

Salisbury Pathways Committee

Seventieth Meeting

Date and Time: Monday, November 14, 2022, at 5:30 p.m.

Location: Virtual via Zoom.

Present via Zoom: Natalia Smirnova, Kathy Trahan, Pat Hackett, Chris Williams, Curtis Rand, Bruce Palmer

Minutes:

Call to order -- 5:32 p.m.

1. Approval of the minutes of October 17, 2022.

Approved unanimously.

2. Status of the Connectivity Grant.

Curtis Rand reported that the work for Lincoln City Road to Fire House went out for bid.

Curtis reported that Marc Mancini's firm suggested that around 20% of the total scope of work (\$400K*0.2 = \$80K) must be budgeted for the inspection. The inspection will consist of two parts: (1) daily observation of work done; (2) daily paperwork for the State. Curtis hopes that the bids come around \$350K, so we can use \$50K for the inspection work.

When time comes, we will draw on our local people who qualify to be inspectors.

3. Status of Library to Salmon Kill Road Sidewalk.

Completed!

Positive comments are received. Some citizens are concerned that the sidewalk stops abruptly at the Meadow. We need a PR campaign to explain that the sidewalk will continue and will be connected to Lakeville. We also need to speed up securing the funding and construction for the last portion of the connection. See (4) for the discussion about funding.

4. Progress of funding opportunities research: Jerry and Kathy.

4.1. The list of action and funding opportunities was created by Jerry and Kathy.

"We need to engage parties who can help identify funding opportunities, and who support finishing the project. We are beginning to assemble research to better define who these parties are.

Among potential influencers are:

- Town of Salisbury officials
- Jahana Hayes's office (Federal level, 1st priority)
- Maria Horn's office
- Local organizations i.e. Salisbury Association and local business development proponents.

As we explore fundraising opportunities, we asked ourselves what appropriate talking points would be to use. What is our story?

We thought to include, for example:

- Sidewalk construction encourages pedestrian traffic that aids sustainable transportation.
- Salisbury Pathways successfully solicited a State of Connecticut Connectivity Grant in 2016 for \$400,000 to be used to construct sidewalks and a pedestrian bridge between Salisbury Central School and Brook Street. All paperwork and permitting has been completed, with construction to begin Spring 2023.
- Town of Salisbury funded xxxx feet of sidewalks on Rt 44 with \$????' from the town budget. These sidewalks connect Scoville Library and Salisbury Association land trust property beyond Salmon Kill Road. This section was completed in October 2022.
- 2300' of sidewalks remain to be built to complete a sidewalk that connects Lakeville and Salisbury. The approximate cost of the 2300' stretch running from the Salisbury Association land trust property beyond Salmon Kill Road to Brook Street would be \$?????
- Salisbury citizens and the local business community are very supportive of the project. For example... "quotes from Salisbury citizens and businesspeople."

4.2. Curtis Rand suggested to inquire into the **TRIPS** program of the State. This program is geared towards funding rural minor roads, re-stabilize sidewalks, and when "shovel-ready", the funding must be of **minimum** \$300K. Kathy and Jerry will investigate this program.

4.3. Another opportunity is the **Connectivity Grant** itself – we can re-apply when we complete the first project. We can use the existing Road Safety Audit (RSA) that State did for us in 2016 to argue that the connection is needed. (RSA is available on the Town's website and is attached to these minutes.)

Assignments:

- Chris Williams will connect with Matt Kiefer to let him know to get ready for a survey of the last portion of the connection.
- Pat Hackett has the engineering maps already done. Pat to show these maps to Curtis.
- Kathy and Jerry will investigate the TRIPS program and the Connectivity program.

Conclusion: get ready to find funding and finish the connection of Salisbury and Lakeville villages.

5. Citizens comments – no comments were made.

6. New Business:

- Final connection between Salisbury and Lakeville – discussed in (4).
- Re-evaluation of Pathways Committee Priorities.
Natalia mentioned that during the second meeting of the Pathways Committee on September 15, 2014, the priorities of the Committee were set. (Now we are in the 70eth meeting!).
The exact excerpt from the minutes of 09/15/2014, agenda item 4:

"Meeting participants prioritized the pathways sections as per comments from the citizens:

1. **"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 Head's community on Rt. 44.

3. The Hotchkiss School.
4. Belgo Road.
5. Around the Lake.
6. Lime Rock.

Committee decided to have a Global Approach whereas the plan will be developed to make all these pathways possible. However, the implementation stages will be separate for each section as per funds availability and other circumstances.”

These priorities were revisited several times since 2014, and the Committee continues to work towards these goals.

We are finishing up the “Connector”.

Next is “Triangle with Horns” and the Hotchkiss School connection to Lakeville village.

We should start thinking about next steps. Curtis Rand encouraged us to continue to pursue the Global Approach.

Natalia is to send Curtis the summary of these priorities as a separate document, so Curtis can start exploring issues with DOT and disseminating this information to any interested or affected parties.

Meeting adjourned at 5:59 p.m.

Minutes respectfully submitted by Natalia V. Smirnova, Secretary, on November 19, 2022.



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Route 44 Salisbury to Lakeville – Road Safety Audit



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Acknowledgements:

OFFICE OF INTERMODAL PLANNING
BUREAU OF POLICY AND PLANNING
CONNECTICUT DEPARTMENT OF TRANSPORTATION

With assistance from AECOM Transportation Planning Group

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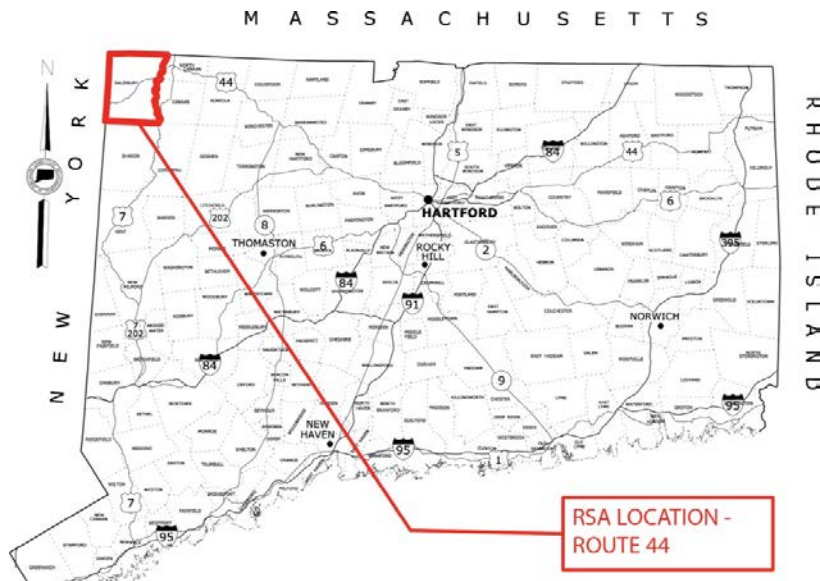
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this program is conducting Road Safety Audits (RSA's) at selected locations. An RSA 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 is a qualitative review by an independent team experienced in traffic, pedestrian, and bicycle operations and design that considers the safety of all road users and proactively assesses mitigation measures to improve the safe operation of the facility by reducing the potential crash risk frequency or severity.

The RSA team is made up of CTDOT staff, municipal officials and staff, enforcement agents, AECOM staff, and community leaders. An RSA Team is established for each municipality based on the requirements of the individual location. They assess and review factors that can promote or obstruct safe walking and bicycling routes. These factors include traffic volumes and speeds, topography, presence or absence of bicycle lanes or sidewalks, and social influences.

Each RSA was conducted using RSA protocols published by the FHWA. For details on this program, please refer to www.ctconnectivity.com. Prior to the site visit, area topography and land use characteristics are examined using available mapping and imagery. Potential sight distance issues, sidewalk locations, on-street and off-street parking, and bicycle facilities are also investigated using available resources. The site visit includes a "Pre-Audit" meeting, the "Field Audit" itself, and a "Post-Audit" meeting to discuss the field observations and formulate recommendations. This procedure is discussed in the following sections.



1 Introduction to Main Street, Salisbury RSA

The Town of Salisbury Pathways Committee submitted an application to complete an RSA on Main Street to improve safety for pedestrians and bicyclists travelling along the corridor between Salisbury Center and the Lakeville section of town. This corridor, which is designated as US Route 44 and State Route 41, experiences high traffic volumes and speeds, but has limited sidewalks. This has resulted in concerns for pedestrians and cyclists through this area. The Salisbury Central School is located adjacent to Main Street at Lincoln City Road. The planned emergency evacuation route for the school involves crossing Main Street and travelling easterly to the Town's fire department facility at Brook Street. This path does not currently have sidewalks for its entire length.

The Town of Salisbury's application contained information on traffic volumes, crash data, and mapping of the corridor. The application and supporting documentation are included in Appendix A.

1.1 Location

The RSA site is the section of Main Street (US Route 44 and State Route 41) between Salisbury Center and the Village of Lakeville (Figure 1). The Average Daily Traffic (ADT) on Main Street near the Prospect Street intersection is 7,200 vehicles per day (vpd). Main Street consists of a single lane in each direction, separated by a double yellow center line. There are striped shoulders on each side of the road, with widths that vary from less than one foot to over 10 feet.

All intersections throughout the study area are controlled by side-street stop signs, with the exception of the Lincoln City Road intersection, which is controlled by a traffic signal.

This section of roadway contains a significant number of driveways, adding complexity to walking and bicycling maneuvers through the area.

