

6/17/2021



NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS

Oxford Route 67 Alternative Transportation Plan

Public Information Meeting



EXPERIENCE | Transportation

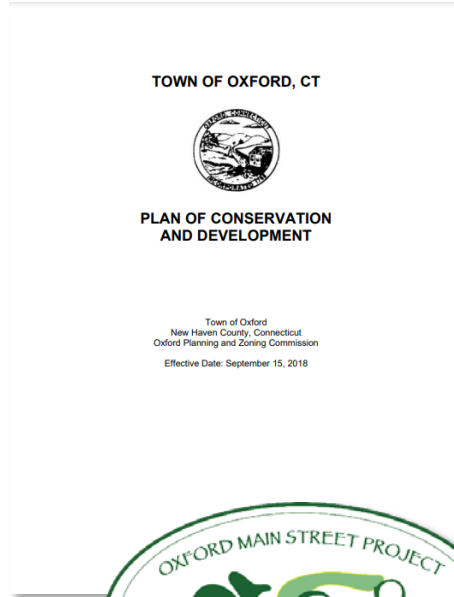
Agenda

- ▶ Introduction
 - Jeffrey Luff, Oxford Economic Development Director
 - David Labriola, State Representative, 131st District
- ▶ Project Background & Need (Aaron Budris, NVCOG)
- ▶ Project Presentation (Casey Hardin, TranSystems)
 - Existing Conditions Overview
 - Bike / Ped Recommendations
 - Transit Recommendations
 - Next Steps
- ▶ Questions & Comments (Project Team)

Project Background




Project Background



"The mission of the OMSP is to create and build a pedestrian/bicycle friendly pathway along Oxford's riverside giving residents access to municipal buildings, churches, local businesses and nature."



Project Background



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Oxford Route 67 Alternative Transportation Study

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****NEW**** Come out to to a **Public Information Meeting on June 17th at 6:30** to hear about proposed bicycle, pedestrian and transit access improvements along route 67.

****NEW**** Explore the study and potential bicycle and pedestrian improvements to Route 67 in **This Project Storymap**.

The Oxford Route 67 Alternative Transportation Study is underway to investigate the potential for bicycle, pedestrian and transit improvements along Route 67 in Oxford. The study is being funded by the Naugatuck Valley Council of Governments (NVCOG) with federal transportation planning funds and is being conducted by TranSystems, a planning and engineering consultant with offices in Meriden, CT. It is being overseen by the **Oxford Main Street Committee** that was formed in 2017.

Unlike many of its neighbors, Oxford does not have a typical walkable New England downtown or Main Street. Instead, municipal services and commercial areas are dispersed along with residences along State Route 67. Although Route 67 is fundamentally Oxford's "Main Street," it currently has no sidewalks or any safe bicycle or pedestrian access, and traffic speeds are excessive with no visual cues to alert motorists that they are driving through an area where they may encounter walkers or bicyclists. In addition, no public transit is operated along Route 67 that could provide residents an alternative transportation option. Transit options by train or Metro north and by bus on CT Transit are available only one mile from the Oxford town line, but there is currently no way for Oxford residents to safely access these services without a personal motor vehicle.

In Oxford's 2018 **Plan of Conservation and Development**, the town prioritized creating more of a downtown feel along Route 67, and the Oxford Main Street Committee has been investigating streetscape improvements, sidewalks and trails within the corridor to improve non-motorized access. The study will build

Upcoming Meetings

Oxford Route 67 Alternative Transportation Plan Public Information Meeting
June 17 @ 6:30 pm ~ 7:30 pm EDT
[View Full Calendar](#)

Public Comments

Have a comment for the Project Team? We want to hear from you!

[Comment Here](#)


Explore Study Findings

The interactive **Project Storymap** presents potential study and potential bicycle and pedestrian improvements to route 67

[Explore Study Findings](#)

Explore the Project Area

The interactive **Project Webmap** allows users to explore the project corridor in greater detail by turning on and off various data layers that



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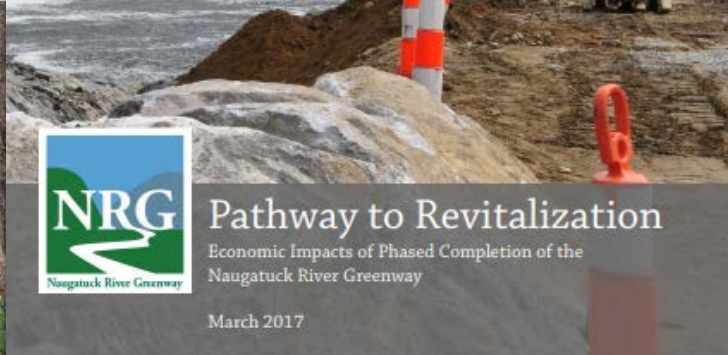
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www.nvcogct.gov/oxfordroute67

