

Salisbury Road Safety Audit

US 44 (Canaan Road): Salisbury School Crossing (Site 1)

US 44 (Canaan Road): Cobble Road and Appalachian Trail (Site 2)

CT 41 (Sharon Road): Sidewalk Terminus to The Hotchkiss School at North Road (Site 3)



September 2025

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1 Road Safety Audit Program

A Program Description

The Connecticut Department of Transportation's (CTDOT) Road Safety Audit (RSA) Program's goal is to assist municipalities in addressing safety concerns and recommend potential safety countermeasures to improve safety on state routes. An RSA is a quick and high-level safety review, mainly focusing on vulnerable road user safety, intended to decrease the number and severity of roadway crashes by recommending the implementation of safety countermeasures. RSAs are a collaborative effort led by a team of diverse professionals which may include CTDOT staff, Regional Council of Governments' (COG) staff, consultants, municipal officials and staff, municipal police, the Local Traffic Authority (LTA), as well as local stakeholders and community leaders. The improvements recommended typically vary from low-cost and least complex to relatively more complex which may require further study for implementation. RSAs are no more than one mile long and data should support a need for potential safety improvements.

The RSA is conducted through a [Complete Streets](#) lens and includes a review of roadway factors such as traffic volumes and speeds, crash data, roadway inventory (i.e. signage, curbs, bicycle/pedestrian facilities, safety components), and sidewalks. The RSA technical team (CTDOT engineers and transportation planners as well as consultant engineers) may provide recommendations intended to improve the multimodal safety of the selected location. These recommendations are ranked based on their complexity to implement based on timing, funding, coordination, and construction needed to complete.

An RSA is not a corridor study, and it is not intended to provide a comprehensive design evaluation of roadways. The RSA Program is not scoped to provide recommendations that may require considerable changes to the roadway's geometry, design capacity, classification, or to provide conceptual design options as those typically found in corridor studies. RSA recommendations may vary depending on the safety needs and capacity of the selected location. Through analysis of the roadway and its current design capacity, the RSA technical team will recommend countermeasures that are appropriate and feasible for the selected location.

All RSAs result in a final report that can serve as a planning resource for municipalities, COGs, and CTDOT. The RSA final report is an objective review intended for the municipality to use to help assess the existing conditions within a predetermined area selected by the municipality. The conclusions of this report are advisory and intended for general planning purposes to help develop recommendations to improve safety where data shows safety improvements are needed. The contents of this report are not intended to be legally binding but rather offer recommendations to improve safety in the audit location. CTDOT encourages municipalities, in collaboration with the LTA and their COG, to consider RSA recommendations during the planning of transportation projects and/or studies in their region. **Chapter 5: Recommendations**, includes several recommendations that can be considered for implementation by the municipality, regional planning organization, and/or CTDOT. While many of these recommendations are less complex and easier to implement, many of the more complex ones will require further analysis to ensure that they are feasible to implement.

There is no dedicated funding available for design or construction through the RSA Program. For information regarding the RSA process and potential State and Federal funding opportunities and guidance visit the [CTDOT RSA Webpage](#).

B Summary

This report documents the observations, discussions, and recommendations developed during the Town of Salisbury's Road Safety Audit on US 44 and CT 41. The RSA and its final report have been specifically tailored to address the safety concerns as described in the application submitted on February 13, 2025, by the Town of Salisbury's First Selectman. The report provides a list of safety recommendations and the next steps the municipality may take to initiate the implementation of the identified recommendations. The Town of Salisbury, in collaboration with the Northwest Hills Council of Governments and other stakeholders may use this report to prepare strategies for funding and implementing the recommended improvements.

This RSA study area covered two key intersections of concern, as identified by the town of Salisbury, on US 44. The first intersection is at the Salisbury School crossing; the second intersection is at Cobble Road and the Appalachian Trail crossing. Additionally, this RSA also evaluated a segment of CT 41 at the sidewalk terminus to The Hotchkiss School at North Road. Concerns throughout the RSA study focused on calming speeds and implementing safety countermeasure strategies to improve safety in these areas.

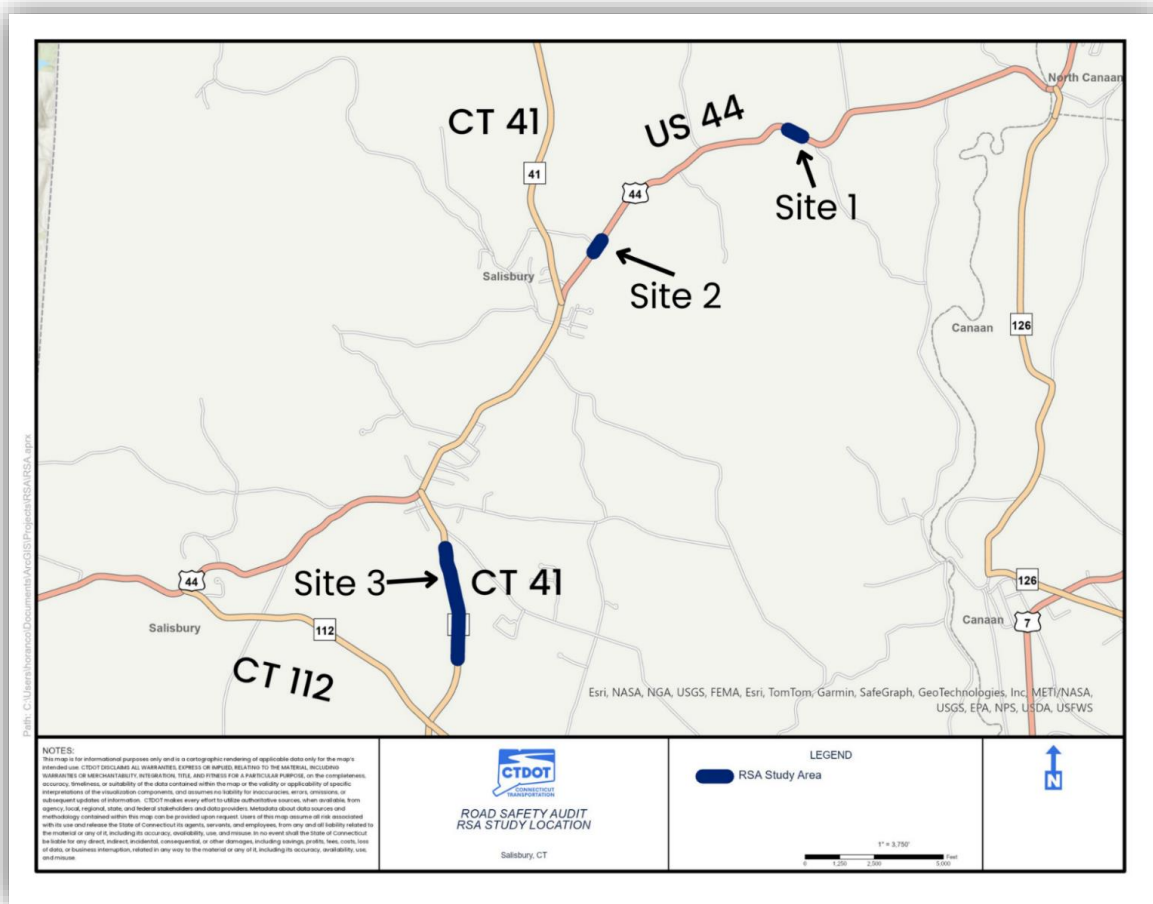
Recommendations for the study area focus on feasible traffic-calming measures to increase safety for vulnerable road users. This report's recommendations are mostly within the least complex to moderately complex range to ensure that the improvements are actionable within shorter timeframes. Overall, given that this RSA study area contains multiple schools, this report emphasizes establishing school zone designation, improvements to illumination, and speed enforcement. Many of the recommendations for this study area also focus on maintenance, such as restriping pavement markings, improvements in signage, tree trimming and repaving. For those recommendations of most-complex nature, which may require further study and/or design and construction, CTDOT encourages the Town of Salisbury to consider applying for a corridor study through NHCOCG to investigate their feasibility.

C Salisbury RSA Study Area and Location

CTDOT performed an RSA for the Town of Salisbury on US 44 (Canaan Road and Main Street) and CT 41 (Sharon Road). The study area includes two key intersections along US 44 and approximately a 0.80-mile section along CT 41.

The selected sites on US 44 were the Salisbury School crosswalk (site 1) and the intersection of Cobble Road and US 44 (site 2). On CT 41, the study area spanned from the end of the sidewalk to The Hotchkiss School at North Road (site 3). Figure 1 displays all three RSA locations. The application included concerns about speeds and increased traffic, as well as goals for sidewalks, speed limit reductions, and traffic-calming measures.