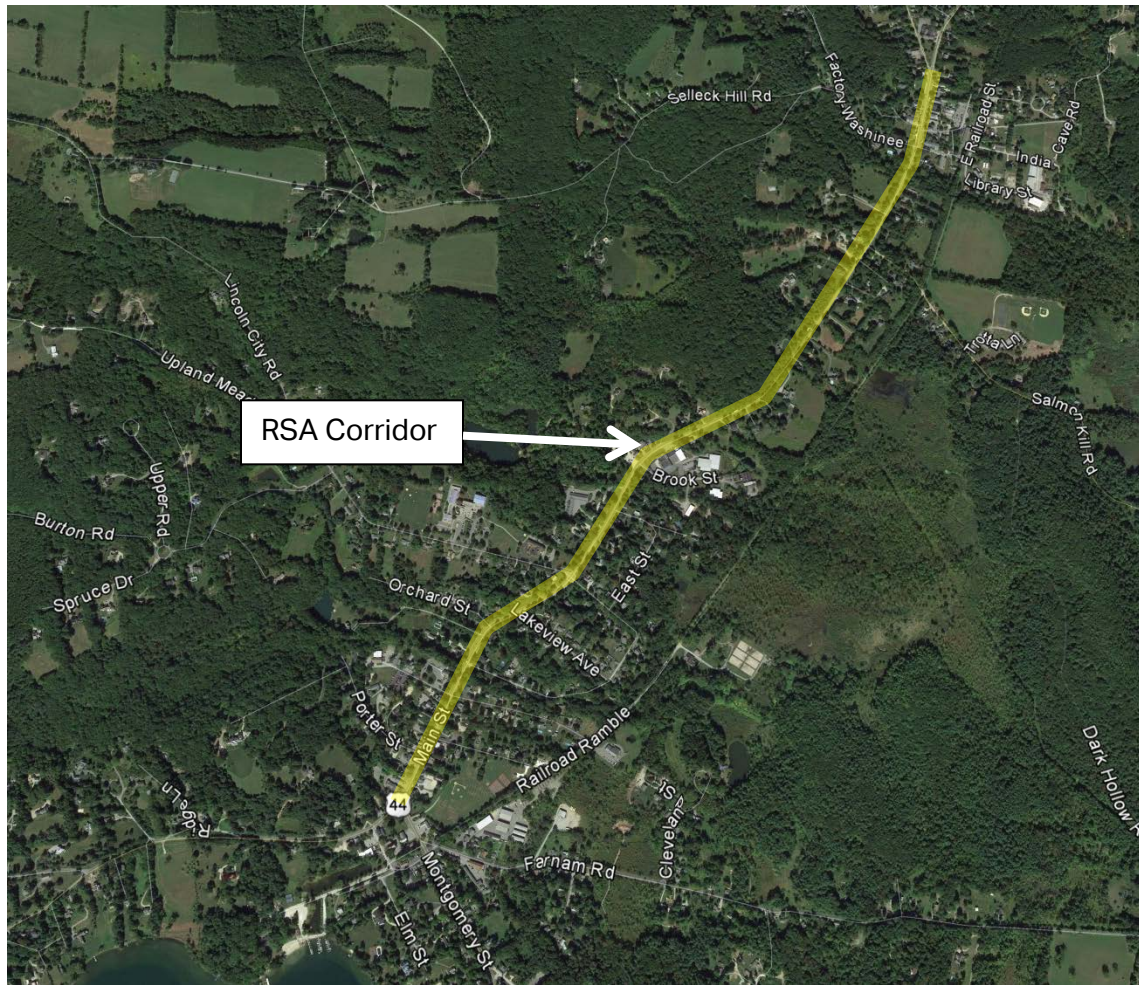


Figure 1. Main Street (US Route 44 & State Route 41), Salisbury



Figure 2. Study Area – Regional Context

2 Pre-audit Assessment

2.1 Pre-audit Information

As noted above, traffic volumes are significant along this corridor, given the rural nature of this town. This is primarily because Route 44 is the only major east/west facility in the area, and because it is coincident with Route 41, which is a major north/south route. As a result, this portion of Main Street carries traffic to and through the town from other areas in all directions.

Although the crash history in this area is relatively low, there were two accidents involving pedestrians and two involving bicyclists between 2012 and 2014. **Error! Reference source not found.** Figure 3 displays crashes that occurred in this area during 2015.

Severity Type	Number of Accidents	
Property Damage Only	42	79%
Injury (No fatality)	11	21%
Total	53	

Table 1. Crash Severity 2012-2014

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	0	0%
Sideswipe-Same Direction	0	0%
Rear-end	26	49%
Turning-Intersecting Paths	9	17%
Turning-Opposite Direction	1	2%
Fixed Object	5	9%
Backing	3	6%
Angle	1	2%
Turning-Same Direction	1	2%
Moving Object	0	0%
Parking	4	8%
Pedestrian	2	4%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	1	2%
Total	53	

Table 2. Crash Type 2012-2014

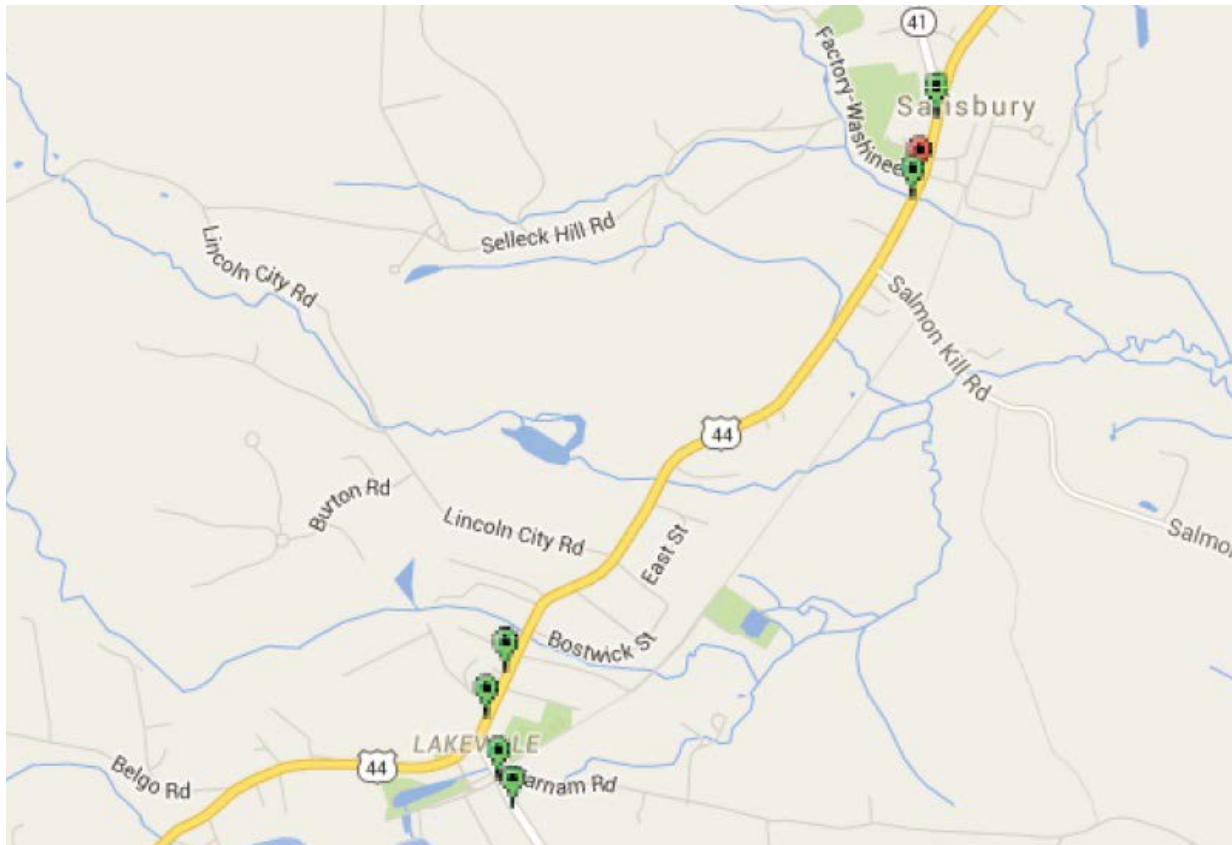


Figure 3. Crashes that Occurred in 2015 (Connecticut Crash Data Repository)

To improve connectivity within the town, Salisbury created the Pathways Committee in August, 2014. The committee works to identify pedestrian and bicyclist connectivity issues and to help foster a biking and walking community. The top priority of the committee is to enhance pathways between the Village of Lakeville and Salisbury Center in order to provide a safe walking route for pedestrians. Although there is a trail, known as the "Railroad Ramble" that is roughly parallel to Main Street, its distance from Main Street and its relatively difficult accessibility do not make it a viable pedestrian option. Furthermore, the unpaved path is not maintained during winter months, making it unpassable for portions of the year.

Currently there is a 0.8 mile gap in sidewalks along the corridor connecting the communities. The sidewalk gap occurs at a crucial location between the Salisbury Central School on Lincoln City Road and the emergency shelter located in the Fire Station on Brook Street. In the event of an emergency, students would be required to walk in the roadway for approximately 500 feet between Meadow Street (where the sidewalk ends) and the fire station shelter, crossing over the Pettee Brook culvert where the road is narrow and lacks any shoulder.

