

Oxford Route 67 Alternative Transportation Study

Draft Existing Conditions Technical Memorandum

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EXPERIENCE | Transportation

Oxford Route 67

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I Introduction

The Naugatuck Valley Council of Governments (NVCOG) and the Town of Oxford, in cooperation with the Connecticut Department of Transportation (CTDOT), have initiated the Oxford Route 67 Alternative Transportation Study to address the lack of pedestrian, bicycle and transit connections along Route 67 in Oxford, Connecticut. The study will develop a comprehensive plan that identifies the routing and termini for a pedestrian and bicycle network along Route 67 and presents a logical phasing plan for implementing improvements. This technical memorandum defines the study area and presents analysis of existing conditions for the transportation system and environmental factors that could affect proposed transportation solutions.

I.1 Study Areas

This study will evaluate transportation and related environmental conditions within three study areas. These are:

- **Project Corridor** – A narrow area following the Route 67 corridor within the Town of Oxford
- **Land Use Review Area** – An extension of the Project Corridor, including surrounding parcels and areas that could be used to connect the Project Corridor to the Larkin State Park Trail and destinations in downtown Seymour
- **Regional Context Area** - A broader region encompassing the Town of Oxford and portions of Southbury, Naugatuck, Beacon Falls and Seymour

These study areas are illustrated on Figure I, following. The Regional Context Area includes the Little River, an Enhanced Wild Trout Managed Stream, the Larkin State Park Trail, the Naugatuck River Greenway Trail, the Naugatuck State Forest, Southford Falls State Park and other natural and recreational assets. Several landmarks will be referenced in this technical memorandum. They are illustrated on Figure I, following, and described below:

- **Quarry Walk** – A multi-use commercial development on Route 67 in Oxford. It includes retail, medical and office-space (approximately 263,000 square feet total) with 150 residential units. The final stages of the development were under construction at the time of this technical memorandum.
- **Little River Nature Preserve** – A trail through undeveloped wetlands and woods surrounding the Little River across Route 67 from Town Hall. The trail will include two bridges over the Little River and boardwalks to minimize land disturbance. A nature center is planned for the former Oxford Center School site. The school is being vacated as part of a consolidation process. The nature preserve was under development by the Oxford Main Street Committee, with design work ongoing at the time of this technical memorandum.



*Rendering of the Little River Nature Preserve Gateway
(Source: Oxford Main Street Project Committee)*

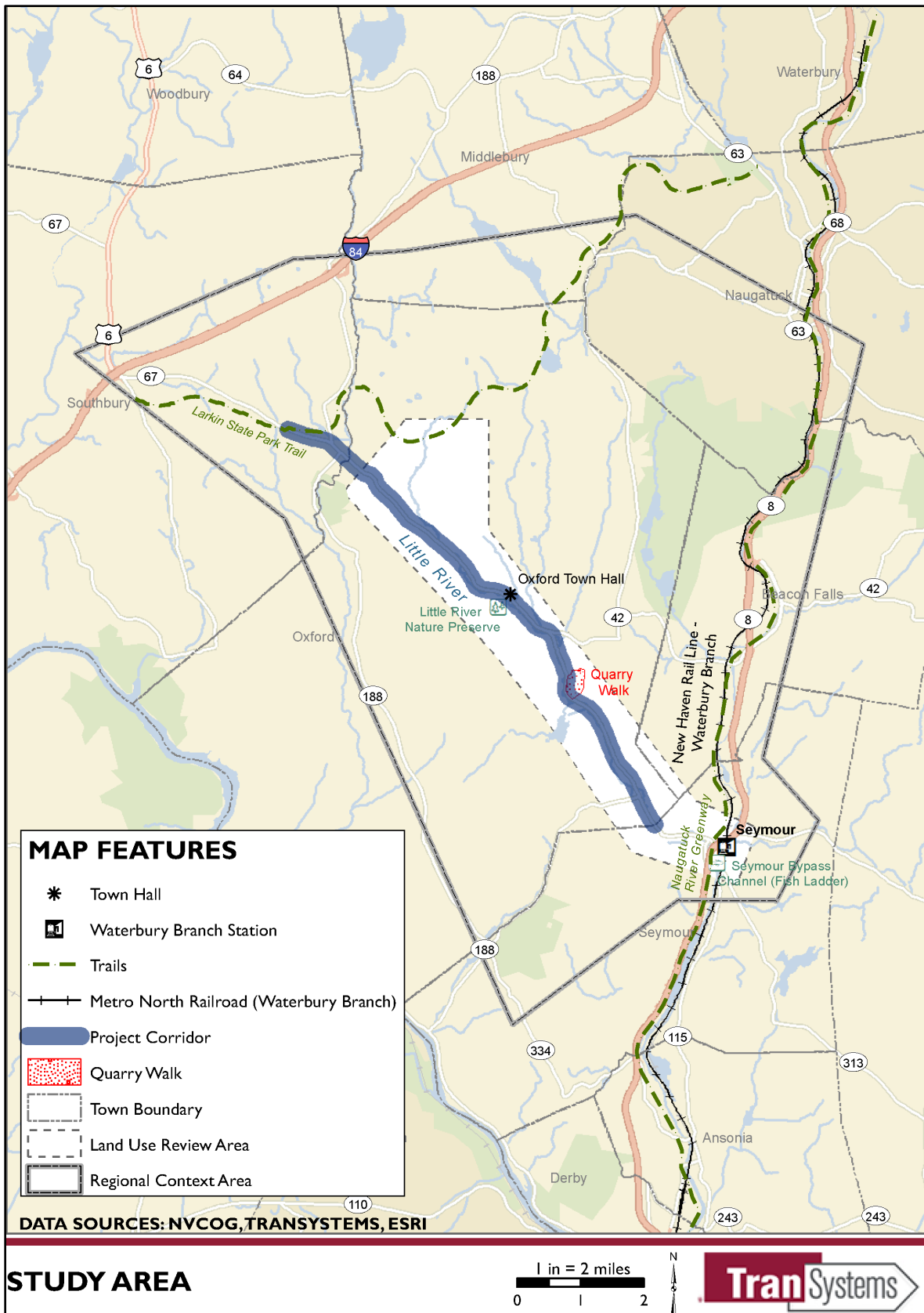


Figure 1: Study Areas

- **Bypass Channel and Park at Tingue Dam (Seymour fish ladder)** – Opened in 2014, this park in downtown Seymour allows visitors to observe fish migrating around the Tingue Dam on the Naugatuck River. A short section of the Naugatuck River Greenway Trail connects Route 67 to the Tingue Dam.

For additional information on the Larkin State Park Trail and the Naugatuck River Greenway Trail, see Section 2.1.2.2, page 21.

1.2 Study Background

The study has been initiated as a continuation of work started by the Oxford Main Street Project Committee (OMSPC), the study's advisory committee. Meeting since 2017, the committee's work has resulted in substantial progress towards the opening of the Little River Nature Preserve.

"The mission of the OMSP is to create and build a bicycle friendly pathway along Oxford's riverside giving residents access to municipal buildings, churches, local businesses and nature."
- https://www.oxford-ct.gov/sites/oxfordct/files/uploads/main_street_project.pdf

The OMSPC has identified four phases of work to implement their vision for the corridor:

- **Phase I** - Little River Nature Preserve
- **Phase II** - Walkway / bike path connection to Quarry Walk
- **Phase III** - Walkway / bike path connection to Seymour fish ladder
- **Phase IV** - Connection to Larkin State Park Trail

The study team will be working with the committee to advance planning and engineering analyses to facilitate the implementation of the three final phases.

The OMSPC has secured a Community Connectivity Program (CCP) grant from CTDOT for construction of a 10' bituminous concrete (asphalt) *sidepath* along Route 67 between Oxford Town Hall and Dutton Road. Additional grant applications have been submitted by the Town but are currently on-hold pending a comprehensive plan for the Project Corridor to be developed by this study. These grant application locations are depicted in Figure 2, following.

A **sidepath** is a bikeway physically separated from motor vehicle traffic by an open space or barrier immediately adjacent and parallel to a roadway. They may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. - AASHTO

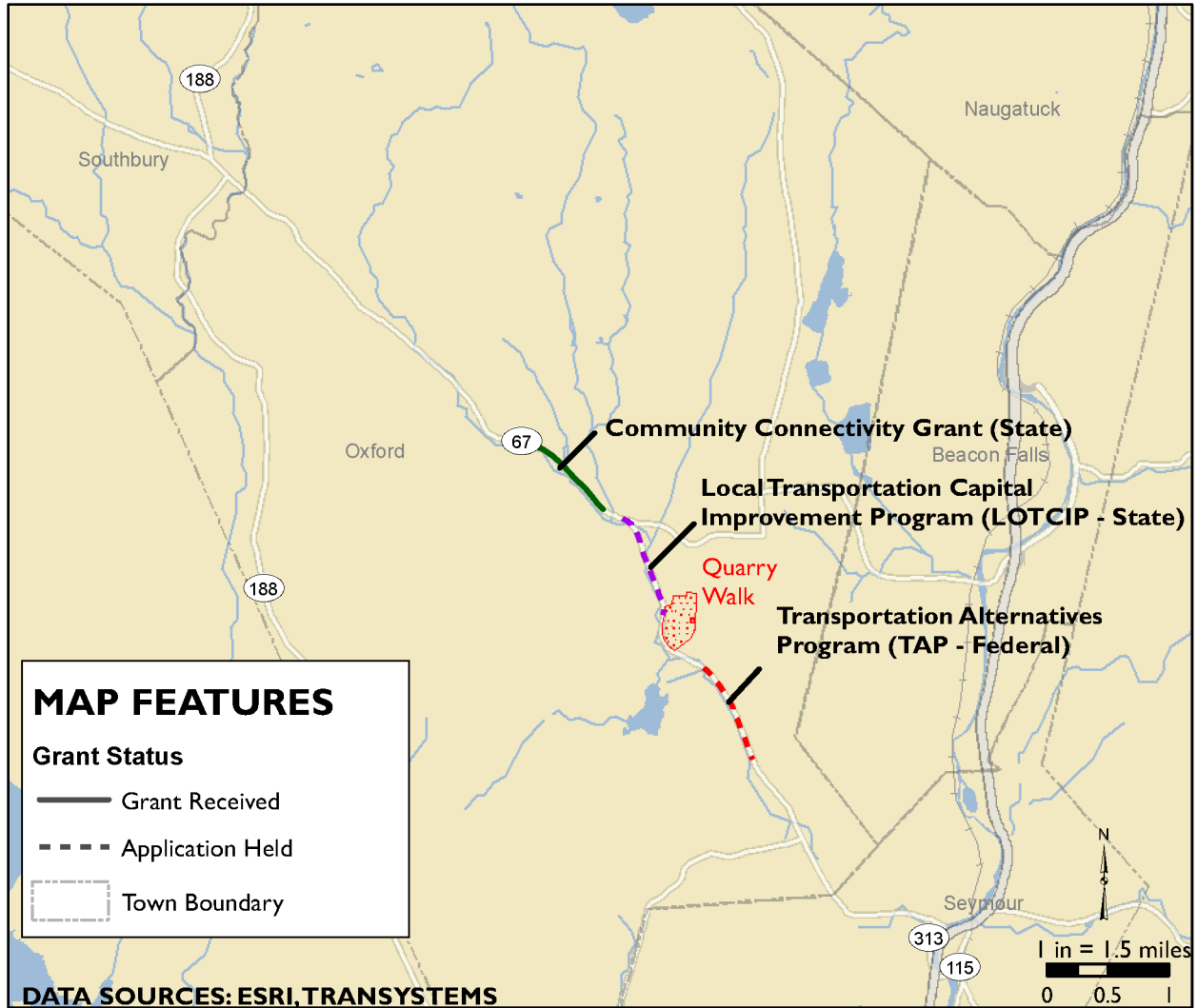


Figure 2: Grant Applications Prepared by the Town of Oxford

1.3 Study Process and Participants

NVCOG has developed a study process for the Oxford Route 67 Alternative Transportation Study that will maintain consistency with the OMSPC's previous initiatives and facilitate the active involvement of the OMSPC and other stakeholders in the development of the study and its recommendations. Study team members include the members of the OMSPC, other Town of Oxford representatives, NVCOG, CTDOT and NVCOG's consultant team with TranSystems as the prime consultant. The participants and general structure are included in Figure 3, below.

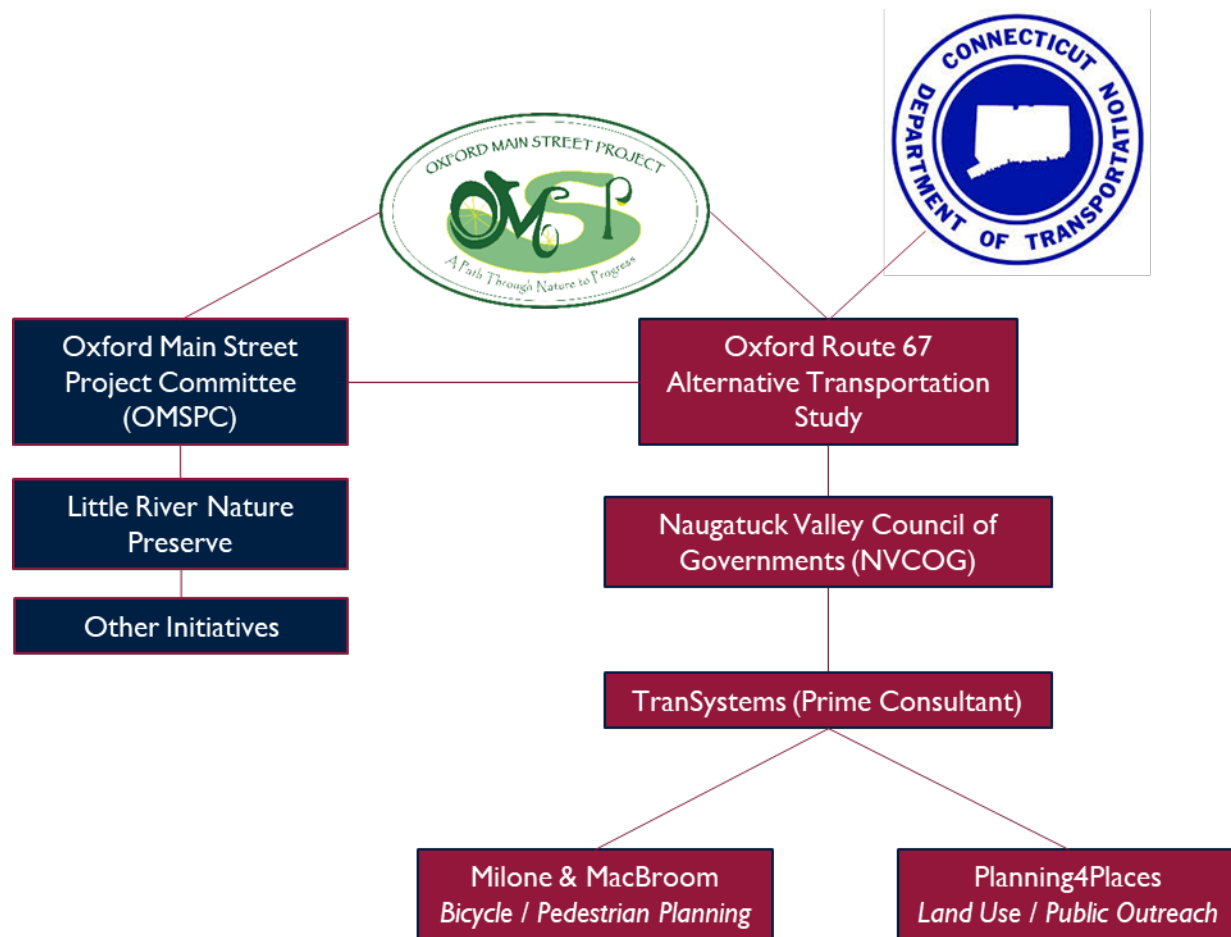


Figure 3: Study Participants and General Structure

The study is being completed using a collaborative process with stakeholder and public outreach. The OMSPC will serve as an advisory committee and technical reviews will be provided by NVCOG and CTDOT. The study process begins with the existing conditions analysis (summarized in this technical memorandum); continues with bicyclist / pedestrian routing analysis and transit service analysis; and concludes with the final findings. Public outreach will occur consistently throughout the process. A flowchart depicting the general process is included as Figure 4, below.

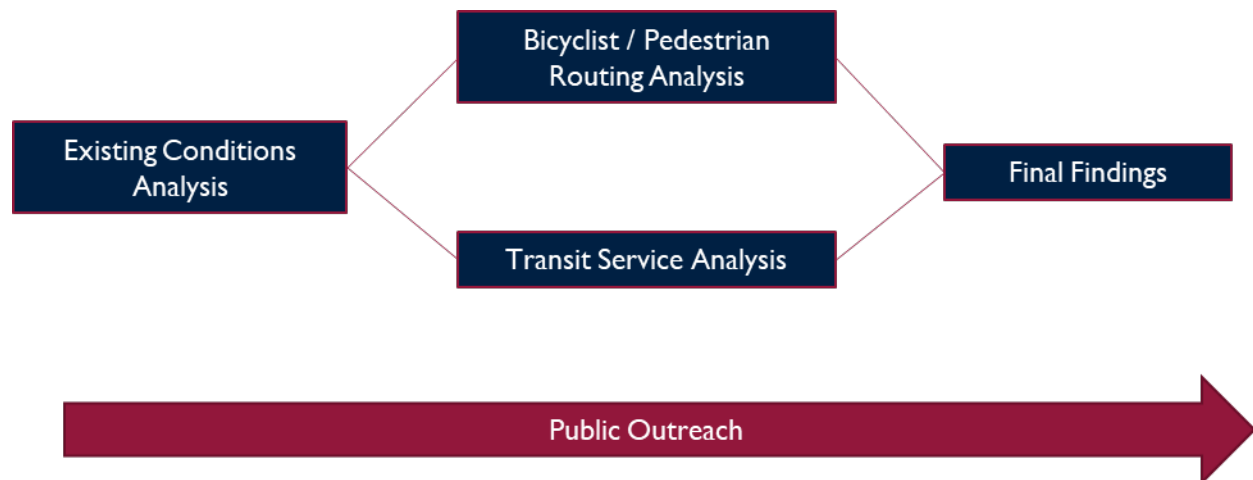


Figure 4: Study Process Flowchart

2 Existing Conditions Assessment

This section provides an assessment of the Oxford Route 67 Project Corridor and Regional Context Area including transportation infrastructure, existing land uses and environmental features. Data was collected utilizing a combination of information available through Town of Oxford and NVCOG sources as well as fieldwork. The purpose of the existing conditions assessment is to identify deficiencies, including underlying factors, ahead of the creation of a comprehensive master plan for the corridor later in the study process.

2.1 Transportation

The assessment of all existing transportation modes, including vehicular, transit, walking and bicycling, is presented in the following sections. The primary conclusions are as follows:

- Route 67 is a high-volume, high-speed, automobile-centric corridor.
- There is only a small segment of sidewalk on Route 67 within the Project Corridor.
- The shoulders on Route 67 are not wide enough to support comfortable bicycling for all users due to their limited width, high travel speeds and high traffic volumes.
- There is no transit service within the Town of Oxford.

2.1.1 Vehicular

Understanding the corridor's use and utility as a vehicular corridor is an important aspect of understanding the potential implementation of *alternative transportation* improvements. While the study's recommendations will

Alternative transportation refers to modes of transportation other than a single-occupant vehicle.

focus on other modes of transportation such as walking, bicycling and transit, a cognizance of the overall travel patterns and volumes that the corridor serves is imperative.

It should be noted that vehicular traffic data was collected prior to the statewide 'stay at home' order and resulting modifications to travel patterns due to the COVID-19 pandemic from March 2020 through the publication of this technical memorandum. As the study progresses, additional consideration will be given to the potential long-term effect on travel patterns that the pandemic has induced.

Route 67 through the Project Corridor is classified as a *minor arterial*. It is the primary connection between Oxford, Seymour and Route 8 to the southeast and to Southbury and Interstate 84 (I-84) to the northwest. It is predominantly an automobile-focused facility with minimal pedestrian or bicyclist amenities (as detailed in following sections). Through Oxford, Route 67 is named Oxford Road. The roadway and bridges carrying the roadway are maintained by CTDOT. According to the Town's 2018 Plan of Conservation and Development (POCD), 'Route 67...is the main traffic artery in Town' and 'is being planned as the focus of commercial development....so volumes should be expected to grow'.

A minor arterial provides service for trips of moderate length. In rural areas they are typically designed to provide relatively high overall travel speeds, with minimum interference to through movement - FHWA

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 eleven feet with shoulder widths typically

about three-to-four feet although there are some localized places where 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 these locations 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 manual turning movement counts during the morning and afternoon peak periods at four locations within the Project Corridor. These count locations are illustrated in Figure 5, 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). It is typically adjusted by seasonal and daily factors to represent an annual average; the volume occurring on a typical or average day.

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 one percent per year at each location.

Table 1: Historical ADT Volumes (2006 - 2015)

Location on Route 67	CTDOT ADT (Vehicles per Day)				Growth	
	2006	2009	2012	2015	2006 - 2015	Annualized Average
At Southbury Town Line	11,000	11,300	10,800	11,300	2.7%	0.3%
Northwest of Christian Street	10,300	11,200	10,800	10,500	1.9%	0.2%
Southeast of Hogs Back Road	11,700	12,800	12,500	12,100	3.4%	0.4%
Northwest of Governors Hill Road	12,400	12,600	13,100	12,400	0.0%	0.0%
Northwest of Route 42	15,000	15,100	15,800	15,100	0.7%	0.1%
Southeast of Route 42	12,800	12,900	13,400	12,600	-1.6%	-0.2%
South of Old State Road #3	13,400	13,500	12,800	12,800	-4.5%	-0.5%
North of Chestnut Tree Hill Road #1	13,500	13,400	*	12,800	-5.2%	-0.6%
Northwest of West Street	14,800	14,500	*	13,900	-6.1%	-0.7%
Southeast of Park Road	16,200	16,500	*	15,400	-4.9%	-0.5%
At Seymour Town Line	17,900	18,900	*	17,900	0.0%	0.0%

* 2012 ADT not available at this site

The study team obtained additional data in March 2020 via one ATR south of the Oxford Fire Company. The data yielded an ADT of 12,500. This is consistent with the expected range based on historical data.

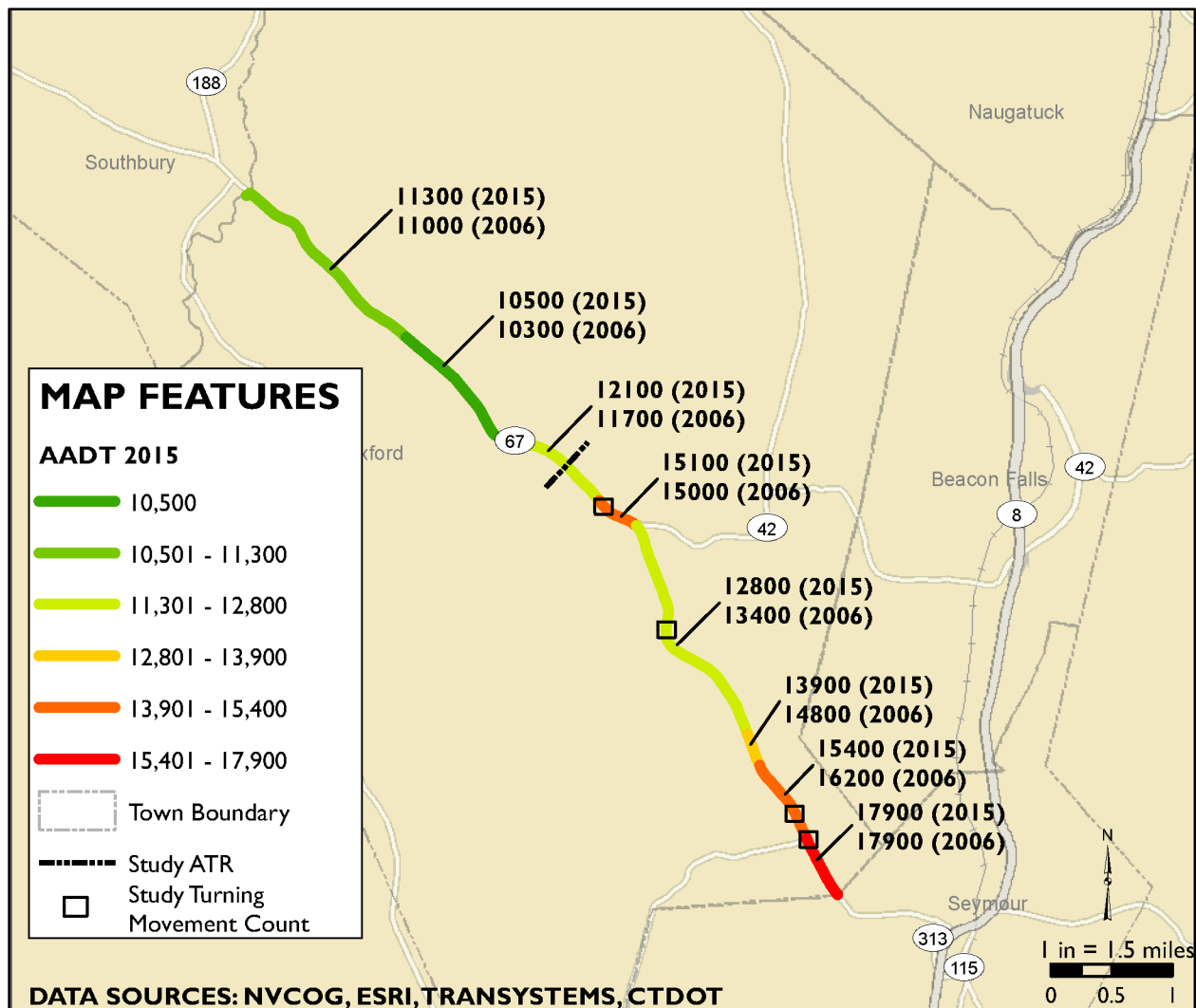


Figure 5: Average Daily Traffic Volumes and Study Count Locations

Hourly data was collected for multiple weekdays (mid-day Tuesday through mid-day Friday). A breakdown of the average weekday hourly volumes at the ATR site is provided in Figure 6, following. As expected for this type of facility, a clear morning (AM) and afternoon / evening (PM) peak are present. There is also a secondary peak around the lunch period. This data was compared with available hourly count information from CTDOT that indicated similar peak patterns. The full ATR results are included in Appendix I – Traffic Data. The study scope includes collection of weekend data as well. However, travel restrictions and closures implemented as a response to the COVID-19 pandemic occurred before this data was collected. Should conditions allow, weekend volume information and data from a second ATR further south in the Project Corridor will be collected and documented.

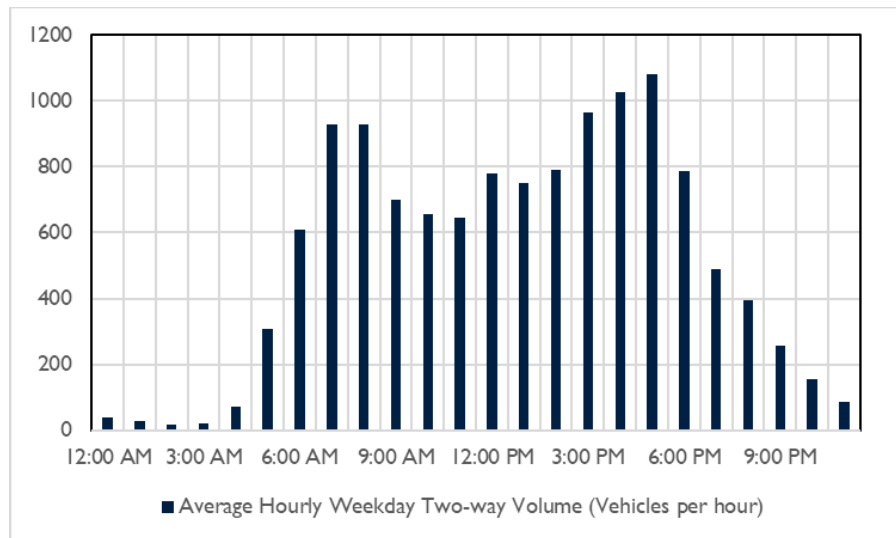


Figure 6: Average Weekday Hourly Traffic Volumes

In addition to the ATR data, the study team collected turning movement counts at four intersections in the Project Corridor:

- Route 67 at Park Road
- Route 67 at Great Hill Road
- Route 67 at Riggs Street
- Route 67 at Quarry Walk Driveway

The full results of the turning movement counts are included in Appendix I – Traffic Data. While it is not within the scope of this study to conduct operational analysis at these intersections, a review of the count data yields some conclusions that will help guide the study team’s recommendations:

- High southbound right turning volumes (approximately 250-300 vehicles per hour) from Route 67 to Park Road could make navigating this intersection difficult for bicyclists and pedestrians.
- Heavy vehicle volumes (trucks and buses) are generally low, comprising one-to-two percent of peak hour traffic with a net total of ten-to-twenty vehicles per hour at most intersections. The heavy vehicle percentage is an important aspect in assessing the comfort level of bicyclists operating on a roadway shoulder or standard bicycle lane.

2.1.1.2 Travel Patterns

The relatively uniform traffic volumes throughout much of the corridor, as illustrated in Figure 7, below, are an indication that much of the traffic on Route 67 is through traffic, traveling between Southbury and Seymour. The exception is at the southeastern end of the corridor, closer to Route 8, where the road's character is largely commercial and larger changes in traffic volumes indicate that shorter trips are more common.

