

Salisbury Pathways Committee

Twenty Fourth Meeting

Date and Time: Monday, January 9, 2017, at 5:30 p.m.

Location: Salisbury Town Hall, Downstairs Meeting Room, first floor.

Present: Chris Williams, Pat Hackett, Kitty Kiefer (via the phone), Natalia Smirnova (via the phone).

Minutes:

5:35 p.m. – call to order – Kitty connected at 5:32 p.m.; Natalia connected at 5:35 p.m.

1. Approval of the minutes of December 12, 2016.
Minutes approved unanimously.
2. Natalia is to report about RSA submission to Town's web – site and contacting DOT to let them know about the map and the probing.
 - Natalia reported that the RSA report is on the Town's web site under "Town Documents" tab: <http://salisburyct.us/documents> . Natalia also reported that she sent the e-mail to DOT to alert them that we have posted the RSA on the town web site.
 - Kitty reported that Board of Selectmen is supportive and approved resolution on sidewalk probing between Lakeville and Salisbury on Rt. 41/44/.
3. Pat is to report on the progress of investigation of the maps on file at Town's Clerk office to find more evidence of what pathways existed previously and how those relate to the current CT Right of Way (ROW).
 - Pat reported that he did not find any state maps. He will look into deeds to get more precise property line information.
4. Kitty is to report if contractor was selected for the Town Hall handicap access construction. This is to approach the selected contractor to find out (1) the unit cost of the revitalizing the old pathways along route 41/44, and (2) the opportunity for the revitalizing work to be on the tail of the other two jobs.
 - Kitty reported that she will get per foot cost information from Curtis Rand. She will also approach Salisbury Land Trust on these two issues.
5. Citizens Comments. -- No citizens were present.
6. New business.
 - Chris went to Fire Department for the informational meeting. All of them are on board with making Fire House compliant with the emergency shelter status and are supporting the work of this committee.

Meeting adjourned at 5:50 p.m.

Minutes respectfully submitted by Natalia V. Smirnova, Secretary, on January 13, 2017.

Salisbury Pathways Committee

Twenty Fifth Meeting

Date and Time: Monday, February 6, 2017, at 5:30 p.m.

Location: Salisbury Town Hall, Downstairs Meeting Room, first floor.

Present: Chris Williams, Pat Hackett, Kitty Kiefer (via the phone), Natalia Smirnova.

Minutes:

5:30 p.m. – call to order – Kitty connected at 5:30 p.m.

1. Approval of the minutes of January 9, 2017.
 - Minutes approved unanimously.
2. Kitty is to report if she got a per foot cost of revitalizing the old pathway along route 41/44 from Curtis Rand.
 - Kitty reported that she did not get the estimates from Curtis Rand. However, she reported that she talked to Woody Mather, contractor selected for Lakeville Intersection work. Woody Mather will give the per foot costs estimates when his company starts working on the Intersection in March.
3. Kitty is to report if she approached Salisbury Land Trust on two issues: (1) the unit cost of the revitalizing the old pathway along route 41/44, and (2) the opportunity for the revitalizing work to be on the tail of the other two jobs.
 - Kitty reported that she did not approach the Salisbury Land Trust since she obtained the agreement from Woody Mather (see (2)) and we will wait for the estimate from him.
 - Kitty reported that Curtis Rand will pull the permit for the revitalizing work when time comes. No problem there.
4. What to do next? – discussion among Committee members.
Committee members discussed and came up with the **plan of action**:
 - a. Obtain permit – ask Curtis Rand;
 - b. Obtain cost per foot – ask Woody Mather;
 - c. Funding – make sure the Town allocates additional \$12,000 into Pathways budget line. Make sure that the funding accumulates through the years. Chris Williams is to make sure that we have \$24,000 in our budget during the next budget cycle.
 - d. Replacement of Peggy O'Brien – Peggy temporarily left the area, so we need to find her replacement for the Committee.
5. Citizens Comments. – No citizens present.
6. New business. – Keep talking to people about revitalizing the existing pathways along route 41/44.

Meeting adjourned at 5:51 p.m.

Minutes respectfully submitted by Natalia V. Smirnova, Secretary, on February 9, 2017.

Salisbury Pathways Committee

Twenty Sixth Meeting

Date and Time: Monday, March 6, 2017, at 5:30 p.m.

Location: Salisbury Town Hall, Downstairs Meeting Room, first floor.

Present: Chris Williams, Pat Hackett, Natalia Smirnova.

Minutes:

5:35 p.m. – call to order.

1. Approval of the minutes of February 6, 2017.

- Minutes approved unanimously.

2. Report on Plan of Action developed on February 6:

Kitty Kiefer sent her comments via the text message:

- a) Contractor for the isle for 44/41 intersection in Lakeville will handle the permit for the revitalization of the sidewalk along route 44/41 from the library towards Salmon Kill. The same contractor will provide cost per foot.
- b) Town allocated additional \$12,000 into Pathways budget line at the Selectmen's meeting. We must make sure that the funding accumulates through the years. Chris Williams is to make sure that we have \$24,000 in our budget during the next budget cycle.

Discussion: after the budget is approved in May, we will proceed to revitalize the sidewalk.

- c) Replacement of Peggy O'Brien – Peggy temporarily left the area, so we need to find her replacement for the Committee.

Discussion: Pat has somebody in mind. We will setup a Special Meeting to accommodate the scheduling constraints of a potential committee member, where we will interview that person.

3. Citizens Comments: No citizens present.

4. New business:

Discussion: we discussed if it makes sense for this Committee to meet every 3 months. We will think about it and discuss next time.

Meeting adjourned at 6:00 p.m.

Minutes respectfully submitted by Natalia V. Smirnova, Secretary, on March 9, 2017.

Salisbury Pathways Committee

Twenty Seventh Meeting

Special Meeting

Date and Time: Wednesday, May 10, 2017, at 5:30 p.m.

Location: Salisbury Town Hall, Downstairs Meeting Room, first floor.

Present: Chris Williams, Pat Hackett, Natalia Smirnova, Kitty Kiefer.

Minutes: 5:30 p.m. – call to order.

1. Approval of the minutes of March 6, 2017.

Minutes approved unanimously.

2. Sidewalk unit cost, permit for work b/t SML and SKR.

The sidewalk revitalization between the Scoville Library and the Salmon Kill Road will be done by Mather Corporation, the company which is doing the Lakeville 41/44 Intersection, as an add-on project. Mather Corp. will be securing the permit and then will give us the estimate. First Selectman Rand is on board with this plan. Chris Williams is assigned to be a point person with the Town Hall and Mather Corp. on this project.

The time-line: Mather Corp is starting to work on the intersection now and will continue through the summer. We hope that they will either do the sidewalk revitalization add-on at the end of their intersection work, or will squeeze it in during the summer when they have a window.

Outreach: Kitty will write an article about the revitalization project for Lakeville Journal showcasing the archival materials (Including pictures) of the old sidewalk that we discussed in prior meetings (see minutes from 2015). Kitty is to present a draft of the Letter to the Editor for discussion at this committee's meeting on June 5th.

3. Replacement of the Committee member.

We need to recruit new committee members since Peggy left and Kitty will be resigning after November. Discuss nominations next time.

4. FY 17-18 Budget progress and its impact on the Pathways.

Town budget has an additional \$12,000 allocated to the Pathways Committee for 2017-2018 fiscal year. So we should have \$24,000 in our "bucket" starting July 1, so we are ready to use this money for the revitalization sidewalk project from the Scoville Library to the Salmon Kill Road (described in point (2)).

In the Town Budget, we are under "Department 85 MISCELLANEOUS, Division 8540 Municipal Development". Our line in the town budget is #40-8540-0000-00-600 "Pathways". Attached is a page from the town budget proposal approved on May 10, 2017 showing our line.

5. Citizens Comments. No citizens were present.

6. New business. No new business was discussed.

Meeting adjourned at 5:45 p.m.

Minutes respectfully submitted by Natalia V. Smirnova, Secretary, on May 15, 2017.

TOWN PROPOSED 17-18 #4

TOWN OF SALISBURY

SB18PAY

Mon Mar 27 2017

Page: 10

bur330w//Year to Year Comparison/Detail Line Items/Order 12345 /Total YYYYYY /Page /Accounts 011401004 to 011409499ZZZZZZZZZZ

Fund 011/Description	Actual '15 Expenditures	Actual '16 Expenditures	Actual '17 Expenditures	Adjusted '17 Budget	Proposed '18 Budget	Dollar Change	Percnt Change
Department 80 GENERAL OBLIGATION	461,015.56	461,017.00	184,489.60	460,000.00	460,000.00	.00	.0
40-8510-0000-00-505 CEMETERIES	.00	.00	.00	2,000.00	2,000.00	.00	.0
Division 8510 CEMETERIES	.00	.00	.00	2,000.00	2,000.00	.00	.0
40-8515-0000-00-201 TELEPHONE	398.37	396.23	304.71	500.00	500.00	.00	.0
40-8515-0000-00-505 HISTORIC DIST COMM	1,453.33	3,011.81	.00	2,000.00	2,000.00	.00	.0
Division 8515 HISTORIC DIS. COM	1,851.70	3,408.04	304.71	2,500.00	2,500.00	.00	.0
40-8520-0000-00-505 SUNDRIES	3,440.41	2,805.00	2,973.82	5,000.00	5,000.00	.00	.0
Division 8520 SUNDRIES	3,440.41	2,805.00	2,973.82	5,000.00	5,000.00	.00	.0
40-8530-0000-00-505 COMMUNITY INFORMAT	6,202.95	17,495.01	8,138.06	10,000.00	10,000.00	.00	.0
Division 8530 COMMUNITY INFORMA	6,202.95	17,495.01	8,138.06	10,000.00	10,000.00	.00	.0
40-8540-0000-00-505 MUNICIPAL DEVELOPM	11,350.19	9,926.10	11,529.67	15,000.00	15,000.00	.00	.0
40-8540-0000-00-600 PATHWAYS	.00	.00	.00	12,000.00	12,000.00	.00	.0
Division 8540 MUNICIPAL DEVELOP	11,350.19	9,926.10	11,529.67	27,000.00	27,000.00	.00	.0
Department 85 MISCELLANEOUS	22,845.25	33,634.15	22,946.26	46,500.00	46,500.00	.00	.0
40-8640-0000-00-407 REPAIRS	3,589.36	2,729.61	1,499.61	5,000.00	5,000.00	.00	.0
Division 8640 RAILROAD STATION	3,589.36	2,729.61	1,499.61	5,000.00	5,000.00	.00	.0
Department 86 OTHER	3,589.36	2,729.61	1,499.61	5,000.00	5,000.00	.00	.0
40-9010-0000-00-800 HIGHWAY DEPT.	100,000.00	100,000.00	.00	150,000.00	200,000.00	50,000.00	33.3
Division 9010 HIGHWAY EQUIPMENT	100,000.00	100,000.00	.00	150,000.00	200,000.00	50,000.00	33.3
40-9030-0000-00-505 BRIDGE REPAIRS	10,000.00	10,000.00	.00	10,000.00	10,000.00	.00	.0
Division 9030 BRIDGE REPAIRS	10,000.00	10,000.00	.00	10,000.00	10,000.00	.00	.0
40-9050-0000-00-800 MUNICIPAL BLDG MAI	15,000.00	25,000.00	.00	50,000.00	40,000.00	10,000.00-	20.0-
Division 9050 MUNICIPAL BUILD MA	15,000.00	25,000.00	.00	50,000.00	40,000.00	10,000.00-	20.0-
40-9070-0000-00-505 MUNICIPAL IMPROVEM	70,000.00	50,000.00	.00	60,000.00	75,000.00	15,000.00	25.0
Division 9070 CAPITAL OTHER	70,000.00	50,000.00	.00	60,000.00	75,000.00	15,000.00	25.0
Department 90 CAPITAL	195,000.00	185,000.00	.00	270,000.00	325,000.00	55,000.00	20.3
40-9210-0000-00-190 194 OFFICE	.00	.00	355.43	.00	.00	.00	
40-9210-0000-00-194 NEW FIRE HOUSE	10,105.97	8,872.47	7,708.81	12,000.00	12,000.00	.00	.0
40-9210-0000-00-200 OLD FIRE HOUSE	4,111.11	1,828.17	625.00	.00	.00	.00	
40-9210-0000-00-210 WHITE HOUSE	624.57	.00	.00	.00	.00	.00	
40-9210-0000-00-300 194 UPPER RENTAL	190.00	.00	.00	.00	.00	.00	
40-9210-0000-00-310 194 LOWER	89.48	.00	.00	.00	.00	.00	
40-9210-0000-00-320 194 WAREHOUSE	4,803.32	2,085.33	5,719.93	.00	.00	.00	
40-9210-0000-00-335 PADDLE TENNIS	.00	.00	.00	.00	.00	.00	
40-9210-0000-00-400 FITTING HOUSE	5,951.69	4,290.37	2,695.31	.00	.00	.00	
40-9210-0000-00-450 TRUST FEES	.00	664.85	.00	.00	.00	.00	
40-9210-0000-00-500 LOCIP	16,600.00	190,715.01	.00	.00	.00	.00	
40-9210-0000-00-505 OTHER	.00	10,000.00	.00	.00	.00	.00	
40-9210-0000-00-510 STEAP	135,700.40	55,287.12	.00	.00	.00	.00	

Salisbury Pathways Committee

Twenty Ninth Meeting

Special Meeting

Date and Time: Monday, July 17, 2017, at 5:30 p.m.