A second concern is related to the nearby Appalachian Trail, which crosses Canaan Road (Route 44) in the vicinity of Cobble Road, approximately ½ mile from Salisbury Center. The trail intersects Canaan Road from the west and from the east at two locations separated by

roughly 1200 feet. This requires hikers to walk along the shoulder of Canaan Road for this distance, and to cross Canaan Road at some point in between. There are no marked crosswalks in this area. Shoulders are narrow at some locations, such as the bridge crossing Moore Brook.

In addition, hikers regularly leave the trail to come into town, and must walk in the street for approximately 2000 feet, as there are no sidewalks in this area.

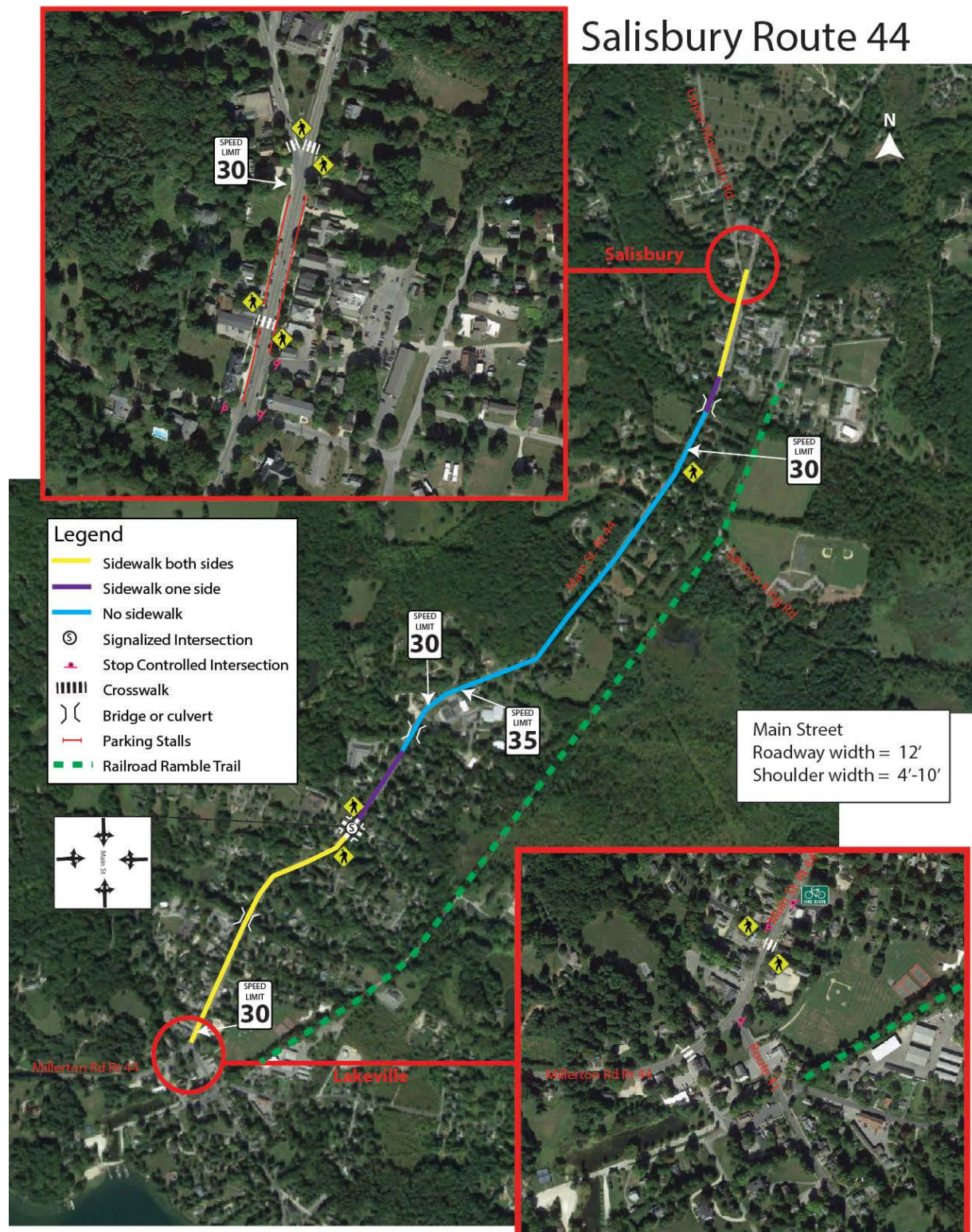


Figure 4. Main Street Road Geometrics

Salisbury - Route 44

Street Inventory

From	To	Distance	Lane width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition				Exist	Compliant
Route 41	Lincoln City Road	0.6 miles	12'	East	Concrete	5'	Good	None	No	4'	Yes	Yes
				West	Concrete	5'	Good	None	No	4'	Yes	Yes
Lincoln City Road	Meadow Street	700 ft	12'	East	Concrete	5'	Good	Asphalt	No	4'	Yes	Yes
				West	None	None	None	Asphalt	No	4'	None	None
Meadow Street	Vachocastinook Cree	0.8 miles	12'	East	None	None	None	None	No	4'	Yes	No
				West	None	None	None	None	No	4'	None	None
Vachocastinook Cree	Library Street	400 ft	12'	East	Asphalt	4'	Good	Asphalt	Yes	8'	Yes	No
				West	None	None	None	Granite	Yes	8'	None	None
Library Street	Under Mountain Road	800 ft	12'	East	Concrete	5'	Good	None	Yes	10'	Yes	Yes
				West	Concrete	5'	Good	None	Yes	10'	Yes	Yes

***CONDITION – “Good” is Serviceable Condition that meets current design standards. “Fair” is generally serviceable, but may need minor repairs, or may not completely align with current design standards. “Poor” is not serviceable, and generally inadequate for continued long-term use.**

Table 3. Street Inventory

2.2 Prior Successful Effort

The “Center” of Salisbury generally has sidewalks located on both sides of Main Street (Route 44/41). Parking areas are well defined, crosswalks are well marked and signage is appropriate. “Bump-outs” are provided at the mid-block crossing just north-east of Town Hall. These sidewalks continue to the East Main Street / Under Mountain Road intersection (Route 44 and 410, and a single asphalt sidewalk continues through the triangle park, stopping just short of Conklin Street.

A paved, defined pedestrian path is available between the Salisbury Central School and Main Street (Route 44/41), and on both sides of Main Street into the Village of Lakeville. The signalized intersection of Lincoln City Road and Main Street provides an actuated, exclusive pedestrian crossing, with marked crosswalks on all four legs of the intersection. The sidewalk also extends to the north-east on the south side of Main Street, but terminates at Meadow Street, approximately 500 feet before the Brook Street intersection.

2.3 Pre-Audit Meeting

The RSA was conducted on April 11, 2016. The Pre-Audit meeting was held at 1:00 PM in the Town Hall located at 27 Main Street in Salisbury.

The RSA Team was comprised of staff from AECOM, staff from CTDOT, representatives from several Salisbury departments including the Board of Selectman, Pathways Committee, Board of Education, and the Resident State Trooper. The complete list of attendees can be found in Appendix B.

Several items were presented for general information prior to conducting the Audit in the field:

- CTDOT has placed new emphasis on all users of the highway facilities, not just automobiles.
- The corridor is designated a scenic road.
- A significant percentage of the residents are second home owners.
- There is high pedestrian activity in this corridor, especially in the summer. The corridor is narrow and lacks continuous sidewalks.
- The Appalachian Trail crosses Route 44 (Canaan Road) north of Salisbury center, in a dog-leg that requires hikers to use Canaan Road in an area restricted by a bridge and with generally narrow shoulders. Many hikers access the town center from the trail on Route 44.
- In the last five years bicycle traffic along the corridor has increased significantly.
- There are two private schools on opposite sides of town. Students use Main Street to travel between the schools or to get into town.

- The middle/elementary school is located on Lincoln City Road just off the corridor. The emergency shelter for the school is at the Fire Station on Brook Street but the sidewalk only extends to Meadow Street, placing the evacuation route in the roadway.
- Route 44 is scheduled to be repaved this summer; could the lanes be narrowed or lines adjusted to better accommodate bicycle traffic?
- There are several culverts that create narrow pinch points along the road.
- Historically, there were sidewalks along the corridor, but over time they were removed or neglected as the corridor was developed.
- It is preferred that pathways be made of stone dust or other porous materials that are a natural approach for the sidewalks. It must also be ADA compliant and not a maintenance problem.
- Cyclists must go with the flow of traffic, unless it is a separate multi use path.
- The impact of widening the shoulders should be investigated.

3 RSA Assessment

3.1 Field Audit Observations

The team visited the Culvert by Brook Street as it is a representative section of the road, and demonstrates a critical pinch-point in the sidewalk system. The following items were noted:

- A cyclist was observed on the road.
- The pavement is deteriorating in many places along the corridor. It is heavily cracked. (Figure 5).
- Drainage is a concern, particularly on the south/east side of the culvert. The home owner installed a swale to channel water from the road away from his property and toward the stream (Figure 6).
- The road by the culvert is eroding in places (Figure 7). This is most likely from water draining off of the road into the stream without a positive drainage system.
- The guide rail for the culvert is an old wire rope rail. It appears to not meet current standards (Figure 8).



Figure 5. Deteriorating Pavement



Figure 6. Drainage Issues

- Lanes appear to be 12' in width, and shoulders are generally 4' in width, except at the culvert crossing where the shoulders are narrower.
- The sidewalk ends on the south side of the road a few hundred feet south of the culvert.
- When a fire truck leaves the station, someone must stand out at the Brook Street intersection to direct traffic.
- The headwall of the culvert and crib walls are old and falling apart.
- The culvert is in better condition on the north/west side.
- In order for the school to access the emergency shelter, students must walk in the road between the end of the sidewalk and Brook Street, the shoulder narrows over the culvert requiring individuals to walk in the roadway. This also places students walking toward the shelter on the wrong side of the road (walking with traffic).
- Is it possible to place an emergency-vehicle signal at Brook Street with pedestrian crossing phases?

