

## **Salisbury Pathways Committee**

### *Seventy Sixth Meeting*

Date and Time: Monday, May 8, 2023, at 5:30 p.m.

Location: Virtual via Zoom.

Present via Zoom: Kathy Trahan, Chris Williams, Jerry Stanton, Pat Hackett, Natalia Smirnova

### **Minutes:**

Call to order – 5:31 p.m.

1. Approval of the minutes of the meeting on April 10, 2023.
  - Minutes approved: 3 yes, 1 abstain.
2. Status of the Connectivity Grant.

The Committee members were asked for their input on the color of the bridge over the brook. The decision was to use **green** color. The bridge is planned to be delivered around Labor Day. Upon receiving the bridge, the work will commence on the sidewalk from Lincoln City Road to Fire House to be completed in 30 days.
3. Status of the TRIP application.

The summary of the TRIP grant application is attached. Curtis wrote a letter encouraging the funding of this project. The application was submitted to COG and then will go to DOT. Chris is to find out and report on where our application stands and when do we hear about the decision to fund.

The pre-engineering drawing showing “Phase 1 – The Connector” and “Phase 2 – Rt 41” was included in the TRIP application and is attached.
4. Discussion of the research planning for Strategic Plan development: Kathy, Natalia, Gerry. Natalia presented the Strategic Plan for 2023-2028. The Strategic Plan is attached. The Plan was received positively, discussed, and adjusted. The Strategic Plan was approved.

#### **Assignments:**

- Pat -- create pre-engineering drawing for the remaining parts of “Triangle with Horns” – Cobble Road after Sarum Village, Rt. 44 from Cobble Road to Lion’s Head and down to White Hart. **Deadline – August 2023.**
  - Kathy and Gerry – work on the Letter to Abutters for “Phase 1 – The Connector” and “Phase 2 – Rt. 41”. Our letter to abutters for the Connectivity grant serves as the initial template.

Letter for Phase 1 -- give to Curtis ASAP. **Deadline for Phase 1 letter – June meeting.**
5. Citizens comments – no citizens present.
  6. New Business – no new business.

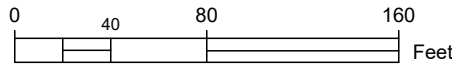
Meeting adjourned at 6:06 p.m.

*Minutes respectfully submitted by Natalia V. Smirnova, Secretary, on May 16, 2023.*






PLAN VIEW



SCALE: 1"= 80'



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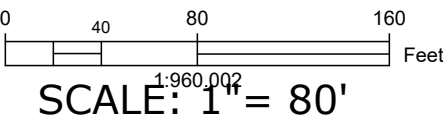
PROJECT			
CONCEPT PLAN - MAIN STREET SIDEWALK U.S. ROUTE 44 AND STATE ROUTE 41 TOWN OF SALISBURY SALISBURY, CONNECTICUT			
TITLE			
PLAN & PROFILE STA. 19+75 to STA. 41+50			
DATE March 20, 2023		SCALE 1"= 80'	
DRAWN BY RC	DESIGNED BY JS	CHECKED BY DNB	
PROJECT No. 4010219.23111			
DRAWING No. 1 of 2		REV.	




FILE LOCATION: K:\CIVIL\2023\111 SALISBURY, TOWN OF - SIDEWALK PROJECTIONS\REV\UNDERMOUNTAIN ROAD PRES AND QTY CALC DWG 3-20-2023.DWG, 2023.03.22, 7:18 AM



PLAN VIEW





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PROJECT			
CONCEPT PLAN - UNDERMOUNTAIN ROAD SIDEWALK U.S. ROUTE 44 AND STATE ROUTE 41 TOWN OF SALISBURY SALISBURY, CONNECTICUT			
TITLE			
PLAN VIEW STA. 0+25 to STA. 30+50			
DATE March 20, 2023		SCALE 1"= 80'	
DRAWN BY RC	DESIGNED BY JS	CHECKED BY DNB	
PROJECT No. 4010219.23111			
DRAWING No. 2 of 2		REV.	



# Transportation Rural Improvement Program (TRIP)

## Grant Program Application

*Please read all information provided in guidelines before completing the application.*

### Section 1 – Project Information, Contacts and Documentation

This section is intended to provide general information relating to the applicant and the proposed project, as well as an endorsement by the Municipality.

