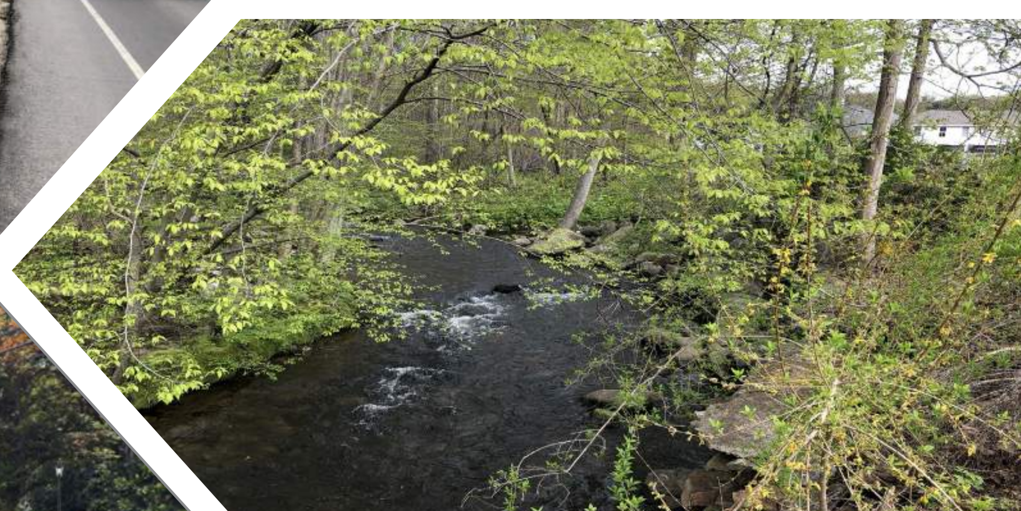
Oxford Route 67 Alternative Transportation Study

Final Report

December 3, 2021

NVCOG



TranSystems

EXPERIENCE | Transportation

Oxford Route 67

Alternative Transportation Study

Final Report

DECEMBER 3, 2021

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Naugatuck Valley Council of Governments

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This report was endorsed by the Oxford Board of Selectmen on February 16th, 2022.

The project team would like to thank the many other contributors, particularly from the Oxford Main Street Project Committee who contributed their time and input into the process.

Special thanks to Kathleen O’Neil, whose passion for and commitment to improving Oxford’s Main Street guided this project.

Table of Contents

List of Figures

List of Tables

1 Introduction and Executive Summary

The Naugatuck Valley Council of Governments (NVCOG) and the Town of Oxford, in cooperation with the Connecticut Department of Transportation (CTDOT), conducted 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 developed 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 report summarizes the technical analysis of the Route 67 corridor and presents recommendations for bicyclist and pedestrian, and transit improvements.

1.1 Executive Summary

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.

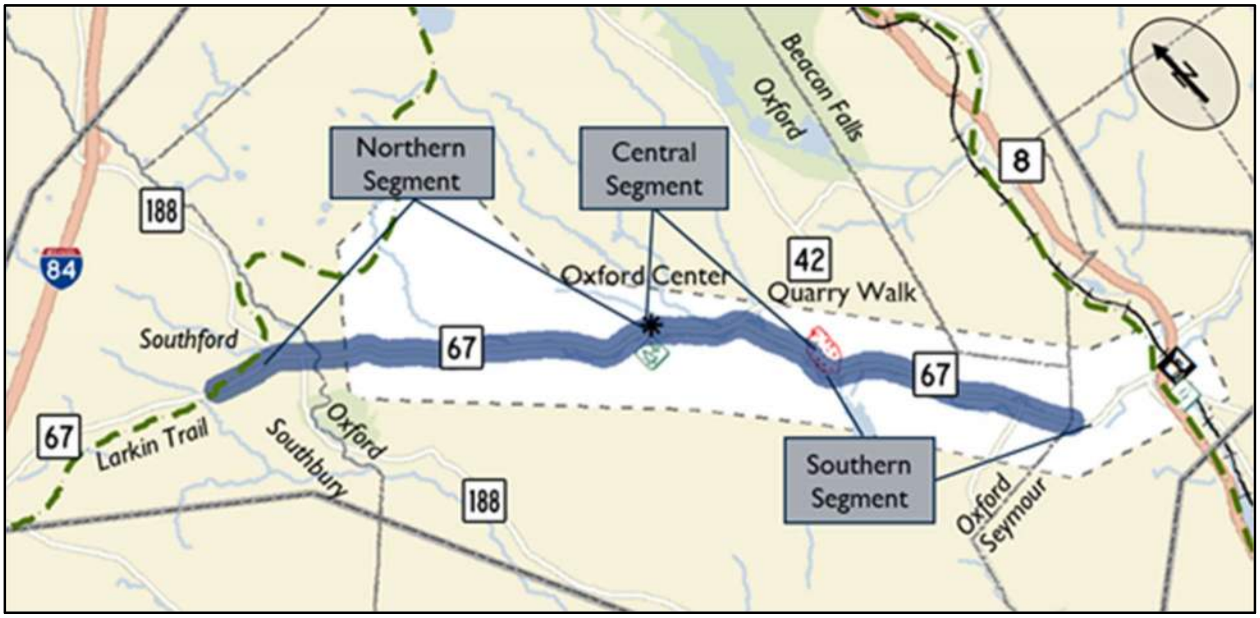
Oxford does not have a typical walkable New England downtown

Oxford'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.

The study team, in consultation with the OMSPC, developed and published in September of 2020 an Existing Conditions Report, which 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 final recommendations were presented at a public information meeting on June 17, 2021.

Figure 1: Study Area Divided into Three Segments for Implementation



The general recommendation of the project is to develop a road-separated multiuse trail as a sidepath 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 microtransit and on-demand transit services including the potential of joining the Valley Transit District. Details of these recommendations are presented in this report.

Rendering of the typical sidepath section in the northern segment

Rendering of the proposed sidepath and sidewalk in Oxford Center

1.2 Study Areas

This study evaluated 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 2, 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 2, 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)

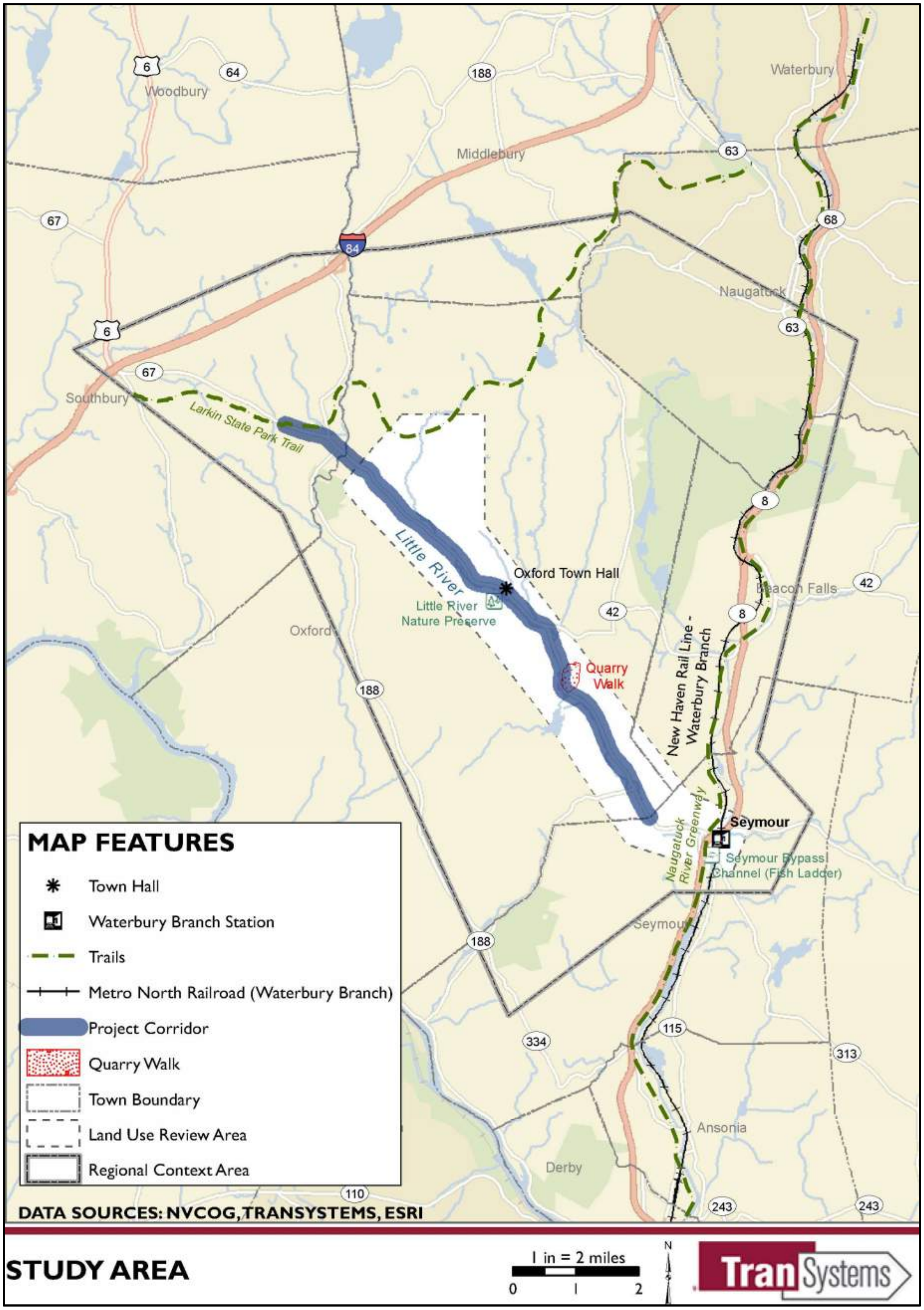


Figure 2: Study Areas

- **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 23.

1.3 Study Background

The study was conducted 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 worked 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; one for funds under the state Local Transportation Capital Improvement Program (LOTCIP) and one for funds under the federal Transportation Alternatives Program (TAP). The LOTCIP application is currently on-hold pending completion of the comprehensive plan for the Project Corridor being developed by this study, while the TAP project proposal was ranked a lower priority and may not be funded because of fiscal constraints. These grant application locations are depicted in Figure 3, 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

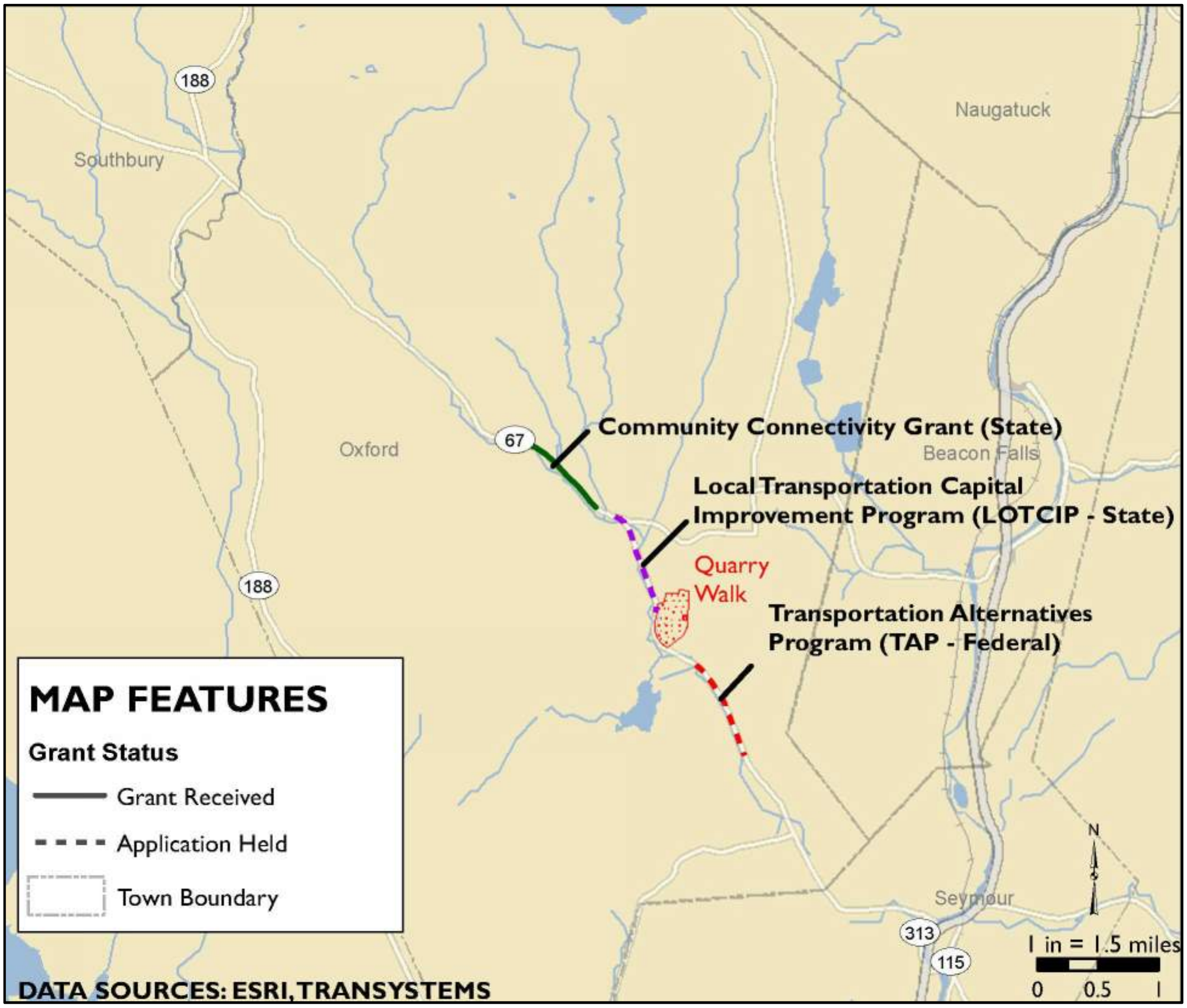


Figure 3: Grant Applications Prepared by the Town of Oxford

1.4 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 4, below.

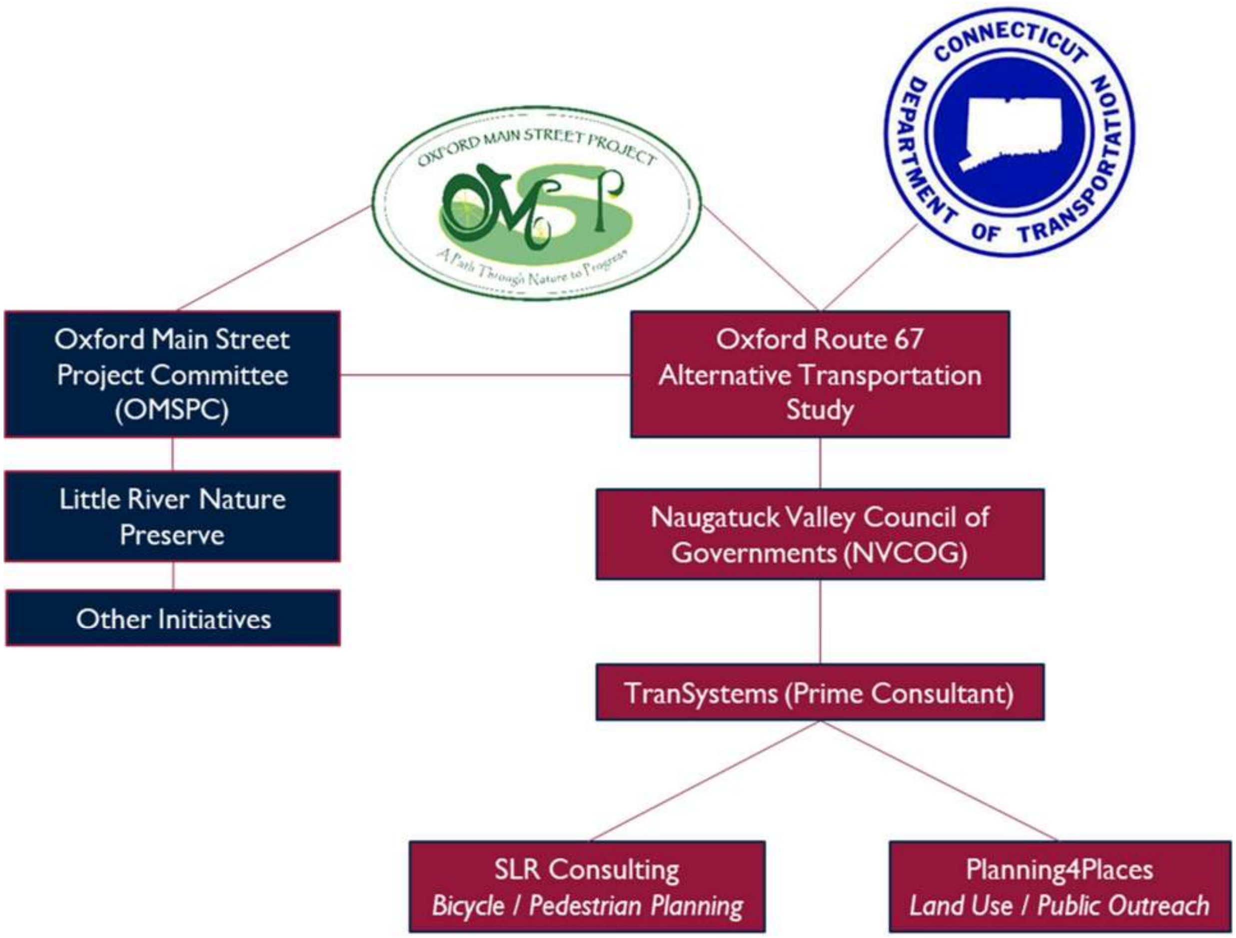


Figure 4: Study Participants and General Structure

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. Five meetings with the OMSPC, two coordination meetings with CTDOT and two Public Information Meetings have provided opportunities for stakeholders and the general public to provide input. A flowchart depicting the general process is included as Figure 5, below.

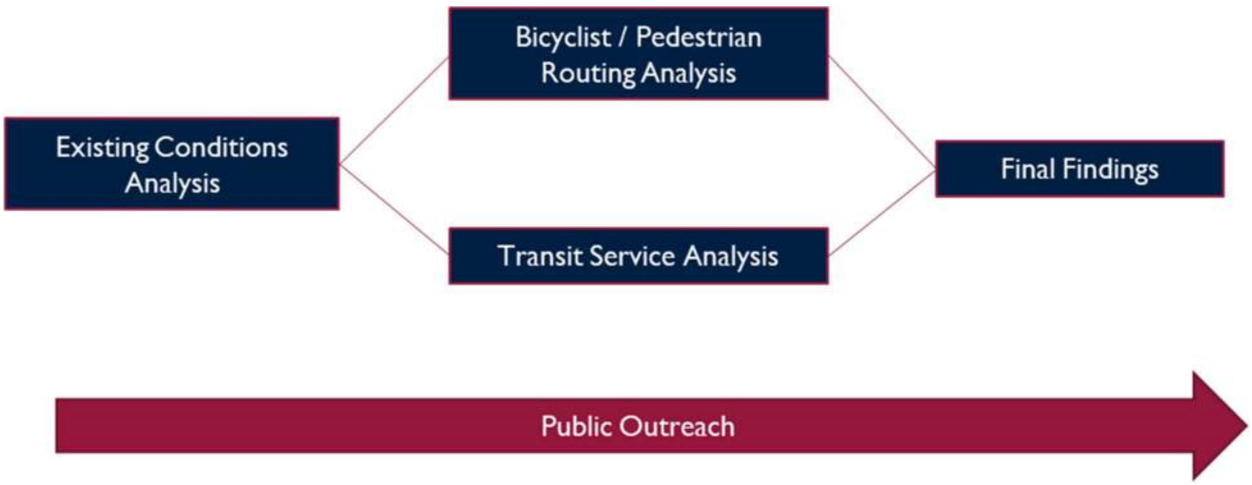


Figure 5: Study Process Flowchart

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, important to the development of a comprehensive master plan and recommendations presented later in this report.

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, vehicular-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

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

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 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 report. While traffic volumes decreased significantly state-wide just after the beginning of the pandemic, volumes have tended to revert close to pre-pandemic averages. The potential continuation of home-work patterns will likely continue to shape the evolution of traffic patterns into the future.

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

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'.

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 6, 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)

	CTDOT ADT (Vehicles per Day)				Growth	
Location on Route 67	**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.

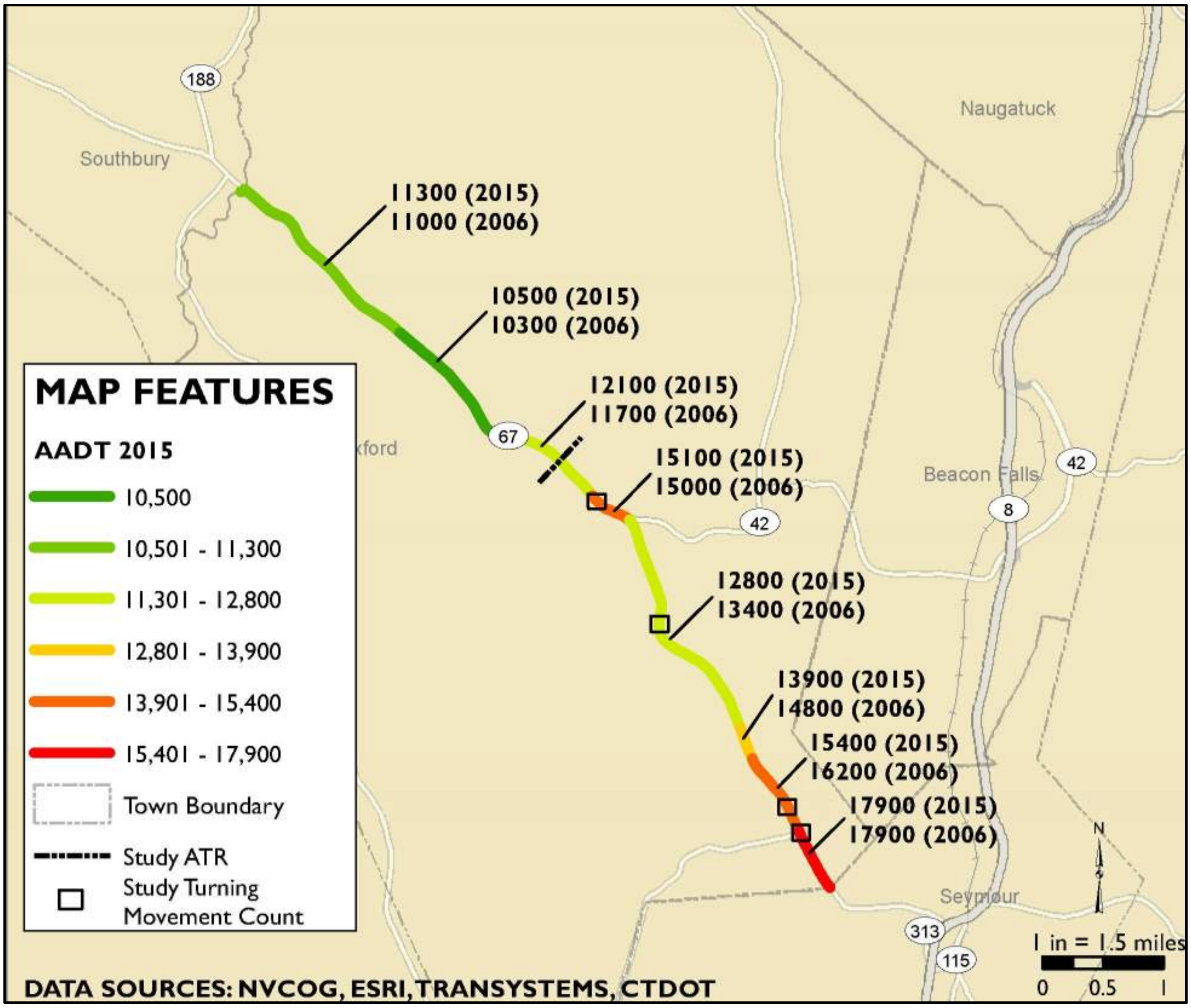


Figure 6: Average Daily Traffic Volumes and Study Count Locations

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 7, 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 1 – 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.

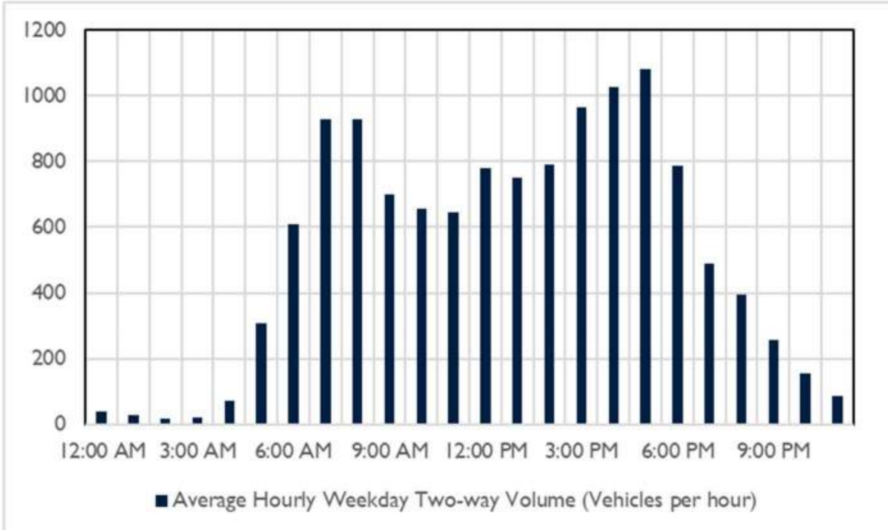


Figure 7: Average Weekday Hourly Traffic Volumes

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 8, 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.

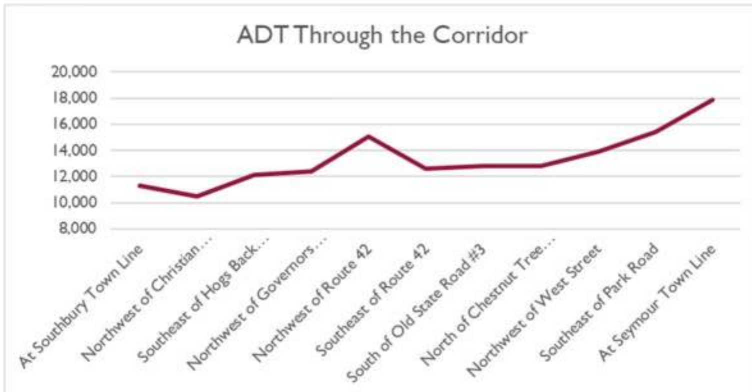


Figure 8: Project Corridor Average Daily Traffic (2015, CTDOT) Distributed Geographically

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 9, below.