Other findings along the corridor

- The roadway is not always centered in the right-of-way.
- East of the fire station there are large protected Elm trees near the road edge (Figure 9).
- The "Railroad Ramble" rail trail is owned by the town, and parallels this route. It is grass (not paved) and is not maintained in the winter.
- There is access off Brook Street for the rail trail but it is poorly marked. The town recently converted Brook Street to a public way and will soon be designating parking.



Figure 7. Eroding Roadway at Culvert



Figure 8. Inadequate Guide Rails



Figure 9. Protected Elm Trees

- There are places along the corridor where old sidewalk beds are visible.
- The Appalachian Trail from the west intersects Cobble Road west of Route 44, and from the east, it intersects Route 44 north of Lions Head. As a result, trail users must use Route 44 between these segments, and must cross the narrow bridge over Moore Brook (Figure 10).



Figure 10. Narrow Bridge Crossing

3.2 Post Audit Workshop - Key Issues

- All crossings and sidewalks must meet DOT requirements and be ADA compliant. Sidewalks must be 5' wide with no more than 2% cross-slope. Longitudinally, they can follow the existing grade of the roadway.
- Given the traffic volume, crash rates are low; this indicates that the road users are generally familiar with the road.
- There were two incidents involving pedestrians within the last year; one was a jay-walker.
- Half of all crashes are rear-ends, indicative of the large number of driveways and turning movements.
- If the sidewalk is extended over the Brook Street culvert on the south side, pedestrians could cross Main Street at the existing traffic signal. However, this would entail a large culvert reconstruction project. Placing the sidewalk on the north side would be easier but would require a pedestrian crossing at Brook Street. Sight lines appear to be adequate at this location.
- There is very little positive drainage along the road. This must be addressed if curbing and sidewalk are added.
- Sidewalks can be built in sections; it does not have to be all at once. The same material is not required everywhere. For example, it would not be recommended that stone dust be used by the school.
- The DOT is resurfacing this road this summer and it is now a common practice for DOT to narrow road widths to 11 feet to have wider shoulders and accommodate bicycles.

4 Recommendations

From the discussions during the Post-Audit meeting, the RSA team compiled a set of recommendations that are divided into short-term, mid-term, and long-term categories. For the purposes of the RSA, **Short-term** is understood to mean modifications that can be expected to be completed very quickly, perhaps within six months, and certainly in less than a year if funding is available. These include relatively low-cost alternatives, such as striping and signing, and items that do not require additional study, design, or investigation (such as right-

of way acquisition.) **Mid-term** recommendations may be more costly and require establishment of a funding source, or they may need some additional study or design in order to be accomplished. Nonetheless, they are relatively quick turn-around items, and should not require significant lengths of time before they can be implemented. Generally, they should be completed within a window of eighteen months to two years if funding is available. **Long-term** improvements are those that require substantial study and engineering, and may require significant funding mechanisms and/or right-of-way acquisition. These projects generally fall into a horizon of two or more years when funding is available.

4.1 Short Term

1. The locations of existing buried sidewalk should be investigated, and sidewalk should be uncovered for use until more permanent solutions can be realized. In some cases, sidewalk may not be suitable due to its condition, grading or drainage issues. It is recognized that this will create a discontinuous system, but it will define locations where sidewalk may be useable, and locations where it is missing or unusable. This information can lead to a definitive plan for constructing a continuous sidewalk.
2. When CTDOT resurfaces the road this summer, it will provide an opportunity to restripe to maximize the shoulder width. Consideration could be given to stripe the shoulders as bicycle lanes in the future (Figure 11).
3. Clear brush to create a pathway connection between Brook Street and the Railroad Ramble.
4. Improve Wayfinding signage related to the town center, nearby landmarks, the Appalachian Trail, the Railroad Ramble, Lakeville, educational facilities, etc (Figure 12).
5. Conduct the necessary study to determine the feasibility of installing a joint emergency-vehicle signal and pedestrian crossing signal at Brook Street.



Figure 11. Typical Bicycle Lane



Figure 12. Typical Wayfinding Sign

Figure 13 depicts these recommendations.

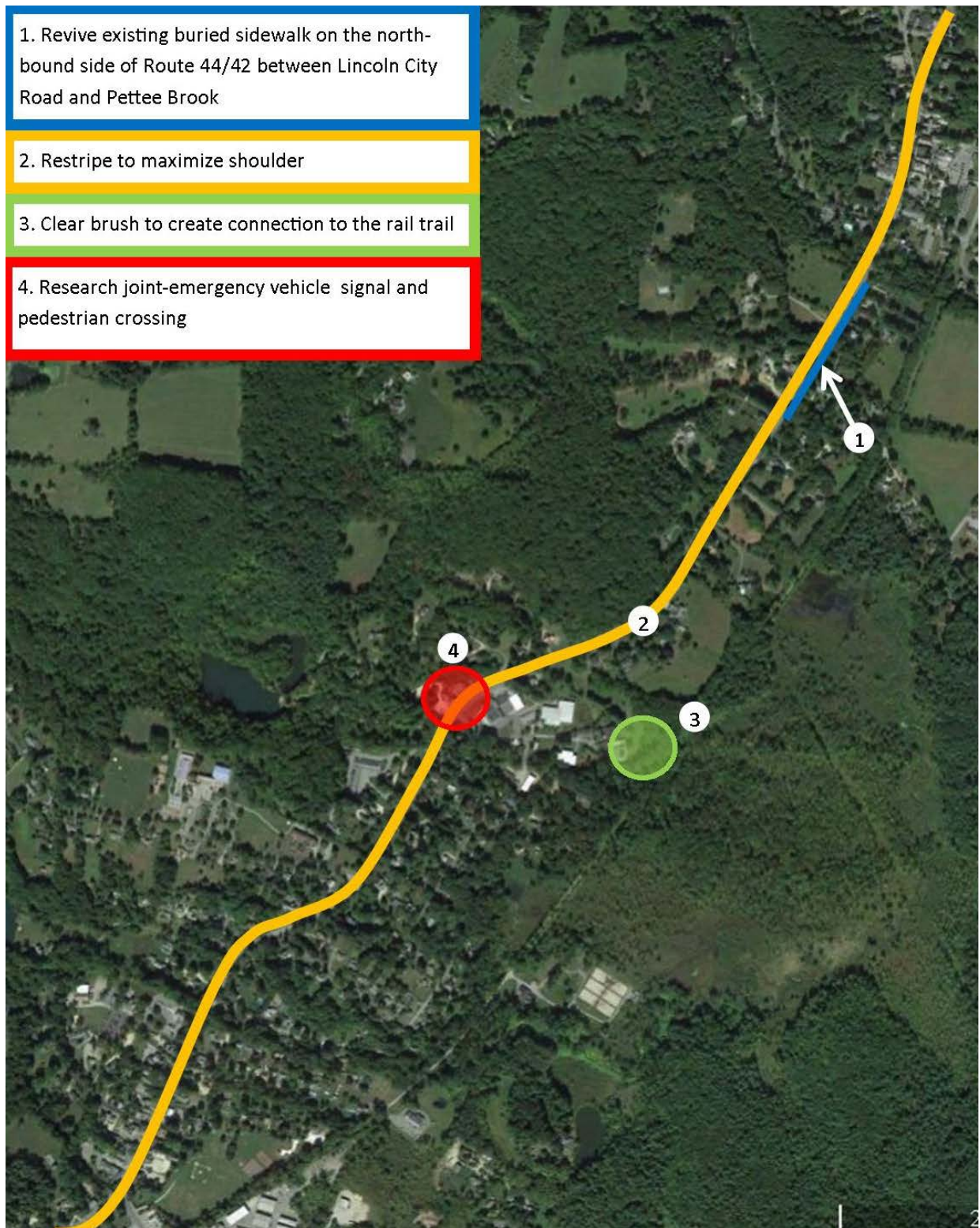


Figure 13. Short Term Recommendations

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.