Location: Salisbury Town Hall, Downstairs Meeting Room, first floor.

Present: Chris Williams, Pat Hackett, Natalia Smirnova, Kitty Kiefer (via conference call).

Minutes:

5:34 p.m. – call to order.

1. Approval of the minutes of June 5, 2017.

Minutes approved unanimously.

2. Discussion of the draft of the Connecticut Community Connectivity Grant Program (CCGP)

Application.

Discussion was active with comments from citizens that were present as we went line by line of the application draft.

The edited version of the draft is attached.

The application is to be send to Curtis Rand for required signatures.

The application is to be submitted by August 1, 2017.

Meeting adjourned at 6:57 p.m.

Minutes respectfully submitted by Natalia V. Smirnova, Secretary, on July 24, 2017.

Application

Connecticut Community Connectivity Grant Program (CCGP) Application

Please read this information before completing the application.

The Community Connectivity Program, part of Governor Dannel P. Malloy's Let'sGoCT! Transportation initiative, seeks to improve accommodations for bicyclists and pedestrians in urban, suburban and rural community centers. These community centers serve as a place where people can meet for social, educational, employment and recreational activities. The goal of the Program is to make conditions safer and more accommodating for pedestrians and cyclists, thereby encouraging more people to use these healthy and environmentally sustainable modes of travel.

Grants will be awarded by the Connecticut Department of Transportation in accordance with the CCGP guidelines.

THIS APPLICATION, ITS RECEIPT, AND/OR ANY SUBSEQUENT ANNOUNCEMENT OR NOTIFICATION OF AN AWARD ASSOCIATED WITH THIS APPLICATION, DOES NOT CONSTITUTE A CONTRACT. A CONTRACT EXISTS ONLY WHEN ALL REQUIRED CONTRACTUAL DOCUMENTS ARE SUBMITTED AND APPROVED BY THE ADMINISTERING STATE AGENCY, AND THE MUNICIPALITY IS NOTIFIED THAT THE CONTRACT IS FULLY EXECUTED.

<p>State of Connecticut</p> <p>Connecticut Department of Transportation</p> <p>APPLICATION FOR FY 2018 COMMUNITY CONNECTIVITY GRANT PROGRAM FUNDING</p>
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Section 1 – Identification and Documentation

Each Municipality is eligible to submit one (1) application per solicitation for this program. **Please submit your completed CCGP application and required documents electronically to: CTDOT.CCGP@ct.gov**

Applicant Municipality:

Tax ID (FEIN) No.: _____

Authorized Signatory Information: (Note: Authorized Signatory must be the Chief Municipal Official or a designee of)

Full Legal Name: _____

Title: _____

Email Address: _____

Telephone Number: _____ Ext: _____

Street Address / PO Box: _____

Zip Code: _____

Applicant Information:

Name: _____

Telephone Number: _____ Ext: _____

Email Address: _____

Proposed Project Information:

Project Name:

Proposed Project Information (continued):

Project location (street address, GPS coordinates, etc.):

Street Name (and State Route number if applicable):

Closest intersecting street(s):

Does this project impact state-owned property (i.e.: state facilities, state roads and/or bridges, state parks, forests or other state-owned land.) If yes, please provide the location and a brief explanation.

Refer to the “Primary Eligible Project Types” Table under the “Activities Eligible for Funding Under the CCGP” section of the Guidelines, and categorize (as close as possible) the type of improvement(s) that CCGP funds will be used for:

Project type code(s):

Other:

What type(s) of facilities does this project propose to improve the connectivity of:

- ☐ Community/Central Business Centers
- ☐ Commercial District (Shopping/Dining)
- ☐ Employment Centers
- ☐ Religious Facilities
- ☐ Residential

- ☐ Education Centers (Schools)
- ☐ Tourist Sites
- ☐ Transit Facilities
- ☐ Other _____

Project Cost / Funding Requested

Requested amount of funding for this project (cannot exceed \$400,000):

\$ _____

Please submit the following additional information, as applicable:

- ☐ Site Location Map
- ☐ Property Boundary Map
- ☐ Project Plans / Concept Plans (if available)
- ☐ Proposed project schedule and duration of project
- ☐ Environmental site assessments

Please Answer the Following Additional Questions:

Should this project be awarded a CCGP grant, approximately how soon after the contract is fully executed, would construction activities begin?

- ☐ 30 - 60 days
- ☐ 60 – 90 days
- ☐ 90 - 120 days
- ☐ 120+ days

Please include any other relevant information you feel may be helpful:

Endorsement and Recommendation of Project

The following page titled “Endorsement and Recommendation of Project by the Municipality” must be completed and signed to certify that the project is endorsed by the Municipality.

Endorsement and Recommendation of Project by the Municipality

This page must be read and signed by the Authorized Signatory of the Municipality in order for the municipality/project to be considered for CCGP funding.

My signature below, as Authorized Signatory of the Municipality of, _____
indicates acceptance of the following and further certifies that:

1. I understand that should this grant application be approved, I will be required to sign an assistance agreement/contract with the assigned administering agency delineating the terms and conditions of this grant;
2. I will comply with any grant terms and conditions required by the administering agency;
3. I understand that various permits may be required by the administering agency as required by either the Connecticut General Statutes or Connecticut regulations;
4. I understand that funding associated with this grant application is one-time in nature and that there is no obligation for additional funding from the Connecticut Department of Transportation;
5. I understand that if this project warrants a Connecticut Environmental Policy Act (CEPA) review pursuant to Sections 22a-1 through 22a-1h of the Connecticut General Statutes that I will comply with such an environmental assessment. Further, if a CEPA is required, I understand that there are costs associated with such a review and that the Municipality is in a position to continue with the proposed project despite this cost;
6. I understand that this application will be examined by the Connecticut Department of Transportation for consistency with the State Plan of Conservation and Development and that I may be contacted if additional information is required for that review;
7. I understand that projects which convert twenty-five or more acres of prime farmland to a nonagricultural use will be reviewed by the Commissioner of Agriculture, in accordance with Section 22-6 of the Connecticut General Statutes; and
8. I will supply the Connecticut Department of Transportation with all documentation supporting my authority to enter into an assistance agreement, including but not limited to applicable certified minutes and by-laws from the Municipality denoting my authority to apply for the grant and the authority to enter into such an agreement should a grant be awarded.
9. I understand that if this application leads to the award of a CCGP funding for this project, that no payment will be made for project expenses incurred prior to the start date or after the end date (as set forth in the fully executed contract), without advance written approval by the administering state agency.
10. I have read, in full, the Connecticut Community Connectivity Grant Program (CCGP) Guidelines and Application.

Authorized Signatory's Name (Please Print) _____

Title _____

Signature _____ Date _____

Section 2 – Description of Project Purpose and Need

Provide a description of the proposed project which includes the purpose and need of the project. Please be as comprehensive as possible in the description. **Note: only capital projects will be considered:** new construction, expansion, renovation, or replacement projects for an existing facility or facilities. Maintenance type projects are not eligible.

Section 3 – Relation to Program Goal and Strategic Objectives

How does this project in my Municipality relate to the overall objective of the Community Connectivity Program? This section should clearly outline and describe the immediate and long term impact on connectivity within the community. Data should be provided to demonstrate how the program objective will be achieved through this project. Direct, positive, and immediate impact on community connectivity is the most highly desired outcome of the program.

Section 4 – Community Context and Benefits

How does this project fit into adopted strategic plans and/or stimulate additional investment, leverage other resources, and/or fit into regional initiatives? Clearly showing how the proposed project fits into a strategic approach to community connectivity is important in this criterion.

Section 5 – Cost Estimate

This information should answer the question of whether the project can be realistically completed within the proposed grant amount. Cost estimates are the primary form of providing this information and will be evaluated for their demonstrated ability to achieve the Program objective. For example, an infrastructure project application with evidence of scoping and/or engineering work can be expected to increase confidence in the resulting estimate.

A detailed cost estimate shall be submitted with this application. A blank cost estimate form can be found on the Community Connectivity Program webpage at: <http://ctconnectivity.com/ccgp/>

Preliminary Construction Cost Estimate

Salisbury

Connectivity and Safety: Salisbury Center School to Emergency Shelter

[illegible]

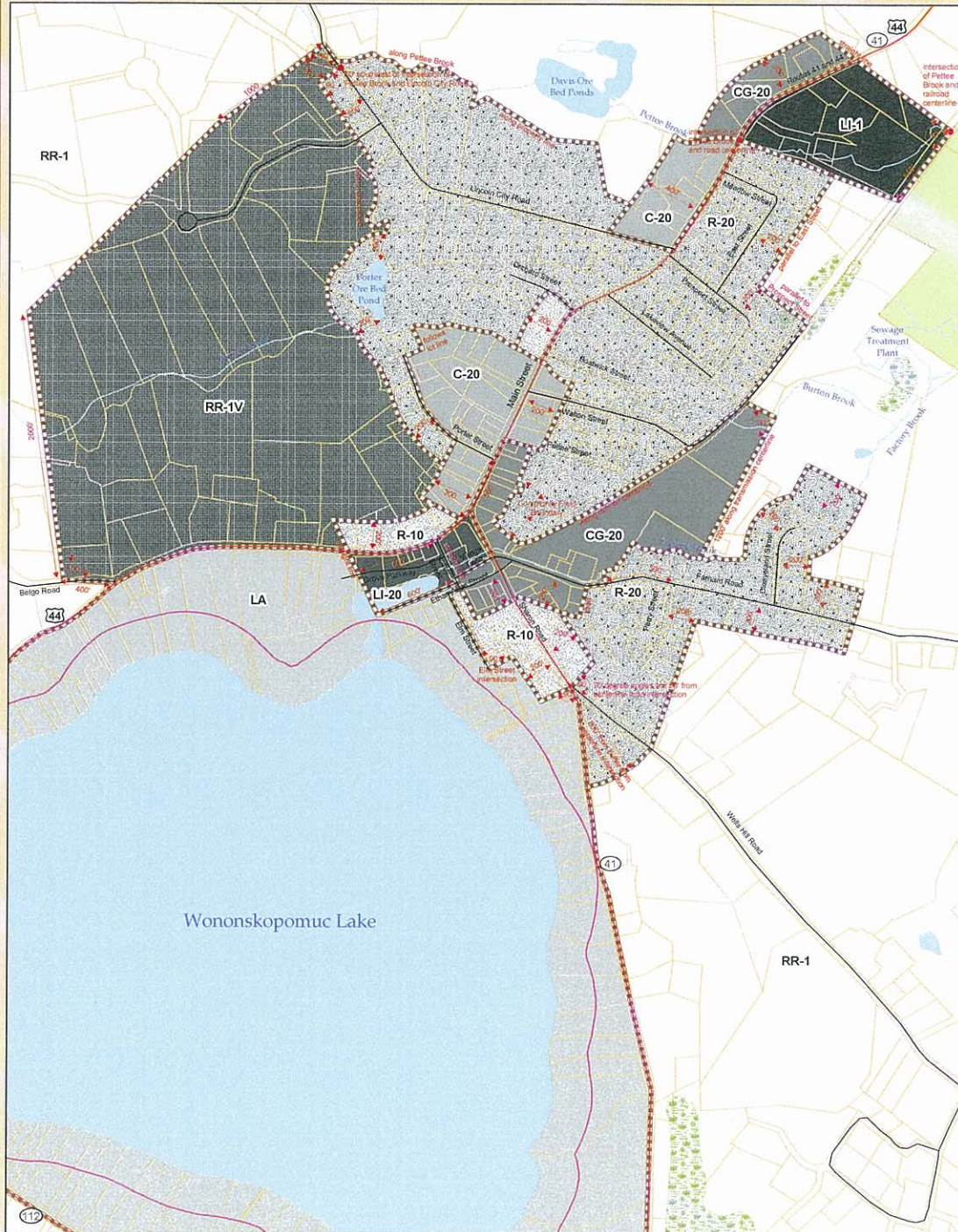
C Major and Minor Contract Items Subtotal (A + B)	\$ 312,199
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Clearing and Grubbing	(suggested 0% - 2%)	1.0	% of Line "C"	\$ 3,122
M & P of Traffic	(suggested 0% - 5%)	5.0	% of Line "C"	\$ 15,610
Mobilization	(suggested 2% - 10%)	2.0	% of Line "C"	\$ 6,244
Construction Staking	(suggested 0% - 2%)	2.0	% of Line "C"	\$ 6,244

CCGP Project Costs Summary			
Contract Cost Estimate (Line "G")			\$ 343,419
Contingencies	(suggested 0% - 10%)	8%	\$ 27,474
Incidentals	(suggested 0% - 10%)	8%	\$ 27,474
TOTAL PROJECT COST			\$ 398,367

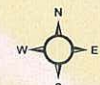
TOWN OF SALISBURY

Lakeville Village Zoning Map No. 3



Legend

- Lot Lines
- Protected Lands
- Zoning District**
 - C-20 Commercial
 - CG-20 General Commercial
 - LI-1 Industrial 1 Zone
 - LI-20 Industrial 20 Zone
 - LA Lakeside
 - R-10 Residence 10
 - R-20 Residence 20
 - RR-1V Rural Residence 1 Village
 - RR-1 Rural Residence 1
- Lake Protection Zone
- Roads**
 - State
 - Local
 - Unpaved
 - Railbed
- Waterbodies**
 - Water
 - Wetland



1:5,000

0 500 1,000 Feet

Map prepared by:
Kirk Sinclair, PhD GIS Manager
Housatonic Valley Association
150 Kent Road, PO Box 28
Cornwall Bridge, CT 06754

This is not to be construed as an accurate survey and is subject to change.

