Salisbury Pathways Committee

One Hundredth and First Meeting!

Date and Time: Monday, May 19, 2025, at 5:30 p.m.
Location: **Hybrid**: in-person in Town Hall, 1st floor, Fox Room, and on Zoom (link below).
Present: **In-person**: Chris Williams, Gerry Stanton; Kathy Trahan, Pat Hackett, and members of the public. **Virtually**: Natalia Smirnova, and members of the public.

Minutes:
Call to order – 5:30 p.m.

Amendment to the agenda: Mr. Tom Zetterstrom from the Elm Watch group was invited to present the group's concern about two heritage Elms on Rt. 41/44 as per the sidewalk proposed via TRIP grant. He will present after the approval of the minutes.

1. Approval of the minutes for the meeting on April 21, 2025.
   Approved: yes = 4; abstained = 1.

2. Mr. Tom Zetterstrom from the Elm Watch group presented the group's concern about two Heritage Elms on Rt. 41/44 as per the sidewalk proposed via TRIP grant. The presentation is attached.
   Main critique: There is not enough radius of the curve around the elms to protect the root zones. If the roots are cut – elm could die or fall over.
   Suggested solutions:
   1) Make a sidewalk curve farther away from the elms (at least 10 feet away).
   2) Tunneling.
   3) Raised sidewalk.
   - Meanwhile, ask an arborist, Matt Bartlett, to assess the elms.
   - A suggestion was made to create educational signs to be posted near the elms. Natalia suggested that the signs must be funded by the Elm Watch group, as they can work with various interested Salisbury groups to fundraise. Because the signs are not part of the grant money. The grant money is only for the actual construction of the sidewalk.

3. TRIP grant –progress report:
   - Additional survey by Matt Kiefer – tabled – Pat must report next meeting
   - Meeting with Sarum Village – Pat:
     Pat talked with Peter Haley, Housing Committee Chair. Peter is OK with the "cutting corner" approach for the sidewalk. Pat needs to walk with Peter to get the ROW release from Sarum Village to give to DOT.
   - Letter to abutters – finalized based on Curtis's edits. The letter is attached.
     Chris is to ask Curtis to mail the letter.

4. DEEP grant – progress report:
   - Obtaining winning proposals – Pat needs to obtain them.
   - Natalia and Kathy will look at the opportunities for improvement of our proposal.

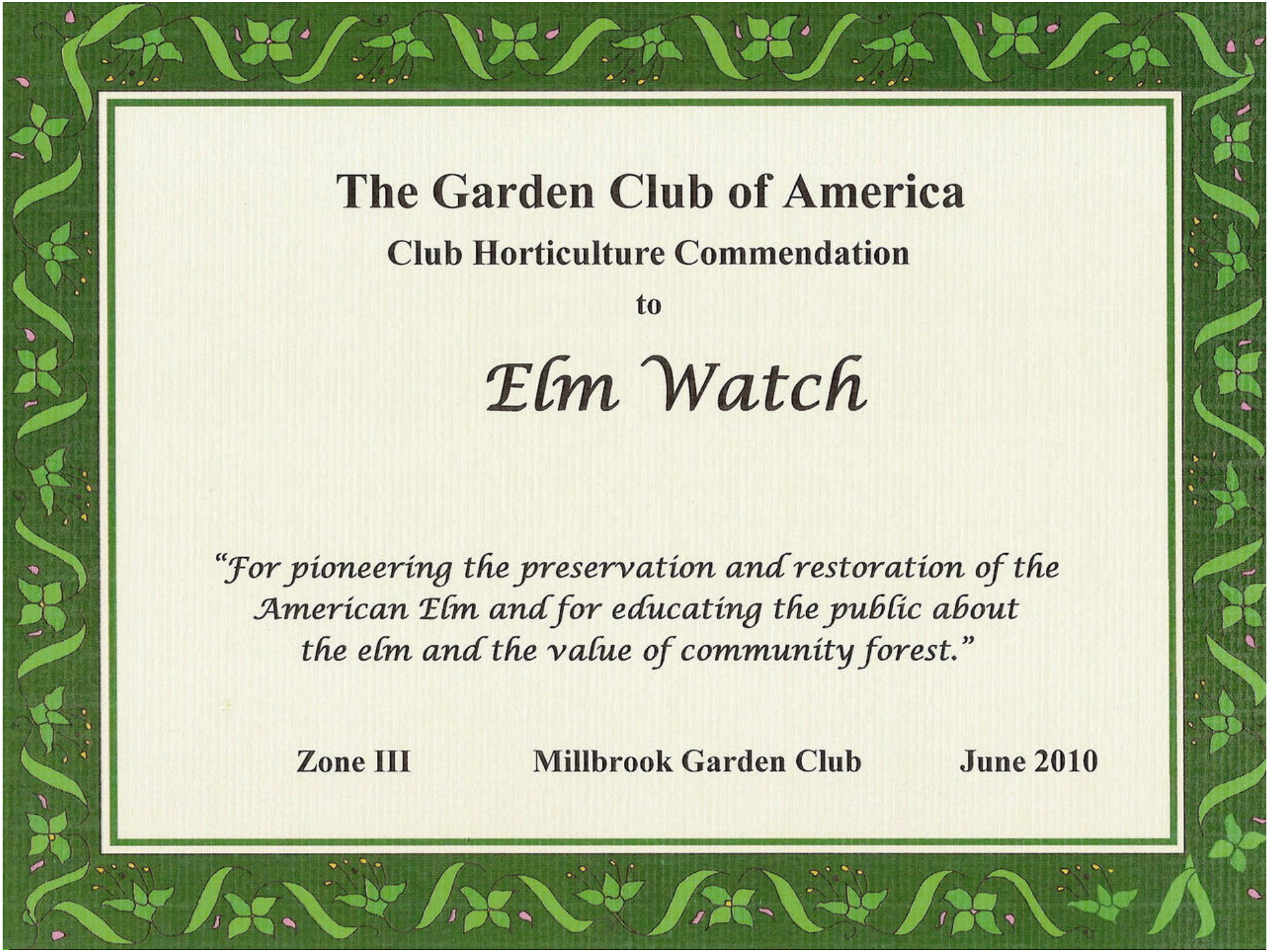
- Road Safety Audit (RSA) – report about May 6-7 audit.
  -Agenda for RSA and Filed Sheets are attached.
  -RSA went well. Many people from DOT's various departments came out. "Road calming" ideas were discussed. The RSA report will be ready in 4-6 weeks for us to give feedback.