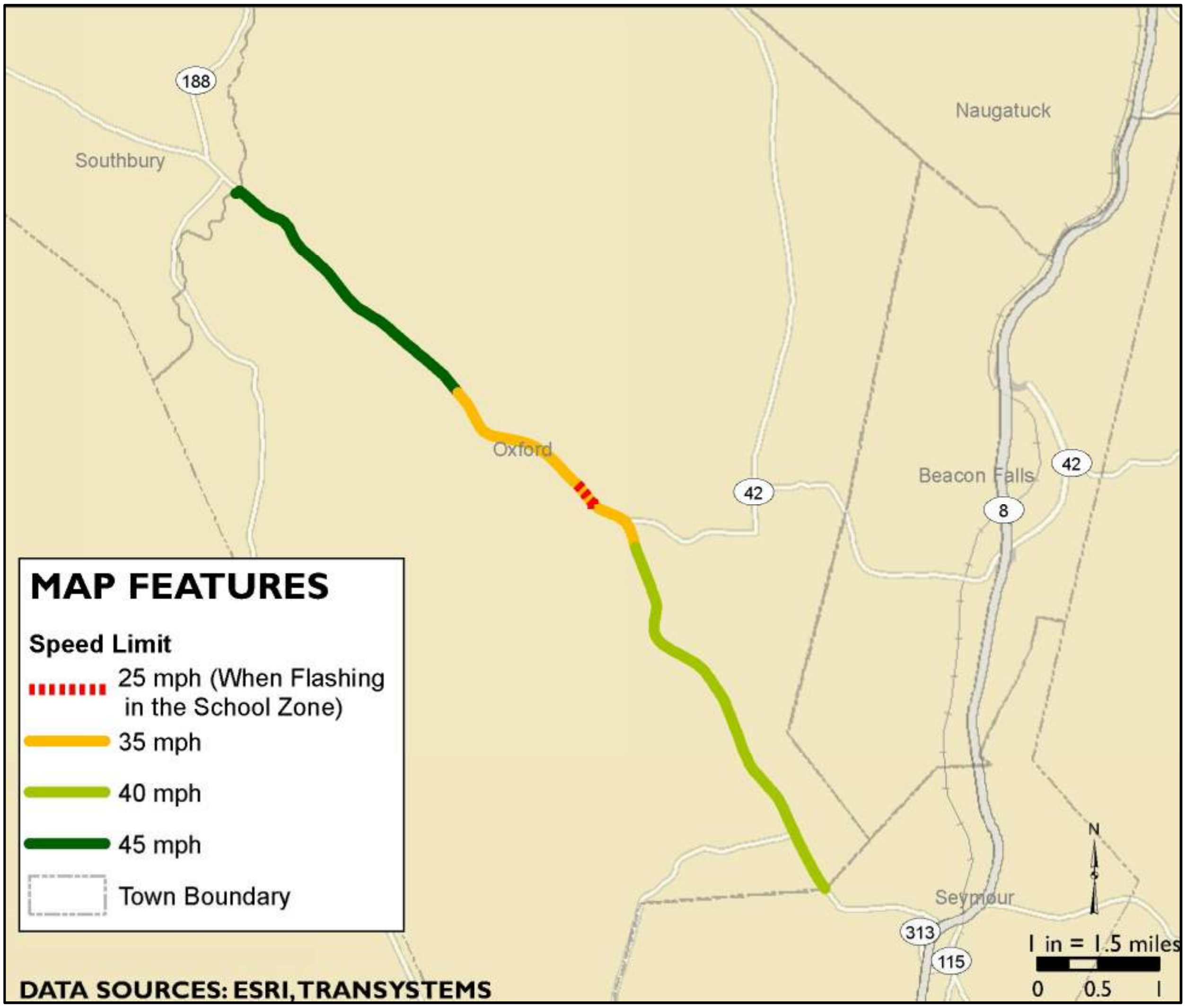


Figure 9: Speed Limits on Route 67 within the Project Corridor

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.

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/

Table 3: Spot Speed Data

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

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 10, 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.

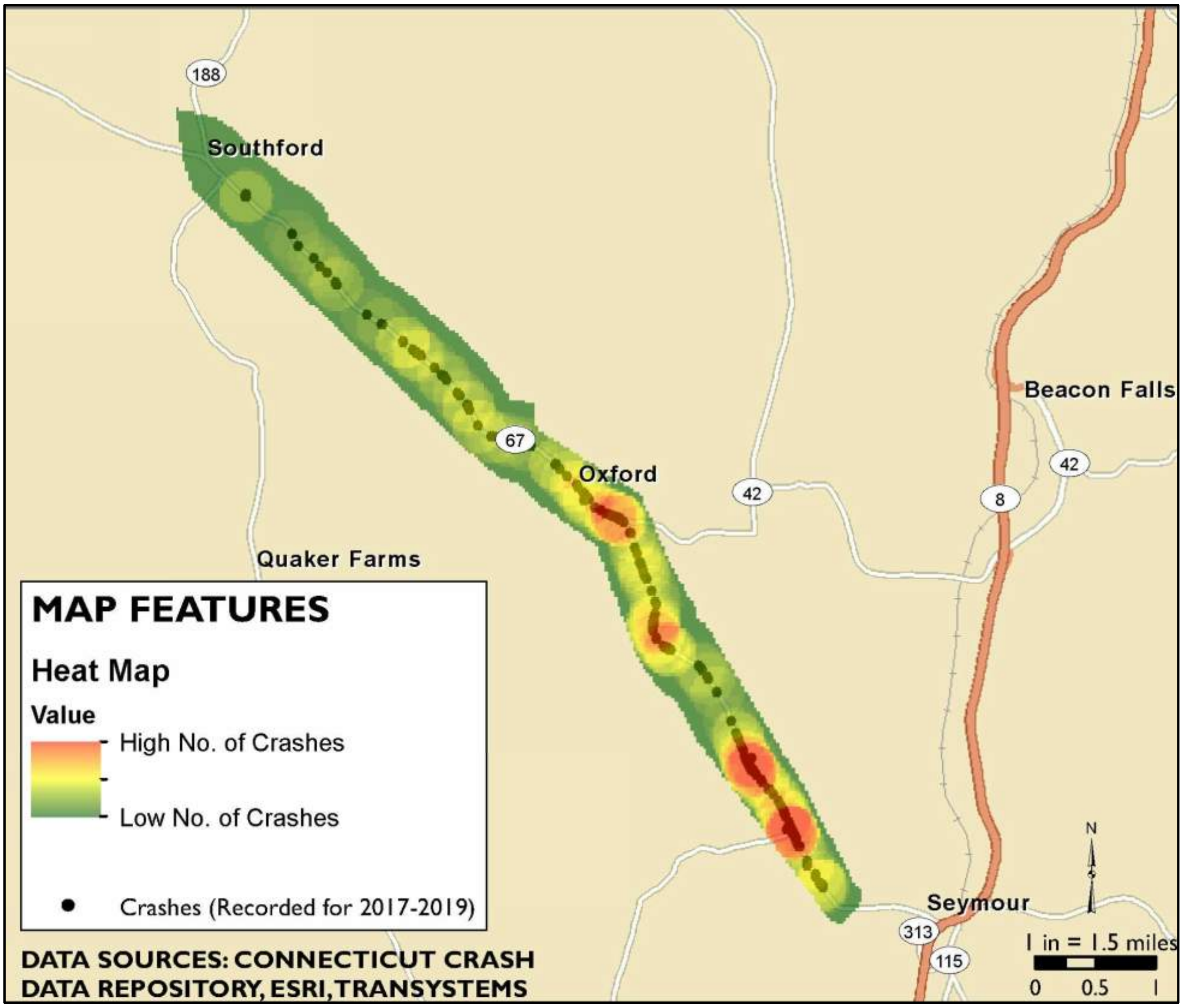


Figure 10: Crash Rates on Route 67 in the Project Corridor (2017 – 2019)

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 11, following.

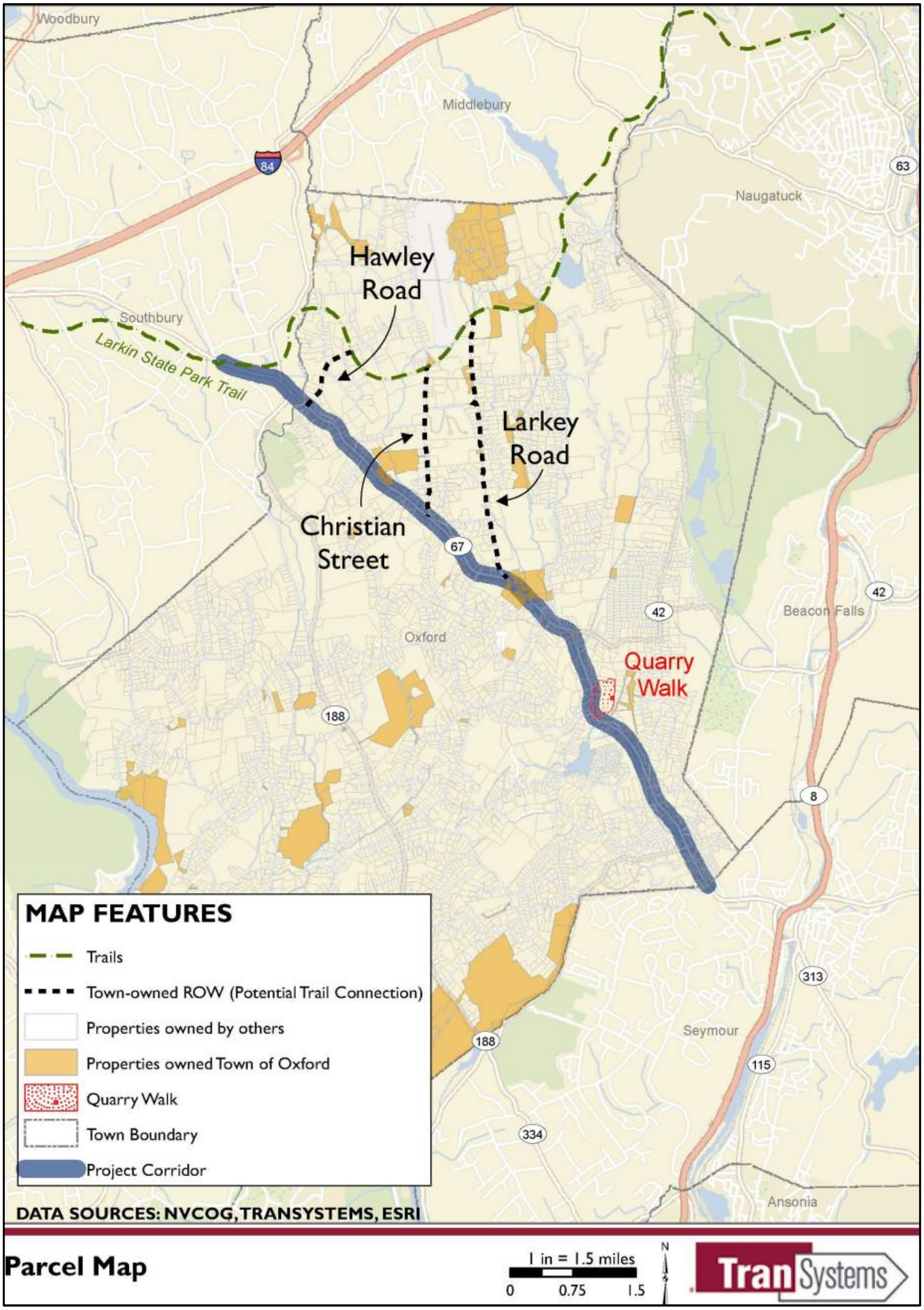


Figure 11: Parcel Map

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 east 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 west side of Route 67 for approximately 2,500 feet in Oxford Center. Sidewalks within the Regional Context Area are illustrated on Figure 12, 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.

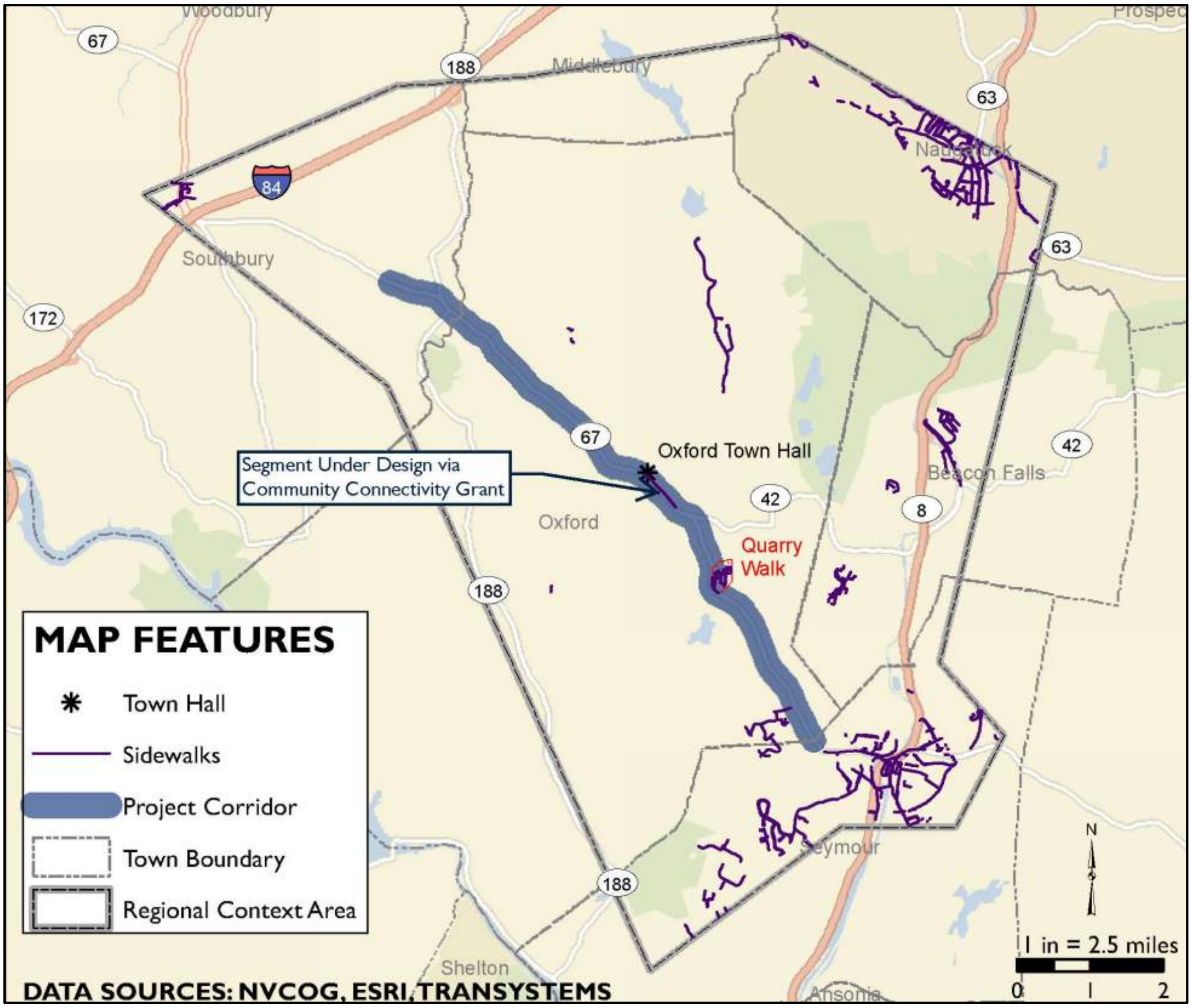


Figure 12: Regional Sidewalk Network

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 13, below. Also illustrated are regional attractions and parks that could be considered destinations for people using either trail.

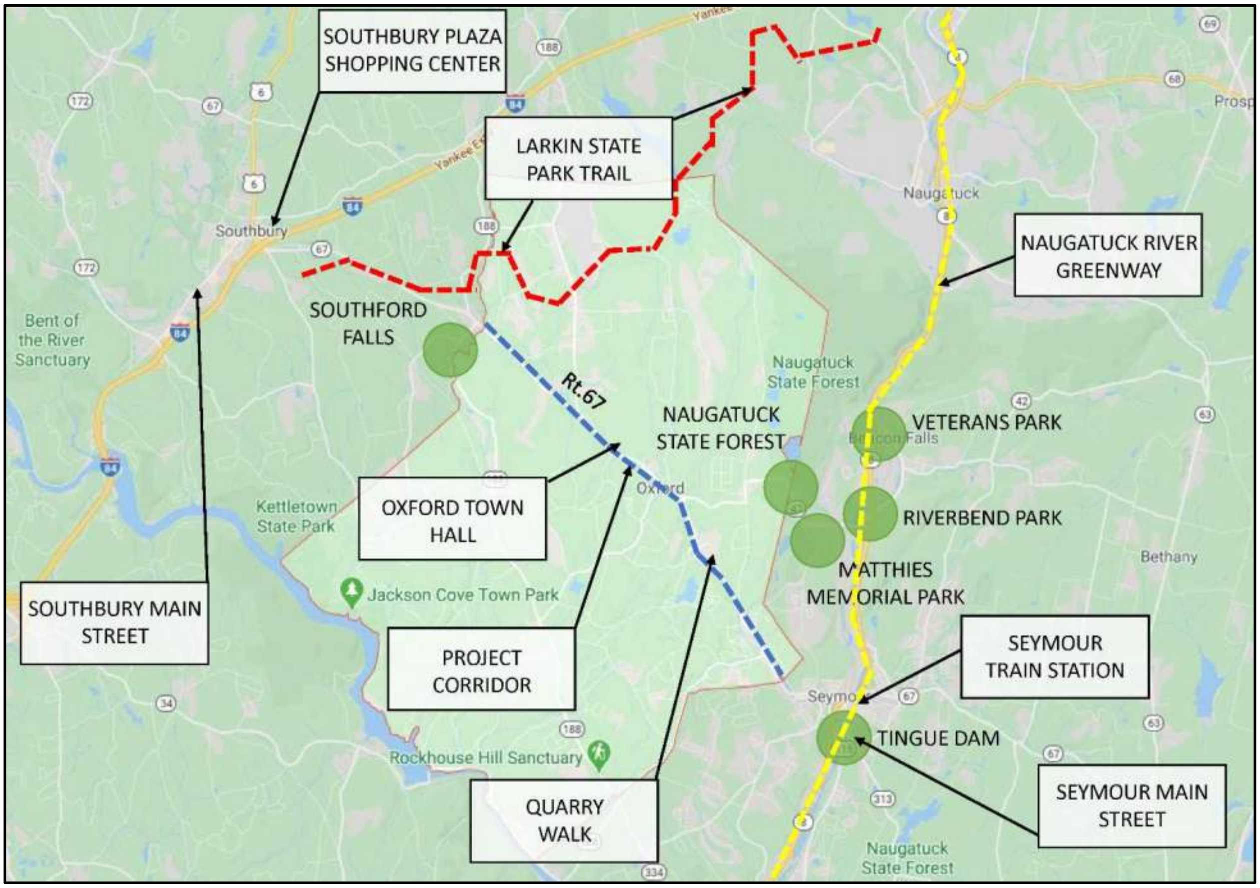


Figure 13: Off-Street Bicyclist and Pedestrian Facilities

2.1.2.2.1 Larkin State Park Trail and Park System

This existing trail system is part of a 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 exists. 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.

2.1.2.2.2 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 CT*transit* 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 18, page 37.

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 is being operated 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. Commuter service to and from Seymour operates 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 and Stamford, connection can be made to Amtrak service to points along the Northeast Corridor, including Boston, Philadelphia and Washington, D. C. Substitute bus service is expected to continue until the end of September 2021 when trains service will be reinstated for almost all trips.

Improvements to the Waterbury Branch Line have been a state, regional and local priority for many years. CTDOT in partnership with Metro-North Railroad (MNR) has several on-going Capital Improvement Projects focused on modernizing and enabling more reliable commuter rail service along the Waterbury Line, including passing sidings, a traffic control signal project and Positive Train Control. Plans are also underway to add seven trains per day on the line. This additional train service is expected to be implemented as early as mid-2022.

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 of 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.

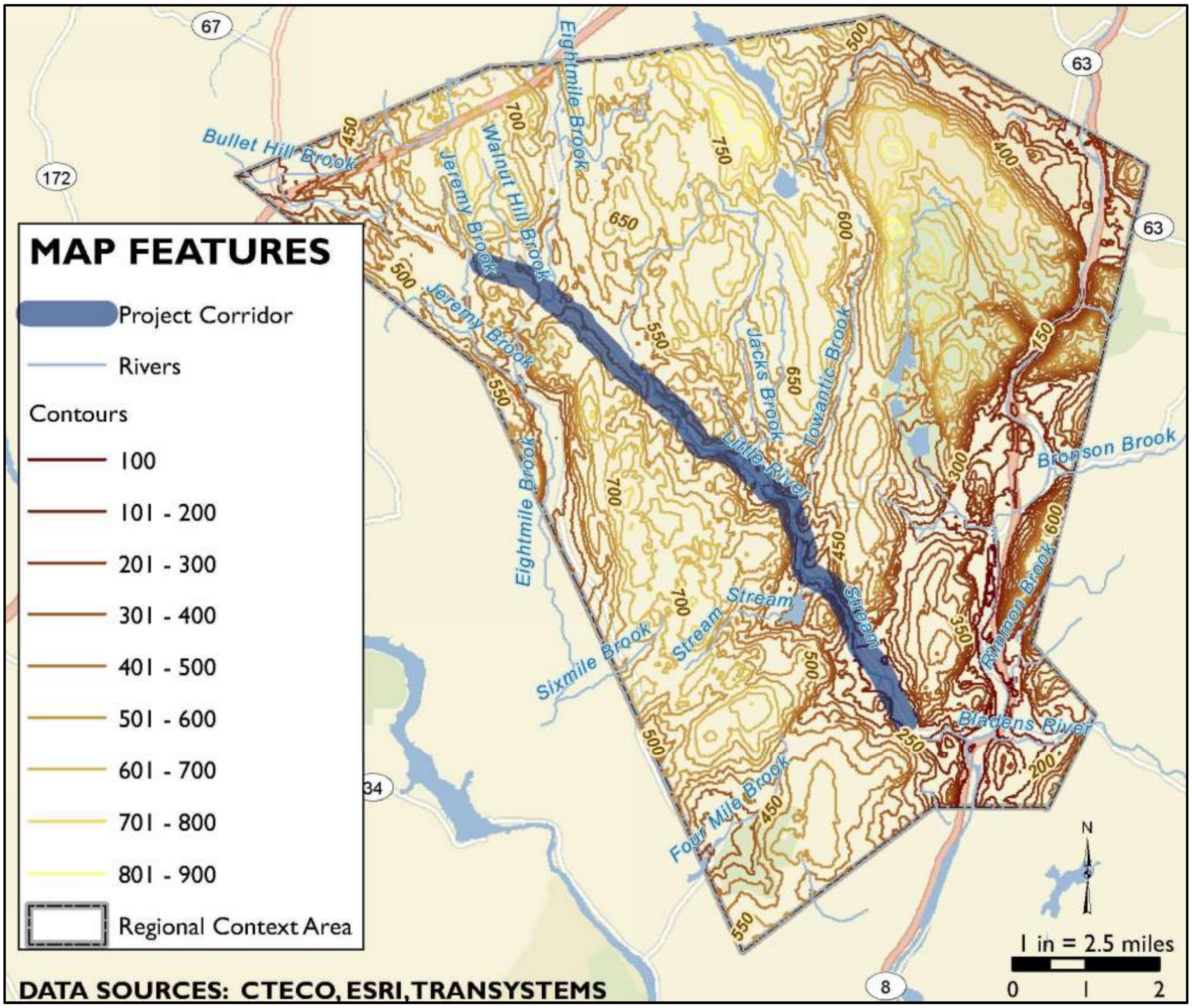


Figure 14: Topographical Map of the Regional Context Area

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 15, 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 1.

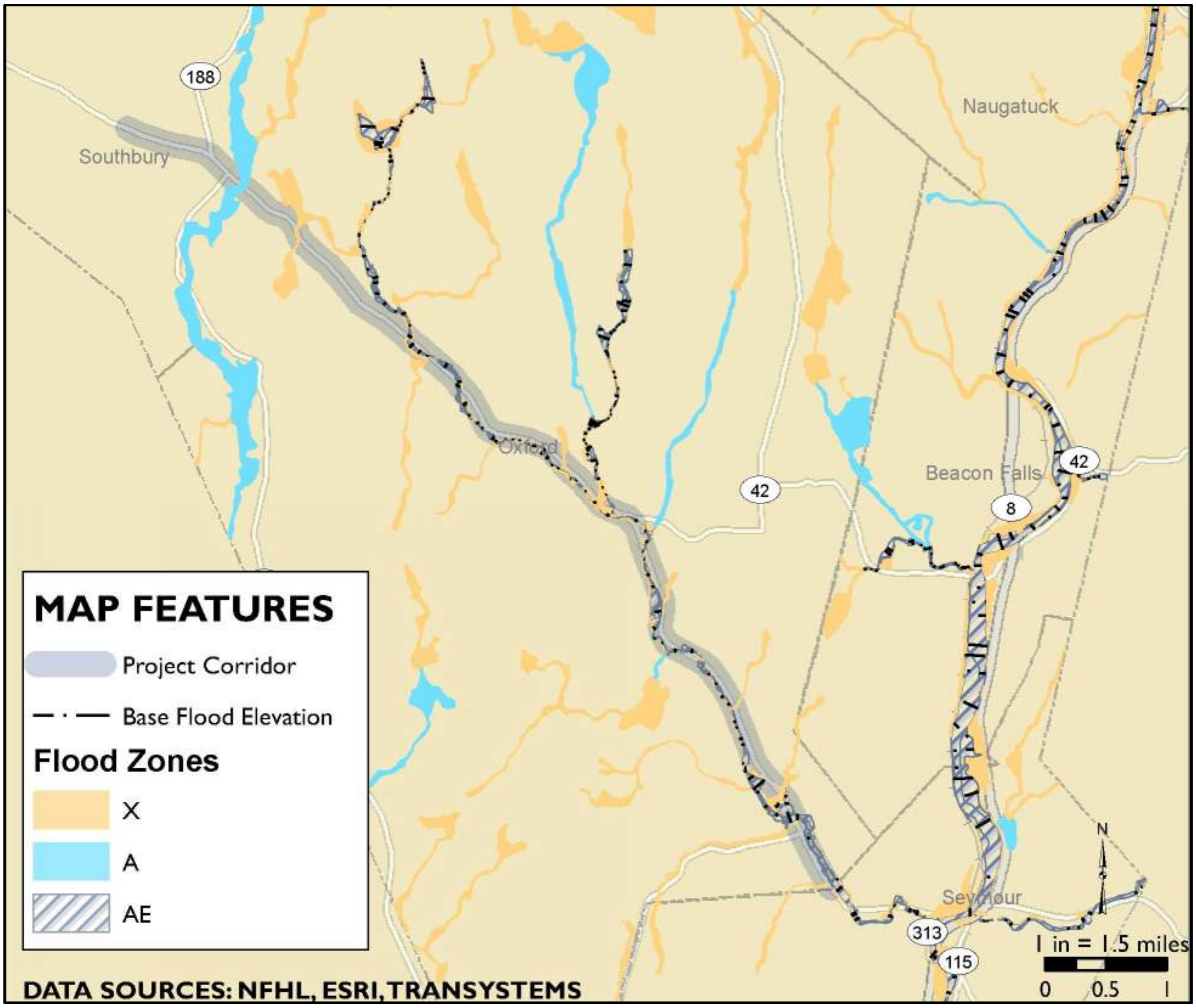


Figure 15: FEMA Flood Zones within the Regional Context Area

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.

2.2.3.1.1 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.