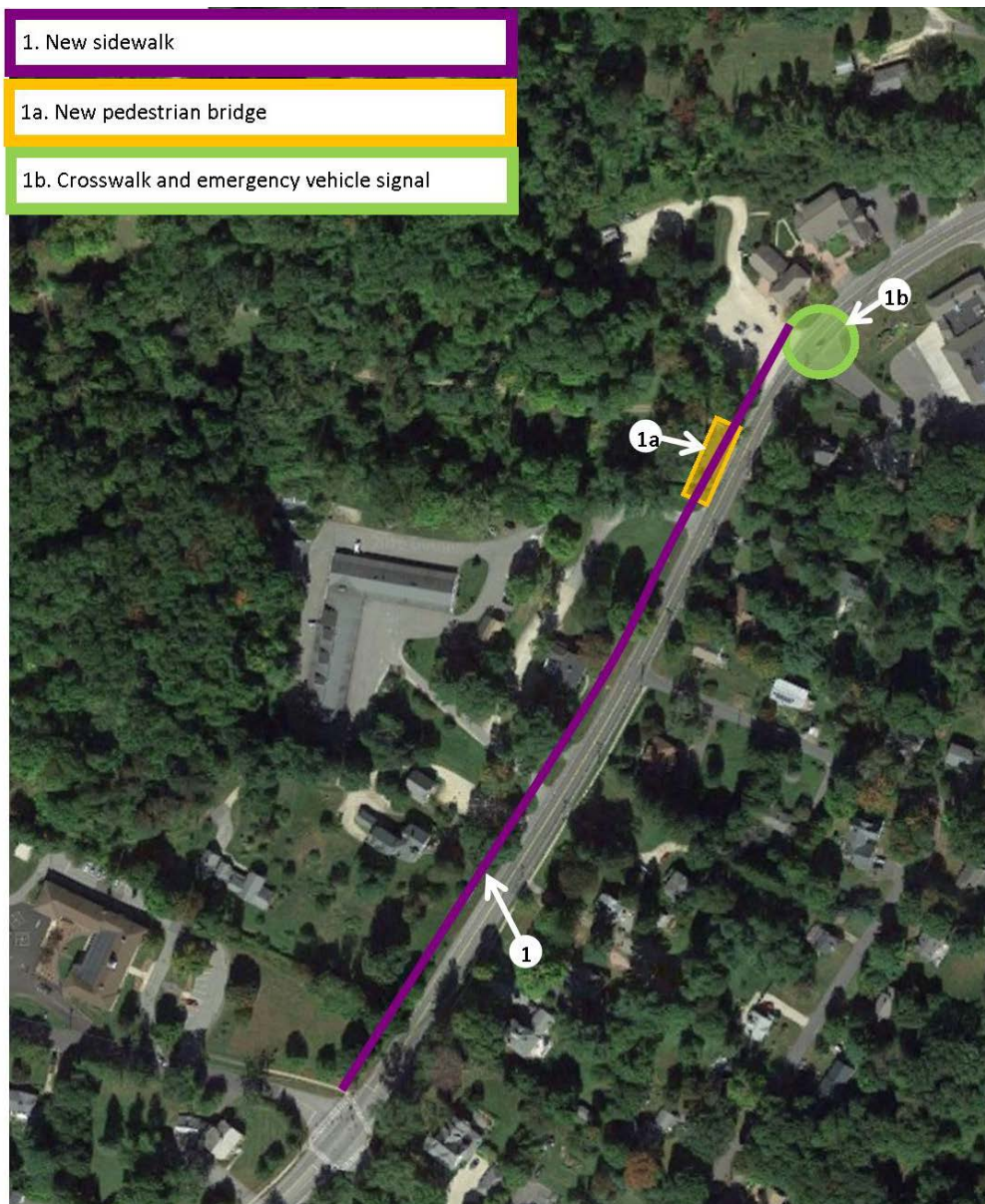


Figure 14. Medium Term Recommendations

4.3 Long Term

1. Install missing sidewalk between Salisbury center and Brook Street.
2. Install missing sidewalk between Meadow Street and Brook Street, including the reconstruction of the culvert over Pettee Brook.
3. Complete the portion of the Appalachian Trail along Canaan Road (Route 44) between Cobble Road and the easterly trail head, and pedestrian crossing of Canaan Road. This will require the crossing of Moore Brook, either by widening the existing Route 44 structure or building an additional structure adjacent to the roadway.
4. In conjunction with the construction of the sidewalks and trail, a number of factors must be considered, including:
 - a. Proper signing, striping, traffic controls, and wayfinding,
 - b. Drainage issues and considerations, including environmental impact,
 - c. Choice of materials that consider runoff, maintenance, projected usage, and aesthetics.
 - d. Impact on grading, wetlands and significant vegetation.

Figure 16 depicts some of these recommendations.



Figure 15. Typical Trail Crossing

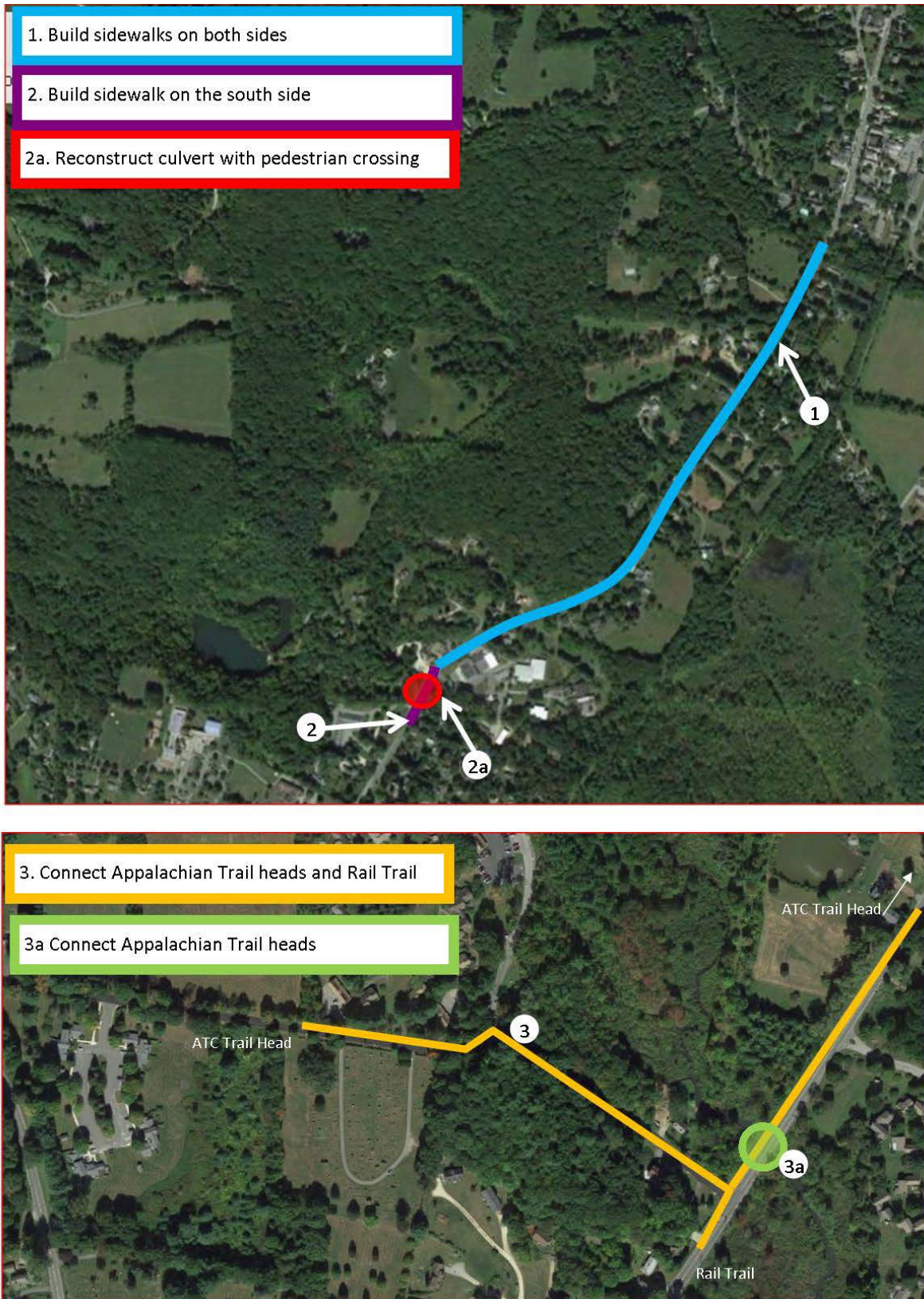


Figure 16. Long Term Recommendations

4.4 Summary

This report documents the observations, discussions and recommendations developed during the successful completion of the Town of Salisbury RSA. It provides Salisbury with an outlined strategy to improve the transportation network for all road users between Lakeville and Salisbury, particularly focusing on pedestrians and cyclists. Moving forward, Salisbury may use this report to prepare strategies for funding and implementing the improvements, and as a tool to plan for including these recommendations into future development along Route 44.



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Appendix A



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Welcome to the Community Connectivity Program Application



Please fill in the following information to provide the Audit team leaders with a comprehensive description of the area contained in this application.

1. Applicant contact information

Name	<input type="text"/>
Title	<input type="text"/>
Email Address	<input type="text"/>
Telephone Number	<input type="text"/>

2. Location information

Address	<input type="text"/>
Description	<input type="text"/>
City / Town	<input type="text"/>

3. Roadway type
(Please select all that apply)

☐ State road

☐ Local road

☐ Private Road

☐ Other (please specify)

4. Zoning
(Please select all that apply)

☐ Industrial

☐ Residential

☐ Commercial

☐ Mixed Use

☐ Retail

☐ N/A (not applicable)

☐ Other (please specify)

5. Approximate mile radius around the location

Other (Please Specify)

6. Community Sites
(Please select all that apply)

☐ Community Centers

☐ Business Districts

☐ Restaurant/Bar Districts

☐ Churches

☐ Housing Complexes

☐ Proximity to Schools

☐ Tourist Locations (examples – Casino, Malls, Parks, Aquarium, etc...)

☐ N/A (not applicable)

☐ Other (please specify)

7. Employment Facilities
(Retail, Industrial, etc...)

☐ Yes

☐ No

If Yes please describe (please specify)

8. Educational facilities

(Please select all that apply)

☐ Public, Parochial, Private Schools (more than 1 school within a ½ mile)

☐ University / Community Colleges

☐ N/A (not applicable)

☐ Other (please specify)

9. Transit facilities

(Please select all that apply)

☐ Bus

☐ Rail

☐ Ferry

☐ Airport

☐ Park and Ride Lot

☐ N/A (not applicable)

☐ Other (please specify)

10. Safety Concerns

(Please select all that apply)

☐ Traffic (volumes & speed)

☐ Collisions

☐ Sidewalks

☐ Traffic Signals

☐ Traffic Signs

☐ Parking Restrictions / Additions

☐ Drainage

☐ ADA Accommodations

☐ Agricultural & Live Stock crossing

☐ Maintenance issues (cutting grass, leaves, snow removal)

☐ N/A (not applicable)

☐ Other (please specify)

--

11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

If Yes please describe and list all projects.