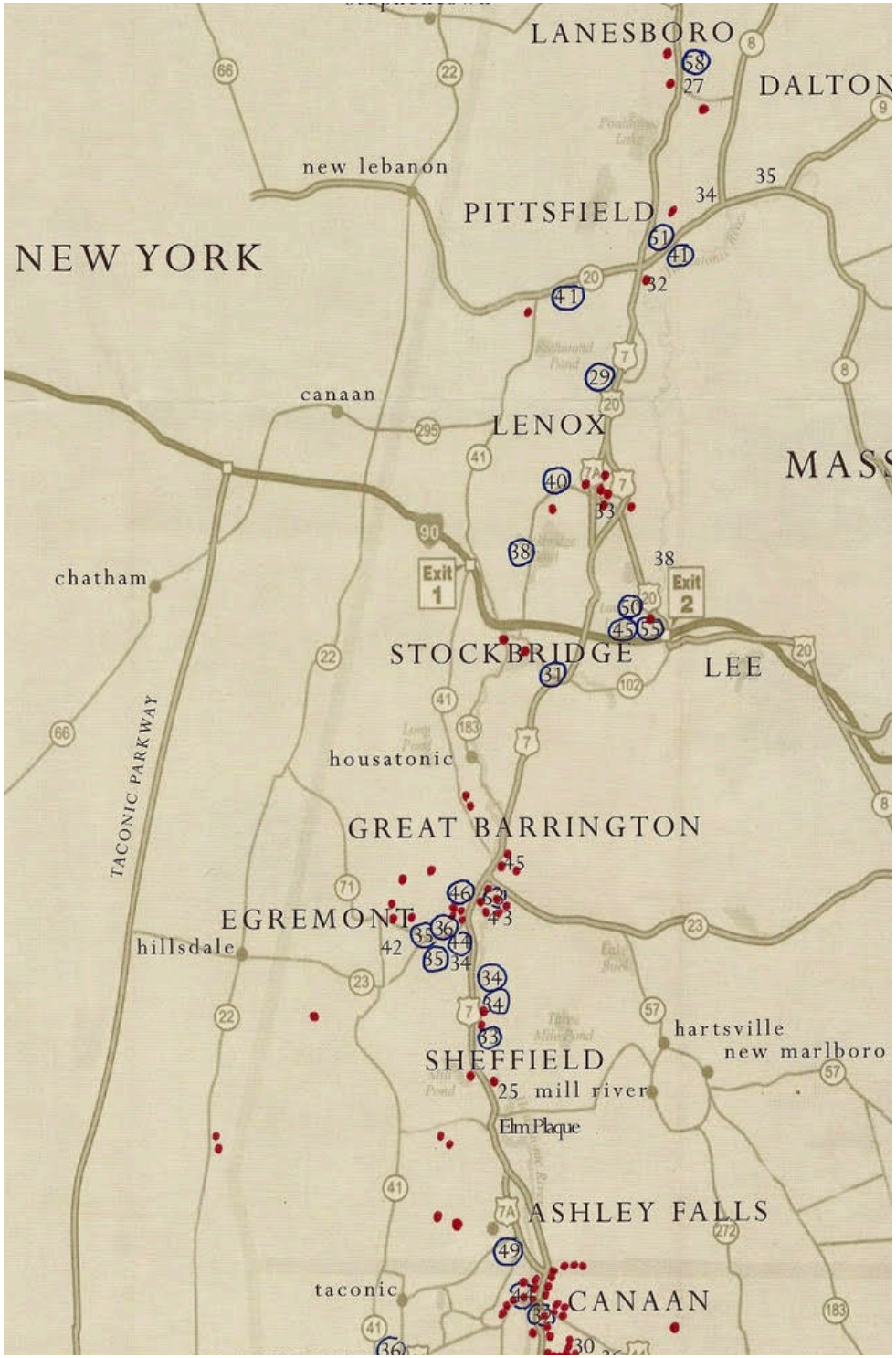
5. The Hotchkiss School to Lakeville Sidewalk – progress report:
   - Wetlands Meeting (4-28-25) – report
     We presented the preliminary design and David Battista presented maps showing 4 points where the wetlands "touch" Rt. 41 on the opposite side of the project. The project was received well.
   - Updated design information – David and/or Mike
     David will be working on Final Design, but he needs Matt Kiefer to do the survey. Then apply for permits to DOT District 4.
   - Connectivity grant application – completion -- Natalia and Kathy
     Connectivity grant application is completed. Submission is on May 20, 2025, ahead of the deadline. The link to the final application is here.

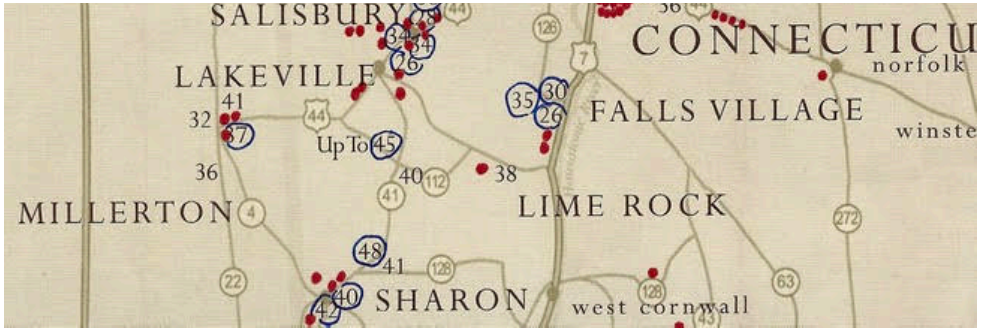
6. Citizens' Comments:
   -Quentin Van Doosselaere, a property owner along Rt 41 asked for a meeting on his property to discuss the Sharon Road sidewalk proposal. Pat Hackett and Mike Virzi (Hotchkiss) will follow up.
   -Several Elm Watch group members were present in person and virtually, but they did not identify themselves and did not make any comments.

7. New Business: none.

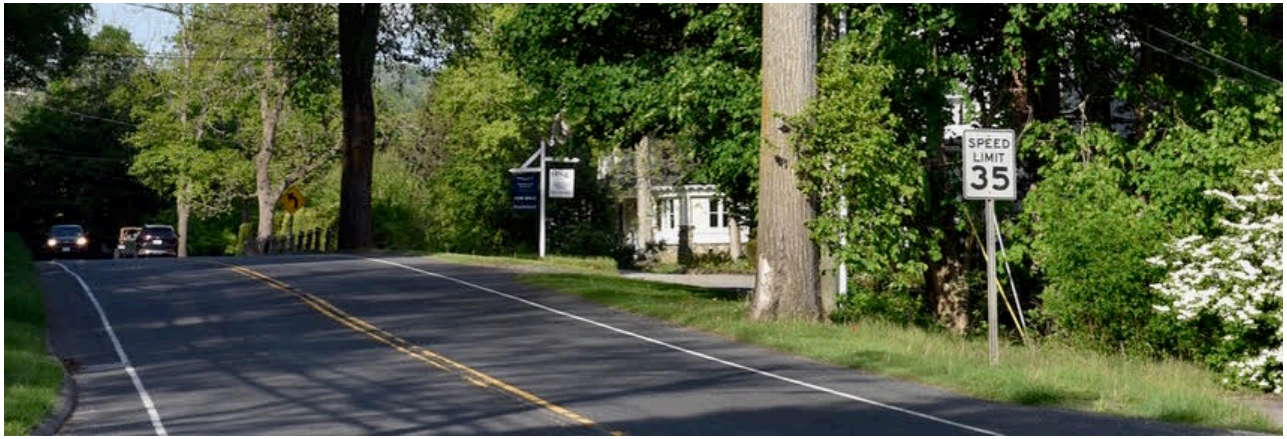
The meeting was adjourned at 6:27 p.m.
Minutes respectfully submitted by Natalia V. Smirnova, Secretary, on May 24, 2025.


The Garden Club of America
Club Horticulture Commendation
to
Elm Watch
"For pioneering the preservation and restoration of the American Elm and for educating the public about the elm and the value of community forest."
Zone III
Millbrook Garden Club
June 2010


LANESBORO
DALTON
new lebanon
PITTSFIELD
NEW YORK
canaan
LENOX
MASS
chatham
Exit 1
Exit 2
STOCKBRIDGE
LEE
TACONIC PARKWAY
housatonic
GREAT BARRINGTON
EGREMONT
hillsdale
hartsville
new marlboro
SHEFFIELD
25 mill river
Elm Plaque
ASHLEY FALLS
taconic
CANAAN



Two of several elms adopted by Town of Salisbury with Curtis's support. The westerly of the two, being the most visible with classic American elm shape.



The more easterly of the pair, showing some signs of tip die-back (not associated with Dutch elm disease).

Critical root radius calculations
The caption about 40% damage does not apply to these elms due to the asymmetry of root zone abutting highway pavement.

