

07/28/2020



Main Street Committee Meeting #3



EXPERIENCE | Transportation

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?

Oxford Main Street Alternative Transportation Study – Existing Conditions Technical Memorandum

Throughout the corridor Route 67 is primarily a two-lane roadway (one lane in each direction) with turn lanes provided at some intersections. The typical lane width is 11 feet with shoulder widths typically about 3 to 4 feet although there are some localized places with the shoulder width is wider or narrower. In particular, some of the bridges carrying Route 67 over the Little River or its tributaries have narrower shoulder widths. There are six signalized intersections on Route 67 within the corridor. They are located (listed from north to south) at Riggs Street, Quarry Walk (Main Street), West Street (Oxford), Park Road, Great Hill Road and Mountain Road. Four of the six are concentrated in the southern part of the corridor.

2.1.1.1 Traffic Volumes

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 **Error! Reference source not found.** following along with ADT volumes. Historical ADT volumes are presented in Table 1, below.

Average Daily Traffic is the total average two-way traffic volume passing through a defined segment of roadway in a 24-hour period. ADT is measured in vehicles per day (vpd).

Daily traffic volumes vary from 10,500 vehicles per day near the northwestern end of the corridor to 17,900 vehicles per day at the Seymour Town Line. Volumes are typically around 13,000 vehicles per day through much of the Town. Traffic volumes at ATR locations northwest of Route 42 increased between 2006 and 2015, while volumes southeast of Route 42 decreased; the annualized change over the nine-year period was less than 1% per year at each location.

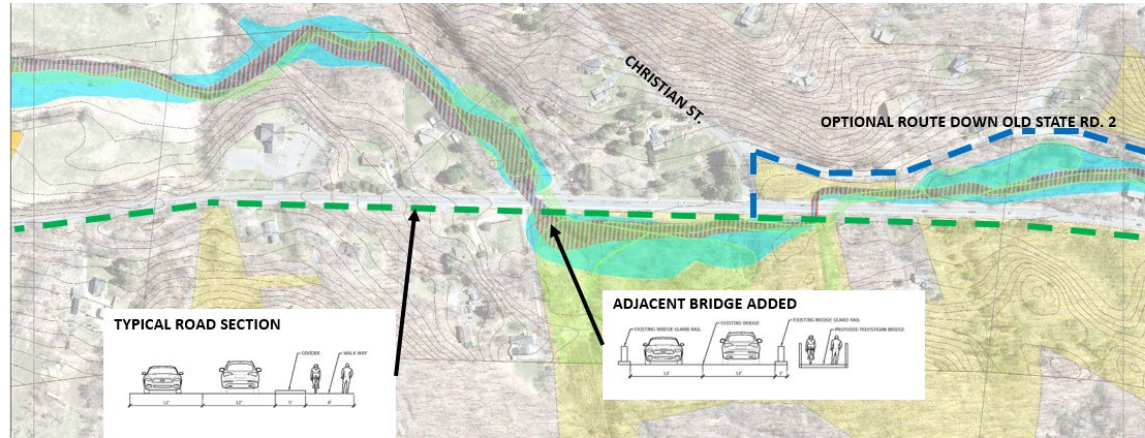
Table 1: Historical ADT Volumes (2006 - 2015)

| Location on Route 67 | CTDOT ADT (Vehicles per Day) | | | | Growth 2006 - 2015 |
|-------------------------------------|------------------------------|--------|--------|--------|-----------------------|
| | 2006 | 2009 | 2012 | 2015 | |
| At Southbury Town Line | 11,000 | 11,300 | 10,800 | 11,300 | 2.7% |
| Northwest of Christian Street | 10,300 | 11,200 | 10,800 | 10,500 | 1.9% |
| Southeast of Hogs Back Road | 11,700 | 12,800 | 12,500 | 12,100 | 3.4% |
| Northwest of Governors Hill Road | 12,400 | 12,600 | 13,100 | 12,400 | 0.0% |
| Northwest of Route 42 | 15,000 | 15,100 | 15,800 | 15,100 | 0.7% |
| Southeast of Route 42 | 12,800 | 12,900 | 13,400 | 12,600 | -1.6% |
| South of Old State Road #3 | 13,400 | 13,500 | 12,800 | 12,800 | -4.5% |
| North of Chestnut Tree Hill Road #1 | 13,500 | 13,400 | * | 12,800 | -5.2% |
| Northwest of West Street | 14,800 | 14,500 | * | 13,900 | -6.1% |
| Southeast of Park Road | 16,200 | 16,500 | * | 15,400 | -4.9% |
| At Seymour Town Line | 17,900 | 18,900 | * | 17,900 | 0.0% |

* 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!

