Agenda

- Introduction
- Existing Conditions Recap
  - Additions since last meeting
  - Comments on tech memo
- Initial Routing Thoughts
- Transit Options
- Next Steps
Existing Conditions Recap

- High-volume, high speed, automobile centric corridor
- Short segment of sidewalk
- Shoulders not wide enough for comfortable cycling
- No transit service
Corridor Bridge Structures

- Document for potential upcoming repair projects
- No structurally deficient bridges
- Many functionally obsolete
- Dutton Road only active state project
Tech Memo Comments

- Draft currently under review
- Will also be reviewed by CTDOT
- Final published to website
- Any discussion now?

2.1.1 Traffic Volume

On State roadways, CTDOT measures the average daily traffic (ADT) volumes approximately every three years. This data is collected with an automatic traffic recorder (ATR). The most recent counts on Route 67 were conducted in 2015. In addition, the study team collected data via one ATR and conducted turning movement counts during the morning and afternoon peak periods at four locations within the project corridor. These count locations are illustrated in Exhibit 1. Reference sources exist for VMT, following, along with ADT volumes. Historical ADT volumes are presented in Table 1, below.

<table>
<thead>
<tr>
<th>Location on Route 67</th>
<th>ADT (Vehicles per Day)</th>
<th>Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>All-Salisbury Town Line</td>
<td>11,020</td>
<td>11,200</td>
</tr>
<tr>
<td>Northwest of Christian Street</td>
<td>10,500</td>
<td>11,200</td>
</tr>
<tr>
<td>Southeast of Hoppock Road</td>
<td>1,170</td>
<td>1,200</td>
</tr>
<tr>
<td>Northwest of Governor Hill Road</td>
<td>12,400</td>
<td>12,600</td>
</tr>
<tr>
<td>Northwest of Route 42</td>
<td>15,000</td>
<td>15,100</td>
</tr>
<tr>
<td>Southeast of Route 42</td>
<td>12,400</td>
<td>12,900</td>
</tr>
<tr>
<td>South of Old State Road #3</td>
<td>12,400</td>
<td>13,100</td>
</tr>
<tr>
<td>North of Chimney Tree Hill Road #1</td>
<td>13,550</td>
<td>13,100</td>
</tr>
<tr>
<td>Northwest of West Street</td>
<td>14,800</td>
<td>14,100</td>
</tr>
<tr>
<td>Northeast of Park Road</td>
<td>14,300</td>
<td>14,500</td>
</tr>
<tr>
<td>All-Salisbury Town Line</td>
<td>17,900</td>
<td>16,900</td>
</tr>
</tbody>
</table>

* 2012 ADT not available at this site
Initial Routing Thoughts

- Evaluated environmental / physical constraints
- Identified key connections
- Due to ROW / permitting, most feasible route along Route 67
Routing Next Steps

- Analyze pros / cons for optional routings
- Assess crossing locations
- Planning-level costs
- Public outreach
Transit Options

- Demand: 13,600 rides per year, requiring two vehicles
- Commuter service too limited
- 4 options:
  - Fixed route added to Waterbury Division
  - Expand VTD to include Oxford
  - Town-operated demand response
  - Subsidize Uber / Lyft services
Tentative Schedule

- Trail routing iteratively conducted – finalized spring 2021
- Transit component – fall 2020
- Wrap-up – late spring 2021
Public Outreach

- Activated social media
- Opened online comment portal
- Preparing survey for electronic distribution
- Planning for virtual public meetings
Next steps

- Detailed trail routing analysis
- Assess transit opportunities
- Continue public outreach
Thank you for your time!