BOX 12

Critical root radius

The CRR is used to define the portion of the root system nearest the stem that is critical for the stability and vitality of the tree. It is a circular area defined as CRR = DBH x 1.5 foot per inch. This area is usually beyond the dripline of the tree. The CRR can be used for narrow-canopied trees as well as open-grown trees. (Miller et al 1995, Matheny and Clark 1991) See Figure 3.86.

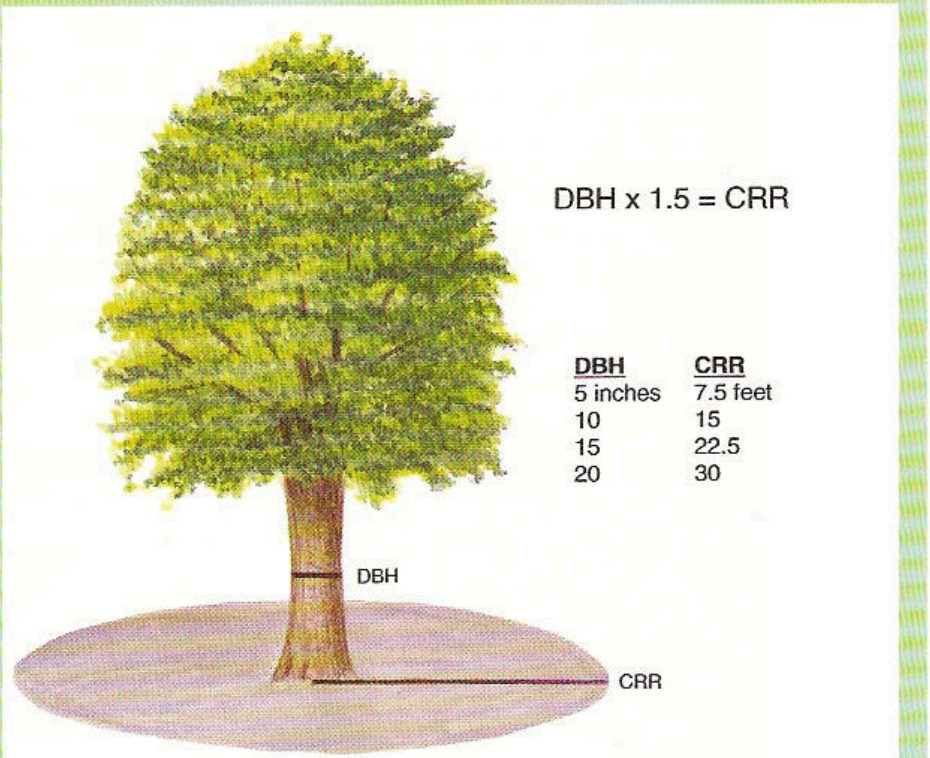
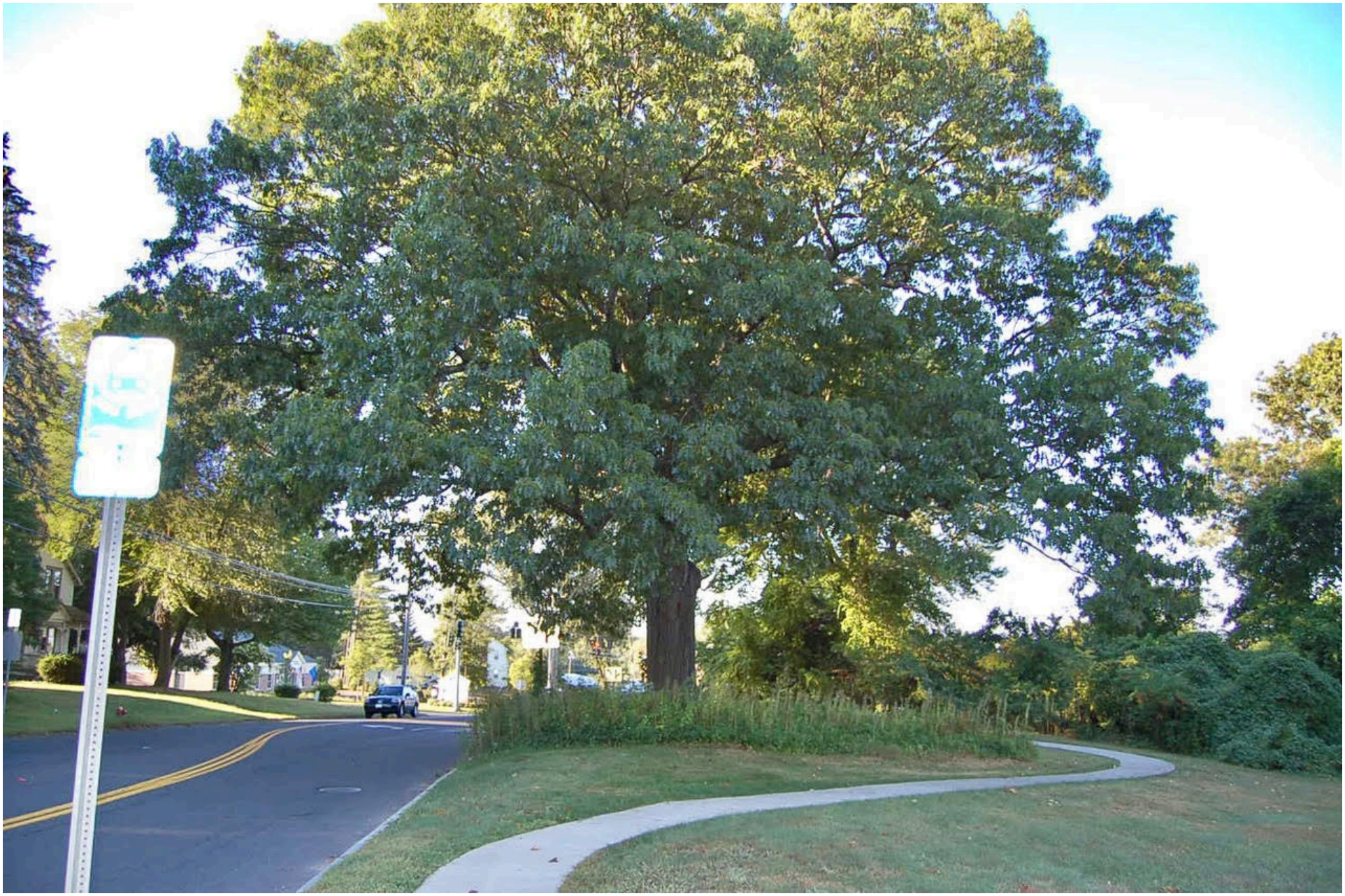


Figure 3.86. *Use the Critical Root Radius to estimate the extent of damage to a tree's root system. Up to 40 percent of the area can sustain damage before anchoring is seriously impaired.*

Example of optimal sidewalk design.



Sidewalks adjacent to trees can present growth conflicts.