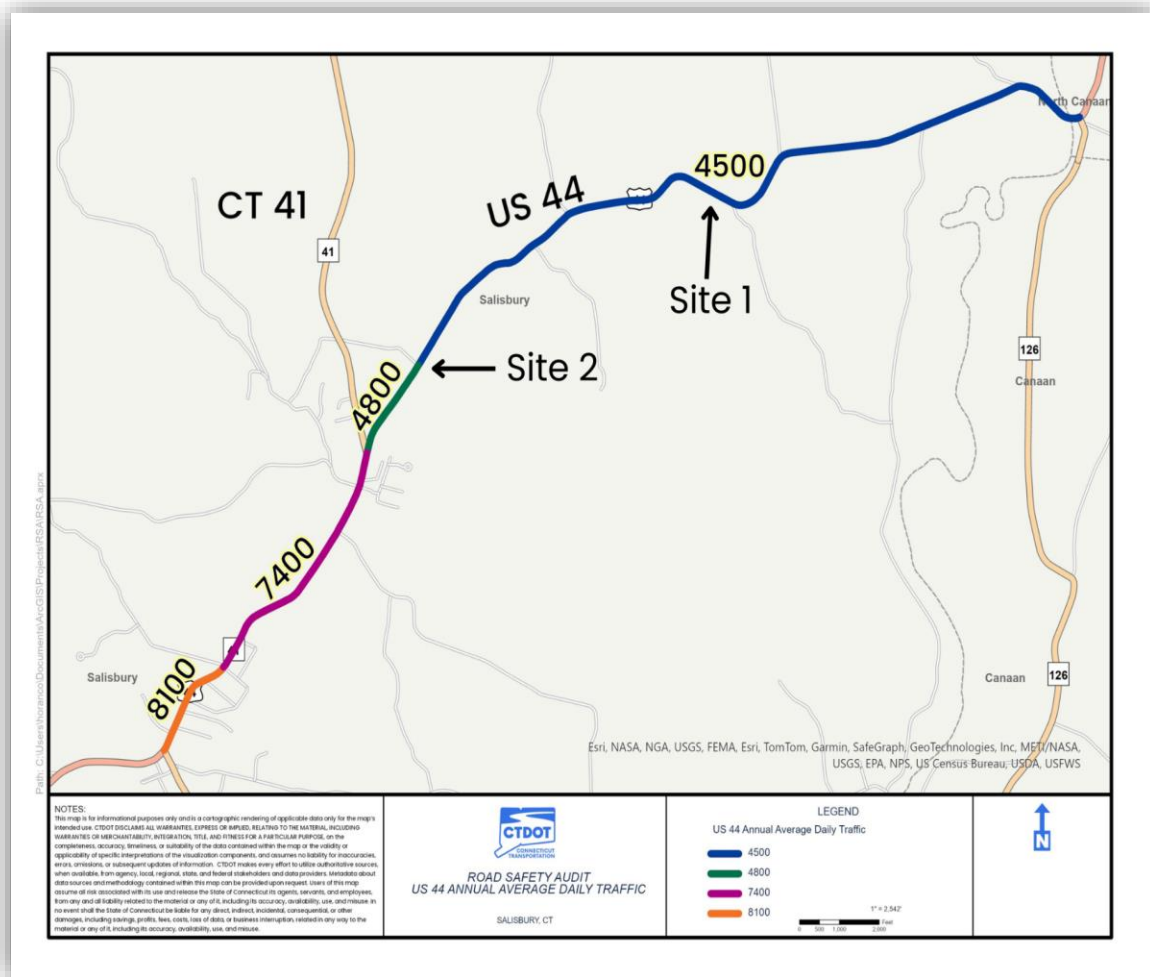
Figure 1: RSA Study Locations (Sites 1, 2, and 3)



US 44 is a major corridor throughout Litchfield County. Within the Town of Salisbury, US 44 intersects with CT 41 and contains both Salisbury Village and the Lakeville Village as separate town centers. Additionally, both the Salisbury School and Salisbury Central School are located along US 44. The Annual Average Daily Traffic (AADT) on US 44 in the study area is between 4,500 and 8,100 vehicles per day, with the volumes at the Salisbury School and Cobble Road intersection being around 4,500. Figure 2 displays the AADT for US 44. This route is designated as an “Other Principal Arterial”, meaning that the road is designed to serve a

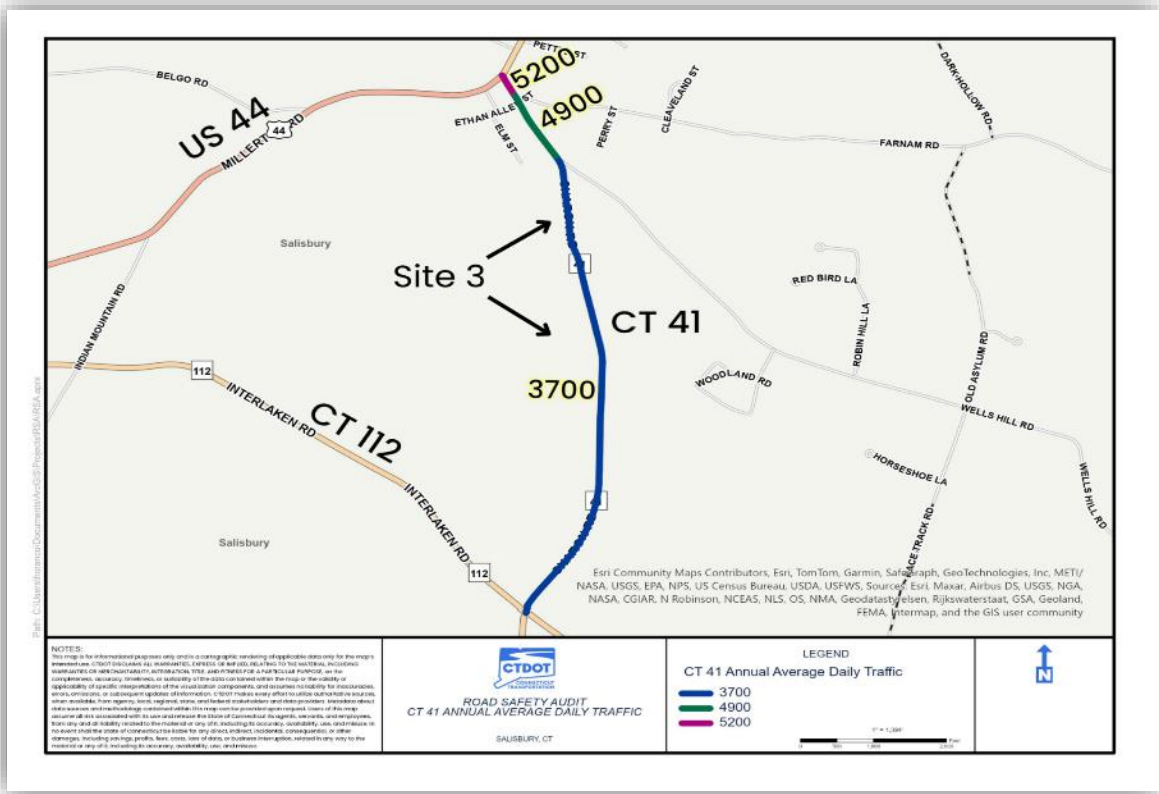
higher vehicular volume than a collector or local road. As a rural principal arterial, US 44 is not controlled access, and it does have traffic lights.

Figure 2: US 44 Annual Average Daily Traffic (Sites 1 and 2 area)



Site 3 covers CT 41 from the sidewalk terminus (approximately across 90 Sharon Rd) to The Hotchkiss School at North Road. This section includes The Hotchkiss School, an independent boarding school, along the southern section of CT 41 near the intersection with CT 112 (Interlaken Road). The AADT on CT 41 is between 3,700 and 5,200 vehicles per day, with the highest volumes seen at the intersection with US 44. Figure 3 displays the AADT for CT 41. This route is designated as a major collector, meaning that traffic is from intra-county travel to the arterial road network. As a collector, CT 41 acts to funnel traffic to the arterial roadways in the area.

Figure 3: CT 41 Annual Average Daily Traffic (Site 3)



2 Prior Efforts in the Vicinity of the Study Area

This section is limited to efforts that have occurred in this area within the past seven years.

A Plan of Conservation and Development Sustainable Salisbury 2024

The Salisbury Planning and Zoning Commission created a [Plan of Conservation and Development \(POCD\)](#) to support and reinforce the Town’s Comprehensive Plan. The POCD was created to ensure the sustainability and resiliency of Salisbury with consideration for social, economic, and physical development of the town.