This is a special map including an aquifer zone and is not to be taken as an official zoning map of Salisbury.

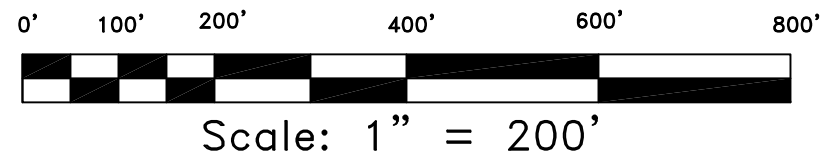
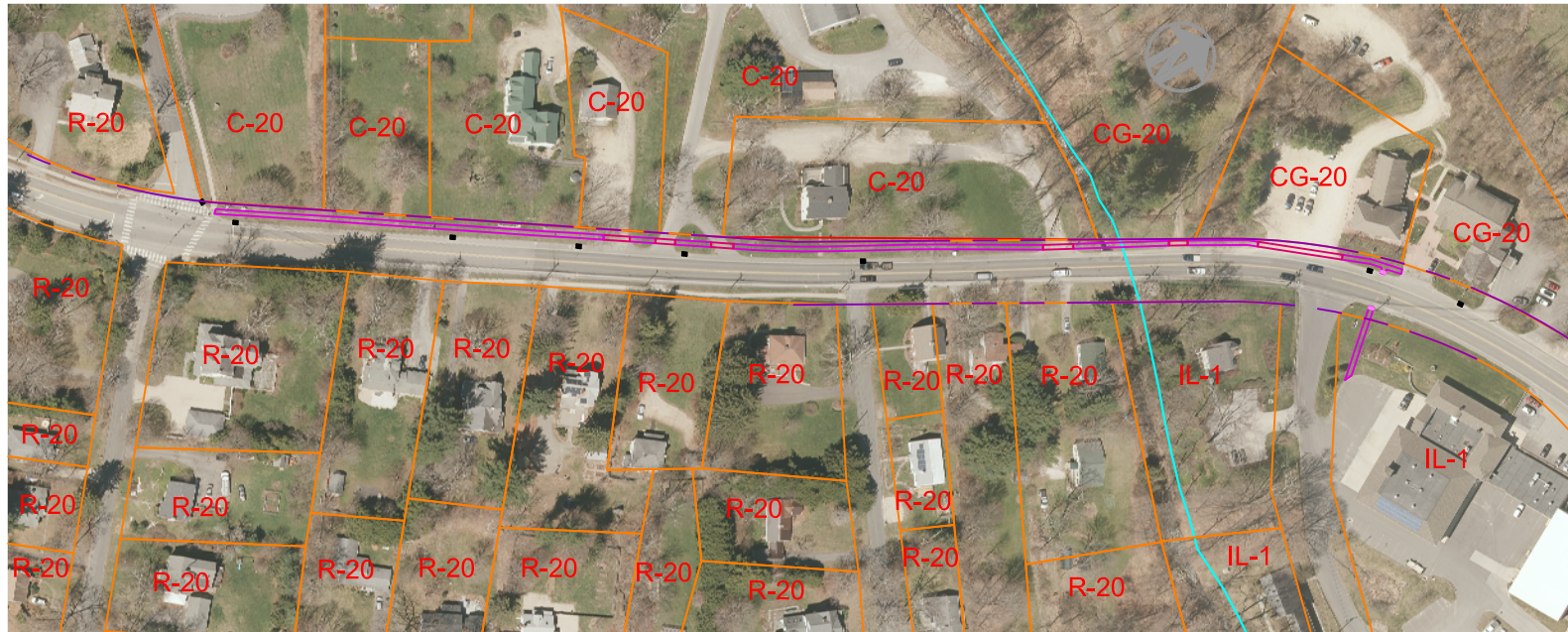
Zoning Districts were derived by using ArcGIS 9.1 to calculate distances from roads and angles as stipulated in existing Salisbury regulations and maps. See other Zoning Maps for close-ups of Salisbury and Lime Rock Villages.

Lot lines and protected parcels were digitized from Salisbury's tax assessor maps. All other datalayers were obtained from Connecticut's Department of Environmental Protection.

Revision	Date Passed	Effective Date
R-20	1 by EDG 09-20-1970	09-20-1970
CG-20	2 by EDG 10-26-1971	11-05-1971
RR-1	3 by EDG 10-26-1971	11-05-1971
RR-1V	4 by EDG 02-23-1973	02-23-1971
GIS format by HVA	09-04-2007	09-04-2007

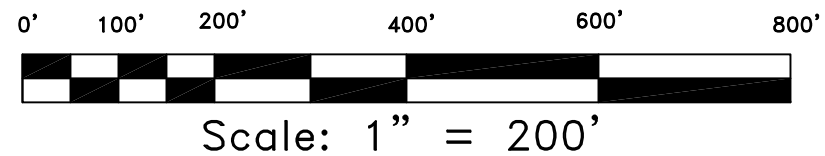
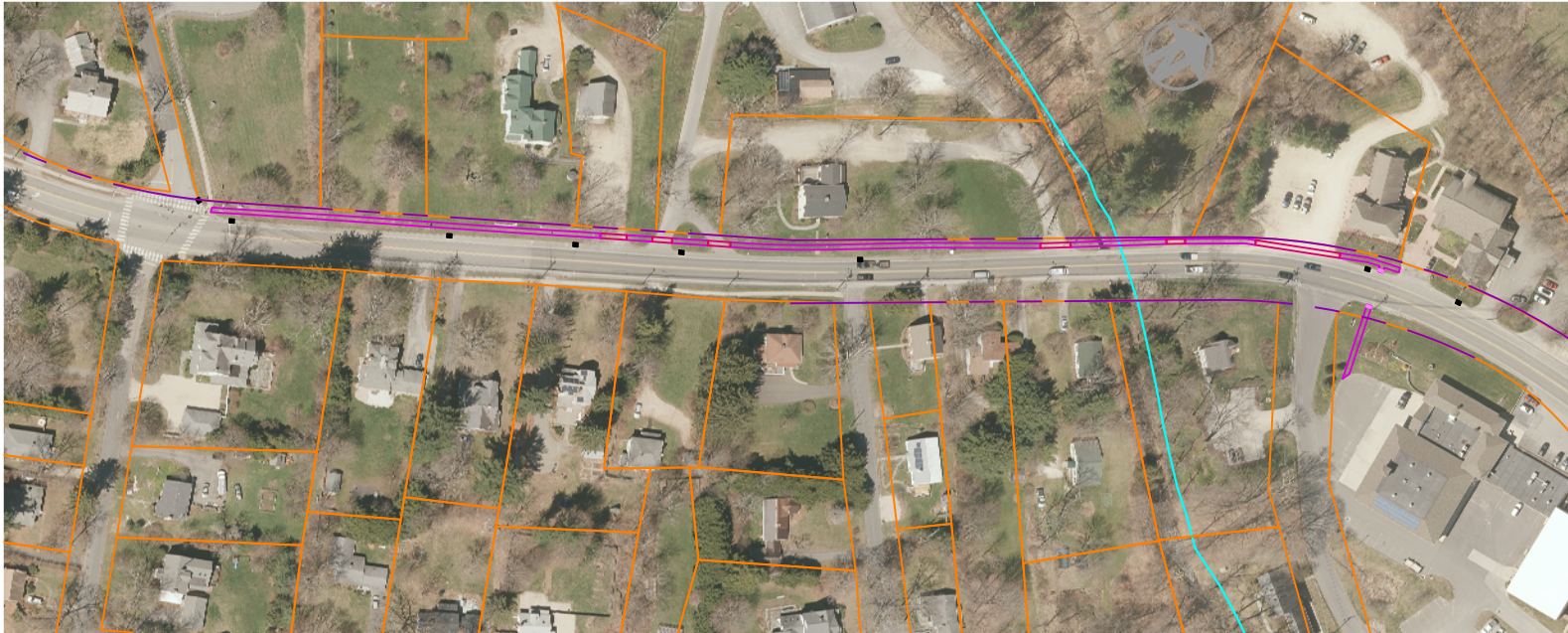


Connectivity and Safety: Salisbury Central School to Emergency Shelter



Zoning Map of Project Area

Connectivity and Safety: Salisbury Central School to Emergency Shelter



Property Tax Map of Project Area

Town of Salisbury

Salisbury Pathways Committee

Connecticut Community Connectivity Grant Program

Project Title:

“Connectivity and Safety: Salisbury Central School to Emergency Shelter”

<i>Proposed Project Schedule</i>					
				<i>Days</i>	<i>Date</i>
1	Application submission				8/1/2017
2	Acceptance date (estimated)			90	11/1/2017
3	Project design and bid packet development			90	2/1/2018
4	Bid date			30	3/1/2018
5	Project start date			60	5/1/2018
6	Project end date			210	12/1/2018
			Total days till completion	390	

4.2 Medium Term

1. Connect the school and emergency shelter with a sidewalk on the North side of the road if research shows a signal is possible.
 - a. Add pedestrian bridge over the brook.
 - b. Install actuated pedestrian signal and crosswalk in conjunction with emergency vehicle signal.
2. Improve Rail Trail crossing on Salmon Kill Road (signing, striping, some grading and clearing).

Figure 14 depicts some of the recommendations along Main Street.

