POLICY

23 – 051 To hold a Public Hearing to consider and act on amendments to Chapter 48 (Coastal Waters) of the Cumberland Code, as recommended by the Ordinance Committee.

Chairman of the Coastal Waters Commission, Rick Thompson, explained that Commission is proposing a few changes to the Coastal Waters ordinance. These changes center around the desire to provide the greatest level of access to Broad Cove Reserve (BCR) by town residents, without sacrificing safety. Over the course of multiple meetings, the Commission considered whether to permit additional moorings in BCR but require the use of town-owned dinghies for those mooring holders to convey themselves to and from their boats. Ultimately, it was decided to postpone action on this item due to concerns about the distance between the pier and the mooring field and how weather conditions can change rapidly. These two realities left Commission members worried about the safety of boaters rowing to and from their moorings. Because the language in the ordinance is permissive (we “may” provide these, not we “will” provide them), we are proposing to leave the language in the ordinance in the event we decide to revisit the notion later.

The Commission has voted to approve 10 additional moorings in BCR. 5 of those newly permitted moorings would be allowed to tie up a dinghy to the town floats, the other 5 would be required to use personal watercraft or some other conveyance to and from their boats. If the changes are approved by Council, our Harbormasters would award those permits immediately.

We added language around the lottery for personal watercraft storage so that during the initial lottery, only one applicant per household would be eligible for storage space. If, after the initial lottery, there are additional spaces available, a second lottery would be held to award the additional storage spaces.

We added language (again, permissive) in the event that the Town can provide personal watercraft or dinghy storage on shore for mooring holders in BCR. The idea is that, if we can do this in a future year (pending available space and funds and no conflicts with the Land Trust), additional moorings could be permitted, with those mooring holders using personal watercraft or dinghies (stored in the special storage racks) to reach their moorings.

Chairman Foster opened the Public Hearing.

No public comment.

Chairman Foster closed the Public Hearing.

Motion by Councilor Vail, seconded by Councilor Filson, to amend Chapter 48 (Coastal Waters) of the Cumberland Code, as recommended by the Ordinance Committee.

VOTE: 7-0 UNANIMOUS

23 – 052 To hold a Public Hearing to consider and act on amendments to Chapter 170 (Medical Cannabis Registered Caregiver Licensing) of the Cumberland Code, as recommended by the Ordinance Committee.

Chairman Foster said that the purpose of this amendment is to streamline the renewal process.

Councilor Storey-King added that this amendment was brought to the Ordinance Committee by the Town Clerk who suggested renewing the 4 licenses that we currently have at the same time every year. If someone were to apply in August, their application would still expire with the others on May 31st. Language was also added to state that the Code Enforcement Officer shall prepare a memorandum for the Town Council detailing any complaints or

calls for service received in connection with the Licensee and/or the Licensed Premises during the previous year by any Town department, including but not limited to fire, EMS, police, and code enforcement.

Chairman Foster opened the Public Hearing.
No public comment.
Chairman Foster closed the Public Hearing.

Motion by Councilor Segrist, seconded by Councilor Edes, to amend Chapter 170 (Medical Cannabis Registered Caregiver Licensing) of the Cumberland Code, as recommended by the Ordinance Committee.

VOTE: 7-0 UNANIMOUS

23 – 053 To hear a report from the Finance Director re: 2nd and 3rd quarter financials.

Finance Director, Helene DiBartolomeo presented the following:

Town of
Cumberland
FY2023
Q2 & Q3
Results
(October –
March)

The seal of the Town of Cumberland, Maine, is a circular emblem. It features a central shield with a landscape scene including a sailboat on the water, a small house with a red roof, and a yellow sun. Above the shield is a banner with the word 'CUMBERLAND' in gold letters. Below the shield is a banner with the word 'MAINE' in gold letters. The shield is flanked by two banners: the left one says 'INC' and the right one says '1821'. The entire seal is surrounded by a wreath of green leaves and a blue ribbon at the bottom.