#### General Information:

Name of Municipality: Town of Salisbury

Name of Regional Council of Government (COG): Northwest Hills Council of Governments

CTDOT Maintenance District number: District 4

Requested amount of funding for this grant: \$ \$1,145,525

Project Name: Phase 1 - Main Street Sidewalk - U.S. Route 44 and CT State Route 41

#### Short description of project:

This project entails construction of 5,050 feet of new bituminous concrete sidewalk to be constructed in two phases. Phase I at 2,100 feet is the higher priority and will run along Main Street (U.S.R. 44 / S.R. 41). Phase I will complete the pedestrian link between the villages of Salisbury and Lakeville, a longstanding goal of the Town. Phase II at 2,950 feet will run along Undermountain Road (S.R. 41) and will connect ~~Salisbury Village an affordable housing development with the village of Salisbury~~ <sup>Salisbury</sup>

Project location (Street name, state route number, intersecting roads from/to, etc.) Please also attach a location plan (pdf, KML or shapefile) that clearly shows the expected limits of construction.

Refer to Attachment No. 1 - Location Map for the locations of Phase I and Phase II in relation to the villages of Salisbury and Lakeville.

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

Yes. Phase I (Main Street) involves sidewalk construction within the U.S.R. 44 / S.R. 41 right-of-way, while Phase II (Undermountain Road) involves sidewalk construction within the S.R. 41 right-of-way.

#### Please Identify the primary project type:



New Construction



Reconstruction/ Rehabilitation

Application Contacts:

Council of Government Contact Information:

Name: Robert A. Phillips AICP

Telephone Number: (860) 491-3729 Ext:           

Email Address: rphillips@northwesthillscog.org

Municipal Authorized Signatory Information: Note: The title of the Authorized Signatory may be changed to reflect the appropriate title with respect to the municipality's form of government (i.e., Mayor, Town Manager, First Selectman, etc.)

Full Legal Name: Curtis G. Rand

Title: First Selectman

Email Address: crand@salisburyct.us

Telephone Number: (860) 435-5170 or (860) 435-5171 Ext:           

Street Address / PO Box: 27 Main Street

Zip Code: 06068

Municipal Applicant Information:

Name: Town of Salisbury, c/o Curtis G. Rand, First Selectman

Telephone Number: (860) 435-5170 or (860) 435-5171 Ext:           

Email Address: crand@salisburytct.us

Primary Project Contact (technical lead responsible for overseeing project design)

Name: David N. Battista, P.E. - Haley Ward, Inc.

Telephone Number: Office: 860-379-6669 Mobile: (860) 485-4262 Ext:           

Email Address: dbattista@haleyward.com

Please categorize the most relevant type(s) of improvement(s) that TRIP funds will be used for.

- ☐ Roadway Geometric Improvement  
Provide additional information as required in section 5A
- ☒ Stand-Alone Sidewalk Construction
- ☐ Intersection Improvement  
Provide additional information as required in section 5B
- ☐ Bicycle/Pedestrian Improvement, including Multi-Use Trail Facilities
- ☐ Bridge Rehabilitation/Replacement  
Provide additional information as required in section 5C
- ☐ Major Drainage Improvement  
Provide additional information as required in section 5D
- ☐ Pavement Structure Improvement  
Provide additional information as required in section 5E
- ☐ Traffic Signal Replacement/Upgrade/New Installation/Coordination  
Provide additional information as required in section 5F
- ☐ Roundabout  
Provide additional information as required in section 5G
- ☐ Other (please specify): \_\_\_\_\_  
Provide additional information as required in section 5H

Please submit the following additional information in digital format, as applicable and available:

- ☒ Site Location Map
- ☒ Property Boundary Map
- ☐ Comprehensive Concept Plans
- ☒ Preliminary Engineering Plans (if available)
- ☒ Cost Estimate
- ☒ Proposed project schedule (estimate for final design completion, construction start and completion, etc.)
- ☒ Description of known potential impacts (or enhancements) relating, but not limited, to environmental, historical, natural, or social resources, as well as rights-of-way.
- ☒ CTDOT Completed Bicycle and Pedestrian Travel Needs Assessment Form
- ☒ Description of any public involvement conducted or support for the project.