Example of Residential Building Converted for Commercial Use

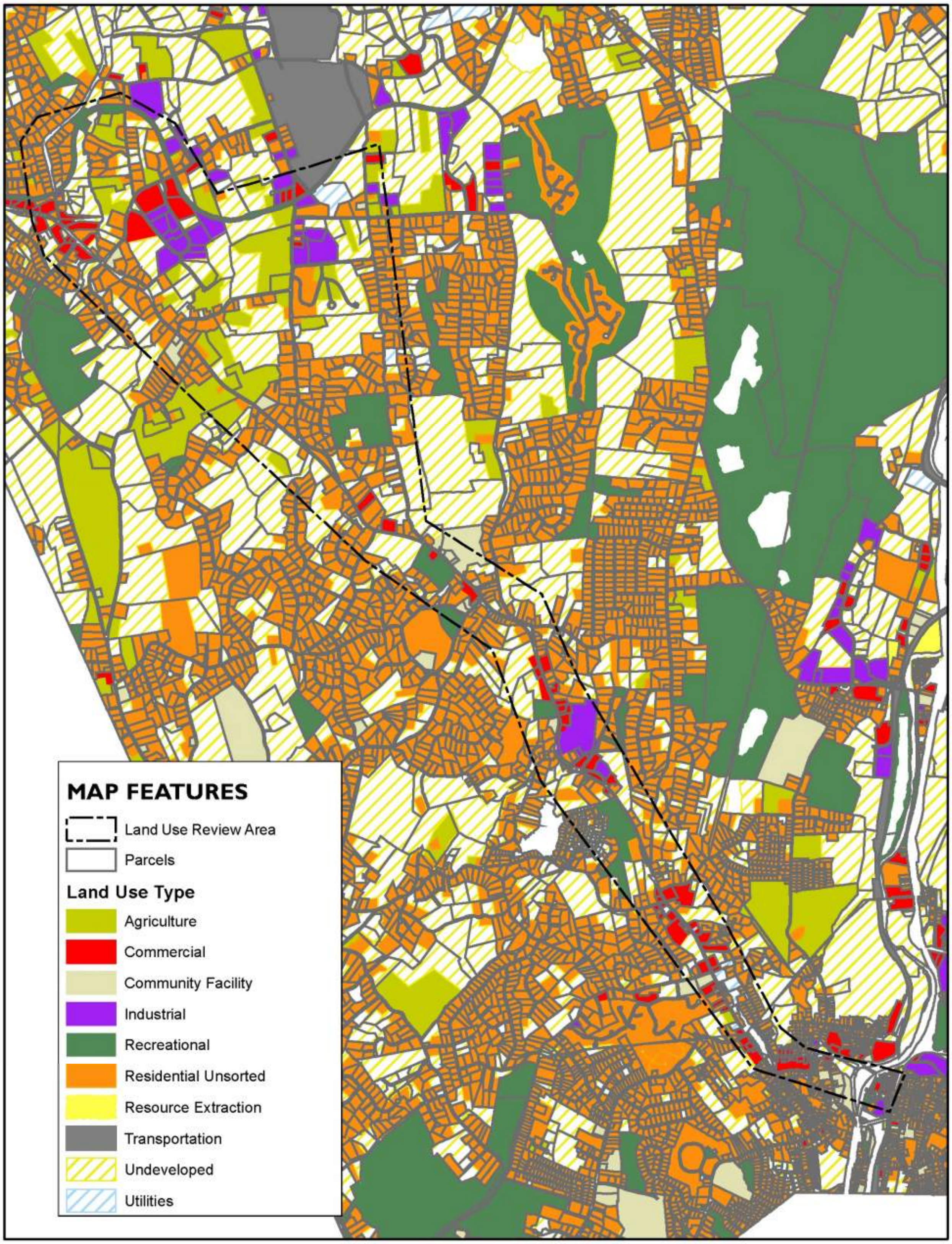
From East Street to West Street, the land use pattern transitions to a mix of commercial / retail and industrial, with several retail establishments located in Tommy K's Plaza. Some of the uses in this area are located in converted residential structures or structures built to generally mimic residential 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 west side of the corridor, just north of Park Road, and Residential-A (R-A) on the east side of the road and for areas set back from the corridor.

Commercial Plaza North of East Street

Open Space adjacent to Route 67 North of Chambers Hill Road

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 west side of the road, the east 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.

Primary Entrance (Main Street) to Quarry Walk



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

Figure 16: Land Use Map

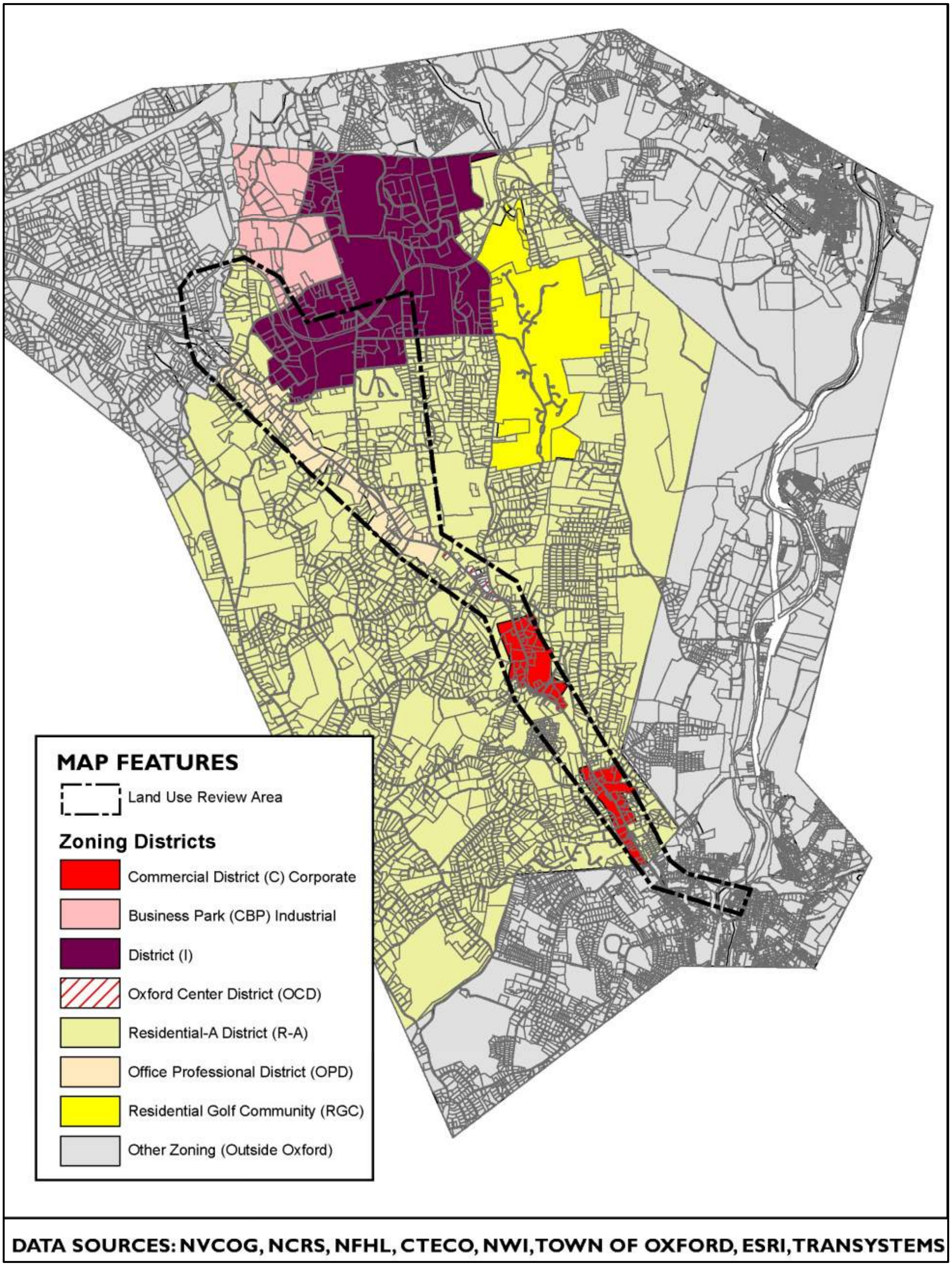


Figure 17: Zoning Map

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).

2.2.3.1.2 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.

2.2.3.1.3 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.

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 used in transportation planning. **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).

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.

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 disability[2] close to the study area average. This demographic information is also illustrated on maps in Appendix 2.

[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

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

To understand whether fixed route transit would be feasible in the Project Corridor, a t*ransit 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]

- 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 2. The transit demand indices are illustrated, grouped by low, medium, good and excellent transit demand, in Figure 18, below, along with the transit routes within the Regional Context Area.

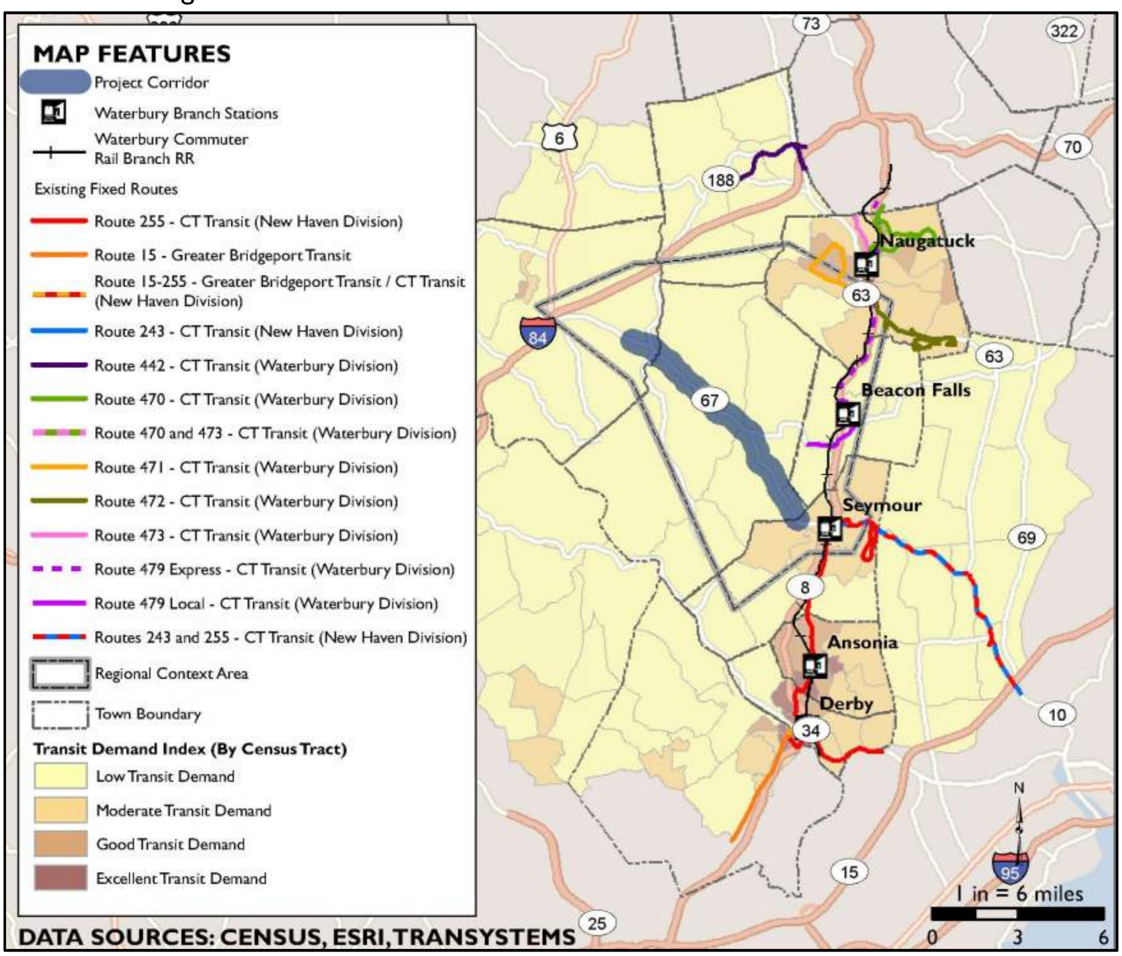


Figure 18: Transit Demand Index and Transit Routes within the Regional Context Area

[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 Bicyclist and Pedestrian Recommendations

The study team developed alternatives to meet the OMSPC's goal of providing a bicycle friendly pathway along the Little River. Additionally, alternatives were identified to address the infrastructure deficiencies noted in Chapter 2. This section will describe the process used to identify, develop and refine the recommended bicyclist and pedestrian facilities. In summary, the study team recommends the construction of a 10' wide multi-use sidepath along the Route 67 corridor. A series of segmented projects has been identified to facilitate the implementation throughout the corridor.

3.1 Typical Sections

The study team identified the need to address the Oxford Main Street Project Committee's vision to provide, "…a bicyclist friendly pathway along Oxford's riverside…" and to address the lack of bicyclist and pedestrian transportation facilities along the Route 67 Corridor. A number of facility types were considered. For bicyclists, the potential facility types were introduced in Section 2.1.2. An analysis of their suitability is documented in Table 9, below. Ultimately the high travel speeds on Route 67, in tandem with traffic volumes would result in an on-street facility being uncomfortable by all users, except the most experienced and advanced bicyclists. An on-road facility would be particularly unacceptable to particularly recreational users or children. Therefore, the study team recommends the implementation of a *sidepath* along Route 67 to implement the desired bicyclist connectivity. Despite the provision of a sidepath experienced cyclists may prefer to ride within the roadway shoulder. Any roadway improvements undertaken by CTDOT along the Route 67 corridor should consider the opportunity to ensure a uniform shoulder width of at least four feet with a width in excess of five feet preferable.

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. (AASHTO)

Table 9: Analysis of Potential Bicycle Facilities

Facility Type	Analysis
Shared Roadway	Traffic volumes and speeds too high for facility to be comfortably used by all users
Shoulder Bicycle Route	
Bicycle Lane	
Sidepath	**Recommended for implementation**

The recommendation for a sidepath will also support and address pedestrian mobility. The proposed sidepath would be designed for use by pedestrians, bicyclists and other non-vehicular uses. Per AASHTO guidance the minimum paved width for a two-directional shared use path is ten feet. A paved width of eight feet is acceptable for short distances where obstructions and constraints are present.

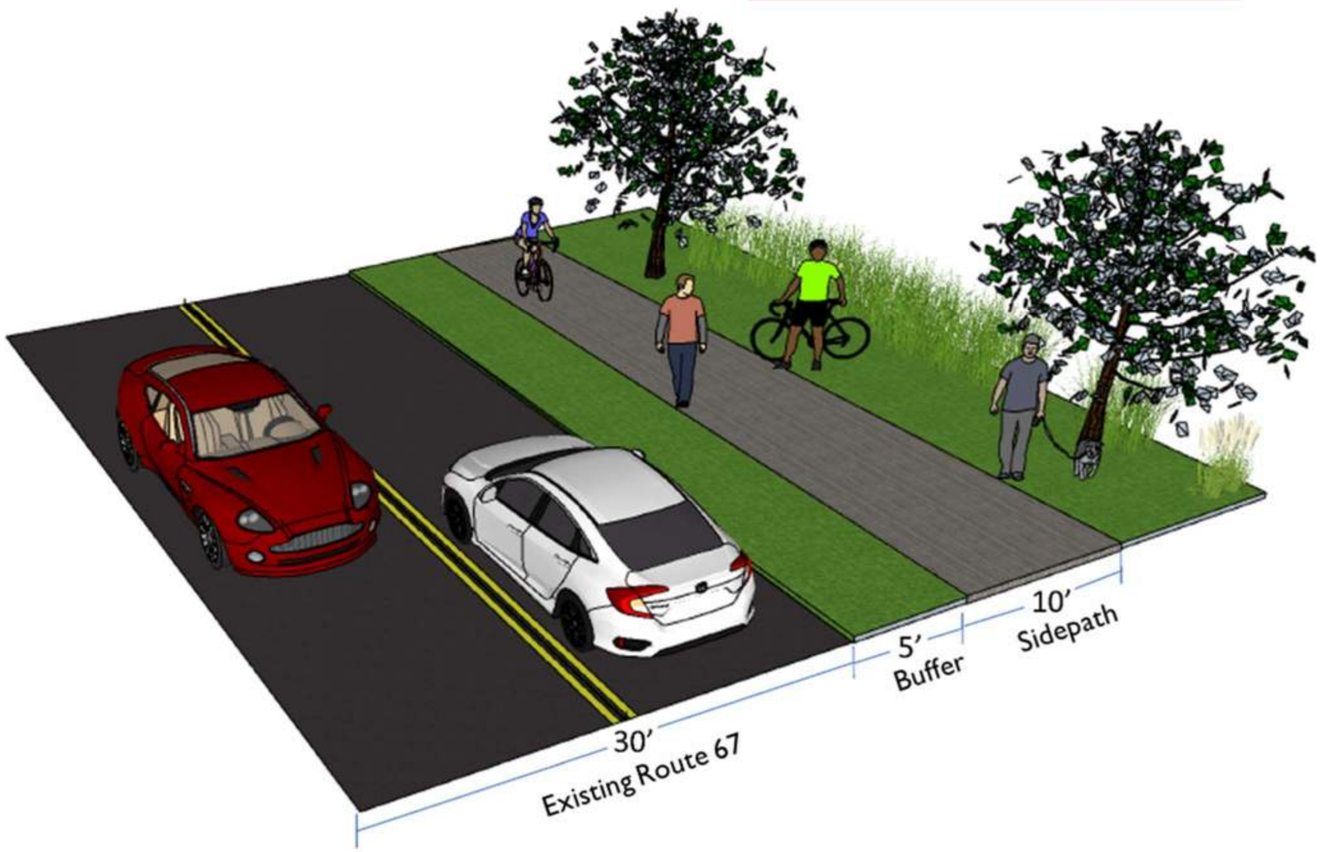
Due to the varied topographic nature of the corridor, the study team developed a series of typical sections to fit different site conditions. Preliminary cost estimates were prepared for each section, both with and without illumination. Due to its high cost and the rural nature of many segments of the corridor, illumination recommendations are limited to areas surrounding commercial developments. Therefore, cost estimates have been developed for each typical section with and without illumination.

3.1.1 Base Typical Section

The study team developed a base, typical section for the sidepath. This section is recommended for use where the area adjacent to Route 67 is relatively flat and undeveloped. The sidepath would be constructed at a minimum offset of five feet from the existing edge of Route 67. In accordance with AASHTO's Guide for the Development of Bicycle Facilities, this buffer distance is provided to inform both the motorists and sidepath users that the sidepath functions as an independent facility. Where the five-foot separation cannot be provided due to site constraints guiderail would be provided. This will be discussed and illustrated in later typical sections. A two-foot distance should be provided between the sidepath and any obstacles, such as signs, illumination poles or utility poles. A five-foot distance should be provided from the edge of the sidepath to any vertical drop offs steeper that *1V:3H*.

Figure 19: Base Typical Section – No Illumination

The grade of steep slopes is typically expressed as the ratio of the change in vertical elevation to the horizontal distance. For a **1V:3H** slope, the slope descends three feet in elevation for every one foot horizontally.



The estimated costs, per linear foot and per mile, to construct the base typical section are presented below. These include all the necessary construction items, incidentals and contingencies as highlighted in the CTDOT Estimating Guidelines in present-day (2021) costs.

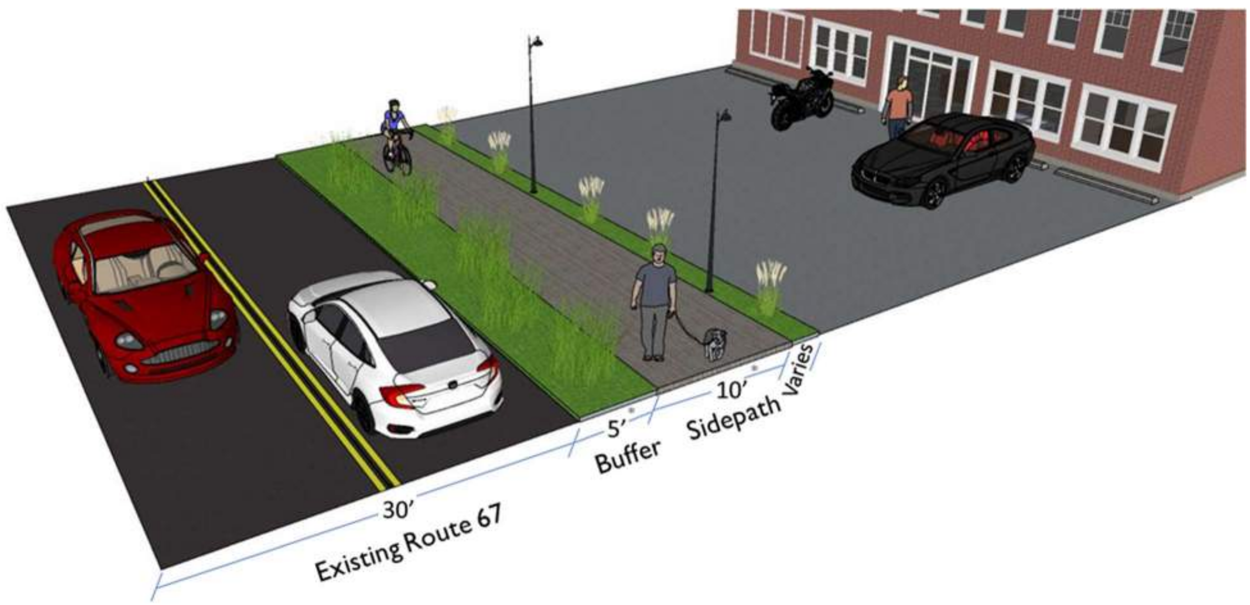
Table 10: Base Typical Section Estimated Costs

Typical Section	Cost per Linear Foot	Cost per Mile
Base without Illumination	$130 per Linear Foot	$690,000 per Mile
Base with Illumination	$220 per Linear Foot	$1,200,000 per Mile

3.1.2 Developed Area Typical Section

There are several segments of the corridor that feature commercial developments along the roadway. In these locations the sidepath would be constructed in a manner similar to the base typical section. The sidepath would be constructed with a buffer, ideally five feet. Due to various site constraints, including utilities and the configuration of the developed site's parking, the buffer may be reduced for short distances, typically less than one hundred feet in length. Similarly, in constrained areas, the width of the sidepath may be reduced to eight feet. Typically, locations where this typical section is recommended will also be recommended for illumination.

Figure 20: Developed Area Typical Section – With Illumination



The estimated costs, per linear foot and per mile, to construct the developed area typical section are presented below. These include all the necessary construction items, incidentals and contingencies as highlighted in the CTDOT Estimating Guidelines in present-day (2021) costs.

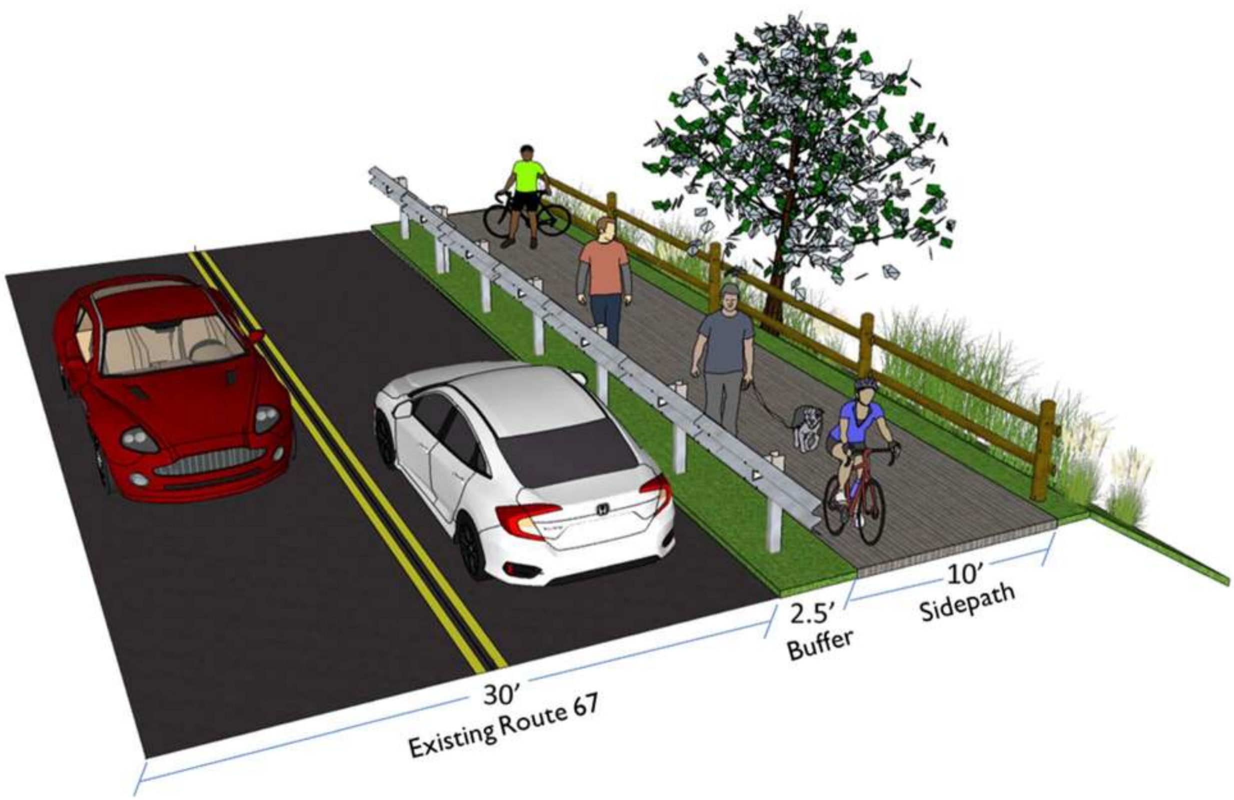
Table 11: Developed Area Typical Section Estimated Costs

Typical Section	Cost per Linear Foot	Cost per Mile
Developed Area without Illumination	$130 per Linear Foot	$690,000 per Mile
Developed Area with Illumination	$220 per Linear Foot	$1,200,000 per Mile

3.1.3 Steep Slope Typical Section

As discussed in Section 2.2, the Little River parallels Route 67 for long stretches of the corridor. Due to the elevation changes between the river and the roadway, there are often steep slopes descending from the side of roadway. The majority of these locations feature existing guiderail along Route 67 to shield the slopes from motorists. For the installation of the proposed sidepath in these locations, the buffer width would be reduced to 2.5 feet. In accordance with AASHTO's Guide for the Development of Bicycle Facilities, a physical barrier is recommended where the slope beyond the sidepath adjacent to a body of water is 1V:3H or steeper. The rendering below illustrates a wooden fence used for fall prevention. This type of barrier was used in estimating the cost for this typical section. There are a variety of different barriers that could be used to serve this purpose and a decision on the specific barrier for use could be made at a later stage of project development. Typically, this section is recommended without illumination, as locations for its use tend to be located away from developed areas.

Figure 21: Steep Slope Typical Section – Without Illumination



The estimated costs, per linear foot and per mile, to construct the steep slope typical section are presented below. These include all the necessary construction items, incidentals and contingencies as highlighted in the CTDOT Estimating Guidelines in present-day (2021) costs.

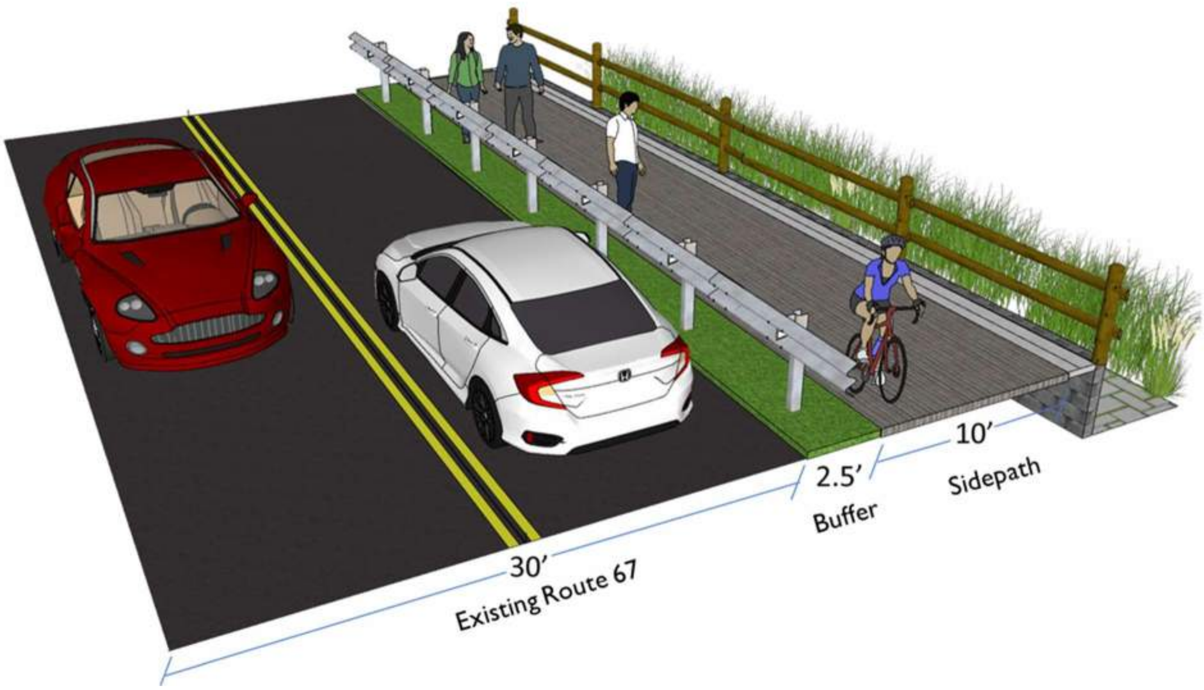
Table 12: Steep Slope Typical Section Estimated Costs

Typical Section	Cost per Linear Foot	Cost per Mile
Steep Slope without Illumination	$270 per Linear Foot	$1,500,000 per Mile
Steep Slope with Illumination	$360 per Linear Foot	$2,000,000 per Mile

3.1.4 Retaining Wall Typical Section

In some locations along the corridor, installing the sidepath using the steep slope typical section may introduce impacts to the Little River and associated floodplain and wetlands. In these locations a retaining wall would be used to limit the area affected by the installation of the sidepath and associated grading. Similar to the steep slope typical section, a guiderail would be installed, if not already present, in the buffer between the sidepath and Route 67. A physical barrier would be incorporated into the retaining wall to prevent falls. As discussed in the previous section, a wooden fence is illustrated in the rendering below, but many different aesthetic designs are available and a decision can be made later during the project development process. Typically, this section is recommended without illumination, as locations for its use tend to be located away from developed areas.