B Community Connectivity Grant Program

The Town of Salisbury was granted funds from CTDOT’s [Community Connectivity Grant Program](#) in 2018 to construct a sidewalk, pedestrian signal and crosswalk, and a pedestrian bridge across the Pettee Brook, on US 44/CT 41 (at approximately 200 Main Street). This bridge allows for better pedestrian connectivity between Salisbury Village and Lakeville Village centers, located approximately 1.5 miles Southwest of the Cobble Road intersection (Site 2) and 1 mile Northeast of the sidewalk terminus on CT 41 (across 90 Sharon Road) (Site 3). These measures are intended to increase connectivity across US 44 and CT 41, as well as increase safety for planned emergency evacuation measures.



Image 1: CCGP funded pedestrian bridge on the north side of US 44/CT 41

C Transportation Rural Improvement Program

The Town of Salisbury was granted funds through CTDOT's [Transportation Rural Improvement Program](#) in 2024 to construct sidewalks through the Salisbury village center in two phases. The first phase will consist of approximately 2,000 linear feet of sidewalk on US 44 from about Brook Street to existing sidewalk near Salmon Kill Road. The second phase will construct nearly 3,000 linear feet of sidewalk on CT 41 from near US 44 to the Sarum Village housing complex on Cobble Road. The first phase will be located a little over 1 mile to the southwest of Site 2 while the second phase will be located less than 0.5 miles from Site 2.

3 Pre-audit Meeting

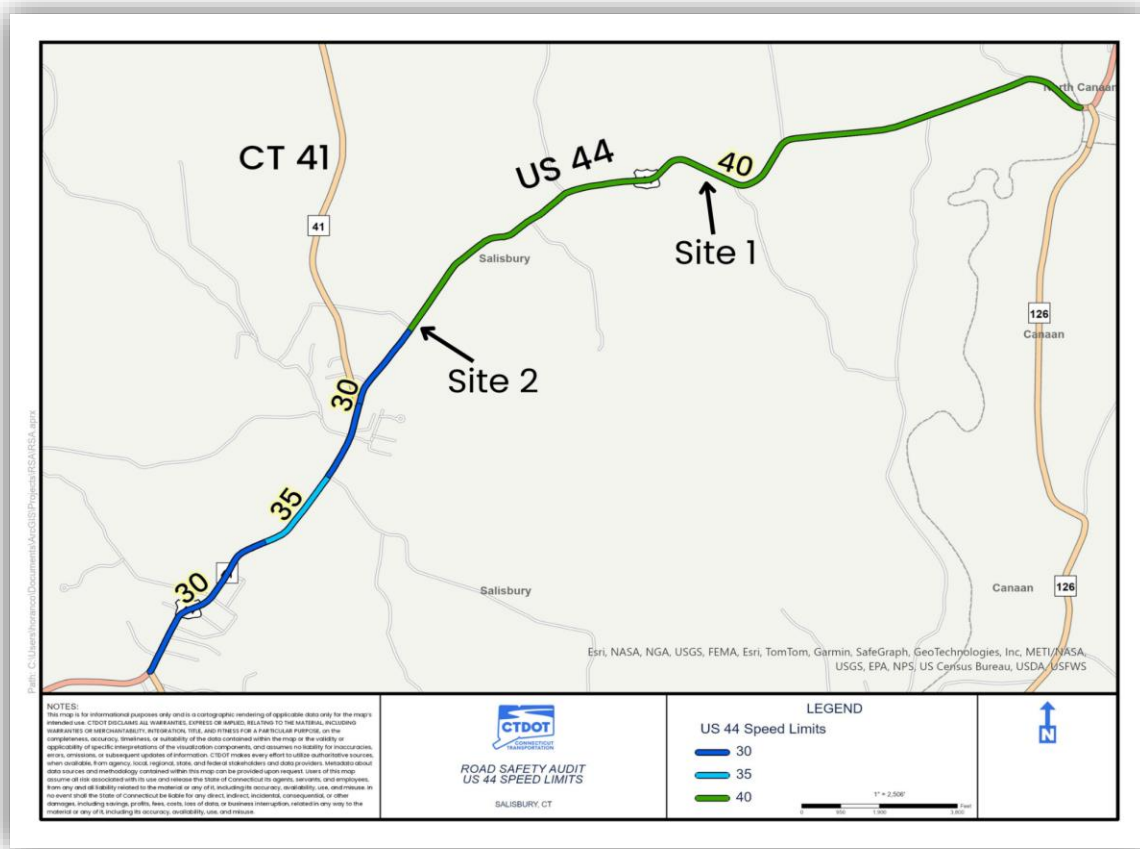
A Pre-Audit Meeting Information

The RSA team conducted a pre-audit virtual meeting on Tuesday, May 6, 2025. The RSA team presented a brief presentation that included an overview of the Salisbury RSA goals and purpose, the study area, and existing conditions.

B Speed and Crash Data Analysis US 44 (Sites 1 and 2)

Speeds: The speed limit throughout US 44 ranges from 30 miles per hour (MPH) closer to the center of the town and to 40 MPH moving east towards the Salisbury School. Figure 4 displays the speed limits across US 44.

Figure 4: Study Area Speed Limits US 44 (Sites 1 and 2)



Crashes: Based on data retrieved from the Connecticut Crash Data Repository (CTCDR) for the five-year period between January 2019 and December 2023, there were no crashes at each of the two study sites on US 44 specifically. The technical team found a total of 24 crashes in between these two points (See Figures 5 and 6). There is a cluster of single vehicle crashes near the intersection of the Salisbury School (See Figure 7).

Figure 5: Study Area Crash Summary US 44 in Salisbury (Sites 1 & 2 Vicinity)

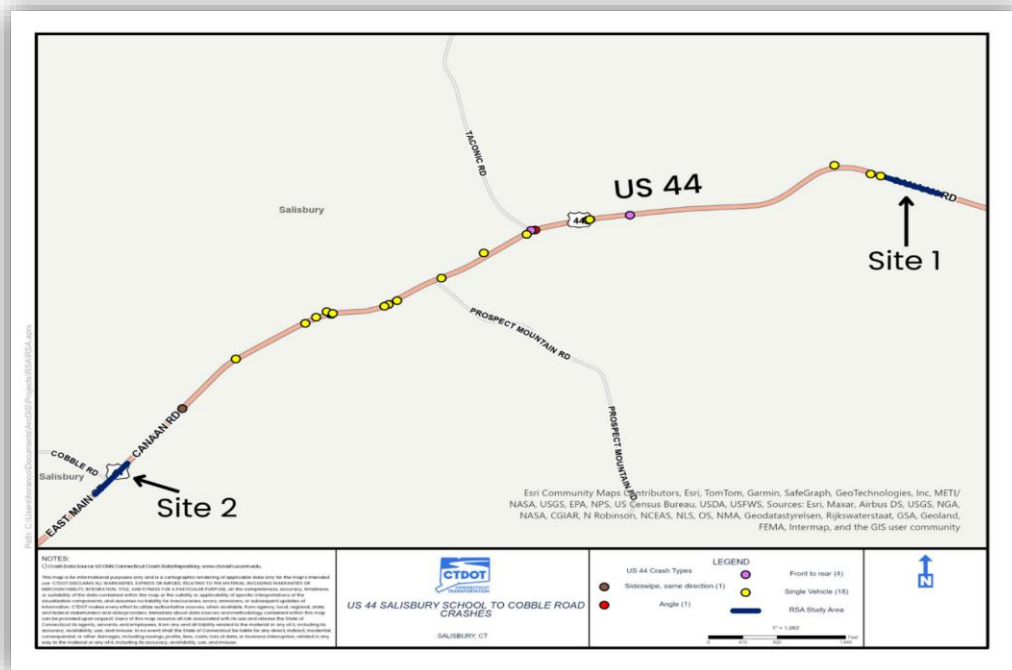
| Crash Severity US 44 | | | | | | |
|----------------------|----------|----------------|--------------|-----------------|----------------------|-----------|
| Year | Fatality | Serious Injury | Minor Injury | Possible Injury | Property Damage Only | TOTAL |
| 2019 | 0 | 0 | 1 | 0 | 2 | 3 |
| 2020 | 0 | 0 | 2 | 0 | 4 | 6 |
| 2021 | 0 | 0 | 0 | 0 | 6 | 6 |
| 2022 | 0 | 0 | 1 | 0 | 7 | 8 |
| 2023 | 0 | 0 | 0 | 0 | 1 | 1 |
| TOTAL | 0 | 0 | 4 | 0 | 20 | 24 |

Figure 6: Study Area Crash Summary US 44 in Salisbury (Sites 1 & 2 Vicinity)

| Crash Severity/Accident Type US 44 | | | | | | |
|------------------------------------|--------------|----------------|--------------|-----------------|----------------------|-----------|
| | Fatal Injury | Serious Injury | Minor Injury | Possible Injury | Property Damage Only | TOTAL |
| | 0 | 0 | 0 | 0 | 4 | 4 |
| Front to Front | 0 | 0 | 0 | 0 | 0 | 0 |
| Angle | 0 | 0 | 0 | 0 | 1 | 1 |
| Sideswipe, Opposite Direction | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe, Same Direction | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear to Side | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear to Rear | 0 | 0 | 0 | 0 | 0 | 0 |
| Not Applicable/ Single Vehicle | 0 | 0 | 4 | 0 | 15 | 19 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 4 | 0 | 20 | 24 |
| Crashes Involving Pedestrian | 0 | 0 | 0 | 0 | 0 | 0 |
| Crashes Involving Bicyclist | 0 | 0 | 0 | 0 | 0 | 0 |

Crashes by Severity/Type: The two most common crash types on US 44 were front to rear crashes and single vehicle crashes, which is the type of crash observed clustered near the Salisbury School intersection. Crash severity data on US 44 is shown on figure 6. There were no reported crashes involving pedestrians or bicyclists.