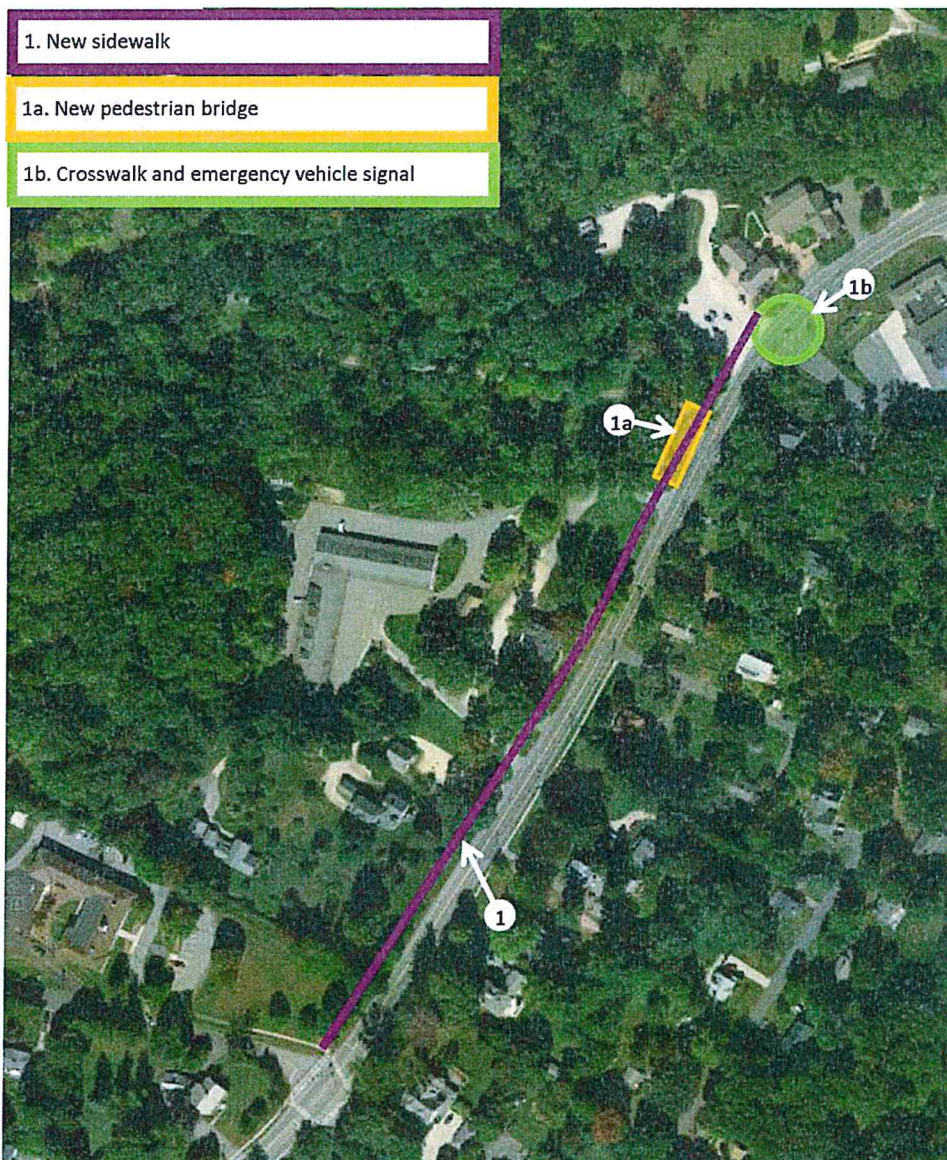
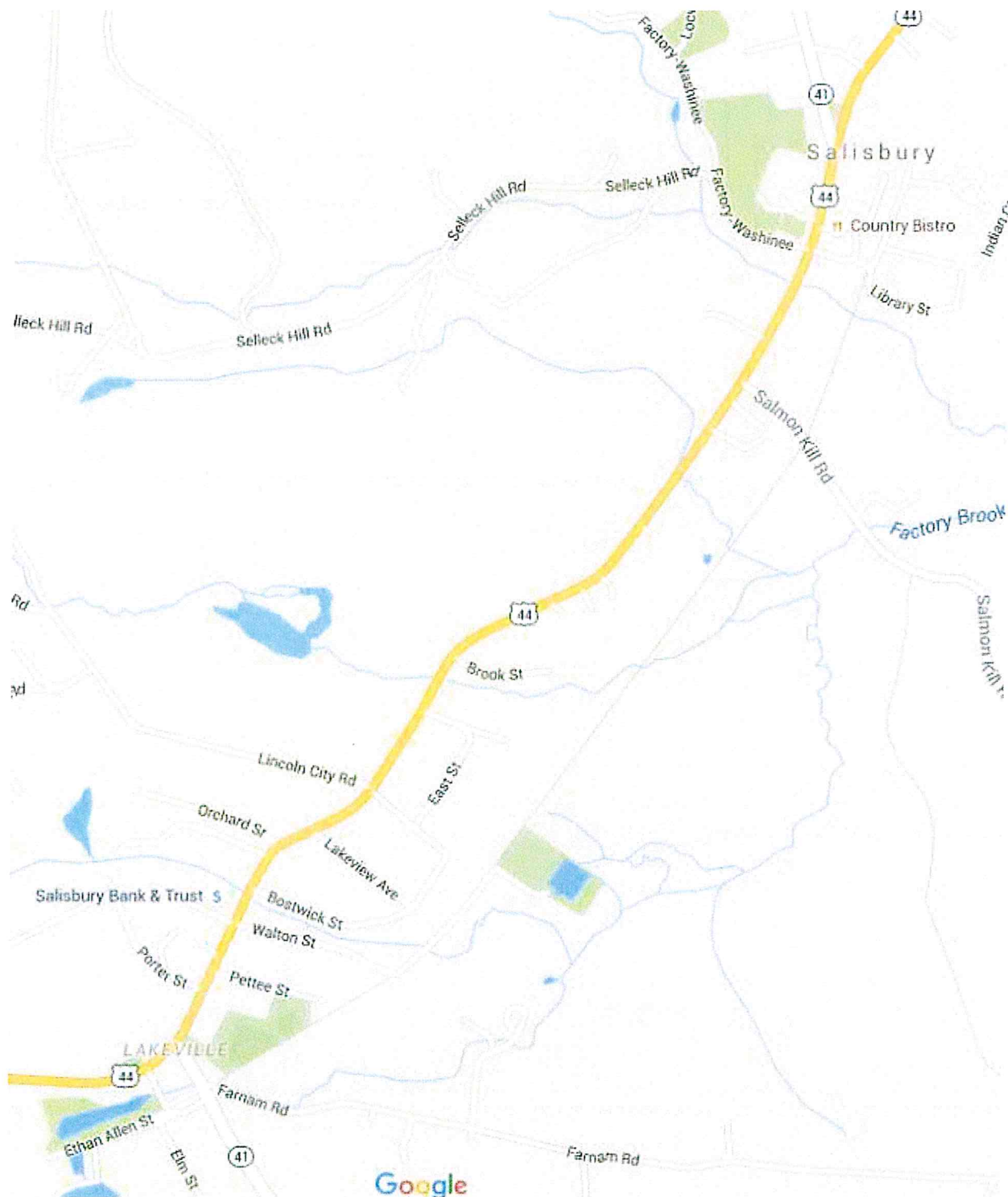
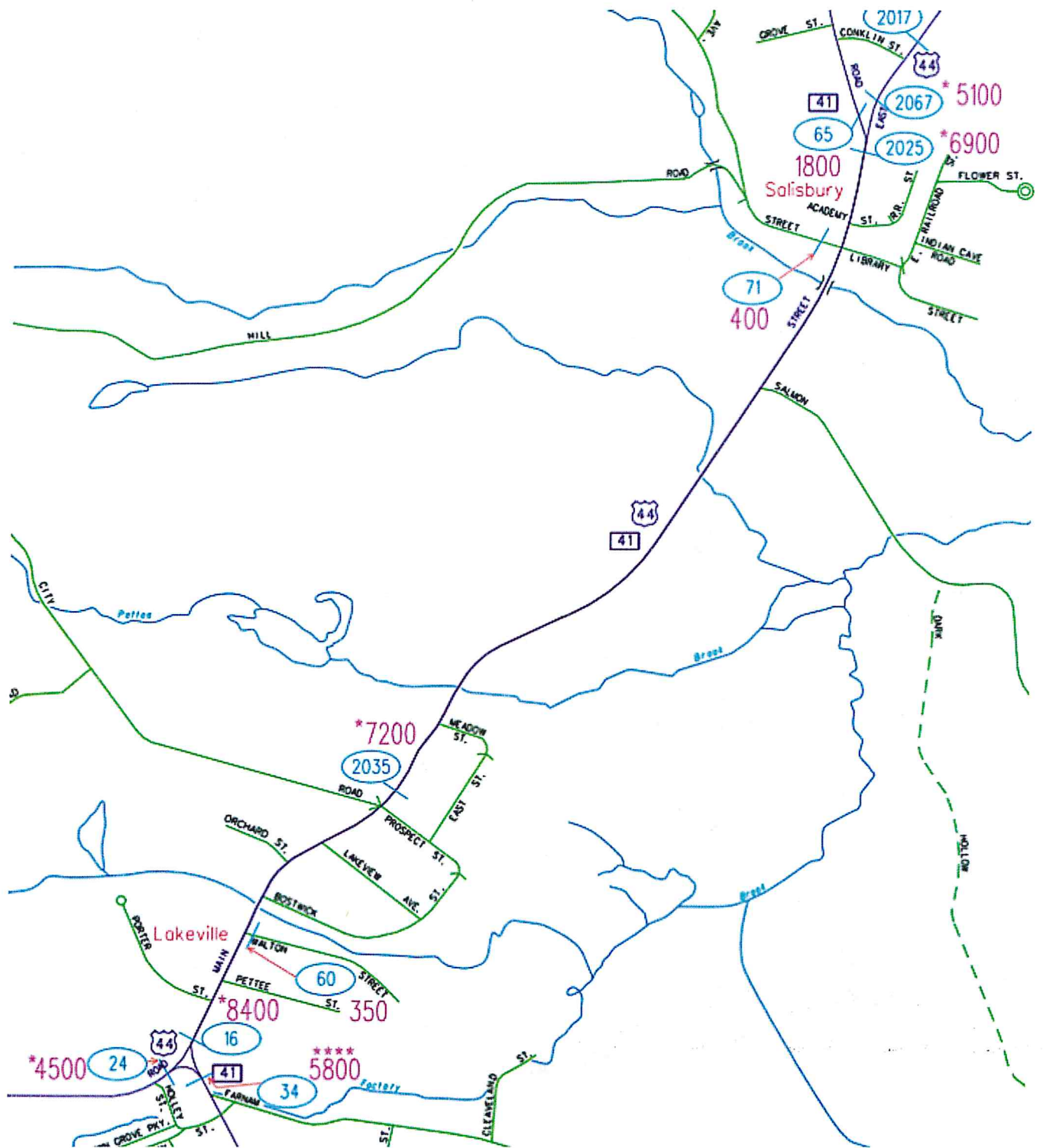


Figure 14. Medium Term Recommendations





**SALISBURY CENTRAL SCHOOL
P.O. BOX 1808
45 LINCOLN CITY ROAD
LAKEVILLE, CT 06039**

***Ms. Lisa Carter
Principal***

***Ph# 860-435-9871
Fax# 860-435-2689***

October 30, 2014

Dear Members of the Salisbury Pathways Committee:

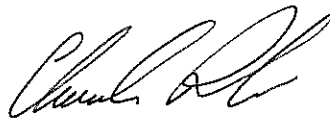
We are writing to express our support for the Salisbury Pathways sidewalk construction project. Each year we conduct an emergency evacuation to the Lakeville Hose Company. All of our students and faculty walk down Route 44 for this effort. Currently the sidewalk ends at Meadow Street. The proposed "Connector" project would continue the walkway all the way to the fire house and make our journey that much safer and easier. This is particularly important for students, faculty and staff who may be on crutches and/or using a wheelchair. In addition, in the event of an emergency that requires the use of both buildings (Salisbury Central is a designated emergency shelter); a complete sidewalk route would facilitate foot travel between the two buildings.

We hope that this input is helpful in your decision-making process.

Sincerely,



**Ms. Lisa Carter
Principal**



**Claude Rolo
Chairperson, Board of Education**

cc: Salisbury Board of Selectmen

Success For All

Salisbury Central School does not discriminate on the basis of race, color, national origin, sex, disability, or age in its programs and activities. The following person has been designated to handle inquiries regarding the non-discrimination policies: Director of Pupil Services, 236 Warren Turnpike Road, Falls Village CT 06031 Telephone: (860) 824-5639.

From: Rick Lynn <rlynn@northwesthillscog.org>
Date: December 4, 2015 at 1:48:24 PM EST
To: Curtis Rand <crand@salisburyct.us>
Cc: Jocelyn Ayer <jayer@northwesthillscog.org>, Katherine Kiefer
<katherine.kiefer.esq@gmail.com>, Jim Dresser <jdresser@snet.net>, Emily Egan
<eegan@salisburyct.us>, Tom Vannini <Thomas.Vannini@ct.gov>
Subject: Re: Sidewalk extension

Hi Curtis,

Each year DEMHS Region 5, which includes the Town of Salisbury, receives a few hundred thousand dollars for homeland security planning, training, exercising, and equipment. While local officials through the Regional Emergency Planning Team make decisions on how those funds are used, DEMHS has restricted the use to regionally significant items. If the new firehouse were to be classified as a regional emergency shelter, open to use by other towns, then a case could be made to allocate funds for the proposed sidewalk to enhance access to the facility. If you wish to explore this possibility further, please let me know. By copy of this email, I am advising Tom Vannini, DEMHS Region 5 Coordinator, of your question in case he knows of any other potential Homeland Security Grant funding for your proposed project. Best regards.

Rick

Rick Lynn, AICP
Executive Director
Northwest Hills Council of Governments
59 Torrington Road, Suite A-1
Goshen, CT 06756
Phone: (860) 491-9884
Fax: (860) 491-3729
email: rlynn@northwesthillscog.org

On Fri, Dec 4, 2015 at 11:39 AM, Curtis Rand <crand@salisburyct.us> wrote:

Hi Rick and Jocelyn, A major objective of the Salisbury Pathways Committee is to extend a portion of the sidewalk between Salisbury Central School and the new firehouse in between the villages of Lakeville and Salisbury. The firehouse is the emergency evacuation center for the school, and the portion of the sidewalk that has not yet been constructed needs to traverse a brook along Rt 44.

Question for you: do you know of any funds in Homeland Security that would allow us to extend this short section of sidewalk?

Thanks.

CR

DRAFT OF WHAT PATHWAYS
WANTS TO SEND

CURTIS RAND
FIRST SELECTMAN

Telephone: 860-435-5170
Fax: 860-435-5172
Email: townhall@salisburyct.us



TOWN OF SALISBURY
CONNECTICUT

Jim Dresser
Katherine Kiefer
Selectmen

Town Hall
P.O. Box 548
27 Main Street
Salisbury, Connecticut 06068

The Salisbury Pathways Committee is sending this letter to let you know about a sidewalk project in your area. This project is in the early stages of design.