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

In 2016, the Community Connectivity Program completed a Road Safety Audit (RSA) of the U.S. Route 44 / State Route 41 corridor between the villages of Salisbury and Lakeville. The RSA document is attached to this application.

The Town recently presented conceptual plans of Phases I and II to the Salisbury Planning and Zoning Commission (PZC) in preparation for an eventual CGS 8-24 referral. The PZC responded with a preliminary but favorable letter. This document is attached.



## Section 2 – Description of Project and Purpose and Need

Provide a detailed description of the proposed improvements as well as the purpose and need of the project. Please be as comprehensive as possible in the description of the planned activities. The purpose and need for the project should include the specific needs that will be satisfied and expected outcomes resulting from undertaking the project. It should also show how it relates to established goals and strategic plans for the community. An application that comprehensively demonstrates the following may receive maximum points for this section:

- Project description should be clear and detailed so that a reviewer can easily understand the limits and extent of the proposed improvements.
- Should be specific and clearly define what the intended purpose and need is within the context of the community and why this project is critical to achieving the purpose and need.
- Describe how this project can stimulate additional investment, leverage other resources, and/or fits into local or regional initiatives.
- Project is shown to complement local and/or regional plans such as Complete Streets, POCD or Regional Transportation Safety Plan.
- Project limits must be clear. As noted in Section 1, Applicant shall include a detailed project location plan (may be PDF, KML/Z or Shapefile)

The Town of Salisbury proposes to construct two separate segments of sidewalk in this TRIP Grant application. Phase I, at 2,100 feet in length, will run along the southeasterly side of Main Street (U.S. Route 44 / State Route 41) and will provide the final sidewalk link between the villages of Salisbury and Lakeville. Phase II, at 2,950 feet in length, will run northerly along the west then east sides of Undermountain Road (State Route 41) and will connect existing sidewalks in Salisbury with Sarum Village (an affordable housing development) on Cobble Road. Refer to Figure 1 - Location Map (attached) for the positions of Phases I and II in relation to the villages of Salisbury and Lakeville.

The Town has three primary objectives for this project:

- 1) Improve public safety by getting pedestrians off of State highways (Route 44 and Route 41)
- 2) Provide safe and convenient pedestrian route from Sarum Village (an affordable housing development) to Salisbury village.
- 3) Provide a safe, convenient, and continuous pedestrian link from Salisbury to Lakeville.

In the future, The Town plans to construct Phase III, which will be a continuation of Phase II. Phase III will run easterly on Cobble Road and then southwesterly along U.S. Route 44 back to the village of Salisbury. This future third phase will form a loop that provides sidewalks to the residents on Cobble Road and Main Street, while offering convenient pedestrian interconnections with Noble Horizons (an elder-care facility) and the Appalachian Trail.

In 2016, the Town participated in a Road Safety Audit (RSA) by the Community Connectivity Program. This document is included in the application as an attachment. The RSA focused on the reach of Main Street (U.S. Route 44 and State Route 41) from Lakeville to Salisbury. The RSA developed a number of short-term, mid-term, and long-term goals for the Town.

The short-term goals included several modest pedestrian-friendly objectives that could be accomplished without a great deal of time or expense. The first mid-term goal involved construction of a sidewalk from Lincoln City Road to Brook Street to facilitate a planned evacuation Route from the Salisbury Central School on Lincoln City Road to the designated emergency shelter at the fire department on Brook Street. The Town was awarded a Community Connectivity Grant for this project. The Town recently awarded a construction contract for this project. Construction is expected in 2023. The first long-term goal involved completion of the "missing sidewalk" between Salisbury village and



## Section 3 –Safety and Accessibility

How does this project address a known safety concern and allow for better connectivity as it relates to users of the transportation system? The impact on Safety and Accessibility section provides the opportunity for applicants to describe how the project in their Municipality will propose to improve safety and accessibility for the community. An application that comprehensively demonstrates the following may receive maximum points for this section:

- This section should clearly describe the immediate and long-term impact on safety and connectivity within the community.
- Narrative should demonstrate how the proposed improvement is directly related to Safety and Accessibility for all users
- Data<sup>1</sup> is provided to demonstrate the need and how the project will improve safety and/or accessibility.