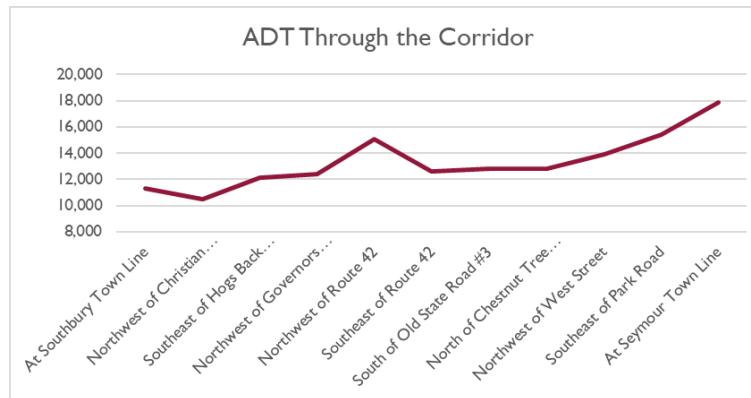


Figure 7: Project Corridor Average Daily Traffic (2015, CTDOT) Distributed Geographically

The study team used data extracted from the *StreetLight Data Inc.* transportation analytics platform to review origin-destination patterns to and from the Quarry Walk site. That data revealed that many trips to and from Quarry Walk originate or are destined for the residential areas surrounding the Project Corridor. It also appears that many trips also include stops at other commercial destinations in the Project Corridor. A common origin and destination was the Dunkin Donuts farther south on Route 67. The analysis does reveal potential walking and bicyclist connections between surrounding residential areas and commercial centers, such as Quarry Walk and Oxford Center, should be explored due to the high number of short distance trips.

Streetlight Data, Inc. is a transportation analytics platform that collects and processes location-based records from smart phones and navigation devices to assemble contextualized, aggregated and normalized travel patterns and other transportation metrics.

On a broader level, based on US Census data, the three most common work locations for residents of the corridor are Shelton (6.1%), New Haven (5.5%) and Stratford (5.0%). Route 67 would be the most likely route for these residents to access Route 8 and these employment locations (all south of the Project Corridor). There are very few people who both work and reside within the corridor.

The probable routes for workers who are journeying to the corridor to work are more diverse. The top three origins for corridor workers include Waterbury (8.0%), Naugatuck (5.7%) and Bridgeport (2.4%). The primary origins for the inflow of workers, therefore, is generally in the opposite direction (northeast) of the outflow of workers (south). This is another contributing factor in traffic volumes being higher in the southern part of the corridor. It should be noted that percentage breakdowns for the top three destinations and origins for commuting traffic are low (small percentage of overall numbers), indicating workers are coming from or heading to a large variety of destinations.

2.1.1.3 Travel Speeds

The posted speed limit on Route 67 varies throughout the corridor, ranging from 25 / 35 miles per hour (mph) surrounding the school site in the middle of the corridor to 45 mph in the more rural northern area of town. It is lower through Oxford Center before increasing to 40 mph along the section leading to Seymour. A map illustrating speed limits within the corridor is included as Figure 8, below.

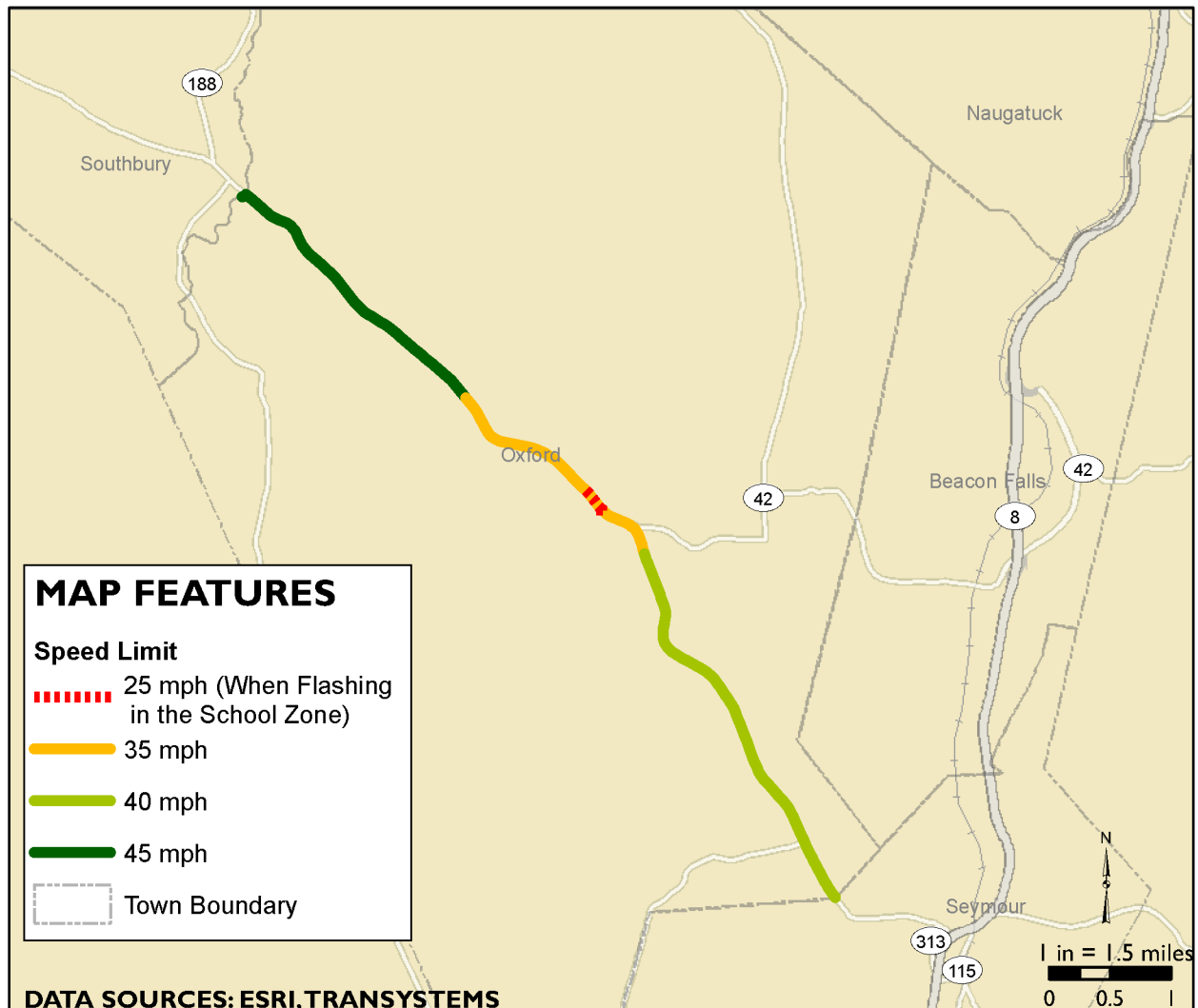


Figure 8: Speed Limits on Route 67 within the Project Corridor

Travel speeds on Route 67 were measured both end-to-end along the corridor and at the study ATR location. The end-to-end speeds were derived from the StreetLight platform and give the average speed and travel time through Oxford by time of day.

Travel speeds over the entire length of the corridor are shown in Table 2, following. There is minimal variation by direction, but travel speeds depend heavily on time period: speeds are significantly higher overnight, when there is less traffic than during daylight hours and fewer conflicts.

Table 2: End-to-End Travel Speeds

Average Speeds by Direction and Time (mph)			
Time Period		Northbound	Southbound
Weekday	Midnight - 6 AM	43	44
	6 AM - 10 AM	37	38
	10 AM - 3 PM	35	36
	3 PM - 7 PM	36	36
	7 PM - Midnight	41	40
Weekend	Midnight - 6 AM	44	44
	6 AM - 10 AM	40	41
	10 AM - 3 PM	37	37
	3 PM - 7 PM	38	38
	7 PM - Midnight	41	41

The study team also reviewed data from the ATR near Oxford Center. These speeds show a similar trend as the average speeds over the length of the corridor. They show that, over the course of a day, the *85th percentile speed* (43 – 47 mph) is modestly higher than the 50th percentile speed (37 – 40 mph). This is typical of Connecticut’s suburban and rural roads. The data also show a *pace speed* range of 36 – 45 mph. Of note, the northbound speed being slightly lower indicates the affect development density can have on travel speeds. Northbound drivers have passed through much of the development node around Oxford Center prior to reaching the ATR location. Whereas southbound traffic has just entered the node and drivers have not adjusted to the increased density.

Table 3: Spot Speed Data

Direction of Travel	85th Percentile Speed (mph)	Pace Speed (mph)
Northbound	43	36 - 45
Southbound	47	36 - 45

85th percentile speed is the speed at which 85 percent of free-flowing traffic is traveling at or below. It separates acceptable speed behavior from unsafe speed behavior that disproportionately contributes to crash risk.

Pace speed is the speed range that includes approximately 70 percent of the vehicles, with approximately 15 percent of the vehicles below and 15 percent above the limits of the pace speed.

- FHWA

https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa12004/

2.1.1.4 Travel Times

Travel time data were also determined from information collected by StreetLight. During off-peak time periods, a high percentage (approximately ninety percent) of trips along Route 67 take less than ten minutes from end-to-end. During the morning and, particularly, the afternoon peak periods, travel time reliability is decreased as a lower percentage of trips are completed in under ten minutes. This is consistent with the speed data presented in the previous section, showing lower average travel speeds during these peak periods. Table 4, below, shows the percentage of through trips that are completed in ten minutes or less, a measure of *travel time reliability*.

Travel time reliability is the consistency or dependability in travel time, as measured across different times of the day. - FHWA

During off-peak periods, when average travel speeds are higher, the vast majority of through trips are made in less than ten minutes. During peak periods, especially on weekdays, reliability decreases, and fewer through trips are completed in less than ten minutes, reflecting the lower average speed and increased activity along the corridor. On weekday afternoons, up to 7% of trips can take longer than 20 minutes to traverse the corridor.

Table 4: Travel Time Reliability

Percent of Through Trips in Under 10 Minutes			
Time Period		Northbound	Southbound
Weekday	Midnight - 6 AM	89%	88%
	6 AM - 10 AM	72%	77%
	10 AM - 3 PM	67%	66%
	3 PM - 7 PM	67%	64%
	7 PM - Midnight	87%	85%
Weekend	Midnight - 6 AM	91%	91%
	6 AM - 10 AM	83%	85%
	10 AM - 3 PM	76%	74%
	3 PM - 7 PM	80%	80%
	7 PM - Midnight	88%	86%

2.1.1.5 Crash History

The last three years of crash data (January 2017 through December 2019) were retrieved from the UConn Connecticut Crash Data Repository. The results are shown in Figure 9, below. Over that time period, 197 crashes occurred along the corridor, concentrated around the signalized intersections in the southeastern half of the corridor. Of these, 50 crashes resulted in injuries, comprising 25% of the total and 100 of the crashes (51%) involved front-to-rear collisions (rear-end). This type of crash tends to occur more frequently where vehicle queues or congestion are present, for example at signalized intersections.

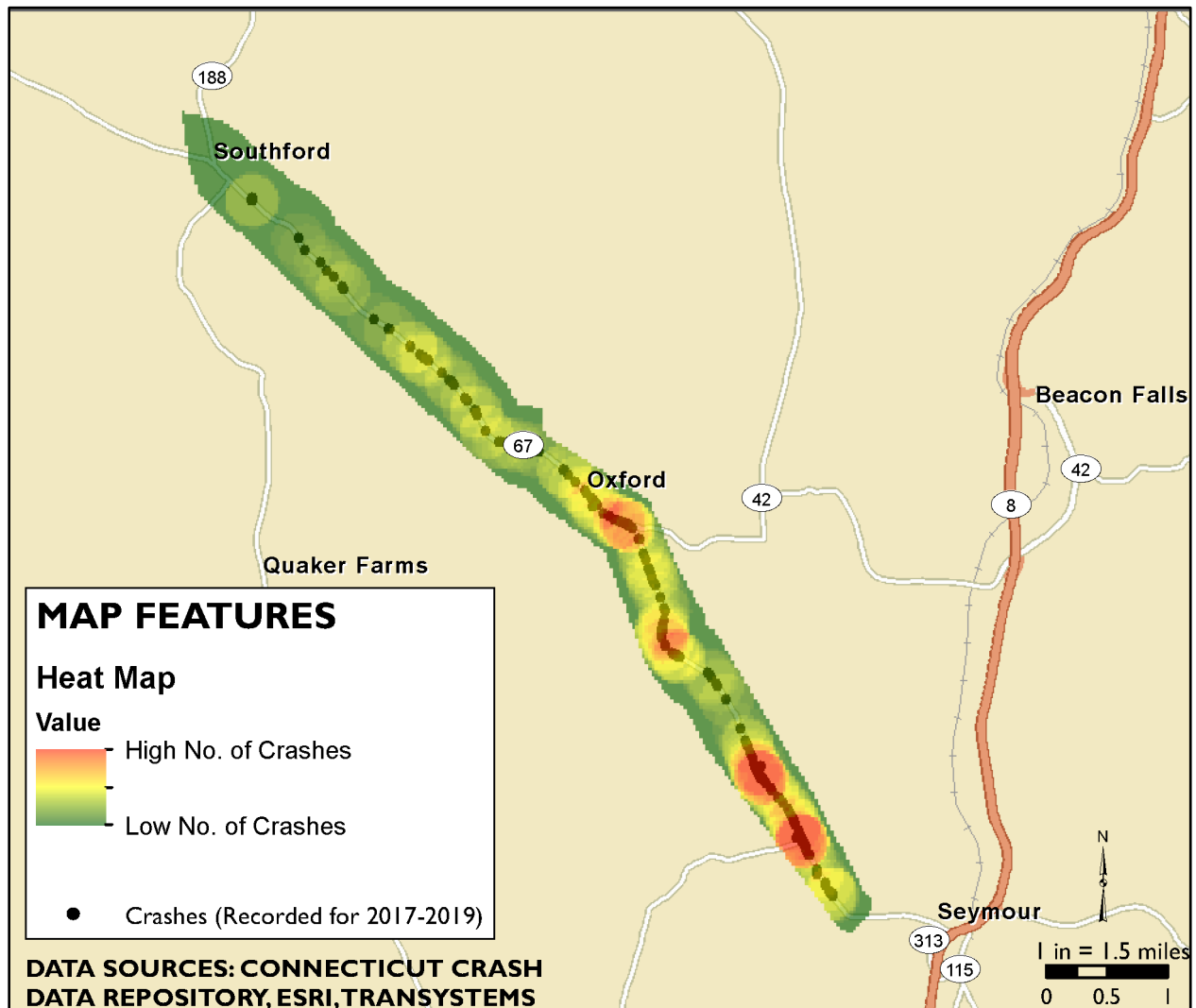


Figure 9: Crash Rates on Route 67 in the Project Corridor (2017 – 2019)

There were no bicyclist or pedestrian crashes on Route 67 recorded during the three-year period. However, a pedestrian suffered serious injuries after an incident in an adjacent parking lot on May 22, 2019.

2.1.1.6 Corridor Rights-of-Way (ROW)

The study team acquired property mapping from NVCOG's geospatial information system (GIS) data. As Route 67 is a state-owned and state-maintained road, the right-of-way is controlled by the Connecticut Department of Transportation. The right-of-way (ROW) for the corridor was measured at a consistent width of 49.5 feet with the roadway centered within the ROW. The typical roadway width is 28-to-30 feet, leaving approximately 10 feet on either side of the roadway within the ROW. At many locations within the corridor, there is a steep slope adjacent to the roadway, shielded by guiderail. At many of these locations, the slope extends beyond the ROW limits.

The Little River generally parallels Route 67 through Oxford and flows through many parcels within the corridor. Unlike a public road, the Little River is not aligned within a publically-owned right-of-way so, any trail following its course would require many property easements or acquisitions from adjacent owners. However, according to the Town's Geographic & Property Information Application on its website, the Town does own several parcels along the river. There are also several Town-owned rights-of-way that could be used to create a connection to the Larkin State Park Trail from the Project Corridor. These include (from north to south) Hawley Road, Christian Street and Larkey Road. Each of these ROWs are approximately 49.5 feet wide. The potential trail connections and Town-owned parcels are displayed on Figure 10, following.

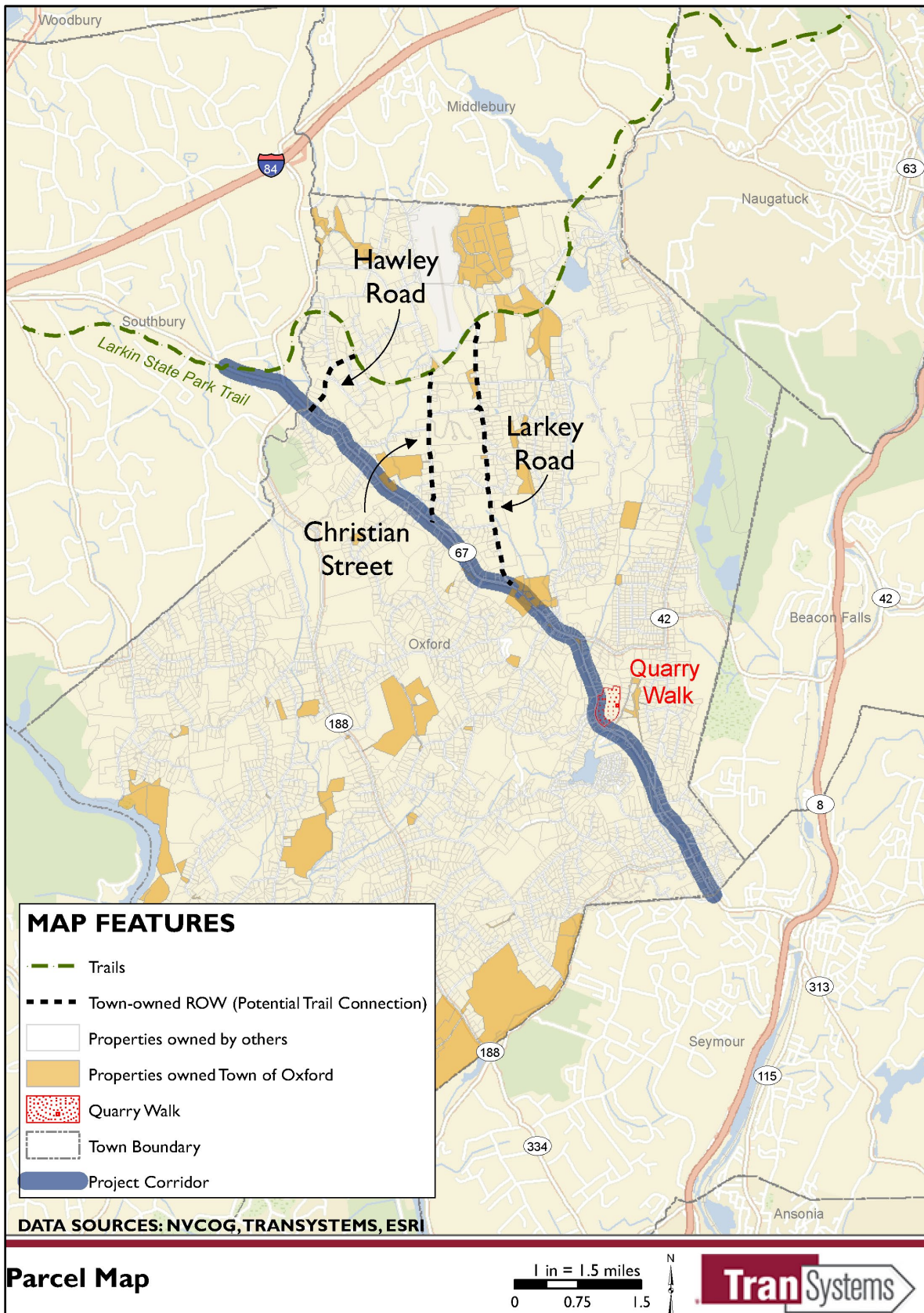


Figure 10: Parcel Map

2.1.2 Bicyclist / Pedestrian

Bicyclist and pedestrian facilities can be categorized by their intended use and by location relative to the roadway network. Some facilities are primarily intended to enhance mobility with transportation as their primary purpose. Other facilities are more focused on recreational purposes. Regardless of the intended purpose, bicyclist and pedestrian facilities can be categorized as either on-street, where they are part of a roadway right-of-way, such as, a *bicycle lane*, a *shoulder bicycle route*, *sidewalk* or *side path*, or off-road on a separated alignment. Facilities such as multi-use trails fit into the latter category. The following sections will discuss bicyclist and pedestrian facilities grouped as on-street and off-road facilities.

Bicycle Lane: A portion of roadway that has been designated for preferential or exclusive use by bicyclists with pavement markings and, if used, signs.

Shoulder Bicycle Route: A roadway shoulder designated, either with a unique route designation or with Bike Route signs, along which bicycle guide signs may provide directional and distance information.

Shared Roadway: A roadway open to both bicycle and motor vehicle travel.

Sidewalk: The portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians.

Side Path: A bikeway physically separated from motor vehicle traffic by an open space or barrier immediately adjacent and parallel to a roadway. They may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.
(All definitions from AASHTO)

2.1.2.1 On-Street Facilities

Transportation is typically the primary purpose for on-street bicyclist and pedestrian facilities. Recreational use is a secondary benefit. The Project Corridor is generally lacking in suitable on-street bicyclist and pedestrian facilities. Within the Route 67 roadway, shoulder widths are typically three-to-four feet although there are some short stretches where the shoulders widen to six or even eight feet. In order to designate the shoulder as a shoulder bicycle route or as bicycle lanes, it needs to have a minimum width of five feet. As a result, the existing shoulders along Route 67 are not currently suitable for a shoulder bicycle route or a bicycle lane.



Limited shoulder widths along Route 67 in the Project Corridor

Cyclists using the shoulder of Route 67 have been observed during multiple site visits. These appear to be experienced, long-distance riders. The corridor is included on CTDOT's On-Road Bike Network as outlined in the Active Transportation Plan (2019) in the Priority Tier II category. This means that the segment is considered "...less critical; consider incorporating bicycle improvements into maintenance or other road work"¹.

¹ http://www.ctbikepedplan.org/documents/DraftImplementationMatrix_Dec2017.pdf

The American Association of State Highway and Transportation Officials (AASHTO) has established standards for the design of on-street bicycle facilities to provide comfort for all types of potential users (advanced bicyclists, basic riders, families with children, older persons, etc.). Higher automobile speeds and volumes adjacent to a bicycle lane reduce a bicyclist's comfort level. Based on the volumes and speeds on Route 67, use of AASHTO standards would recommend the provision of a physically separated bicycle lane or shared-use side path.

In terms of pedestrian facilities, there are limited existing sidewalks within the Project Corridor. A segment of approximately 1,000 feet of concrete sidewalk was constructed on the north side of Route 67 as part of the Quarry Walk project. As previously discussed, the Town is advancing design plans for a new side path on the south side of Route 67 for approximately 2,500 feet in Oxford Center. Sidewalks within the Regional Context Area are illustrated on Figure 11, following.



*Recently Constructed Sidewalk near
Quarry Walk*

There is no sidewalk for the remainder of the Project Corridor. As a result, pedestrians who chose to walk along Route 67 must use the shoulder. The traffic volumes and speeds on Route 67 exceed those for recommended use of a paved shoulder for bicyclists and pedestrians.

Traffic counts taken at intersections along the corridor showed minimal pedestrian activity, with three pedestrians crossing Main Street (Quarry Walk). Given the minimal pedestrian accommodations in the corridor, it is understandable that existing pedestrian volumes would be low. This does not mean that there is no demand for active transportation. It may, however, be a reflection of the lack of available bicyclist and pedestrian accommodations.

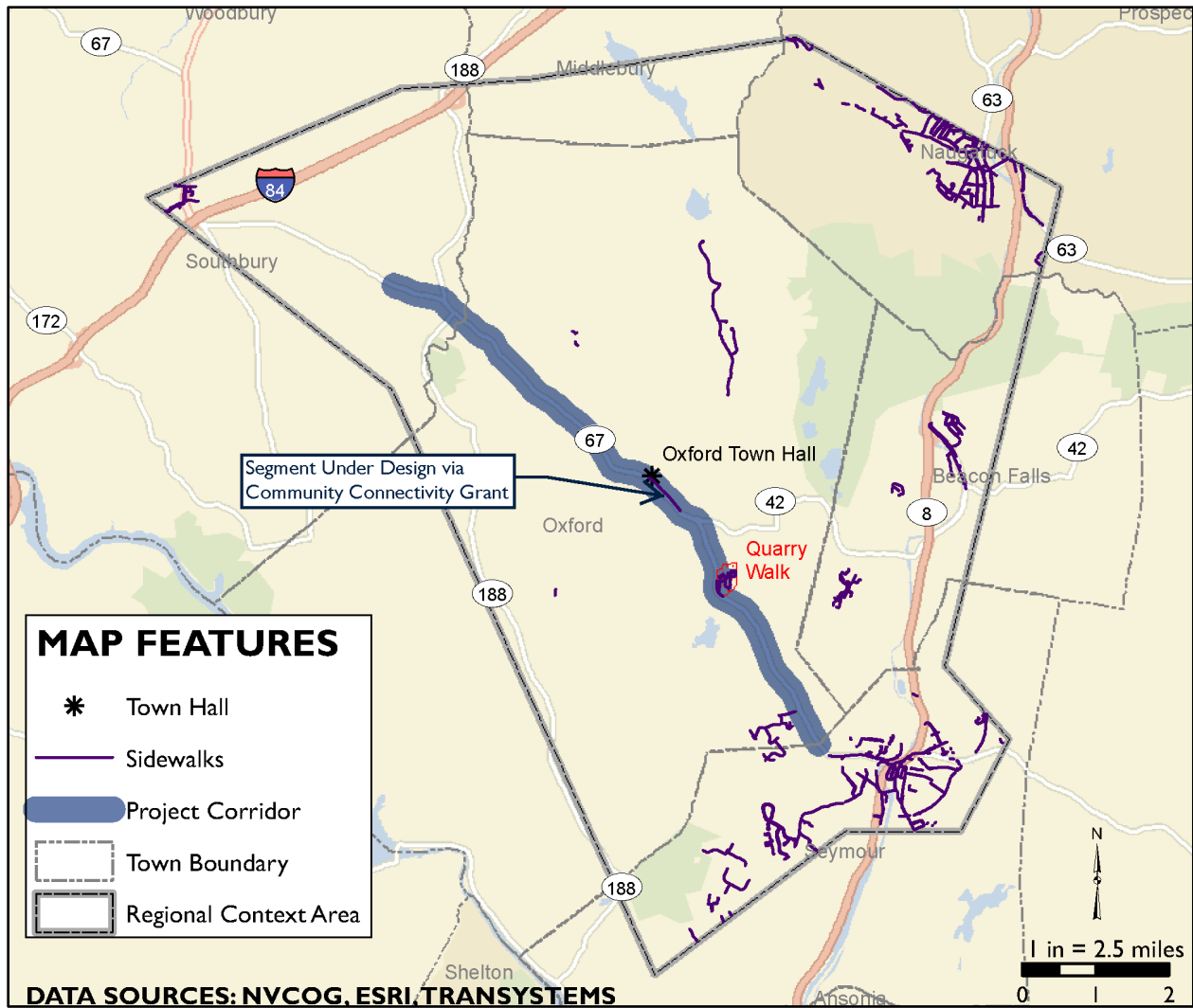


Figure 11: Regional Sidewalk Network

2.1.2.2 Off-Road Facilities

Off-road facilities serve a variety of active transportation or non-motorized users and are generally referred to as shared-use or multi-use trails or paths. The distinguishing characteristic is that these facilities separate non-motorized travelers from motorized traffic; thereby, reducing conflicts and providing a safer environment for these users. Shared-use paths also serve a transportation purpose when they create connections to employment, commercial or residential centers. There are two main off-road facilities within the Regional Context Area, the Larkin State Park Trail and The Naugatuck River Greenway (NRG) Trail. These are presented in Figure 12, below. Also illustrated are regional attractions and parks that could be considered destinations for people using either trail.