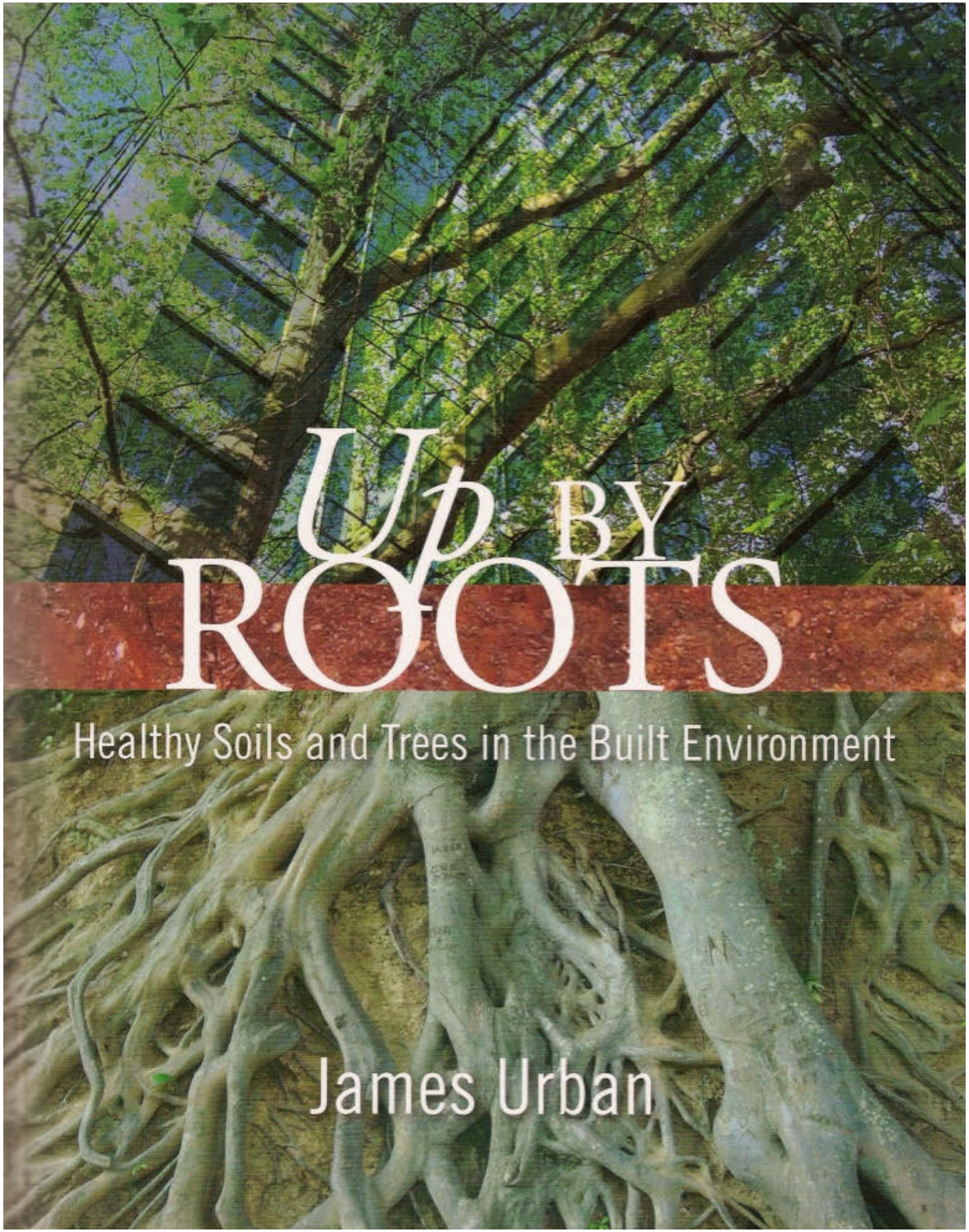
In 2011, Canaan’s champion elm impacted sidewalk contours. This 50 inch dbh tree pre-dates the construction of the Canaan Union Depot in 1872.

14 years later the elm continues to impact sidewalks.

Root damage from straight line sidewalk construction backhoe work.

Canaan Elm brutalized by ConnDOT backhoe operator.

Bible of routable soil and tree design and preservation.


Up BY ROOTS
Healthy Soils and Trees in the Built Environment
James Urban

Tunneling on Salisbury sidewalk design deserves scrutiny

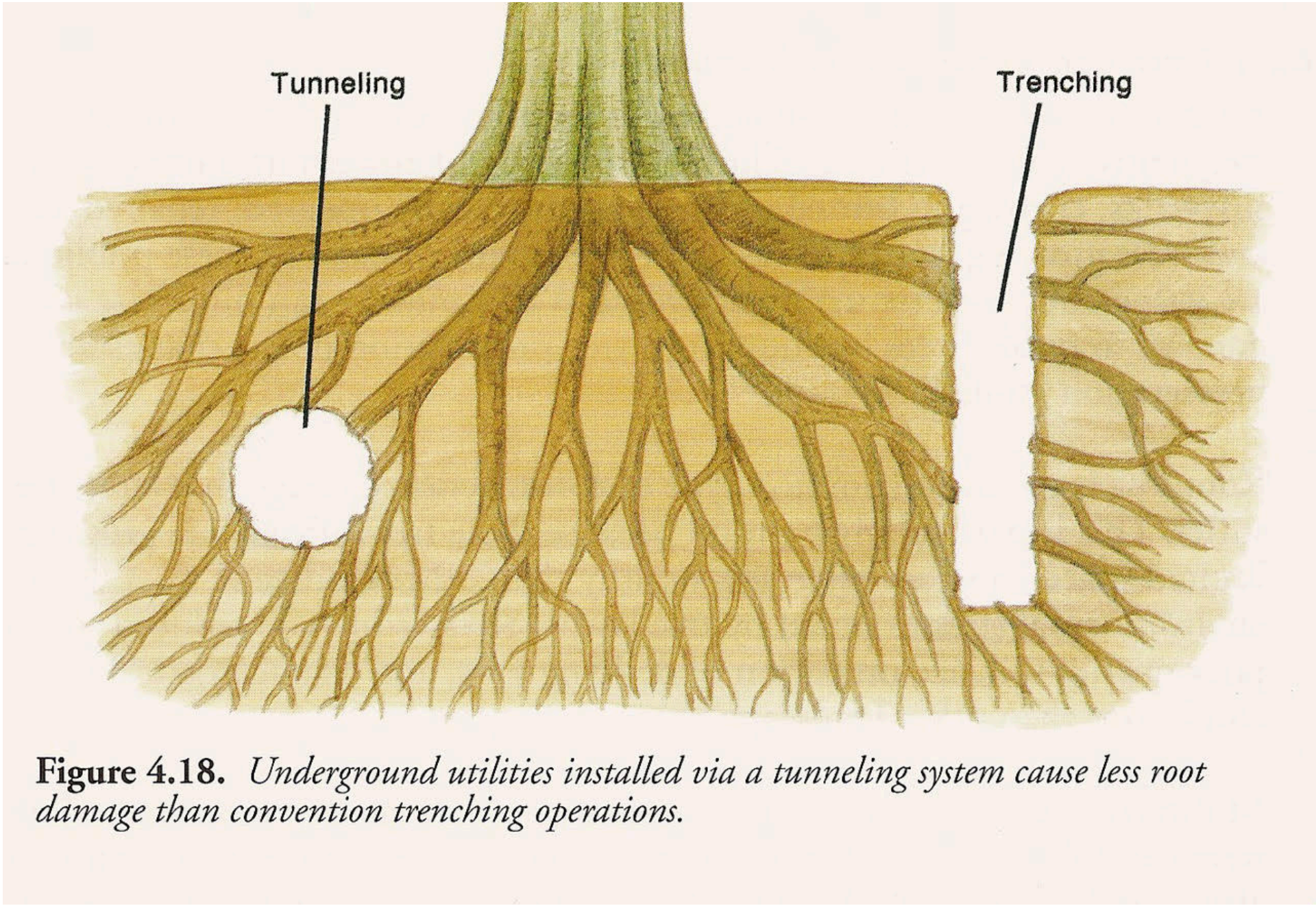


Figure 4.18. *Underground utilities installed via a tunneling system cause less root damage than convention trenching operations.*

Pavement impact on root geometry.

Flexible design option that is root zone adaptive.

An example of low impact sidewalk design.

Elevated sidewalk at Simon’s Rock School.

Text sllides from Bartlett Tree Research Lab below...

