

Welcome to the second public meeting for the Oxford Route 67 Alternative Transportation Study!

We appreciate your attendance today, this fact sheet provides background information on the study to help prepare you for the presentation. A question and answer period will follow the presentation, which will take approximately 20 minutes. A comment form is available at the sign-in table, please provide your comments and leave the form at the sign-in table.

Project Need & Background

Unlike many of its neighbors, *Oxford does not have a typical walkable New England downtown* or Main Street. Instead, municipal and commercial areas are dispersed along with residences along State Route 67. While Route 67 fundamentally functions as Oxford's "Main Street," *it currently has no sidewalks or safe bicycle or pedestrian access*. In addition, there is currently no public transit operated along Route 67 that would provide residents with an alternative transportation option. Transit options by train on Metro North and by bus on CT Transit are available only one mile from the Oxford town line in the Seymour downtown, but there is currently no way for Oxford residents to safely access these services without a personal motor vehicle.



Oxford does not have a typical walkable New England downtown (Oxford Center pictured above)

Oxford's Plan of Conservation and Development prioritized creating more of a downtown feel along Route 67, and the town has been pursuing funding for bicycle and pedestrian improvement projects for sections of Route 67. To compete more effectively for state, federal, and private funding for construction of these improvements, the town needed to have a more clearly defined plan for the entire corridor. The *town requested NVCOG assistance to develop a comprehensive "Alternative Transportation Plan"* for the Route 67 corridor. The project was initiated in December of 2019 and was overseen by the Oxford Main Street Project Committee (OMSPC).

The goal of the study is to establish preferred bicycle, pedestrian, and transit improvements within the Route 67 corridor with input from the town, CTDOT, key stakeholders, and the public, and to provide Oxford with information including project conceptual design, phasing, cost, and potential funding sources to help the town to endorse a consistent plan for the corridor and successfully procure funding to advance projects and concepts.

Learn More and Engage!

Website: www.nvcogct.gov/oxfordroute67

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website:



See reverse for Project Background and Recommendations!

Project Recap & Recommendations

TranSystems, in consultation with the OMSPC, developed and published in September of 2020 an Existing Conditions Report, that defined the study area and presented analysis of existing conditions for the transportation system along with environmental factors that could affect proposed transportation solutions. *Existing conditions and initial solution concepts were presented at a public information meeting on October 8, 2020*, and stakeholders and the public were invited to provide input. TranSystems, working closely with the OMSPC, and taking comments into account, further refined concepts for potential improvements, and used a suitability matrix to help identify the most feasible alternatives. TranSystems then took those concepts considered most feasible and developed cost estimates and phasing recommendations.



The Study Area has been subdivided into three segments to assess implementation options

The general recommendation of the project is to develop a road-separated multiuse trail as a side path along Route 67 between Southford and Seymour. This trail would provide access to municipal, commercial, and residential parcels along the route, and link to the Larkin Bridle Trail, the Seymour sidewalk network and Naugatuck River Greenway Trail. The study found that *there is likely not enough demand in the corridor to warrant a new fixed route transit route*, but the *town should explore micro-transit and on-demand transit services* including the potential of joining the Valley Transit District.

Details of these recommendations are presented in the draft project report and will be the focus of the June 17th public information meeting. Stakeholders and the public are invited to provide input for 30 days once the report is published, anticipated by Friday, June 25. A final report will then be published taking those comments into account.



Rendering of the typical sidepath section in the northern segment



Rendering of the proposed sidepath and sidewalk in Oxford Center