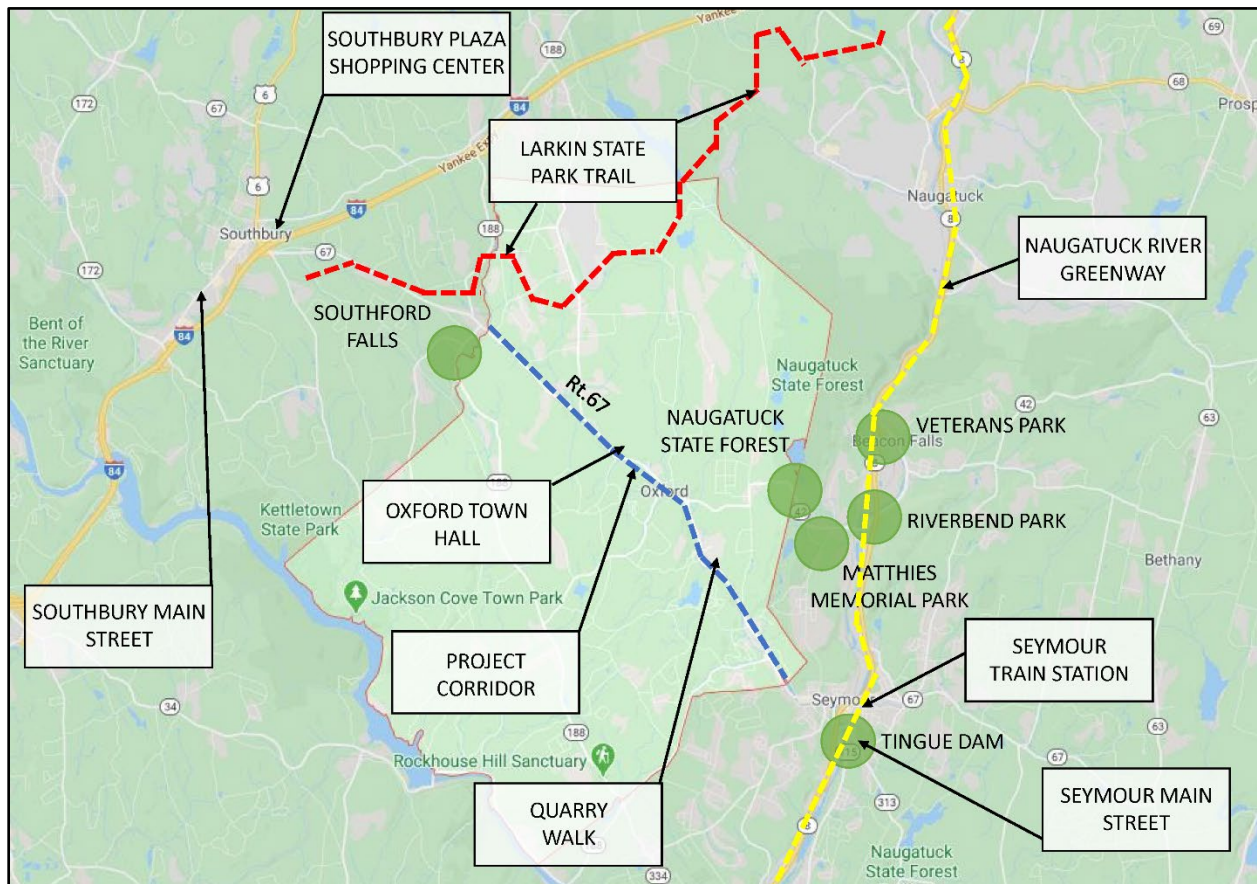


Figure 12: Off-Street Bicyclist and Pedestrian Facilities

Larkin State Park Trail and Park System

This existing trail system is part of an 110 acre linear state park that traverses the Towns of Middlebury, Naugatuck, Oxford, and Southbury. The trail runs approximately 10.5 miles from Kettletown Road in Southbury to Whittemore Glen State Park and Route 63 in Naugatuck. The trail system, once primarily open for horseback riding, is now open during daylight hours all year for walkers, joggers, dog walkers, mountain bikers, and cross-country skiers, in addition to equestrian activities. Although the horses are now outnumbered by hikers and bicycles, they still provide a strong and unique presence on the trail system. The trail is primarily a ten-to-fifteen-foot wide former railroad bed, with a mixed trail surface from gravel and cobbles to the original railroad ballast and cinders. Some areas have poor drainage and encroaching vegetation is narrowing the useable portions to only a few feet in width.

According to the CT Trail Census, which collects use data from trails across the state using infrared pedestrian counters, http://clear.uconn.edu/projects/ct_trail_census/visualizations.htm, the Larkin State Park Trail sees over 160 *uses* or trips per day in Oxford near the intersection of Riggs Street and has accumulated over 22,500 uses from January to May 2020. The trail gently traverses over 425 feet in elevation change from start-to-finish. It is a point-to-point trail with only a few access points along its route. Within the Town of Oxford, access only exists at the trail's crossings of Riggs Street and Christian Street, where small, gravel, and informal pull-off parking areas exist. These pull-offs can accommodate three-to-four vehicles. There are no signed, shared, or separated pedestrian accommodations on Riggs Street or Christian Street that would feasibly connect a proposed Route 67 path to the Larkin State Park Trail. It appears this trail system would benefit from additional connections and signage to other trail routes, creating more options for a loop system rather than the current out-and-back linear nature of the trail.

Uses are a measurement of when an individual goes by a counter station; thus, uses are not an accurate count of individual trail users.

Naugatuck River Greenway Trail System (NRG)

Once completed, this Connecticut State Greenway will include a 44-mile non-motorized multi-use trail that will run through eleven municipalities, connecting Derby to Torrington. The trail routing generally follows a corridor defined by the Naugatuck River and Route 8. Portions of the trail have been completed in Torrington, Watertown, Naugatuck, Beacon Falls, Seymour, Ansonia, and Derby. The completed sections are asphalt-paved or compacted stone dust trails ten-to-twelve feet wide and provide universal accessibility.

According to the CT Trail Census, the completed sections of NRG Trail in Derby, south of Division Street, yields over 900 uses per day and has accumulated over 140,000 uses from January through May 2020. Many additional sections of the greenway trail are under design or construction. The greenway will provide a non-motorized transportation option, support tourism and economic development, and improve the health and quality of life of residents. As the NRG Trail is completed, important linkages to parks, downtowns, waterfront promenades, and the Naugatuck River will be created and emphasized, promoting healthy alternative modes of transportation, environmental stewardship, and economic vitality to the region. The nearest completed section of NRG Trail to Route 67 is located at the intersection of the Naugatuck River and Route 67 / Bank Street in the Town of Seymour. The Towns of Seymour and Beacon Falls have submitted an application for funding under the Federal (U.S. Department of Transportation) Transportation Alternatives Program to extend the NRG Trail to connect with other existing segments.

2.1.3 Transit

There is presently no public transit service (either *fixed-route bus*, *commuter rail* or *demand-response*) within the Project Corridor or the Town of Oxford. Several fixed local and express bus routes operate in the Regional Context Area.

Fixed-Route Transit System: Uses buses, vans, commuter or light rail and other vehicles to operate on a predetermined route or fixed guideway according to a predetermined schedule.

Demand-Response Transit System: Involves small- or medium-sized vehicles operating on flexible routes with flexible schedules that depend on passenger requests.

- <https://www.ruralhealthinfo.org/toolkits/transportation/1/types-of-transit-systems>

These services are operated by the CTtransit Waterbury and New Haven Divisions and Greater Bridgeport Transit. The closest area to the Project Corridor with bus service is downtown Seymour. The services in the Regional Context Area are generally hourly, with express services offered during peak commuting periods. The routes within the Regional Context Area with service provider are depicted on Figure 17, page 35.

Metro North Railroad operates passenger rail service on the Waterbury Branch Line. Nearby stations are located in Seymour and Beacon Falls. Existing rail service is limited with only 15 trips per day. Currently, substitute bus service being used rather than trains because of ongoing track and infrastructure work at the southern end of the branch line, as well as on the New Haven Main Line. Prior to the switch to buses, a train stopped in Seymour approximately every hour in alternating directions. Connections and transfers to the New Haven Main Line are available from the Waterbury Branch Line at Bridgeport and Stamford. At these stations, travelers can continue to New York, as well as to other points along the New Haven Main Line. At Bridgeport, connection can be made to Amtrak service to points along the Northeast Corridor, including Boston, Philadelphia and Washington, D. C.

2.1.4 Bridge Conditions

The existing condition of the nine bridges carrying Route 67 in the Project Corridor was assessed and documented using the most recently available bridge inspection reports. Only bridges with span lengths of over twenty feet were evaluated. The primary purpose for this analysis was to identify bridge deficiencies that could lead to upcoming bridge rehabilitation or replacement projects. Such projects could offer opportunities to provide sidewalks or widened shoulders as part broader enhancements to bicyclist and pedestrian amenities.

The National Bridge Inspection Standards (NBIS) maintain a rating system based on the individual bridge components as well as each structure as a whole. As a result, after each bridge is inspected, it is assigned an overall condition rating between zero and nine. Nine indicates a bridge in excellent condition and zero indicates structural failure. Based on the condition rating, a determination can be made as to whether a bridge is *structurally deficient*. In addition to the structural conditions, bridge inspections also identify whether a bridge is *functionally obsolete*.

Structurally Deficient: Elements of the bridge need to be monitored and / or repaired. One of the three primary components has a condition rating of four or less.

Functionally Obsolete: The bridge no longer meets current design standards.

Table 5, below, summarizes the conditions of the bridges carrying Route 67 in the Project Corridor. None of the bridges are categorized as structurally deficient. However, four of the bridges have structural condition ratings of '5', just above the threshold for structural deficiency. Additionally, eight of the nine bridges are categorized as functionally obsolete, due to their narrow overall road width. Since the Route 67 lane widths meet CTDOT standards, this means the narrow shoulders are the cause of these bridge's functional obsolescence. As Route 67 is a state-maintained road, CTDOT has maintenance responsibility for the bridges. At the time of this report, there are no active projects to rehabilitate or replace the subject bridges.

Table 5: Bridge Conditions in the Project Corridor

Bridge Number	Structural Condition Rating	Structurally Deficient	Functionally Obsolete	Latest Repair Year	Latest Repair Description	Feature Crossed	Milepoint
01048	5	No	Yes	N/A	N/A	Eight Mile Brook	19.92
01050	6	No	Yes	Pre-2002	The repair pre-dates current available records, a full-length concrete patch in place.	Little River	21.49
01051	5	No	Yes	2012	Removal of loose concrete and rebar rust from underside of slab and painting of exposed rebar	Little River	21.74
01052	5	No	Yes	N/A	N/A	Jacks Brook	23.03
05775	7	No	No	Pre-2001	No precise repair date available. Random crack repairs made with mortar.	Little River	23.13
01054	6	No	Yes	Between 2001 - 2004	No precise repair date available, large mortar patches on sides and bottom of beams.	Little River	23.36
01055	5	No	Yes	N/A	N/A	Little River	24.07
01056	6	No	Yes	Pre-2002	No precise repair date available. Large mortar patches on sides and bottom of beams.	Little River	24.22
05879	6	No	Yes	Pre-2003	The repair pre-dates current available records. Small isolated concrete repairs on deck units.	Little River	25.32

2.2 Environmental and Land Use

Environmental and land use characteristics of the Project Corridor, Land Use Review Area and Regional Context Area are included in the existing conditions analysis to understand topography, environmental constraints, land uses and socioeconomic characteristic that could affect the study's transportation recommendations.

2.2.1 Topography / Geography

Through the Project Corridor, Route 67 generally follows the valley of the Little River with elevation differences between the valley floor and surrounding hillsides varying from 200-to-400 feet.

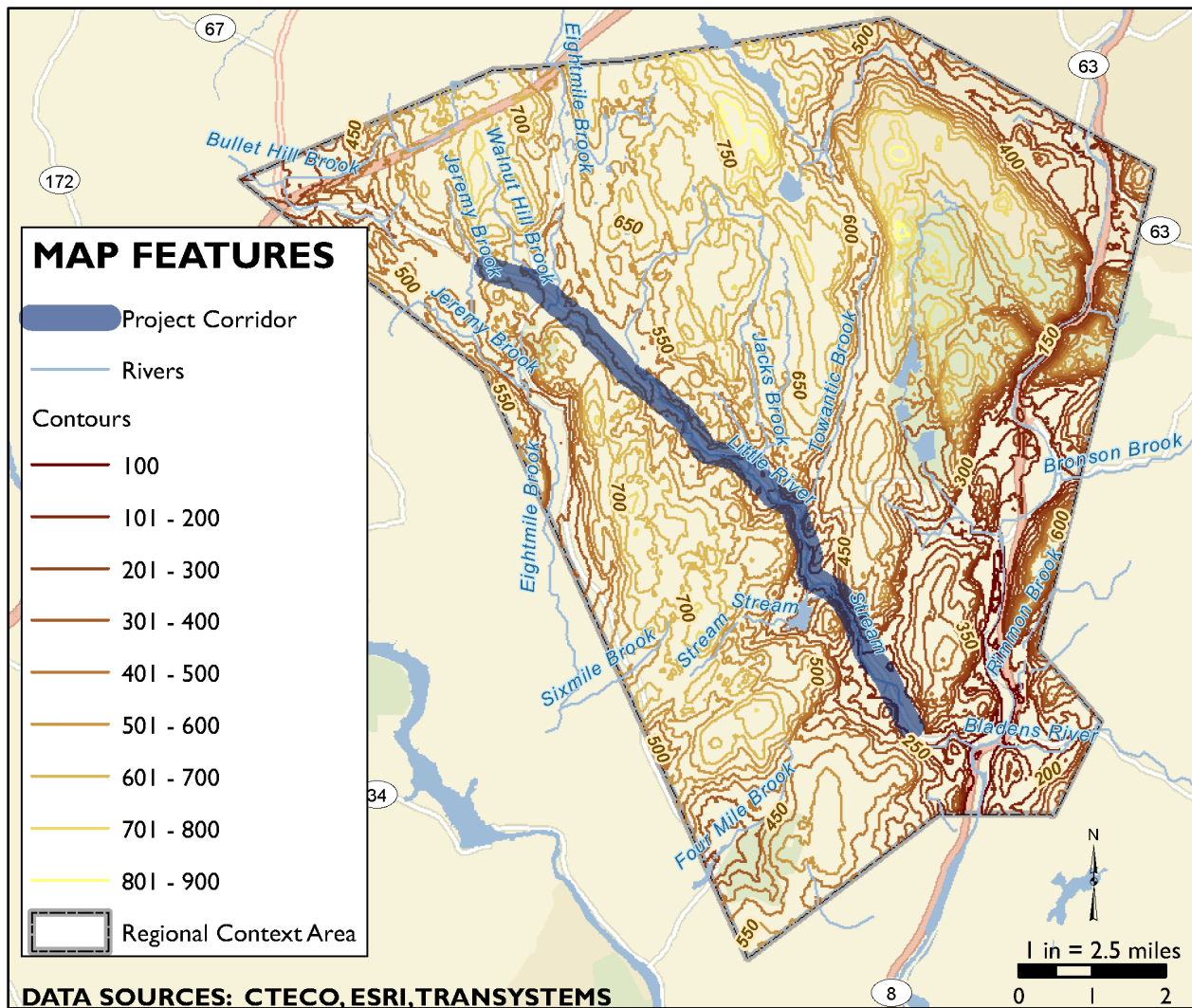


Figure 13: Topographical Map of the Regional Context Area

Route 67 is in close proximity to the Little River throughout the Project Corridor. In many locations the roadway side slope drops away steeply towards the river with guiderail provided adjacent to the roadway.

2.2.2 Constraints

The primary constraint within the Project Corridor is the floodplain associated with the Little River. Additionally, there are wetlands located along the Little River and its tributaries and steep slopes located between Route 67 and the Little River in many locations.

The Federal Emergency Management Agency (FEMA) defines floodplains, categorizing areas based on their annual potential for flooding. *Zones AE and X* are prevalent within the Project Corridor and *Zone A* occurs elsewhere within the Town. *Floodways* are also present and represent a more highly regulated area.

Flood Zone A: An area subject to inundation by the 1-percent-annual-chance (100 year) flood event determined by approximate methodologies.

Flood Zone AE: An area subject to inundation by the 1-percent-annual-chance-flood (100 year) event determined by detailed hydraulic modeling methodologies.

Flood Zone X: An area of moderate flood hazard outside the limits of Zones A and AE but subject to inundation by the 0.2-percent-annual-chance (500 year) flood event.

Floodway: An area within the floodplain that conveys floodwaters at high speeds and velocities.
- FEMA

Development within Zones A and AE is regulated by local regulations and environmental permitting. Typically, as long as a project will not raise the elevation or velocity of floodwaters downstream it can be approved. However, the approval process introduces additional costs during the design process. Development within Zone X is not subject to these regulations.

Development of any type is generally not permitted within floodways. The specific floodplain and floodway environment of the Little River is fairly narrow to the watercourse due to the relatively steep topography of the valley. The FEMA flood mapping is illustrated on Figure 14, following.

The Little River corridor features some inland wetland areas. These areas are also present along some of its tributaries and other watercourses within the Regional Context Area. The study team has assembled all available constraint mapping and it is included in Appendix 2 – Constraint Mapping.

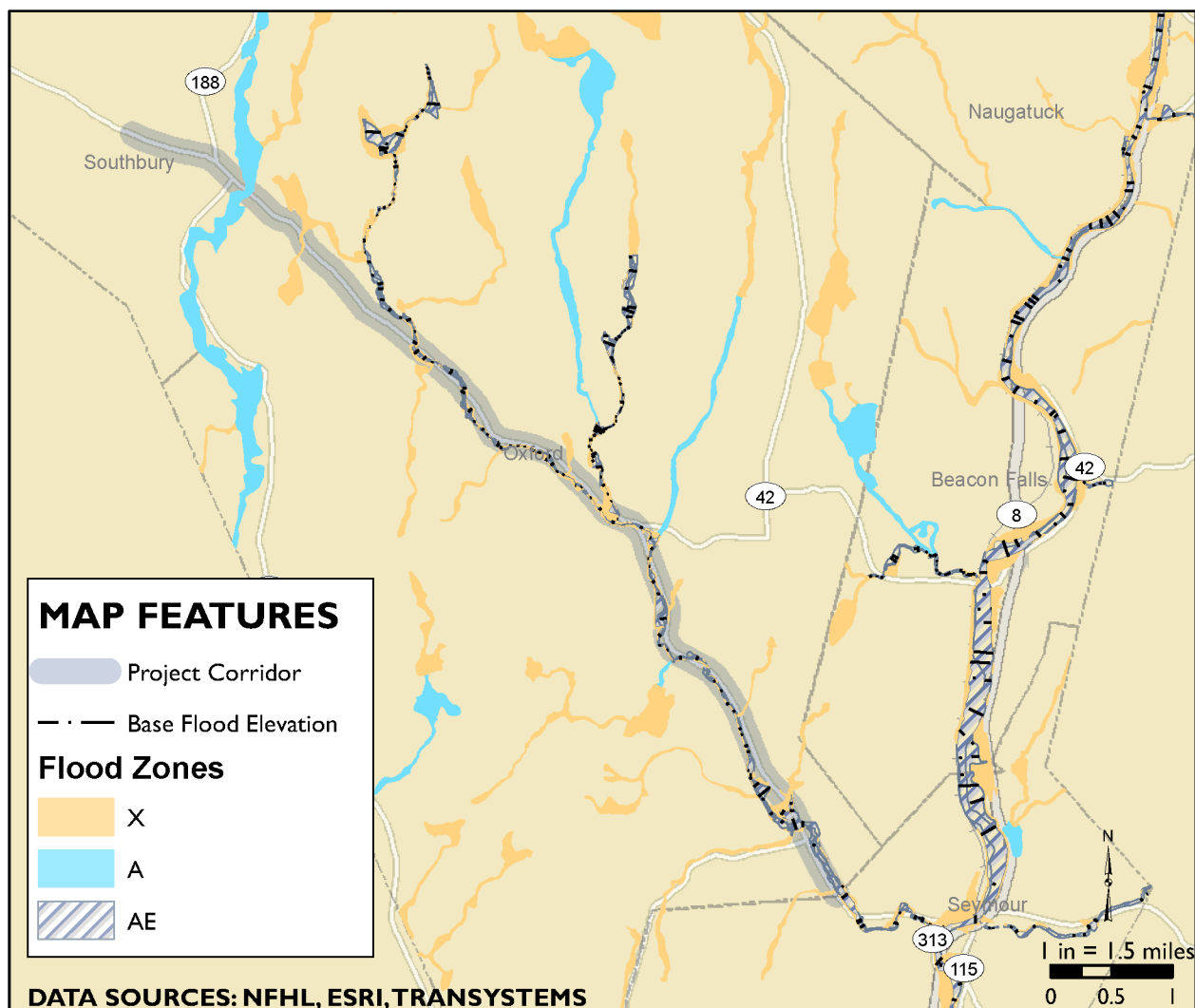


Figure 14: FEMA Flood Zones within the Regional Context Area

2.2.3 Land Uses

The Town of Oxford is a suburban and somewhat rural community. It does not have a traditional downtown or Main Street as many other communities in the region do. Rather, it serves more like a suburban extension of the higher density Seymour downtown to the southeast and Southbury downtown to the northwest.

The Project Corridor has developed as a linear mixed-use district. While there are many residential properties, there are also pockets of retail/commercial, industrial and office uses throughout the corridor. There are also several undeveloped parcels, many of which front on Route 67.

The study boundaries do not follow parcel lines so to assess land use within the Project Corridor, any parcel partially or completely located within the Land Use Review Area was included. The Project Corridor also includes land within the Towns of Seymour and Southbury. This assessment focuses on land use within the Town of Oxford but does provide a summary of land uses within the other towns.

Town of Oxford

Overall, land uses along the corridor include retail, residential, mixed-use non-residential office and industrial uses, as well as undeveloped lots and forested land. Residential uses are commonly found on intersecting streets and in subdivisions located behind commercial uses fronting on Route 67. The land use patterns along the corridor change frequently, and often suddenly, making the corridor a mixed-use landscape overall. In total, a GIS analysis found 1,590 parcels located within the study area.

Table 6: Land Use with Regional Context Area in Oxford

Land Use	Number of Parcels within Study Area
Agriculture	64
Commercial	141
Community Facility	35
Industrial	47
Recreational	24
Residential	819
Transportation	4
Undeveloped	355
Utilities	12
Other (Not Specified)	91

Beginning at the southern end of the Project Corridor, land uses from the Town Line to the Mountain Road area consist primarily of retail and commercial pad site uses set back from the road with some common driveways and connections between parking lots. The zoning in this area is Commercial (C) along the corridor on the southwest side of the road and Residential-A (R-A) on the northeast side and for all areas set back from Route 67.

Moving farther north, the character of the road changes quickly from a more developed retail landscape to more of a suburban, countryside feel with larger open and undeveloped spaces and businesses located in converted residential structures. There are also some residences in this section of the study area that end around Great Hill Road. At Great Hill Road, the character shifts back to a predominantly retail and commercial land use pattern with a few uses located on individual sites and several in the Great Hill Center and the 84 Oxford Road shopping center. The zoning in this segment is Commercial (C) along the corridor and Residential-A (R-A) set back from the corridor.

From East Street to West Street, the land use pattern transitions to a mix of commercial / retail and industrial, with several retail establishments located in Tommy K's Plaza. Some of the uses in this area are located in converted residential structures or structures built to generally mimic residential uses. The zoning in this segment is Commercial (C) along the corridor and Residential-A (R-A) set back from the corridor. At West Street, the character transitions to predominantly single-family residential uses on individual lots with significant forested land and much lower development density, in some part likely due to the location of the Little River (and associated wetlands) parallel to Route 67. The zoning in this segment is Commercial (C) along a few parcels on the southwest side of the corridor, just north of Park Road, and Residential-A (R-A) on the northeast side of the road and for areas set back from the corridor.

At Old State Route 67 the character of corridor changes back to a mixed-use, predominantly retail and commercial character. While there are some residential structures located on the southwest side of the road, the northeast side is home to a wide range of non-residential uses, including the newer Quarry Walk development. This development, which is still under construction, has a central shared access drive (signed as Main Street) as well as a second access at the southern portion of the property. Construction of this development includes sidewalks located along Route 67 that extend into the development.



Example of Residential Building Converted for Commercial Use



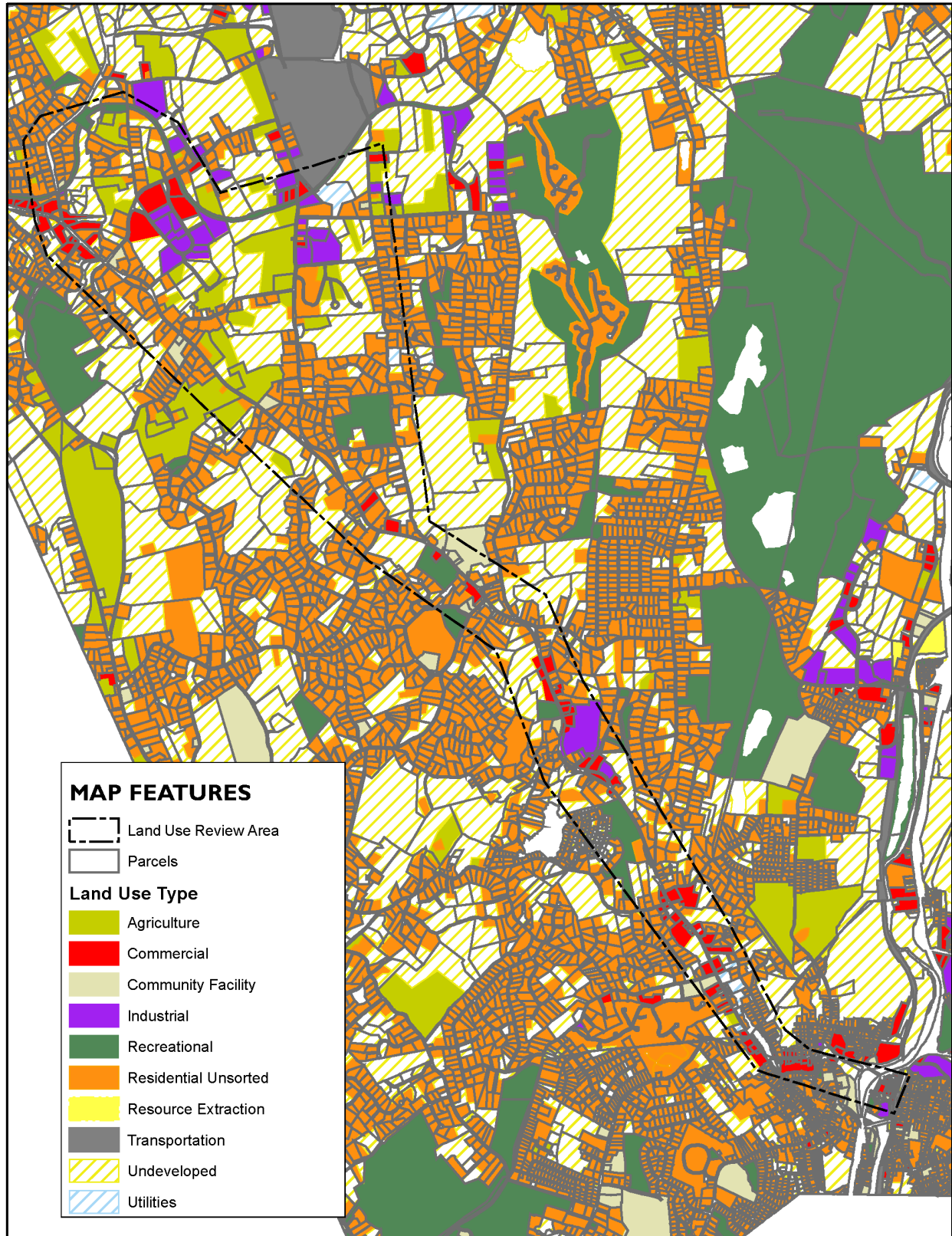
Commercial Plaza North of East Street



Open Space adjacent to Route 67 North of Chambers Hill Road



Primary Entrance (Main Street) to Quarry Walk



DATA SOURCES: NVCOG, NCRS, NFHL, CTECO, NWI, TOWN OF OXFORD, ESRI, TRANSYSTEMS

Figure 15: Land Use Map

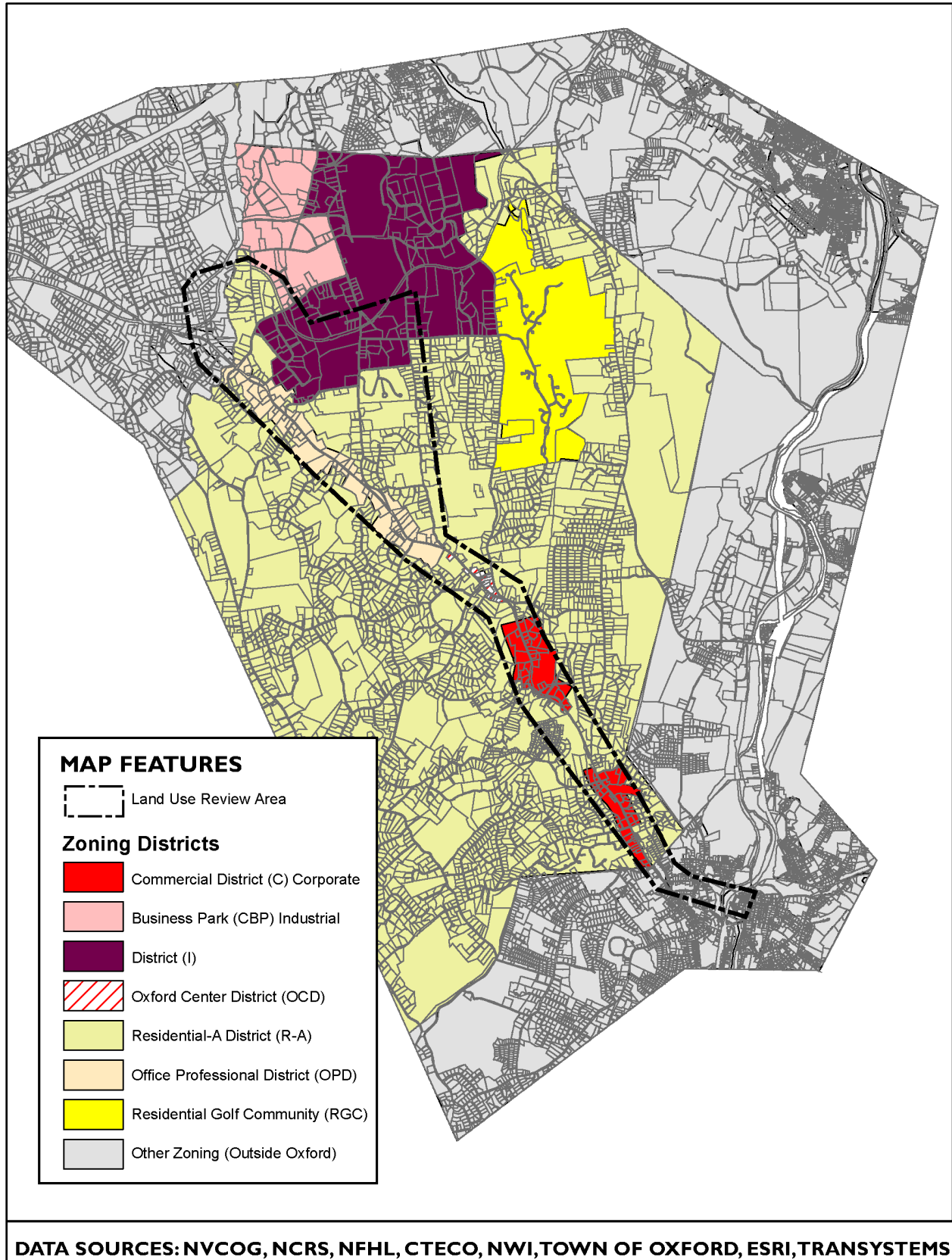


Figure 16: Zoning Map

The predominantly retail / commercial uses continue along Route 67 north of Oxford Center but transition back to residential uses at the Old State Road 3 intersection at the Victory Memorial Park. The Residential-A (R-A) zoning district is found for parcels along the road from where Old Route 67 meets Route 67 to where Route 42 (Chestnut Tree Hill Road Extension) meets Route 67. The predominantly residential land use pattern continues to just east of Academy Road.