Figure 22: Retaining Wall Typical Section – Without Illumination



The estimated costs, per linear foot and per mile, to construct the retaining wall typical section are presented below. These include all the necessary construction items, incidentals and contingencies as highlighted in the CTDOT Estimating Guidelines in present-day (2021) costs. Due to the extreme cost difference between this and other typical sections, it is only recommended for small sections of the corridor, where absolutely necessary.

Table 13: Retaining Wall Typical Section Estimated Costs

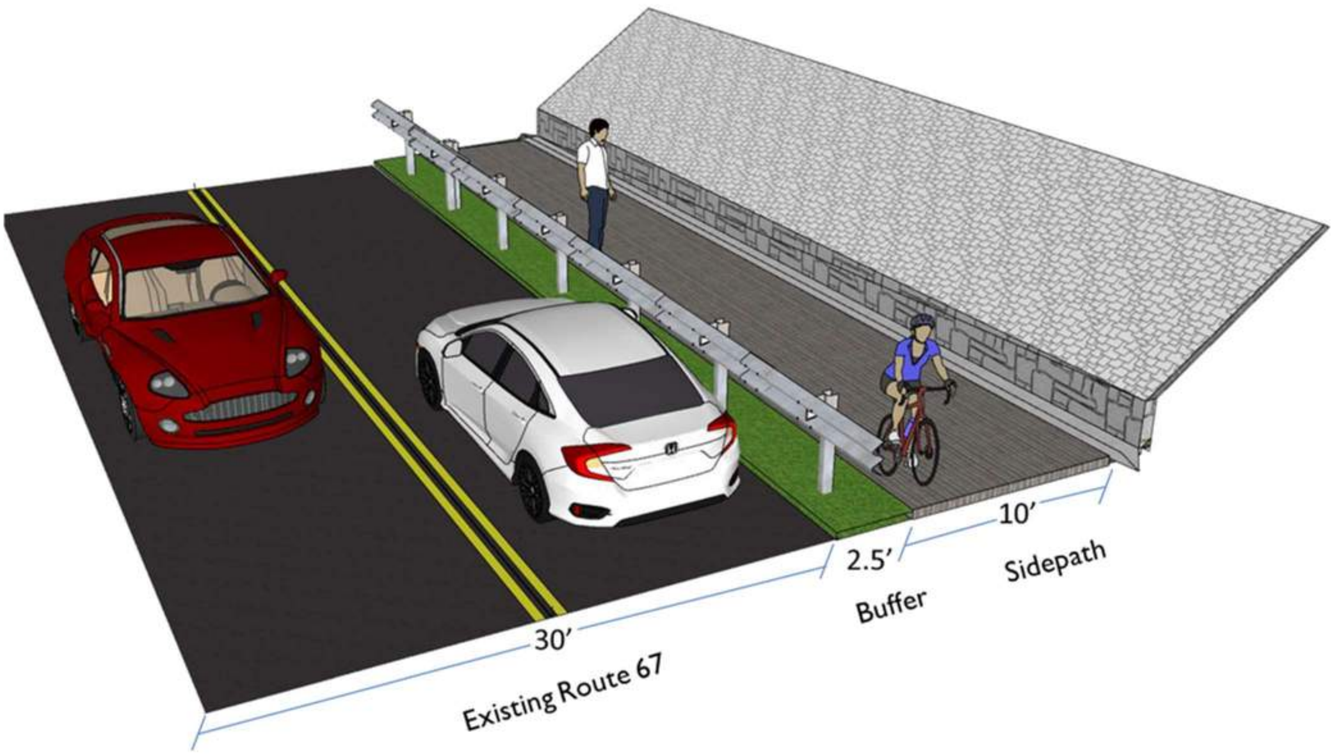
Typical Section	Cost per Linear Foot	Cost per Mile
Retaining Wall without Illumination	$1,850 per Linear Foot	$10,000,000 per Mile
Retaining Wall with Illumination	$1,935 per Linear Foot	$10,250,000 per Mile

3.1.5 Rock Cut Typical Section

There are locations within the corridor where rock slopes descend towards Route 67. In these locations it will be necessary to excavate *rock ledge* to allow room to install the proposed sidepath. In order to minimize the amount of rock excavation required, the buffer between the roadway and sidepath would be reduced to 2.5 feet and guiderail would be provided. Typically, this section is recommended without illumination, as locations for its use tend to be located away from developed areas.

Rock ledge: Solid rock that is exposed at the ground surface. The presence of this material creates the need for different excavation techniques and increases construction cost.

Figure 23: Rock Cut Typical Section – Without Illumination



The estimated costs, per linear foot and per mile, to construct the rock cut typical section are presented below. These include all the necessary construction items, incidentals and contingencies as highlighted in the CTDOT Estimating Guidelines in present-day (2021) costs.

Table 14: Rock Cut Typical Section Estimated Costs

Typical Section	Cost per Linear Foot	Cost per Mile
Rock Cut without Illumination	$230 per Linear Foot	$1,250,000 per Mile
Rock Cut with Illumination	$320 per Linear Foot	$1,700,000 per Mile

3.1.6 Sidewalk Typical Section

In order to enhance pedestrian mobility within key development nodes in the corridor, the study team recommends the installation of sidewalks on the opposite side of Route 67 to the sidepath. The recommended width of the sidewalk is six feet. This is consistent with recommendations in the AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities sidewalks adjacent to rural arterials. A width of six feet is sufficient for two adults to walk side-by-side, unlike narrower widths. Similar to the developed area typical section discussed in Section 3.1.2, the sidewalk would be constructed with a buffer, ideally five feet from Route 67. Due to various site constraints, including utilities and the configuration of the developed site's parking, the buffer may be reduced for short distances, typically less than one hundred feet in length. Similarly, in constrained areas, the width of the sidewalk may be reduced to four feet. Typically, locations where this typical section is recommended will also be recommended for illumination.

Figure 24: Sidewalk Typical Section

The estimated costs, per linear foot and per mile, to construct the sidewalk typical section are presented below. These include all the necessary construction items, incidentals and contingencies as highlighted in the CTDOT Estimating Guidelines in present-day (2021) costs.

Table 15: Sidewalk Typical Section Estimated Costs

Typical Section	Cost per Linear Foot	Cost per Mile
Sidewalk with Illumination	$175 per Linear Foot	$925,000 per Mile

3.1.7 Wayfinding and Rest Areas

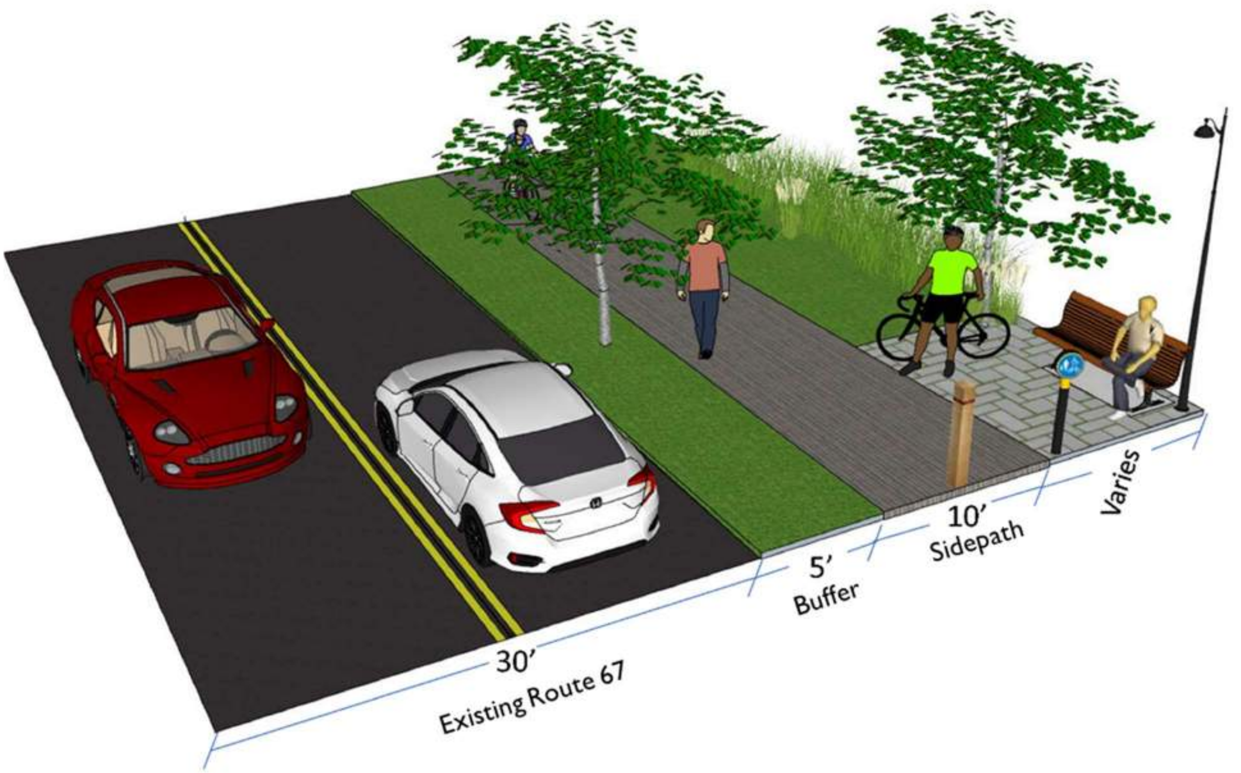
In order to improve user experience, wayfinding and rest areas are recommended at many locations along the corridor. These facilities will offer the following benefits:

- Identify destinations and resources that can be reached from the proposed sidepath
- Offer opportunities for rest and relaxation
- Enhance temporary sidepath termini as development of the facility is likely to be implemented in stages

The locations of the proposed wayfinding and rest areas will be discussed in Section 3.2. In general, they will be recommended at locations where:

- The sidepath may temporarily terminate as part of an iterative implementation process
- Key municipal, commercial and recreational destinations may be accessed
- At or near the eleven public-access fishing sites within the corridor

Figure 25: Wayfinding and Rest Area



3.1.8 Road Crossings

As part of the routing analysis for the proposed sidepath, three types of crossings were considered; (1) unsignalized locations across Route 67, (2) signalized intersections across Route 67, and (3) across intersecting roadways. As highlighted in the existing conditions analysis, the typical vehicular travel speeds along Route 67 make it uncomfortable for pedestrians to cross the roadway under current conditions. The FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* identifies two countermeasures that should be considered based on the vehicular traffic volumes and speed:

A **Rectangular Rapid-Flashing Beacon (RRFB)** is a pedestrian-actuated crossing enhancement used in tandem with signage to improve safety by enhancing driver awareness of the crosswalk. At each installation, a RRFB device is located on both ends of the sidewalk, where it can be activated by users intending to cross the road. Passive-detection systems are also available that do not rely on user activation. The primary feature of RRFB is the irregular flashing patter of the beacon. This remains unlit when not in use.

A **Pedestrian Hybrid Beacon (PHB, also known as a HAWK)** essentially functions as a mid-block traffic signal for pedestrians, with one exception. The system rests in a 'dark' mode so it is inactive until activated or a crossing user is detected. Once activated, the PHB functions as a traffic signal, presenting a red light to drivers and a green light to crosswalk users.

Picture of RRFB Installation (NACTO / City of Alexandria, VA)

Rendering of a PHB Installation (FHWA)

The *Manual on Uniform Traffic Control Devices* provides guidance for installing PHBs. Factors to consider are traffic volume, crossing distance and expected pedestrian volume. It is not anticipated that potential unsignalized crossing locations will meet these thresholds. Therefore, at locations with suitable sight distance, the study team recommends the installation of RRFBs as the preferred crossing safety countermeasures. Following installation, it is recommended that performance should be assessed on a five-year basis to confirm their suitability and potential changes in regulatory guidance.

At signalized intersections, the study team recommends upgrading existing sidewalk ramps and signal infrastructure to meet current MUTCD standards and installing new ramps and signal infrastructure where necessary. Throughout the corridor there are many locations where the proposed sidepath would need to cross side roads intersecting Route 67. These locations should be designed on a case-by-case basis, considering sight lines, traffic volumes and speeds. AASHTO's *Guide for Bicycle Facilities,* including the anticipated new release, contains guidance for maximizing sidepath user safety at these locations.

3.2 Alternatives Analysis Process

Having developed a range of typical sections for the installation of the sidepath, the study team assessed different configurations and routings the sidepath could follow through the corridor to determine the recommended path. An initial, high-level evaluation was conducted by assessing the available property and constraint mapping. Based on this initial analysis, the study team determined that the western side of Route 67 generally features fewer constraints than the eastern side. A more detailed exploration of the corridor was conducted to evaluate potential sidepath routing options, with the basic assumption that the majority of the corridor would feature the sidepath on the west side of Route 67. To do so, the study team established evaluation criteria to assess different options. These are described further in the following section.

3.2.1 Evaluation Criteria

The study team identified several key factors for assessing alternatives. These include:

- Transportation benefits and destination served
- Environmental and constraint factors
- Safety considerations

The full list of criteria is presented in Table 16, following. For each criterion a set of visual symbols was used to identify how well a specific alternative satisfies the criterion. These symbols range from a filled in upward **green** arrow as the best possible result, to a hollow upward **green** arrow, a **yellow** box indicating a neutral result to downward facing hollow and solid **red** arrows. Depending on the specific criterion, a specific range of results has been identified.

Beginning with Section 3.3 the central, southern and northern segments are reviewed in further detail, with different routing options presented for the proposed sidepath. The segments are presented in this order based upon the OMSPC's goals of connecting Oxford Center to Quarry Walk, Quarry Walk to Seymour and from Oxford Center to the Larkin State Park Trail.

Figure 26: Corridor Segments

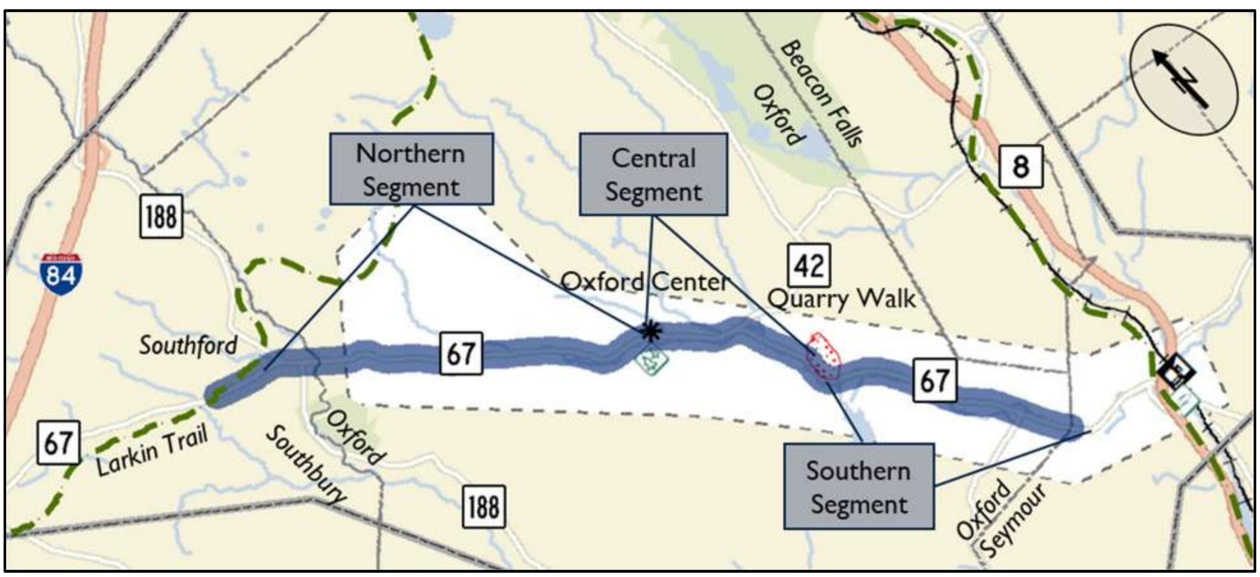


Table 16: Evaluation Criteria

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 typical section
	■	Alternative may encounter some increase in comparison with the base typical section
	▼	Alternative likely to encounter significant increases in comparison with the base typical 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 total 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

3.3 Central Segment

The central segment consists of 1.5 mile of the Project Corridor between Oxford Center and Quarry Walk. It includes signalized intersections at Riggs Street and the Quarry Walk driveway. There are three bridges that carry Route 67 over watercourses, two over the Little River and one over the Riggs Street Brook. The Little River parallels Route 67 in close proximity to the west of the roadway for the majority of this segment. An exception occurs near Route 42 and Victory Memorial Park where the roadway and watercourse cross each other twice in a short distance. The topography adjacent to Route 67 is steep in many places with hills rising sharply and rock ledge near the roadway, near Victory Memorial Park.

Key Destinations within the Central Segment:

- Little River Nature Preserve
- Municipal facilities in Oxford Center, including Town Hall and venue for outdoor concerts
- Proposed future municipal park near Oxford Center
- Three public access fishing sites along the Little River
- Several restaurants
- Victory Memorial Park
- Quarry Walk commercial development

The Town of Oxford has secured financing through the state Community Connectivity Grant program to construct a section of the recommended sidepath in the central segment.

Figure 27: Central Segment – Existing Conditions

3.3.1 Routing Analysis

As previously discussed in Section 3.2.1, the general recommendation throughout the Project Corridor is for the proposed sidepath to be located on the west side of Route 67. The following pages present and evaluate the recommended sidepath routing and an alternate routing through the central segment. Presented below in Figure 28, is the first of three subsections of the central segment. This map ranges from the Oxford Town Hall to Academy Road. The land use in this subsection is developed, with the Little River Nature preserve on the west side of Route 67, municipal buildings on the east side of Route 67 with a church and several commercial establishments further south. As discussed previously, the Town of Oxford has received funding from the Community Connectivity Grant Program (CCGP) to install a sidepath along the west side of Route 67 from opposite Town Hall to Dutton Road. This project is under construction.

Figure 28: Central Segment Sidepath Routing (1 of 3)

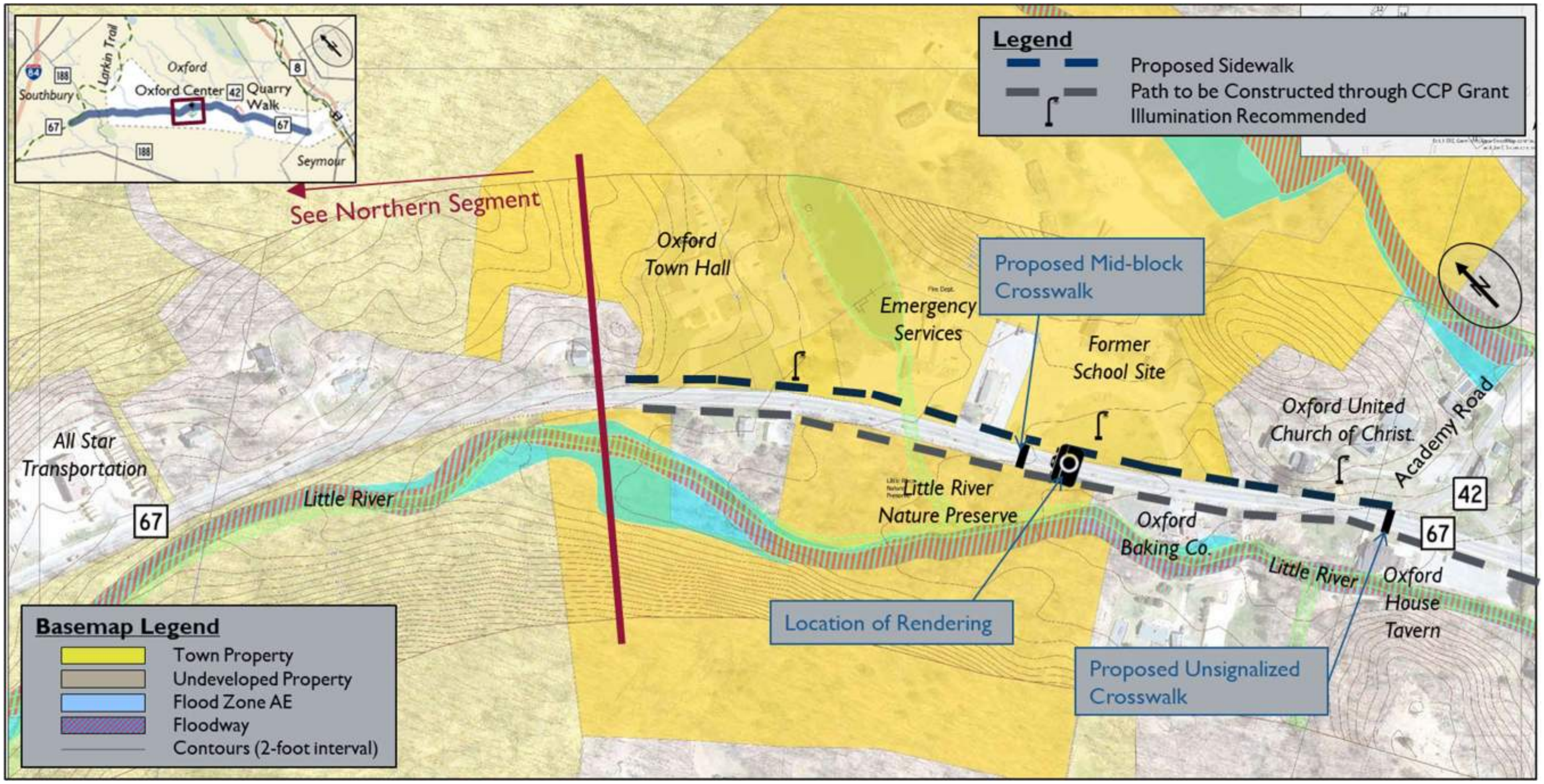


Figure 29: Rendering of Recommendations near Little River Nature Preserve (Looking south along Route 67)

In order to support the OMSPC's vision for a walkable Oxford Center, a sidewalk is recommended on the east side of Route 67 between Town Hall and Academy Road. Illumination is recommended through this subsection and is included in the CCGP project. To provide connectivity between the sidewalk on the east side of Route 67 and the sidepath on the west side, two crosswalks are proposed. A mid-block crosswalk with a RRFB is recommended at the entrance to the Little River Nature Preserve. Parking for the preserve will be on the former school site, which is located on the opposite side of Rout 67. This will require pedestrians to cross Route 67 at this location. A second crossing is recommended at the unsignalized intersection with Academy Road. The addition of the sidepath and sidewalk along with *street side furniture* and lighting fixtures will provide additional traffic calming to help reduce travel speeds. No alternate sidepath routings were developed for this section.

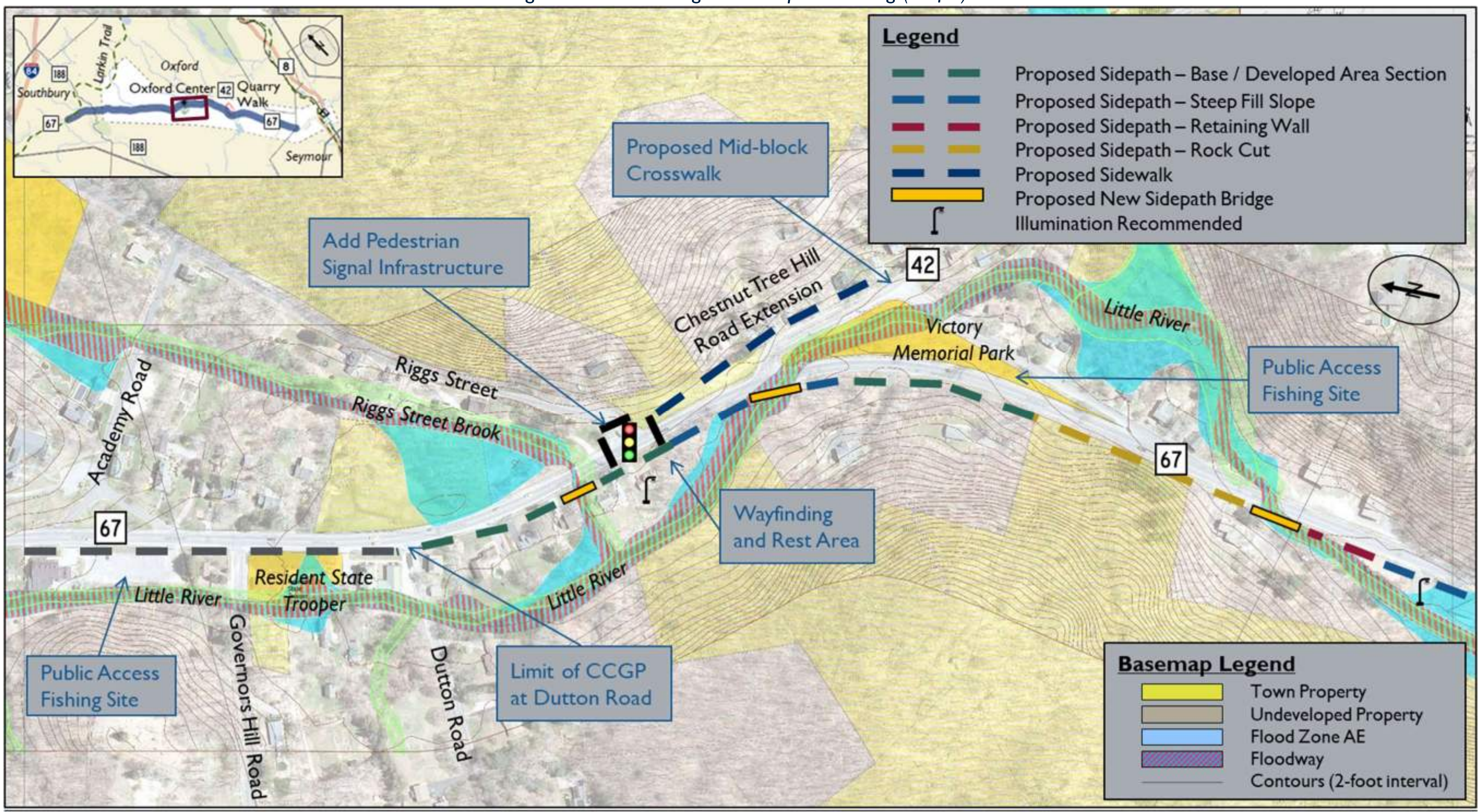
The rendering above depicts how the subject section of Route 67 could appear with the proposed recommendations in-place. The view is taken looking south along Route 67. The left side of the image shows the proposed sidewalk, and the right side of the image shows the proposed sidepath.

Street side furniture: Benches, waste receptacles, bicycle racks and other amenities that are placed adjacent to the roadway for use by pedestrians and bicyclists. They can help create a sense of place and make sidewalks and bike paths more user-friendly.

Figure 30, below presents the subsection between Academy Road and the Route 67 Bridge over the Little River south of Victory Memorial Park. This section is directly south of the previous subsection. The CCGP sidepath project limits are at Dutton Road. The sidepath is recommended to continue along the west side of Route 67 throughout the subsection. It includes several locations where the sidepath would need to cross the Little River or its tributary, the Riggs Street Brook. At each location, the existing bridge is too narrow to add a sidepath. Therefore a new bridge will be constructed parallel to the existing structure.