General Fund FY2023 Q2 Overview

	FY23 Budget	FY23 YTD Actual	FY23 %	FY22 %
TOTAL REVENUES	\$ (6,429,394)	\$ (5,118,710)	80%	69%
Controllable Expenses	\$ 10,354,025	\$ 5,387,215	52%	48%
Fixed Expenses	\$ 25,087,066	\$ 13,140,299	52%	52%
TOTAL EXPENSES	\$ 35,441,091	\$ 18,527,514	52%	51%

General Fund FY2023 Q2 Selected Revenues

	FY23 Budget	FY23 YTD Actual	FY23 %	FY22 %
Excise Tax	\$ (2,003,000)	\$ (1,188,922)	59%	59%
State Revenue Sharing	\$ (1,300,000)	\$ (906,664)	70%	91%
Permits & Impact Fees	\$ (177,174)	\$ (250,702)	142%	79%
Emergency Transport Billing	\$ (160,000)	\$ (76,191)	48%	48%

General Fund FY2023 Q2 Selected Expenses

	FY23 Budget	FY23 YTD Actual	FY23 %	FY22 %
Police	\$ 1,706,834	\$ 767,080	45%	43%
Fire	\$ 1,219,397	\$ 643,868	53%	42%
Public Services	\$ 2,501,641	\$ 1,189,939	48%	46%

General Fund FY2023 Q2 Val Halla Results

	FY23 Budget	FY23 YTD Actual	FY23 %	FY22 %
Revenue - Val Halla	\$ (856,140)	\$ (732,703)	86%	85%
Expenses - Val Halla	\$ 922,314	\$ 573,207	62%	58%
Net (Gain) Loss	\$ 66,174	\$ (159,496)		

*Note: Negative numbers denotes an increase in fund balance

General Fund FY2023 Q2 Recreation Results

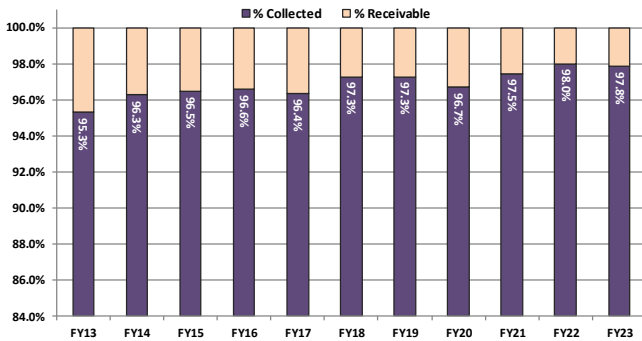
Program	FY23 Budget	FY23 YTD Actual	FY23 %	FY22 %
Administration	\$ 455,711	\$ 212,152	47%	48%
After School Program	\$ (141,536)	\$ (78,596)	56%	68%
Youth Enrichment Programs	\$ (117,941)	\$ (69,559)	59%	88%
Youth Sports Programs	\$ (51,274)	\$ (83,209)	162%	72%
Skiing Programs	\$ (11,903)	\$ (29,626)	249%	707%
Summer/Day Camps	\$ (34,658)	\$ (151,024)	436%	190%
Swimming Programs	\$ 7,785	\$ (3,996)	-51%	86%
Adult Enrichment Programs	\$ (3,321)	\$ (7,819)	235%	45%
Adult Fitness Programs	\$ (7,524)	\$ (15,385)	204%	99%
Youth Summer Enrichment Programs	\$ -	\$ (40,410)	100%	0%
Other Recreation Programs	\$ (26,435)	\$ (21,025)	80%	125%

Net (Gain) Loss* **\$ 68,904** **\$ (288,498)**

	FY23 Budget	FY23 YTD Actual	FY23 %	FY22 %
Revenue	\$ (1,014,555)	\$ (989,424)	98%	75%
Expenses	\$ 1,083,459	\$ 700,927	65%	57%
Net (Gain) Loss*	\$ 68,904	\$ (288,498)		

*Note: Negative numbers denotes an increase in fund balance

FY2023 Q3 Tax Collection Rate As of March 31st - Q3



General Fund FY2023 Q3 Overview

	FY23 Budget	FY23 YTD Actual	FY23 %	FY22 %
TOTAL REVENUES	\$ (6,429,394)	\$ (6,668,536)	104%	91%
Controllable Expenses	\$ 10,354,025	\$ 7,772,257	75%	74%
Fixed Expenses	\$ 25,087,066	\$ 18,767,680	75%	76%
TOTAL EXPENSES	\$ 35,441,091	\$ 26,539,937	75%	75%