Victory Memorial Park

In the Academy Road area, from Route 42 to just past Academy Road, the land use transitions to a more mixed-use, village-like setting with several roads intersecting Route 67, residences on smaller lots, two churches, a State Troopers Office, restaurant, bakery, school, municipal, and emergency services uses. The school property, emergency services and municipal building are adjacent to one another on the north side of Route 67 while the south side in this area is almost entirely undeveloped, once again likely due to the location of the Little River (and associated wetlands) in close proximity to the road. The zoning in this area is Oxford Center District (OCD) for properties south of the road to Dutton Road and north of the road to just past Academy Road, including two additional parcels on the south side of the road. The Residential-A (R-A) zoning district includes land set back from the corridor.



Typical Buildings in Oxford Center



The Corridor Has a More Rural Character North of Oxford Center

In the Hogs Back Road area, the road characteristics change to a more residential / rural commercial land use pattern that includes an auto body shop, transportation (storage) business, and a veterinary hospital. It is also in this area that the study area expands well off of Route 67. In this area, parcels along Route 67 are zoned Office Professional District (OPD) with Residential-A (R-A) zoning including land set back from the corridor. From the Hogs Back Road area west to Route 188 (in the Town of Southbury), the Route 67 corridor is predominantly residential with a few non-residential uses dotting the landscape.

The study team also evaluated land uses along potential routes that could connect Route 67 to the Larkin State Park Trail. The land use pattern along Larkey Road is predominantly residential and undeveloped cleared land and forested land. Much of this land is considered prime farmland. There are several industrial and office uses, with most clustered along Christian Street southwest of the airport and along Hawley Road. There are several large undeveloped parcels located in this area, most which are forested land. Parcels in the expanded area are mostly zoned Residential-A (R-A), but also include Industrial District (I) and Corporate Business Park (CBP).

Town of Southbury

Near Route 188 and the Southbury Town Line, the character of the corridor again transitions and becomes predominantly retail-based with several restaurants, a bank, and automobile-focused uses. This area, in particular Strongtown Road, provides a direct connection to the Larkin State Park Trail and the Waterbury-Oxford Airport. The study area ends at this location. Parcels along Route 67 in this area are zoned Office Professional District (OPD) with Residential-A (R-A) and Industrial (I) zoning districts, including land set back from the corridor.

Town of Seymour

The Regional Context Area extends approximately 1 mile into the Town of Seymour and downtown Seymour. Route 67 skirts the northern end of downtown Seymour, parallel to Route 8. Downtown is a mixed-use, higher-density village-like area that includes businesses and shops, offices, and residences, as well as the Seymour Train Station. It markets itself as an antique shopping district. The Downtown is located on an inside bend of the Naugatuck River on the north, west and south sides with the rail line on the east side. Leaving Downtown headed west toward Oxford, Route 67 crosses the Naugatuck River and becomes a predominantly commercial / retail corridor. A few residences are still located along the corridor, but most are on adjacent roads or in subdivisions located off Route 67. Some of the larger, older homes have been converted to offices. Sidewalks are located along both sides of Route 67 from Downtown to Old Road, and on only the southwest side from Old Road to the town line. The town line is located near the bridge crossing Swans Pond / Hoadley Pond.



Main Street, Seymour

2.2.4 Population and Demographics

For the purposes of this study, the population and demographics within the Regional Context Area will be used to develop an understanding of how alternative transportation modes, particularly transit, can be implemented within the Project Corridor to aid mobility, particularly for those who may not be able to rely on a personal automobile. An area's *socioeconomic* conditions typically provide indicators of potential transit usage.

The study team reviewed basic demographics within the Regional Context Area and isolated the *census tracts and block groups* adjacent to the Project Corridor for comparison to the Regional Context Area. 'High' and 'low' data values have been included to provide a typical range for the values within the region. A summary of this information is included in Table 7, below.

Key **socioeconomic** indicators used in transportation planning include:

- Land use
- Population, income and housing
- Economics and employment
- Vehicle ownership
- Community facilities

Census block groups are the smallest geographical subdivision of data published by the Bureau of the Census. **Census tracts** are the next smallest, and consist of several block groups. Surrounding the Project Corridor are Tract 3461.01 (Block Groups 1 and 2) and Tract 3461.02 (Block Group 2).

Table 7: Demographic Summary

	Population Density (per acre)	Job Density (per acre)	Disability ²	Poverty	Seniors (over 65)	Young (under 18)
Project Corridor	0.56	0.24	8.2%	1.6%	19.0%	20.5%
Regional Context Area	2.94	0.81	7.3%	4.4%	18.4%	21.4%
High	17.28	10.26	22.5%	18.7%	80.6%	42.9%
Low	0.22	0.02	1.9%	0.0%	5.5%	0.0%

Data source: American Community Services (ACS) 2014-2018 (most-recent) 5-year average

The data indicates that the Project Corridor has a lower density of population and jobs than the Regional Context Area as a whole. In fact, if the corridor were considered as a single block group, it would be one of the ten least densely populated places in the Regional Context Area.

Residents of the Project Corridor also have a higher median income than the Regional Context Area. The median income of the two census tracts comprising the Project Corridor are \$99,967 and \$115,052, respectively; compared to a Regional Context Area median income of \$88,175. Tract 3461.02 is one of the top ten wealthiest tracts in the Regional Context Area. The corridor has a senior population, young population, and population living with a disability² close to the study area average. This demographic information is also illustrated on maps in Appendix 3 – Socioeconomic Figures.

² Those with a disability between 18 and 64 that would make driving difficult or impossible (that is, all but those with a hearing disability)

2.2.4.1 Transit Demand Index

To understand whether fixed route transit would be feasible in the Project Corridor, a *transit demand index* was developed to numerically capture and comparatively quantify the demand for transit service with the Regional Context Area. This index includes factors to account for various demographic groups that are more likely to use transit such as older (over 65) adults, minorities, persons with disabilities, lower income populations and those without access to a motor vehicle. Previous research also supports the following guidelines in metropolitan areas:³

A transit demand index uses socioeconomic information to establish the relative need for transit service in a given geographic area.

- Individuals over 65 years are over **1.5 times** more likely to use transit.
- Minority populations are a more than **2 times** as likely to use transit.
- Persons with a disability are **5.5 times** more likely to use transit.
- Low income residents are about **1.5 times** more likely to use transit.
- Individuals without access to a vehicle are nearly **8 times** more likely to use transit.

For additional detail on the methodology, see Appendix 4 – Transit Demand Index Background. The transit demand indices are illustrated, grouped by low, medium, good and excellent transit demand, in Figure 17, below, along with the transit routes within the Regional Context Area.

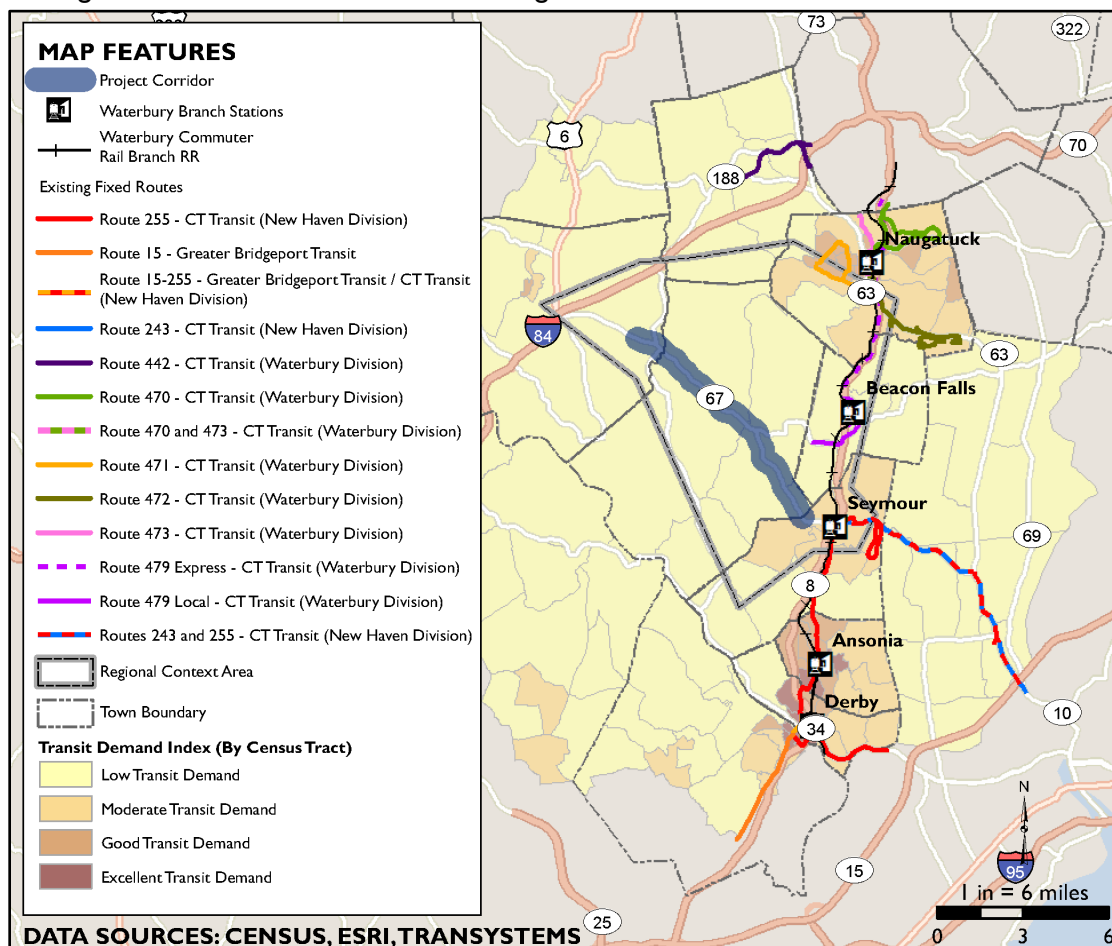


Figure 17: Transit Demand Index and Transit Routes within the Regional Context Area

³. "TCRP Report 28: Transit Markets of the Future: The Challenge of Change" Table 4

The Project Corridor has a low transit demand index compared to the rest of the study area. The low transit demand indices are mainly a function of the low population density. Looking at the absolute numbers for the demographic groups that make up the index, there are very few residents without access to a vehicle in the corridor, but there are a significant number of residents over 65.

In order to assess the comparative value of potential transit routes in the Project Corridor later in the study, a transit demand index was calculated for each existing transit route within the Regional Context Area. This was accomplished by aggregating the total transit demand index served by the route and dividing by its length. These values are shown in Table 8, below.

Table 8: TDI per Mile for Existing Transit Routes within the Regional Context Area

Transit Route	Total Transit Demand Index (TDI)	Route Length (Miles)	TDI per Mile
15	159.93	3.80	42.09
471	133.14	4.15	32.08
473	74.11	2.39	31.01
255	335.66	20.44	16.42
470	96.80	6.73	14.38
472	60.57	7.02	8.63
442	9.02	3.36	2.68
243	21.27	8.44	2.52
479	7.36	3.04	2.42

3 Conclusion and Next Steps

This technical memorandum has identified several deficiencies in the transportation system in the Project Corridor, particularly regarding the lack of active transportation options. The study team will focus on developing recommendations to improve bicyclist and pedestrian mobility and to implement transit service. Specific steps will include:

- identifying potential bicycle and pedestrian routes and improvements,
- developing potential transit solutions,
- coordination with the Oxford Main Street Project Committee and other stakeholders to solicit feedback on identified alternatives.

Conclusions yielded by the existing conditions analysis regarding these next steps include:

- Due to the high traffic volumes and speeds, pedestrian and bicyclist facilities should not rely on use of the roadway shoulder.
- Potential trail / pathway routings will need to be evaluated for topographic, hydraulic and property constraints. An evaluation matrix will be created to help assess these factors.
- Demographics in the corridor indicate that a fixed-route transit system may not be feasible. The study team will evaluate more flexible opportunities to introduce transit to the corridor.
- The ongoing COVID-19 pandemic will likely necessitate the use of online methods to facilitate public involvement. The study team will seek new and innovative methods to maximize productive feedback.

Appendix I – Traffic Data

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 67 at Park Road
Oxford, Connecticut

File Name : 20662
Site Code : 20662
Start Date : 3/11/2020
Page No : 1

Groups Printed- Lights - Trucks - Buses

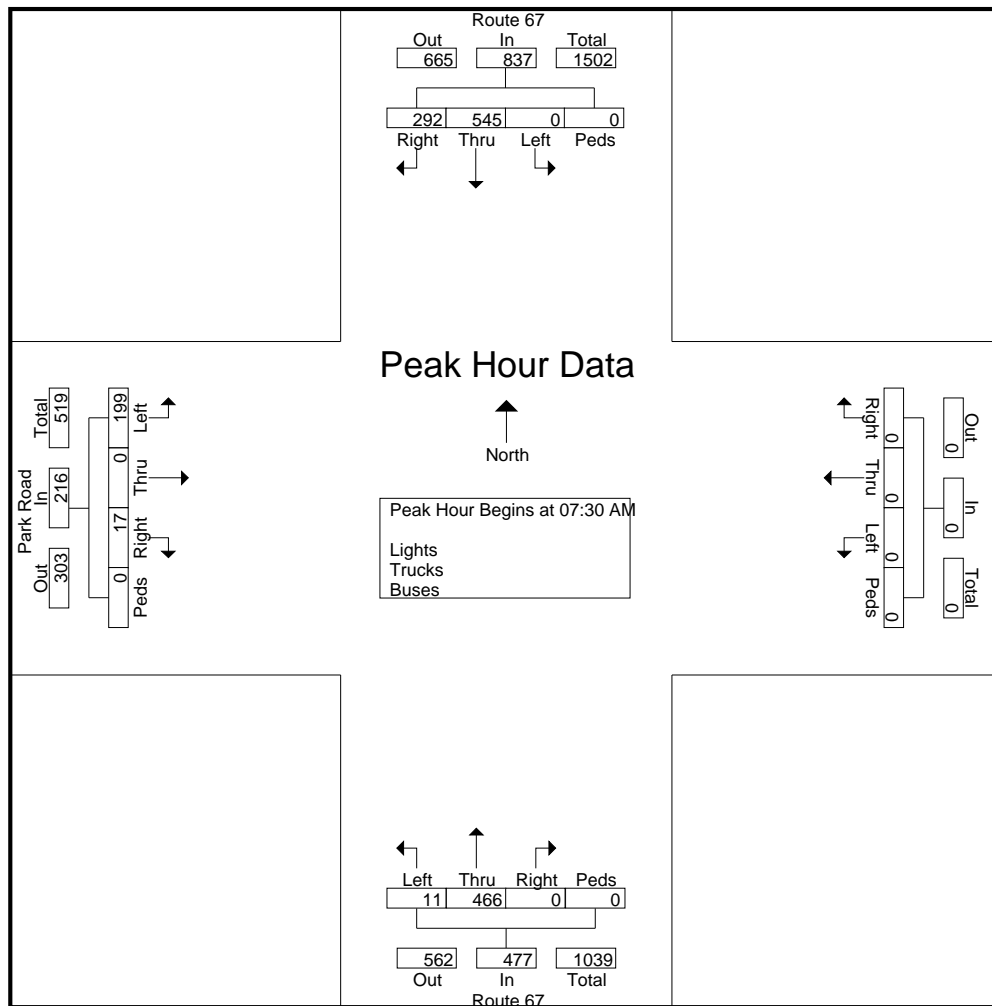
	Route 67 From North					From East					Route 67 From South					Park Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	74	111	0	0	185	0	0	0	0	0	0	96	0	0	96	3	0	33	0	36	317
07:15 AM	90	137	0	0	227	0	0	0	0	0	0	81	0	0	81	4	0	44	0	48	356
07:30 AM	92	152	0	0	244	0	0	0	0	0	0	162	5	0	167	3	0	65	0	68	479
07:45 AM	66	112	0	0	178	0	0	0	0	0	0	96	3	0	99	3	0	49	0	52	329
Total	322	512	0	0	834	0	0	0	0	0	0	435	8	0	443	13	0	191	0	204	1481
08:00 AM	74	137	0	0	211	0	0	0	0	0	0	102	1	0	103	3	0	44	0	47	361
08:15 AM	60	144	0	0	204	0	0	0	0	0	0	106	2	0	108	8	0	41	0	49	361
08:30 AM	59	147	0	0	206	0	0	0	0	0	0	122	0	0	122	3	0	45	0	48	376
08:45 AM	62	151	0	0	213	0	0	0	0	0	0	106	1	0	107	5	1	47	0	53	373
Total	255	579	0	0	834	0	0	0	0	0	0	436	4	0	440	19	1	177	0	197	1471
Grand Total	577	1091	0	0	1668	0	0	0	0	0	0	871	12	0	883	32	1	368	0	401	2952
Apprch %	34.6	65.4	0	0		0	0	0	0		0	98.6	1.4	0		8	0.2	91.8	0		
Total %	19.5	37	0	0	56.5	0	0	0	0	0	0	29.5	0.4	0	29.9	1.1	0	12.5	0	13.6	
Lights	571	1062																			
% Lights	99	97.3	0	0	97.9	0	0	0	0	0	0	96.4	75	0	96.1	90.6	100	99.2	0	98.5	97.5
Trucks	5	23	0	0	28	0	0	0	0	0	0	26	0	0	26	1	0	0	0	1	55
% Trucks	0.9	2.1	0	0	1.7	0	0	0	0	0	0	3	0	0	2.9	3.1	0	0	0	0.2	1.9
Buses	1	6	0	0	7	0	0	0	0	0	0	5	3	0	8	2	0	3	0	5	20
% Buses	0.2	0.5	0	0	0.4	0	0	0	0	0	0	0.6	25	0	0.9	6.2	0	0.8	0	1.2	0.7

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 20662
Site Code : 20662
Start Date : 3/11/2020
Page No : 2

	Route 67 From North					From East					Route 67 From South					Park Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	92	152	0	0	244	0	0	0	0	0	0	162	5	0	167	3	0	65	0	68	479
07:45 AM	66	112	0	0	178	0	0	0	0	0	0	96	3	0	99	3	0	49	0	52	329
08:00 AM	74	137	0	0	211	0	0	0	0	0	0	102	1	0	103	3	0	44	0	47	361
08:15 AM	60	144	0	0	204	0	0	0	0	0	0	106	2	0	108	8	0	41	0	49	361
Total Volume	292	545	0	0	837	0	0	0	0	0	0	466	11	0	477	17	0	199	0	216	1530
% App. Total	34.9	65.1	0	0		0	0	0	0		0	97.7	2.3	0		7.9	0	92.1	0		
PHF	.793	.896	.000	.000	.858	.000	.000	.000	.000	.000	.000	.719	.550	.000	.714	.531	.000	.765	.000	.794	.799



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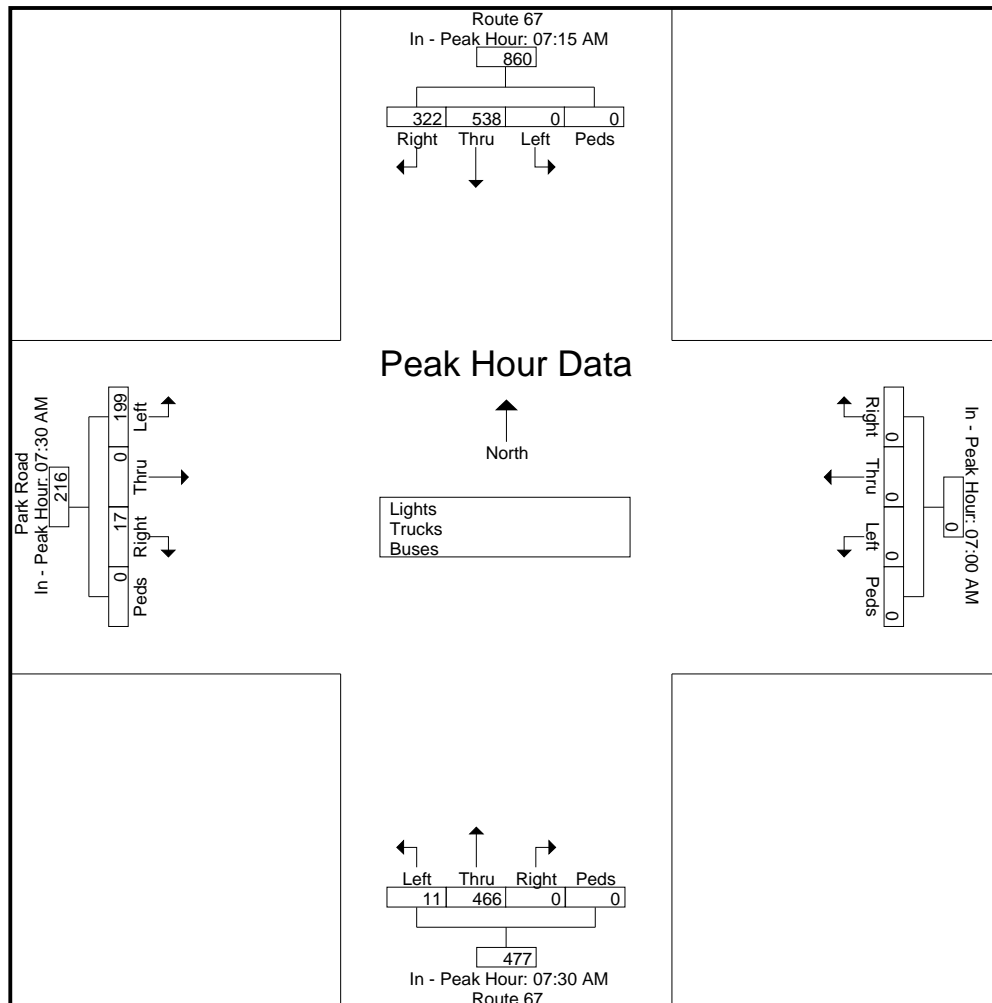
File Name : 20662
Site Code : 20662
Start Date : 3/11/2020
Page No : 3

	Route 67 From North					From East					Route 67 From South					Park Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					07:30 AM					07:30 AM				
+0 mins.	90	137	0	0	227	0	0	0	0	0	0	162	5	0	167	3	0	65	0	68
+15 mins.	92	152	0	0	244	0	0	0	0	0	0	96	3	0	99	3	0	49	0	52
+30 mins.	66	112	0	0	178	0	0	0	0	0	0	102	1	0	103	3	0	44	0	47
+45 mins.	74	137	0	0	211	0	0	0	0	0	0	106	2	0	108	8	0	41	0	49
Total Volume	322	538	0	0	860	0	0	0	0	0	0	466	11	0	477	17	0	199	0	216
% App. Total	37.4	62.6	0	0		0	0	0	0		0	97.7	2.3	0		7.9	0	92.1	0	
PHF	.875	.885	.000	.000	.881	.000	.000	.000	.000	.000	.000	.719	.550	.000	.714	.531	.000	.765	.000	.794



Connecticut Counts LLC

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Route 67 at West Street
Oxford, Connecticut

File Name : 20663
Site Code : 20663
Start Date : 3/11/2020
Page No : 1

Groups Printed- Lights - Trucks - Buses

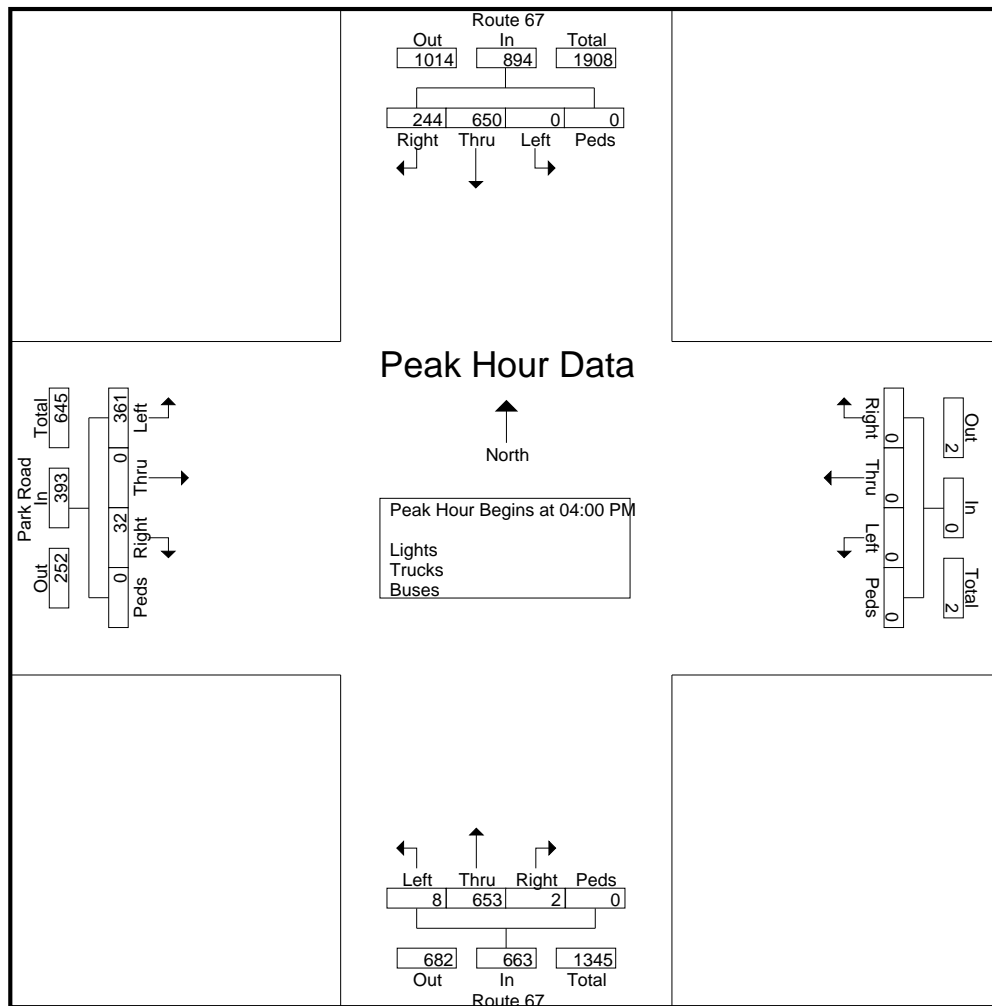
	Route 67 From North					From East					Route 67 From South					Park Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	65	174	0	0	239	0	0	0	0	0	0	179	3	0	182	11	0	120	0	131	552
04:15 PM	44	128	0	0	172	0	0	0	0	0	2	129	1	0	132	4	0	54	0	58	362
04:30 PM	56	169	0	0	225	0	0	0	0	0	0	169	0	0	169	8	0	80	0	88	482
04:45 PM	79	179	0	0	258	0	0	0	0	0	0	176	4	0	180	9	0	107	0	116	554
Total	244	650	0	0	894	0	0	0	0	0	2	653	8	0	663	32	0	361	0	393	1950
05:00 PM	51	137	0	0	188	0	0	0	0	0	0	166	1	0	167	3	0	51	1	55	410
05:15 PM	49	143	0	0	192	0	0	0	0	0	0	167	2	0	169	7	0	79	0	86	447
05:30 PM	54	153	0	0	207	0	0	0	0	0	0	162	5	0	167	8	0	82	0	90	464
05:45 PM	65	171	0	0	236	0	0	0	0	0	0	182	2	0	184	13	0	87	1	101	521
Total	219	604	0	0	823	0	0	0	0	0	0	677	10	0	687	31	0	299	2	332	1842
Grand Total	463	1254	0	0	1717	0	0	0	0	0	2	1330	18	0	1350	63	0	660	2	725	3792
Apprch %	27	73	0	0		0	0	0	0		0.1	98.5	1.3	0		8.7	0	91	0.3		
Total %	12.2	33.1	0	0	45.3	0	0	0	0	0	0.1	35.1	0.5	0	35.6	1.7	0	17.4	0.1	19.1	
Lights	462	1241										1321									
% Lights	99.8	99	0	0	99.2	0	0	0	0	0	100	99.3	100	0	99.3	100	0	99.7	100	99.7	99.3
Trucks	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	20
% Trucks	0	0.9	0	0	0.6	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0.2	0	0.1	0.5
Buses	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
% Buses	0.2	0.2	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0.2	0	0.1	0.1

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File Name : 20663
Site Code : 20663
Start Date : 3/11/2020
Page No : 2