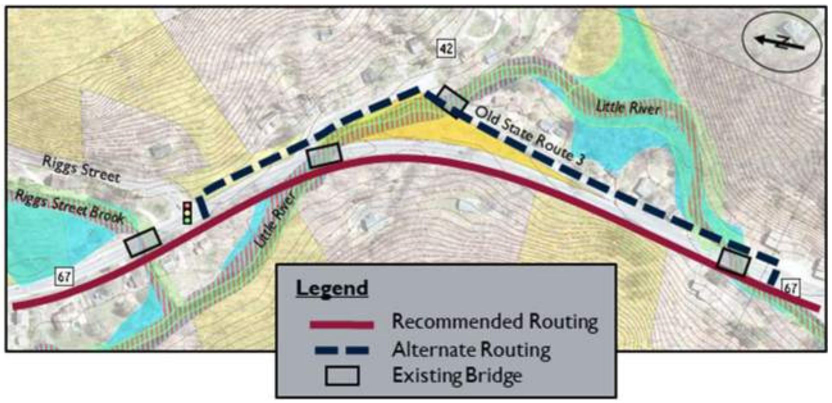
Wayfinding should be provided to notify sidepath users of the public fishing site north of Governors Hill Road, Victory Memorial Park and destinations along Route 42 to the east, including the Naugatuck State Forest, Matthies Memorial Park and other destinations highlighted on Figure 13.

Figure 30: Central Segment Sidepath Routing (2 of 3)



For this segment an alternate routing for the sidepath was considered in the vicinity of Victory Memorial Park. The alternate routing would cross Route 67 at the signalized intersection with Riggs Street, follow the east side of Route 67, then parallel Route 42 to Old State Route 3 and follow Old State Route 3 back to Route 67. A midblock crossing would be provided to shift the sidepath back to the west side of Route 67. A significant rock outcropping is present just to the south on the east side of Route 67 making continuing the sidepath on the east side impractical. This alternate routing is presented in Figure 31, below.

Figure 31: Alternate Routing Considered near Victory Memorial Park



The alternate routing and the recommended routing, on the west side of Route 67, were evaluated to determine how well they satisfied the evaluation criteria. The results are displayed in Table 17 and Table 18, right. The primary determining factors in recommending the sidepath along the west side of Route 67 are:

- Eliminating the need to cross Route 67 at an unsignalized location
- Additional bridge required along the alternate routing
- Additional ROW needs for the alternate routing

Table 17: Evaluation of Recommended Routing near Victory Memorial Park

Criteria	Rating	Comments
Connections to destinations	■	Does not provide direct connection to Victory Memorial Park, but wayfinding and crossing at Riggs Street could be provided
Cost	▽	One bridge crossing needed
ROW	△	Partial easements required
Environmental	▼	Permits likely required with minor wetland and floodplain impact
Scenic / Recreational Value	■	Offers space for wayfinding area but does not connect with fishing area at Victory Memorial Park
Crossings	▲	No need to cross Route 67

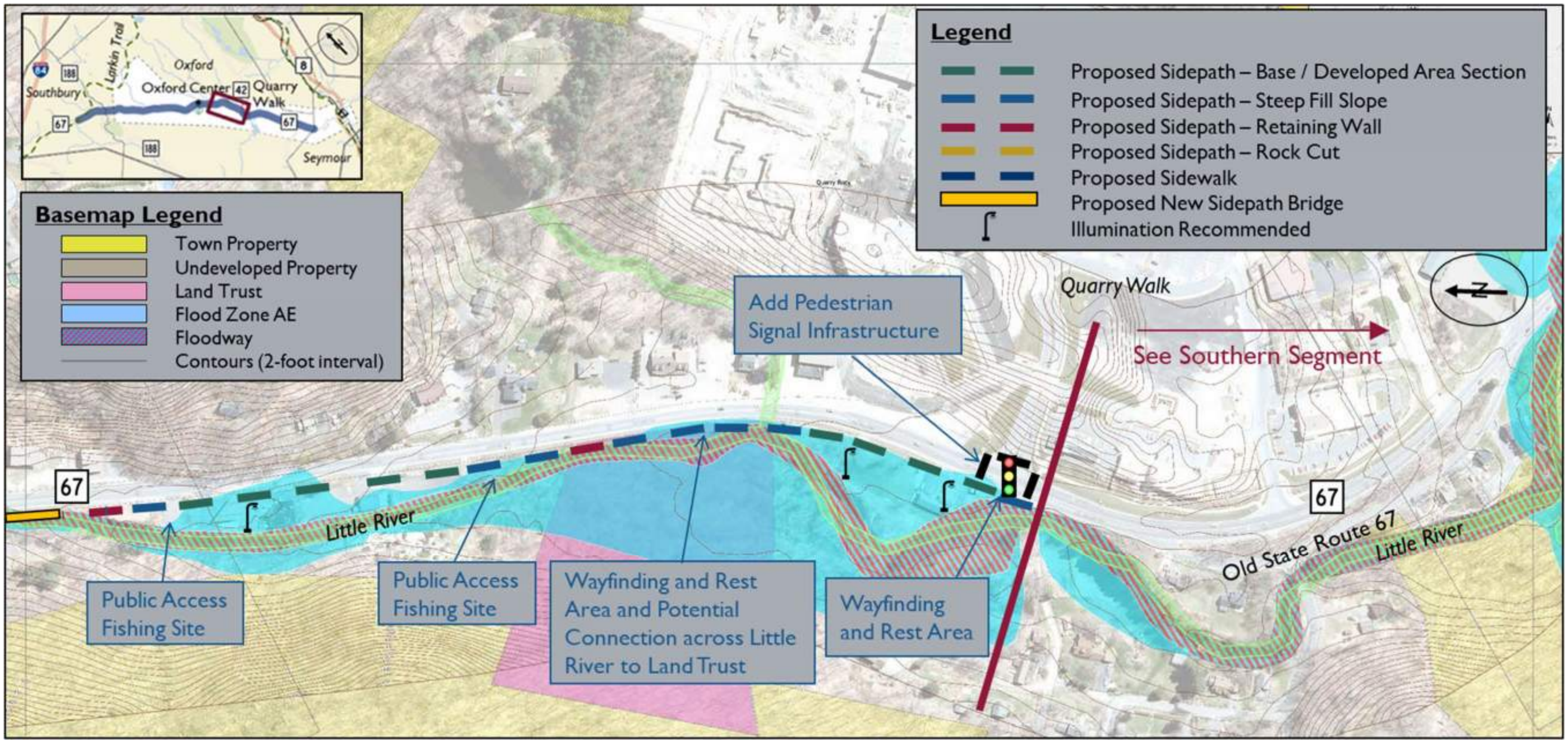
Table 18: Evaluation of Alternate Routing near Victory Memorial Park

Criteria	Rating	Comments
Connections to destinations	△	Offers connection to Victory Memorial Park and fishing area
Cost	▼	Two bridge crossings required
ROW	▽	Total acquisitions may be required along due to proximity of buildings to sidepath route
Environmental	▼	Permits likely required with minor wetland and floodplain impact
Scenic / Recreational Value	△	Offers connectivity with at Victory Memorial Park
Crossings	▽	Need to cross Route 67 at unsignalized location

Figure 32 presents the southernmost subsection of the central segment, extending to Quarry Walk. Throughout this subsection, the sidepath is recommended along the west side of Route 67. The Little River parallels Route 67 in close proximity, with two public access fishing sites. There are intermittent commercial establishments along this stretch, and illumination is recommended in several locations. The signalized intersection at the main entrance to Quarry Walk is the southern terminus for this subsection. The study team recommends implementation of pedestrian signal infrastructure to facilitate crossing Route 67 between the sidepath and Quarry Walk.

The study team also recommends two wayfinding and rest areas within this area. One would be located adjacent to a parcel owned by the Oxford Land Trust. The OMSPC has indicated a desire to implement nature trails in this parcel. In anticipation for this, a wayfinding and rest area is recommended at the location where a bridge would be required to connect between the sidepath and the land trust parcel. The second wayfinding area would be at the subsection's southern terminus.

Figure 32: Central Segment Sidepath Routing (3 of 3)



3.4 Southern Segment

The southern segment consists of 2.2 miles of the Project Corridor between Quarry Walk and the existing sidewalk network at West Street in Seymour. It includes signalized intersections at West Street (Oxford), Park Road, Great Hill Road and West Street (Seymour). The Little River parallels Route 67 in close proximity to the west side between Quarry Walk and Great Hill Road. Between Great Hill Road and West Street it closely parallels Route 67 to the east. Near the Seymour town line, the Little River is impounded, creating Hoadley Pond.

The character of the corridor north of West Street (Oxford) is rural, with few developments along Route 67. South of this point, there are a series of commercial developments, taking the shape of individual buildings, primarily restaurants and offices, and multi-use plazas.

<u>Key Destinations within the Southern Segment:</u>

- Quarry Walk commercial development
- Three public access fishing sites along the Little River
- Restaurants and commercial sites along Route 67
- Sidewalk network along Route 67 beyond West Street (Seymour) offering connectivity with downtown Seymour, the Naugatuck River Greenway and the Bypass Channel and Park at Tingue Dam (Seymour fish ladder)

The study team has also identified a way to extend the sidepath beyond West Street towards the Naugatuck River and other destinations. This is discussed at the end of the following sections.

Figure 33: Southern Segment – Existing Conditions

3.4.1 Routing Analysis

The following present and evaluate the recommended sidepath routing and an alternate routing through the southern segment. The routing analysis for the southern segment begins at Quarry Walk, as presented in Figure 34. The sidepath is recommended to continue on the west side of Route 67. The Little River parallels Route 67 in close proximity and both the steep fill slope and retaining wall sections would be required. Lighting is recommended at several locations, including near Quarry Walk and other commercial establishments.

As part of the construction of Quarry Walk, sidewalk was installed along the Route 67 frontage. In tandem with the sidepath and the signalized crossing at the main driveway, the sidewalks help provide pedestrian access to the entire Quarry Walk site.

Figure 34: Southern Segment Sidepath Routing (1 of 5)

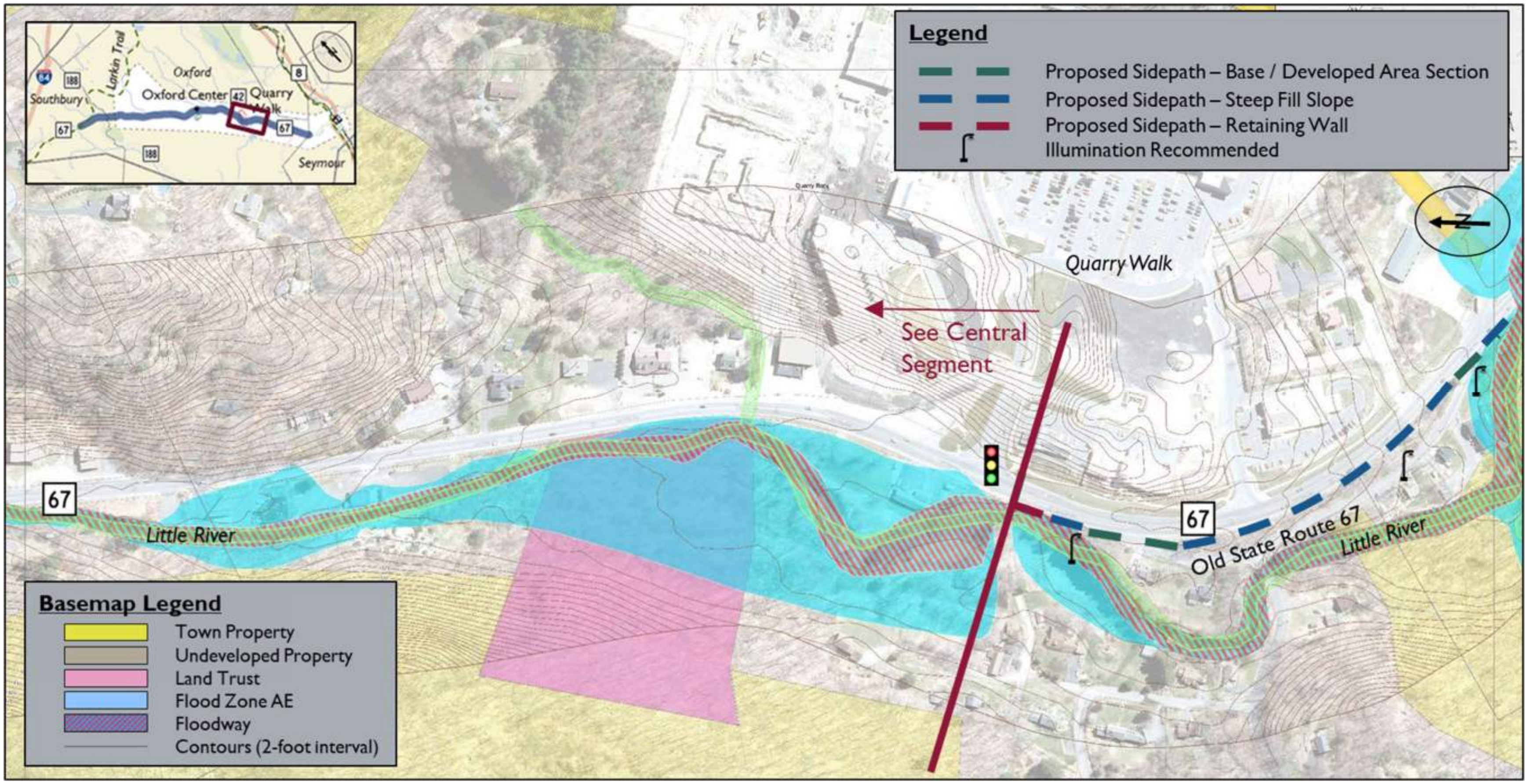
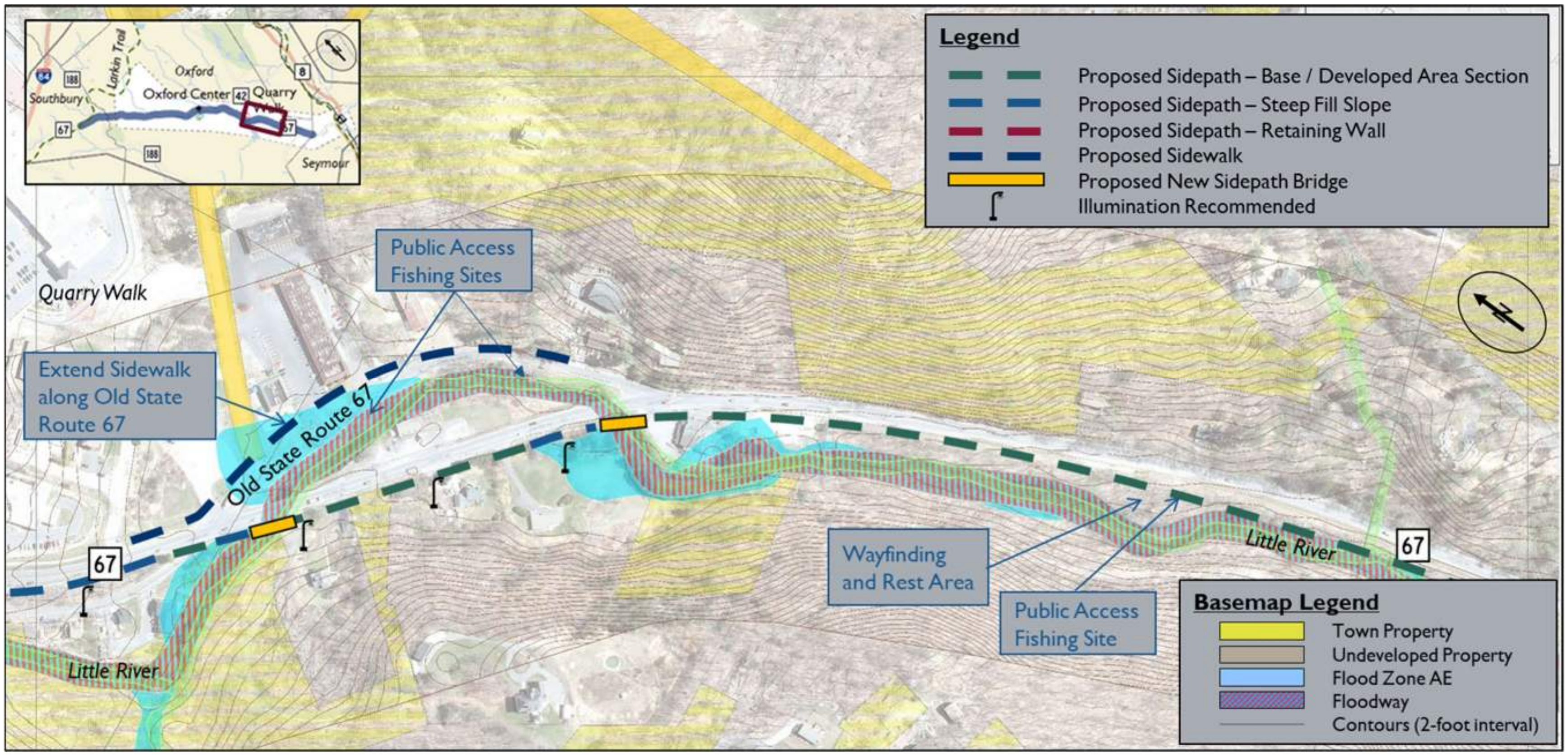


Figure 35, below, presents the subsection directly south of the previous subsection. It begins at the Old State Route 67 intersection and continues southerly along Route 67. The sidepath is recommended along the west side of Route 67, but an alternate alignment was considered that would have followed Old State Route 67. As discussed further on page 59, the alternate routing was dismissed in favor of extending the existing sidewalk along Old State Route 67. This sidewalk provides pedestrian access to two fishing areas along the Little River, wayfinding would be provided near the signalized intersection at the Quarry Walk driveway, encouraging sidepath users to cross Route 67 at the safest location. A wayfinding and rest area would also be provided near the public access fishing site further south.

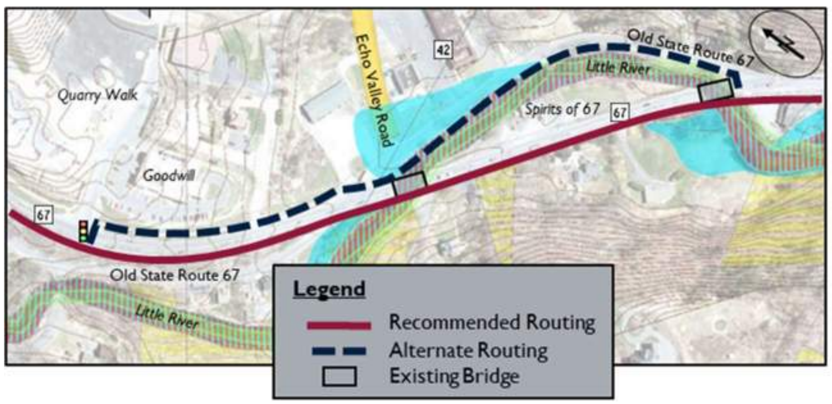
The northern part of this section contains commercial development and two crossings of the Little River. Illumination is recommended for this developed area. The southern part of the section consists of a long, gentle curve where Route 67 closely parallels the Little River. There is, generally, a relatively flat area adjacent to the roadway that would allow the buffer distance to be increased beyond the minimum of five feet.

Figure 35: Southern Segment Sidepath Routing (2 of 5)



As previously mentioned, an alternate routing was considered near Quarry Walk and along Old State Route 67. The alternate routing would cross Route 67 at the signalized intersection at the Quarry Walk driveway, continue down the east side of Route 67 to the intersection with Old State Route 67 then follow Old State Route 67 to its southernmost intersection with Route 67. An unsignalized crossing would be provided to shift the sidepath back to the west side of Route 67. A significant rock outcropping is present just to the south on the east side of Route 67, making continuing the sidepath on the east side impractical. Additionally, the segment of Route 67 south of this alternate routing features recreational destinations on the west side of Route 67. This alternate routing is presented in Figure 36, below.

Figure 36: Alternate Routing Considered near Quarry Walk / Old State Route 67



The alternate routing and the recommended routing, on the west side of Route 67, were evaluated to determine how well they satisfied the evaluation criteria. The results are displayed in Table 19 and Table 20, right. The primary determining factor in recommending the sidepath along the west side of Route 67 eliminating the need to cross Route 67 at an unsignalized location. The recommended route would likely generate fewer significant property impacts.

Table 19: Evaluation of Recommended Routing near Quarry Walk / Old State Route 67

Criteria	Rating	Comments
Connections to destinations	■	Does not provide direct connection to two public access fishing areas along Old State Route 67. However, a signalized crossing could be provided at the Quarry Walk driveway with new sidewalk connecting to the fishing areas
Cost	▼	Two bridge crossings needed
ROW	△	Partial easements required
Environmental	▼	Permits likely required with minor wetland and floodplain impact
Scenic / Recreational Value	■	Offers space for wayfinding area but does not connect with fishing area at Victory Memorial Park
Crossings	▲	No need to cross Route 67

Table 20: Evaluation of Alternate Routing near Quarry Walk / Old State Route 67

Criteria	Rating	Comments
Connections to destinations	△	Offers direct connection to two public access fishing areas along Old State Route 67
Cost	△	No bridge crossings required, some steep slopes along Old State Route 67
ROW	▽	Total acquisitions may be required along due to proximity of buildings to sidepath route
Environmental	▽	Permits likely required with minor wetland and floodplain impact
Scenic / Recreational Value	△	Offers connectivity scenic value at Victory Memorial Park
Crossings	▼	Need to cross Route 67 at unsignalized location

Figure 37, below presents the subsection directly south of the previous subsection. It includes the unsignalized intersection with Chestnut Tree Hill Road and the signalized intersections with West Street and Park Road. South of West Street, the corridor becomes more densely developed, with a predominance of commercial plazas continuing southerly towards the Seymour town line. The sidepath is recommended along the west side of Route 67 throughout this subsection, with a new sidewalk section recommended on the east side of Route 67 between West Street and Park Road.

The new sidewalk connection would improve pedestrian accessibility to Tommy K's Plaza and to connect to existing sidewalk recently constructed in front of the Dollar General. Illumination is recommended south of West Street for both the sidepath and the sidewalk. A wayfinding and rest area is recommended near the West Street intersection.

At the two signalized intersections, at West Street and Park Road, pedestrian signal improvements, including sidewalk ramps are recommended.

Figure 37: Southern Segment Sidepath Routing (3 of 5)

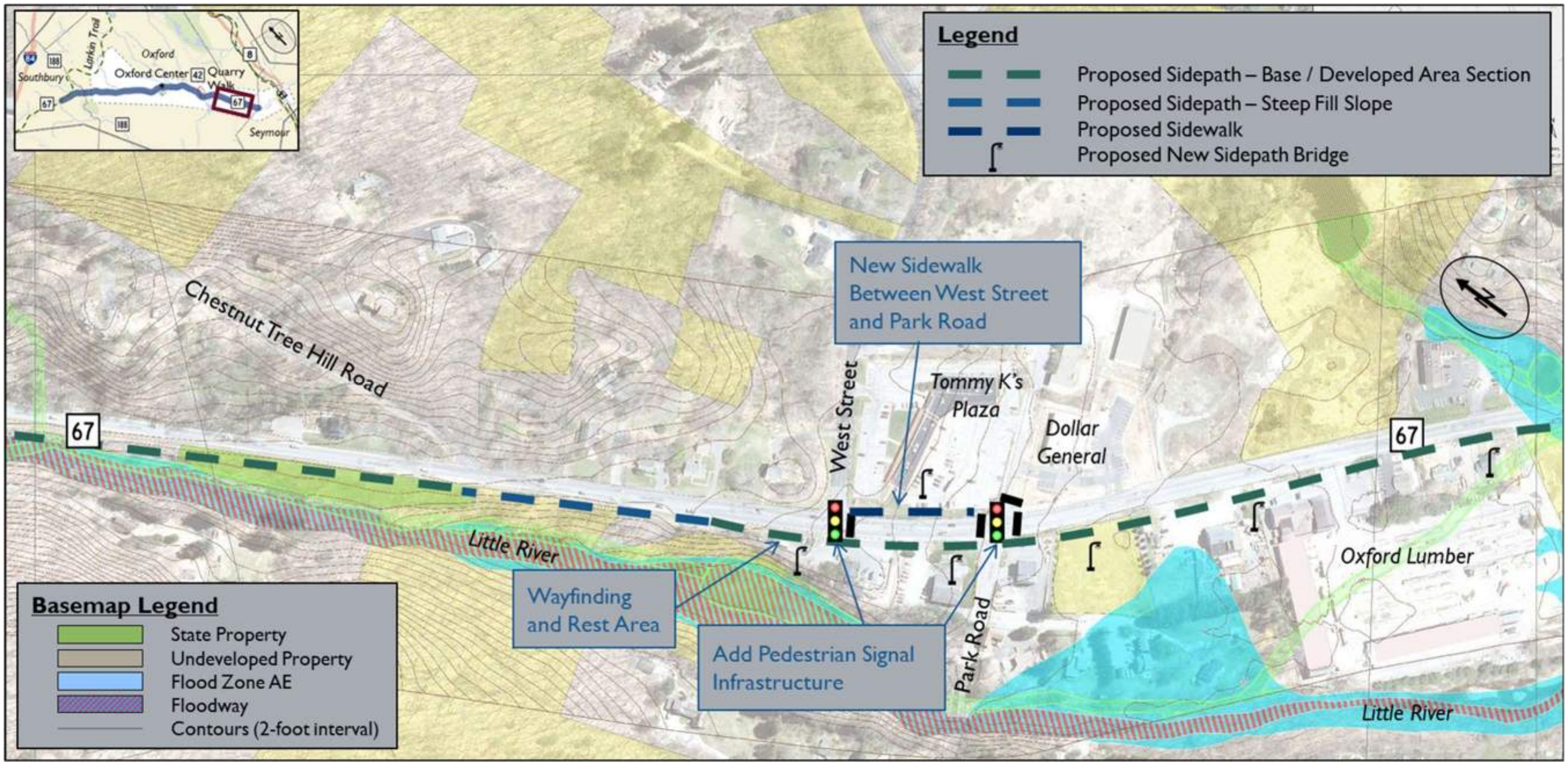


Figure 38, below, presents the subsection directly south of the previous subsection. It is centered on the signalized intersection with Great Hill Road. There are commercial developments along both sides of Route 67, except for the area surrounding bridge over the Little River, near Wyant Road. The floodplain for the Little River is particularly wide in this area. There is a public access fishing site located near the Great Hill Center Plaza.

The sidepath is recommended along the west side of Route 67 throughout this subsection. A new sidewalk section is recommended to provide pedestrian connectivity between Great Hill Road and commercial developments to the north. The study team recommends a wayfinding and rest area near Great Hill Center and the public access fishing site.

The Route 67 bridge over the Little River does not feature sidewalks. As potential repair or replacement of this bridge is considered, including a sidewalk on the east side should be considered to extend the new sidewalk network further north to connect to additional commercial sites. Pedestrian signal improvements, including sidewalk ramps are recommended at the signalized intersection with Great Hill Road. Illumination is recommended throughout this segment, except for the section around the Little River crossing.