General Fund FY2023 Q3 Selected Revenues

	FY23 Budget	FY23 YTD Actual	FY23 %	FY22 %
Excise Tax	\$ (2,003,000)	\$ (1,740,815)	87%	85%
State Revenue Sharing	\$ (1,300,000)	\$ (1,294,468)	100%	131%
Permits & Impact Fees	\$ (177,174)	\$ (313,684)	177%	141%
Emergency Transport Billing	\$ (160,000)	\$ (127,341)	80%	76%

General Fund FY2023 Q3 Selected Expenses

	FY23 Budget	FY23 YTD Actual	FY23 %	FY22 %
Police	\$ 1,706,834	\$ 1,213,686	71%	69%
Fire	\$ 1,219,397	\$ 824,008	68%	64%
Public Services	\$ 2,501,641	\$ 1,924,970	77%	76%

General Fund FY2023 Q3 Val Halla Results

	FY23 Budget	FY23 YTD Actual	FY23 %	FY22 %
Revenue - Val Halla	\$ (856,140)	\$ (793,561)	93%	95%
Expenses - Val Halla	\$ 922,314	\$ 677,451	73%	73%
Net (Gain) Loss	\$ 66,174	\$ (116,110)		

*Note: Negative numbers denotes an increase in fund balance

General Fund FY2023 Q3 Recreation Results

Program	FY23 Budget	FY23 YTD Actual	FY23 %	FY22 %
Administration	\$ 455,711	\$ 322,853	71%	78%
After School Program	\$ (141,536)	\$ (140,985)	100%	121%
Youth Enrichment Programs	\$ (117,941)	\$ (65,035)	55%	59%
Youth Sports Programs	\$ (51,274)	\$ (94,069)	183%	102%
Skiing Programs	\$ (11,903)	\$ 8,570	-72%	269%
Summer/Day Camps	\$ (34,658)	\$ (150,961)	436%	287%
Swimming Programs	\$ 7,785	\$ 3,210	41%	184%
Adult Enrichment Programs	\$ (3,321)	\$ (6,622)	260%	68%
Adult Fitness Programs	\$ (7,524)	\$ (13,248)	176%	200%
Youth Summer Enrichment Programs	\$ -	\$ (40,410)	100%	0%
Other Recreation Programs	\$ (26,435)	\$ (30,417)	115%	217%
COVID Expenses	\$ -	\$ 4,334	0%	0%

Net (Gain) Loss* \$ 68,904 \$ (204,779)

	FY23 Budget	FY23 YTD Actual	FY23 %	FY22 %
Revenue	\$ (1,014,555)	\$ (1,167,234)	115%	75%
Expenses	\$ 1,083,459	\$ 962,455	89%	57%
Net (Gain) Loss*	\$ 68,904	\$ (204,779)		

*Note: Negative numbers denotes an increase in fund balance

Chairman Foster asked for any public comment.
No public comment.

Motion by Councilor Vail, seconded by Councilor Segrist, to accept the 2nd and 3rd quarter financial report, as recommended by the Finance Committee.

VOTE: 7-0 UNANIMOUS

23 – 054 To consider and act on moving the June 12th Town Council meeting to June 5th and the June 26th Town Council meeting to June 19th to swear in newly elected Town Councilors.

Chairman Foster asked for any public comment.
No public comment.

Motion by Councilor Edes, seconded by Councilor Copp, to change the June Town Council meetings from the 2nd and 4th Monday to the 1st and 3rd Monday.

VOTE: 7-0 UNANIMOUS

23 – 055 To hear a report from Gorrill Palmer Engineers re: the intersection of Blanchard and Skillin Roads.

Chairman Foster said that there will be no Council action on this item this evening. There will be a Public Hearing set for June 5th.