	Route 67 From North					From East					Route 67 From South					Park Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	65	174	0	0	239	0	0	0	0	0	0	179	3	0	182	11	0	120	0	131	552
04:15 PM	44	128	0	0	172	0	0	0	0	0	2	129	1	0	132	4	0	54	0	58	362
04:30 PM	56	169	0	0	225	0	0	0	0	0	0	169	0	0	169	8	0	80	0	88	482
04:45 PM	79	179	0	0	258	0	0	0	0	0	0	176	4	0	180	9	0	107	0	116	554
Total Volume	244	650	0	0	894	0	0	0	0	0	2	653	8	0	663	32	0	361	0	393	1950
% App. Total	27.3	72.7	0	0		0	0	0	0		0.3	98.5	1.2	0		8.1	0	91.9	0		
PHF	.772	.908	.000	.000	.866	.000	.000	.000	.000	.000	.250	.912	.500	.000	.911	.727	.000	.752	.000	.750	.880



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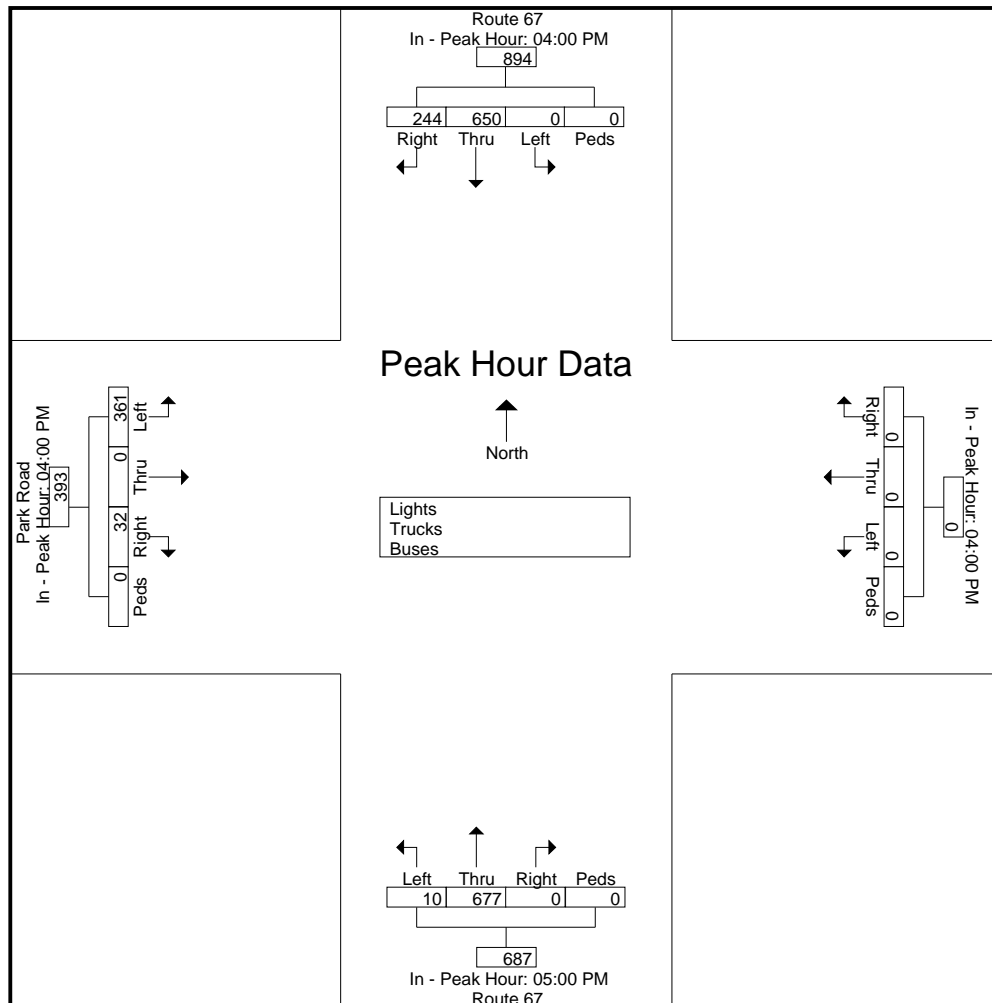
File Name : 20663
Site Code : 20663
Start Date : 3/11/2020
Page No : 3

	Route 67 From North					From East					Route 67 From South					Park Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					05:00 PM					04:00 PM				
+0 mins.	65	174	0	0	239	0	0	0	0	0	0	166	1	0	167	11	0	120	0	131
+15 mins.	44	128	0	0	172	0	0	0	0	0	0	167	2	0	169	4	0	54	0	58
+30 mins.	56	169	0	0	225	0	0	0	0	0	0	162	5	0	167	8	0	80	0	88
+45 mins.	79	179	0	0	258	0	0	0	0	0	0	182	2	0	184	9	0	107	0	116
Total Volume	244	650	0	0	894	0	0	0	0	0	0	677	10	0	687	32	0	361	0	393
% App. Total	27.3	72.7	0	0		0	0	0	0		0	98.5	1.5	0		8.1	0	91.9	0	
PHF	.772	.908	.000	.000	.866	.000	.000	.000	.000	.000	.000	.930	.500	.000	.933	.727	.000	.752	.000	.750



Connecticut Counts LLC

Kensington, Connecticut 06037

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Route 67 at Great Hill Rd/Private Dr
Oxford, Connecticut

File Name : 20664
Site Code : 20664
Start Date : 3/11/2020
Page No : 1

Groups Printed- Lights - Trucks - Buses

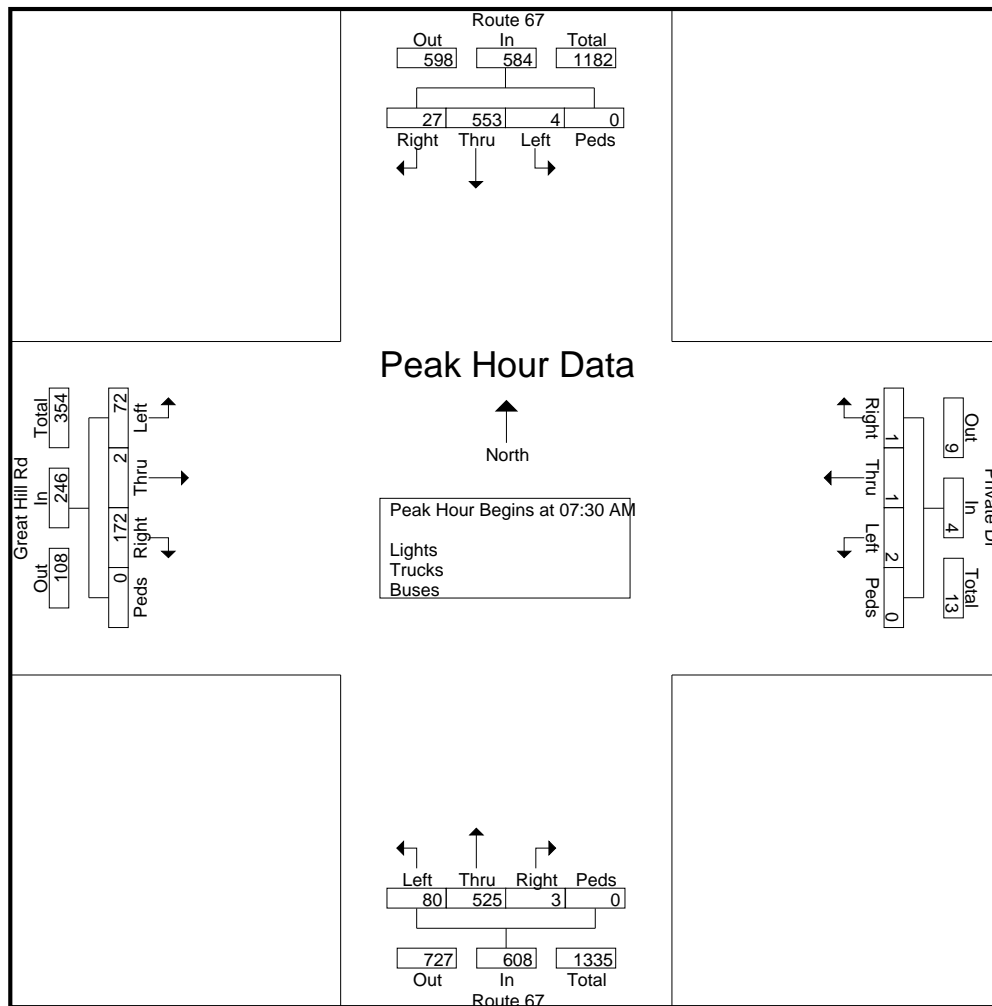
	Route 67 From North					Private Dr From East					Route 67 From South					Great Hill Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	111	1	0	121	0	0	1	0	1	0	79	24	0	103	40	0	20	0	60	285
07:15 AM	5	153	1	0	159	0	0	1	0	1	0	108	14	0	122	44	0	16	0	60	342
07:30 AM	5	139	0	0	144	0	0	0	0	0	0	129	24	0	153	37	0	20	0	57	354
07:45 AM	7	150	0	0	157	0	0	0	0	0	0	158	21	0	179	53	0	24	0	77	413
Total	26	553	2	0	581	0	0	2	0	2	0	474	83	0	557	174	0	80	0	254	1394
08:00 AM	4	117	1	0	122	1	1	1	0	3	2	116	15	0	133	47	1	9	0	57	315
08:15 AM	11	147	3	0	161	0	0	1	0	1	1	122	20	0	143	35	1	19	0	55	360
08:30 AM	15	138	1	0	154	0	0	2	0	2	0	128	16	0	144	28	1	19	0	48	348
08:45 AM	4	138	2	0	144	2	0	0	0	2	1	126	14	0	141	44	1	18	0	63	350
Total	34	540	7	0	581	3	1	4	0	8	4	492	65	0	561	154	4	65	0	223	1373
Grand Total	60	1093	9	0	1162	3	1	6	0	10	4	966	148	0	1118	328	4	145	0	477	2767
Apprch %	5.2	94.1	0.8	0		30	10	60	0		0.4	86.4	13.2	0		68.8	0.8	30.4	0		
Total %	2.2	39.5	0.3	0	42	0.1	0	0.2	0	0.4	0.1	34.9	5.3	0	40.4	11.9	0.1	5.2	0	17.2	
Lights	58	1064																			
% Lights	96.7	97.3	100	0	97.3	100	100	100	0	100	100	97.3	96.6	0	97.2	99.4	100	99.3	0	99.4	97.7
Trucks	0	26	0	0	26	0	0	0	0	0	0	25	3	0	28	1	0	0	0	1	55
% Trucks	0	2.4	0	0	2.2	0	0	0	0	0	0	2.6	2	0	2.5	0.3	0	0	0	0.2	2
Buses	2	3	0	0	5	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	10
% Buses	3.3	0.3	0	0	0.4	0	0	0	0	0	0	0.1	1.4	0	0.3	0.3	0	0.7	0	0.4	0.4

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 20664
Site Code : 20664
Start Date : 3/11/2020
Page No : 2

	Route 67 From North					Private Dr From East					Route 67 From South					Great Hill Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	5	139	0	0	144	0	0	0	0	0	0	129	24	0	153	37	0	20	0	57	354
07:45 AM	7	150	0	0	157	0	0	0	0	0	0	158	21	0	179	53	0	24	0	77	413
08:00 AM	4	117	1	0	122	1	1	1	0	3	2	116	15	0	133	47	1	9	0	57	315
08:15 AM	11	147	3	0	161	0	0	1	0	1	1	122	20	0	143	35	1	19	0	55	360
Total Volume	27	553	4	0	584	1	1	2	0	4	3	525	80	0	608	172	2	72	0	246	1442
% App. Total	4.6	94.7	0.7	0		25	25	50	0		0.5	86.3	13.2	0		69.9	0.8	29.3	0		
PHF	.614	.922	.333	.000	.907	.250	.250	.500	.000	.333	.375	.831	.833	.000	.849	.811	.500	.750	.000	.799	.873



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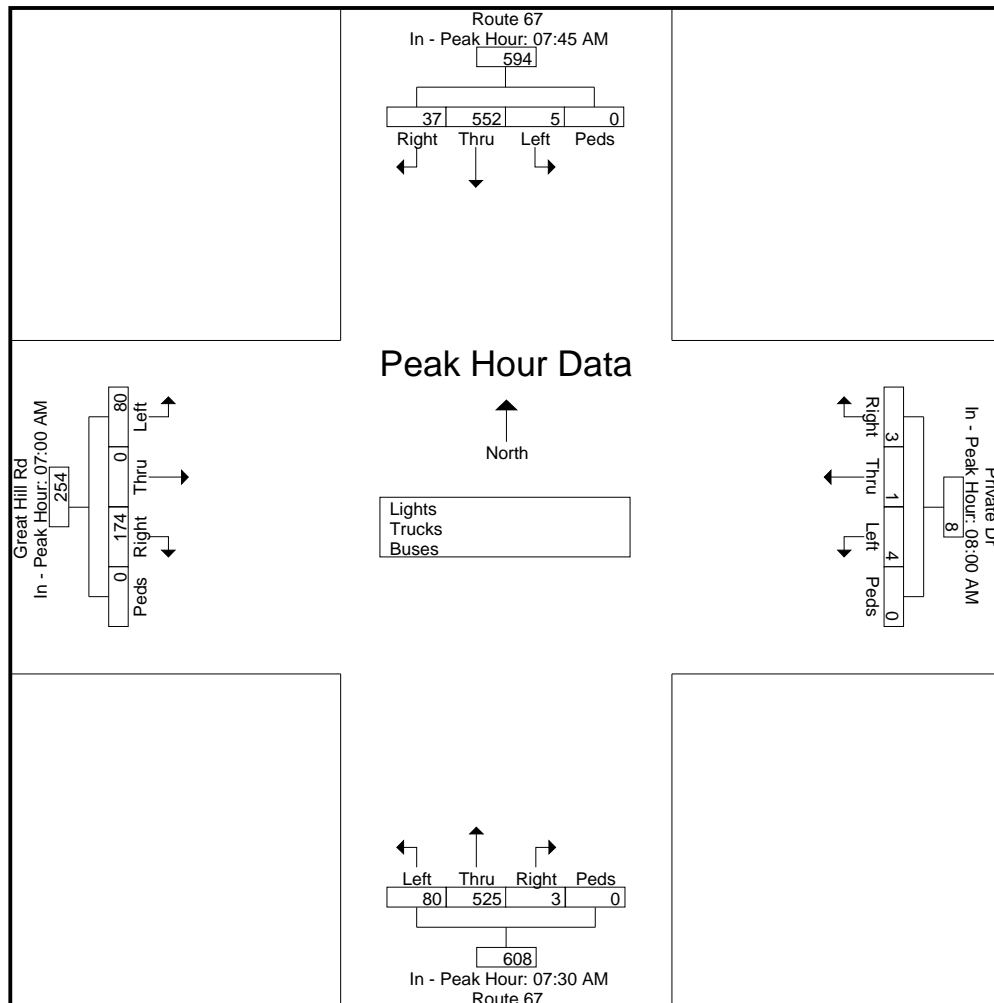
File Name : 20664
Site Code : 20664
Start Date : 3/11/2020
Page No : 3

	Route 67 From North					Private Dr From East					Route 67 From South					Great Hill Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					08:00 AM					07:30 AM					07:00 AM				
+0 mins.	7	150	0	0	157	1	1	1	0	3	0	129	24	0	153	40	0	20	0	60
+15 mins.	4	117	1	0	122	0	0	1	0	1	0	158	21	0	179	44	0	16	0	60
+30 mins.	11	147	3	0	161	0	0	2	0	2	2	116	15	0	133	37	0	20	0	57
+45 mins.	15	138	1	0	154	2	0	0	0	2	1	122	20	0	143	53	0	24	0	77
Total Volume	37	552	5	0	594	3	1	4	0	8	3	525	80	0	608	174	0	80	0	254
% App. Total	6.2	92.9	0.8	0		37.5	12.5	50	0		0.5	86.3	13.2	0		68.5	0	31.5	0	
PHF	.617	.920	.417	.000	.922	.375	.250	.500	.000	.667	.375	.831	.833	.000	.849	.821	.000	.833	.000	.825



Connecticut Counts LLC

Kensington, Connecticut 06037

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Route 67 at Great Hill Rd/Private Dr
Oxford, Connecticut

File Name : 20665
Site Code : 20665
Start Date : 3/11/2020
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Route 67 From North					Private Dr From East					Route 67 From South					Great Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	18	126	1	0	145	1	0	0	0	1	1	180	32	0	213	27	0	16	0	43	402
04:15 PM	10	164	1	0	175	1	0	3	0	4	1	179	27	0	207	30	0	11	0	41	427
04:30 PM	14	151	1	0	166	2	0	2	0	4	1	214	36	0	251	39	2	30	0	71	492
04:45 PM	12	153	0	0	165	1	1	1	0	3	2	170	36	0	208	38	0	27	0	65	441
Total	54	594	3	0	651	5	1	6	0	12	5	743	131	0	879	134	2	84	0	220	1762
05:00 PM	16	166	0	0	182	0	1	0	0	1	1	149	27	0	177	25	0	26	0	51	411
05:15 PM	13	153	3	0	169	3	0	1	0	4	0	211	36	0	247	30	0	19	0	49	469
05:30 PM	17	164	0	0	181	0	0	1	0	1	2	188	33	0	223	49	1	14	0	64	469
05:45 PM	19	164	1	0	184	0	0	2	0	2	1	185	34	0	220	31	1	11	0	43	449
Total	65	647	4	0	716	3	1	4	0	8	4	733	130	0	867	135	2	70	0	207	1798
Grand Total	119	1241	7	0	1367	8	2	10	0	20	9	1476	261	0	1746	269	4	154	0	427	3560
Apprch %	8.7	90.8	0.5	0		40	10	50	0		0.5	84.5	14.9	0		63	0.9	36.1	0		
Total %	3.3	34.9	0.2	0	38.4	0.2	0.1	0.3	0	0.6	0.3	41.5	7.3	0	49	7.6	0.1	4.3	0	12	
Lights	119	1228										1466									
% Lights	100	99	100	0	99	100	100	100	0	100	100	99.3	99.6	0	99.4	99.6	100	99.4	0	99.5	99.3
Trucks	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	20
% Trucks	0	0.9	0	0	0.8	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0.6
Buses	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	6
% Buses	0	0.2	0	0	0.1	0	0	0	0	0	0	0.1	0.4	0	0.1	0.4	0	0.6	0	0.5	0.2

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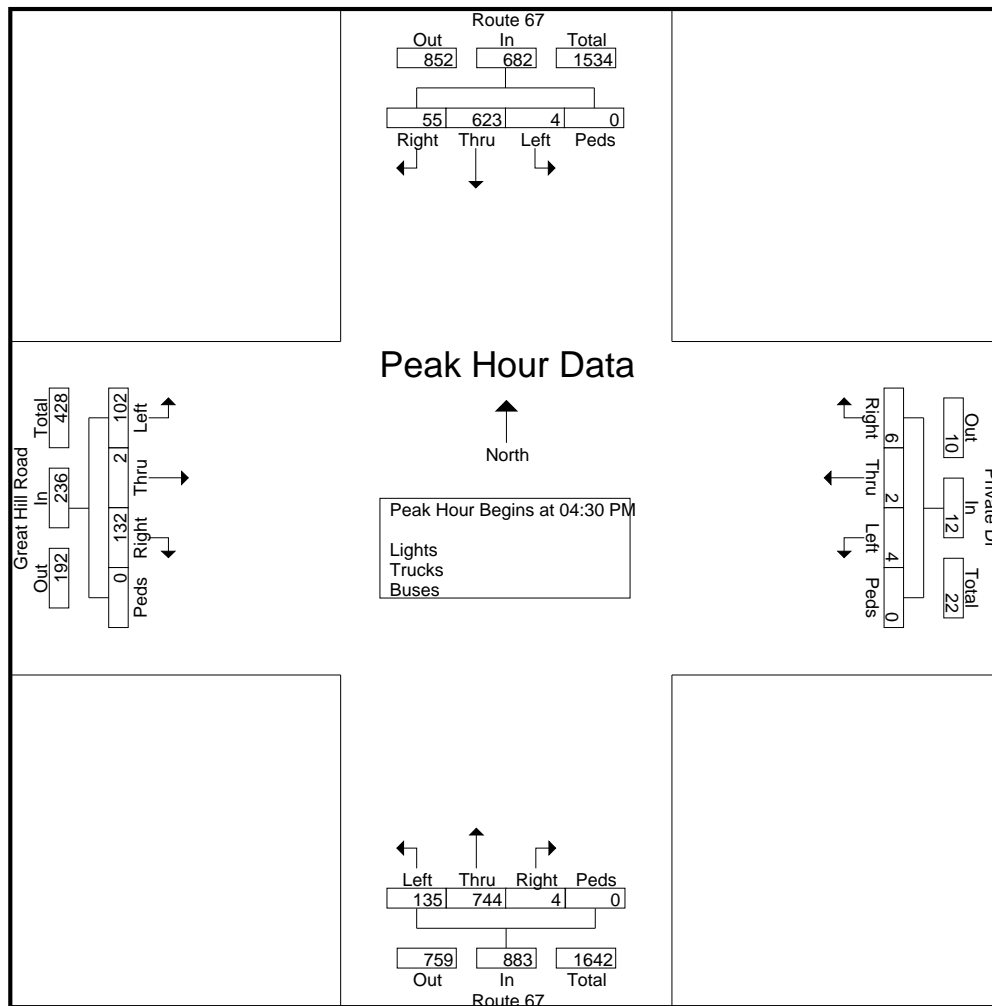
File Name : 20665
Site Code : 20665
Start Date : 3/11/2020
Page No : 2

	Route 67 From North					Private Dr From East					Route 67 From South					Great Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	14	151	1	0	166	2	0	2	0	4	1	214	36	0	251	39	2	30	0	71	492
04:45 PM	12	153	0	0	165	1	1	1	0	3	2	170	36	0	208	38	0	27	0	65	441
05:00 PM	16	166	0	0	182	0	1	0	0	1	1	149	27	0	177	25	0	26	0	51	411
05:15 PM	13	153	3	0	169	3	0	1	0	4	0	211	36	0	247	30	0	19	0	49	469
Total Volume	55	623	4	0	682	6	2	4	0	12	4	744	135	0	883	132	2	102	0	236	1813
% App. Total	8.1	91.3	0.6	0		50	16.7	33.3	0		0.5	84.3	15.3	0		55.9	0.8	43.2	0		
PHF	.859	.938	.333	.000	.937	.500	.500	.500	.000	.750	.500	.869	.938	.000	.879	.846	.250	.850	.000	.831	.921



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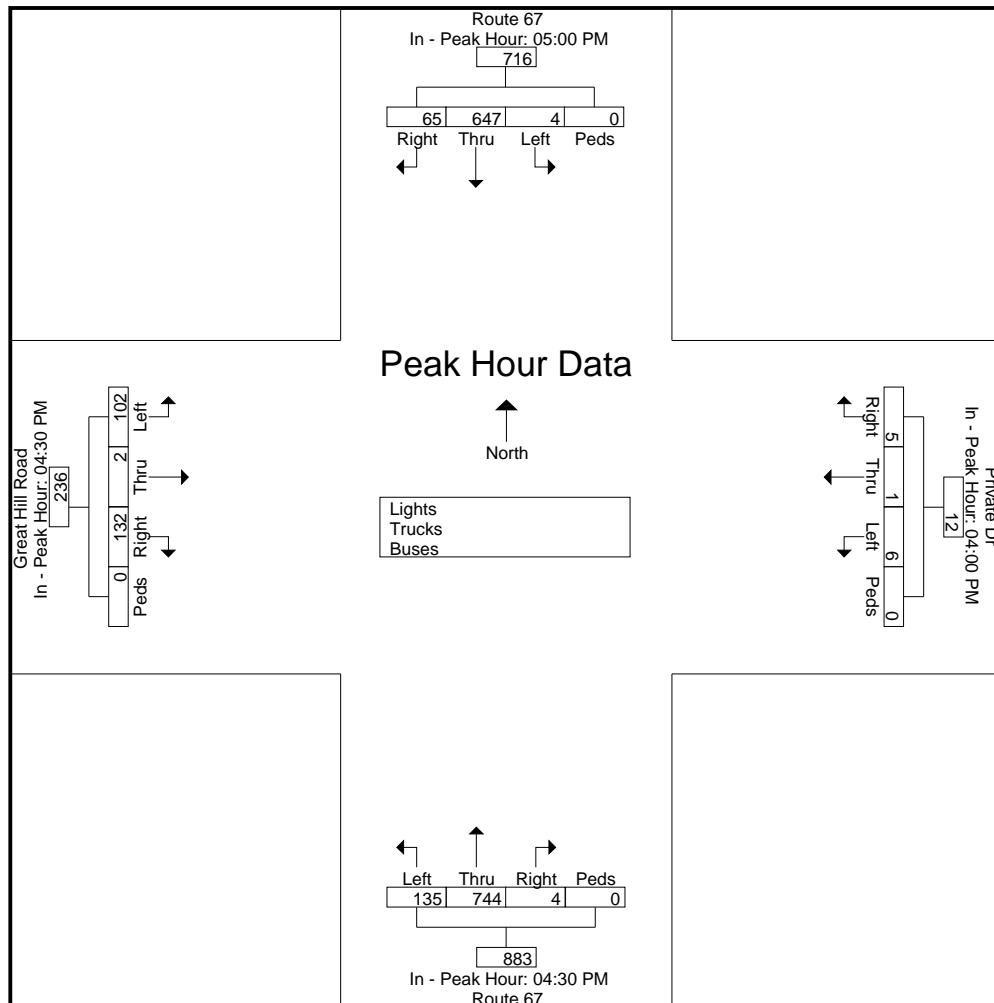
File Name : 20665
Site Code : 20665
Start Date : 3/11/2020
Page No : 3

	Route 67 From North					Private Dr From East					Route 67 From South					Great Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:00 PM					04:30 PM					04:30 PM				
+0 mins.	16	166	0	0	182	1	0	0	0	1	1	214	36	0	251	39	2	30	0	71
+15 mins.	13	153	3	0	169	1	0	3	0	4	2	170	36	0	208	38	0	27	0	65
+30 mins.	17	164	0	0	181	2	0	2	0	4	1	149	27	0	177	25	0	26	0	51
+45 mins.	19	164	1	0	184	1	1	1	0	3	0	211	36	0	247	30	0	19	0	49
Total Volume	65	647	4	0	716	5	1	6	0	12	4	744	135	0	883	132	2	102	0	236
% App. Total	9.1	90.4	0.6	0		41.7	8.3	50	0		0.5	84.3	15.3	0		55.9	0.8	43.2	0	
PHF	.855	.974	.333	.000	.973	.625	.250	.500	.000	.750	.500	.869	.938	.000	.879	.846	.250	.850	.000	.831



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 67 at Main Street
Oxford, Connecticut

File Name : 20666
Site Code : 20666
Start Date : 3/11/2020
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Route 67 From North					Main Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	92	10	0	102	7	0	4	0	11	14	76	0	0	90	0	0	0	0	0	203
07:15 AM	0	144	13	0	157	4	0	11	0	15	16	96	0	0	112	0	0	0	0	0	284
07:30 AM	0	121	18	0	139	6	0	15	0	21	17	123	0	0	140	0	0	0	0	0	300
07:45 AM	0	127	24	0	151	17	0	12	0	29	15	134	0	0	149	0	0	0	0	0	329
Total	0	484	65	0	549	34	0	42	0	76	62	429	0	0	491	0	0	0	0	0	1116
08:00 AM	3	118	23	0	144	7	0	14	0	21	15	127	0	0	142	0	0	0	0	0	307
08:15 AM	0	104	23	0	127	8	0	16	1	25	27	102	0	0	129	0	0	0	0	0	281
08:30 AM	0	125	17	0	142	13	0	14	0	27	21	136	0	0	157	0	0	0	0	0	326
08:45 AM	0	97	23	0	120	16	0	12	0	28	22	109	0	0	131	0	0	0	0	0	279
Total	3	444	86	0	533	44	0	56	1	101	85	474	0	0	559	0	0	0	0	0	1193
Grand Total	3	928	151	0	1082	78	0	98	1	177	147	903	0	0	1050	0	0	0	0	0	2309
Apprch %	0.3	85.8	14	0		44.1	0	55.4	0.6		14	86	0	0		0	0	0	0	0	
Total %	0.1	40.2	6.5	0	46.9	3.4	0	4.2	0	7.7	6.4	39.1	0	0	45.5	0	0	0	0	0	
Lights	3	910	146	0	1059	77	0	95	1	173	145	883	0	0	1028	0	0	0	0	0	2260
% Lights	100	98.1	96.7	0	97.9	98.7	0	96.9	100	97.7	98.6	97.8	0	0	97.9	0	0	0	0	0	97.9
Trucks	0	14	4	0	18	0	0	2	0	2	1	18	0	0	19	0	0	0	0	0	39
% Trucks	0	1.5	2.6	0	1.7	0	0	2	0	1.1	0.7	2	0	0	1.8	0	0	0	0	0	1.7
Buses	0	4	1	0	5	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	10
% Buses	0	0.4	0.7	0	0.5	1.3	0	1	0	1.1	0.7	0.2	0	0	0.3	0	0	0	0	0	0.4