As stated in the previous section, The Town has three primary objectives for this project:

- 1) Improve public safety by getting pedestrians off of State highways (Route 44 and Route 41)
- 2) Provide safe and convenient pedestrian route from Sarum Village (an affordable housing development) to Salisbury village.
- 3) Provide a safe, convenient, and continuous pedestrian link from Salisbury to Lakeville.

Public safety serves as the primary motivator for this project. On a daily basis, the Town observes many people walking or jogging on Routes 44 and 41 in areas where sidewalks do not exist. In these areas, traffic volumes are high, the roadways have narrow shoulders in many places, and the opportunity for off-road pedestrian sanctuary is spotty at best, especially in the winter. 2012 Traffic counts by ConnDOT indicate average daily traffic of 7,200 vehicles per day within the Phase I limits along Route 44 and 1,800 vehicles per day in within the Phase II limits along Route 41.

Traffic speeds in the Phase I and Phase II project zones commonly exceed posted speed limits, especially away from the downtown areas of Salisbury and Lakeville where congestion, heightened expectation for pedestrian conflicts, frequent cross walks, bump-outs, and appropriate signage tend to slow traffic to a reasonable speed.

Crash data obtained from the Connecticut Crash Data Repository showed six crashes in vicinity of the Phase I limits on Route 44 during calendar years 2020-2022 and only two crashes within the Phase II limits on Route 41 during the same time period. Crash data is attached to this application. None of the crashes in either location involved pedestrians. The data showed randomly distributed and relatively common accidents and did not reveal any notable trends. The 2016 Community Connectivity Program's Road Safety Audit (RSA) found similar crash data for Route 44 from an earlier time period.

The Town of Salisbury believes that sidewalk construction along U.S. Route 44 and State Route 1 are of paramount importance to separate pedestrian and vehicular traffic.

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<sup>1</sup> Applicants are encouraged to use available data including the Connecticut Crash Data Repository, and any other sources including local police crash records, public works complaints & LTA concerns.



## Section 4 – Project Development and Cost Estimate

This information should demonstrate the level of effort that has gone into the project development to date and help to answer the question of whether the project can be realistically completed within the proposed grant amount. For example, an infrastructure project application with evidence of scoping and/or preliminary engineering work can be expected to increase confidence in the resulting estimate. A description of the level of development the project is at, and a cost estimate shall be submitted with this application. A sample cost estimate form can be found on the Transportation Rural Improvement Program webpage at: [https://portal.ct.gov/dot/pp\\_bureau/TRIP](https://portal.ct.gov/dot/pp_bureau/TRIP). An application that comprehensively demonstrates the following may receive maximum points for this section:

- Cost estimates should provide enough detail and accuracy to demonstrate that the proposed project can realistically be accomplished within the requested grant amount.
- Cost estimate must show that reasonable thought went into the planning of the proposed improvements.
- Major construction items should be included to demonstrate comprehension of the complexity of the overall project.
- Minor Items should be included as a percentage of all Major Items (Up to 20%)
- Contingencies and Incidentals should be included to capture additional costs incurred during the course of construction.

Plans for Phase I and Phase II were advanced to a point where comprehensive itemized cost estimates could be developed. Contract items for each phase were selected to coincide with actual CT DOT bid items to the maximum extent practicable. Unit prices are based on the CT DOT English Bid Item List (September 28, 2022) and on January 2023 bids received by the Town of Salisbury for sidewalk construction under the Community Connectivity Program. Itemized construction cost estimates for each phase are attached to this application.