Traffic Engineer, Randy Dunton reviewed the following intersection evaluation of Skillin Road at Blanchard Road:

The intersection of Skillin Road at Blanchard Road is an unsignalized primarily a “T” intersection located in Cumberland, Maine. The stem of the “T” is Skillin Road, which is 35 mph, and is northeast bound into the intersection. Blanchard Road is oriented primarily north / south, with the northerly section 30 mph and the southerly section 35 mph. There is a residential driveway located on the easterly side of the intersection opposite Skillin Road. The existing control of the intersection is unconventional with Skillin Road and the southbound Blanchard Road approaches being STOP controlled and the northbound Blanchard Road having the right

of way. The residential driveway is assumed STOP controlled. The attached Figure 1 shows the intersection location.

The purpose of this evaluation is to explore alternatives for control for the intersection. It should be noted that a similar intersection evaluation was completed by Gorrill Palmer (GP), dated November 11, 2015. To evaluate the existing and potential intersection control, Gorrill Palmer (GP) based this evaluation on the following information:

- Turning movement counts and observations
- MaineDOT Crash Data
- Capacity Analysis

The above information is described in more detail as follows:

EXISTING TRAFFIC VOLUMES

GP completed turning movement counts at the intersection of Blanchard Road and Skillin Road on April 27, 2023, from 6:30 AM to 9:30 AM and again from 3:00 PM to 6:00 PM. The resulting unadjusted peak hours were from 7:15-8:15 AM and 4:30-5:30 PM as shown on the attached Figure 2. As can be seen from the traffic volumes, the predominant movement in the AM peak hour is the right turn from Skillin Road onto Blanchard Road. In the PM peak hour, the predominant movement was the reverse movement of a northbound left turn from Blanchard Road onto Skillin Road.

According to the MaineDOT Public Map Viewer, the annual average daily traffic (AADT) volumes are as follows in order of highest to lowest:

- Blanchard Road southerly leg - 2,470 vehicles
- Skillin Road westerly leg - 2,200 vehicles
- Blanchard Road northerly leg - 1,690 vehicles

As seen from the AADT volumes, they are consistent with the peak hourly volumes as to which legs experience the highest volumes. Also attached, please find ATR traffic volume information provided on the MaineDOT interactive count site for the three approaches to the intersection.

SAFETY REVIEW

Crash History:

To complete the safety review, the latest three-year crash history (2020-2022) was requested from MaineDOT and reviewed to determine if the intersection is a high crash location. To evaluate whether a location has a crash problem, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met to be classified as a HCL. The criteria are as follows:

- I. A critical rate factor (CRF) of 1.00 or more for a three-year period. A CRF compares the actual crash rate to the rate for similar intersections in the state, A CRF of less than

1.00 indicates a rate of less than average **and:**

2. A minimum of eight crashes over the same three-year period.

Based on a review of the three-year crash history information, the intersection is not classified as a high crash location. According to the data, the intersection experienced one reportable crash in that three-year history and has a critical rate factor of 0.59. The crash data used for this evaluation is attached.

POTENTIAL ALTERNATIVES

There are three scenarios that can be realistically considered (No control is not realistic, and the intersection would not meet warrants for signalization) as follows:

1. Keep the existing configuration with two stop-controlled legs, Skillin Road and southbound Blanchard Road.
2. Just stop the Skillin Road approach and allow both legs of Blanchard Road be free flow. This would be the more conventional configuration.
3. Have an All-Way Stop control where all approaches are required to stop.

Each of the three scenarios is described in more detail as follows:

Scenario 1 – Maintain Existing Control

This option would maintain the existing stop on two approaches: one on Skillin Road and one on Blanchard Road southbound. Given the “T” intersection configuration, it is reasonable that the Skillin Road approach, which is the stem of the “T” intersection, would be stop controlled. However, based on a field review of the intersection, and a review of the traffic volumes, there does not appear to be a reasonable explanation as to why the Blanchard Road southbound approach is currently stop controlled, other than to allow the higher volume PM peak hour left turn movement on Blanchard Road the right of way. There were some field observations that indicated that some drivers approaching southbound on Blanchard Road presumably thought the opposite direction of Blanchard Road also stopped because they pulled out in front of left turning vehicles onto Skillin Road. We also witnessed some left turning vehicles from Blanchard Road hesitating when they took a left onto Skillin Road when another vehicle approached in the opposite direction, since the convention would be to yield the right of way. It should be noted that there is no sign for Blanchard Road southbound that informs a driver that the northbound traffic has the right of way. These are all similar observations that were made when the intersection was evaluated in 2015.