12. Environmental Concerns:

If Yes please describe and list.

13. Please explain why this location should be considered for an RSA

14. Are there plans to expand the area?

(Transportation Oriented Development, Economic Development, housing, etc...)

15. Any other pertinent information that is unique to this location?

Thank you for completing the Community Connectivity application.

Please click on the "submit button" below and include the following attachments

- 1 Location map (google, GIS) **(Required)**
- 2 Collision data (If available)
- 3 Traffic data (ADT or VMT) (If available)
- 4 Pedestrian/bicycle data (If available)



COMMUNITY
connectivity program

Appendix B



AECOM
Built to deliver a better world



Road Safety Audit

Town: Salisbury
RSA Location: Rt 44
Meeting Location: Town Hall
Address: 27 Main Street
Date: 4/11/2016
Time: 1:00 PM

Participating Audit Team Members

Audit Team	
Member	Agency/Affiliation
Krystal Oldread	AECOM
Colleen Kissane	CTDOT
Stephen Gazillo	AECOM
Christian Williams	Town of Salisbury
Katherine Kiefer	Town of Salisbury- Selectman
Steve Mitchell	AECOM
Natalia Swirnova	Town of Salisbury-Pathways- Board of Ed
Pat Hackett	Town of Salisbury - Pathways
Chris Sorrell	Resident state trooper



COMMUNITY
connectivity program

Appendix C



AECOM
Built to deliver a better world



Road Safety Audit – Salisbury

Meeting Location: Salisbury Town Hall
Address: 27 Main Street
Date: 4/11/2016
Time: 1:00 PM

Agenda

- Type of Meeting:** Road Safety Audit – Pedestrian Safety
- Attendees:** Invited Participants to Comprise a Multidisciplinary Team
- Please Bring:** Thoughts and Enthusiasm!!
- 1:00 PM** **Welcome and Introductions**
- Purpose and Goals
 - Agenda
- 1:15 PM** **Pre-Audit**
- Safety Procedures
 - Definition of Study Area
 - Issues
- 2:15 PM** **Audit**
- Visit Site
 - As a group, identify areas for improvements
- 3:30 PM** **Post-Audit Discussion / Completion of RSA**
- Review Site Specific Data:
 - Average Daily Traffic
 - Crash Data
 - Geometrics
 - Discussion observations and finalize findings
 - Discuss potential improvements and final recommendations
 - Next Steps
- 5:00 PM** **Adjourn for the Day – but the RSA has not ended**

Instruction for Participants:

- Before attending the RSA, participants are encouraged to observe the intersection and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.



Road Safety Audit – Salisbury

Meeting Location: Salisbury Town Hall
Address: 27 Main Street
Date: 4/11/2016
Time: 1:00 PM

Audit Checklist

Pedestrians and Bicycles	Comment
Pedestrian Crossings <ul style="list-style-type: none">• Sufficient time to cross (signal)• Signage• Pavement Markings• Detectable warning devices (signal)• Adequate sight distance• Wheelchair accessible ramps<ul style="list-style-type: none">○ Grades○ Orientation○ Tactile Warning Strips• Pedestrian refuge at islands• Other	
Pedestrian Facilities <ul style="list-style-type: none">• Sidewalk<ul style="list-style-type: none">○ Width○ Grade○ Materials/Condition○ Drainage○ Buffer• Pedestrian lighting• Pedestrian amenities (benches, trash receptacles)• Other	