In general, preference was given to the actual January 2023 bid data, which tended to have unit prices higher than those listed in the CT DOT English Bid Item List. We attribute the higher unit prices to the current inflationary climate and to the remoteness of Salisbury for most contractors who bid on contracts like these. The following offers a summary of the itemized cost estimates:

### Phase I - Main Street Sidewalk:

Contract Cost Estimate:	\$ 498,044
Contingencies @ 10%:	\$ 49,804
Incidentals @ 10%:	\$ 49,804
Inflation @ 4%:	\$ 19,222
Total Project Cost:	\$ 617,575

### Phase II - Undermountain Road Sidewalk:

Contract Cost Estimate:	\$ 425,764
Contingencies @ 10%:	\$ 42,576
Incidentals @ 10%:	\$ 42,576
Inflation @ 4%:	\$ 17,031
Total Project Cost:	\$ 527,948



## Section 5 – Supplemental Improvement Type Information

For different project types please provide supplemental information as noted below. Failure to provide the requested information will not impact an applications eligibility but may affect the number of points awarded during scoring.

### **(A) Roadway Geometric Improvements**

- Existing 85<sup>th</sup> percentile speed
- Proposed Design Speed
- AADT

### **(B) Intersection Improvements**

- Capacity Analyses (For build and no-build conditions using base year and projected traffic volumes).\*

### **(C) Bridge Rehabilitation/Replacement**

- Latest Condition Report

### **(D) Major Drainage Improvement**

- Material, Age, Hydraulic adequacy assessment of existing drainage system (Condition Report, post-cleaning is preferred)

### **(E) Pavement Structure Improvement**

The level of investigation will be dependent upon the proposed improvements. Cores or test pits should be performed such that a representative sample of the existing roadway condition is obtained. If varying pavement conditions exist along the roadway indicating the possibility of different pavement conditions, a core or test pit should be performed in each roadway section. Attach the data obtained.

- Approximate percentage of heavy vehicles.
- Pavement thickness and type, sub-base thickness and type, and the presence of fines and/or groundwater must be noted.
- What is the anticipated pavement design? Describe the type and depth of each course including the base that is suitable for the ADT and percentage of heavy vehicles. Describe the cross-section (e.g., lanes and shoulder widths, etc.).

### **(F) Traffic Signal Replacement/Upgrade/New Installation/Coordination**

- Who is/will be responsible for ownership, maintenance, and electrical costs?
- Age of existing signals
- Capacity Analyses (For build and no-build conditions using base year and projected traffic volumes) \*
- Warrant Analysis for new signals
- Systems Engineering Analysis Form (SEAFORM) for Intelligent Transportation Systems (ITS) projects



### **(G) Roundabouts**

The following should be demonstrated or considered if a roundabout is proposed. Visit the Department's Roundabout information page for helpful resources. [CTDOT Roundabout Information](#)

- **Traffic Volumes:** Design level Traffic Volumes are needed to conduct a proper Capacity Analysis.
- **Capacity Analysis:** A Roundabout Capacity analysis and determination of lane arrangements is required - the latest version of Synchro Software shall be used.
  - If the operation of multiple intersections in series or how a roundabout might operate near other important features like a RR crossing, applicants may also consider using VISSIM for traffic modeling.
  - Will a single lane roundabout work with the design volumes? Good data is needed to have quality traffic forecasting. In some cases (higher volumes) this might require continuous counts for a while or counts on multiple days to have high confidence in the data, should discuss with CTDOT's Trip & Traffic Analysis Unit in cases where we could be on the edge of needing additional lanes.
  - If multiple lanes are needed, is it just a right turn lane, an auxiliary lane (Hybrid Roundabout?) or is a full two-lane roundabout required (two full circulating lanes)? If two full circulating lanes are needed – Internal Department discussion is required about whether or not to proceed. Some multi-line roundabout locations will not be approved for state roadways at this time.
- **Design Vehicle:** Identify the appropriate design vehicles (trucks, buses and check all turning movements)
- **Is it a critical oversize / overweight permit vehicle route?** A roundabout may not be appropriate or might need a large diameter with wide truck apron. Does the proposed design provide adequate space for vehicles with a significant turning radius? (Freight trucks, trailers, buses, and emergency vehicles) If it is near an interstate a WB 67 design might be needed. Other routes / roadways typically would want WB 62 design (required for state route to state route), highly recommended for State Route to local roads as well.
- **Fastest Path Analysis:** Fastest path analysis is required to verify the concept layout will achieve the necessary speed control. This helps to establish the size of the roundabout, center of the roundabout and approach alignment geometry.
- **Pedestrian Accommodations:** Sidewalks and crosswalks shall be part of the roundabout design
- **Speed Control and Traffic Calming:** Appropriate geometrics and traffic calming treatments on the approach to the roundabout shall be part of the concept layout to assess necessary Rights of Way. Roundabouts, especially on higher speed roadways should not be designed with all of the speed reduction happening close to the yield, we should be considering advance traffic calming and speed control measures where it makes sense.