Scenario 2 – Stop Control on Skillin Road Only

Convention for an intersection configuration such as this would have Skillin Road, the stem of the “T” intersection, come to a stop. We recommend that regardless of the control on the other Blanchard Road approaches, that the stop control on this approach be maintained.

Scenario 3 – Multi-Way Stop Control

The Manual on Uniform Traffic Control Devices (MUTCD) is the national standard for guidelines regarding appropriate control (signalized or stop) at intersections. The following guidance is from the MUTCD (*shown in italics*) followed by our response:

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

Response: Based on our preliminary review of the data, it is our opinion that a traffic signal would not be warranted at this location.

B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

Response: As stated previously, there was only one crash in the three-year study period. Therefore, the crash data does not meet the above criteria.

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and

Response: Based on a review of both the GP count data and the ATR count data provided on the MaineDOT Interactive count data site (information attached), the major street volumes only appear to meet or exceed the 300 vehicles per hour threshold for approximately one hour, which is well below the required eight hours.

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

Response: Based on our observations, there was minimal pedestrian and bicycle activity through this intersection. Based on a review of the MaineDOT ATR data, this criterion would not be met.

3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

Response: The speed limits on the three approaches are all less than 40 mph, so the criteria cannot be decreased.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Response: Criteria B, C.1, and C.2 are not all satisfied to 80 percent of the minimum values.

Based on the above review and MUTCD guidance, a multi-way stop controlled intersection should not be considered.

CAPACITY ANALYSIS

To further investigate the potential alternatives for traffic control for the intersection, GP completed a capacity analysis for the intersection under scenarios 1 and 2 as identified previously:

1. Keep the existing configuration with two stop-controlled legs, Skillin Road and southbound Blanchard Road.
2. Just stop the Skillin Road approach and allow both legs of Blanchard Road be free flow. This would be the more conventional configuration.

As identified previously, scenario 3 was eliminated because it does not meet MUTCD guidance.

Scenarios 1 & 2 were evaluated using the Synchro/SimTraffic (Version 11) computer modeling software and the 2023 Design Hourly Volumes (Figure 3). Level of service rankings are similar to the academic ranking system where an 'A' is very good with little control delay and an 'F' represents very poor conditions. The following table summarizes the relationship between control delay and level of service for an unsignalized intersection:

Table 1 - Level of Service Criteria for Unsignalized Intersections

Level of Service	Control Delay per Vehicle (sec)
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

The results of the 2023 capacity analysis for the two scenarios are summarized in the following Table 2. The delay is rounded up to the nearest second. The detailed analyses are attached.

Table 2 - Blanchard Road and Skillin Road Capacity Analysis Results

Approach	AM Existing		AM Skillin Stop Only		PM Existing		PM Skillin Stop Only	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Blanchard / Skillin								
Blanchard SB	6	A	1	A	6	A	1	A
Blanchard NB	1	A	2	A	1	A	3	A
Skillin Rd NE	5	A	5	A	6	A	6	A
Driveway SW	6	A	7	A	6	A	7	A
Total Inter.	4	A	3	A	4	A	4	A

NB = Northbound, SB = Southbound, NE = Northeast Bound

As shown in the table, both scenarios show the intersection is forecast to operate at high levels of service.

TRAFFIC CONTROL RECOMMENDATION

Based on field observations, turning movement volumes, MUTCD evaluation, and capacity analysis, GP recommends that the intersection of Blanchard Road with Skillin Road reduce the existing traffic control from two approaches to just one on the Skillin Road approach. The intersection does not meet the MUTCD multi-way stop criteria so that is not an option. Should the Town decide to pursue this option, we recommend that drivers be informed of the change at least one week prior to the change via use of variable message boards and advanced signage on each approach be erected informing drivers of the type of control to be expected.

It should be noted that this is the same conclusion reached in the 2015 evaluation.

23 – 056 To set a Public Hearing date of June 5th to consider and act on the recommendation of Gorrill Palmer Engineers re: the intersection of Blanchard and Skillin Roads.

Motion by Councilor Copp, seconded by Councilor Segrist, to set a Public Hearing date of June 5th to consider and act on the recommendation of Gorrill Palmer Engineers re: the intersection of Blanchard and Skillin Roads.