Project Back



Pathway to Revitalization

Economic Impacts of Phased Completion of the
Naugatuck River Greenway

March 2017

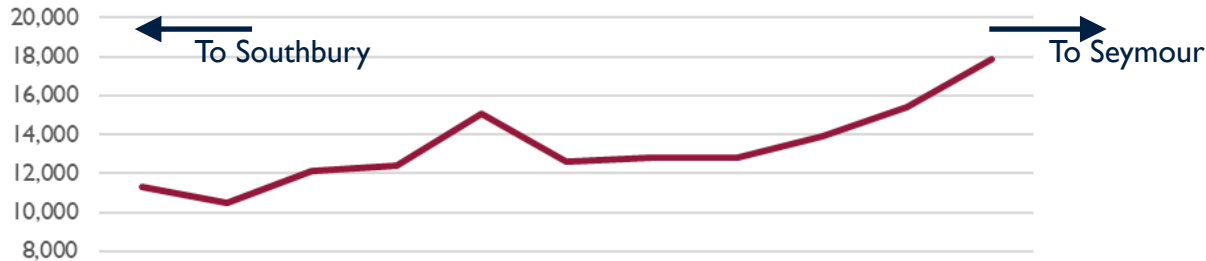
Existing Conditions Analysis

► Route 67

- Traffic volumes
- Travel speeds
- Crashes

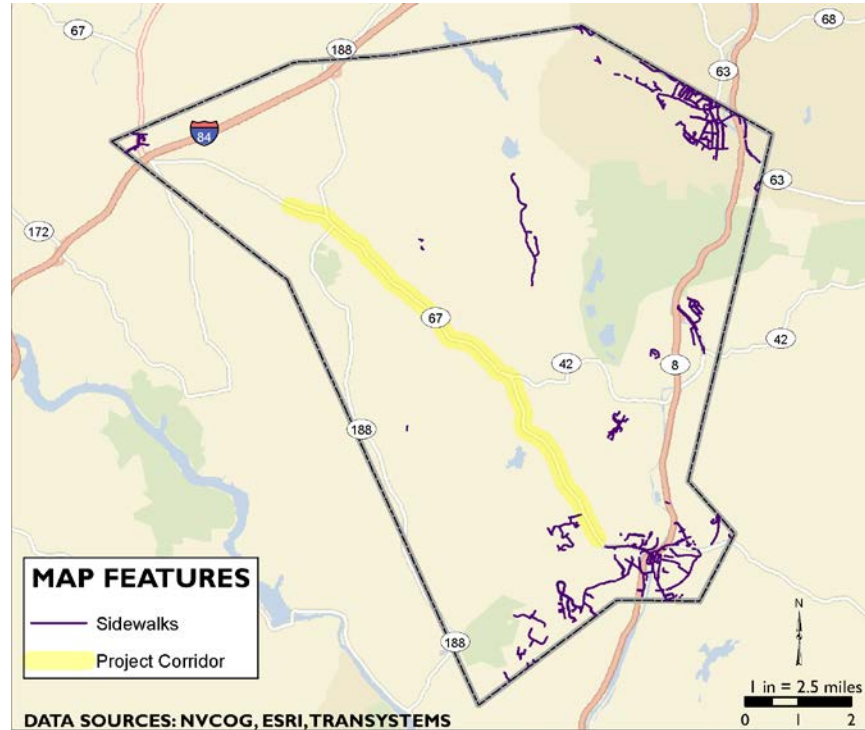


ADT Through the Corridor



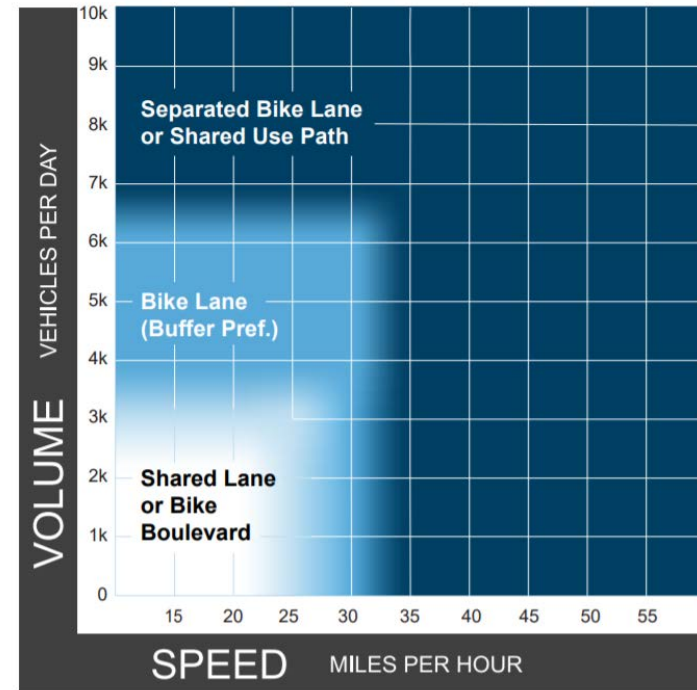
Sidewalks