**(H) Other**

- To be determined based on type of improvement proposed.

**\*Capacity Analysis:** For the purposes of this application, a simplified analysis may be performed for signalized intersections that do not require detailed assumptions, proprietary software or specialized traffic engineering skills. The "Quick Estimation Method" is described in detail in the 2010 Highway Capacity Manual, with accompanying worksheets that can be completed by hand. A brief description of the method is also described in Section 3.3.6 of the FHWA Signal Timing Manual, where it is referred to as a "Critical Movement Analysis." The relevant section of the FHWA publication can be accessed at: <http://ops.fhwa.dot.gov/publications/fhwahop08024/chapter3.htm>

This simplified analysis will yield an approximate critical volume/capacity ratio that can be used to assess overall operation of the intersection. The build and no-build conditions should be analyzed for the existing and projected traffic volumes.



## Section 6 – Project Endorsement

### 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 TRIP 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 or other agencies as required by either the Connecticut General Statutes or Connecticut regulations, or federal law;
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 review 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 TRIP funding for this project, that no payment will be made for project expenses incurred prior to the construction 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 Transportation Rural Improvement Program (TRIP) Project Administration Guide and Application.

Authorized Signatory's Name (Please Print): Curtis G. Rand, First Selectman

Title: \_\_\_\_\_

Signature: Curtis Rand

Digitally signed by Curtis Rand  
Date: 2023.03.31 14:29:41 -04'00'

Date: 3/31/2023



## Salisbury Pathways Committee

### Strategic Plan

**2023-2028**

#### Preamble

As the Salisbury Pathways Committee looks to the next five years, we remain focused on our original purpose to provide “walking access within and among the village centers.” In outlining our strategic plan, we are committed to realizing the priorities established in 2014. The following slides present our priorities, our accomplishments to date, and our next steps. It is our firm belief that these projects will enhance the Town of Salisbury by supporting the Town’s stated goals of accessibility, connectivity, and economic development.

#### Priorities (Set in 2014; updated in 2022.)

1. "The Connector" -- connect existing sidewalks of the villages of Salisbury and Lakeville.
2. "Triangle with Horns" -triangle that is comprised by Rt. 41 North, Cobble Road, and Rt. 44 South with "horns extended to Appalachian Trail parking lot on Rt. 41 and Lion’s Head community on Rt. 44.
3. The Hotchkiss School connection to Lakeville Village.
4. Belgo Road.
5. Around the Lake.
6. Lime Rock.

#### Accomplishments

1. **"The Connector"** -- connect existing sidewalks of the villages of Salisbury and Lakeville
  - Library to Meadows sidewalk -- completed in November 2022
  - Lincoln City Road to the Firehouse – shovel ready in September 2023
2. **"Triangle with Horns"** - triangle that is comprised by Rt. 41 North, Cobble Road, and Rt. 44 South with "horns" extended to Appalachian Trail parking lot on Rt. 41 and Lion’s Head on Rt. 44.
  - TRIP grant application submitted to CT DOT with the 3-phases plan - April 2023

#### Strategic Plan Steps

##### **"The Connector":**

- Final phase: The connection from the Meadow to Firehouse – proposed as Phase 1 in the TRIP application.
- Work on establishing partnerships with P&Z, Economic Development Committee, etc.

##### **"Triangle with Horns":**

- Step 1: Create a topographical plan/drawing for the proposed sidewalk.
- Step 2: Prepare the letter to abutters, start talking with abutters.
- Step 3: Develop partnerships with organizations along the “triangle”:  
Cemeteries, Sarum Village, Lion’s Head, and all appropriate Town Committees.

#### Conclusion

The newly completed Library to Meadows section of The Connector is frequently used. The enthusiastic reception of this section by the public motivates the Pathways Committee to complete “The Connector” and help start the construction of the “Triangle with Horns” as soon as possible.