VOTE: 7-0 UNANIMOUS

V. NEW BUSINESS

Town Manager Shane – there will be a meeting this Thursday evening at 6:00 p.m. at the West Cumberland Hall regarding the proposed roundabout on Route 100.

The Memorial Day parade will begin at 10 a.m. This is always a great community event.

The Town Council will hold a workshop on June 5th at 6:00 p.m. with the Hedgerow Drive neighborhood to discuss traffic concerns around Val Halla.

Councilor Copp – he donated \$20 to the 4-H fund that benefits the Food Pantry. This is a very worthy cause and he urged others to donate.

The entire Town should consider attending the meeting on Thursday evening regarding the roundabout. There will be a lot of good information shared regarding the project.

Councilor Filson – a big thank you to all the Council members who showed up very early last Saturday to walk through Twin Brook to see the invasive management plan. A shout out to the Lands & Conservation Commission for educating people on what they can do in their own yards.

Sally Stockwell, of the Lands & Conservation Commission Forestry Subcommittee has a great article in this quarter's Maine Audubon Habitat entitled Think Globally, Manage Locally. It is a great read.

Councilor Vail – for many years, he has wanted a place in our Town for our elderly residents, such as a nursing home or assisted living facility. He has learned in recent years how expensive it is and how few opportunities there are for people. One of the things that has occurred to him is the lack of housing for

people to reside in their own community for the rest of their lives. His elderly uncle, who lives in Portland, lived his whole life in Falmouth and dedicated his life to public service there. Now he has no connection to his own community. We will have some opportunities this year to explore housing options and he wants to keep that on the forefront of the Town Council minds that this is something we need to achieve.

Councilor Segrist – LD1345, which is the Senior Property Tax Deferral legislation that we have introduced through Representative Moriarty, will be workshopped by the Tax Committee in Augusta on Thursday. Representative Moriarty will monitor it and he will keep everyone posted.

Councilor Edes – thank you to the Historical Society for the nice gesture that they did for Pete Bickmore during the scavenger hunt and thank you to the Greely football team for helping Pete by cleaning up his yard. He and Pete are best friends, and Pete has a health related struggle ahead of him. He was very appreciative of these nice gestures.

Councilor Storey-King – access to many videos is now available on the Prince Memorial Library website.

Congratulations to Library Director, Thomas Bennett on his article “Public Archeology in Cumberland and Beyond” that was published in the Maine Archeological Society Bulletin.

She visited the Historical Society today and was shocked by the number of volunteers who were there working. Then when she left, she noticed that the Friends of the Library were working in the gardens around the library. Thank you to all the volunteers who do so much in our Town.

Last Thursday, she went to Augusta to testify on LD209. She spent hours writing a testimony and was only allowed to speak for 2 minutes. There will be a work session this Thursday, but she is not able to attend.

Absentee voting is available now. Thank you to the friendly employees in the Town Clerks office. She brought her mom to Town Hall to get her ballot.

She wished everyone a pleasant Memorial Day. Her dad’s committal service will be on June 1st. Afterward, everyone is invited to the Storey barn to remember Harland.

Every year, the Storey family gives a scholarship to a hardworking senior from Cumberland. She is pleased to announce that this year’s recipient is none other than Matthew Bolduc, our Assistant Manager Chris Bolduc’s son.

Chairman Foster – it’s National Public Works week. A big thank you to all of our Public Services employees for all they do.

She also made a donation to the 4-H fund that benefits the Food Pantry.

VI. EXECUTIVE SESSION pursuant to 1 M.R.S.A., § 405(6)(A) re: Town Managers evaluation.
Motion by Councilor Segrist, seconded by Councilor Copp, to recess to Executive Session pursuant to 1 M.R.S.A., § 405(6)(A) re: Town Managers evaluation.
VOTE: 7-0 UNANIMOUS
TIME: 9:27 P.M.

Reconvene to regular session at 10:15 P.M.

VII. ADJOURNMENT

Motion by Councilor Copp, seconded by Councilor Edes, to adjourn.

VOTE: 7-0 UNANIMOUS

TIME: 10:15 P.M.

Respectfully submitted by,

Brenda L. Moore
Council Secretary