- ▶ Lack of pedestrian infrastructure
- ▶ Creates difficult environment



Bicycling

- ▶ High volumes and speeds
- ▶ Shoulder (if sufficiently wide) would be used by confident cyclists only



Typical Sections

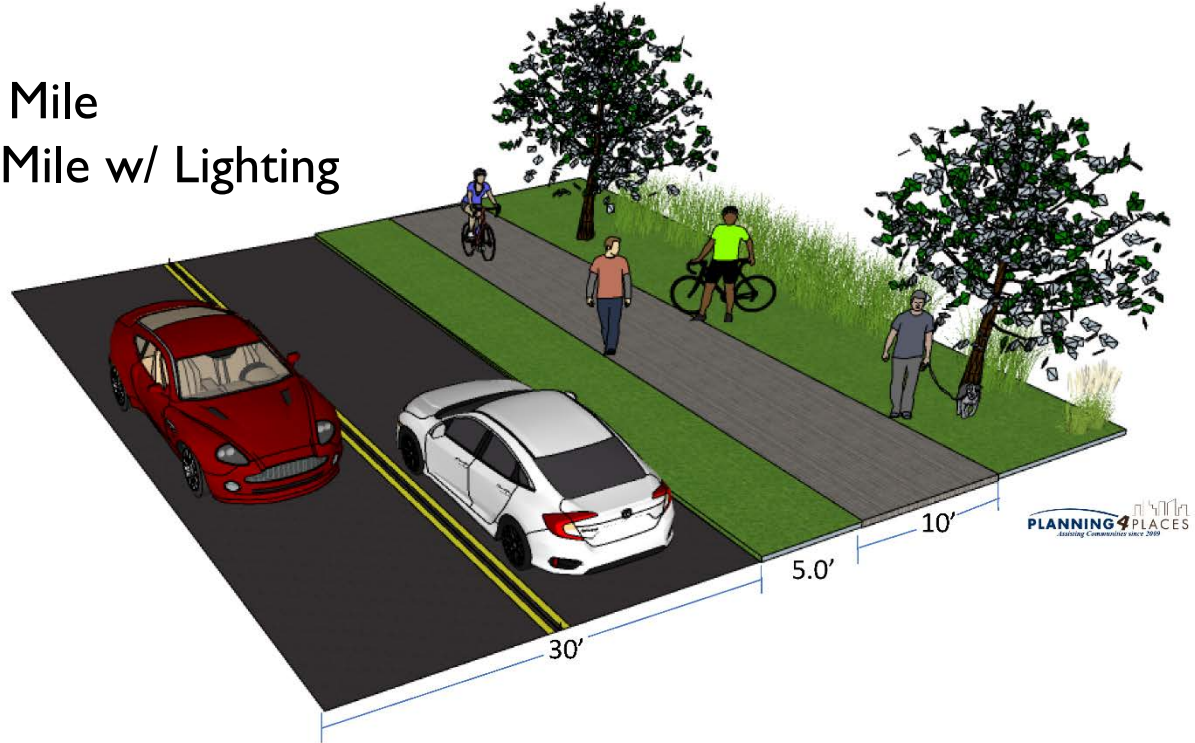
- ▶ All based on 10' Sidepath
- ▶ Preferred 5' minimum buffer
- ▶ Developed linear foot costs (with and without lighting)