Salisbury Central School has designated the Lakeville Hose Company's new station as the evacuation destination and safe haven for our Town's children, faculty and staff. The current sidewalk from the school to the fire station ends at Meadow St. Our project will extend the sidewalk from Meadow St. to Brook St., which will allow a safe path for all to the new Fire Station. A sidewalk will also allow pedestrian traffic from the Fire Station to the Center of Lakeville safe passage. The increased foot traffic will be an economic boost to businesses in the area as more people use the sidewalk. With the recent Town acquisition of the Brook St right of way (from Routes 44 & 41 to the Railway Ramble), Town residents will have easier access to bike and walk on the Ramble as well as the option to cross country ski in the winter months.

As earlier stated, we are in the early stages of feasibility and design. The proposed sidewalk location would be fully in the State's right of way and would conform to all statutes such as grade, safety, and handicap accessibility. This letter is to let you that we are working on this and welcome your input at any, and all phases of the project.

Thank you
Salisbury Pathway Committee

Members are: Katherine Kiefer, Natalia Smirnova, Christian Williams, Pat Hackett, and Peggy O'Brien

November 2, 2015

Salisbury Pathways Committee

December 17, 2014

The Salisbury Pathways Committee's first priority is construction of a sidewalk "connector" between the villages of Lakeville and Salisbury. Within the connector, the extension of the sidewalk from Meadow Street to Fire House is an immediate priority. This part of the road is considered an emergency evacuation route from Salisbury Central School (SCS) and currently is not suitable for safe walking from the school to the designated emergency shelter, which is the New Lakeville Hose Company fire house. The sidewalk currently ends at Meadow Street, and school children and staff walk directly on route 44, which is a state highway. Additionally, this route is not compliant with other federal regulations, such as handicap accessibility.

At its meeting on Monday, December 15, 2014, the Salisbury Pathways Committee decided to approach Salisbury Selectmen asking for funding of a feasibility study of the sidewalk extension between Meadow Street and the New Fire House in Lakeville. This request is for \$2,500 and will be made on Monday, January 5, at 4 p.m. at the Salisbury Selectmen meeting in Salisbury Town Hall.

All parents of SCS students, as well as all Salisbury residents, are invited to attend the Selectmen's meeting on January 5th at 4 p.m. to support this request.

EDITORIAL

A problem that can and should be fixed

One of the key responsibilities of our elected officials — and, really, those who work for the state in any capacity — is to insure the safety of the citizens within their domain. That means keeping the electricity and potable water flowing, and attempting to keep the streets personally safe, and safe to travel.

It’s hard enough to navigate our system of roads, with all the obstacles to keeping our attention on the road and avoiding other vehicles. But when a stretch of road is proven to be unsafe due to an issue with the road surface itself, it adds a variable that puts any driver, and any pedestrians and other drivers in the vicinity of that stretch, at unnecessary risk.

This is the case with Route 44 along Main Street in Lakeville, which two residents who are greatly affected by its bad curve, Nina and Brian Goodall, wrote about in a letter to the editor in this newspaper on May 25. The facts are important enough to repeat here: The Goodalls have kept track of the accidents that have happened along their property, which often result in their fence being taken down, from 2010 on. After having witnessed five crashes from 2010 to 2013, they successfully petitioned Salisbury’s first selectman, Curtis Rand, and then-state Rep. Roberta Willis to approach the DOT and try to find a solution. They did, and the DOT came up with the solution of scoring the road along the curve that had been so treacherous, especially in wet weather.

For three years, it worked. There were no accidents along that curve, despite plenty of wet and icy weather during the period.

But when the DOT resurfaced the road in 2016 as part of the ongoing road upgrades, despite assurances to the Goodalls that the road would be fine, the road became a danger once again: There have been three crashes along that same stretch just this year.

Now, with more road work happening in Lakeville this summer, the Goodalls are pleading for help from their elected officials and the DOT to solve this problem once again. The letter they sent to The Lakeville Journal also went to Rand and our current 64th District state Rep. Brian Ohler. While it may be understandable that with the Legislature in session, Ohler was immersed in the work of governing in Hartford, now that the session is done (with no budget, but that’s for another day’s discussion), it’s time to attend to the needs of his constituents where they live.

This is a problem that is fixable; it has been fixed before. Do those who can implement the solution really want to wait until one of the accidents on this curve results in more damage than a wrecked fence and vehicle? This is a direct request that the Goodalls hear from someone about this issue now; they have not heard anything as of this writing, and it’s been weeks.

Make Salisbury’s walkways safe

Would you like to walk safely between Salisbury and Lakeville villages? Would you like Salisbury Central School students, faculty and staff to safely reach the shelter at the new firehouse in case of emergency? Salisbury Pathways Committee, established two-and-a-half years ago, works hard to connect Salisbury and Lakeville villages with a pathway.

In 2016, Salisbury participated in the Community Connectivity Program undertaken by Connecticut DOT. A major component of this program is the Road Safety Audit, which is a formal safety assessment of the existing conditions of walking and biking routes and is intended to identify the issues that may discourage or prevent walking and bicycling. It was a qualitative review by an independent team experienced in traffic, pedestrian and bicycle operations. They assessed and reviewed factors that promote or obstruct safe walking and bicycling routes. The RSA team compiled a set of recommendations that are divided into short-term, mid-term, and long-term categories. The complete audit is available on the Town of Salisbury website (www.salisburyct.us/reports/Salisbury-RSA-Report.pdf).

We believe that walkability between our villages is important. Salisbury Central School and town firefighters are concerned about the safety of the evacuation route from the school to the firehouse, which is the designated emergency shelter. Children (and adults) can also use the pathways

along routes 41/44 to safely walk or bicycle to the Grove or to a school event. People who work in one village may safely walk for lunch or for other business to the other village instead of using a car. All of those walks promote healthy lifestyle, decreased emissions and increased environmental safety as well as safety for all.

When Salisbury Pathways Committee was first established, we studied the history of pathways and sidewalks in town. The connection between Lakeville and Salisbury did exist till the middle of the 20th century. The historical photographs of sidewalks can be found in the early minutes of the committee meetings on the town web site (or here: http://magic.lib.uconn.edu/magic_6/raster/37800/aerial/1934/07138_to_08399/CT1934_08184.pdf).

We are hoping to have the restoration of sidewalk between the Scoville Library and Salmon Kill Road to be done this summer after the 41/44 intersection in Lakeville is completed. After that, we will continue to pursue further recommendations of the audit, especially since some funds are available for municipalities through the Connecticut Community Connectivity Program.

If you are passionate about walkability and safety, please join us first Mondays of every month at 5:30 p.m. in the Salisbury Town Hall.

Katherine Kiefer
Chair of the Salisbury Pathways Committee
Salisbury



PHOTO BY DONNA DREW

Even prettier in color

LETTERS TO THE EDITOR

Lakeville stretch of road is dangerous

I am writing about the state highway, routes 41 and 44, running through Lakeville, which is referred to in a letter to the editor in the May 25 edition of The Lakeville Journal, written by Nina and Brian Goodall. I found their letter compelling and powerful, pointing out that something must be done.

I would like to add my opinion and to help raise a hue and cry for action. Work right next

to Bissell Street narrows the highway. The curb has been moved out into the street. That is bound to cause problems to traffic moving from east to west, toward Millerton and Sharon. Suddenly narrowing the highway there is terrible.

I am not expert about what might best be done to prevent accidents other than retracting the curb to its original position. I suggest the use of blinking lights,

and warning signs requiring slower speed. I hate speed bumps, but maybe roughing the driving surface, along with signs, might alert drivers. Changing the sharp curve in the road would help, but that would be prohibitively expensive. Others might have better ideas.

Please use your excellent paper to raise issues of safety.

Harry Hall
Salisbury

Two sides of a healthy ecosystem

The Salisbury Association Land Trust has cut the trees on the property donated by the Vincents on Route 44 just west of Salmon Kill Road in Salisbury. They are Norway maples, which are competing with our sugar maples. We will plant two or three native trees by the fall.

There is growing awareness of the harm invasive species are doing to the health of our forests as plants, such as Japanese bitter-

sweet, overwhelm our trees and non-native plants and strive to dominate, decreasing diversity and diminishing the complex and specialized food chains that have developed over thousands of years.

Controlling these intruders is important, but as the Salisbury Forum talk by Doug Tallamy illustrated, there are positive steps we all can take by what we plant on our own property to provide elements of a healthy food chain.

Re: Taking responsibility for climate change

As a volunteer with Citizens Climate Lobby, I was delighted with the thoughtful editorial in the Thursday, June 8, edition of The Lakeville Journal. As was pointed out, Connecticut has, despite an intent by the administration to withdraw the USA from the Paris Accord, joined the national climate alliance with thanks to Gov. Malloy, hence continues the effort to reduce our carbon footprint. Connecticut is also a rare state that has a carbon cap and trade program in place (RGGI).

Citizens Climate Lobby offers an additional solution to this effort that aligns with concerns of the business community. When preparing a business plan one must take into account the various anticipated costs for running a business. Unfortunately, the planet does not have representation at the table. By placing a fee on carbon at

the wellhead and mine, we discourage the use of carbon-based fuels by inserting the true cost of burning fossil fuels into the business plan.

Unhappily, this raises the cost of energy for all citizens. That problem is offset by returning the collected fee back to the people via a monthly dividend payment. The fee is thus not a tax increase hence is revenue neutral. While President Trump’s action seems petulant, he is responding to a legitimate concern among his supporters regarding job growth. A carbon fee and dividend shifts financial reinforcement away from burning fossil fuels to using alternative energy. The USA has already shown the capability for reducing carbon emissions; let us keep up the good work!

Dr. Ted Spickler
Taconic

The first 100 days: He’s not my dad

There has been more than one occasion when one (or more) of my children has made the statement, “you are not my dad.” Usually it’s after I’ve done something that has embarrassed them or I’ve overstepped the parameters of fatherhood. I get it, but it is my prerogative to be an idiot in their eyes, intentionally or not.

I’ve met my fair share of children and adults who have shared their childhood stories of growing up with an abusive, absent or an unknown father. That wasn’t really my situation, so I have to imagine the loss, pain or humiliation. I’ve asked if they loved their father or missed their father or wished they had one, and I get different answers but the consensus seems to be that perhaps it is better not to have one than to have a bad one. Kind of like a tooth.

I did not vote for Trump and I certainly did not vote for Clinton. For some reasons that made me feel comfortable, I wrote in Dwight D. Eisenhower. I felt it was a wise choice, although I knew he probably wasn’t going to win. But because I wanted to vote and because of the electoral college structure, I felt I had more freedom to choose whom I would want to be president without feeling like I was voting against someone, or whatever people say when you don’t vote for their candidate.

Having “moved on” as many Trump supporters prescribe, I can’t help but get the same feeling when I hear the daily news that I get when I read the local paper about that local guy who is in the paper again. One week for this and one week for that. I know his kids and, and know what they’re saying.

It has been a pretty sensational 100-plus days for Mr. Trump. The news cycle has been shortened, thanks in large part to Trump’s addiction to Twitter. What was once a daily White House briefing turned into the periodic updates one might expect to hear from FEMA. I remember Obama had an issue with his Blackberry but was allowed to keep it, but for security concerns, only for personal use. Of course, Twitter was just getting off the ground back then.

I pay attention to the news and don’t mind listening to crazy things Trump says or does. I agree with a couple of his ideas and like his energy. I admire his salesmanship. He reminds me of P.T. Barnum. But without understanding in which direction his tactical compass is pointing, I’m not sure how America is getting any better.

Like the trapeze performers at the circus, he is entertaining and scary at the same time. You want to watch but are a little nervous. Yes, he did win

Community Conservancy thanks

Thank you to the volunteers of Lakeville Community Conservancy for working to make our town more inviting. Cannon Park’s benches and plantings are cheery and welcoming and the 12 flower planters throughout Lakeville are great focal points. I look forward to the whimsical Children’s Garden planned for the Factory Pond area. All of these enhancements really demonstrate how civic engagement can foster pride of place, bring us smiles during our daily activities and help us slow down to appreciate the beauty around us.

Beth Isler
Salisbury

TURNING BACK THE PAGES
NORMA GALAISE

100 years ago — June 1917
SALISBURY — Miss Carrie Marston has returned to her home here after spending some months in New York.

LAKEVILLE — Edward Winckworth, who is quite ill with inflammatory rheumatism, is reported as slightly improved. His many friends trust that he will soon be around again.

The New York, New Haven and Hartford railroad announces that the proposed elimination of about 200 passenger trains from the summer schedule, effective June 25, would “provide for the maximum movement of fuel, food, supplies and troops necessitated by the war.”

50 years ago — June 1967
An abandoned infant, wrapped scantily in towels against its new world and left in a used car, was discovered — only by chance — by Allan Frisk, owner of Bulls Bridge Garage, Kent, early last Thursday morning. Planning to lend the car to a customer, Mr. Frisk crossed Route 7 to attach license plates to the car. He glanced into the vehicle, saw the bundle on the seat, and thought it was his granddaughter’s doll. But when the “doll” moved and whimpered, Frisk quickly summoned his wife and their daughter, visiting nurse Mary Ellen Nelson. Dr. George Greiner and the State Police were also called to the scene. Nurse Nelson removed the child, a girl, from the car. Dr. Greiner examined her, and then the infant was rushed to New Milford Hospital. The exact age of the baby is not known, but authorities at the hospital report that she is “doing fine.”