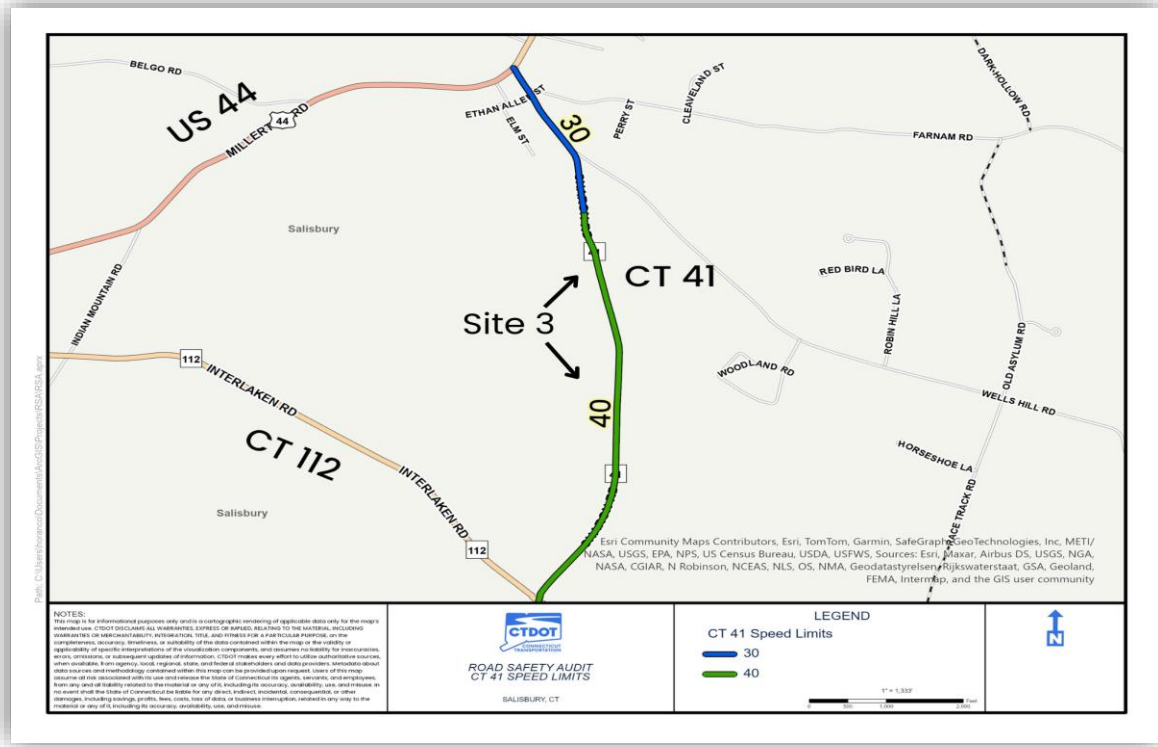
Figure 7: Crashes by Type US 44 (Sites 1 & 2 Vicinity)



C Speed and Crash Data Analysis CT 41 (Site 3)

Speeds: The speed limit throughout CT 41 ranges from 30 MPH closer to the intersection of US 44 and increases to 40 MPH south towards The Hotchkiss School. Figure 8 displays the speed limits in the subject area.

Figure 8: Study Area Speed Limits CT 41 in Salisbury (Site 3 Vicinity)



Crashes: Based on data retrieved from the Connecticut Crash Data Repository (CTCDR) for the five-year period between January 2019 and December 2023, there were a total of 8 crashes in the study area on Route 41. Figures 9 and 10 display the study area’s crash summary by year.

Figure 9: Crash Severity CT 41 in Salisbury (Site 3 Vicinity)

| Crash Severity CT 41 | | | | | | |
|----------------------|----------|----------|----------|-----------------|----------------------|----------|
| Year | Fatality | Serious | Minor | Possible Injury | Property Damage Only | TOTAL |
| | | Injury | Injury | | | |
| 2019 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 1 | 0 | 3 | 4 |
| 2022 | 0 | 1 | 0 | 0 | 1 | 2 |
| 2023 | 0 | 0 | 0 | 0 | 1 | 1 |
| TOTAL | 0 | 1 | 1 | 0 | 6 | 8 |

Crashes by Severity/Type: Most common crashes on CT 41 were single vehicle crashes. There was one serious injury which was the result of an angled crash (see figures 10 and 11 for reference). There were no reported crashes involving pedestrians or cyclists in the study area.

Figure 10: Crash Type CT 41 in Salisbury (Site 3 Vicinity)

| Crash Severity/Accident Type CT 41 | | | | | | |
|------------------------------------|--------------|----------------|--------------|-----------------|----------------------|----------|
| | Fatal Injury | Serious Injury | Minor Injury | Possible Injury | Property Damage Only | TOTAL |
| Front to Rear | 0 | 0 | 0 | 0 | 0 | 0 |
| Front to Front | 0 | 0 | 0 | 0 | 0 | 0 |
| Angle | 0 | 0 | 1 | 0 | 0 | 1 |
| Sideswipe, Opposite Direction | 0 | 0 | 0 | 0 | 1 | 1 |
| Sideswipe, Same Direction | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear to Side | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear to Rear | 0 | 0 | 0 | 0 | 0 | 0 |
| Not Applicable/Single Vehicle | 0 | 0 | 0 | 0 | 6 | 6 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 1 | 0 | 7 | 8 |
| Crashes Involving Pedestrian | 0 | 0 | 0 | 0 | 0 | 0 |
| Crashes Involving Bicyclist | 0 | 0 | 0 | 0 | 0 | 0 |

Figure 11: Crash Type Map CT 41 (Site 3)



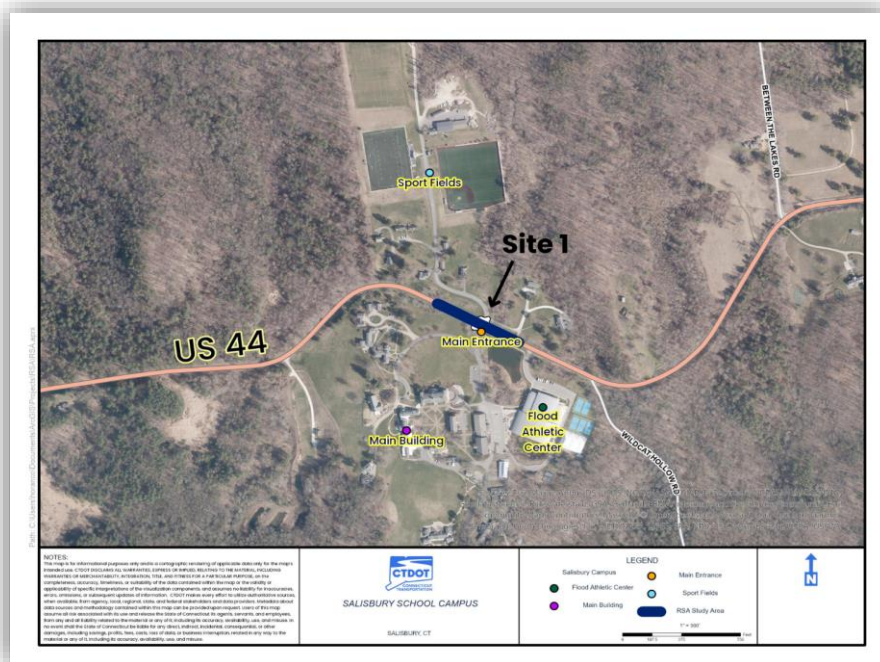
D Pre-Audit Meeting Discussion

Immediately following the pre-audit presentation, a discussion followed where attendees highlighted additional concerns and notes regarding the Salisbury RSA study area. Comments from participants included:

Salisbury School (Site 1):

- Salisbury School leaders noted that within the past ten years an average of over 750 crossings occur daily (throughout the day) at this location.
- Salisbury School leaders noted that there was a pedestrian incident in July of 2017 that occurred at or near the school crossing that resulted in a suspected minor injury. This occurred prior to the RSA's crash data analysis (2019-2023).
- Salisbury School leaders noted that US 44 divides the campus. One side contains the main campus (housing, classrooms, etc.) while the other side contains sports facilities, maintenance facilities, and faculty housing. Students and staff must cross US 44 at the crosswalk to get to these facilities (See Figure 12).
- Salisbury School leaders noted that students at Salisbury School are prohibited from biking or walking along US 44 to Salisbury center due to safety concerns, but there are weekly bike rides with students and staff to other areas.
- Salisbury School leaders noted that students use the crossing outfitted with a Rectangular Rapid Flashing Beacon (RRFB) but do not see a difference in driver behavior.
- Town officials noted high speeds near the crossing as well as commercial truck traffic.
- According to school officials, The Salisbury School currently has approximately 305 students enrolled, 17 of which are students commuting daily.