There are two factors we need to look at:

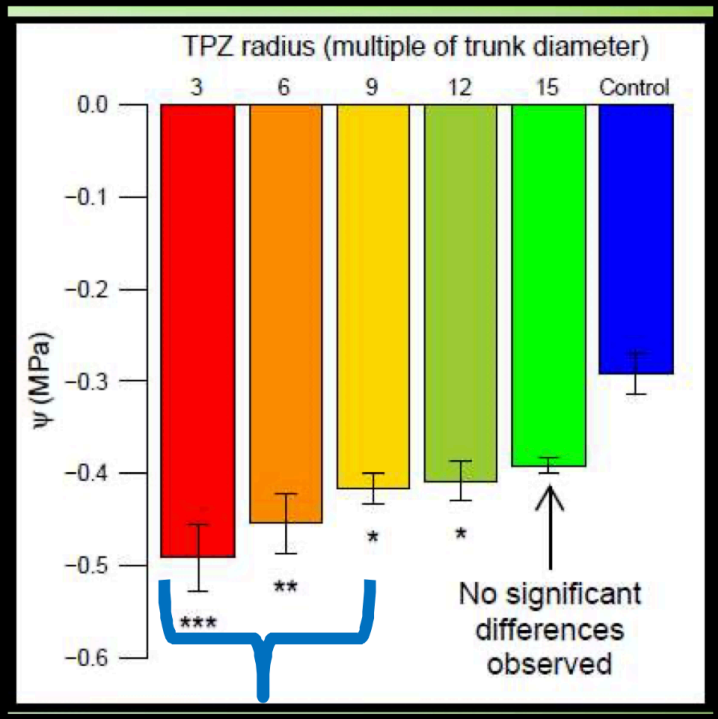
Tree Health – is the tree likely to die if the roots are cut?

Tree Stability – Is the tree likely to fall over if the roots are cut?

Root cutting results

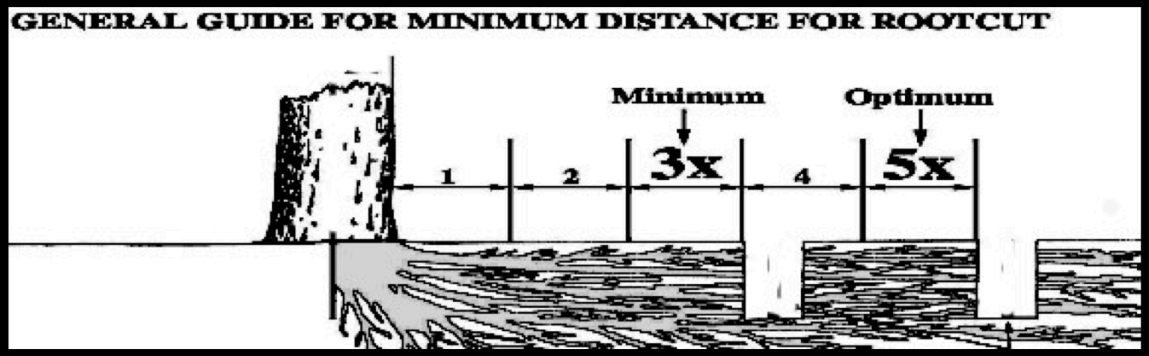
Found water impacts at distances from 3–12 x DBH

Growth Impact at 3–9 x DBH



Growth Impact Found here

Root Cutting: One side cuts



It is best to keep all cuts outside dripline.

5X DBH is likely to be a sustainable distance for many species. There are significant species differences.

3 X DBH is as close as you should ever recommend

Within 1 to 1.5 x DBH consider tree removal when high value targets are present

Use greater distances if large tree, leaning trees, trees with root rot etc.

Root barrier is applicable to young tree root management.

Root Barrier Installation

2’ from trunk

On both sides of the tree

18” deep

10 replicates in 2 blocks

Specimen elm deserve optimal consideration when introducing hardscape.