Typical Sections

Normal Section

\$130 / LF = \$690K / Mile

\$220 / LF = \$1.2M / Mile w/ Lighting

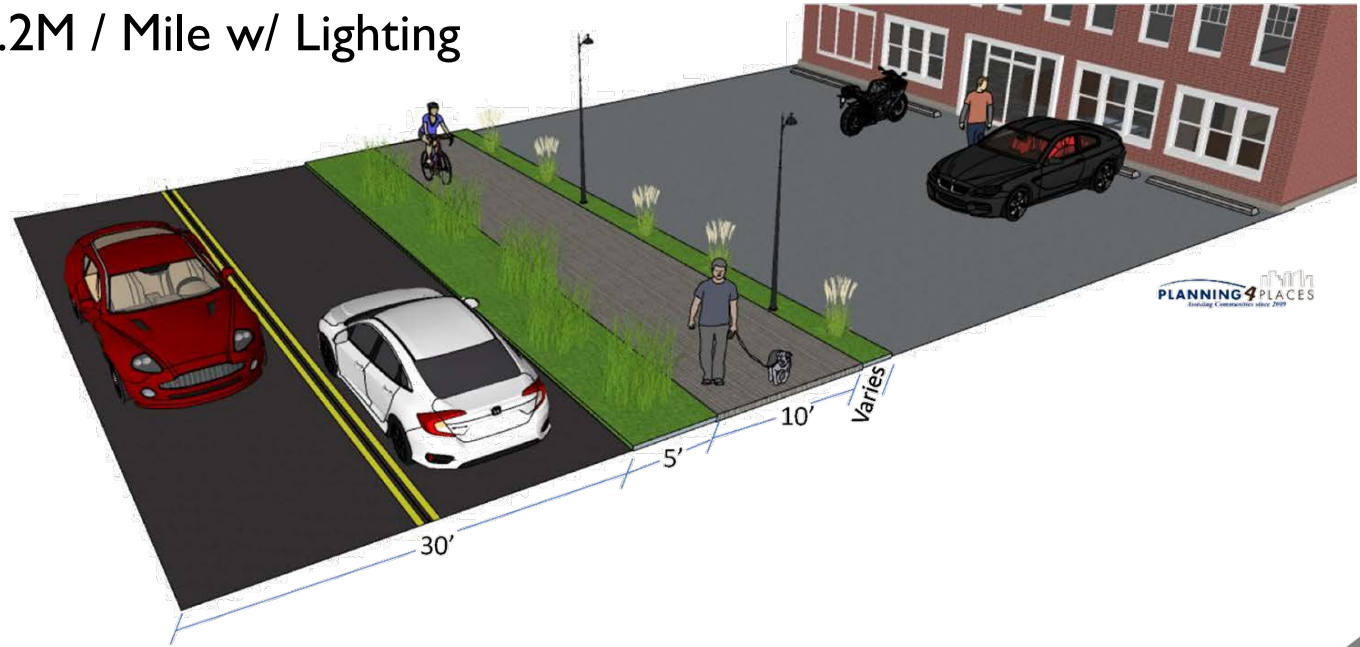


Typical Sections

Normal Section – Developed Area

\$130 / LF = \$690K / Mile

\$220 / LF = \$1.2M / Mile w/ Lighting

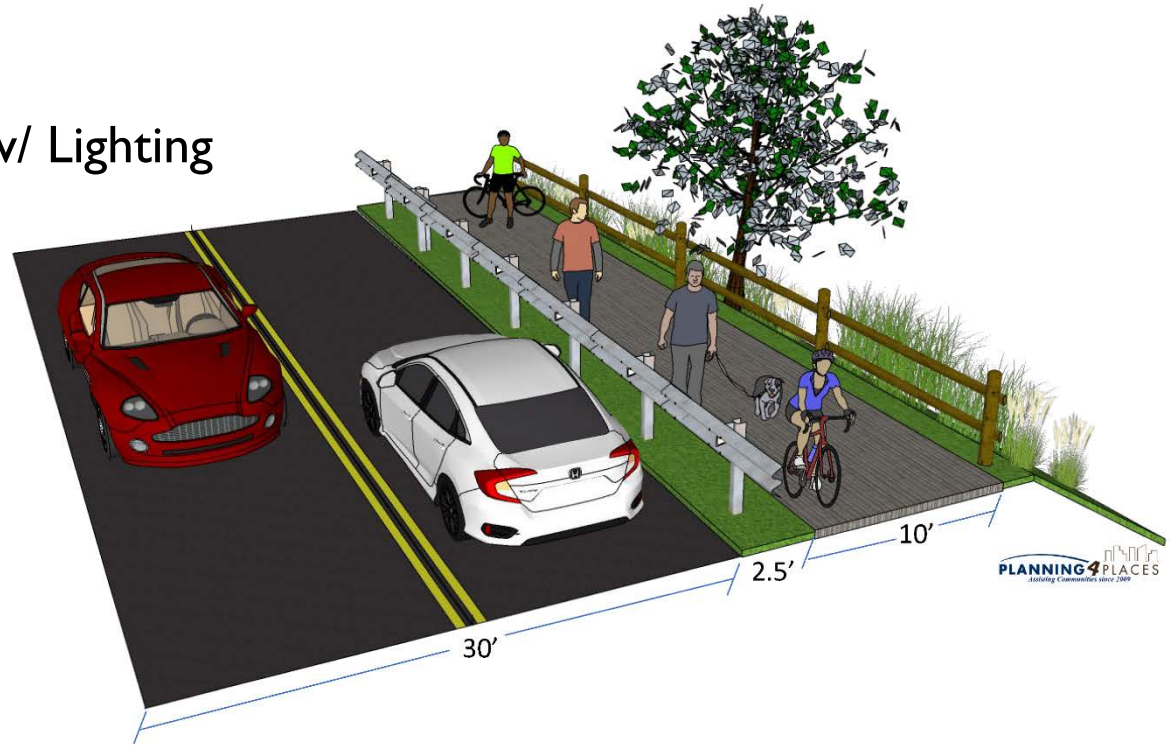


Typical Sections

Steep Slope

\$270 / LF = \$1.5 / Mile

\$360 / LF = \$2M / Mile w/ Lighting

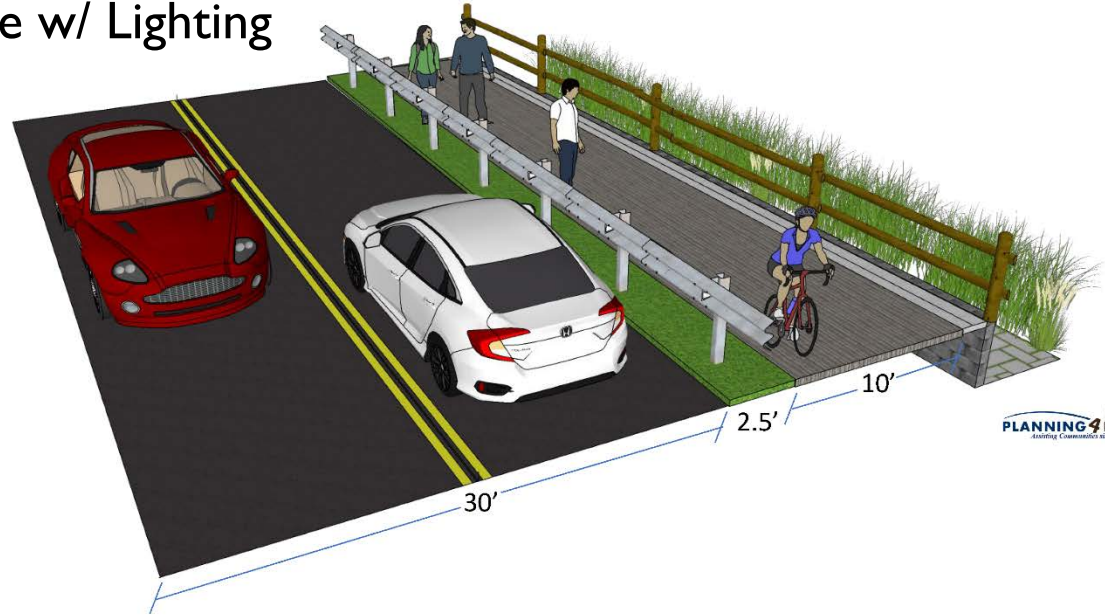


Typical Sections

Retaining Wall

\$1,850 / LF = \$10M / Mile

\$1,935 / LF = \$10.25M / Mile w/ Lighting



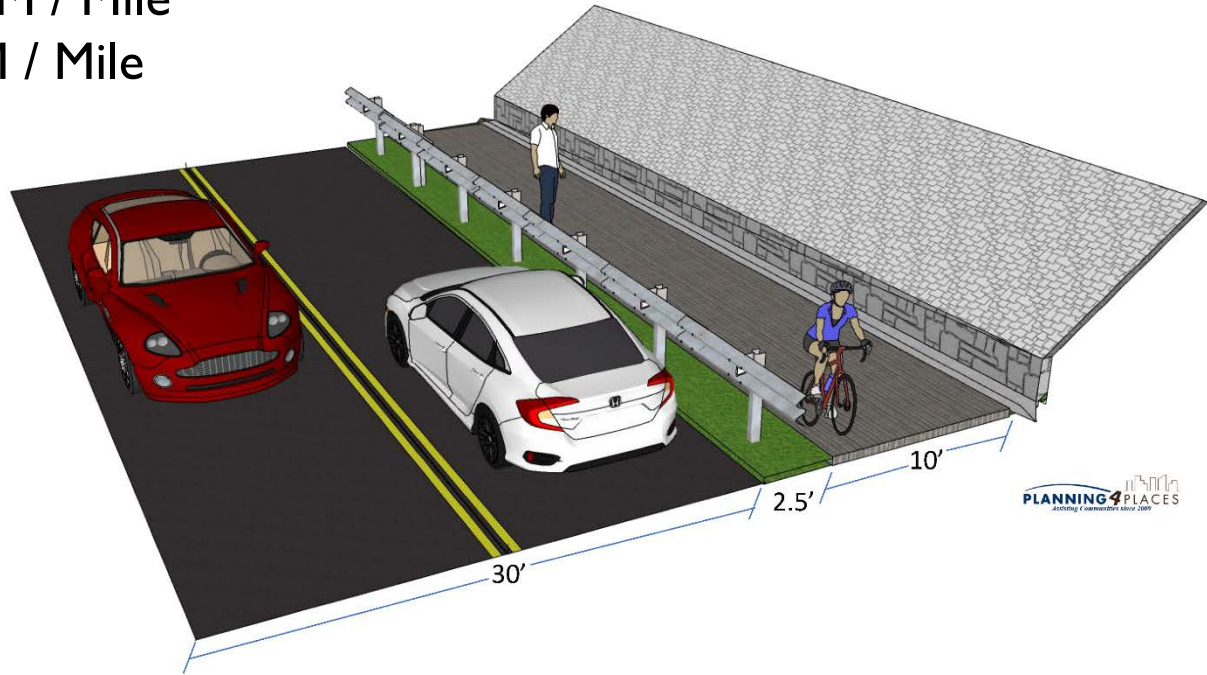
Typical Sections

Rock Cut

\$230 / LF = \$1.25M / Mile

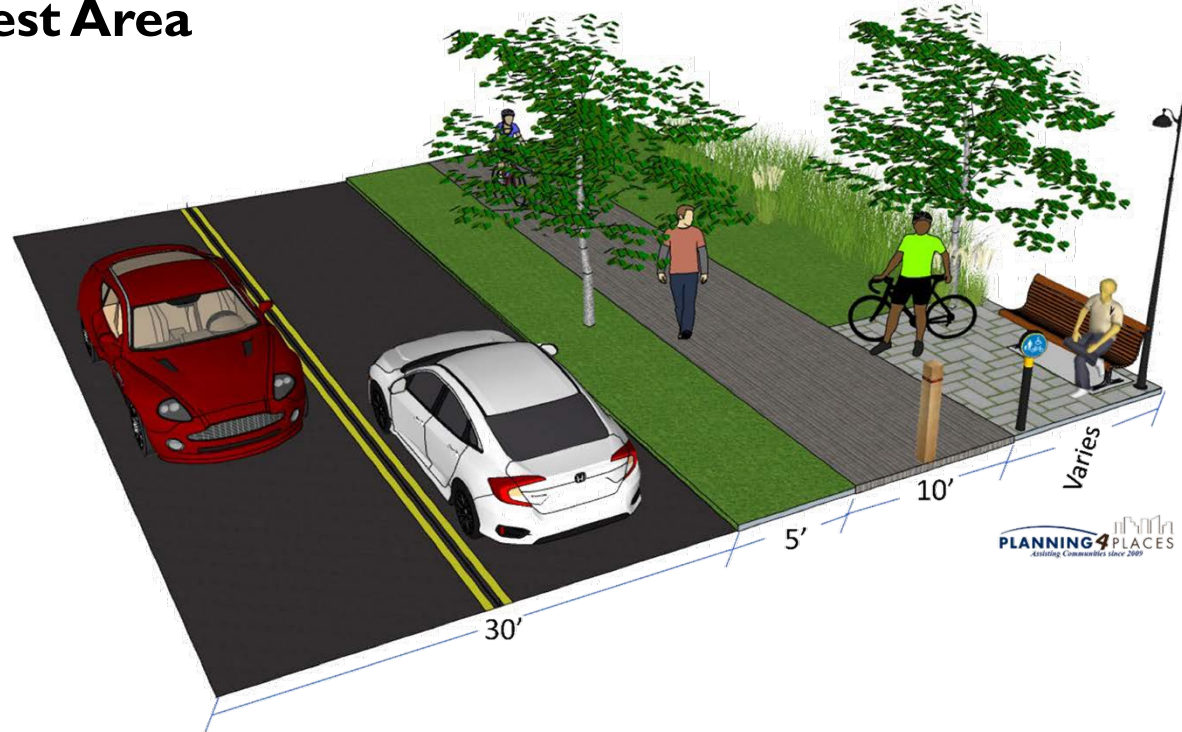
\$250 / LF = \$1.7M / Mile

w/ Lighting



Typical Sections

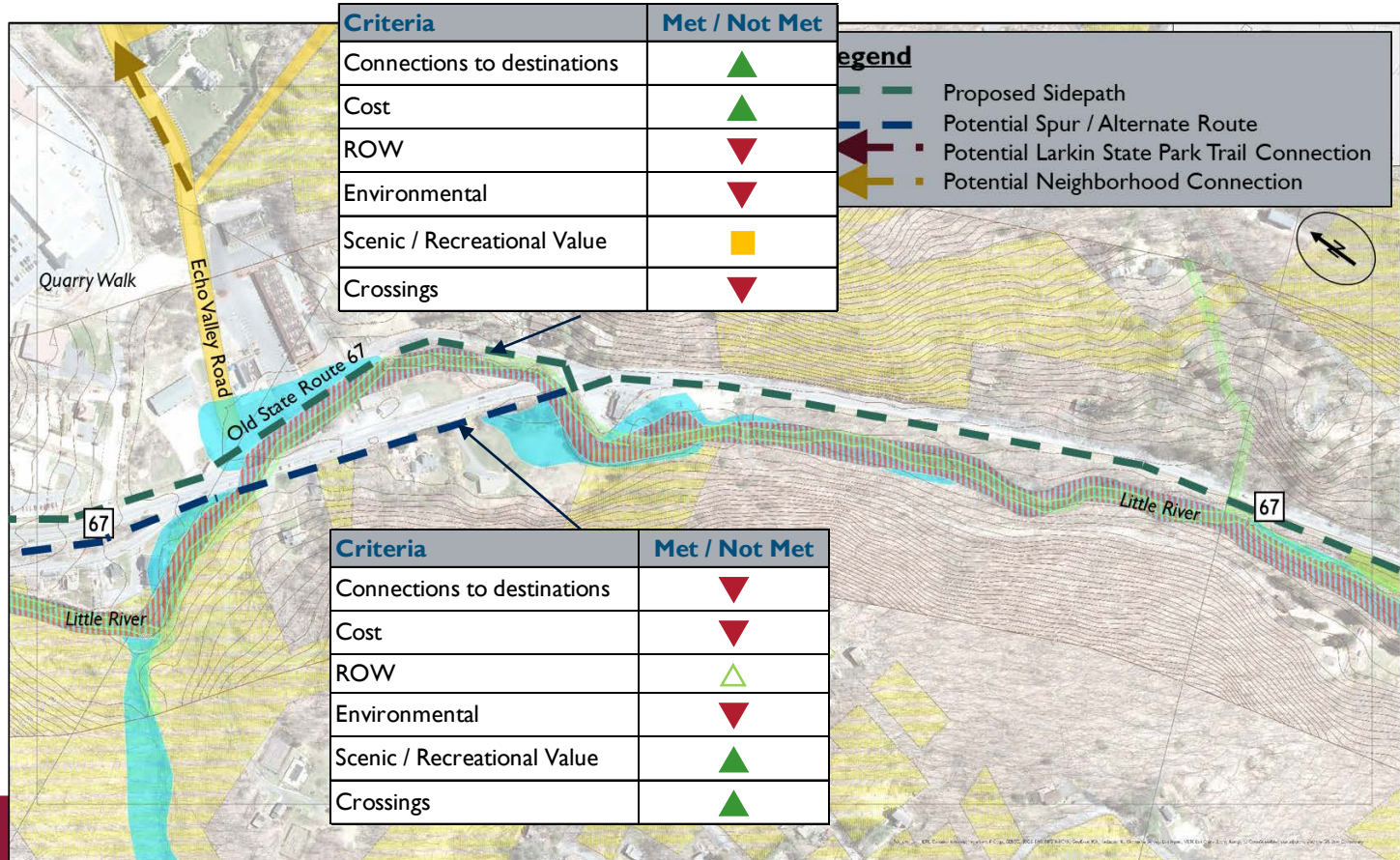