Figure 38: Southern Segment Sidepath Routing (4 of 5)

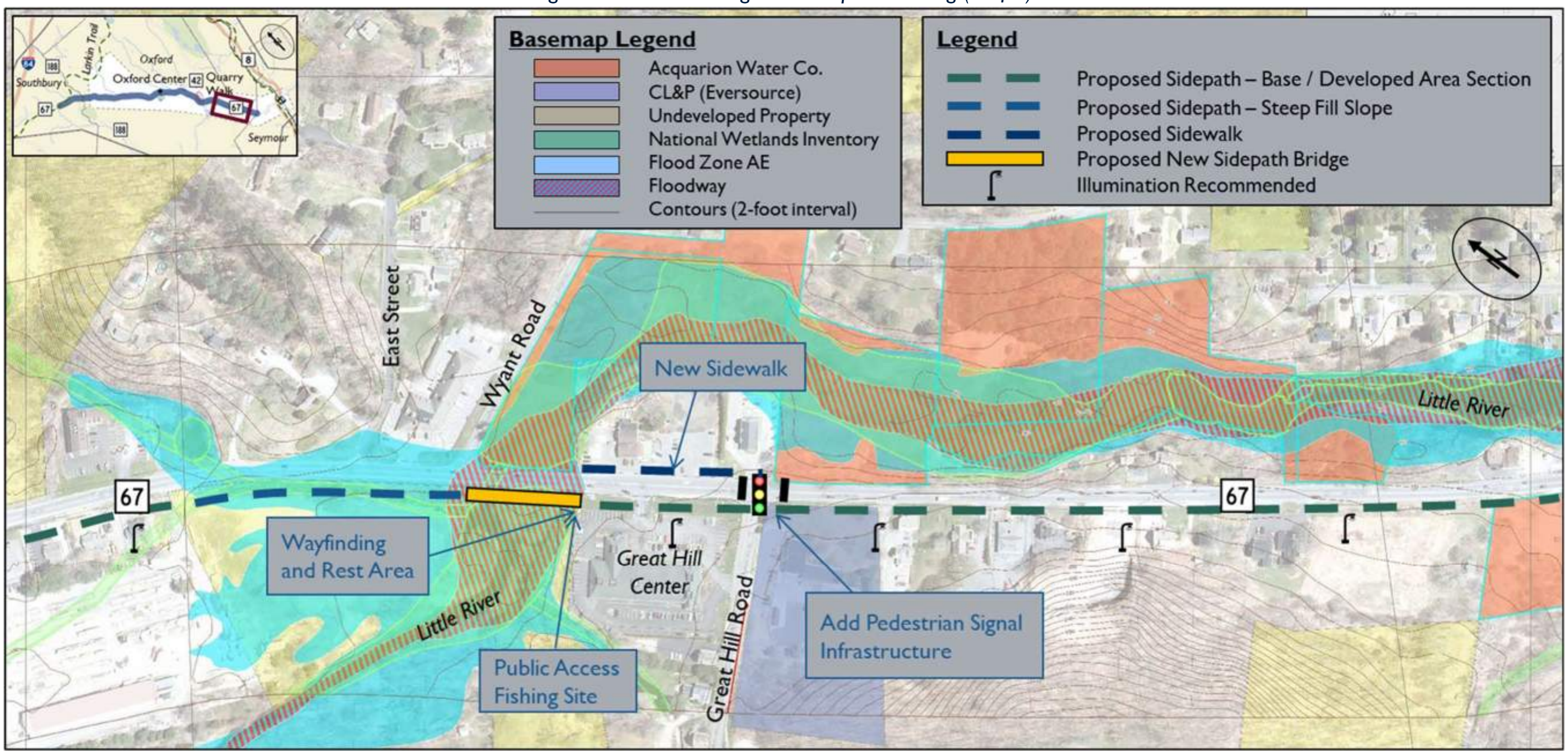


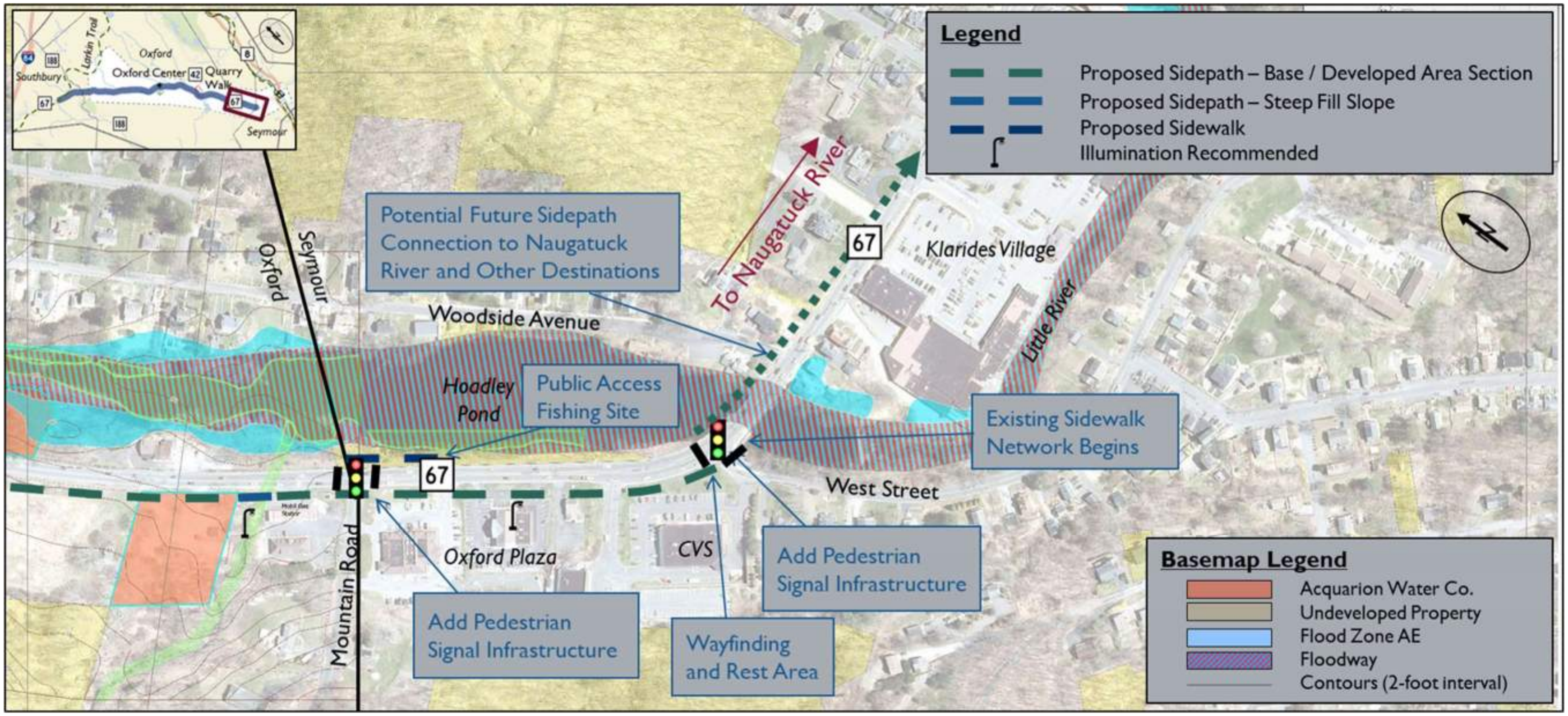
Figure 39, below, presents the southern terminus of the recommended sidepath, the existing sidewalk network at West Street. This subsection spans the Oxford / Seymour town line and includes the signalized intersections with Mountain Road and West Street. The sidepath is recommended along the west side of Route 67, with a short section of new sidewalk recommended to provide access to the fishing site on Hoadley Pond. Pedestrian signal improvements, including missing sidewalk ramps, are recommended at the two signalized intersections.

This study includes recommendations to connect the proposed sidepath to the sidewalk network that begins at West Street. There is a vision to extend the sidepath further south along Route 67 to connect to the following destinations:

- Naugatuck River Greenway
- Bypass Channel and Park at Tingue Dam (Seymour fish ladder)
- Downtown Seymour, including train and bus stations / stops

There is currently an ongoing project to reconstruct Route 67 between Klarides Village and the Naugatuck River. The study team has coordinated with the designers of that project and identified the east side of Route 67 as the most feasible location to extend the path in the future.

Figure 39: Southern Segment Sidepath Routing (5 of 5)



3.5 Northern Segment

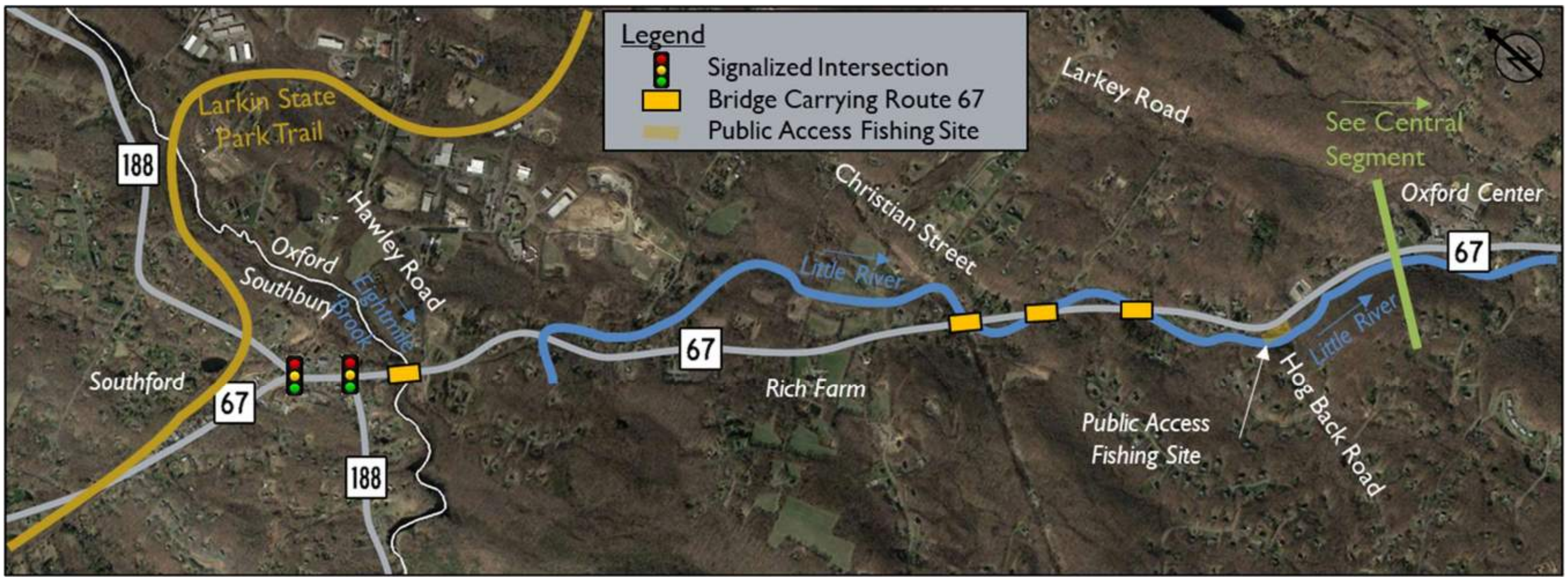
The northern segment consists of 1.5 miles of the Project Corridor between Oxford Center and the Southford neighborhood of Southbury. It includes two signalized intersections with Route 188 in Southbury. There are three bridges that carry Route 67 over watercourses, three over the Little River and one over the Eightmile Brook. The Little River parallels Route 67 in close proximity west of the roadway for the southern half this segment. Near Christian Street the watercourse begins to meander to the east of Route 67, before crossing via a culvert near its headwater. The northern part of this section includes the commercial area of Southford with several restaurants, banks and plazas.

Key Destinations within the Northern Segment:

- One public access fishing sites along the Little River
- Rich Farm
- Restaurants and commercial sites in Southford
- Larkin State Park Trail

The primary goal for the northern segment is to provide a conneciton between Oxford Center and the Larkin State Park Trail. For more background on the Larkin State Park Trail see Section 2.1.2.2.

Figure 40: Northern Segment



3.5.1 Routing Analysis

The study team first evaluated different ways to connect to the Larkin State Park Trail. These included:

- Larkey Road (a **paper street**)
- Christian Street
- Hawley Road
- Route 188 (Strongtown Road)

A **paper street** is a street or road that has an established right-of-way (in this case owned by the Town of Oxford) but that has not been constructed.

These potential connection options are illustrated in Figure 41, right. Larkey Road would be the longest of the four options and has the least currently constructed roadway. However, there are few destinations along its route. Both Christian Street and Hawley Road are relatively narrow and currently do not have sidewalks or bicycle facilities. The Route 188 connection is the most direct of the group and would offer access to the commercial area of Southford, the Southford Falls State Park and other destinations in Southbury.

After discussing the relative benefits of each option with the advisory committee, the study team recommends the Route 188 connection as a means to connect the sidepath to the Larkin State Park Trail.

Figure 41: Potential Connections to Larkin State Park Trail

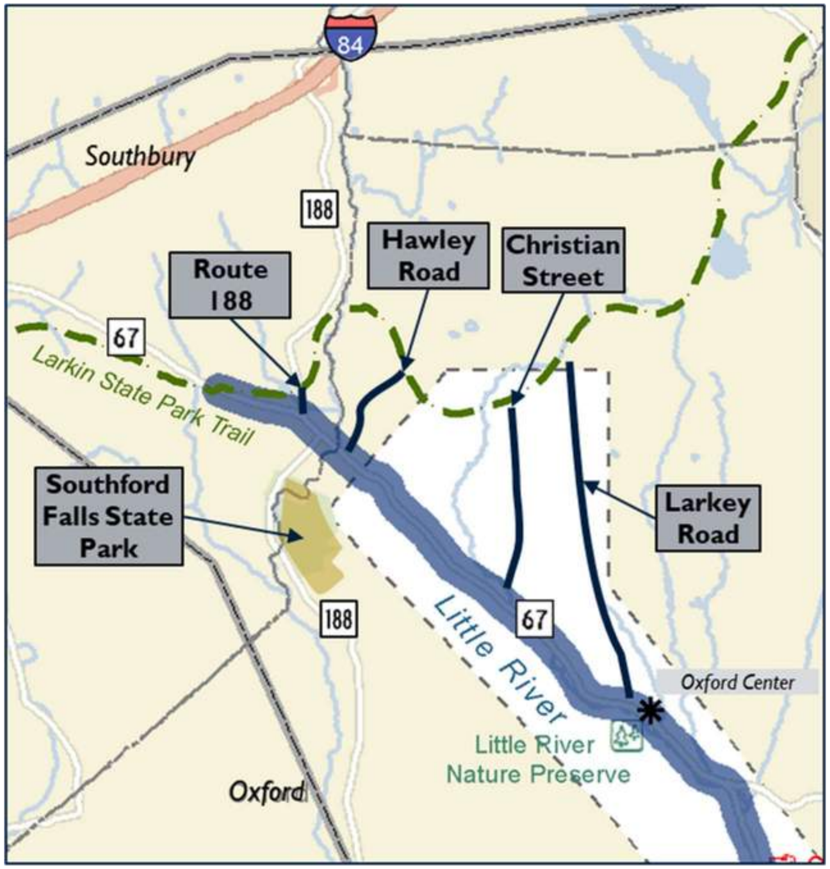


Figure 42, below, presents the routing analysis for the northern segment, beginning north of Oxford Town Hall. Through this first subsection of the northern segment, the sidepath is recommended on the west side of Route 67. The Little River parallels Route 67 in close proximity. Therefore, the steep fill slope section is required. At the southern limits of this subsection the sidepath would connect to the section that is under construction in the summer of 2021 under the Community Connectivity Grant Program.

The Town of Oxford has recently developed plans to potentially develop the municipally-owned property behind Town Hall, the emergency services and the former school site into a park. Initial designs of this park include a walking trail that would circuit back to Route 67 north of Town Hall. For this reason an extension of the sidewalk network proposed in the central segment is recommended to provide connectivity for trail users. A mid-block crosswalk is not recommended at this location due to sight lines and topography.

Figure 42: Northern Segment Sidepath Routing (1 of 6)

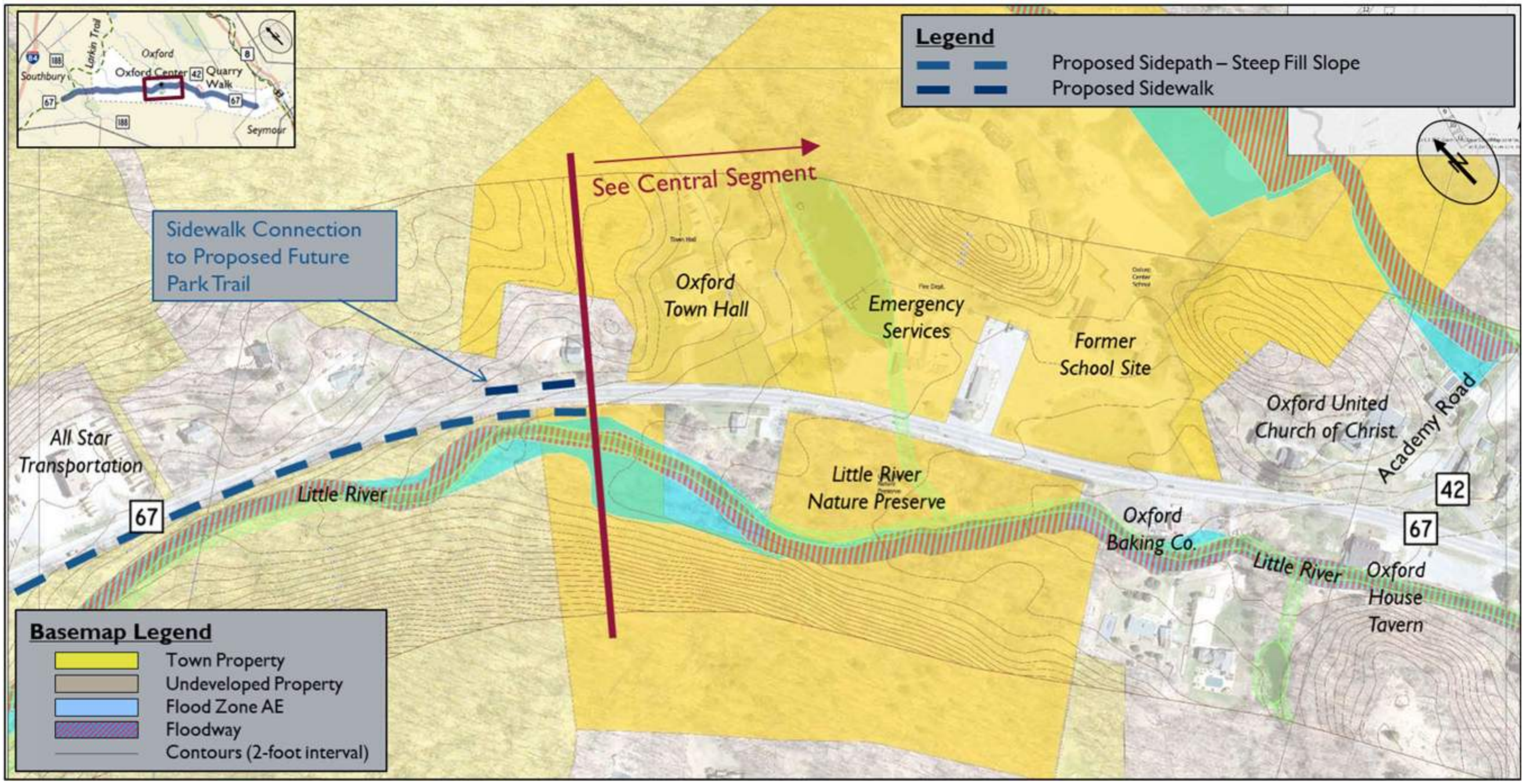


Figure 43, below, presents the subsection immediately north of the previous subsection. The Little River meanders away from Route 67 for most of this subsection, though it crosses Route 67 near Old State Route #2, requiring a sidepath bridge. A wayfinding and rest area is proposed near Hog Back Road that will facilitate access to the public access fishing site there. An alternate routing was evaluated along Old State Route #2, described on page 68. A rendering of the proposed sidepath is illustrated in Figure 44, right.

Figure 44: Rendering of Recommended Sidepath

Figure 43: Northern Segment Sidepath Routing (2 of 6)

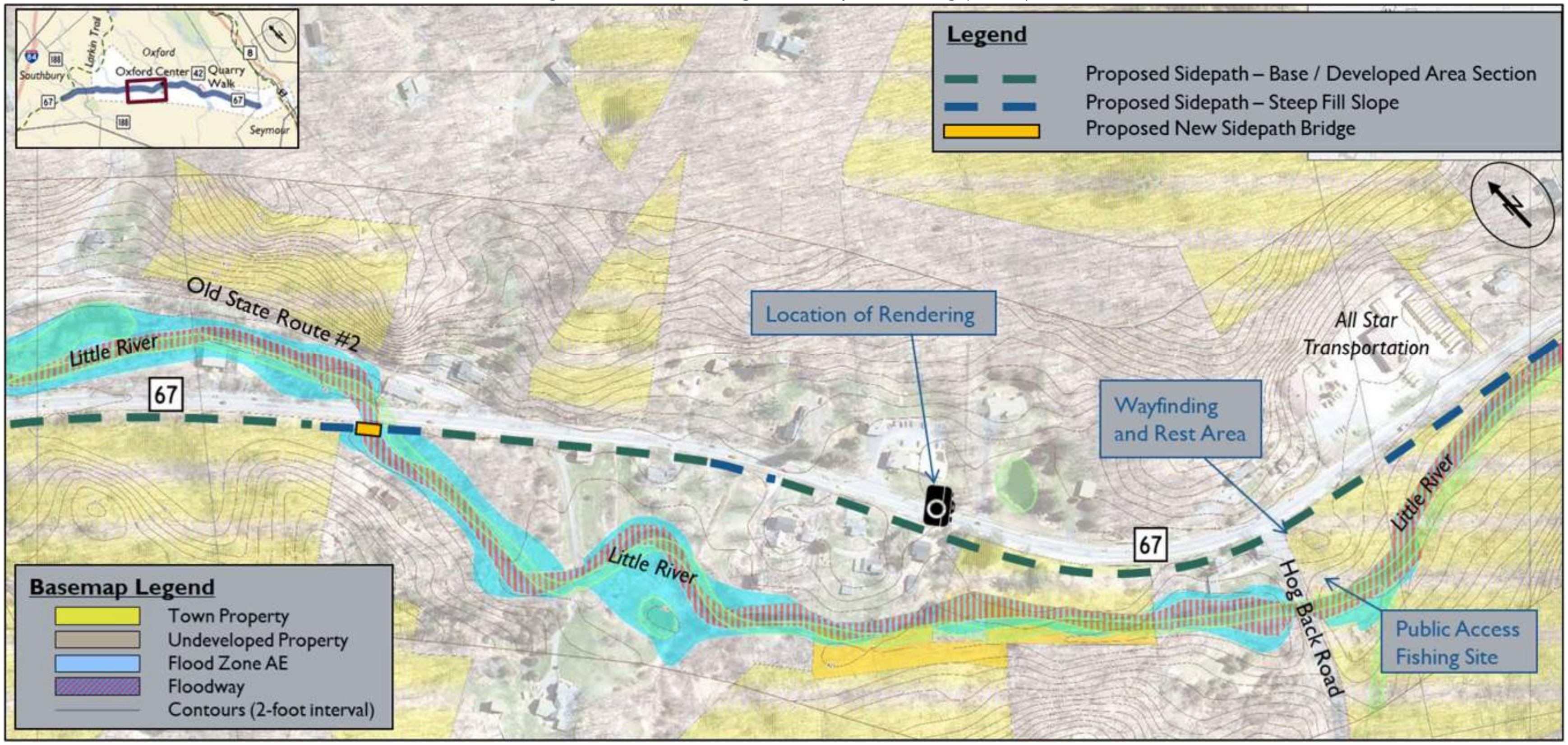
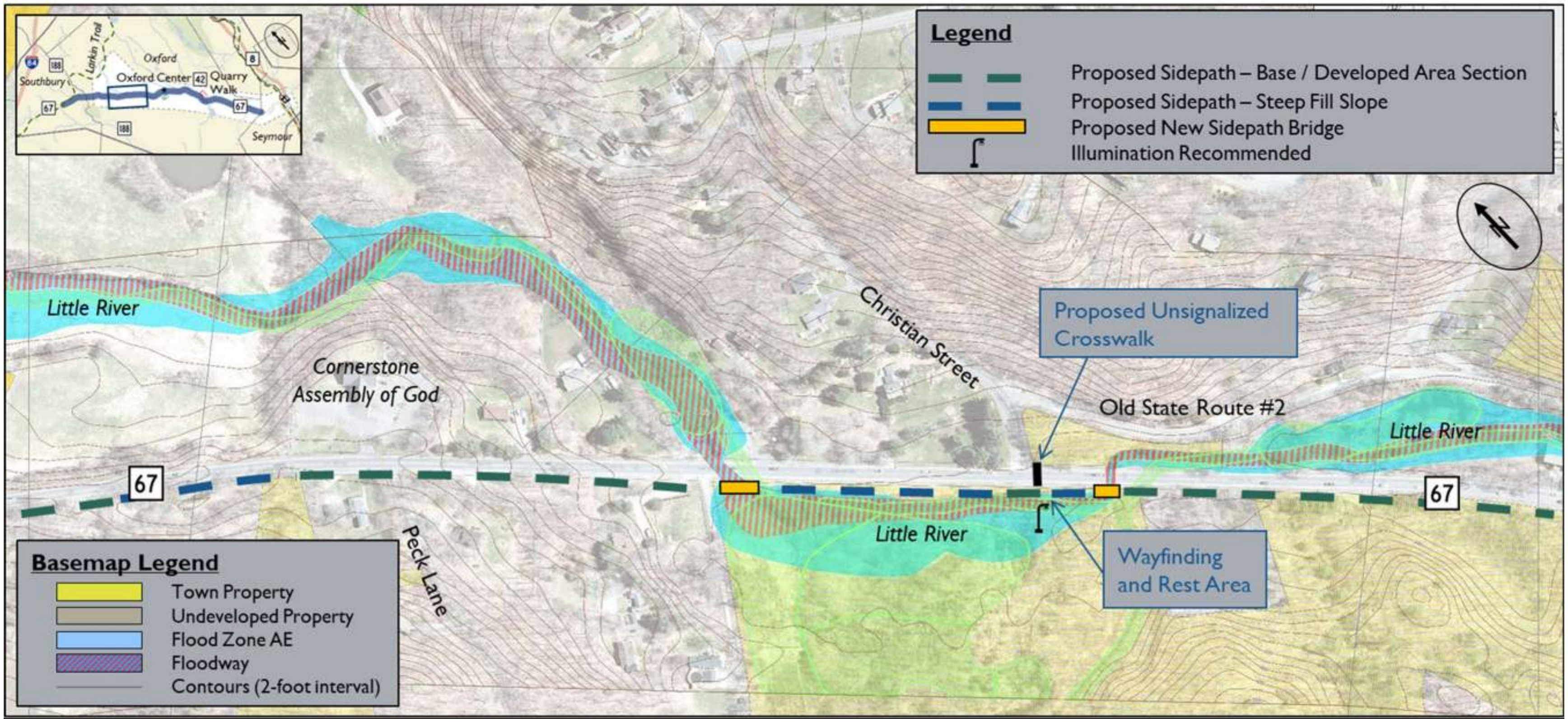


Figure 45, below illustrates the subsection centered on Christian Street, directly north of the previous subsection. The Little River crosses beneath Route 67 twice, requiring two new bridges to carry the sidepath. The sidepath is recommended on the west side of Route 67 throughout this subsection. The alternate routing mentioned for the previous subsection overlaps with this subsection and is described on the following page. The presence of the Little River in proximity to Christian Street requires use of the steep fill slope section. A wayfinding and rest area is recommended for Christian Street. Christian Street intersects the Larkin State Park Trail a little over one mile north of Route 67. While Christian Street is not the recommended sidepath connection to the Larkin State Park Trail, bicyclists in particular may use it to reach the trail. An unsignalized crosswalk is recommended at Christian Street. The study team reviewed sight lines at this location and they are illustrated below.

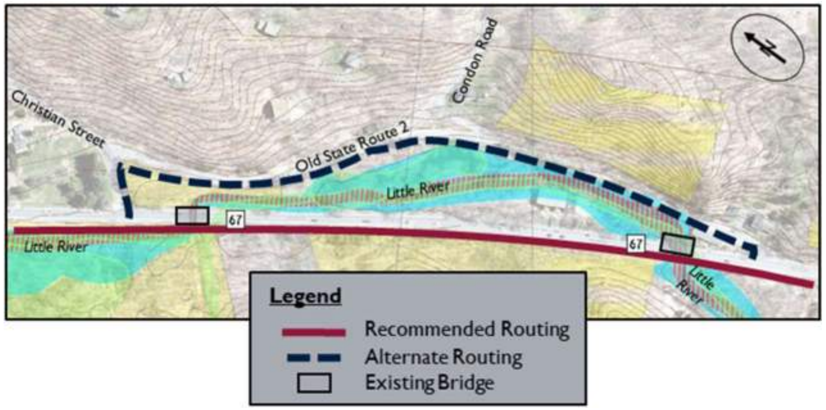
Sightlines Looking North at Christian Street

Figure 45: Northern Segment Sidepath Routing (3 of 6)



An alternate routing was considered along Old State Route #2. It would cross Route 67 at the unsignalized intersection at Old State Route #2 and the unsignalized intersection at Christian Street. The alternate routing is presented in Figure 46, below.

Figure 46: Alternate Routing Considered near Old State Route 2



The primary basis for recommending the routing along Route 67 is that the alternate routing would require crossing at two unsignalized locations. While both routings parallel the Little River for stretches, neither offer connectivity with existing destinations. Wayfinding and rest areas could be provided along either.