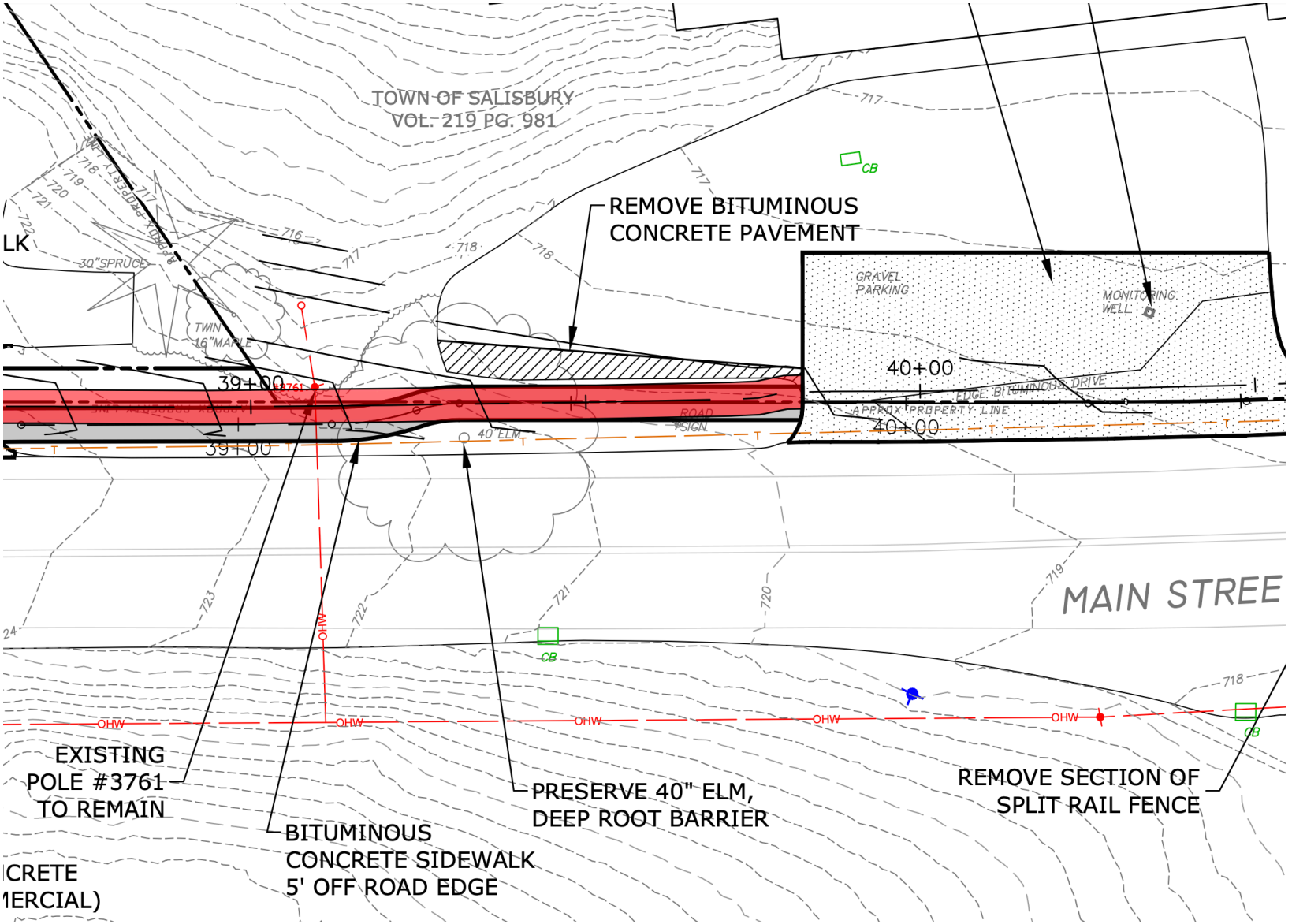

SPEED
LIMIT
35

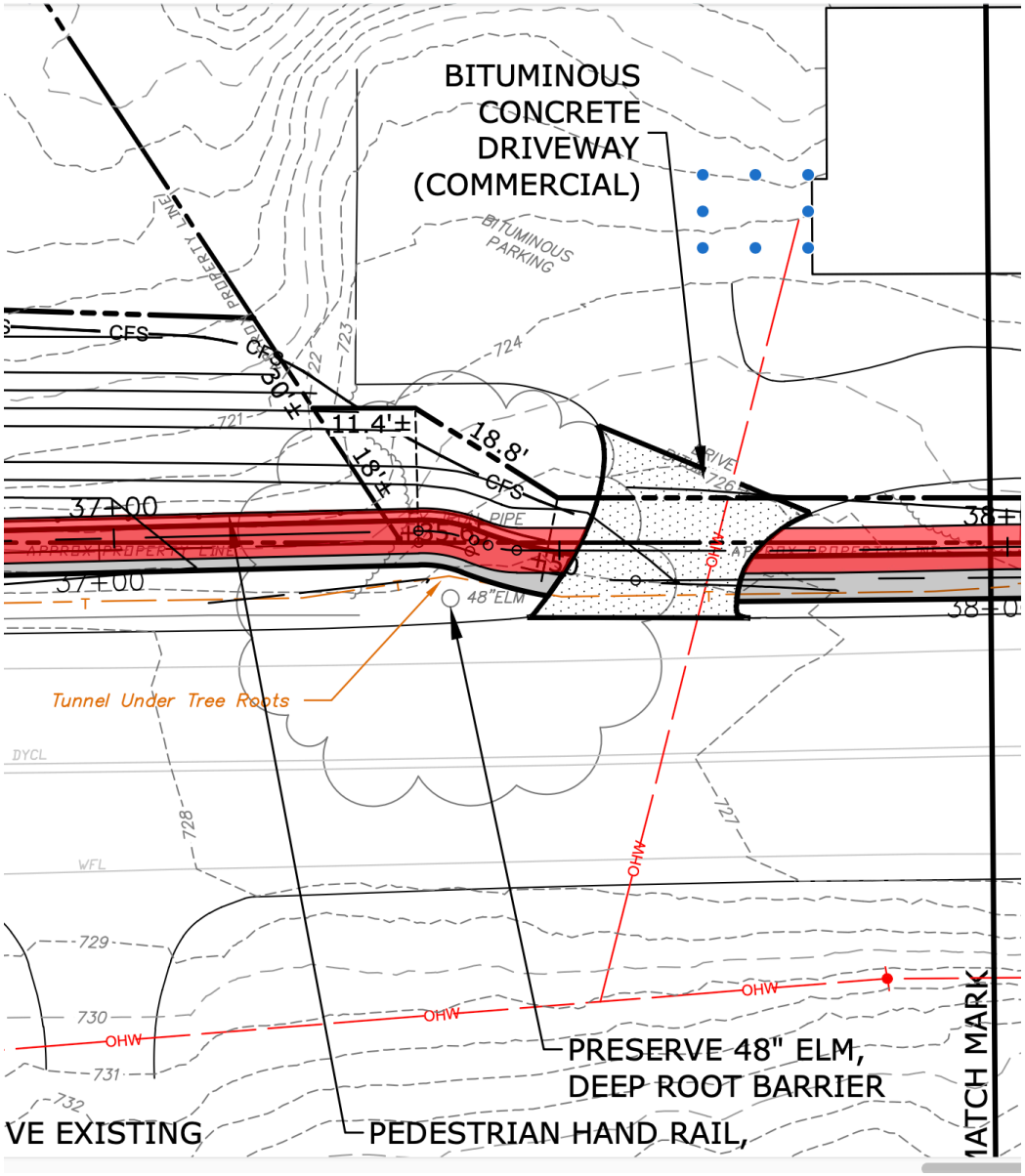
As Chris suggested, remove existing asphalt.
Based on Bartlett graph, extend curve of sidewalk minimum of 120 inches to right (3x dbh of 40 inches=120”)
Optimal Bartlett recommended setback is 200 inches (5x day 40= 200)


SPEED
LIMIT
35

Do not cut or prune elm branches during the growing season. Can invite EBB (elm bark Beetle) and introduce Dutch elm disease.

Alter existing plans.l


TOWN OF SALISBURY
VOL. 219 PG. 981
REMOVE BITUMINOUS
CONCRETE PAVEMENT
GRAVEL
PARKING
MONITORING
WELL
40+00
39+00
EDGE BITUMINOUS DRIVE
APPROX. PROPERTY LINE
ROAD
SIGN
40" ELM
MAIN STREE
CB
OHW
EXISTING
POLE #3761
TO REMAIN
BITUMINOUS
CONCRETE SIDEWALK
5' OFF ROAD EDGE
PRESERVE 40" ELM,
DEEP ROOT BARRIER
REMOVE SECTION OF
SPLIT RAIL FENCE
30"SPRUCE
TWIN
16"MAPLE



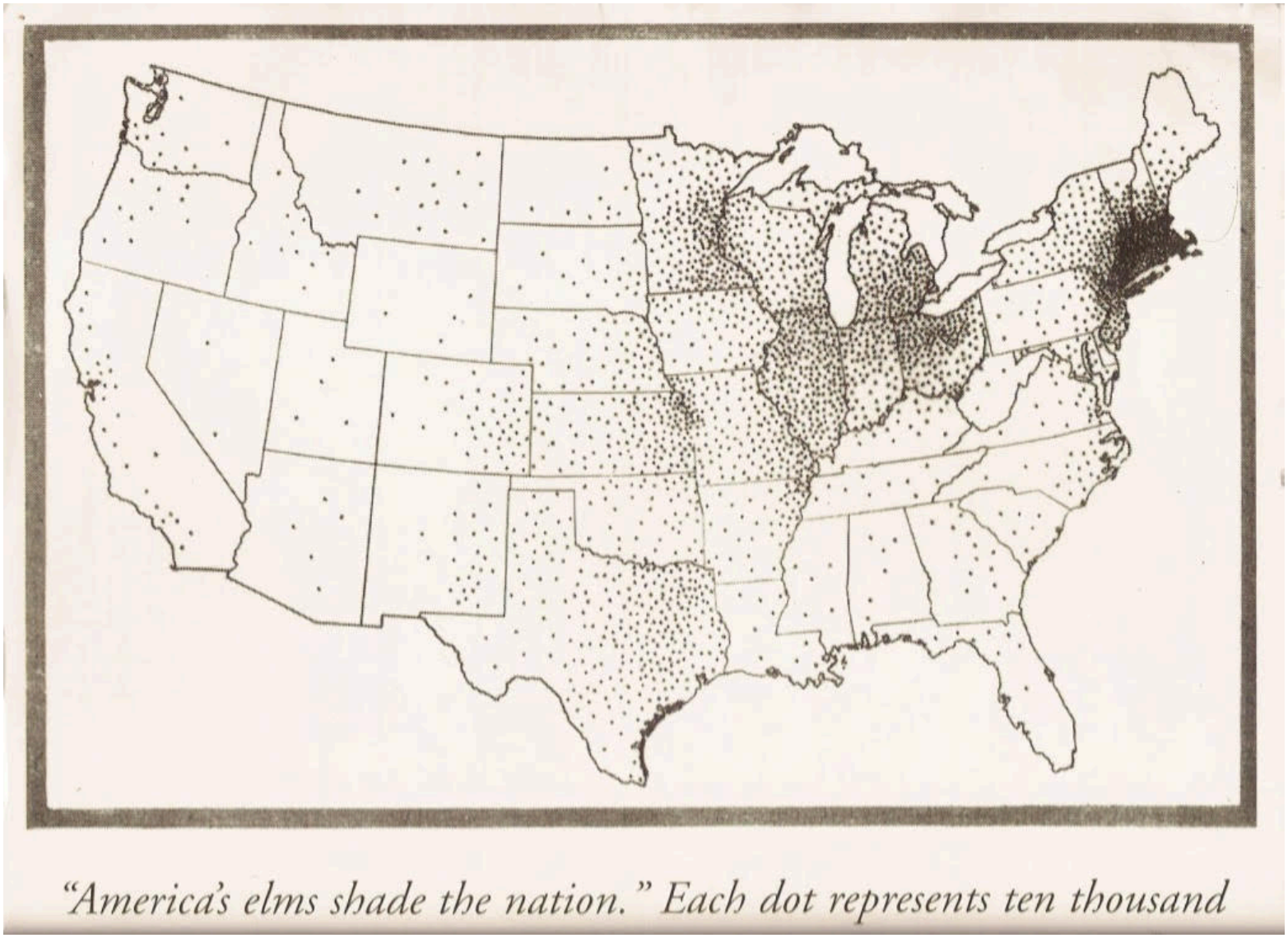
terrain east of easterly elm requires re grading and setback.