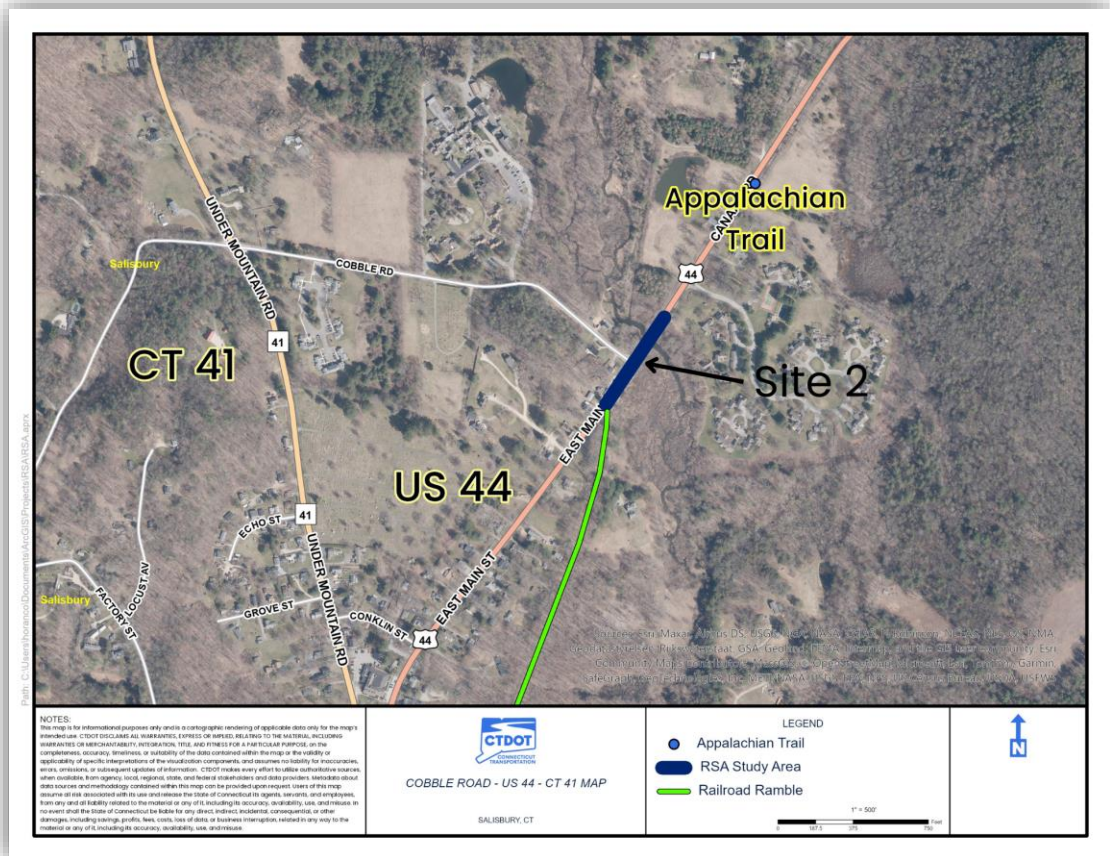
Figure 12: Salisbury School Campus Map (Site 1)



Cobble Road (Site 2):

- Town officials noted that a senior living community is located on Cobble Road. Residents of this community account for a portion of the pedestrian and vehicular traffic on this road. Currently, there is no pedestrian infrastructure on US 44 at Cobble Road and town officials expressed concerns for the safety of these residents.
- Town officials noted that Appalachian Trail hikers cross within 25 feet of Cobble Road on either side. Hikers will either continue on the trail or travel into the town center, via the [Railroad Ramble](#) or US 44, to resupply (See Figure 13).
- Town officials noted that speed limits vary throughout US 44, changing from 40mph to 30mph to 35mph and back to 30mph.
- The Salisbury Pathways Committee has expressed interest in lowered speed limits throughout US 44. The LTA has previously requested for The Office of State Traffic Administration (OSTA) to conduct speed reduction studies.
- The Town and school officials expressed a desire to conduct a Corridor Study on US 44 to investigate possible speed limit reduction and safety alternatives outside of the RSA scope.

Figure 13: Cobble Road Aerial Map (Site 2)



The Hotchkiss School (Site 3):

- The Hotchkiss School leaders noted that speeding vehicles and lack of shoulder and sidewalks are issues with CT 41, making the route into Lakeville center dangerous for students who travel by non-vehicular modes (Image 2).
- The Hotchkiss School leaders noted that many students walk into Lakeville Center throughout the day.
- Town officials noted that a third of the property owners along CT 41 have been contacted by the town and support a sidewalk project along their property. Town officials also noted that the town would maintain the sidewalks once constructed.
- According to school officials, The Hotchkiss School currently has 600 students enrolled with an additional 300-400 people living, working, and/or attending the school campus, totaling about 900-1000 people during operating hours in the school year (See Figure 14).



Image 2: CT 41 facing north towards Lakeville center, displaying narrowing shoulder width and lack of sidewalk.

4 RSA Site Visit Assessment

A summary of the technical team's findings from conditions seen in the field, along with comments by stakeholders from the Town, is presented below. The issues discussed were specific to the study locations:

A US 44 at Salisbury School Crossing (Site 1)

- School crosswalk and some pavement markings are faded.
- Pedestrian and bicycle features require better safety improvements for students to comfortably cross US 44 and travel the general area of the school.
- There is one streetlight and a lamppost used as pedestrian lighting at the school crosswalk.
- The team noted a need for tree trimming near signage.
- The team noted a cluster of signage that may cause confusion for drivers as they approach the Salisbury School.



Image 3: Entrance to Salisbury School on US 44 with existing RRFB

B US 44 at Cobble Road and Appalachian Trail Crossing (Site 2)

- This location experiences periodic pedestrian activity with Appalachian Trail hikers walking on the roadway to continue the pathway of the trail.
- There are “pedestrian next ¼ mile” signs on both sides of the roadway, but no specific signage identifying the route as an Appalachian Trail corridor, as well as no crosswalks or pedestrian infrastructure.
- There is a sign identifying the Appalachian trail to hikers walking down Cobble Road. The trail route directs hikers down Cobble Road and across US 44. Another sign directs hikers into town.
- High speeds, consistent flow of traffic, and narrow shoulders make walking in the shoulder uncomfortable for pedestrians.
- The Town has expressed a desire to connect to the Appalachian Trail with the Railroad Ramble trail (Figure 15) with a crosswalk and trail through the wetlands area.
- The lack of sidewalks and crosswalk presents a gap in the pedestrian network of Salisbury. Town officials expressed a desire to connect this intersection to Salisbury Center through a crosswalk to Railroad Ramble.
- There is one streetlight at the Cobble Road entrance, but more lighting would improve visibility for vulnerable network users.



