

## REPORT OF MEETING

**Date and Time: Tuesday, May 26, 2020 at 12:30 PM**

**Subject: Oxford Main Street Committee Meeting**

**Location: GoTo Meeting**

### Attendees:

Name	Organization
Kathleen O’Neil	Oxford Main Street Project Committee (OMSPC)
Tony SanAngelo	OMSPC
Mary LoPresti	OMSPC
Pat Cocchiarella	OMSPC
Susan Kovacs	OMSPC
Chrissy Kimball	OMSPC
Kristyn Rosa	Town of Oxford
Sara Radacsi	Connecticut Department of Transportation (CTDOT)
Aaron Budris	Naugatuck Valley Council of Governments (NVCOG)
Casey Hardin	TranSystems (TSC)
Mark Arigoni	Milone & MacBroom (M&M)
Nick Kavadas	M&M

### Meeting Purpose:

The meeting was a regular meeting of the Oxford Main Street Project Committee (OMSPC). The Oxford Main Street Alternative Transportation Study team presented on study progress and facilitated a question and answer period. The following represents discussion pertaining to the study. A full recap of other meeting business is available on the [OMSPC website](#).

### Presentation

Casey Hardin introduced the study team members in attendance: Aaron Budris, Project Manager for the Naugatuck Valley Council of Governments (NVCOG), Casey Hardin, Project Manager for TranSystems (Prime Consultant), Mark Arigoni, subconsultant Milone & MacBroom (M&M) and Nick Kavadas of M&M. M&M will be supporting TranSystems with initial planning and analysis of potential multi-use trail routing concepts.

Casey explained that the presentation would focus on existing conditions analysis and would include time for questions. He explained that two separate study areas have been identified: a Project Corridor along Route 67 and a Regional Study Area for assessing broader topics such as demographics and the regional multi-use trail network. Other work tasks completed to-date include coordination with Town Engineer Bryan Nesteriak and setup of the study website and social media accounts.

Casey started the existing conditions analysis by illustrating the lack of sidewalks along Route 67 in the Project Corridor. He explained that shoulder widths are typically 2 – 4 feet, which is narrower than the standard bicycle lane width of 5 feet. The corridor is included in the implementation plan for CTDOT’s Active Transportation Plan bicycle network with a Tier II implementation rating. This means bicycle improvements should be considered as part of reconstruction efforts along Route 67. Casey noted that

based on traffic volumes and traffic speeds a bicycle facility along Route 67 should be separated from traffic for bicyclist comfort and safety.

Casey summarized traffic volumes on the corridor as being highest towards the south, but over 10,000 vehicles per day throughout which is significant. He explained that the study was able to obtain most of the traffic data included in the scope prior to the COVID-19 caused reduction in travel. Traffic speeds in the corridor measured near Oxford Center average approximately 40 miles per hour (mph) with an 85<sup>th</sup> percentile speed of 45 mph. Based on data obtained through location-based cell phone applications, average travel speeds between the Southbury and Seymour town lines are around 35 mph. This statistic includes time lost for delay at traffic signals or other causes. Casey noted that traffic speeds and operations are not a significant deficiency in the corridor.

The study team performed a crash analysis of Route 67 along the study corridor. Casey noted that there have been two fatalities in the corridor in recent years. These include a pedestrian fatality in a parking lot adjacent to Route 67 in May 2019 and a run-off-the-road crash in 2016. During the studied period (2017 – 2019) crashes seem to be concentrated at the curve near the intersection with Route 42 (Academy Road) and the southern part of the corridor, where there are more driveways providing points of conflict.

Casey presented a map illustrating transit services in the region. These include the Waterbury Branch of Metro North Railroad and several express and local fixed bus routes. Casey explained that the study team calculated the transit demand index for various areas within the region. The Town of Oxford falls into the Low Transit Demand range. He then presented several maps illustrating the demographics of the Town. These included population and employment density and demographics such as age (over 65 and under 18) and persons with disabilities. Casey concluded that the corridor might not be well suited to a fixed transit route. However, the percentages of the Town's population over 65 and under 18 could contribute to making an on-demand type service viable.

Casey presented a slide illustrating wetland locations within the region. He noted that M&M have compiled more detailed environmental mapping of the corridor. The floodway and floodplain of the Little River and associated wetlands will be important parts of determining potential trail routing alternatives. Casey concluded by explaining that the next steps include submitting an existing conditions report and exploring trail routing and transit opportunities. He then asked the OMSPC members if they had any questions.

### **Question and Answer Period**

Kathleen O'Neil reported that a grant was received from the Community Connectivity Grant Program for sidewalks from Town Hall to Dutton Road for \$380,000. An additional \$100,000 has been provided by the Town to fund the design process. An archaeological survey is in progress. The CCGP project still needs approval from the Town Finance Committee. Kathleen hopes that construction can begin by the end of the summer.

Kathleen also provided an update on progress for the Little River Nature Preserve. The OMSPC is currently working on removal of ash trees and invasive species.

Tony SanAngelo asked about distributing surveys at businesses along the corridor. Casey said the study team has created a survey to be handed out at Town Hall, now it might have to be done online.

The Town has a Facebook neighborhood page that is very popular. Kristyn Rosa would like to discuss the study's social media plans with the First Selectman before going live with posts. Casey will set up a conference call with her and Kathleen to discuss.

Kathleen said that drive by events had been popular in town during the pandemic and that this could be an outreach mechanism.

An OMSPC member suggested that Voices weekly newspaper or the Oxford Patch is probably the best way to get to all residents, especially those not on social media. Aaron suggested working with Town media contacts for the next press release since he did not think that NVCOG's release about the kickoff had been picked up.