Bicycles

- 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
- Other

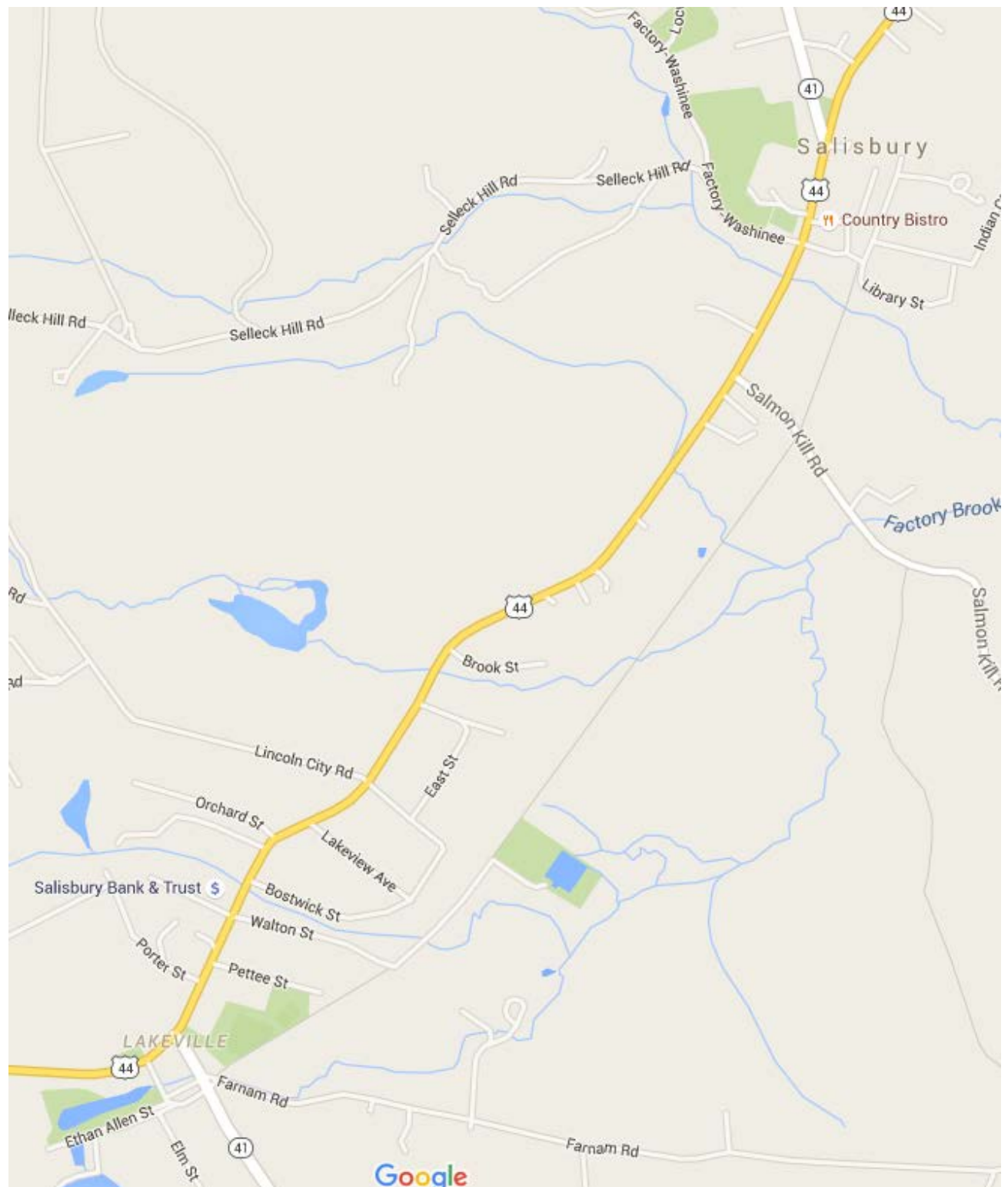
Roadway & Vehicles

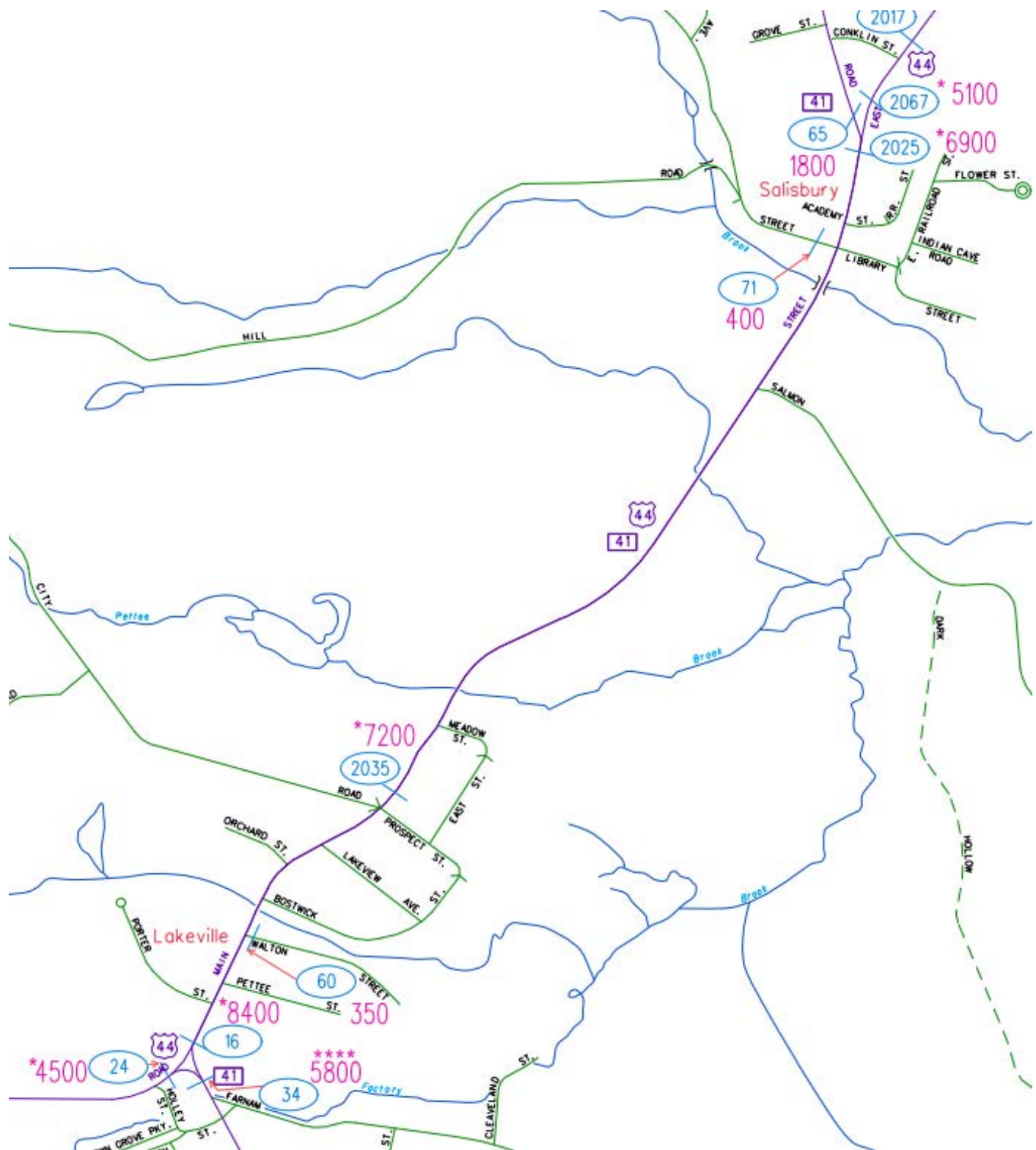
- Speed-related issues
 - Alignment;
 - Driver compliance with speed limits
 - Sight distance adequacy
 - Safe passing opportunities
- Geometry
 - Road width (lanes, shoulders, medians);
 - Access points;
 - Drainage
 - Tapers and lane shifts
 - Roadside clear zone /slopes
 - Guide rails / protection systems

- Intersections
 - Geometrics
 - Sight Distance
 - Traffic control devices
 - Safe storage for turning vehicles
 - Capacity Issues



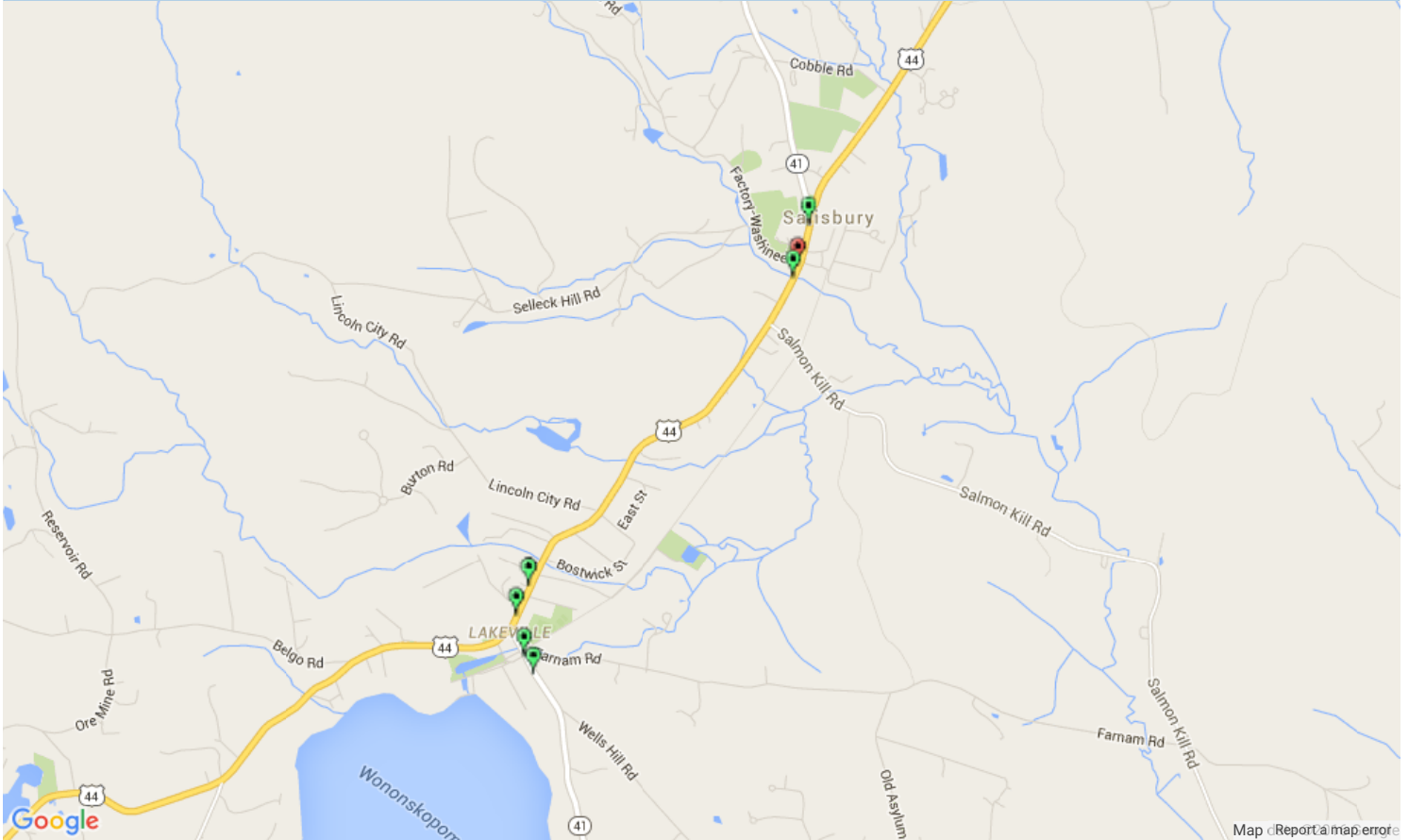
<ul style="list-style-type: none">• Pavement<ul style="list-style-type: none">○ Pavement Condition (excessive roughness or rutting, potholes, loose material)○ Edge drop-offs○ Drainage issues• Lighting Adequacy	
<ul style="list-style-type: none">• Signing<ul style="list-style-type: none">• Correct use of signing• Clear Message• Good placement for visibility• Adequate retroreflectivity• Proper support	
<ul style="list-style-type: none">• Signals<ul style="list-style-type: none">○ Proper visibility○ Proper operation○ Efficient operation○ Safe placement of equipment○ Proper sight distance○ Adequate capacity	
<ul style="list-style-type: none">• Pavement Markings<ul style="list-style-type: none">○ Correct and consistent with MUTCD○ Adequate visibility○ Condition○ Edgelines provided	
<ul style="list-style-type: none">• Miscellaneous<ul style="list-style-type: none">○ Weather conditions impact on design features.○ Snow storage	





Search Criteria:

Dataset:	mmucc
Towns:	Salisbury
Town & Route:	Town:122 Route:41 Intersection:undefined Milepost:-
Town & Route:	Town:122 Route:44 Intersection:undefined Milepost:-
Crash Severity:	Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only
Body Type:	null, null, null
Condition at Time of Crash:	null, null, null
Driver Distracted By:	null, null, null
Non-motorist Distracted By:	null, null, null
Case Status:	Complete



Map ©Report a map error

Markers

Heatmap

Select & Query

Query Selection



Injury of any type (Serious, Minor, Possible)
Property Damage Only



Fatal (Kill)

Select All

Deselect All

This web site is exempt from discovery or admission under 23 U.S.C. 409.

Connecticut Crash Data Repository - [User Guide](#) [Contact Us](#)



Road Safety Audit – Salisbury

Meeting Location: Salisbury Town Hall
Address: 27 Main Street
Date: 4/11/2016
Time: 1:00 PM

Crash Summary

Data: 3 years (2012-2014)

2 accidents involved pedestrians, both resulted in injuries

2 accidents involved bicylists, both resulted in injuries

Severity Type	Number of Accidents	
Property Damage Only	42	79%
Injury (No fatality)	11	21%
Total	53	

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	0	0%
Sideswipe-Same Direction	0	0%
Rear-end	26	49%
Turning-Intersecting Paths	9	17%
Turning-Opposite Direction	1	2%
Fixed Object	5	9%
Backing	3	6%
Angle	1	2%
Turning-Same Direction	1	2%
Moving Object	0	0%
Parking	4	8%
Pedestrian	2	4%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	1	2%
Total	53	



Weather Condition	Number of Accidents	
Snow	3	6%
Rain	3	6%
No Adverse Condition	46	87%
Unknown	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Other	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Fog	1	2%
Total	53	