Wayfinding / Rest Area



Evaluation Criteria

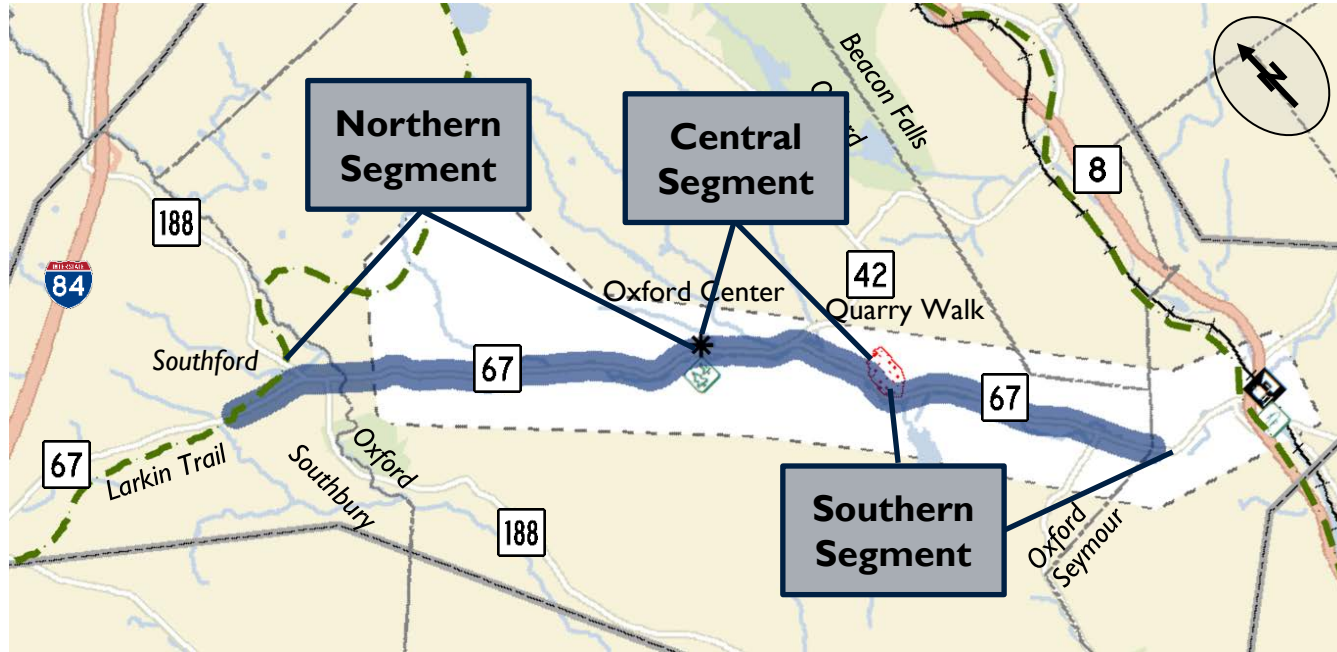
Criteria	Met / Not Met	Definition
The alternative maximizes transportation benefits by providing connections to key origins and destinations along its route	▲	Alternative provides direct connections to all key origins and destinations
	■	Alternative provides direct connections to some key origins and destinations
	▼	Alternatives does not provide direct connections to many key origins and destinations
The alternative is not likely to encounter significant construction cost increases when compared with the base shared path section	▲	Alternative not likely to encounter significant increases in comparison with the base shared path section
	■	Alternative may encounter some increase in comparison with the base shared path section