SHARON — Timmy Haydock, son of Dr. and Mrs. George Haydock, graduated from Milton Academy last weekend. The whole family attended the graduation exercises.

25 years ago — June 1992
Becton Dickinson Wednesday announced an \$11 million capital spending program to upgrade its Canaan plant, which is one of the nation’s largest manufacturers of medical syringes. The plant modernization program, along with what the company described as a new “continuous operations work schedule,” will permit introduction of a new line of safety products “designed to protect health care workers from accidental needle sticks, a leading cause of health care worker infection.”

Items are extracted from early Lakeville Journal issues just as they appeared.

The letters deadline is 10 a.m. each Monday. For the July 6 issue, the deadline will be Friday, June 30, at 10 a.m. Email letters to editor@lakevillejournal.com

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Our goal is to report the news of our communities accurately and fairly, fostering democracy and an atmosphere of open communication.

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EDITORIAL

On demonization and a baseball game

Following the targeted shooting of Republican baseball players practicing last week in Virginia for the Congressional Baseball Game for Charity, there have been more bipartisan statements, from both sides of the aisle, than the American public has heard in perhaps years. That is fitting, in that the charity game itself, started in 1909 and played by members of Congress and their friends almost every year since, is an occasion of bipartisan congeniality, and competition, every summer.

There were of course also many statements on both ends of the political spectrum that were divisive and inflammatory. Though the shooter was a Bernie Sanders supporter, however, Sanders himself disavowed and condemned his actions, and all violence taken to support political sides in America.

The divided politics of the United States needs to stop leading to the constant demonizing of one's ideological opponents. If the only way to make one's argument is to vilify the other side, it's time to rethink one's position, or at least the way in which those positions are being presented.

Pipe dream? Maybe, as it can be argued that the country has never recovered from the stark divisions that arose during the Vietnam War, which finally came to its conclusion in 1975 after too many years of conflict. Or from the Civil War, 1861 to 1865, as its repercussions are entrenched in our society and resurface again and again. Or even from our nation's beginnings in 1776, and the Revolutionary War, with an awareness that all our Founders did not necessarily hold one another in the same esteem that most of us hold them all today.

With political thought and discourse, especially in a diverse democracy, comes conflict and controversy. Americans should hope that eventually some of that conflict can come to resolution, and even compromise when necessary, in order for the country to be able to evolve and succeed. For that to happen, some of the common ground found in the aftermath of the shootings during baseball practice last week needs to be held close and valued, rather than being forgotten as meaningless.

Road safety in Lakeville

The bad curve in Lakeville about which this newspaper editorialized last week has gotten some attention from the town and state elected officials to whom the Goodalls, the family whose home sits on that curve, have reached out. Salisbury First Selectman Curtis Rand wanted it to be known that he brought the concerns to the DOT right after receiving the Goodalls' letter, and let them know that right away, but has not heard back on any different action to be taken. State. Rep. Brian Ohler (R-64) also has contacted the Goodalls now, but the upshot is that the state won't be micromilling the new road surface, as they say the new asphalt won't take the milling and should be providing better traction than before.

The Goodalls are disappointed with that reaction, and this newspaper hopes that the state will keep this curve under continuing consideration with open minds to making changes in the interest of safety.

100 years ago — June 1917

SALISBURY — David Jones has been suffering from an attack of lumbago, but is now on the gain.

Scott Flint is the station agent at Twin Lakes for the summer season.

SALISBURY — Mrs. Nora Foley has sold her house to W.W.Hortie and has moved her household goods to Norfolk.

TACONIC — A party from here motored to Pittsfield Monday night to see Buffalo Bill Show.

LIME ROCK — At this writing Grandma Stone is in a critical condition.

SALISBURY — Paul Parsons expects to soon have fireworks for sale at his home.

Eggs are selling at about 45 cents per dozen. They will reach 75 cents to \$1 per dozen before the end of next winter. Prudent housekeepers should put up every egg possible in water glass, which keeps them almost like a freshly laid egg.

George Washington is again at his old place in the Knife shop.

TURNING BACK THE PAGES

NORMA GALAISE

50 years ago — June 1967

Gamboge Sybil Starlight of Lakeville has been accepted by Vermont Technical College in Randolph Center, Vermont ... the college of her choice. Sybil, a purebred Jersey cow, will be accompanied by her owner, Donald James Cook, who will graduate from Housatonic Valley Regional High School tomorrow. Don's ambition is to be a dairy farmer, and he has already laid the foundations for his career.

Since Sybil is due to calve in October, Don did not want to leave her at home when he started college in the fall. As Vermont Tech's Agricultural School maintains a Jersey herd, it seemed a natural. He wrote asking if Sybil could come along. She could pay her "tuition" with milk, he explained. Although the college had never before been asked to enroll a cow, the Dean of Admissions took kindly to the idea and in a letter accepting Sybil he wrote that henceforth the college might well institute a policy



PHOTO BY MARK NIEDHAMMER

Stillness at the pond

LETTERS TO THE EDITOR

Black bear population growing quickly in the state

The black bears frequently seen across Connecticut, particularly in Litchfield County, are one of our state's most majestic and increasing omnivores. According to DEEP, "Much of Connecticut's landscape is now forested and is suitable for black bears. The rapid increase in the bear population between the 1980s and early 2000s is expected to continue. As the bear population expands, interactions between humans and bears will increase."

Despite their keen sense of smell that often leads them to birdfeeders, compost piles, garbage bins and barbecues, bears are simply doing what bears do: foraging for food.

Almost immediately on the heels of the Legislature voting down a state and then a Litchfield County bear hunt that would have reduced the county's exploding bear population, a black bear killed a 277-pound miniature donkey in Kent owned by some of my oldest friends.

While black bears haven't been hunted in Connecticut for over 100 years, today state residents often see bears; some bigger than 300 pounds. Few ever see one over 500 pounds, which would classify it as very big; the largest American recorded black bear to date weighed 880 pounds (Craven County, NC, 1998).

Early on June 12, a 557-pound

male bear measuring more than 6 ft. nose-to-tail was shot as it was moving toward the scene of the donkey killing.

This indicates how big Connecticut bears can grow. According to the North American Bear Center, "black bears can live 21-34 years or more if they are not killed." In Minnesota, where bears are hunted, the average life expectancy for a male is 2 years. It will be interesting to learn from DEEP the estimated age of the Kent bear.

While some forensics might possibly determine if this bear was the killer, many animal lovers and organizations like the HSUSA will argue this was an unnecessary slaughter. Maybe yes, but maybe no.

My Kent friends are serious animal and wildlife lovers. As terrible as they felt about the death of their pet donkey, they hoped the DEEP trap could have captured the bear, but success would not confirm it was the killer bear. The DEEP confirmed that if a bear posed a potential threat to their donkey herd, they were legally warranted to shoot.

HSUSA should read: www.sciencedaily.com/releases/2011/05/110511074807.htm. "A new study of fatal black bear attacks in North America shows that predatory male bears are responsible for most historical [human] attacks." While killing humans is extremely rare, "The paper confirms other current perceptions and bear management practices. It found that bears that have previously killed people [a donkey?] are more likely to attack again."

The state relies on reported bear sightings as one factor in determining the population. All seeing a bear are encouraged to report it, but rarely do. Between June 2016 and 2017 there were 79 and 69 bear sightings in Salisbury and Kent respectively. I know that I didn't report a half dozen or more sightings during that period. Did you? To report, go here: www.depdata.ct.gov/wildlife/sighting/bearsight.asp.

Chris P. Janelli

Salisbury

'And so with the sunshine and the great bursts of leaves growing on the trees, just as things grow in fast movies, I had that familiar conviction that life was beginning over again with the summer.'

—F. Scott Fitzgerald, "The Great Gatsby"

Politicians are judged by what they actually do

When 64th District state representative candidate Brian Ohler met with the CEO of Sharon Hospital in October 2016, he came away believing he had obtained a pledge to establish a Veterans Administration clinic facility at our local hospital. In hindsight, "pledge" was probably the wrong word. Also, the VA vetting process is lengthy and quite complex. Still, the basic proposal is a good one that will benefit our veterans. So, if it can be done, let's actually do it.

When then-President-elect Donald Trump met with top executives of Carrier Corporation in Indianapolis in November 2016, he came away announcing he had personally done a deal. He had single-handedly saved over 1,100 American jobs, and Carrier would never leave Indiana for Mexico. In hindsight, "deal" was probably the wrong word. Carrier has issued a notice to all employees that Carrier will move major manufacturing facilities and relocate jobs to Mexico after all.

President Trump, having had his made-for-reality-TV moment, hasn't raised his voice or a finger about the matter since. Besides, issues like this often turn out to be time-consuming and complex. So, when the Trumpcare version of "repeal and replace" fizzled in Congress earlier this year, President Trump tweeted, "No one knew how complex health care was." Really, no one knew? Or he didn't know? Whether an issue is complex or not, the measure of any political figure is not only what he/she says, but what he/she actually does.

A more heartless, self-serving national budget than Trump's "New Foundation for American Greatness" would be difficult to conceive. It won't succeed. But how about the overall proposal to "Make America Great Again"? Once the current U.S. administration leaves office, this will definitely be something we'll need to put on our to-do list.

Tony Piel

Sharon

Does Salisbury need a traffic light?

I very much agree with Mr. Hall's letter last week (June 15) regarding the sudden narrowing of the pavement right across from Walton Street in Lakeville. Whatever is this for? It makes no sense and is likely to cause cars to come to grief as there is nothing to indicate a sudden narrowing of the already narrow roadway.

Moreover, it is worth the life of your car now to exit Academy Street in Salisbury and make a left turn onto Route 44, especially in the crowded season. No one pays attention to the sign that asks people not to park from it to the corner, thereby totally blocking the view of cars coming (usually too fast) through town. It's not much better on the Congregational Church side where cars are also often parked near the corner of Academy Street, blocking the view of cars headed north.

What will it take to keep

people from parking so close to the intersection? Steel spikes? Of course the new walkway in the middle of town has taken away at least two parking spaces, and I wonder why we really needed it in the first place — or why there, rather than in front of The Lockup, which would permit an easier, safer exit from Academy Street as well as a perfectly good pedestrian crossing.

I'm almost beginning to think we need a traffic light to keep people from speeding through town and threatening cars headed south onto Route 44.

I am glad to see that Katherine Kiefer's group is interested in improving the sidewalks between towns. A dangerous-for-pedestrians stretch that needs a sidewalk is the area in front of Ascendant Technologies to Brook Street.

Marietta Whittlesey

Lakeville

Thanks for the 2017 Big Rig Event

On behalf of the Board of Directors and teachers of the Housatonic Child Care Center in Salisbury, we would like to thank all the businesses, individuals and vendors who helped to make our annual Big Rig Event a success. An added attraction again this year was music provided by DJ Tayo Kaufman, and special thanks to SVNA for the ice cream.

Thanks as well to all the owners of big vehicles who brought them to the child care center for children of all ages to enjoy. Every year, they enjoy it just as much as the kids.

We saw many happy children looking at, climbing on, sitting in and honking the horn of the big rigs. Without your generous spirit and gift of time, the event would not have been possible.

A special thank you to Noel Lidstone Tile and the Lakeville Hose Company for sponsoring our event. Save the date for our next Big Rig Event on June 10, 2018.

Tonya Roussis, Director
Regina Roussis, Assistant Director
Housatonic Child Care Center

Salisbury

The letters deadline is 10 a.m. each Monday. For the July 6 issue, the deadline is Friday, June 30, at 10 a.m. Email letters to editor@lakevillejournal.com

THE LAKEVILLE JOURNAL

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The Lakeville Journal Company, LLC, Publishers of The Lakeville Journal, The Millerton News, and The Winsted Journal
Our goal is to report the news of our communities accurately and fairly, fostering democracy and an atmosphere of open communication.

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Salisbury Pathways Committee

Thirtieth Meeting

Date and Time: Monday, September 11, 2017, at 5:30 p.m.

Location: Salisbury Town Hall, Downstairs Meeting Room, first floor.

Present: Chris Williams, Pat Hackett, Natalia Smirnova, Kitty Kiefer.

Minutes:

5:32 p.m. – call to order.

1. Approval of the minutes of July 17, 2017.

Minutes approved unanimously.

2. Discussion of the progress of the dust-path revitalization from the Library to Salmon Kill.

Mather Corporation is prepared to do it after the Lakeville 41/44 Intersection project is completed. Since the intersection project has 300 days to be completed, pathway revitalization between the Library and Salmon Kill Road might happen only next year. We are looking at Spring 2018 to start. In the meantime, we need to look at maps to determine if the project is within the ROW or if we need to get a permission from the CT DOT. Natalia will get the maps that we have from 3 years ago when we were looking at the whole distance between Lakeville and Salisbury. Pat will scan them and will forward to Curtis Rand. Curtis will determine what paperwork is needed for the scope of work. Remember that we have \$24,000 in the budget to complete this work.