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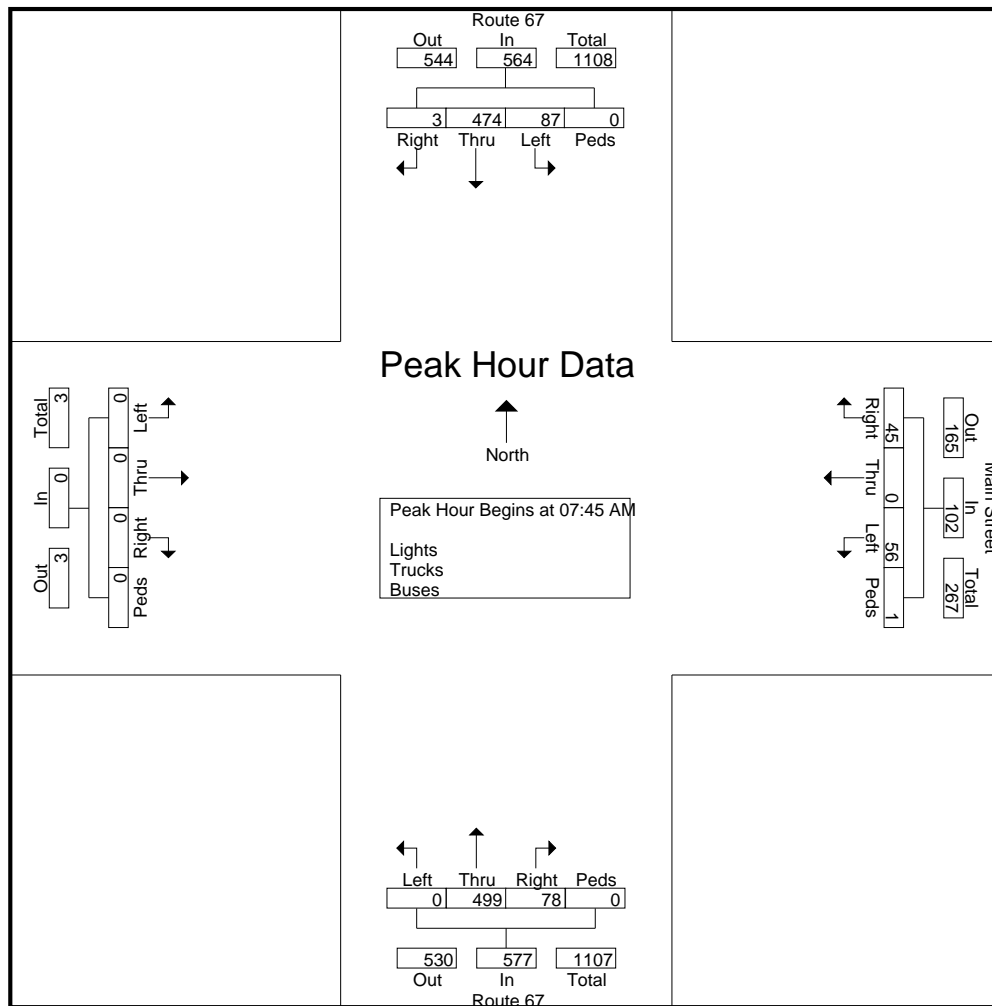
File Name : 20666
Site Code : 20666
Start Date : 3/11/2020
Page No : 2

	Route 67 From North					Main Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

07:45 AM	0	127	24	0	151	17	0	12	0	29	15	134	0	0	149	0	0	0	0	0	329
08:00 AM	3	118	23	0	144	7	0	14	0	21	15	127	0	0	142	0	0	0	0	0	307
08:15 AM	0	104	23	0	127	8	0	16	1	25	27	102	0	0	129	0	0	0	0	0	281
08:30 AM	0	125	17	0	142	13	0	14	0	27	21	136	0	0	157	0	0	0	0	0	326
Total Volume	3	474	87	0	564	45	0	56	1	102	78	499	0	0	577	0	0	0	0	0	1243
% App. Total	0.5	84	15.4	0		44.1	0	54.9	1		13.5	86.5	0	0		0	0	0	0		
PHF	.250	.933	.906	.000	.934	.662	.000	.875	.250	.879	.722	.917	.000	.000	.919	.000	.000	.000	.000	.000	.945



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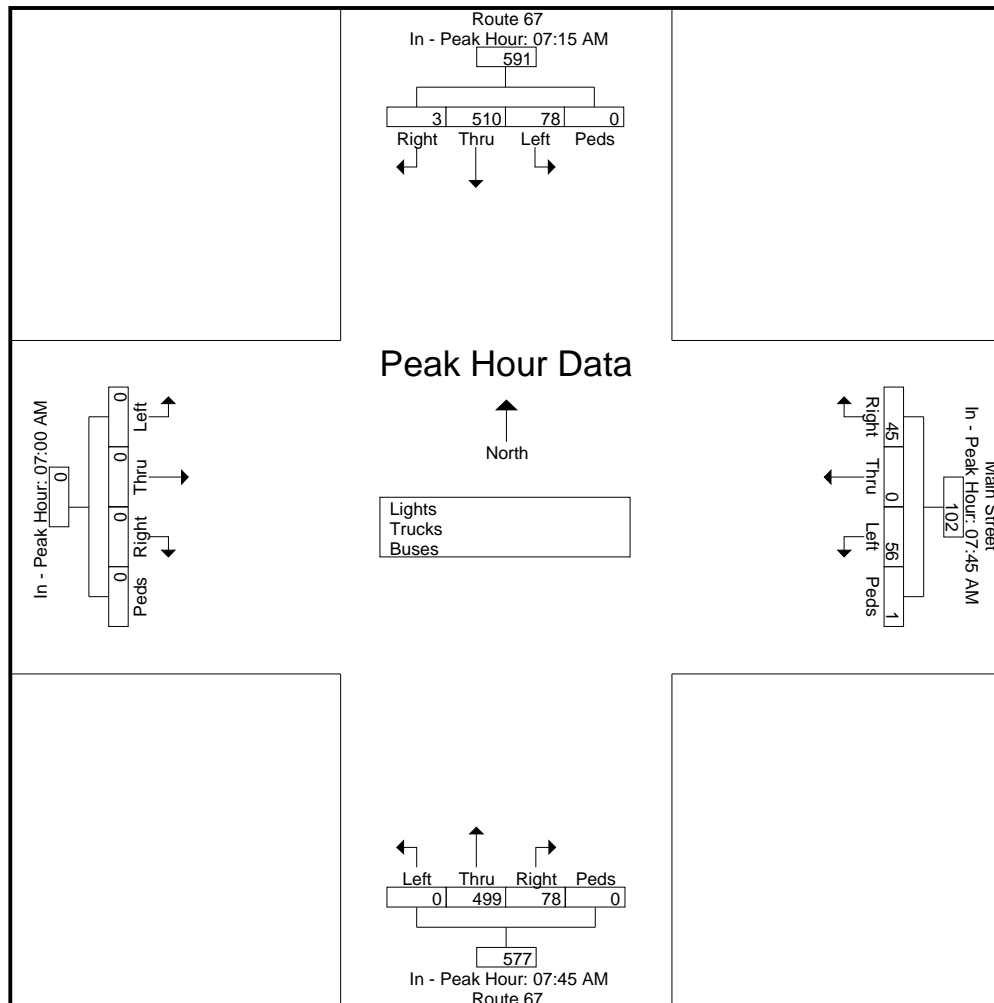
File Name : 20666
Site Code : 20666
Start Date : 3/11/2020
Page No : 3

	Route 67 From North					Main Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					07:45 AM					07:00 AM					
+0 mins.	0	144	13	0	157	17	0	12	0	29	15	134	0	0	149	0	0	0	0	0	0
+15 mins.	0	121	18	0	139	7	0	14	0	21	15	127	0	0	142	0	0	0	0	0	0
+30 mins.	0	127	24	0	151	8	0	16	1	25	27	102	0	0	129	0	0	0	0	0	0
+45 mins.	3	118	23	0	144	13	0	14	0	27	21	136	0	0	157	0	0	0	0	0	0
Total Volume	3	510	78	0	591	45	0	56	1	102	78	499	0	0	577	0	0	0	0	0	0
% App. Total	0.5	86.3	13.2	0		44.1	0	54.9	1		13.5	86.5	0	0		0	0	0	0		
PHF	.250	.885	.813	.000	.941	.662	.000	.875	.250	.879	.722	.917	.000	.000	.919	.000	.000	.000	.000	.000	.000



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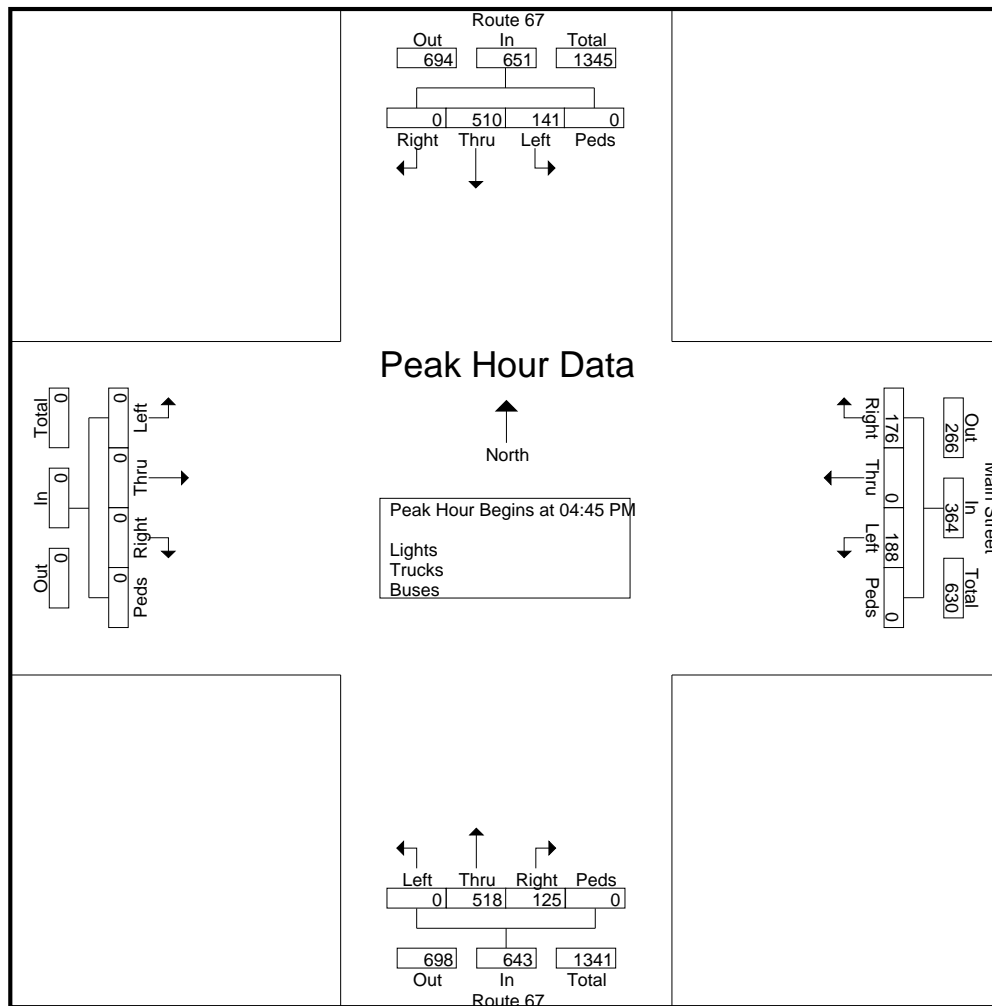
File Name : 20667
Site Code : 20667
Start Date : 3/11/2020
Page No : 2

	Route 67 From North					Main Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	126	33	0	159	55	0	54	0	109	30	134	0	0	164	0	0	0	0	0	432
05:00 PM	0	138	36	0	174	34	0	51	0	85	23	130	0	0	153	0	0	0	0	0	412
05:15 PM	0	108	34	0	142	41	0	32	0	73	36	107	0	0	143	0	0	0	0	0	358
05:30 PM	0	138	38	0	176	46	0	51	0	97	36	147	0	0	183	0	0	0	0	0	456
Total Volume	0	510	141	0	651	176	0	188	0	364	125	518	0	0	643	0	0	0	0	0	1658
% App. Total	0	78.3	21.7	0		48.4	0	51.6	0		19.4	80.6	0	0		0	0	0	0		
PHF	.000	.924	.928	.000	.925	.800	.000	.870	.000	.835	.868	.881	.000	.000	.878	.000	.000	.000	.000	.000	.909



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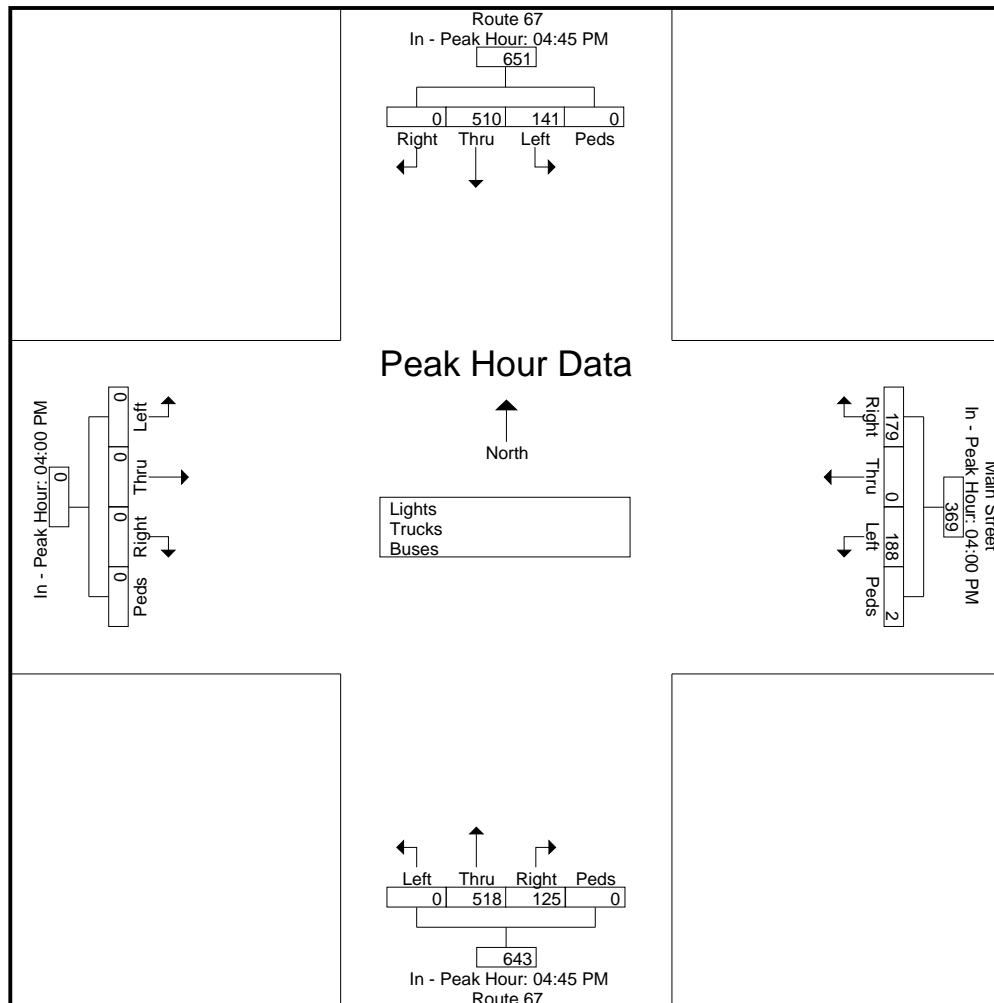
File Name : 20667
Site Code : 20667
Start Date : 3/11/2020
Page No : 3

	Route 67 From North					Main Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:00 PM					04:45 PM					04:00 PM				
+0 mins.	0	126	33	0	159	42	0	48	1	91	30	134	0	0	164	0	0	0	0	0
+15 mins.	0	138	36	0	174	52	0	30	0	82	23	130	0	0	153	0	0	0	0	0
+30 mins.	0	108	34	0	142	30	0	56	1	87	36	107	0	0	143	0	0	0	0	0
+45 mins.	0	138	38	0	176	55	0	54	0	109	36	147	0	0	183	0	0	0	0	0
Total Volume	0	510	141	0	651	179	0	188	2	369	125	518	0	0	643	0	0	0	0	0
% App. Total	0	78.3	21.7	0		48.5	0	50.9	0.5		19.4	80.6	0	0		0	0	0	0	
PHF	.000	.924	.928	.000	.925	.814	.000	.839	.500	.846	.868	.881	.000	.000	.878	.000	.000	.000	.000	.000



Connecticut Counts LLC

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Route 67 at Riggs Street
Oxford, Connecticut

File Name : 20668
Site Code : 20668
Start Date : 3/11/2020
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Route 67 From North					Riggs Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	92	1	0	93	1	0	19	0	20	8	95	0	0	103	0	0	0	0	0	216
07:15 AM	0	128	0	0	128	1	0	25	0	26	6	112	0	0	118	0	0	0	0	0	272
07:30 AM	0	136	0	0	136	2	0	17	0	19	8	157	0	0	165	0	0	0	0	0	320
07:45 AM	0	152	1	0	153	2	0	22	0	24	20	157	0	0	177	0	0	0	0	0	354
Total	0	508	2	0	510	6	0	83	0	89	42	521	0	0	563	0	0	0	0	0	1162
08:00 AM	0	145	0	0	145	2	0	15	0	17	15	129	0	0	144	0	0	0	0	0	306
08:15 AM	0	110	4	0	114	0	0	15	0	15	10	103	0	0	113	1	0	0	0	1	243
08:30 AM	0	132	0	0	132	0	0	14	0	14	9	146	0	0	155	0	0	0	0	0	301
08:45 AM	0	109	0	0	109	2	0	20	0	22	16	143	0	0	159	0	0	0	0	0	290
Total	0	496	4	0	500	4	0	64	0	68	50	521	0	0	571	1	0	0	0	1	1140
Grand Total	0	1004	6	0	1010	10	0	147	0	157	92	1042	0	0	1134	1	0	0	0	1	2302
Apprch %	0	99.4	0.6	0		6.4	0	93.6	0		8.1	91.9	0	0		100	0	0	0		
Total %	0	43.6	0.3	0	43.9	0.4	0	6.4	0	6.8	4	45.3	0	0	49.3	0	0	0	0	0	
Lights	0	961	5	0	966	8	0	145	0	153	90	1016									
% Lights	0	95.7	83.3	0	95.6	80	0	98.6	0	97.5	97.8	97.5	0	0	97.5	100	0	0	0	100	96.7
Trucks	0	35	0	0	35	1	0	1	0	2	1	20	0	0	21	0	0	0	0	0	58
% Trucks	0	3.5	0	0	3.5	10	0	0.7	0	1.3	1.1	1.9	0	0	1.9	0	0	0	0	0	2.5
Buses	0	8	1	0	9	1	0	1	0	2	1	6	0	0	7	0	0	0	0	0	18
% Buses	0	0.8	16.7	0	0.9	10	0	0.7	0	1.3	1.1	0.6	0	0	0.6	0	0	0	0	0	0.8

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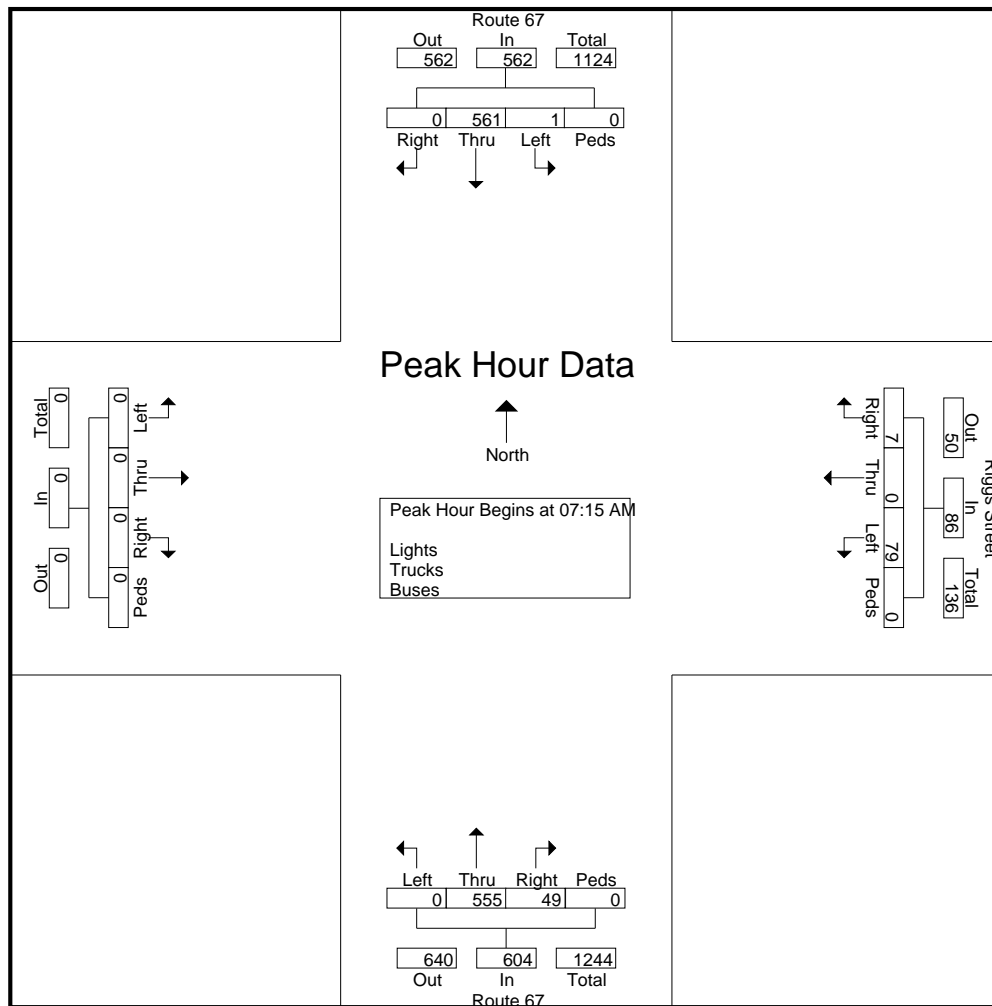
File Name : 20668
Site Code : 20668
Start Date : 3/11/2020
Page No : 2

	Route 67 From North					Riggs Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	0	128	0	0	128	1	0	25	0	26	6	112	0	0	118	0	0	0	0	0	272
07:30 AM	0	136	0	0	136	2	0	17	0	19	8	157	0	0	165	0	0	0	0	0	320
07:45 AM	0	152	1	0	153	2	0	22	0	24	20	157	0	0	177	0	0	0	0	0	354
08:00 AM	0	145	0	0	145	2	0	15	0	17	15	129	0	0	144	0	0	0	0	0	306
Total Volume	0	561	1	0	562	7	0	79	0	86	49	555	0	0	604	0	0	0	0	0	1252
% App. Total	0	99.8	0.2	0		8.1	0	91.9	0		8.1	91.9	0	0		0	0	0	0		
PHF	.000	.923	.250	.000	.918	.875	.000	.790	.000	.827	.613	.884	.000	.000	.853	.000	.000	.000	.000	.000	.884



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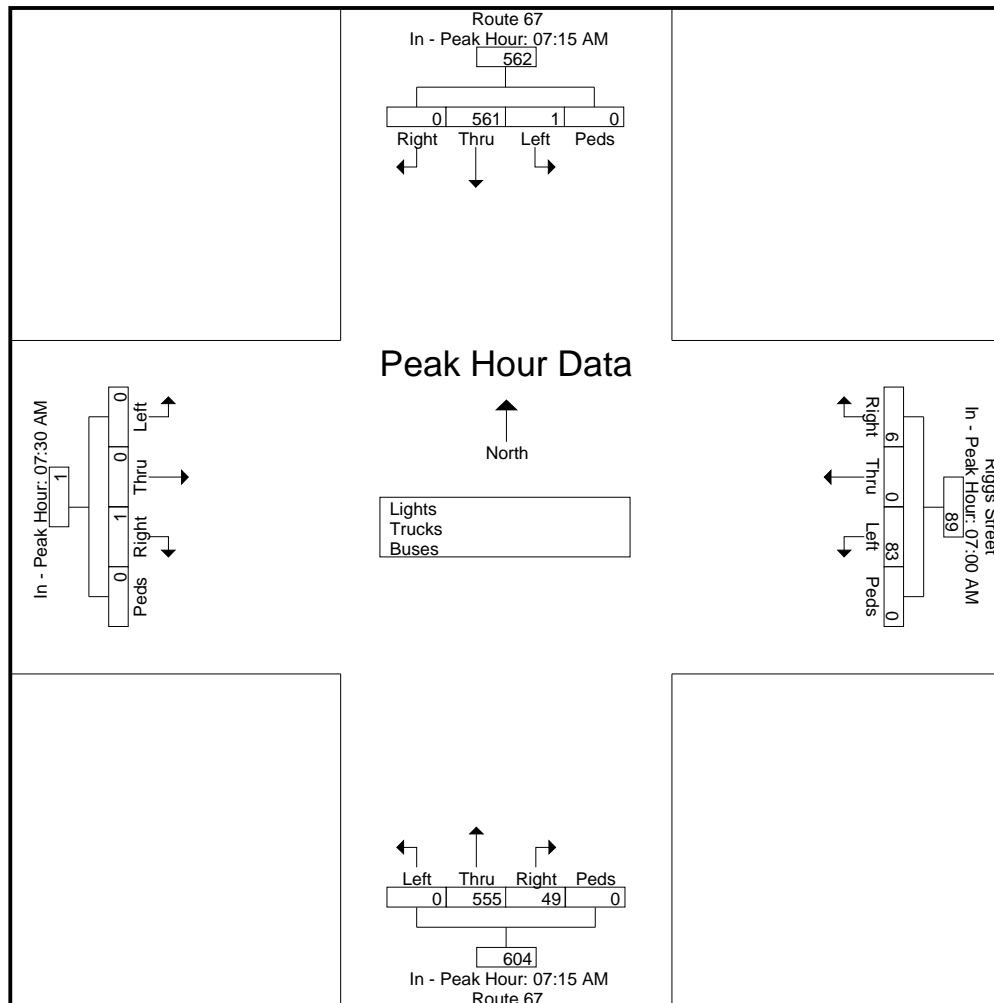
File Name : 20668
Site Code : 20668
Start Date : 3/11/2020
Page No : 3

	Route 67 From North					Riggs Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					07:15 AM					07:30 AM				
+0 mins.	0	128	0	0	128	1	0	19	0	20	6	112	0	0	118	0	0	0	0	0
+15 mins.	0	136	0	0	136	1	0	25	0	26	8	157	0	0	165	0	0	0	0	0
+30 mins.	0	152	1	0	153	2	0	17	0	19	20	157	0	0	177	0	0	0	0	0
+45 mins.	0	145	0	0	145	2	0	22	0	24	15	129	0	0	144	1	0	0	0	1
Total Volume	0	561	1	0	562	6	0	83	0	89	49	555	0	0	604	1	0	0	0	1
% App. Total	0	99.8	0.2	0		6.7	0	93.3	0		8.1	91.9	0	0		100	0	0	0	
PHF	.000	.923	.250	.000	.918	.750	.000	.830	.000	.856	.613	.884	.000	.000	.853	.250	.000	.000	.000	.250



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Route 67 at Riggs Street Oxford, Connecticut

File Name : 20669
Site Code : 20669
Start Date : 3/11/2020
Page No : 1

Groups Printed- Lights - Trucks - Buses

[illegible]

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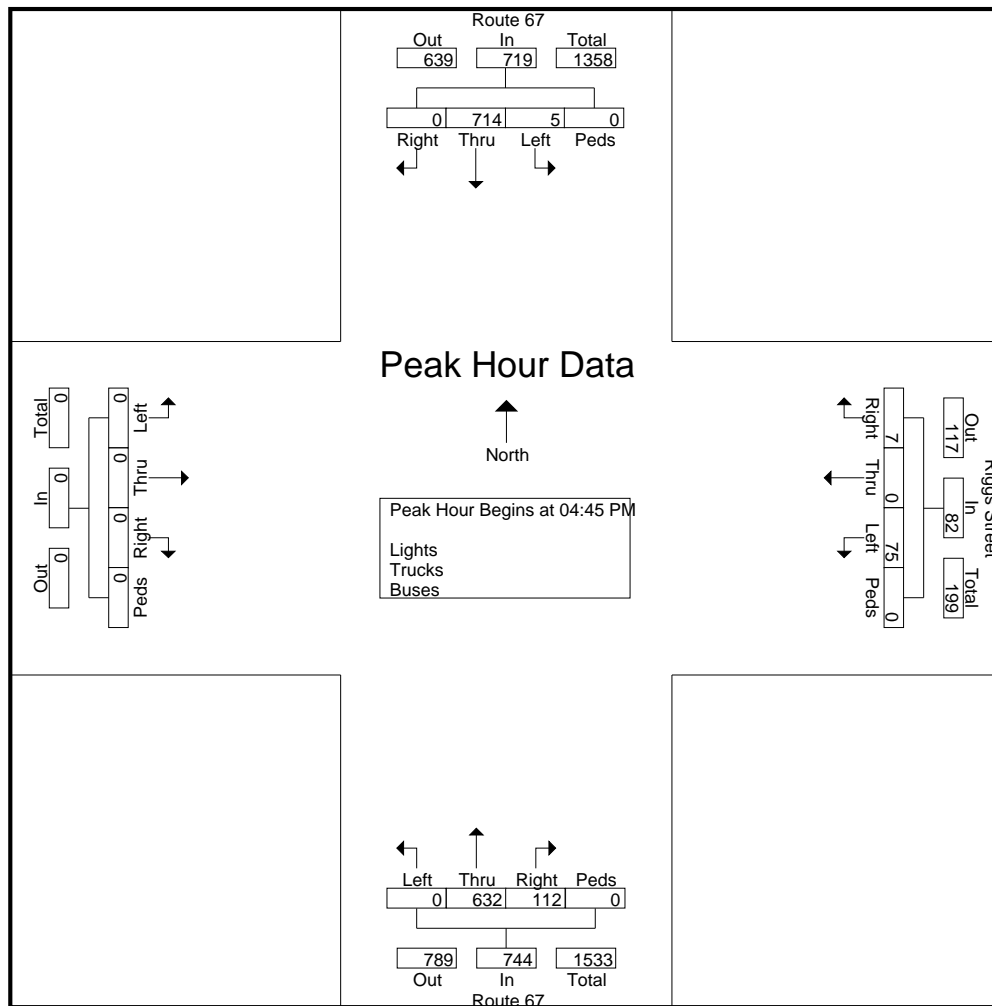
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Site Code : 20669
Start Date : 3/11/2020
Page No : 2