	▼	Alternative likely to encounter significant increases in comparison with the base shared path section
The alternative does not require significant ROW acquisition	▲	Alternative does not require ROW acquisition
	△	Alternative requires some partial acquisitions or easements
	■	Alternative requires many partial acquisitions or easements
	▼	Alternative requires acquisition of one or more parcels
The alternative does not introduce wetland, floodplain, cultural or natural resource impacts that would likely require mitigation	▲	The alternative does not introduce impacts and is unlikely to require an environmental permit
	■	The alternative does not introduce impacts but would likely require environmental permits
	▼	The alternative introduces impacts
The alternative affords access to areas for recreational opportunities and locations of scenic value	▲	The alternative affords access to areas for recreational opportunities and locations of scenic value
	▼	The alternative does not afford access to areas for recreational opportunities and locations of scenic value
The alternative minimizes the need for users to cross Route 67	▲	The alternative does not require users to cross Route 67
	■	The alternative requires users to cross Route 67 at signalized locations
	▼	The alternative requires users to cross Route 67 at unsignalized locations

Quarry Walk to Seymour



3 Segments for Implementation

- Each broken into implementable projects



Central Segment

- ▶ Project 1 (Ongoing) – Town Hall to Dutton Road
- ▶ Project 2 – Sidewalk East side though Center /
Extend path to Riggs Street
- ▶ Project 3 – Riggs Street to Quarry Walk

Central Segment



Southern Segment

- ▶ Project 1 – Quarry Walk to Park Road
- ▶ Project 2 – Park Road to Great Hill Road
- ▶ Project 3 – Great Hill Road to Sidewalk Network in Seymour
- ▶ Future Connection – Across Naugatuck River

Southern Segment



Northern Segment

- ▶ Project 1 – Oxford Center to Christian Street
- ▶ Project 2 – Christian Street to Hawley Road
- ▶ Project 3 – Hawley Road to Larkin State Park Trail

Northern Segment



Transit Recommendations

- ▶ Demand: 13,600 rides per year
- ▶ Commuter demand too limited
- ▶ Recommended Option: Join VTD



Next steps / Wrap-up

- ▶ Report posted on website
 - 30 day comment period
- ▶ Incorporate revisions
- ▶ Board of Selectmen endorsement
- ▶ Finalize!



Thank you for your time!