3. Update on the submitted Walkability grant application.

Natalia reported that she contacted CT DOT asking about when the decision will be made. No answer yet. Kitty said that Curtis thinks the decision will come in January.

Kitty also reported that at Selectmen's meeting Curtis mention that the Committee did an excellent job in preparing and submitting the grant. Committee thanked Natalia for writing the grant and Pat for preparing all the supporting documents. Overall, we are hopeful that the application gets funded.

4. New members.

Kitty Kiefer recommended that Kathryn Trahan joins the Committee. Kathy is a long-time Salisbury resident. She is passionate about the promotion of walkability in our town and securing pedestrians' safety. Kathy Trahan was present at the meeting and confirmed her desire to serve on the Committee.

Committee recommends to the Board of Selectmen to put Kathryn Trahan on the Committee instead of Peggy O'Brien, who left town.

We still need to find one more member to replace Kitty Kiefer when she leaves town after November elections.

5. New business.

Kitty presented the letter from the Board of Selectmen to the Commissioner of CT DOT asking to lower the speed limit on Rt41/44 from 40 and 30 to 20 mph. The letter is attached. We reviewed the letter and Pat suggested the clarification of the first paragraph. Since Road Safety Audit was mentioned in the letter, this was important that the Committee is familiar with the letter.

Natalia mentioned that we need to plan our meetings for 2018. The decision was that we will continue following the Selectmen's meeting, which is usually on the first Monday of the month. The dates will be solidified at our October meeting.

6. Citizens comments.

A comment was made that based on the minutes that are available on the Town's web-site, Pathways committee is doing a "fine job" in being transparent and easy to follow. The Road Safety Audit is also available as well as the Walkability Grant application. So, citizens can easily find the information on the Committee's work.

Meeting adjourned at 6:06 p.m.

Minutes respectfully submitted by Natalia V. Smirnova, Secretary, on September 16, 2017.

CURTIS RAND
FIRST SELECTMAN

Telephone: 860-435-5170
Fax: 860-435-5172
Email: townhall@salisburyct.us



TOWN OF SALISBURY
CONNECTICUT

Jim Dresser
Katherine Kiefer
Selectmen

Town Hall
P.O. Box 548
27 Main Street
Salisbury, Connecticut 06068

Mr. James P. Redeker, Commissioner
Connecticut Department of Transportation
2800 Berlin Turnpike
PO Box 317546
Newington, CT 06131-7546

September 11, 2017

Dear Commissioner Redeker,

We are writing on behalf of the citizens of Salisbury to ask that the speed limits in our village centers and school crossings on Rt. 44 be lowered to from 40 and 30 mph to 20 mph. The villages of Salisbury and Lakeville each have a pedestrian crosswalk and it is very dangerous for pedestrians when cars approach the crosswalks at 30 mph or faster.

In addition, Salisbury School has a crosswalk which is used by several hundred students, coaches and faculty. The speed limit is 40 mph and this presents an extreme hazard for the students.

We appreciate your help with this important safety concern, and are available to review the situation with any staff that might be able to help us. Our town was the first in Connecticut to conduct a Road Safety Audit and we value the cooperative efforts to encourage vehicular and pedestrian safety on Route 44 in our town.

Thank you.

Sincerely,

Curtis Rand
First Selectman
Town of Salisbury

Katherine Kiefer
Selectman

James Dresser
Selectman

Salisbury Pathways Committee

Twenty Eighth Meeting

Date and Time: Monday, June 5, 2017, at 5:30 p.m.

Location: Salisbury Town Hall, Downstairs Meeting Room, first floor.

Present: Chris Williams, Pat Hackett, Natalia Smirnova, Kitty Kiefer.

Minutes: 5:31 p.m. – call to order.

1. Approval of the minutes of May 10, 2017.
Minutes approved unanimously.
2. Discussion of the draft of the article about the revitalization project for Lakeville Journal.
Kitty Kiefer suggested the points to be included in the letter. Committee decided to draft the letter (Natalia) and edit it electronically to be submitted on Monday, June 12.
3. Progress of the arrangements to revitalize the Library-Salmon Kill Road part of the pathway.
Chris Williams reported that Mather Corporation is prepared to do it after the Lakeville 41/44 Intersection project is completed. Since the intersection project has 300 days to be completed, pathway revitalization between the Library and Salmon Kill Road might happen only next year.
4. Budget for 2017-2018 fiscal year.
Town of Salisbury budget was approved on May 10, 2017. Pathways Committee have another \$12,000 in our budget line. In the Town Budget, we are under “Department 85 MISCELLANEOUS, Division 8540 Municipal Development”. Our line in the town budget is #40-8540-0000-00-600 “Pathways”. Attached is a page from the town budget proposal approved on May 10, 2017 showing our line.
5. Citizens Comments.
No citizens were present.
6. New business.
Kitty Kieffer shared the letter from the CT DOT about availability of grant money for the Community Connectivity Program. The letter is attached. In essence, this is the second phase of the connectivity program where the competitive grants between \$75,000 and \$400, 000 are available for municipalities for encouraging healthy and environmentally sustainable modes of travel. Since Salisbury completed the Road Safety Audit (RSA) in 2016, we are positioned favorably to compete for these funds. (RSA is available on the Town of Salisbury web site). The deadline for the grant application is August 1, 2017.
Natalia volunteered to prepare the draft of the grant proposal by the next meeting, so we can discuss, edit the application, and submit it by August 1.

Meeting adjourned at 5:47 p.m.

Minutes respectfully submitted by Natalia V. Smirnova, Secretary, on June 6, 2017.



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546



Office of the
Commissioner

An Equal Opportunity Employer

May 26, 2017

The Honorable Curtis Rand
First Selectman
27 Main Street
P.O. Box 548
Salisbury, CT 06068

Dear First Selectman Rand:

SUBJECT: Community Connectivity Program
Grant Application

On behalf of the Connecticut Department of Transportation (Department), I am pleased to inform you of the availability of the Community Connectivity Grant Program (CCGP). This program, recently announced by Governor Dannel P. Malloy, was developed to provide funding for local initiatives that will contribute to reaching the overall goal of the broader Community Connectivity Program. The primary goal of the Community Connectivity Program is to make conditions safer for people of all ages to walk, bike and take transit, thereby encouraging more people to use these healthy and environmentally sustainable modes of travel.

Projects funded through the CCGP will allow municipalities to perform smaller scale capital improvements. The Department will administer the CCGP and will solicit applications for grants from municipalities. Grants will be awarded on a competitive basis and will range between \$75,000 and \$400,000. Municipalities will be allowed to submit one application per community.

Guidelines for the program and an electronic application can be found at:
<http://ctconnectivity.com/>

The Guidelines provide an overview of the CCGP and all the necessary details to complete an application for grant funding. Please note that this is a *competitive* process, where applications will be evaluated based on the criteria outlined in the application materials.

The CCGP is the second phase of the broader Community Connectivity Program. The first phase offered Connecticut's municipalities' assistance to conduct Road Safety Audits (RSA's) to examine safety issues and counter-measures to help improve safety and reduce crashes at important bike and pedestrian corridors and intersections. Eighty communities elected to participate in this program. The RSA's were conducted over a twelve month period, with the last being completed this spring.

The Guidelines and Application will be available beginning Friday, May 26, 2017, with an Application submission deadline of **4:00 p.m. on Tuesday, August 1, 2017**. Each municipality can submit only one application. It is important to note that having a completed RSA is not a prerequisite to receive funding.

All inquiries regarding the Community Connectivity Grant Program shall be directed to Ms. Colleen Kissane, Transportation Assistant Planning Director, Bureau of Policy and Planning, at (860) 594-2132 or Colleen.Kissane@ct.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "James Redeker", written in a cursive style.

James Redeker
Commissioner

TOWN PROPOSED 17-18 #4

TOWN OF SALISBURY

SB18PAY

Mon Mar 27 2017

Page: 10

bur330w//Year to Year Comparison/Detail Line Items/Order 12345 /Total YYYY /Page /Accounts 011401004 to 011409499ZZZZZZZZZZ

Fund 011/Description	Actual '15 Expenditures	Actual '16 Expenditures	Actual '17 Expenditures	Adjusted '17 Budget	Proposed '18 Budget	Dollar Change	Percnt Change
Department 80 GENERAL OBLIGATION	461,015.56	461,017.00	184,489.60	460,000.00	460,000.00	.00	.0
40-8510-0000-00-505 CEMETERIES	.00	.00	.00	2,000.00	2,000.00	.00	.0
Division 8510 CEMETERIES	.00	.00	.00	2,000.00	2,000.00	.00	.0
40-8515-0000-00-201 TELEPHONE	398.37	396.23	304.71	500.00	500.00	.00	.0
40-8515-0000-00-505 HISTORIC DIST COMM	1,453.33	3,011.81	.00	2,000.00	2,000.00	.00	.0
Division 8515 HISTORIC DIS. COM	1,851.70	3,408.04	304.71	2,500.00	2,500.00	.00	.0
40-8520-0000-00-505 SUNDRIES	3,440.41	2,805.00	2,973.82	5,000.00	5,000.00	.00	.0
Division 8520 SUNDRIES	3,440.41	2,805.00	2,973.82	5,000.00	5,000.00	.00	.0
40-8530-0000-00-505 COMMUNITY INFORMAT	6,202.95	17,495.01	8,138.06	10,000.00	10,000.00	.00	.0
Division 8530 COMMUNITY INFORMA	6,202.95	17,495.01	8,138.06	10,000.00	10,000.00	.00	.0
40-8540-0000-00-505 MUNICIPAL DEVELOPM	11,350.19	9,926.10	11,529.67	15,000.00	15,000.00	.00	.0
40-8540-0000-00-600 PATHWAYS	.00	.00	.00	12,000.00	12,000.00	.00	.0
Division 8540 MUNICIPAL DEVELOP	11,350.19	9,926.10	11,529.67	27,000.00	27,000.00	.00	.0
Department 85 MISCELLANEOUS	22,845.25	33,634.15	22,946.26	46,500.00	46,500.00	.00	.0
40-8640-0000-00-407 REPAIRS	3,589.36	2,729.61	1,499.61	5,000.00	5,000.00	.00	.0
Division 8640 RAILROAD STATION	3,589.36	2,729.61	1,499.61	5,000.00	5,000.00	.00	.0
Department 86 OTHER	3,589.36	2,729.61	1,499.61	5,000.00	5,000.00	.00	.0
40-9010-0000-00-800 HIGHWAY DEPT.	100,000.00	100,000.00	.00	150,000.00	200,000.00	50,000.00	33.3
Division 9010 HIGHWAY EQUIPMENT	100,000.00	100,000.00	.00	150,000.00	200,000.00	50,000.00	33.3
40-9030-0000-00-505 BRIDGE REPAIRS	10,000.00	10,000.00	.00	10,000.00	10,000.00	.00	.0
Division 9030 BRIDGE REPAIRS	10,000.00	10,000.00	.00	10,000.00	10,000.00	.00	.0
40-9050-0000-00-800 MUNICIPAL BLDG MAI	15,000.00	25,000.00	.00	50,000.00	40,000.00	10,000.00-	20.0-
Division 9050 MUNICIPAL BUILD MA	15,000.00	25,000.00	.00	50,000.00	40,000.00	10,000.00-	20.0-
40-9070-0000-00-505 MUNICIPAL IMPROVEM	70,000.00	50,000.00	.00	60,000.00	75,000.00	15,000.00	25.0
Division 9070 CAPITAL OTHER	70,000.00	50,000.00	.00	60,000.00	75,000.00	15,000.00	25.0
Department 90 CAPITAL	195,000.00	185,000.00	.00	270,000.00	325,000.00	55,000.00	20.3
40-9210-0000-00-190 194 OFFICE	.00	.00	355.43	.00	.00	.00	.0
40-9210-0000-00-194 NEW FIRE HOUSE	10,105.97	8,872.47	7,708.81	12,000.00	12,000.00	.00	.0
40-9210-0000-00-200 OLD FIRE HOUSE	4,111.11	1,828.17	625.00	.00	.00	.00	.0
40-9210-0000-00-210 WHITE HOUSE	624.57	.00	.00	.00	.00	.00	.0
40-9210-0000-00-300 194 UPPER RENTAL	190.00	.00	.00	.00	.00	.00	.0
40-9210-0000-00-310 194 LOWER	89.48	.00	.00	.00	.00	.00	.0
40-9210-0000-00-320 194 WAREHOUSE	4,803.32	2,085.33	5,719.93	.00	.00	.00	.0
40-9210-0000-00-335 PADDLE TENNIS	.00	.00	.00	.00	.00	.00	.0
40-9210-0000-00-400 FITTING HOUSE	5,951.69	4,290.37	2,695.31	.00	.00	.00	.0
40-9210-0000-00-450 TRUST FEES	.00	664.85	.00	.00	.00	.00	.0
40-9210-0000-00-500 LOCIP	16,600.00	190,715.01	.00	.00	.00	.00	.0
40-9210-0000-00-505 OTHER	.00	10,000.00	.00	.00	.00	.00	.0
40-9210-0000-00-510 STEAP	135,700.40	55,287.12	.00	.00	.00	.00	.0

Salisbury Pathways Committee

Thirty First Meeting

Date and Time: Monday, November 6, 2017, at 5:30 p.m.