Both elms should injected with fungicide in advance of any site work,

Salisbury Lakeville has a rich history of street elms. Survivors should be preserved. Interpretive sign could raise awareness.


Congregational Church, SALISBURY, Conn.

99% of heritage American elms have been lost to DED.



"America's elms shade the nation." Each dot represents ten thousand

Recognition for past community forestry work.


ARBOR DAY
Treasure it for forever
Arbor Day Foundation®
ARBOR DAY AWARD
John E. Rosenow
Chief Executive


Tom Zetterstrom
The Public Awareness of Trees Award
2011


Connecticut
Urban
Forest
Council
THE SHARON H. OSSENBRUGGEN
AWARD FOR
MERITORIOUS SERVICE
PRESENTED TO
Tom Zetterstrom
FOR HIS TIRELESS EFFORTS TO EDUCATE
AND PROMOTE POSITIVE CHANGE
REGARDING TREES, PLANTS

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Canaan, CT 06018

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Please update e-mail address
zetterstromtom@gmail.com
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In 2024, Governor Lamont announced that the Town of Salisbury had been awarded one of ten TRIP Grants from the Connecticut Department of Transportation (DOT). These grants are provided through the Transportation Rural Improvement Program (TRIP) with the stated purpose of "providing state grants to help ensure these smaller communities remain safe and connected for future generations." In its application, the Town of Salisbury requested funds earmarked for the construction of various pathways leading to downtown Salisbury, in compliance with the Town's Plan of Conservation and Development (POCD).

With this in place, the Pathways Committee is moving forward to complete the sidewalk connecting Salisbury and Lakeville from the Vincent Preserve to Brook Street along route 41/44, as well as a new pedestrian sidewalk from the Salisbury Volunteer Ambulance garage north to Lower Cobble Road and Sarum Village.

The Salisbury Pathways Committee is sending this letter to inform you that, once the necessary permits and final engineering and design documents are received, work will begin on both sections. Since 2017, the Committee has worked diligently with community members, CT State DOT, Town Selectmen, and the engineering firm of Lenard Engineering, now a division of Haley Ward, to fulfill all grant requirements for feasibility and design. All of the proposed improvements will be constructed within the state-owned or town-owned right-of-way; therefore, the acquisition of private property should not be required. Temporary rights to grade or reconstruct driveways to meet ADA standards may be required and will be coordinated with property owners during the project's final design phase. It is anticipated that work will begin later this year.

Preliminary design plans for both projects can be viewed at the Town Hall or on the town's website: (updated link to be inserted) Persons with limited internet access may request project information be mailed. Comments, recommendations, and questions can be sent to the following:

Town Hall,
P.O. Box 548
27 Main Street
Salisbury, CT 06068
email: townhall@salisburyct.us

Thank you.

Salisbury Pathway Committee Members

Pat Hackett, Natalia Smirnova, Gerald Stanton, Kathy Trahan, and Christian Williams

Salisbury Road Safety Audit
Site Visit

Salisbury, CT Routes 44 and 41
May 7th. 2025, at 10:00AM

Agenda

1. Welcome and Introductions

2. RSA Location Discussion
   - Distribute and discuss field packets
   - Suggestions and feedback for Technical Team

3. Safety Reminders

4. Walk Audit
   - Identify safety concerns and improvements opportunities (all participants)
   - Ensure Technical Team is aware of any other safety issues being experienced in these locations (municipal staff)
   - Recommend potential countermeasures that are appropriate and feasible for the study areas (CTDOT Engineers)

5. Post-Audit Discussion (recap)
   - Discuss observations and potential improvements
   - Next steps

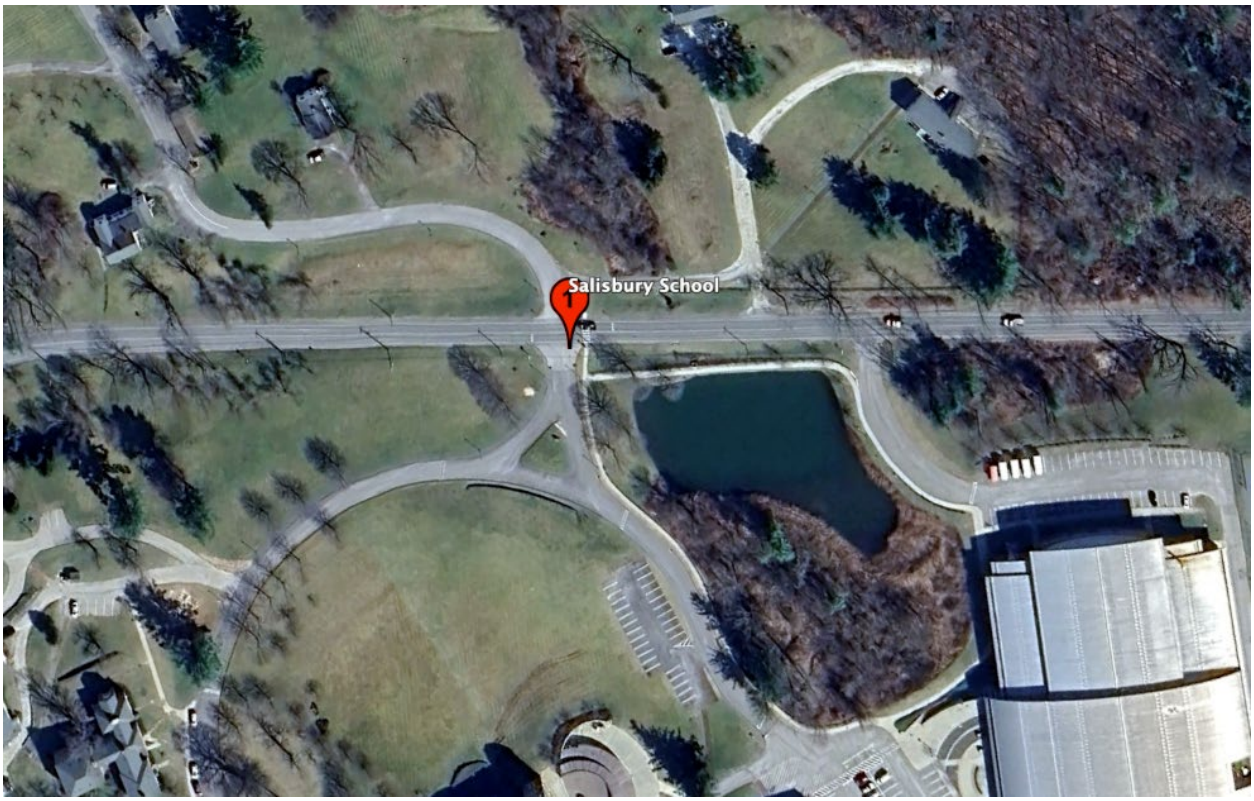
Participant Expectations:
All participants should plan to be actively involved during the entire RSA Process. Participants are encouraged to share their ideas, concerns, and comments with the Technical Team at the pre-audit meeting and during the site visit. In addition, after the RSA site visit, participants will be asked to review and comment on the draft report to assure it is reflective of the RSA completed by the Technical Team. Stakeholders' opinions are key elements to the success of this RSA.