	Route 67 From North					Riggs Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	166	1	0	167	1	0	20	0	21	28	158	0	0	186	0	0	0	0	0	374
05:00 PM	0	184	2	0	186	1	0	21	0	22	34	140	0	0	174	0	0	0	0	0	382
05:15 PM	0	157	2	0	159	1	0	18	0	19	21	155	0	0	176	0	0	0	0	0	354
05:30 PM	0	207	0	0	207	4	0	16	0	20	29	179	0	0	208	0	0	0	0	0	435
Total Volume	0	714	5	0	719	7	0	75	0	82	112	632	0	0	744	0	0	0	0	0	1545
% App. Total	0	99.3	0.7	0		8.5	0	91.5	0		15.1	84.9	0	0		0	0	0	0		
PHF	.000	.862	.625	.000	.868	.438	.000	.893	.000	.932	.824	.883	.000	.000	.894	.000	.000	.000	.000	.000	.888



Connecticut Counts LLC

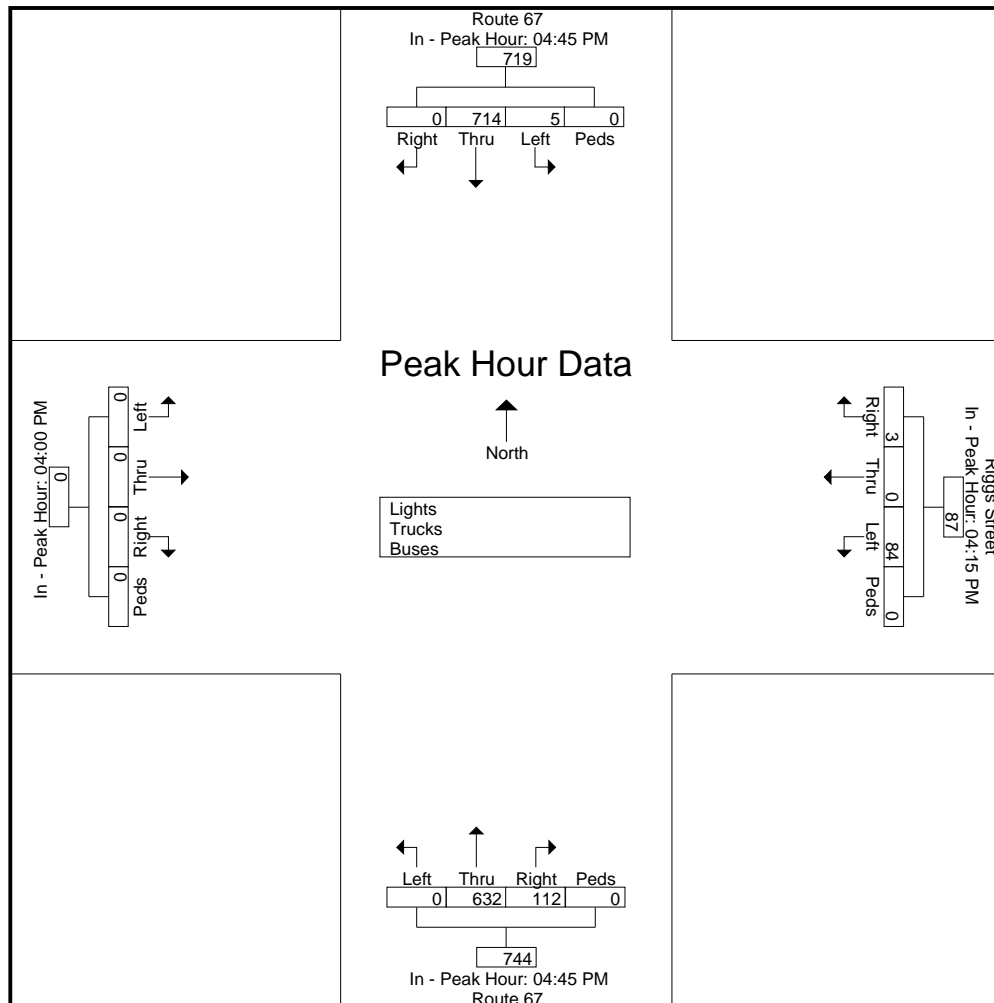
Kensington, Connecticut 06037
(860) 828-1693

File Name : 20669
Site Code : 20669
Start Date : 3/11/2020
Page No : 3

	Route 67 From North					Riggs Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM					04:15 PM					04:45 PM					04:00 PM					
+0 mins.	0	166	1	0	167	0	0	24	0	24	28	158	0	0	186	0	0	0	0	0	0
+15 mins.	0	184	2	0	186	1	0	19	0	20	34	140	0	0	174	0	0	0	0	0	0
+30 mins.	0	157	2	0	159	1	0	20	0	21	21	155	0	0	176	0	0	0	0	0	0
+45 mins.	0	207	0	0	207	1	0	21	0	22	29	179	0	0	208	0	0	0	0	0	0
Total Volume	0	714	5	0	719	3	0	84	0	87	112	632	0	0	744	0	0	0	0	0	0
% App. Total	0	99.3	0.7	0		3.4	0	96.6	0		15.1	84.9	0	0		0	0	0	0		
PHF	.000	.862	.625	.000	.868	.750	.000	.875	.000	.906	.824	.883	.000	.000	.894	.000	.000	.000	.000	.000	.000



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Route 67 South of Oxford Centralized School Dr
Oxford, Connecticut

Site Code:
Station ID: 5267

Latitude: 0' 0.0000 Undefined

Start Time	09-Mar-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	*	*	21	17	19	22	36	25	*	*	*	*	25	21
01:00	*	*	*	*	18	13	7	16	9	12	*	*	*	*	11	14
02:00	*	*	*	*	5	8	7	14	9	11	*	*	*	*	7	11
03:00	*	*	*	*	10	17	8	9	10	16	*	*	*	*	9	14
04:00	*	*	*	*	32	40	27	41	31	38	*	*	*	*	30	40
05:00	*	*	*	*	152	153	163	145	134	108	*	*	*	*	150	135
06:00	*	*	*	*	296	293	325	305	256	267	*	*	*	*	292	288
07:00	*	*	*	*	501	432	500	426	403	361	*	*	*	*	468	406
08:00	*	*	*	*	481	425	506	446	487	351	*	*	*	*	491	407
09:00	*	*	*	*	307	329	376	387	267	294	*	*	*	*	317	337
10:00	*	*	*	*	319	327	350	314	309	305	*	*	*	*	326	315
11:00	*	*	*	*	324	317	322	325	304	334	*	*	*	*	317	325
12:00 PM	*	*	*	*	396	426	354	384	383	377	*	*	*	*	378	396
01:00	*	*	34	27	399	364	358	382	378	382	*	*	*	*	292	289
02:00	*	*	411	353	408	388	426	360	204	163	*	*	*	*	362	316
03:00	*	*	440	456	466	502	467	491	*	*	*	*	*	*	458	483
04:00	*	*	517	558	502	532	492	527	*	*	*	*	*	*	504	539
05:00	*	*	557	591	523	611	499	526	*	*	*	*	*	*	526	576
06:00	*	*	432	316	414	392	393	378	*	*	*	*	*	*	413	362
07:00	*	*	288	231	278	197	267	234	*	*	*	*	*	*	278	221
08:00	*	*	179	181	234	194	167	193	*	*	*	*	*	*	193	189
09:00	*	*	135	142	141	108	126	135	*	*	*	*	*	*	134	128
10:00	*	*	104	79	77	72	88	72	*	*	*	*	*	*	90	74
11:00	*	*	45	50	39	39	48	48	*	*	*	*	*	*	44	46
Lane	0	0	3142	2984	6343	6196	6295	6180	3220	3044	0	0	0	0	6115	5932
Day	0		6126		12539		12475		6264		0		0		12047	
AM Peak	-	-	-	-	07:00	07:00	08:00	08:00	08:00	07:00	-	-	-	-	08:00	08:00
Vol.	-	-	-	-	501	432	506	446	487	361	-	-	-	-	491	407
PM Peak	-	-	17:00	17:00	17:00	17:00	17:00	16:00	12:00	13:00	-	-	-	-	17:00	17:00
Vol.	-	-	557	591	523	611	499	527	383	382	-	-	-	-	526	576

Comb. Total	0	6126	12539	12475	6264	0	0	12047
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ADT	ADT 12,507	AADT 12,507
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Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Route 67 South of Oxford Centralized School Dr
Oxford, Connecticut

Site Code:
Station ID: 5267

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
03/10/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	1	0	0	14	6	10	3	0	0	0	0	0	0	0	34	26-35	20
14:00	6	5	22	93	121	89	55	16	2	2	0	0	0	0	411	26-35	214
15:00	34	22	50	80	108	88	38	18	2	0	0	0	0	0	440	31-40	196
16:00	19	6	12	38	97	165	141	39	0	0	0	0	0	0	517	36-45	306
17:00	13	1	0	6	65	190	220	52	8	1	1	0	0	0	557	36-45	410
18:00	7	3	2	13	56	149	150	43	7	2	0	0	0	0	432	36-45	299
19:00	2	0	0	3	25	103	122	28	4	0	1	0	0	0	288	36-45	225
20:00	2	0	0	3	10	52	80	23	8	1	0	0	0	0	179	36-45	132
21:00	0	1	0	2	17	35	55	19	6	0	0	0	0	0	135	36-45	90
22:00	0	0	0	0	11	23	43	18	8	1	0	0	0	0	104	36-45	66
23:00	0	0	0	2	1	10	22	7	2	0	1	0	0	0	45	36-45	32
Total	84	38	86	254	517	914	929	263	47	7	3	0	0	0	3142		
Percent	2.7%	1.2%	2.7%	8.1%	16.5%	29.1%	29.6%	8.4%	1.5%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00 34	15:00 22	15:00 50	14:00 93	14:00 121	17:00 190	17:00 220	17:00 52	17:00 8	14:00 2	17:00 1				17:00 557		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Route 67 South of Oxford Centralized School Dr
Oxford, Connecticut

Site Code:
Station ID: 5267

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
03/11/20	0	0	0	0	0	7	8	6	0	0	0	0	0	0	21	36-45	15
01:00	0	1	0	0	2	9	3	2	0	1	0	0	0	0	18	34-43	12
02:00	0	0	0	0	2	1	0	1	0	0	1	0	0	0	5	31-40	3
03:00	0	0	0	0	1	3	1	2	2	1	0	0	0	0	10	46-55	4
04:00	0	0	0	1	5	8	5	9	4	0	0	0	0	0	32	41-50	14
05:00	1	0	0	1	13	39	67	28	3	0	0	0	0	0	152	36-45	106
06:00	6	2	2	10	34	87	113	34	6	1	1	0	0	0	296	36-45	200
07:00	10	2	6	20	72	175	155	56	5	0	0	0	0	0	501	36-45	330
08:00	10	6	33	121	142	113	39	14	2	0	0	1	0	0	481	26-35	263
09:00	23	6	30	73	78	47	37	11	2	0	0	0	0	0	307	26-35	151
10:00	6	1	16	65	84	79	54	12	2	0	0	0	0	0	319	31-40	163
11:00	7	6	17	64	79	81	55	14	1	0	0	0	0	0	324	31-40	160
12 PM	10	3	38	90	105	81	54	12	2	0	1	0	0	0	396	26-35	195
13:00	6	5	26	99	94	98	58	9	4	0	0	0	0	0	399	26-35	193
14:00	9	15	36	58	139	101	43	5	2	0	0	0	0	0	408	31-40	240
15:00	4	8	31	84	114	144	67	9	5	0	0	0	0	0	466	31-40	258
16:00	5	2	5	29	72	165	172	45	6	1	0	0	0	0	502	36-45	337
17:00	11	5	3	5	49	176	207	60	4	3	0	0	0	0	523	36-45	383
18:00	6	0	1	3	32	145	165	53	9	0	0	0	0	0	414	36-45	310
19:00	5	0	0	3	31	104	103	29	3	0	0	0	0	0	278	36-45	207
20:00	0	1	0	4	10	80	95	37	5	0	2	0	0	0	234	36-45	175
21:00	0	1	0	1	5	53	57	21	2	1	0	0	0	0	141	36-45	110
22:00	0	0	0	0	2	13	38	18	6	0	0	0	0	0	77	41-50	56
23:00	2	0	1	1	0	6	15	10	2	1	1	0	0	0	39	41-50	25
Total	121	64	245	732	1165	1815	1611	497	77	9	6	1	0	0	6343		
Percent	1.9%	1.0%	3.9%	11.5%	18.4%	28.6%	25.4%	7.8%	1.2%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	08:00	08:00	08:00	07:00	07:00	07:00	06:00	01:00	02:00	08:00			07:00		
Vol.	23	6	33	121	142	175	155	56	6	1	1	1			501		
PM Peak	17:00	14:00	12:00	13:00	14:00	17:00	17:00	17:00	18:00	17:00	20:00				17:00		
Vol.	11	15	38	99	139	176	207	60	9	3	2				523		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Route 67 South of Oxford Centralized School Dr
Oxford, Connecticut

Site Code:
Station ID: 5267

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
03/12/20	0	0	0	0	3	0	5	8	3	0	0	0	0	0	19	41-50	13
01:00	0	0	0	0	0	3	2	1	0	1	0	0	0	0	7	36-45	5
02:00	0	0	0	0	1	1	5	0	0	0	0	0	0	0	7	36-45	6
03:00	0	0	0	0	1	1	2	2	2	0	0	0	0	0	8	39-48	4
04:00	0	0	0	1	2	7	9	5	3	0	0	0	0	0	27	36-45	16
05:00	0	0	0	1	8	45	68	36	4	1	0	0	0	0	163	36-45	113
06:00	5	1	4	10	40	105	119	34	5	1	1	0	0	0	325	36-45	224
07:00	9	3	20	45	91	142	152	32	3	2	0	0	1	0	500	36-45	294
08:00	17	12	52	167	139	92	24	2	0	1	0	0	0	0	506	26-35	306
09:00	10	8	36	74	100	86	48	13	1	0	0	0	0	0	376	31-40	186
10:00	4	8	37	53	84	109	43	9	2	1	0	0	0	0	350	31-40	193
11:00	6	3	22	59	84	72	55	15	5	1	0	0	0	0	322	31-40	156
12 PM	8	4	40	93	74	83	40	9	2	0	1	0	0	0	354	26-35	167
13:00	7	5	22	60	102	89	54	16	2	0	0	0	1	0	358	31-40	191
14:00	4	4	32	86	112	115	58	15	0	0	0	0	0	0	426	31-40	227
15:00	11	2	28	99	140	114	62	8	2	0	0	1	0	0	467	31-40	254
16:00	10	0	7	19	72	195	149	36	2	1	0	1	0	0	492	36-45	344
17:00	10	1	0	10	33	186	193	57	7	1	1	0	0	0	499	36-45	379
18:00	6	1	0	2	21	126	181	46	9	0	1	0	0	0	393	36-45	307
19:00	2	1	0	1	22	79	113	40	7	2	0	0	0	0	267	36-45	192
20:00	2	1	1	0	11	37	83	27	5	0	0	0	0	0	167	36-45	120
21:00	1	0	0	1	2	37	52	29	2	1	1	0	0	0	126	36-45	89
22:00	0	0	0	2	5	22	32	22	4	0	0	0	1	0	88	36-45	54
23:00	0	0	0	3	4	6	24	7	1	3	0	0	0	0	48	39-48	31
Total	112	54	301	786	1151	1752	1573	469	71	16	5	2	3	0	6295		
Percent	1.8%	0.9%	4.8%	12.5%	18.3%	27.8%	25.0%	7.5%	1.1%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	07:00	07:00	05:00	06:00	07:00	06:00		07:00		08:00		
Vol.	17	12	52	167	139	142	152	36	5	2	1		1		506		
PM Peak	15:00	13:00	12:00	15:00	15:00	16:00	17:00	17:00	18:00	23:00	12:00	15:00	13:00		17:00		
Vol.	11	5	40	99	140	195	193	57	9	3	1	1	1		499		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Route 67 South of Oxford Centralized School Dr
Oxford, Connecticut

Site Code:
Station ID: 5267

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
03/13/20	0	0	0	0	2	6	16	9	3	0	0	0	0	0	36	41-50	25
01:00	0	0	0	0	1	1	1	5	1	0	0	0	0	0	9	41-50	6
02:00	0	0	0	1	2	1	3	1	1	0	0	0	0	0	9	41-50	4
03:00	0	0	0	1	1	1	2	2	1	2	0	0	0	0	10	41-50	4
04:00	0	0	0	1	5	8	7	9	1	0	0	0	0	0	31	39-48	16
05:00	0	1	0	2	6	39	54	25	6	1	0	0	0	0	134	36-45	93
06:00	3	1	0	3	20	107	90	30	2	0	0	0	0	0	256	36-45	197
07:00	0	5	12	32	82	161	96	14	1	0	0	0	0	0	403	36-45	257
08:00	14	8	42	105	194	87	30	6	1	0	0	0	0	0	487	26-35	299
09:00	48	9	12	42	67	54	30	4	1	0	0	0	0	0	267	31-40	121
10:00	0	2	21	65	74	94	36	15	1	1	0	0	0	0	309	31-40	168
11:00	2	3	10	47	93	73	62	11	3	0	0	0	0	0	304	31-40	166
12 PM	10	7	23	63	117	94	55	13	1	0	0	0	0	0	383	31-40	211
13:00	7	6	29	72	105	98	52	8	1	0	0	0	0	0	378	31-40	203
14:00	6	0	13	28	63	52	33	6	3	0	0	0	0	0	204	31-40	115
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	90	42	162	462	832	876	567	158	27	4	0	0	0	0	3220		
Percent	2.8%	1.3%	5.0%	14.3%	25.8%	27.2%	17.6%	4.9%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	08:00	08:00	08:00	07:00	07:00	06:00	05:00	03:00					08:00		
Vol.	48	9	42	105	194	161	96	30	6	2					487		
PM Peak	12:00	12:00	13:00	13:00	12:00	13:00	12:00	12:00	14:00						12:00		
Vol.	10	7	29	72	117	98	55	13	3						383		
Total	407	198	794	2234	3665	5357	4680	1387	222	36	14	3	3	0	19000		
Percent	2.1%	1.0%	4.2%	11.8%	19.3%	28.2%	24.6%	7.3%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 28 MPH
50th Percentile : 37 MPH
85th Percentile : 43 MPH
95th Percentile : 47 MPH

Stats 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 10037
 Percent in Pace : 52.8%
Number of Vehicles > 40 MPH : 6345
Percent of Vehicles > 40 MPH : 33.4%
Mean Speed(Average) : 37 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Route 67 South of Oxford Centralized School Dr
Oxford, Connecticut

Site Code:
Station ID: 5267

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
03/10/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	0	1	3	16	6	1	0	0	0	0	0	0	0	27	31-40	22
14:00	0	0	7	20	100	117	84	22	2	1	0	0	0	0	353	31-40	217
15:00	0	2	7	42	126	151	79	41	7	1	0	0	0	0	456	31-40	277
16:00	0	0	5	19	81	140	168	110	32	3	0	0	0	0	558	36-45	308
17:00	0	0	0	17	45	105	252	126	42	4	0	0	0	0	591	41-50	378
18:00	0	1	1	6	29	66	97	84	32	0	0	0	0	0	316	41-50	181
19:00	0	0	2	1	14	67	74	48	20	5	0	0	0	0	231	36-45	141
20:00	0	0	1	0	13	43	70	34	14	6	0	0	0	0	181	36-45	113
21:00	0	3	7	4	8	25	58	27	9	1	0	0	0	0	142	41-50	85
22:00	0	0	2	0	1	12	28	20	15	1	0	0	0	0	79	41-50	48
23:00	0	0	0	0	1	8	14	16	7	4	0	0	0	0	50	41-50	30
Total	0	6	33	112	434	740	925	528	180	26	0	0	0	0	2984		
Percent	0.0%	0.2%	1.1%	3.8%	14.5%	24.8%	31.0%	17.7%	6.0%	0.9%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		21:00 3	14:00 7	15:00 42	15:00 126	15:00 151	17:00 252	17:00 126	17:00 42	20:00 6					17:00 591		

Connecticut Counts LLC
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Route 67 South of Oxford Centralized School Dr
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
03/11/20	0	0	0	0	0	3	2	9	1	2	0	0	0	0	17	41-50	11
01:00	0	0	0	0	0	4	3	5	0	1	0	0	0	0	13	41-50	8
02:00	0	0	0	0	0	2	3	0	2	1	0	0	0	0	8	36-45	5
03:00	0	0	0	0	0	3	2	4	4	3	1	0	0	0	17	45-54	8
04:00	0	0	0	0	0	0	11	12	14	3	0	0	0	0	40	46-55	26
05:00	0	0	0	0	3	23	50	49	24	4	0	0	0	0	153	41-50	99
06:00	0	0	0	5	15	64	96	89	17	6	1	0	0	0	293	41-50	185
07:00	1	0	2	3	12	62	178	142	28	4	0	0	0	0	432	41-50	320
08:00	0	0	6	87	114	121	77	16	3	0	1	0	0	0	425	31-40	235
09:00	0	7	19	39	76	89	65	25	8	1	0	0	0	0	329	31-40	165
10:00	0	2	9	32	74	95	83	22	7	3	0	0	0	0	327	36-45	178
11:00	0	3	14	43	118	93	23	17	6	0	0	0	0	0	317	31-40	211
12 PM	0	0	16	58	115	123	84	26	3	1	0	0	0	0	426	31-40	238
13:00	0	3	11	35	96	111	66	27	15	0	0	0	0	0	364	31-40	207
14:00	0	4	4	33	108	107	84	45	3	0	0	0	0	0	388	31-40	215
15:00	0	1	3	60	108	165	101	53	10	1	0	0	0	0	502	31-40	273
16:00	1	1	5	15	63	114	180	109	36	7	1	0	0	0	532	36-45	294
17:00	1	1	3	6	26	132	228	165	42	6	0	1	0	0	611	41-50	393
18:00	0	1	3	4	16	82	129	111	37	9	0	0	0	0	392	41-50	240
19:00	0	0	0	0	17	65	82	28	5	0	0	0	0	0	197	36-45	147
20:00	0	0	0	1	5	38	78	52	13	5	2	0	0	0	194	41-50	130
21:00	0	0	0	0	1	11	41	32	19	3	1	0	0	0	108	41-50	73
22:00	0	0	0	0	1	6	34	13	13	5	0	0	0	0	72	41-50	47
23:00	0	0	0	0	0	3	9	19	7	1	0	0	0	0	39	41-50	28
Total	3	23	95	421	968	1516	1709	1070	317	66	7	1	0	0	6196		
Percent	0.0%	0.4%	1.5%	6.8%	15.6%	24.5%	27.6%	17.3%	5.1%	1.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	09:00	08:00	11:00	08:00	07:00	07:00	07:00	06:00	03:00				07:00		
Vol.	1	7	19	87	118	121	178	142	28	6	1				432		
PM Peak	16:00	14:00	12:00	15:00	12:00	15:00	17:00	17:00	17:00	18:00	20:00	17:00			17:00		
Vol.	1	4	16	60	115	165	228	165	42	9	2	1			611		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Route 67 South of Oxford Centralized School Dr
Oxford, Connecticut

Site Code:
Station ID: 5267

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
03/12/20	0	0	0	0	0	1	9	4	5	3	0	0	0	0	22	41-50	13
01:00	0	0	0	0	0	1	6	6	0	2	1	0	0	0	16	41-50	12
02:00	0	0	0	0	0	1	6	3	3	1	0	0	0	0	14	40-49	9
03:00	0	0	0	0	0	2	2	4	0	0	1	0	0	0	9	41-50	6
04:00	0	0	0	0	0	5	9	14	9	4	0	0	0	0	41	46-55	23
05:00	0	0	0	0	1	19	40	49	26	8	2	0	0	0	145	41-50	89
06:00	0	0	0	5	29	98	103	48	20	2	0	0	0	0	305	36-45	201
07:00	0	1	4	15	48	87	165	86	17	3	0	0	0	0	426	36-45	252
08:00	0	2	19	66	133	136	73	16	1	0	0	0	0	0	446	31-40	269
09:00	2	8	20	71	103	94	55	29	5	0	0	0	0	0	387	31-40	197
10:00	0	1	12	26	61	93	73	37	11	0	0	0	0	0	314	36-45	166
11:00	0	0	5	25	79	75	81	46	12	1	1	0	0	0	325	35-44	156
12 PM	2	0	13	31	117	112	70	32	6	1	0	0	0	0	384	31-40	229
13:00	0	0	4	40	108	92	80	40	14	3	1	0	0	0	382	31-40	200
14:00	0	0	10	31	83	111	85	32	7	0	1	0	0	0	360	35-44	196
15:00	0	1	5	36	133	151	118	36	9	2	0	0	0	0	491	31-40	284
16:00	0	1	5	12	44	110	186	132	35	2	0	0	0	0	527	41-50	318
17:00	0	0	1	2	8	88	229	156	35	6	1	0	0	0	526	41-50	385
18:00	0	0	3	1	11	70	124	131	30	8	0	0	0	0	378	41-50	255
19:00	0	0	0	7	11	48	79	55	32	1	1	0	0	0	234	41-50	134
20:00	0	0	0	0	10	23	70	64	23	1	2	0	0	0	193	41-50	134
21:00	0	0	0	0	2	26	50	26	26	5	0	0	0	0	135	41-50	76
22:00	0	0	0	0	0	7	36	20	5	3	0	0	1	0	72	41-50	56
23:00	0	0	0	0	2	10	15	14	4	2	1	0	0	0	48	41-50	29
Total	4	14	101	368	983	1460	1764	1080	335	58	12	0	1	0	6180		
Percent	0.1%	0.2%	1.6%	6.0%	15.9%	23.6%	28.5%	17.5%	5.4%	0.9%	0.2%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	09:00	08:00	08:00	07:00	07:00	05:00	05:00	05:00				08:00		
Vol.	2	8	20	71	133	136	165	86	26	8	2				446		
PM Peak	12:00	15:00	12:00	13:00	15:00	15:00	17:00	17:00	16:00	18:00	20:00		22:00		16:00		
Vol.	2	1	13	40	133	151	229	156	35	8	2		1		527		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Route 67 South of Oxford Centralized School Dr
Oxford, Connecticut

Site Code:
Station ID: 5267

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
03/13/20	0	0	0	0	1	3	4	5	9	1	1	1	0	0	25	46-55	14
01:00	0	0	0	0	0	0	5	2	4	1	0	0	0	0	12	41-50	7
02:00	0	0	0	0	0	4	2	2	3	0	0	0	0	0	11	35-44	6
03:00	0	0	0	0	1	2	5	6	2	0	0	0	0	0	16	41-50	11
04:00	0	0	0	0	0	3	12	11	9	3	0	0	0	0	38	41-50	23
05:00	0	0	0	0	3	15	31	44	15	0	0	0	0	0	108	41-50	75
06:00	0	0	1	5	24	60	97	61	18	1	0	0	0	0	267	39-48	158
07:00	0	1	7	4	12	90	158	63	23	3	0	0	0	0	361	36-45	248
08:00	0	0	7	51	77	92	84	30	6	4	0	0	0	0	351	36-45	176
09:00	1	21	20	26	71	82	50	12	11	0	0	0	0	0	294	31-40	153
10:00	0	0	8	27	65	89	66	42	7	1	0	0	0	0	305	34-43	155
11:00	0	0	8	26	69	100	75	41	11	4	0	0	0	0	334	36-45	175
12 PM	0	0	7	26	94	127	85	27	7	4	0	0	0	0	377	31-40	221
13:00	0	0	6	38	90	116	90	34	6	2	0	0	0	0	382	36-45	206
14:00	0	1	8	12	26	49	30	24	13	0	0	0	0	0	163	36-45	79
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	23	72	215	533	832	794	404	144	24	1	1	0	0	3044		
Percent	0.0%	0.8%	2.4%	7.1%	17.5%	27.3%	26.1%	13.3%	4.7%	0.8%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	08:00	08:00	11:00	07:00	07:00	07:00	08:00	00:00	00:00			07:00		
Vol.	1	21	20	51	77	100	158	63	23	4	1	1			361		
PM Peak		14:00	14:00	13:00	12:00	12:00	13:00	13:00	14:00	12:00					13:00		
Vol.		1	8	38	94	127	90	34	13	4					382		
Total	8	66	301	1116	2918	4548	5192	3082	976	174	20	2	1	0	18404		
Percent	0.0%	0.4%	1.6%	6.1%	15.9%	24.7%	28.2%	16.7%	5.3%	0.9%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 32 MPH
50th Percentile : 40 MPH
85th Percentile : 47 MPH
95th Percentile : 51 MPH

Stats
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 9740
Percent in Pace : 52.9%
Number of Vehicles > 40 MPH : 9447
Percent of Vehicles > 40 MPH : 51.3%
Mean Speed(Average) : 40 MPH