Location: Salisbury Town Hall, Downstairs Meeting Room, first floor.

Present: Chris Williams, Pat Hackett, Natalia Smirnova, Kitty Kiefer, Kathy Trahan.

Minutes:

5:30 p.m. – call to order.

1. Approval of the minutes of September 11, 2017.

Minutes approved unanimously.

2. Discussion of the progress of the dust-path revitalization from the Library to Salmon Kill.

Pat Hackett reported that Curtis got a proposal from Lenard Engineering for the development of a conceptual plan for sidewalk improvements between Factory Street and Salmon Kill Road for \$4,200. The Committee's recommendation is that our money is better spent not on the preliminary plan but on the work towards the final project. This works should include survey, layout, final plan, and construction.

Natalia is to contact Curtis Rand to ask him to open this work up for competitive bidding.

3. Update on Town's other pursuits related to walkability.

Kitty Kieffer forwarded to the committee members the e-mail from Curtis Rand describing the conversations with various town stakeholders about the town center development. The e-mail and the attached Salisbury Town Center Concept Plan are attached. The Committee looked at this plan. The Committee once again stated that we support the approved 2012 Plan of Conservation and Development presented by Planning and Zoning Commission. We appreciate the sharing of information with us about the progress of implementation of this plan. However, the development of Salisbury Town Center, as outlined in the concept map, falls outside of this Committee's priorities.

4. Farewell to Kitty Kiefer as resigning member.

Kitty Kiefer has resigned from the Committee effective November 7, 2017.

Committee appreciates very much Kitty's' contribution to the Committee's work during her four years as our leader. Kitty started this committee and later chaired it. The progress we made so far is part of Kitty's legacy. She was an inspiration for all connectivity programs in Town, one of which is the pathways. We appreciate her guidance on pedestrian safety initiatives. Job well done! You will be missed, Kitty!

5. Potential new members.

Kitty recommended to invite Gerry Stanton to the Committee. Gerry lives in Lions' Head. He walks a lot and is interested in improving overall pathways and especially the connection of Lion's Head to the center of town. Note: Lion's Head connection is open of this Committee's priorities ("Triangle with Horns").

Gerry Stanton was present at the meeting and will consider joining the Committee.

6. New business.

6.1. New Committee Chair:

Chris Williams was nominated as a Chair. Chris accepted the nomination.

Chris Williams was elected Chair of the Pathways Committee unanimously.

6.2. Review members' terms: Chris is to ask Town Clerk about the terms of our members to be discussed next time.

6.3. Set meeting dates for 2018: Natalia to prepare the dates' schedule to be reviewed next time.

7. Citizens comments:

Citizens that were present acknowledge the good work the Committee is doing and thanked us for the service.

Meeting adjourned at 6:25 p.m.

Minutes respectfully submitted by Natalia V. Smirnova, Secretary, on November 13, 2017.

Professional Services Agreement

This Agreement is made by and between:

Lenard Engineering Inc.

and

Town of Salisbury

(Hereinafter referred to as LEI)

(Hereinafter referred to as the Client)

140 Willow Street – Suite #8

P.O. Box 548

Winsted, CT 06098

Salisbury, CT 06068

Telephone: 860-379-6669

Telephone: 860-435-5170

Facsimile: 860-738-1272

Facsimile: 860-435-5172

Article 1 - Project Location:

Main Street (U.S. Route 44 - between Factory Street and Salmon Kill Road) Salisbury, CT

Article 2 - Scope of Services:

LEI shall furnish the following professional services:

A. Basic Engineering Services

1. Develop a conceptual plan for sidewalk improvements. LEI will base background features on information available in the public domain, including 2016 orthoimagery, 2016 LiDAR elevation data, and ConnDOT right-of-way mapping. The conceptual plan will show the route of, and typical cross-section for, the planned sidewalk.
2. E-mail the concept plan to the First Selectman for review and comment.
3. Meet with ConnDOT District 4 Permit Inspector(s) and First Selectman on site to discuss the project and to seek input regarding Encroachment Permit requirements.
4. Address review comments offered by the First Selectman and ConnDOT.
5. Prepare a concept-level opinion of construction cost for the project. LEI will base this opinion on quantities estimated from the conceptual plan and from unit prices gathered from the ConnDOT database and other recent bid data available to LEI.
6. Prepare a concept-level budget for the project. The budget will include allowances for construction cost, estimating and operating contingency, inflation, and engineering design and construction-observation costs.
7. Summarize findings and recommendations in a concise letter report. Provide the Town with one hard copy of the report and an electronic version in PDF.

B. Outside Services

As of the offer date of this agreement, LEI does not anticipate the need to retain the services of any outside vendors or contractors to complete the scope of work described in Article 2.

Article 3 – Compensation and Payment Terms:

LEI shall furnish the services described in Article 2 (including appurtenant project-related expenses) for a fixed fee of \$ 4,200. To initiate the work, Client shall forward one copy of the executed agreement to LEI. Thereafter, LEI will invoice Client according to the terms outlined in the attached document entitled Standard Conditions of Engagement.

Article 4 - Additional Services:

The need for additional services may arise during the life of this Agreement. If so, LEI and Client shall modify the agreement to include additional services through a change-order procedure, as further described in the attached document entitled Standard Conditions of Engagement.

The following list itemizes potential additional engineering services:

1. Surveying
2. Final design
3. Permitting
4. Bidding services
5. Construction-related services

Article 5 - Client's Responsibilities:

Client shall be responsible for the following:

1. Furnish LEI with one copy of the U.S. Route 44 right-of-way map (already on file at LEI).
2. Assist LEI with obtaining a copy of sewer as-built drawings for the project area from the Sewer Authority.

Article 6 - Schedule:

LEI anticipates completing the services described in Article 2 within four weeks after receipt of authorization to proceed (refer to Article 9 below for definition of authorization).

Article 7 - Attachments to Agreement

The following attached documents are hereby incorporated into this agreement by reference:

- A. Standard Conditions of Engagement (consisting of two pages)
- B. 2017 Hourly Billing Rates (consisting of one page)
- C. 2017 Reimbursable Expense Schedule (consisting of one page)

Article 8 – Total Agreement

This agreement form (consisting of pages 1 to 3), together with the attachments listed in Article 7 constitutes the entire agreement between Client and LEI and supercedes all prior written or oral understandings. Client and LEI may modify this agreement through a change-order procedure, as further described in the attached document entitled Standard Conditions of Engagement.

Article 9 - Authorization

The transmittal of one signed copy of this agreement by Client to LEI constitutes acceptance of this agreement and shall be construed as written authorization for LEI to proceed with the scope of services stipulated above.

Agreement Proposed By:
Lenard Engineering Inc.

Agreement Accepted By:
Town of Salisbury

David N. Battista

Oct. 17, 2017

David N. Battista, P.E.
Principal Engineer

Offer Date

Authorized Signature

Date

Begin forwarded message:

From: Curtis Rand <crand@salisburyct.us>

Subject: Pathways

Date: October 25, 2017 at 9:00:15 AM EDT

To: Chris Williams <bandit2spot1@yahoo.com>, Katherine Kiefer

<katherine.kiefer.esq@gmail.com>, "P. E. Patrick R. Hackett" <prh@prhackett.com>

Hi All, In the last 2 days I have been asked by Marketplace of Salisbury (MPS) and also Dana and Fritz Rohm to help figure out some issues of parking and access in Salisbury village center. MPS is LaBonnes landlord and Rohms just purchased the red Thornhill building. Both are asking about finding alternative parking and better pedestrian access.

MPS wants some parking along the rear of the Rohm building; Rohms want to improve the sidewalks along the front of their building, and if parking must go in back, they would also like a sidewalk at the rear and maybe separate business entrances.

These are not really Pathways issues but just to let you know that I am speaking to P&Z and the BoS about getting some professional planning for all of this so that we don't just install parking without thinking about walkways and esthetics. I will keep Pathways in the loop and we will want your input as things develop.

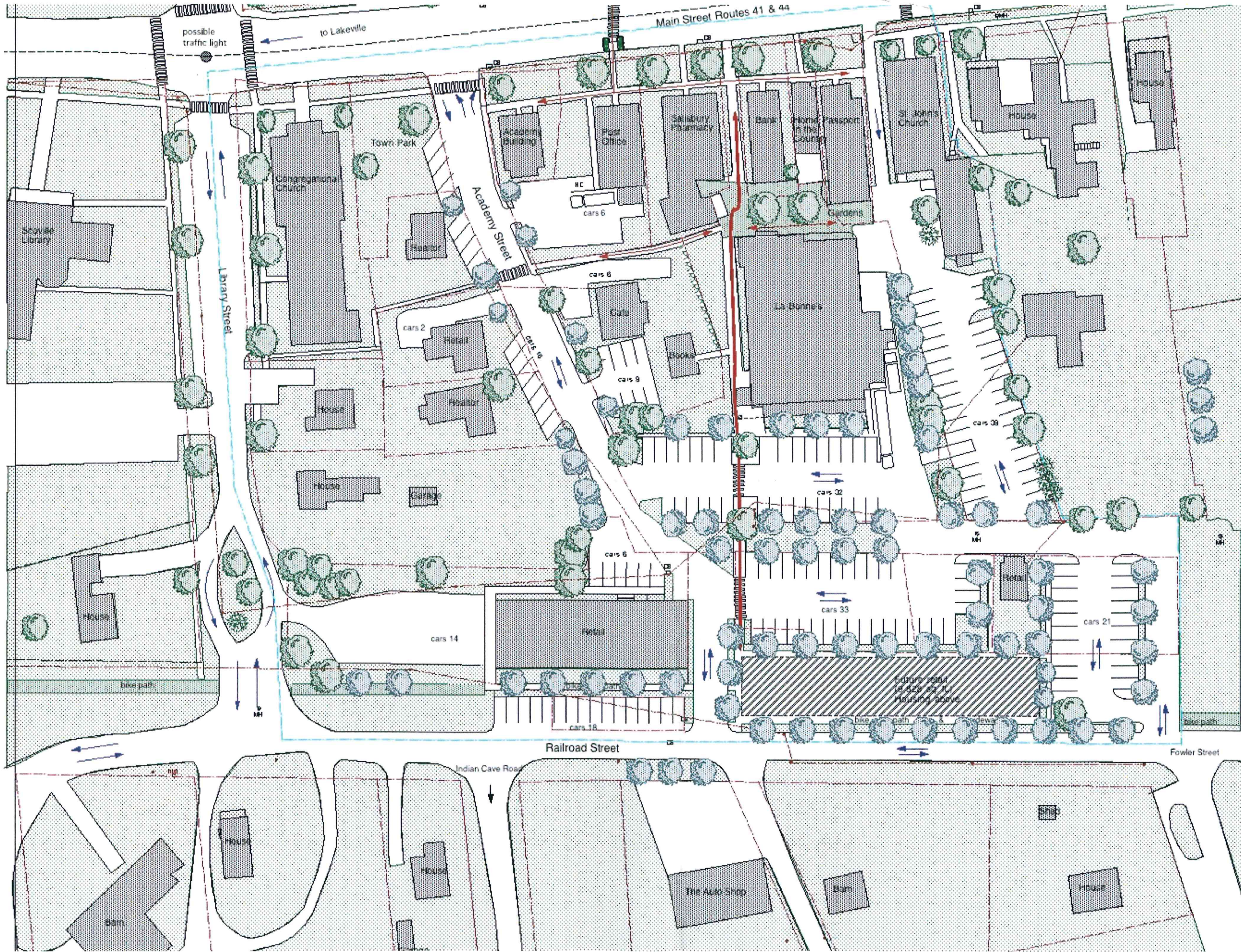
One other issue - on the attached plan from P&Z they contemplated an easement to construct a sidewalk connecting the MPS center walkway with Academy St. There is even a handicapped area for a crosswalk near Johnnycake Books to take one over the the opposite side of Academy and on to the Rohm building.

This easement would prevent pedestrians from walking through the parking lots at Post office and Bistro. For full disclosure, my wife owns the Bistro building, but her tenant has always asked to get the pedestrians out from her parking lot because she thinks it is dangerous.

If Pathways thinks this little connector sidewalk is worth exploring, I am willing to try to figure it out. It would mean either a donation or an easement from both Susan as well as the PO owner.. Please look this over and get back to me sometime if you think it is worth pursuing.

Thanks,

Curtis



SALISBURY

- utilities
- new zoning boundary
- vehicular circulation
- pedestrian circulation
- property lines

Note:
Future retail expansion
equals 22,633 sq. ft.

Scale 1" = 50'
June 28, 2010

Town Center
Concept Plan