Table 21: Evaluation of Recommended Routing near Old State Route #2

Criteria	Rating	Comments
Connections to destinations	■	No significant destinations in this area
Cost	▽	Steep fill slopes needed along Old State Route 2
ROW	△	Partial easements required
Environmental	▽	Permits likely required with minor floodplain impact
Scenic / Recreational Value	△	Offers space for wayfinding area near Christian Street
Crossings	▲	No need to cross Route 67

Table 22: Evaluation of Alternate Routing near Old State Route #2

Criteria	Rating	Comments
Connections to destinations	■	No significant destinations in this area
Cost	△	No bridge crossings required, some steep slopes along Old State Route 67
ROW	▽	Total acquisitions may be required along due to proximity of buildings to sidepath route
Environmental	▽	Permits likely required with minor wetland and floodplain impact
Scenic / Recreational Value	△	Ability to provide wayfinding and rest area along Little River
Crossings	▼	Need to cross Route 67 at two unsignalized location

Figure 47, below illustrated the subsection directly to the north of the previous subsection. It includes the local establishment Rich Farm, a local dairy farm and ice cream shop. Through this subsection the sidepath is recommended on the west side of Route 67. The terrain adjacent to the roadway is relatively flat in comparison to other areas of the corridor, and the base section is recommended for the majority of this subsection.

In front of the Rich Farm property, and at other locations along the project corridor, a stone wall will need to be relocated behind the proposed sidepath. This would be conducted as part of the standard property acquisition process, mandated by FHWA and State of Connecticut regulations.

Rich Farm

Figure 47: Northern Segment Sidepath Routing (4 of 6)

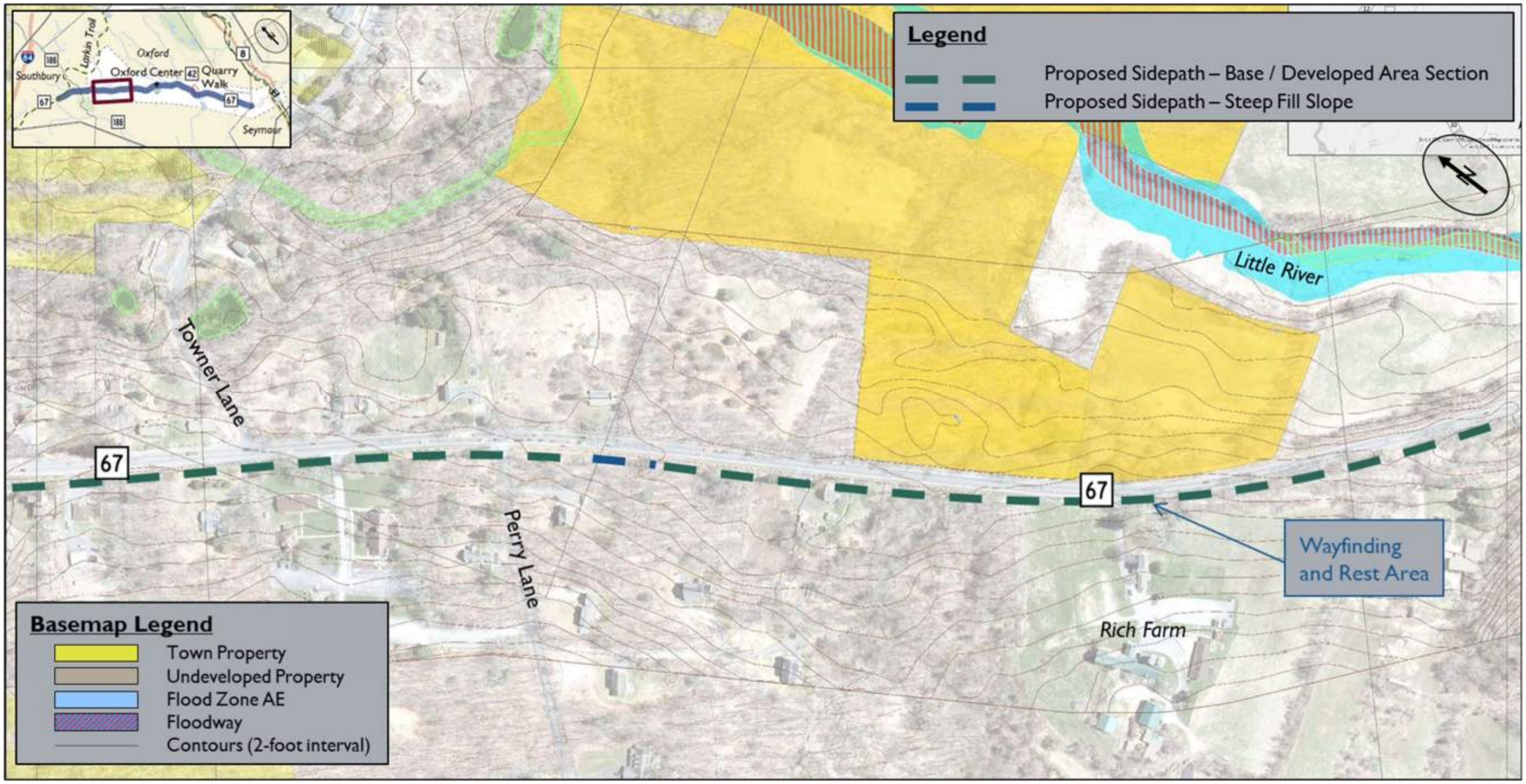
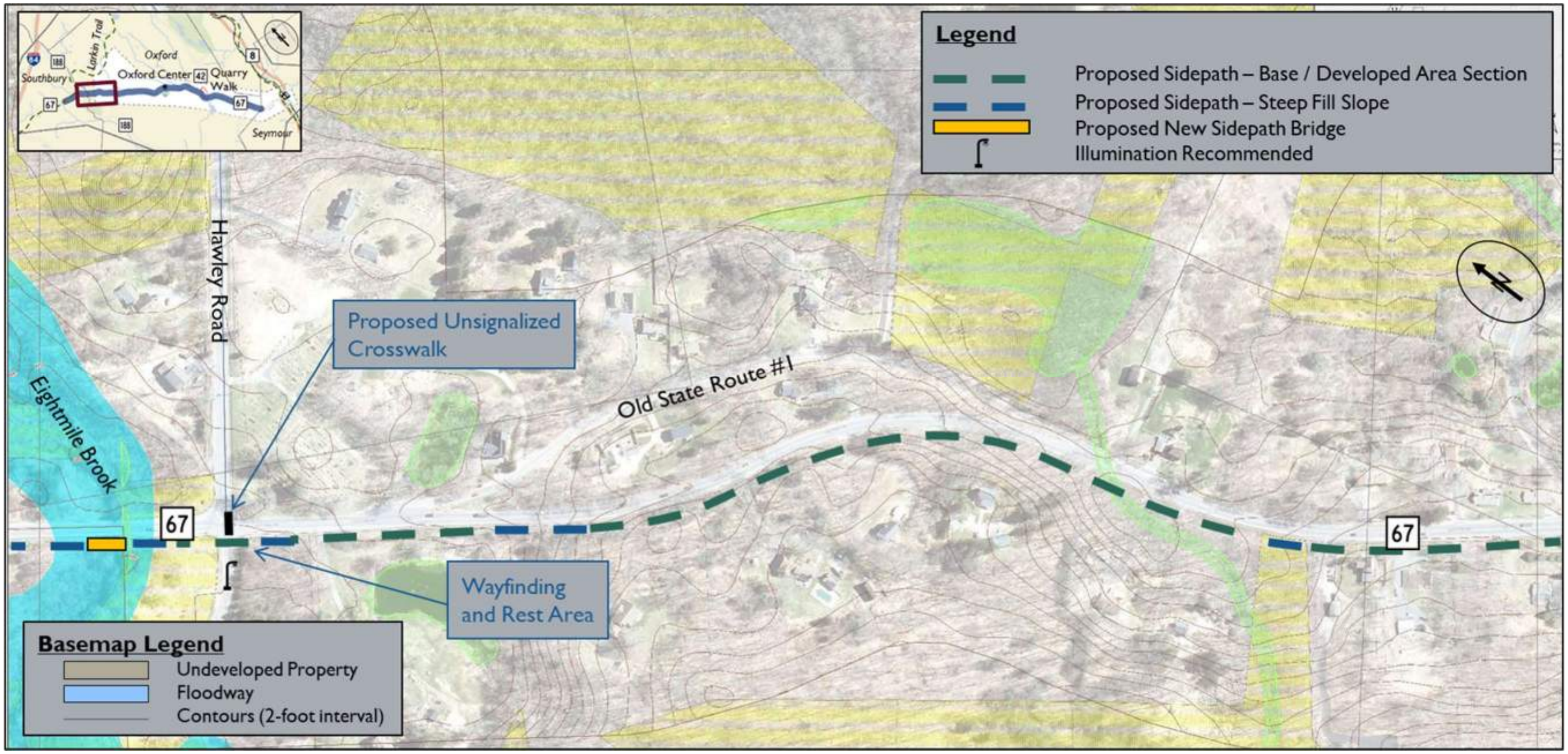


Figure 48, below presents the subsection directly north of the previous section including Hawley Road. The sidepath is recommended along the west side of Route 67. An alternate routing was considered and is summarized on the following page. Similar to the previous subsection, the terrain is generally fairly flat and the base section is recommended for the majority of the subsection.

A wayfinding and rest area is recommended at Hawley Road. Similar to the previously discussed Christian Street, Hawley Road may be used by some sidepath users to connect to the Larkin State Park Trail. An unsignalized crosswalk is recommended at this location.

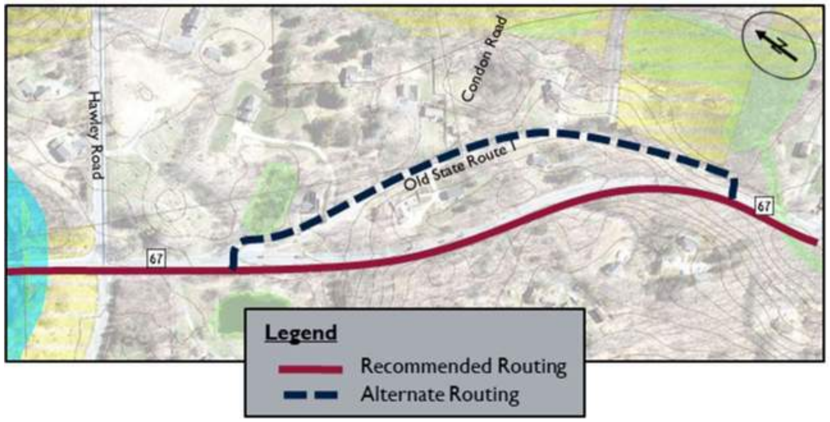
Figure 49: Sightlines from Hawley Road Looking North

Figure 48: Northern Segment Sidepath Routing (5 of 6)



An alternate routing was considered along Old State Route #1. It would cross Route 67 at two unsignalized intersections with Old State Route #1. The alternate routing is presented in Figure 50, below.

Figure 50: Alternate Routing Considered near Old State Route 1



The primary basis for recommending the routing along Route 67 is that the alternate routing would require crossing at two unsignalized locations. In particular, the southerly crossing locations features poor site lines due to horizontal and vertical curvature.

Table 23: Evaluation of Recommended Routing near Old State Route #1

Criteria	Rating	Comments
Connections to destinations	■	No significant destinations in this area
Cost	▲	Mostly base section used
ROW	▲	Narrow ROW along Old State Route
Environmental	▲	No permits anticipated for this route
Scenic / Recreational Value	■	No significant recreational / scenic aspects
Crossings	▲	No need to cross Route 67

Table 24: Evaluation of Alternate Routing near Old State Route #1

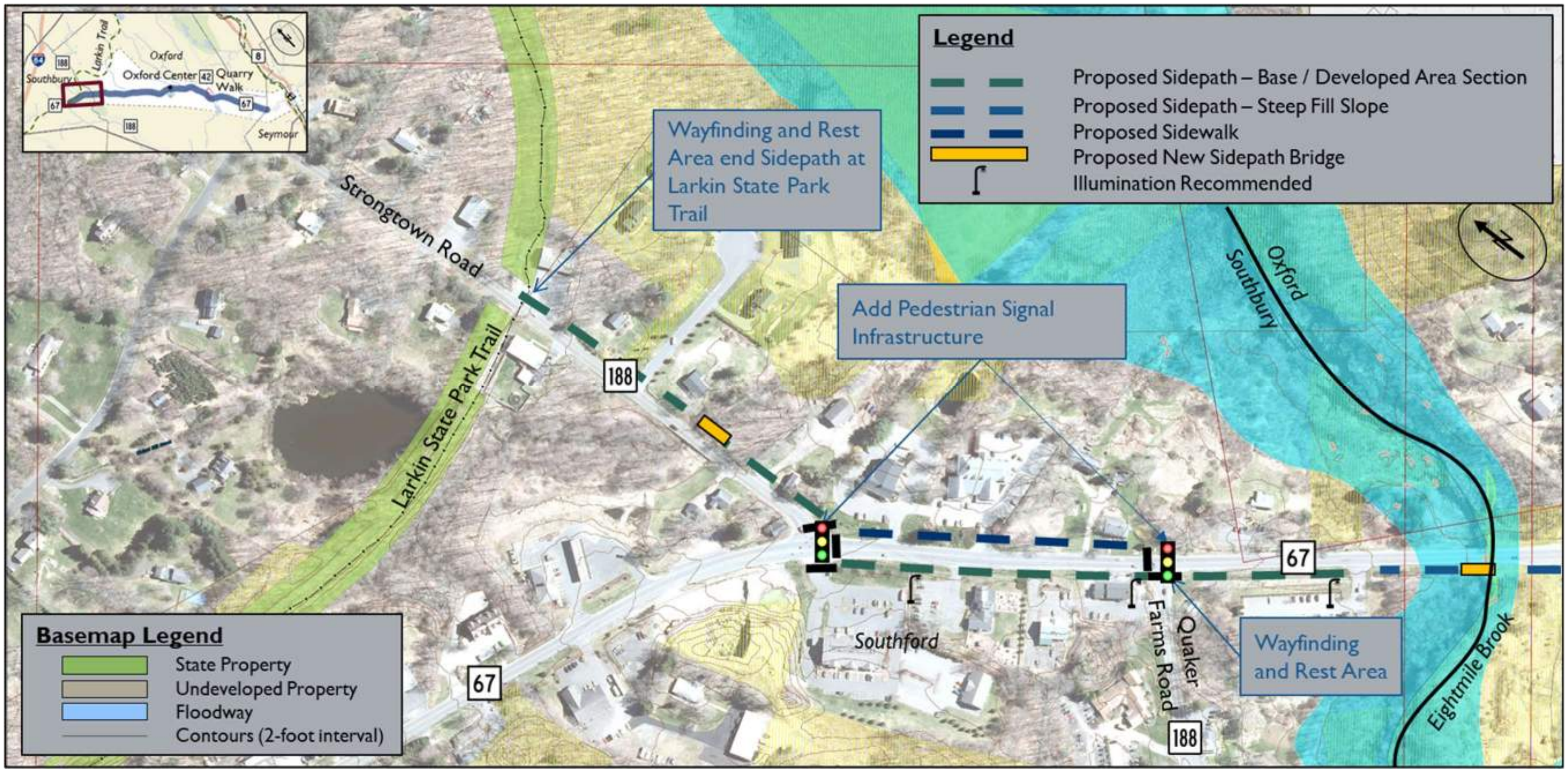
Criteria	Rating	Comments
Connections to destinations	■	No significant destinations in this area
Cost	▲	Mostly base section used
ROW	▽	Total acquisitions may be required along due to proximity of buildings to sidepath route
Environmental	▲	No permits anticipated
Scenic / Recreational Value	■	No significant recreational / scenic aspects
Crossings	▼	Need to cross Route 67 at two unsignalized location

Figure 51, below, presents the northern terminus of the recommended sidepath. North of the Eightmile Brook, Route 67 crosses the town line into Southbury. The subsection passes through the built-up commercial area of Southford. New sidepath bridges are required at the crossing of the Eightmile Brook and a small tributary along Route 188 (Strongtown Road).

Two wayfinding and rest areas are recommended for this subsection. The southernmost would be adjacent to the intersection with Route 188 (Quaker Farms Route). Wayfinding signage would be provided to direct sidepath users to the Southford Falls State Park located less than 1.5 miles south of the corridor along Route 188. The second location would be at the Larkin State Park Trail, which would be the terminus of the sidepath.

Illumination is recommended throughout the Southford area to complement the commercialized nature of the neighborhood. A small section of sidewalk is recommended on the east side of Route 67 between the two signalized intersections with Route 188 to help improve pedestrian mobility between the commercial developments.

Figure 51: Northern Segment Sidepath Routing (6 of 6)



3.6 Implementation Plan

The study team has developed an implementation plan consistent with the phases of work outlined by the Oxford Main Street Project Committee (OMSPC):

- **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

As Phase I is already being implemented by the Town, the study team recommends implementing the sidepath in the order outlined by the OMSP. Phase II is congruent with the central segment, Phase III the southern segment and Phase IV the northern segment. The central segment will help create a walkable municipal center in Oxford Center and connect it to the new Quarry Walk development. This segment also closely parallels the Little River and offers recreational destinations, presenting a natural extension of the Little River Nature Preserve.

The southern segment will extend the sidepath to Seymour, along the Little River. This will continue to add recreational destinations and provide an active transportation option between Quarry Walk and Seymour. The northern segment offers limited recreational destination, other than the terminus at the Larkin State Park Trail.

The study team has subdivided the segments into implementable projects with *logical termini* and costs consistent with typical grants for active transportation projects ($500 thousand - $3 million). The proposed projects and their estimated *program costs* are presented in the following sections. Based on the uncertain timeline for implementation, they are presented in 2020 dollars, without inflation. The cost estimates are provided in additional detail in Appendix 5. A summary of potential grant programs is included at the conclusion of this section.

Logical termini are rational end points for a transportation improvement. (FHWA)

Program cost is the sum of all costs, including design, rights of way acquisition, construction, incidentals and contingencies.

3.6.1 Central Segment

The central segment has been subdivided into three projects for implementation. The Town's Community Connectivity Grant program project is being constructed in the summer of 2021. Projects C-2 and C-3 would connect the sidepath southerly to Quarry Walk while C-2 would also provide sidewalks on the east side of Route 67 in Seymour. The three projects are depicted geographically in Figure 52 and summarized in Table 25. As project C-1 is already under construction, it has been omitted from the summary table.

Figure 52: Implementation Plan for Central Segment

Table 25: Central Segment Projects

Project	Termini	Program Cost	Key Features
C-2	Dutton Road (N) - Riggs Street (S)	$1,250,000	- Sidewalk on the east side of Route 67 in Oxford Center with crossings at the Little River Nature Preserve and Academy Road - Extend sidepath path from Dutton Road to Riggs Street - Pedestrian signal improvements at Riggs Street - Temporary terminus at Riggs Street
C-3	Riggs Street (N) - Quarry Walk (S)	$3,000,000	- Sidewalk connection to Victory Memorial Park - Extend sidepath from Riggs Street to Quarry Walk - Pedestrian signal improvements at Quarry Walk - Temporary terminus at Quarry Walk

3.6.2 Southern Segment

The southern segment has also been subdivided into three projects for implementation. Projects S-1 through S-3 would combine to connect the sidepath to Seymour. Project S-3 will require coordination with the Town of Seymour as it crosses the town line. The three projects are depicted geographically in Figure 53 and summarized in Table 26.

Figure 53: Implementation Plan for Southern Segment

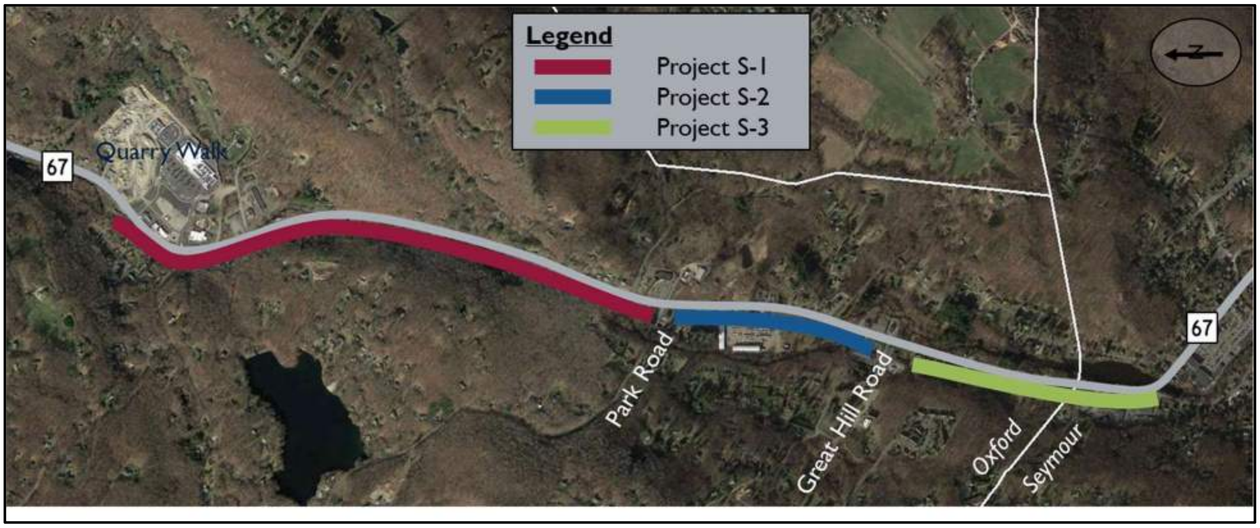


Table 26: Southern Segment Projects

Project	Termini	Program Cost	Key Features
S-1	Quarry Walk (N) - Park Road (S)	$2,900,000	- Sidewalk on the east side of Route 67 to connect Quarry Walk to public access fishing along Old State Route 67 - Extend sidepath path from Quarry Walk to Park Road - Pedestrian signal improvements at West Street and Park Road - Temporary terminus at Park Road
S-2	Park Road (N) - Great Hill Road (S)	$1,750,000	- Extend sidepath from Park Road to Great Hill Road - Pedestrian signal improvements at Great Hill Road - Temporary terminus at Great Hill Road
S-3	Great Hill Road (N) - West Street (S)	$1,100,000	- Sidewalk connection to Hoadley Pond on east side of Route 67 - Extend sidepath from Riggs Street to Quarry Walk - Pedestrian signal improvements at West Street - Terminus at West Street - Future connection to Naugatuck River / downtown Seymour

3.6.3 Northern Segment

The northern segment has also been subdivided into three projects for implementation. Projects N-1 through N-3 would combine to extend the sidepath to the Larkin State Park Trail in Southford (Southbury). Project N-3 will require support and coordination with the Town of Southbury as it crosses the town line. The three projects are depicted geographically in Figure 54 and summarized in Table 27.

Figure 54: Implementation Plan for Northern Segment

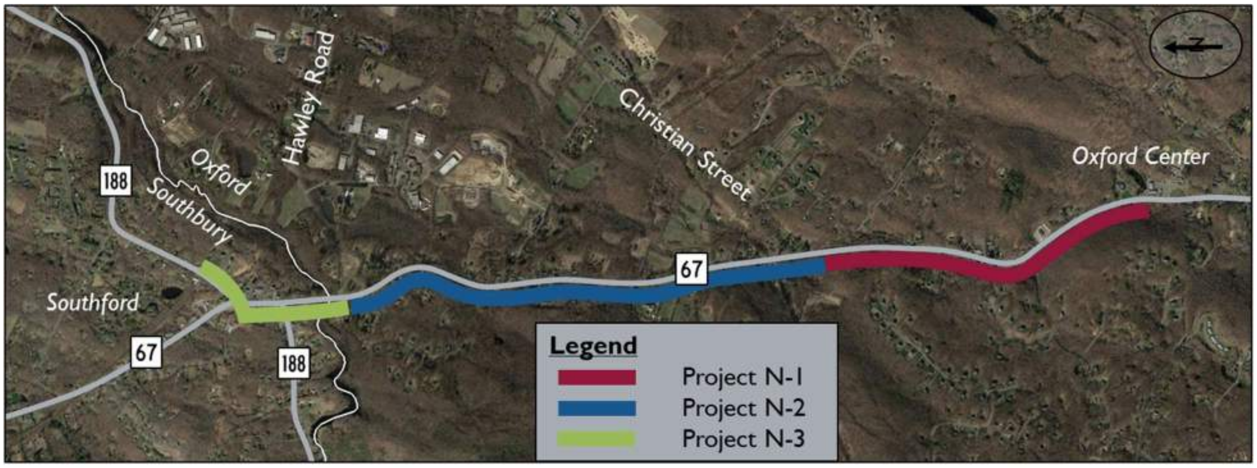


Table 27: Northern Segment Projects

Project	Termini	Program Cost	Key Features
N-1	Christian Street (N) - Oxford Center (S)	$1,900,000	- Extend sidepath path from Oxford Center to Christian Street - Unsignalized crossing at Christian Street - Temporary terminus at Christian Street
S-2	Hawley Road (N) - Christian Street (S)	$2,000,000	- Extend sidepath from Christian Street to Hawley Road - Unsignalized crossing at Hawley Road - Temporary terminus at Hawley Road
S-3	Larkin State Park Trail (N) - Hawley Road (S)	$1,900,000	- Extend sidepath from Hawley Road to Larkin State Park Trail - Pedestrian signal improvements at signalized intersections with Route 188 - Terminus at Larkin State Park Trail

3.6.4 Funding Opportunities

There are several different types of both state and federal funding that could be used by the Town, NVCOG and CTDOT. These are documented In the sections below, categorized by source of funding.

3.6.4.1 State Funding Sources

The State of Connecticut has recognized the funding needs for bicycle and pedestrian programs and included bicycle and pedestrian trails as a priority in the CTDOT's long term goals and vision for transforming the transportation infrastructure in the state. Future funding is uncertain and reliant on state legislative and bond commission actions. The following programs could be used to provide funding for the recommendations of the study:

Community Connectivity Grant Program

The program is administered through CTDOT and provides funds to municipalities for various projects and initiatives that enhance safety, mobility and access for bicyclists, pedestrians and persons with disabilities. The intent of the program is to make community centers more bicycle friendly, walkable, safe, livable, and prosperous. The program will help pay for various improvements such as the construction of sidewalks, pedestrian crossings, intersection improvements, ADA accommodations, bike lanes, sharrows, signage, and roadway safety audits, as well as other measures. The funding limits for grant awards range between $125,000 and $600,000.

Connecticut Recreational Trails Program

The program is administered through the Connecticut Department of Energy and Environmental Protection (CTDEEP) and provides funds to private and nonprofit organizations, municipalities, state departments and tribal governments. Program funds can be used for the following activities:

- Planning, design and construction of new trails (motorized and non-motorized);
- Maintenance and restoration of existing trails (motorized and non-motorized);
- Access to trails by persons with disabilities;
- Purchase and lease of trail construction and maintenance equipment;
- Acquisition of land or easements for a trail, or for trail corridors; and
- Operation of educational programs to promote safety and environmental protection as related to recreational trails

Project proposals and applications are solicited on an annual basis, pending the availability of funds, and awards are made based on a competitive selection process. A 20% local match of the grant amount is required, but it can be in the form of inkind services. In past years, when funding has been available, there has been between $3 million and $5 million available statewide.

Local Transportation Capital Improvement Program

The Local Transportation Capital Improvement Program (LOTCIP) program allocates State funds for capital improvements to local roads that would be eligible for funding under the federal-aid highway program. The program is administered through the Councils of Governments (COGs). The COGs are responsible for soliciting project proposals from their member municipalities, reviewing applications, and ranking and setting regional priorities. The program requires the municipal sponsor to fund the design phase, but the costs to acquire any rights-of-way and construct the project are 100% state funded. Because of these funding arrangements, the LOTCIP program is expected to entail fewer constraints and requirements, thereby, streamlining project delivery and limiting costs. Because the LOTCIP program mirrors the federal aid program in terms of project eligibility, bicycle and pedestrian projects can be implemented under the program. The one caveat is that the total LOTCIP funds allocated to all multi-use trail projects in a region are expected to be limited to a reasonable level. In other words, while there is no explicit cap on the use of LOTCIP funds for transportation alternative projects, the COGs are expected to allocate most of the LOTCIP funds to road projects and restrict the expenditure of LOTCIP funds to a few high priority transportation alternative projects.