Image 6: Technical team discussion at the US 44 and Cobble Road intersection

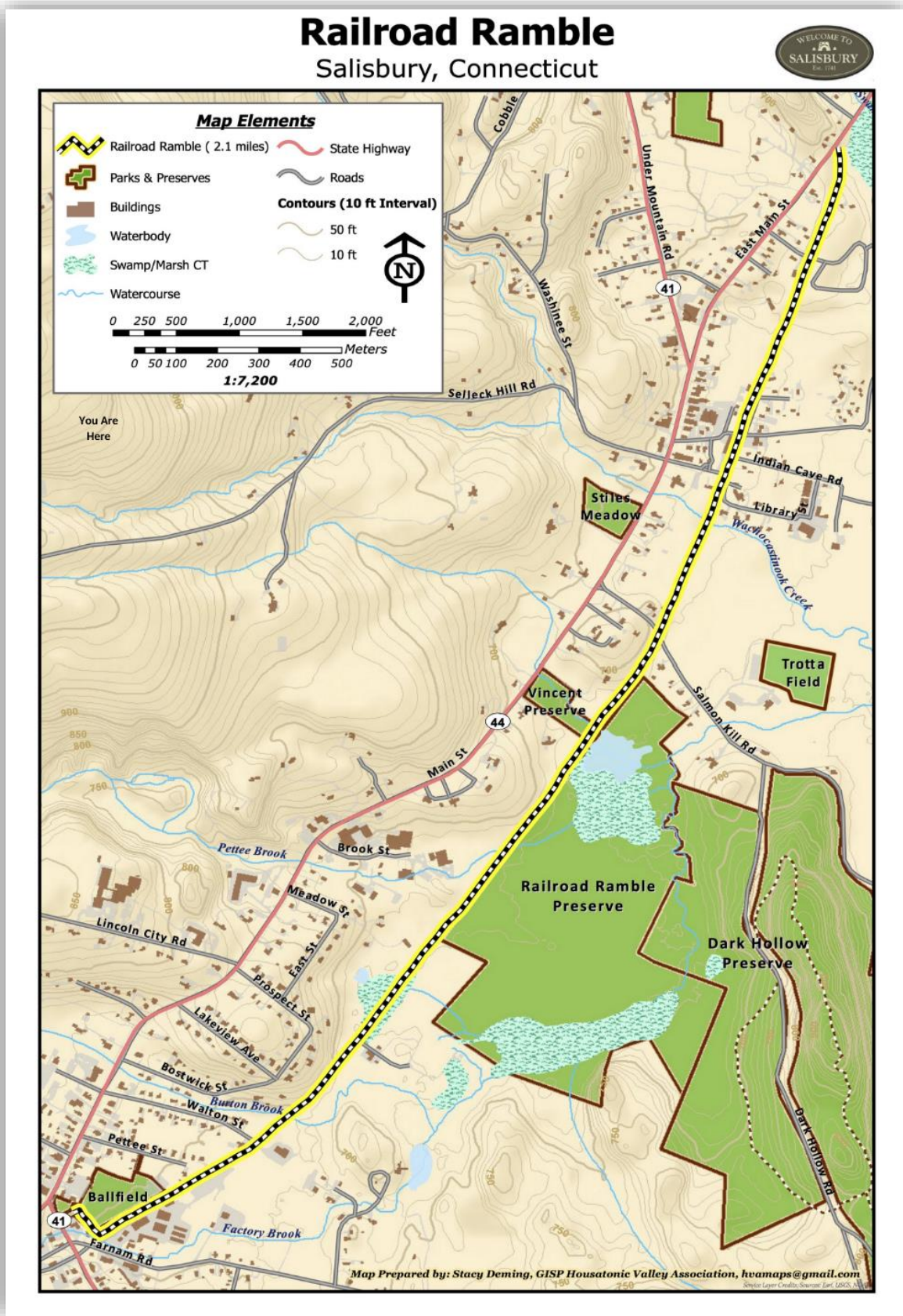


Image 4: Intersection of Cobble Road and US 44 near Appalachian Trail



Image 5: Appalachian Trail Marker along US 44, just north of Cobble Road intersection

Figure 15: Railroad Ramble Map (Site 2 vicinity)



C CT 41 from sidewalk terminus to The Hotchkiss School at North Road (Site 3)

- Town and school officials expressed a desire to fill the sidewalk gap between the end of the current sidewalk to The Hotchkiss School at North Road to improve pedestrian safety.
- CT 41 has 12-foot lanes with shoulder widths varying drastically from 1 foot to 8 feet throughout the study area. In some areas, shoulder widths are less than 1 foot.
- Participants observed two sets of joggers and one pair of bicyclists on CT 41.
- Participants noted a clustering of signage that could be spaced out.
- Participants noted the steep grade along CT 41 which could present issues when exploring the feasibility of a sidewalk.
- The sidewalk on CT 41 ends abruptly prior to reaching The Hotchkiss School. A total of approximately 0.80-mile sidewalk gap currently exists from the current terminus to North Street.



Image 7: Sidewalk Terminus on CT 41 (across from 90 Sharon Road).



Image 8: Shoulders on CT 41 (Sharon Road) near The Hotchkiss School at North Road less than 1-foot wide

5 Recommendations

Based on the findings, the technical team compiled a set of recommendations for the study area. These recommendations are organized into three locations. A table of recommendations organized by location is presented in Table I. Concept drawings of the roadway segment of RSA Study areas on US 44 are presented by location in Figures 16 through 20 (each figure is an aerial photograph of the map with the recommendations labeled).

All recommendations are categorized by their complexity of implementation:

- **Least Complex Recommendations:** These are typically maintenance type and low-cost recommendations such as striping and signage, and generally do not require extensive design or construction costs. Least complex recommendations may also include those recommendations that may be achievable via municipal resources to implement.
- **Moderately Complex Recommendations:** These are improvements that may require further funding, permitting, or study than those generally included as least complex recommendations. These may require establishment of funding in capital improvement plans, or a dedicated funding source. However, these recommendations fall between the least complex and most complex, requiring some level of design, but typically do not include Right-of-Way (ROW) acquisitions, extensive environmental permitting, etc.
- **Most Complex Recommendations:** These are improvements that require substantial study and engineering. These recommendations generally require significant funding for implementation and may require several years of planning to budget.

Any work within the State ROW to be done by non-State forces will require an encroachment permit from the District 4 Permit Office and an official request from the municipal LTA.

SALISBURY ROAD SAFETY AUDIT 2025

Table 1: Recommendations Summary

| Recommendation | Location | | |
|---|--|--|--|
| | Site 1: US 44 at the Salisbury School Crossing | Site 2: US 44 at Cobble Road and Appalachian Trail | Site 3: CT 41 From end of sidewalk to the Hotchkiss School at North Road |
| Least Complex | | | |
| Consider improving illumination | ● | ● | |
| Apply for School Zone designation through OSTA | ● | | |
| Restripe white edge lines to 6 inches | ● | | |
| Consider installing "Your Speed" signs | ● | ● | |
| Consider speed enforcement | ● | | ● |
| Recommend de-cluttering of signs | ● | | |
| Update current signs with reflective strips | ● | | |
| Narrow lanes to 11 feet throughout the location | ● | ● | |
| Restripe pavement markings | ● | ● | |
| Recommend tree trimming to increase visibility | ● | | |
| Moderately Complex | | | |
| Apply for a speed reduction study through OSTA | | ● | |
| Consider implementing a Pedestrian Hybrid Beacon (PHB) | ● | | |
| Consider applying for a corridor study | ● | ● | |
| Recommend implementation of a CTDOT-approved thermoplastic crosswalk to increase visibility. | ● | | |
| Most Complex | | | |
| Consider relocating utility poles on south side of crosswalk | ● | | |
| Construct sidewalk connector | | ● | ● |
| Consider constructing a pedestrian path (over Spruce Swamp Creek) parallel to the existing bridge on the south side of US 44. | | ● | |
| Construct a sidewalk along the north side of US 44 (at Cobble Road intersection). | | ● | |
| Construct a midblock RRFB connecting the proposed pedestrian path and sidewalk (Figures 18 & 19). | | ● | |

A US 44 at the Salisbury School Crossing (Site 1)

Least Complex Recommendations

- 1.) Consider upgrading current RRFB with illumination improvements to both sides of the crossing.
 - **Next Step:** Newer RRFB have illuminators attached. Recommend contacting manufacturer to inquire about illumination add on to existing structure.
- 2.) Consider applying for School Zone Designation through The Office of State Traffic Administration (OSTA). Applying for this area to be designated as a school zone could result in speed limit reduction during school hours.
 - **Next Step:** LTA to submit a School Zone Designation request to DOT.OSTA@ct.gov
- 3.) Restripe white edge lines to 6 inches.
 - **Next Step:** CTDOT will update pavement markings as part of future pavement resurfacing.
- 4.) Consider installing "Your Speed" Signs at strategic locations to make drivers aware of their driving speed as they approach the Salisbury School area.
 - **Next Step:** Municipality to contact the T2 Center and apply for the [Equipment Loan Program](#). Then municipality to apply for an [Encroachment Permit](#) through the District permit office for installation.
- 5.) Consider speed enforcement at key locations.
 - **Next Step:** Municipality to request law enforcement at key locations near school for two weeks at beginning of school year to incentivize drivers to lower speeds.
- 6.) Consider "De-cluttering of signs" at or near the Salisbury School Crossing area: clusters of signs may distract drivers.
 - **Next Step:** Following approval of the municipal school zone designation request, CTDOT will remove the signs that are not recommended as part of the School Zone Designation.
- 7.) Update Current Signs with reflective strips.
 - **Next Step:** Following approval of the municipal school zone designation request, CTDOT will install retro reflective strips at signs.