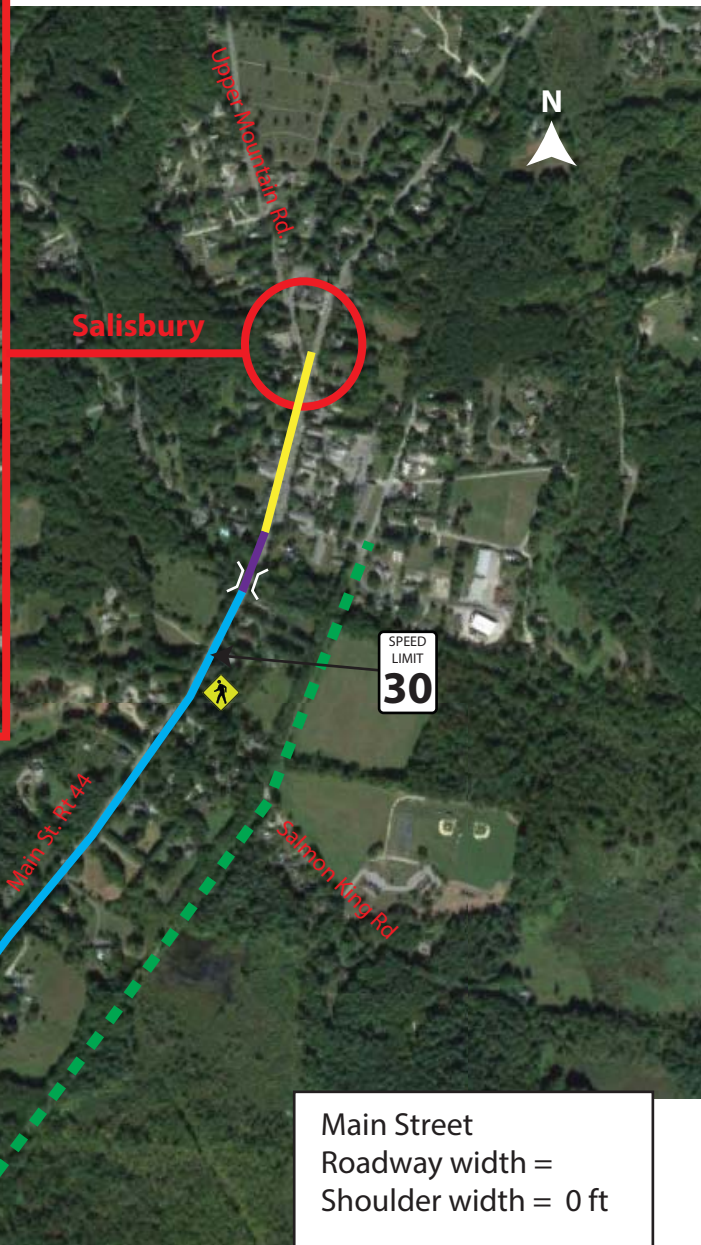
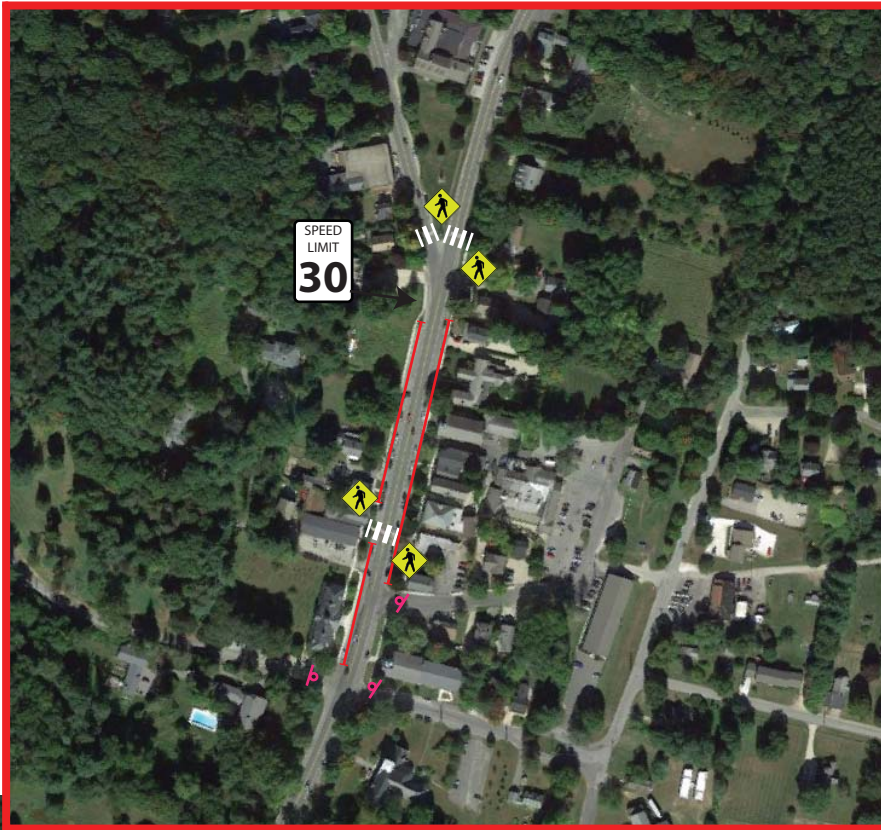
Light Condition	Number of Accidents	
Dark-Not Lighted	2	4%
Dark-Lighted	3	6%
Daylight	48	91%
Dusk	0	0%
Unknown	0	0%
Dawn	0	0%
Total	53	

Road Surface Condition	Number of Accidents	
Snow/Slush	2	4%
Wet	11	21%
Dry	40	75%
Unknown	0	0%
Ice	0	0%
Other	0	0.0%
Total	53	



Time		Number of Accidents	
0:00	0:59	0	0.0%
1:00	1:59	0	0.0%
2:00	2:59	0	0.0%
3:00	3:59	0	0.0%
4:00	4:59	1	1.9%
5:00	5:59	0	0.0%
6:00	6:59	1	1.9%
7:00	7:59	3	5.7%
8:00	8:59	1	1.9%
9:00	9:59	4	7.5%
10:00	10:59	3	5.7%
11:00	11:59	3	5.7%
12:00	12:59	4	7.5%
13:00	13:59	4	7.5%
14:00	14:59	8	15.1%
15:00	15:59	10	18.9%
16:00	16:59	4	7.5%
17:00	17:59	1	1.9%
18:00	18:59	3	5.7%
19:00	19:59	1	1.9%
20:00	20:59	2	3.8%
21:00	21:59	0	0.0%
22:00	22:59	0	0.0%
23:00	23:59	0	0.0%
Total		53	

Salisbury Route 44



Legend

- Sidewalk both sides
- Sidewalk one side
- No sidewalk
- Signalized Intersection
- Stop Controlled Intersection
- Crosswalk
- Bridge or culvert
- Parking Stalls
- Railroad Ramble Trail

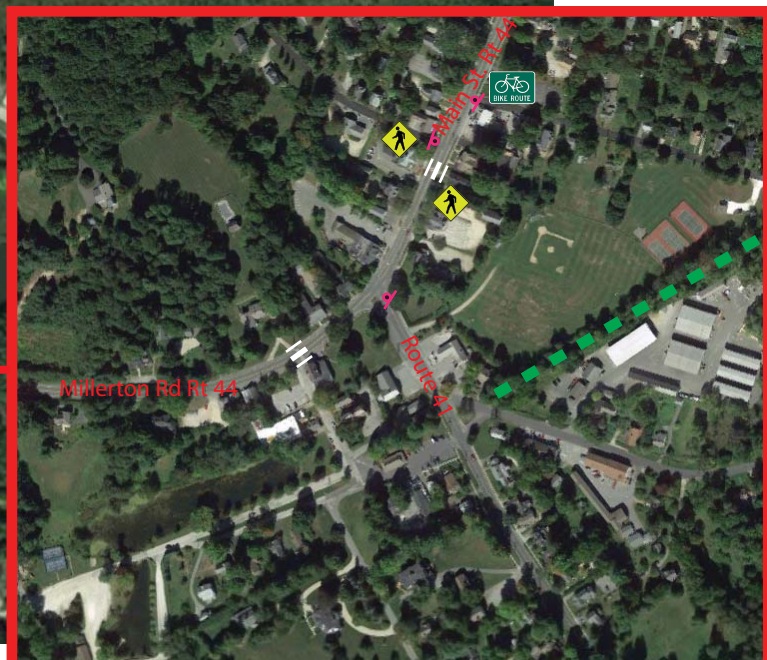
Main Street
Roadway width =
Shoulder width = 0 ft



Millerton Rd Rt 44

Lakeville

DRAFT





Road Safety Audit – Salisbury

Meeting Location: Salisbury Town Hall
Address: 27 Main Street
Date: 4/11/2016
Time: 1:00 PM

Post-Audit Discussion Guide

Safety Issues

- Confirmation of safety issues identified during walking audit

Potential Countermeasures

- Short Term recommendations
- Medium Term recommendations
- Long Term recommendations

Next Steps

- Discussion regarding responsibilities for implementing the countermeasures (including funding)



Road Safety Audit – Salisbury

Meeting Location: Salisbury Town Hall
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Fact Sheet

Functional Classification:

- Route 44 is classified as a Principal Arterial
- Route 41 is classified as a Major Collector

ADT

- Route 41(Sharon Rd) intersection with Route 44: **5,800**
- Route 44: spans **6,900 – 8,400**

Population and Employment Data (2014):

- Population: 3,708
- Employment: 2,046

Urbanized Area

- Routes 41 and 44 are not located within an Urbanized Area

Demographics

- The statewide average percentage below the poverty line is 10.31%. There are no areas in Salisbury exceeding the state's average.
- The statewide average percentage minority population is 30.53%. There are no areas in Salisbury exceeding the state's average.

Air Quality

- Salisbury's CIPP number 318
- Salisbury is within the Greater CT Marginal Ozone Area
- Salisbury is within a CO Attainment Area