Salisbury RSA Field Sheet

Location 1: Canaan Rd (RT44) at Salisbury School Crossing

For each noteworthy feature that you observe on this location, write a number at the location on the map below. Write a brief description of your observation for that number on the Notes Section. Also, add any additional notes/observations regarding vulnerable road user safety for the Technical Team to consider.

See attached RSA Field Considerations list for suggested items to observe.



Notes:

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12. _____

Salisbury RSA Field Sheet

Location 2 & 3: Canaan Rd (RT44) at Cobble Rd and Appalachian Trail Crossing

For each noteworthy feature that you observe on this location, write a number at the location on the map below. Write a brief description of your observation for that number on the Notes Section. Also, add any additional notes/observations regarding vulnerable road user safety for the Technical Team to consider. See attached RSA Field Considerations list for suggested items to observe.

Notes:

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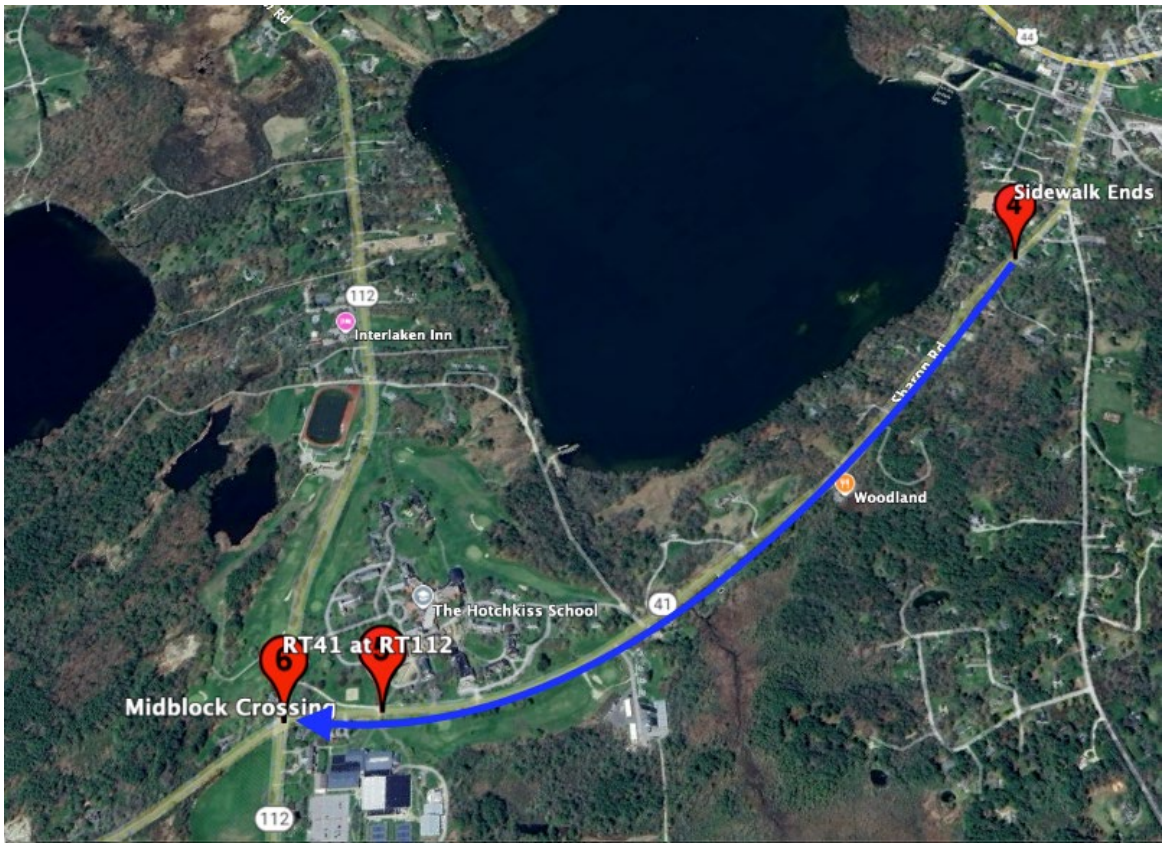
12. _____

Salisbury RSA Field Sheet

Location 4: Sharon Rd (RT41) from where sidewalk ends to RT112

For each noteworthy feature that you observe on this location, write a number at the location on the map below. Write a brief description of your observation for that number on the Notes Section. Also, add any additional notes/observations regarding vulnerable road user safety for the Technical Team to consider.

See attached RSA Field Considerations list for suggested items to observe.



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Salisbury RSA Field Sheet

Location 5: Sharon Rd (RT41) at Hotchkiss School Midblock Crossing

For each noteworthy feature that you observe on this location, write a number at the location on the map below. Write a brief description of your observation for that number on the Notes Section. Also, add any additional notes/observations regarding vulnerable road user safety for the Technical Team to consider.

See attached RSA Field Considerations list for suggested items to observe.

Notes:

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12. _____

Salisbury RSA Field Sheet

Location 6: Sharon Rd (RT41) at RT112 (Hotchkiss School)

For each noteworthy feature that you observe on this location, write a number at the location on the map below. Write a brief description of your observation for that number on the Notes Section. Also, add any additional notes/observations regarding vulnerable road user safety for the Technical Team to consider.

See attached RSA Field Considerations list for suggested items to observe.

Notes:

1. _____
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RSA Field Considerations

Pedestrian Accommodations

- Sidewalks (width, grade, condition, drainage, buffer, etc.)
- Lighting
- Amenities (benches, trash receptacles, etc.)

Pedestrian Crossings

- Sufficient crossing time
- Signage
- Pavement markings
- Detectable warning devices (signal)
- Adequate sight distance
- Wheelchair accessible ramps (grades, orientation, tactile warning strips, etc.)
- Pedestrian refuge at islands

Bicycle Accommodations

- Bicycle facilities / design
- Separation from traffic
- Conflicts with on-street parking
- Pedestrian conflicts
- Bicycle signal detection
- Visibility
- Roadway speed limit
- Bicycle signage / markings
- Shared lane width
- Shoulder condition / width
- Traffic volume
- Heavy vehicles
- Pavement condition
- Debris

Road Facilities

- Access points
- Drainage
- Tapers and lane shifts
- Roadside clear zone / slopes
- Guide rails / protection systems
- Capacity issues

Road Surface Condition

- Pavement (excessive roughness or rutting, potholes, loose material)
- Edge drop-offs
- Drainage issues

Intersections

- Geometry
- Sight distances
- Traffic control devices
- Safe storage for turning vehicles

Signals

- Proper visibility
- Proper operation
- Efficient operation
- Safe placement of equipment
- Proper sight distance
- Adequate lane capacity

Signage

- Correct use
- Clear messaging
- Good placement for visibility
- Adequate retro-reflectivity

Pavement Markings

- Correct and consistent with MUTCD
- Adequate visibility
- Condition
- Snow storage
- Edgelines provided

Driver Behavior

- Compliance with speed limits
- Sight distance adequacy
- Safe passing opportunities
- Distractions
- Unaware of pedestrians / cyclists

Miscellaneous

- Weather impacts