- 8.) Narrow lanes to 11 feet throughout the study area.
 - **Next Step:** CTDOT will update lane widths as part of future pavement resurfacing when practical.
- 9.) Re-Stripe pavement markings.
 - **Next Step:** CTDOT will re-stripe pavement markings as part of future pavement resurfacing updates.
- 10.) Consider tree trimming to increase visibility through the school area.
 - **Next Step:** Municipality will need to coordinate with the [District 4 Transportation Vegetation Management Specialist 2](#) to evaluate and make recommendations. Timeframe would be based on scope of work and whether Maintenance forces will perform the work, or a contractor would be needed.

Moderately Complex Recommendations

- 1.) Consider implementing a Pedestrian Hybrid Beacon (PHB – formally known as HAWK signal). This signal would be easily visible by drivers.
 - **Next Step:** Applicant must apply for an [Encroachment Permit](#) to the District 4 Permit Office. Design, build, and installation will be the responsibility of the applicant. Maintenance and Ownership would be the responsibility of the applicant.
- 2.) Consider applying for a corridor study to explore additional safety countermeasures including those that may require major design and construction.
 - **Next Step:** Municipality to Contact [NHCOG](#) for Corridor Study opportunities in their region.
- 3.) Consider the implementation of a CTDOT-approved Thermoplastic crosswalk to increase crosswalk visibility and create awareness for drivers.
 - **Next Step:** Municipality to apply for an [Encroachment Permit](#) through the District permit office.

Most Complex Recommendations

- 1.) Consider exploring the feasibility of moving utility poles on south side of crosswalk to improve visibility of pedestrians waiting to cross.

- **Next Step:** School officials and the municipality should collaborate with the utility company to explore the feasibility of relocating utility poles, and if deemed viable, develop a coordinated plan and apply for an Encroachment Permit when ready to proceed

B US 44 at Cobble Road and Appalachian Trail (Site 2).

Least Complex Recommendations

- 1.) Narrow lanes to 11 feet throughout the location.
 - **Next Step:** CTDOT will update lane widths as part of future pavement resurfacing updates.
- 2.) Consider installing “Your Speed” Signs at strategic locations to make drivers aware of their traveling speeds.
 - **Next Step:** Municipality to contact the T2 Center and apply for the [Equipment Loan Program](#). Then municipality to apply for an [Encroachment Permit](#) through the District permit office for installation.
- 3.) Consider re-stripping pavement markings.
 - **Next Step:** CTDOT will re-stripe pavement markings as part of future pavement resurfacing updates.
- 4.) Consider Improving illumination at Cobble Road.
 - **Next Step:** The Town’s LTA will need to submit a formal request to DOT.TrafficEngineering@ct.gov for an illumination study at the intersection.

Moderately Complex Recommendations

- 1.) Consider applying for a speed reduction study through OSTA.
 - **Next Step:** LTA to submit request to DOT.OSTA@ct.gov
- 2.) Consider applying for a corridor study to explore additional safety countermeasures including those that are outside the RSA scope.
 - **Next Step:** Municipality to Contact [NHCOG](#) for Corridor Study opportunities in their region.

Most Complex Recommendations

- 1.) Consider constructing a pedestrian path (over Spruce Swamp Creek) parallel to the existing bridge on the south side of US 44 to connect the Appalachian trail beyond the existing bridge (See figures 18 & 19).
 - **Next Step:** Municipality to include as part of Corridor Study scope for feasibility. If preliminary review has already occurred and design is feasible and actionable, municipality to explore possible [State](#) and [Regional](#) funding opportunities for design and construction. A list of state funding sources can be found on the CTDOT website here: [Bicycle and Pedestrian – State Managed Funding Opportunities](#)

- 2.) Consider constructing a sidewalk along the north side of US 44 at the intersection with Cobble Road.
 - **Next Step:** Municipality to continue to pursue sidewalk development with plan review and approval, identifying funding opportunities, and plan for property acquisitions/easements. Municipality to continue to explore possible [State](#) and [Regional](#) funding opportunities for design and construction. A list of state funding sources can be found on the CTDOT website here: [Bicycle and Pedestrian – State Managed Funding Opportunities](#)

- 3.) Consider constructing a midblock RRFB connecting the proposed pedestrian path along the south side of US 44 with the proposed sidewalk along the north side of US 44.
 - **Next Step:** Once the sidewalk along the north side of US 44 is deemed feasible and actionable. Applicant must apply for an [Encroachment Permit](#) to the District 4 Permit Office. Design, build, and installation will be the responsibility of the applicant. Maintenance and Ownership would be the responsibility of the applicant. Municipality to continue to explore possible [State](#) and [Regional](#) funding opportunities for design and construction. A list of state funding sources can be found on the CTDOT website here: [Bicycle and Pedestrian – State Managed Funding Opportunities](#)

C CT 41 From end of sidewalk to The Hotchkiss School at North Road (Site 3)

Least Complex Recommendations

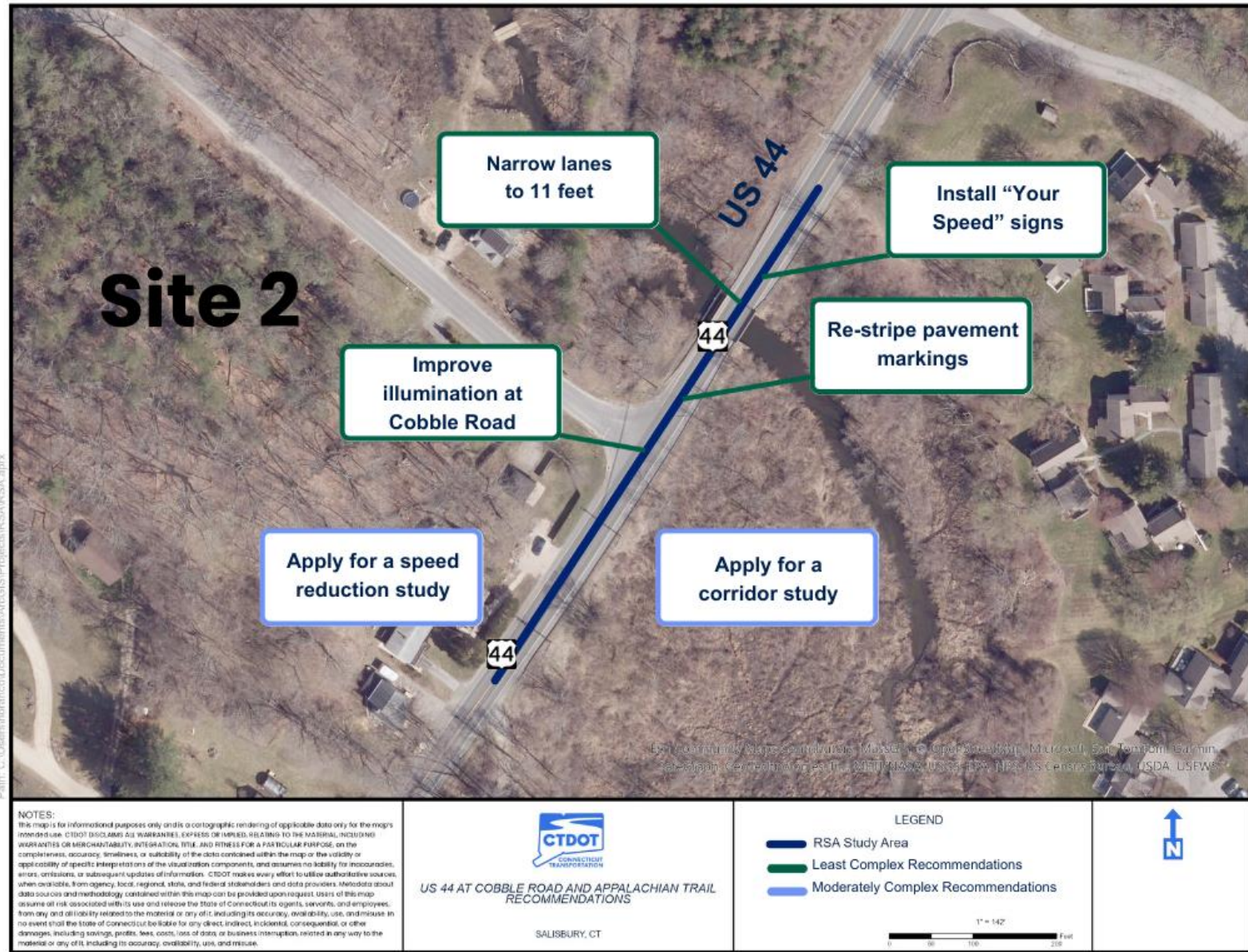
- 1.) Consider speed enforcement at key locations.
 - **Next Step:** Municipality to establish law enforcement at key locations near school for two weeks at beginning of school year to incentivize drivers to lower speeds.