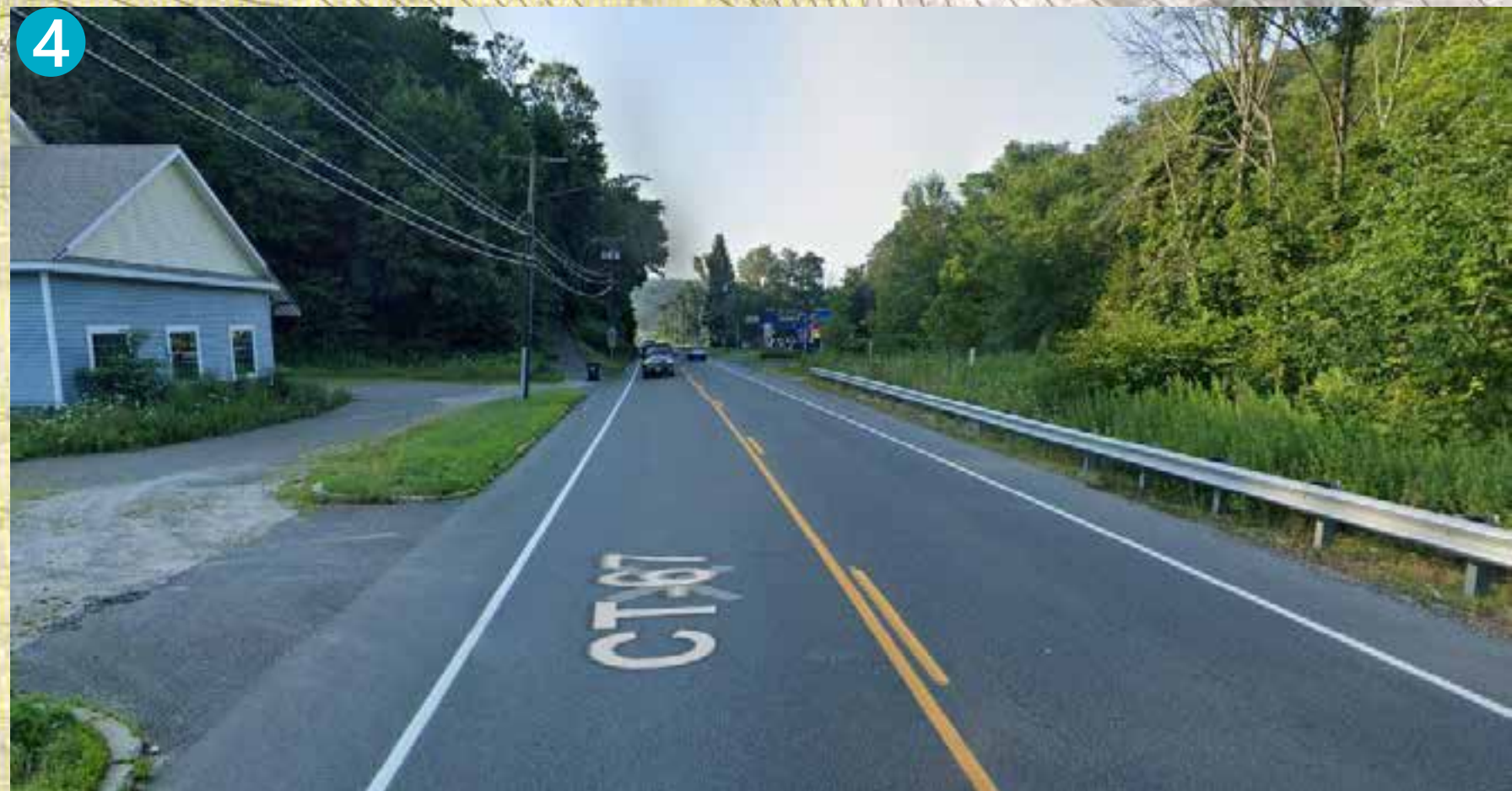
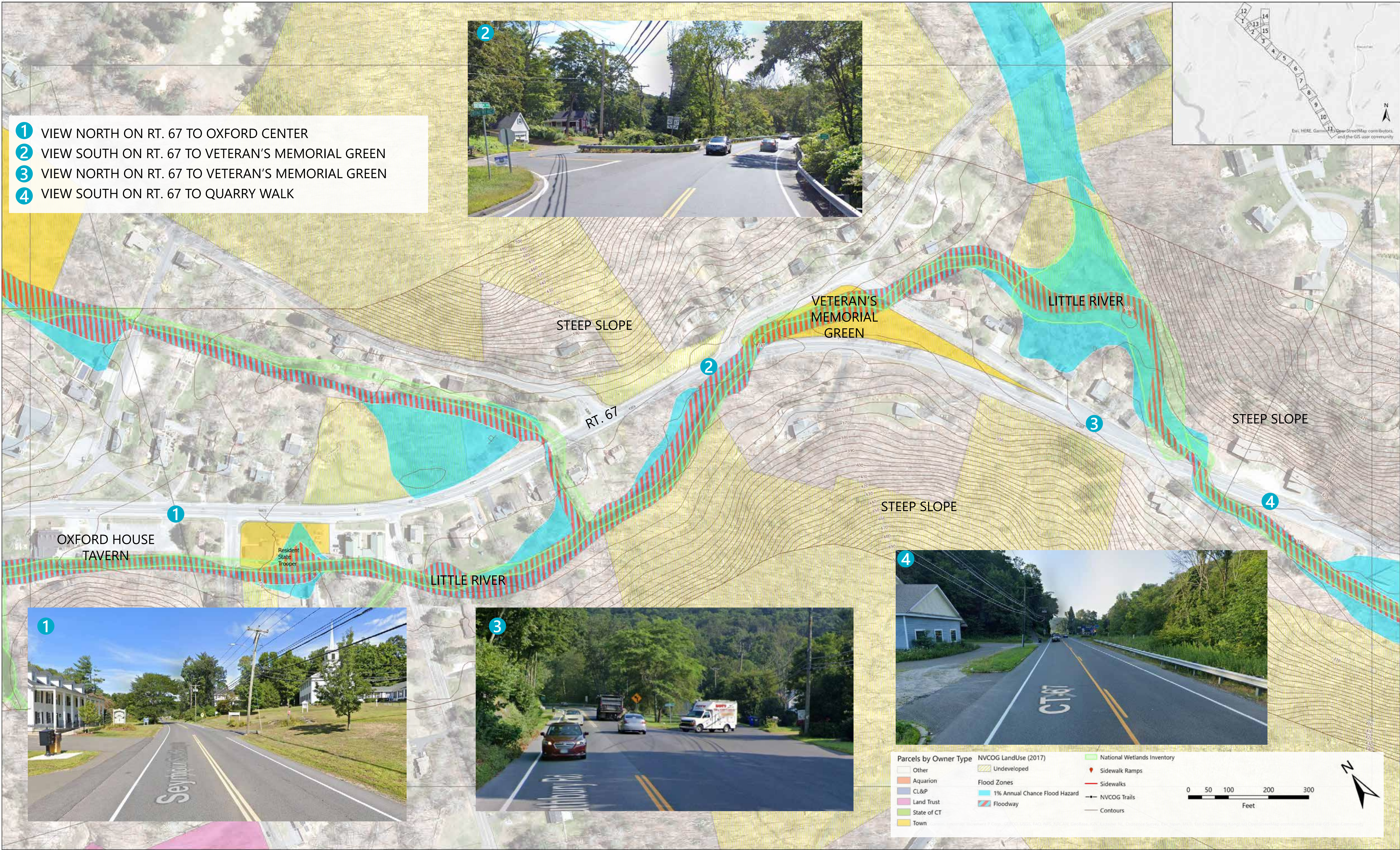
Appendix 2 – Constraint Mapping

ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - LITTLE RIVER NATURE PRESERVE



ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - OXFORD CENTER

- 1 VIEW NORTH ON RT. 67 TO OXFORD CENTER
- 2 VIEW SOUTH ON RT. 67 TO VETERAN'S MEMORIAL GREEN
- 3 VIEW NORTH ON RT. 67 TO VETERAN'S MEMORIAL GREEN
- 4 VIEW SOUTH ON RT. 67 TO QUARRY WALK



Parcels by Owner Type	NVCOG LandUse (2017)	National Wetlands Inventory
Other	Undeveloped	Sidewalk Ramps
Aquarion	Flood Zones	Sidewalks
CL&P	1% Annual Chance Flood Hazard	NVCOG Trails
Land Trust	Floodway	Contours
State of CT		
Town		

0 50 100 200 300 Feet

North Arrow

ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - QUARRY WALK



ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - SOUTH OF QUARRY WALK



ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - WEST ST / PARK RD



ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - GREAT HILL RD



ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - SEYMOUR TL



ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - LARKIN ST PARK TRAIL CONNECTION

- 1 VIEW LOOKING SOUTH ON RT. 67 AND PAST HAWLEY RD.
- 2 VIEW LOOKING NORTH DOWN HAWLEY RD. FROM RT. 67
- 3 VIEW LOOKING NORTH ON THE INTERSECTION OF HAWLEY RD. AND POPE
- 4 VIEW LOOKING AT THE LARKIN TRAIL CROSSING ON HAWLEY RD.

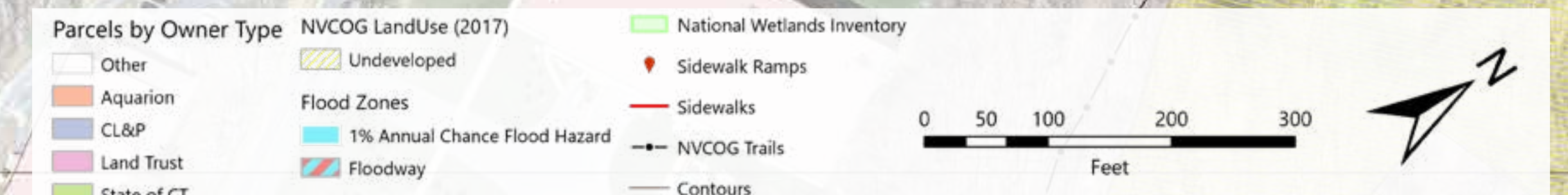
TOWN LINE

SOUTHFORD FALLS
STATE PARK
.5 MILES

HAWLEY RD

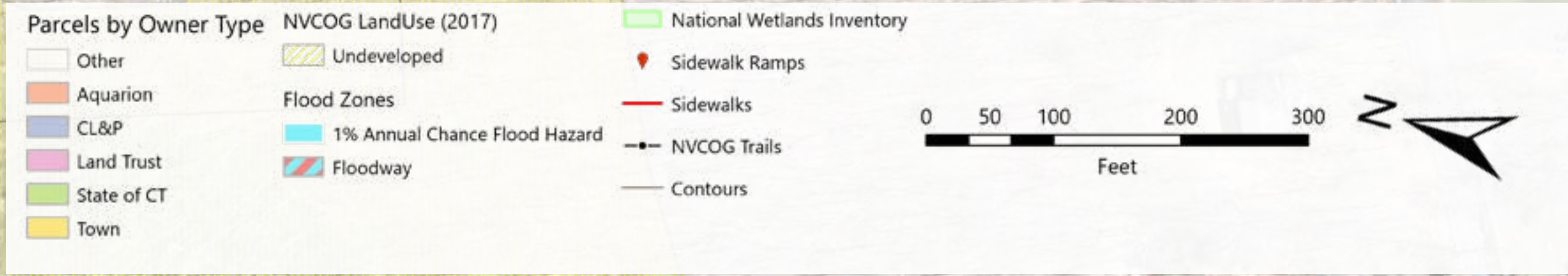
WILLENBROCK RD.

LARKIN TRAIL
INTERSECTION



ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - LARKIN ST PARK TRAIL CONNECTION

- 1 VIEW LOOKING NORTH ON RT. 67 TO HAWLEY RD
- 2 VIEW LOOKING NORTH DOWN RT. 67 AND OLD STATE RD. 1
- 3 VIEW LOOKING EAST DOWN TOWNER LN. FROM RT. 67
- 4 VIEW LOOKING SOUTH DOWN RT. 67 TO CHRISTIAN RD. ENTRANCE

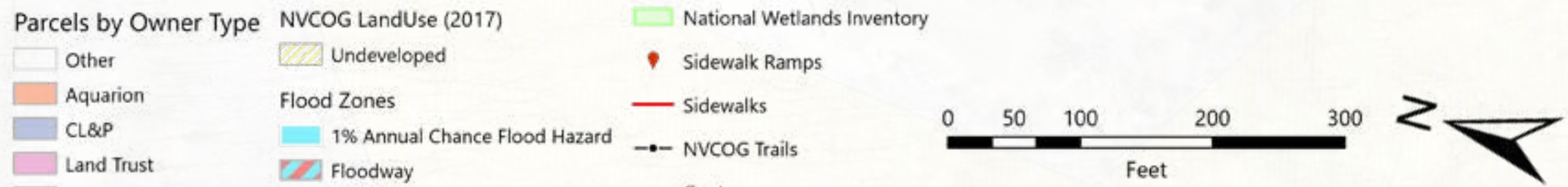


ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - LARKIN ST PARK TRAIL CONNECTION

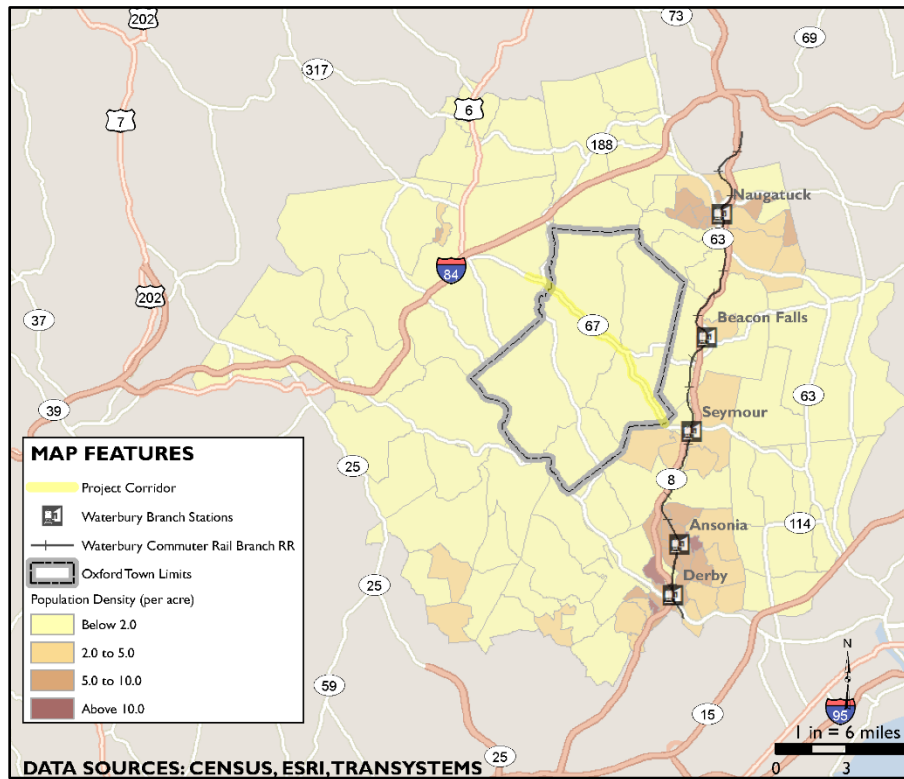


ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - LARKIN ST PARK TRAIL CONNECTION

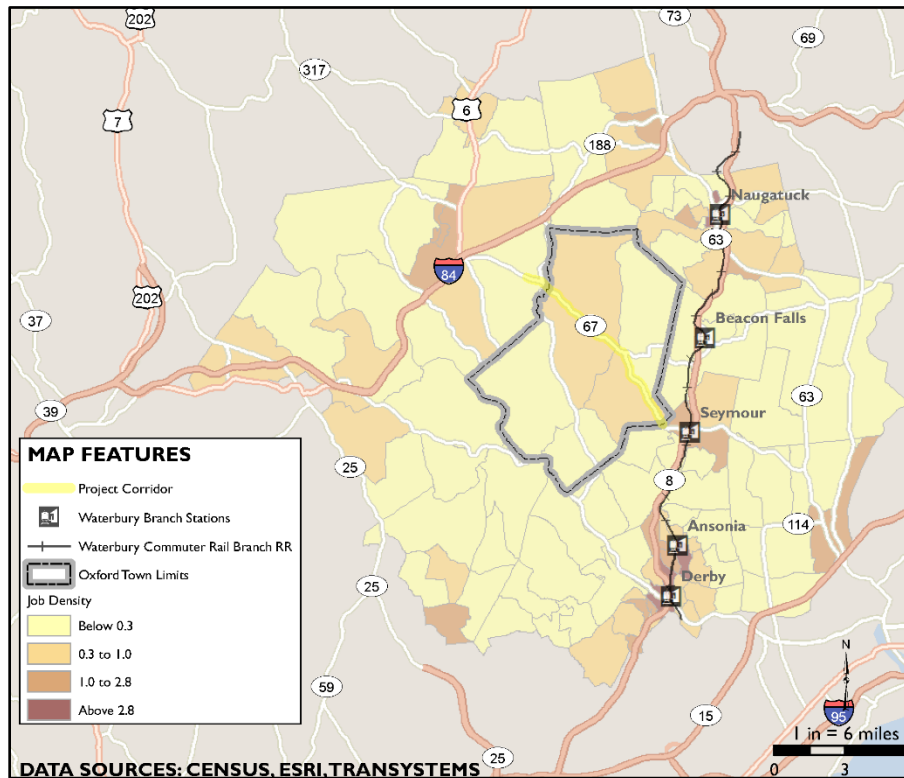
- 1 VIEW LOOKING NORTHEAST ON CHRISTIAN ST.
- 2 VIEW LOOKING NORTH DOWN RT. 67 AND CHRISTIAN ST.
- 3 VIEW LOOKING NORTH DOWN RT. 67 AND OLD STATE RD. 2
- 4 VIEW LOOKING SOUTH DOWN RT. 67 TO OXFORD CENTER



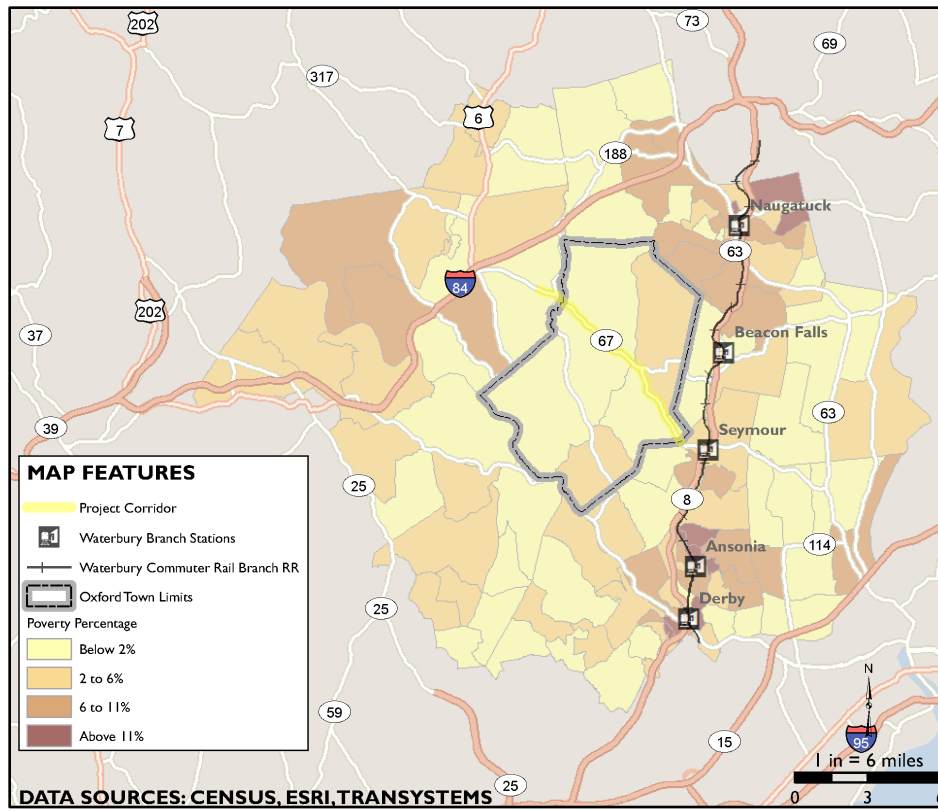
Appendix 3 – Socioeconomic Figures



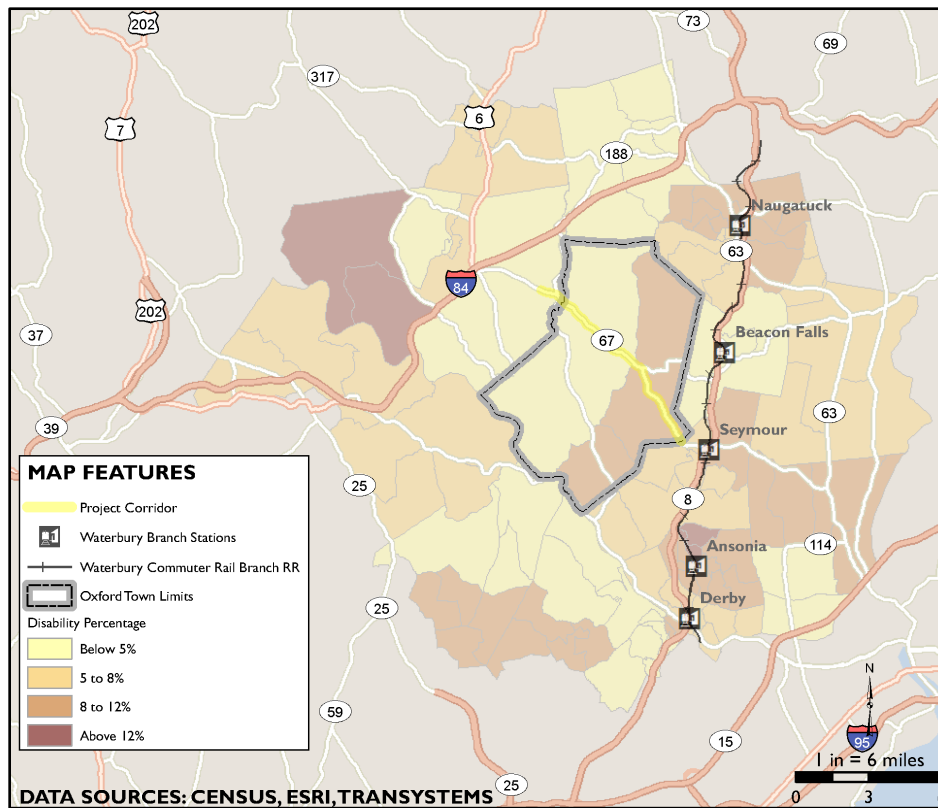
Population Density in the Regional Context Area



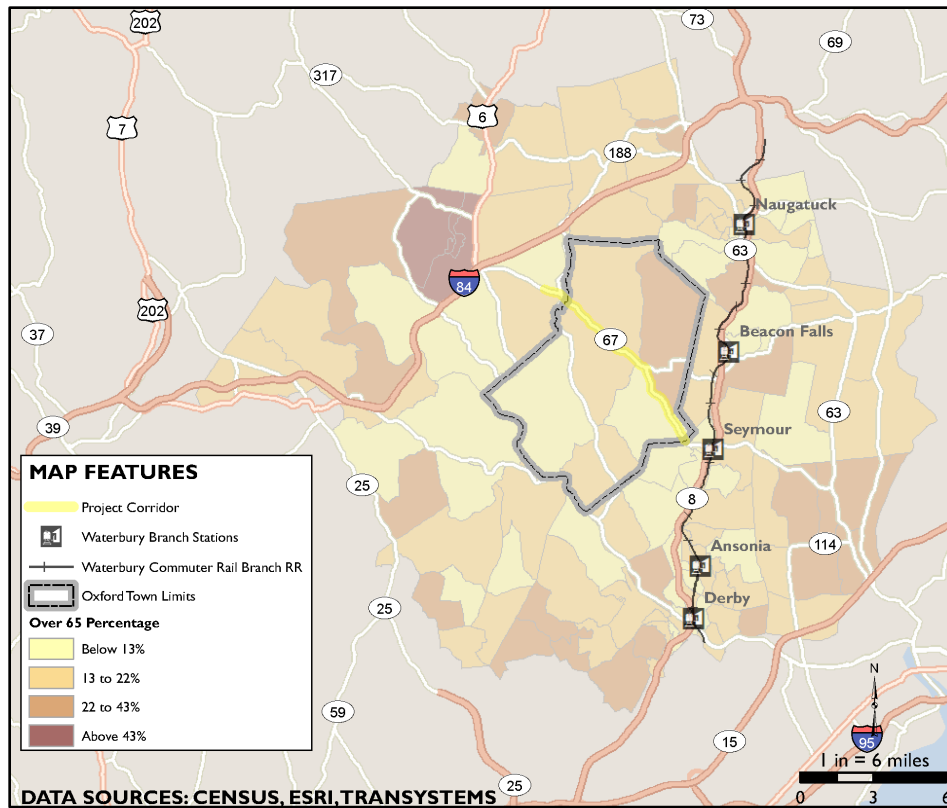
Employment Density within the Regional Context Area



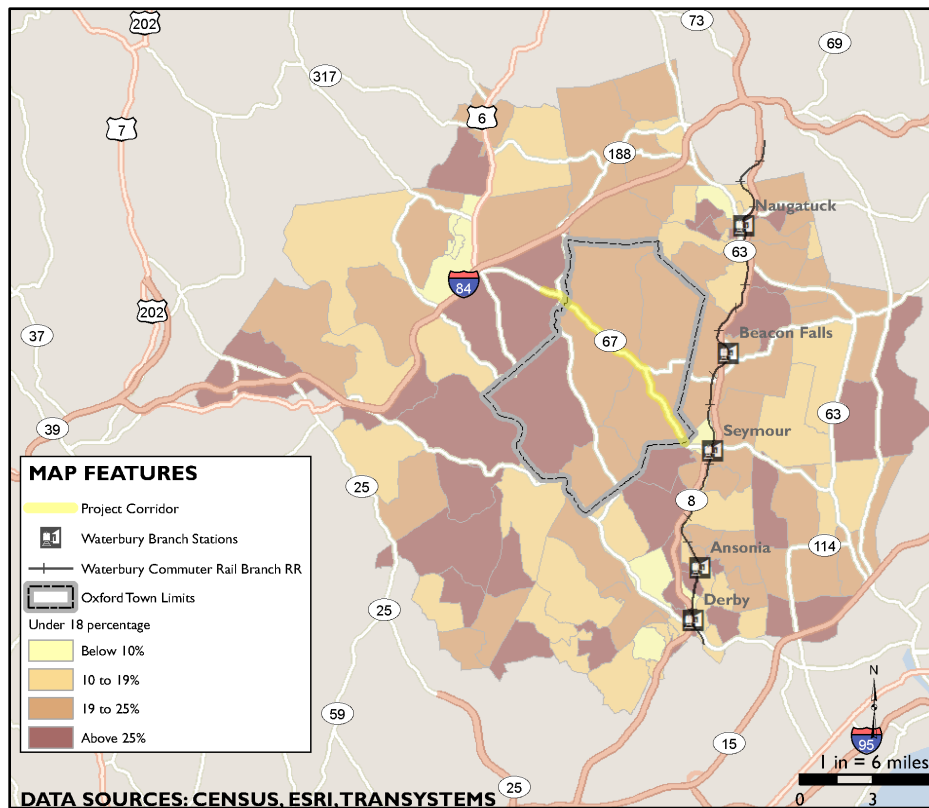
Poverty Percentages within the Regional Context Area



Disability Percentages within the Regional Context Area



Over 65 Percentage within the Regional Context Area



Under 18 Percentage within the Regional Context Area

Appendix 4 – Transit Demand Index Background

To understand whether fixed route transit would be feasible in the CT-Route 67 corridor, a Transit Demand Index was developed to numerically capture and identify the greatest demand for transit service and compare that to the study area. The index uses the work of Dr. Steve Polzin of the Center for Urban Transportation Research (CUTR) at the University of South Florida as a starting point. He suggests using the following equation to determine transit demand⁴:

$$\text{Population} + (\text{Jobs} \times 0.50) + (\text{Service Jobs} \times 0.75) + (\text{Zero Vehicle Households} \times 1.75)$$

For the study area, the baseline equation was expanded by separating the population into the following transit-dependent demographic groups:

- Older Adults (65+ Years)
- Minority Population
- Persons with a Disability
- Low Income Population
- Zero Vehicle Households

Previous research also supports the following guidelines in metropolitan areas:⁵

- Individuals over 65 years are over **1.5 times** more likely to use transit.
- Minority populations are a more than **2 times** as likely to use transit.
- Persons with a disability are **5.5 times** more likely to use transit⁶.
- Low income residents are about **1.5 times** more likely to use transit.
- Individuals without access to a vehicle are nearly **8 times** more likely to use transit.

Since these demographic groups have different propensities to use transit, multiplying the population of the groups by these factors will provide a more accurate snapshot of transit demand rather than just using total population. Where information was only available at the tract level, the percentage of individuals in a particular demographic within a tract was assumed to remain constant across all block groups within that census tract⁷. Note that the Transit Demand Index will tend to favor denser areas and areas that have a good mix of jobs and housing.

This revised equation also takes into account the density of the block groups surveyed.

$$\frac{\text{Population} + (\text{Older Adult} \times 1.6) + (\text{Minority} \times 2.3) + (\text{Disability} \times 5.5) + (\text{Low Income} \times 1.4) + (\text{Zero Vehicle} \times 8.0) + (\text{Jobs} \times 0.5) + (\text{Service Jobs} \times 0.75)}{\text{Acres in Block Group}}$$

Acres in Block Group

⁴ Florida Transit Information System, 2004, Users Guide - Application Transit Supportive Areas, p 3-43

⁵ "TCRP Report 28: Transit Markets of the Future: The Challenge of Change" Table 4

⁶ Those with a disability between 18 and 64 (all but those with a hearing disability, which were excluded)

⁷ This method was used for those with a disability and those without access to a vehicle



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