Most Complex Recommendations

- 1.) Explore the feasibility of constructing a sidewalk to connect the Hotchkiss School at North Road to the sidewalk terminus (image 7) on CT 41.
 - **Next Step:** Municipality to continue to pursue sidewalk development with plan review and approval, identifying funding opportunities, and plan for property acquisitions/easements. Municipality to continue to explore possible [State](#) and [Regional](#) funding opportunities for design and construction. A list of state funding sources can be found on the CTDOT website here: [Bicycle and Pedestrian - State Managed Funding Opportunities](#)

SALISBURY ROAD SAFETY AUDIT 2025

Figure 18: US 44 at Cobble Road RSA Recommendations



SALISBURY ROAD SAFETY AUDIT 2025

Figure 19: US 44 at Cobble Road and Appalachian Trail Crossing RSA Recommendations

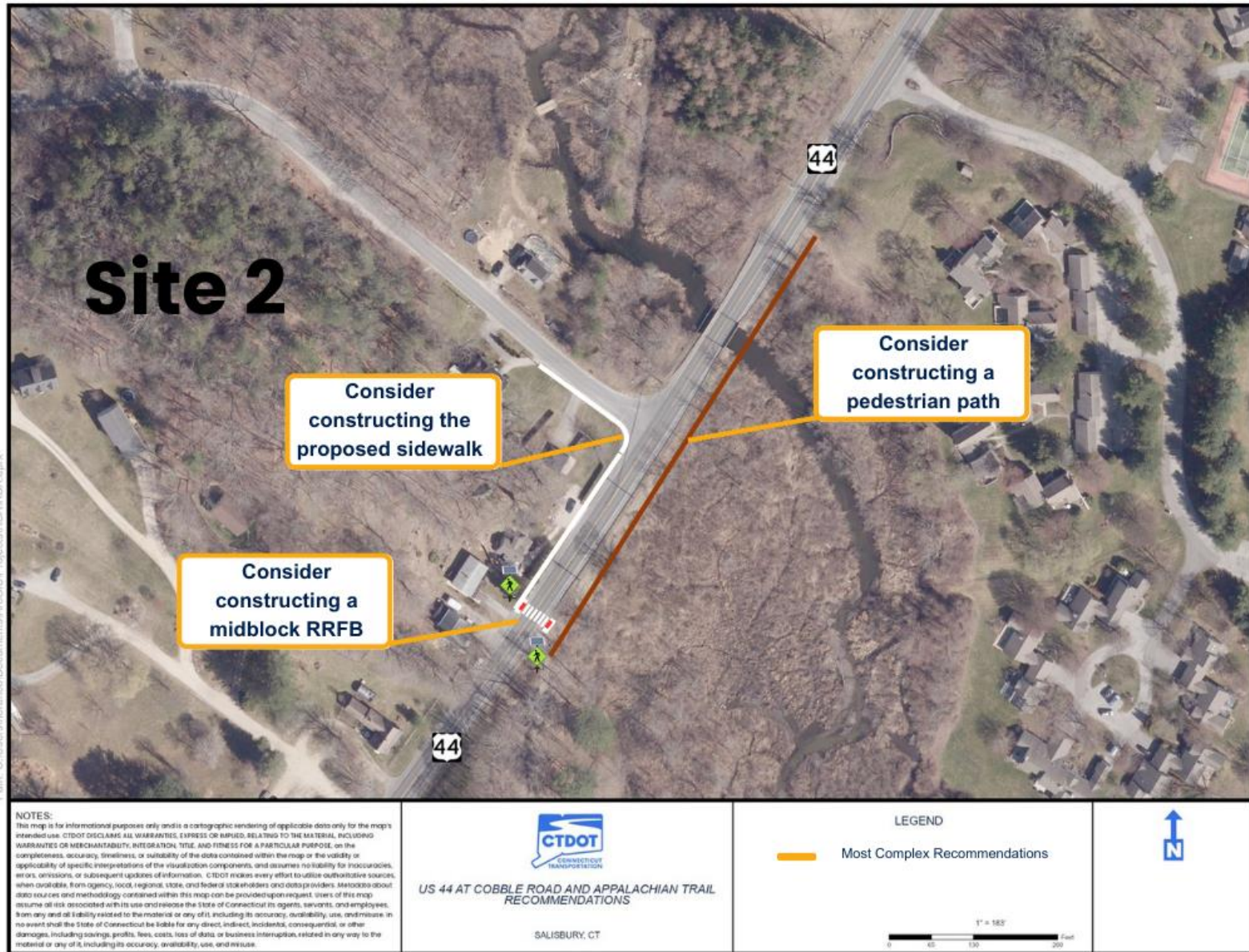
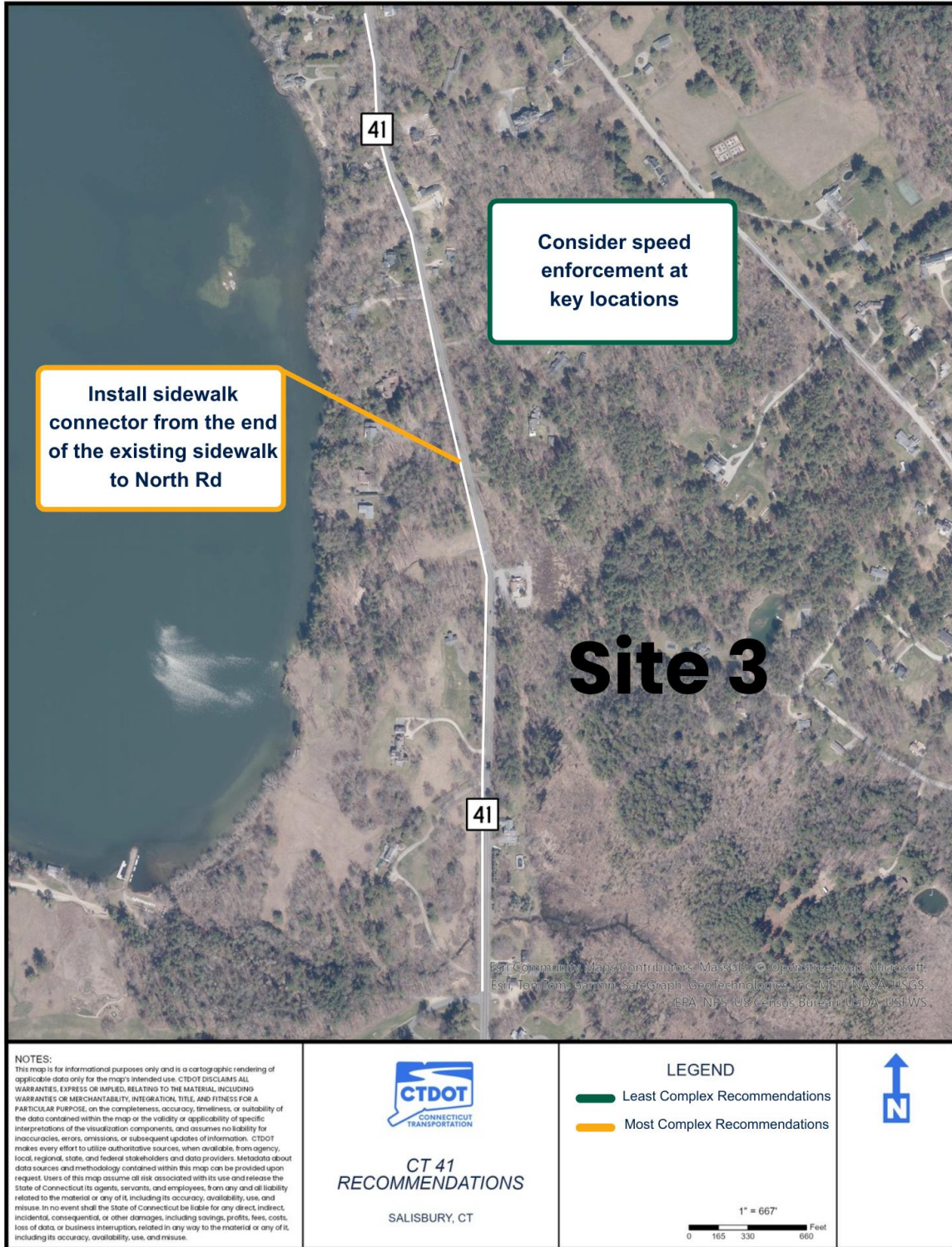


Figure 20: CT 41 RSA Recommendations



APPENDICES

A: [Site Maps](#)

B: [Pre-Audit Presentation](#)

C: [Walk Audit Materials](#)