3.6.4.2 Federal Funding Sources

The US Department of Transportation (USDOT) promotes safe, comfortable and convenient walking and bicycle facilities for people of all ages and abilities. Federal transportation acts provide funding assistance under various programs to states to implement a wide range of improvements to the surface transportation network. Bicycle facilities, including bike lanes on roads, paved shoulders on roads for bicycle use, recreational trails, road diets, signed bicycle routes, multi-use trails, and trail bridges, are eligible for funding under all major federal aid programs. A new federal transportation act is being developed with the potential to significantly enhance available funding.

Surface Transportation Block Grant Program

The Surface Transportation Block Grant (STBG) program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel, including bridges on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Program funds are allocated to states as a lump sum but divided by statutory percentages to apportioned programs. About half of STBG funds are sub-allocated to urbanized areas based on their relative population, referred to as the STBG: Urban program, and the other 50% of the STBG funds can be used anywhere in the state, referred to as the STBG: Anywhere program. Before these drawdowns are made, funds are set-aside for Transportation Alternatives (see below).

Transportation Alternatives Set-Aside Program

The FAST Act eliminated the Transportation Alternatives Program (TAP), originally authorized in MAP-21, as a stand-alone program and replaced it as a set-aside or drawdown of STBG program funding. These set-aside funds can be used to implement all projects and activities that were previously eligible under TAP. Eligible activities encompass a variety of smaller-scale transportation projects, such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements, such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Fifty percent of the TAP set-aside funds are sub-allocated to urbanized areas, with larger UZAs (greater than 200,000 in population) authorized to select projects. For smaller urbanized areas, project selection rests with the state, in coordination with the MPO with jurisdiction in that urbanized area. The remaining set-aside funds can be allocated to anywhere in the state; however, the state has the ability to flex up to 50% of the set-aside funds to the STBG: Anywhere program. In all cases, a competitive selection process is required.

Congestion Mitigation and Air Quality Program

The Congestion Mitigation and Air Quality (CMAQ) program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). CMAQ program funds may be used for bicycle and pedestrian activities, including constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips. This requirement is different from the STBG program. Multi-use trail projects funded under CMAQ are required to demonstrate that they are primarily intended to provide a transportation function. In addition, these projects must also demonstrate that reductions in air pollutant emissions will result.

National Highway Performance Program

The National Highway Performance Program (NHPP) provides funds for improvements to highways included on the National Highway System (NHS). Under MAP-21 the NHS was enhanced to include: interstate highways, other expressways and all principal arterials. The NHPP was continued under the FAST Act. Bicycle projects funded under the NHPP must benefit an NHS corridor.

FTA Section 5307 Capital Program

The Federal Transit Administration apportions funds under the Section 5307 Capital Program to designated recipients for public transportation capital and planning projects. Bicycle and pedestrian projects funded under this program must provide access to transit and, for a bicycle project, must be within a three-mile radius of a transit stop or station. If the project is beyond a three-mile radius, it must be within a distance that people could be expected to safely and conveniently bike to use to the particular station. For pedestrian projects, the distance criterion is ½ mile. Examples of eligible bicycle activities, include creating defined or dedicated bicycle routes to transit, installing bike racks and shelters at stations, and providing equipment for public transportation vehicles. Transit-related bicycle projects require only a 10% non-federal share.

Innovative Financing

USDOT permits the use of innovative financing techniques to supplement and leverage available federal aid dollars. Section 323 of the National Highway System Designation Act of 1995 included provisions for innovative financing techniques that allow donated funds, material and services, the value of land donated by private individuals and companies for the right-of-way, and the value of the construction of sections of the trail completed without federal participation to be used as the non-federal matching share. Typically, the local sponsor is required to provide a 20% match of federal aid funds. The Innovative Financing techniques can provide a credit for the non-traditional funding sources as the non-federal match to federal funds. Project sponsors must develop an Innovative Financing Plan (IFP) and get approval from FHWA.

3.6.4.3 Local Funding

While there are numerous state and federal programs that can be used to fund trail projects, the overall amount of funding is limited, and without exception grant programs are highly competitive. State and federal funds often come with specific contracting and design requirements that municipalities may find restrictive, or that may drive up costs. Funding trails locally through municipal bonding can work in some communities and local funding does offer some advantages: less stringent design standards and regulatory requirements of local funds, as compared to state or federal funds. Local control of the design and construction are usually reflected in lower costs and shorter project completion times. However, with high projected construction costs, the Town may not be able to commit 100% local funds to building sections of the sidepath. Most state and federal grants require a local match, typically 20% and funding is likely to come from a variety of sources for larger projects.

3.6.4.4 Private Funding

As the economic benefits of trails becomes more evident, developers are looking to trail corridors for opportunities, opening the potential for private capital to develop some trail sections . Trails can draw residents to new residential development along the trail and trail traffic can directly benefit new businesses along the trail. Municipalities should work with developers of parcels along the preferred route that may be developed or redeveloped in the future. It may be possible to include the construction of the trail as part of the overall development. At the very least, room to construct the trail should be included in development plans. Businesses may also assist with funding of trail development as a community service, or to promote a trail related business. The OMSPC has already established a trust that is eligible to receive donations.

3.6.5 Permitting

As each the Town works toward development of trail sections, they should keep in mind the various permits that may be required. A brief description of potential permits is provided below. It should be noted that each permit may not be required for each individual section of the sidepath.

3.6.5.1 Local Permitting

Municipal Inland Wetlands and Watercourses Permit for Regulated Activities

- Basis: Delegated authority from the State based on Connecticut General Statutes.
- Threshold: Any regulated activity within a State regulated wetland, or upland review area. It can also be required if the activity is in an upland area, drains to a regulated wetland area and/or is deemed to have a potential impact on the wetland.
- Process: Application must be made to the Municipality and most include a Connecticut Department of Environmental Protection Reporting Form. At the first meeting after the application is received, it is formally accepted by the Commission. This begins the time periods as defined in the State Statues. If the proposed activity is deemed to be a potentially significant activity, then a Public Hearing must be held before a decision can be made by the Commission. If the activity is found to have no significant impact, then the Commission may hold a public hearing, if it is found to be in the public good, he Commission may render a decision without holding a hearing. Following the formal publication of the decision, there is a 15-day appeal period.
- Time Line: Normally takes three to six months, depending on whether a Public Hearing is required. Application must be submitted prior to or concurrent with the Planning and Zoning Permit, if required.

Municipal Planning and Zoning or Municipal Zoning Department Permit (Site Plan Approval)

- Basis: Local authority granted under Connecticut General Statutes, but based on local bylaws and regulations.
- Threshold: Any significant earthwork or work requiring a building permit. A Zoning permit may not be required for basic greenway trail projects. This should be discussed with each municipality's Planning and Zoning staff once the corridor and proposed construction methods are sufficiently defined.
- Process: Application is made to the Municipality. At the first meeting after the application is received, it is formally accepted by the Commission. This begins the time periods as defined in the State Statues and local bylaws. Certain activities require a special permit which requires a public hearing and must be held before a decision can be made by the Commission. Also, the Commission cannot make a decision until the Inland Wetlands Commission has made its decision. Following the formal publication of the decision, there is a 15-day appeal period. Plans must normally be approximately 70% construction document level in order to contain sufficient information to gain approvals.
- Time Line: Normally takes three to six months, following submission, depending on whether a public hearing is required. The permit application cannot be submitted prior to the application for Inland Wetlands, although they can be submitted on the same day.

3.6.5.2 State Permitting

Connecticut Flood Management Certification (FMC)

- Basis: Connecticut General Statutes and CTDEEP Regulations.
- Threshold: All State of Connecticut actions in or affecting floodplains or natural or man-made storm drainage facilities, including projects undertaken by municipalities with funding provided by the State.
- Process: Application is made to the Connecticut Department of Energy and Environmental Protection (CTDEEP). Upon receipt of a request for CTDEEP approval of a state agency's flood management certification, the application is assigned to a project manager and is reviewed for sufficiency. If the application is sufficient, a detailed technical review is initiated. These reviews consist of an evaluation of the technical documentation provided in the application as well as an independent assessment of the site and of the project's consistency with the flood management standards and criteria.
- Time Line: Normally processed within three months. If other CTDEEP approvals are required, the FMC will be processed concurrently with the other applications.

Connecticut DEEP General Permit for the Discharge of Stormwater and Dewatering Wastewater from Construction Activities

- Basis: Connecticut General Statutes and CTDEEP Regulations.
- Threshold: Compliance with the General Permit is required for all projects that disturb one or more acres of total land area. Projects with five or more total acres of disturbance, regardless of phase must also file a registration with the CTDEEP. Projects exceeding 10 acres of total disturbance must obtain an approval of registration, including a detailed review of the required Stormwater Pollution Control Plan.
- Process: Application is made to CTDEEP.
- Time Line: Must be submitted at least sixty days prior to the start of construction.

Connecticut Section 401 Water Quality Certification

- Basis: Federal authority, under the Clean Waters Act, delegated to the State of Connecticut.
- Threshold: Category II or III USACE Permit, or any State of Connecticut Project.
- Process: Application to the USACE is jointly reviewed by the CTDEEP. The DEEP often requires additional information to be submitted which is not required by the USACE.
- Time Line: Normally takes four to six months. This certification must be granted before the USACE can issue a Category II or III permit.

3.6.5.3 Federal Permitting

FEMA Floodplain Development and Conditional Letter of Map Revision

- Basis: Federal law with some review authority delegated to the municipality.
- Threshold: Any earthwork or construction within a designated flood plain; work over, or in a designated floodway.
- Process: A floodplain permit is required before construction begins within any Special Flood Hazard Area (SFHA), or any flood-prone areas if no SFHA has been defined.
- Permits are required to ensure that the proposed development project meets the requirements of the National Flood Insurance Program and the community's floodplain management ordinance. In Connecticut, this review is usually performed by the Planning and Zoning or Wetlands Commissions. Generally, passive recreation, such as bicycle and pedestrian trails, are allowed as permitted use in flood-prone areas. However, if the proposed construction affects the elevation or horizontal spread of flood waters, the applicant may need to apply for a Conditional Letter of Map Change (CLOMR). Application is made to FEMA with the concurrence of the municipality. The application must demonstrate that the water surface elevation will not increase by more than one foot (cumulatively with other developments) in the flood plain or by any amount in the regulatory floodway through use of hydraulic modeling software. It should be noted that some municipalities have floodplain-management regulation more restrictive than these requirements. Following construction, an application must be made for a Letter of Map Revision (LOMR) depicting actual "as-built" conditions and modeling demonstrating that the data presented in the application is valid.
- Time Line: Normally takes twelve to eighteen months for CLOMR.

US Army Corps of Engineers Section 404 Permit

- Basis: Section 404 of the Clean Water Act
- Threshold: There are three categories of USACE permits based on the total area of disturbance of federally regulated wetlands. The federal definition of wetland is different from the Connecticut definition. Although the limits of both federal and state wetlands tend to be the same, there are sometimes differences. USACE jurisdiction is triggered by any fill-in, or secondary impact to, a federally regulated wetland. If the USACE has jurisdiction, then the category of permit is decided based on the total direct and secondary impacts to wetlands. Direct impacts include earthwork operations. Secondary impacts can include changes in drainage patterns or groundwater hydrology, clearing/cutting of vegetation, or alteration of shade patterns.
    - Category I General Permit (less than 5,000 square feet of disturbance)
    - Category II Programmatic General Permit (PGP) (5,000 square feet to 1 acre of disturbance)
    - Category III Individual Permit (one acre, or more, of disturbance)
- Process: For Category I, there is no application required. For Category II and III permits, application is made to the USACE. Review is conducted jointly by the USACE and the CTDEEP (see CT 401 Water Quality Permit). Additional review by the U.S. Fish and Wildlife and other

federal agencies is conducted for Category II and III permits. Category II permits can be changed to Category III if requested by reviewing agencies based on potential impacts of the wetlands or wildlife habitat.

- Time Line: Category II permits normally take six to nine months depending on complexity, quality/function of wetlands, and surrounding habitats. Category III can take one year or more. Category II and III permits cannot be granted until the CTDEEP issues a 401 Water Quality Permit.

4 Transit Alternatives

Section 2.1.3 presented the existing transit analysis and Section 2.2.4.1 presented the likely transit demand within Oxford. This analysis determined that fixed or flex route transit is not feasible for this corridor. However, there are opportunities to plan for demand response service. Since this demand response service would serve all Oxford residents, the study area for this exercise is for the entire town, not just the corridor. This section evaluates three transit alternatives, summarizing the service types and potential costs to the Town.

4.1 Alternatives Studied

Three transit alternatives were developed with the understanding that fixed route service in Oxford along the Route 67 corridor is not feasible due to the demographic makeup of the corridor, and the low density and lack of pedestrian connections within the corridor. However, the demand analysis indicates there is demand for transit service in Oxford, even if that service is not a fixed route service. Expanding the transit service area beyond the Route 67 corridor would best serve all Oxford residents and destinations, including those living, shopping, and working in the corridor. The focus of these transit options will be to directly connect residents via transit to destinations in Oxford and just beyond the town line.

4.1.1 Transit Alternative 1: Expand the Valley Transit Service Boundaries to Include Oxford

This alternative would increase the Valley Transit District (VTD) vehicle fleet to serve all residents of Oxford. The characteristics of the service follow (the text bolded will be defined in greater detail below):

- **24-hour advance notice** will be needed to reserve a trip
- **Subscription trips** would be available
- **Door to door service** (due to lack of sidewalks in the area)
- The fare will be equivalent to the current Valley Transit fare: $4.50 for the general public, $3.50 for seniors.
- The service area would also include Shelton, Derby, Ansonia, and Seymour
- A one-seat ride could be taken from Oxford to any of these communities
- Weekday service from 6:00 AM to 5:30 PM.
- Service not available on the following holidays: New Year’s Day; Good Friday before Easter; Memorial Day; Independence Day; Labor Day; Thanksgiving; Friday after Thanksgiving; Christmas Day

Definitions/Further Explanation:

24-hour advance notice: A potential rider would need to call no later than the day before to schedule a ride on the following day

Subscription trips: A potential rider could also schedule rides over a series of days in advance. This is an especially popular option for those needing work trips (for instance, a daily weekday pickup is needed in Oxford at 7:00 for a trip to the Sikorsky headquarters in Shelton, with a return trip at 5:00 PM). If the trip was not needed on particular day, the rider would need to opt out, or risk losing subsequent subscribed trips.

***Door to door service*:** Door to door service differs from curb to curb service in that a vehicle can enter onto a riders' driveway, rather than waiting on the street. Although this option is usually used only for those who are mobility impaired, the lack of shoulders and sidewalks in Oxford (and the large lot housing common in town) will make this a necessary aspect of demand response service in the town.

A **transit district** is a governmental entity authorized by a state law (Chapter 103a) that gives regional transportation organizations broad powers to acquire, operate, and finance land transportation, such as bus lines, and transit terminals.

The **Valley Transit District** operates their own services and is also responsible for providing the complimentary ADA service for CT*transit* route 255 and Bridgeport Transit Route 15 within the transit district boundaries.

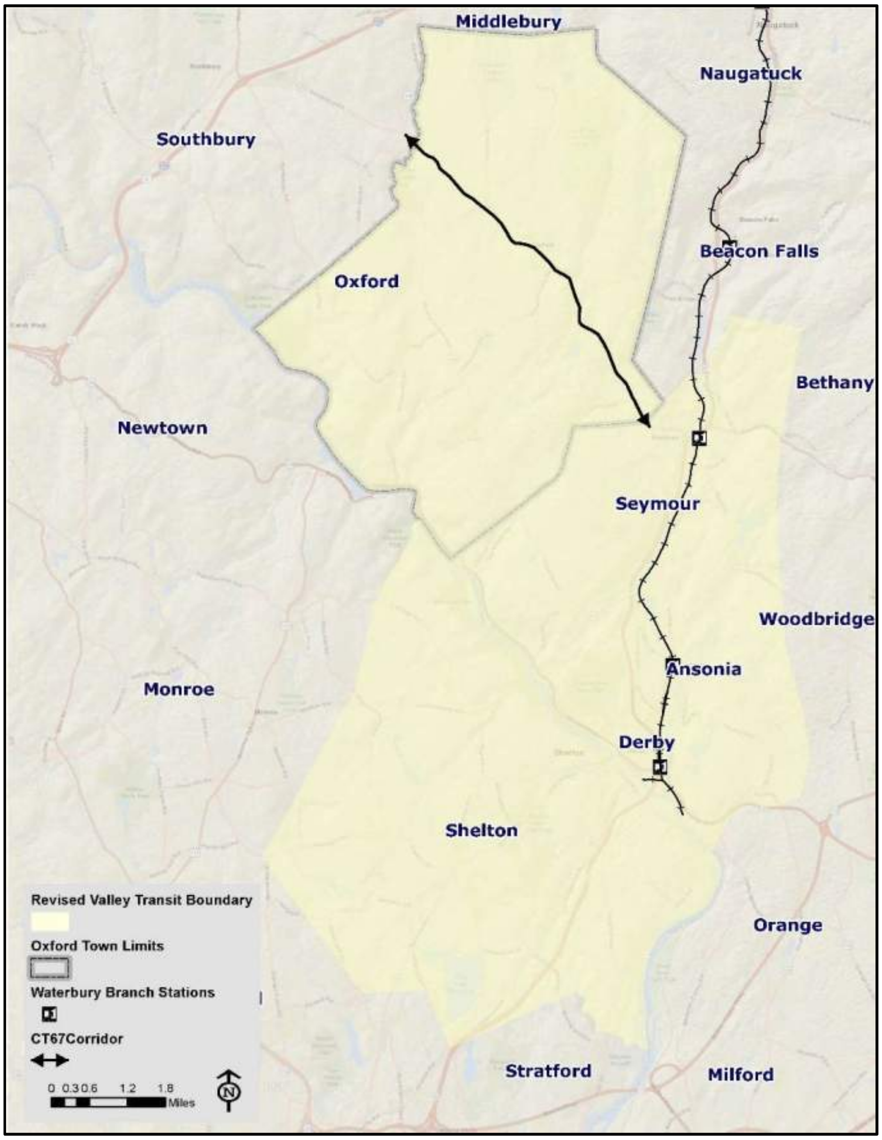
In order to expand Valley Transit service, Oxford would need to join the transit district. The transit district is currently made up of the cities of Shelton, Derby, Ansonia, and Seymour, each of which contribute a share of the cost of the transportation, based on their population (the current local match is $42,500, of which $7,500, for instance, is contributed by Seymour). Since the service is already constrained with the 16 vehicles in operation, it is assumed that Oxford would need to contribute to the purchase of two additional vehicles to serve the additional demand.

The benefit of pursuing this alternative is that Oxford would be joining an already established transit system with its accompanying expertise and infrastructure allowing a relatively quick expansion of transit services to the town. The drawback would be that Oxford could not directly control its transit service levels or schedules.

Table 28: Transit Alternative 1 Estimated Costs and Ridership

Intitial Capital Cost	$26,000
Annual Operating Cost:	$10,230
Annual Ridership:	13,605

Figure 55: Transit Alternative 1



4.1.2 Transit Alternative 2: Oxford Only Demand Response System

This alternative would have Oxford operate their own demand response transit system. Based on estimated demand, the system would use two vehicles. The service area would be confined to the Oxford town limits, with a few exceptions. The town would be split into two zones with Route 67 as the dividing line between the zones. Two locations would have scheduled times when a rider could board a bus without prior reservation. The text bolded will be defined in greater detail below

- 24-hour advance notice will be needed to reserve a trip except at the **Seymour train station and Quarry Walk at certain times**
- Other out of service area stops would include Southbury Plaza, Derby Train Station, Naugatuck Green, Griffin Hospital, Ansonia Plaza and Ansonia Landing (there would not be designated times when the vehicle would arrive at these stops; reservations are required)
- Subscription trips would be available
- Door to door service (due to lack of sidewalks in the area)
- The fare will be equivalent to the current Valley Transit fare: $4.50 for the general public, $3.50 for seniors for all trips except for eight select Seymour transit trips (see below)
- **Transfers would need to be made to travel between zones**
- Weekday service from 6:00 AM to 5:45 PM
- Service not available on the following holidays: New Year's Day; Good Friday before Easter; Memorial Day; Independence Day; Labor Day; Thanksgiving; Friday after Thanksgiving; Christmas Day

Definitions/Further Explanation:

Scheduled times: The proposed times at the Seymour train station where a rider could board an Oxford transit vehicle without a reservation would be (the minutes shown is the time it would take to make a transfer):

Table 29: Scheduled times for Pickup at Seymour Train Station

Time	Route 255	Metro North
6:40 AM	6 min.	16 min.
7:40 AM	5 min.	
4:10 PM	12 min.	13 min.
5:15 PM	7 min.	

The south and eastbound trips would be met in the morning and north and westbound trips would be met in the evening. Other Seymour trips could be made upon request at other times but would be subject to availability and 24-hour advance notice would be required for the trip. In order to encourage riders to go to/from Seymour at these times, fares on these trips will be equivalent to the CTtransit fare.

Zone transfer location: To maximize the efficiency of the demand response service, each part of Oxford will act as a separate demand response route with one vehicle assigned to each zone. One quarter mile on either side of Route 67would be served by both routes, and the transfer would be made hourly at Quarry Walk at the following times:

- 9:00 AM
- 10:00 AM
- 11:00 AM
- 12:00 PM
- 1:00 PM
- 2:00 PM
- 3:00 PM

Transfers would be free between the two vehicles.

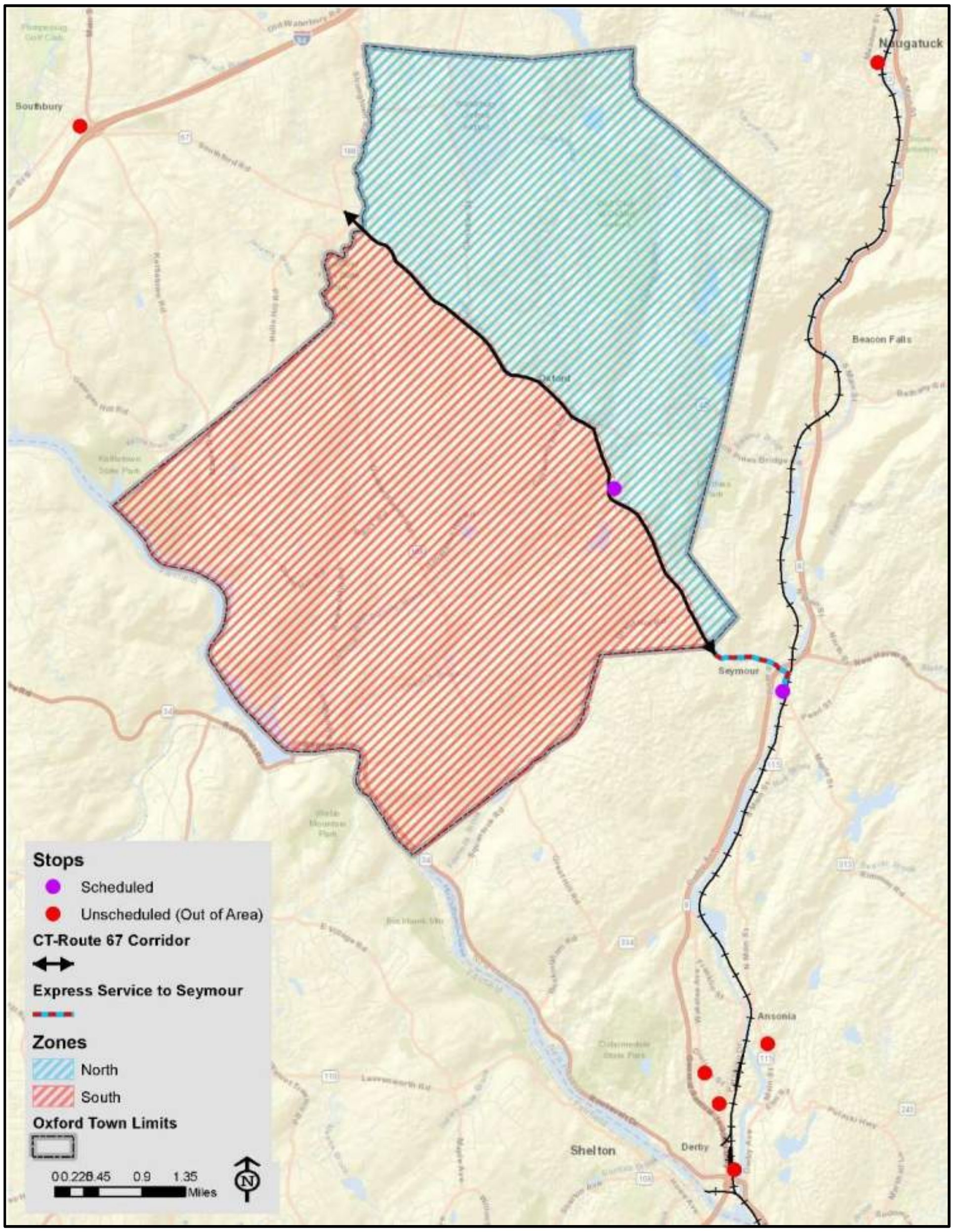
Oxford could either contract the operation and management of service out to a nearby provider (most likely Valley Transit) or operate it themselves. Vehicles could be stored on the Oxford Public Works grounds and maintenance could be done on-site or contracted out to a local garage.

The benefit of pursuing this alternative would be that the town would have more control over the service, there would be a better ability to transfer to nearby fixed route services, and more responsive and frequent service would be available to town residents. The drawbacks would be that Oxford would need to own the vehicles and may need to hire the operators, and only select locations outside of Oxford could be served. Because Oxford would need to hire additional administrative staff to run the transit system, the cost would be higher than just expanding the Valley Transit District's service boundaries (by how much is unknown).

Table 30: Transit Alternative 2 Estimated Costs and Ridership

Initial Capital Cost	$26,000
Annual Operating Cost:	$150,000
Annual Ridership:	13,605

Figure 56: Transit Alternative 2



4.1.3 Transit Alternative 3: Subsidized Transportation Network Company (TNC) Service

This alternative would use the private sector transportation network companies, such as Uber and Lyft, (TNCs) to provide transit service to Oxford town residents. Oxford would pay the difference between the actual cost of a TNC ride and a flat fare that a rider would pay. There are two ways this could be done in Oxford:

- **Method A:** TNC rides would be subsidized by Oxford. There would be no direct involvement in the TNC operation, and Oxford's participation would be limited to monitoring and promoting the service.
- **Method B:** Oxford would take on the role of a TNC operator hire drivers, provide the vehicles, and develop an app in-house to dispatch TNC rides.

Characteristics of the service include:

- No advance notice will be needed to reserve a trip
- Subscription trips would not be available
- Door to door service (due to lack of sidewalks in the area)
- The fare will be equivalent to the current Valley Transit fare: $4.50 for the general public, $3.50 for seniors.
- Other out of service area stops could include the Derby train station, Naugatuck Green, downtown Seymour, Southbury Plaza, Griffin Hospital, Ansonia Plaza and Ansonia Landing
- Service hours and days to be determined.
- Only **registered riders** from the **ADA eligible population** or those over 65 served to manage costs[4].

Definitions/Further Explanation:

ADA eligible population: Those individuals having a physical or mental impairment that substantially limits one or more of the major life activities of such individual; a record of such an impairment; or being regarded as having such an impairment. These impairments would be:

- Any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one or more of the following body systems: neurological, musculoskeletal, special sense organs, respiratory including speech organs, cardiovascular, reproductive, digestive, genito-urinary, hemic and lymphatic, skin, and endocrine;
- Any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities;

Registered riders: Only riders from the ADA eligible population or over 65 who are registered would be eligible to use the service. For over 65, a proof of age will be needed; for those with a disability, an application would need to be filled out and reviewed[5].

There are different advantages and disadvantages associated with each method, as summarized in the following sections.

[4] This means only program ridership demand would be served.

[5] Suggest that the Naugatuck Valley Council of Governments be responsible for screening the riders for eligibility; an example of the ADA certification process for Valley Transit can be found at the link. http://www.valleytransit.org/documents/VTDRiderGuide9.22.16.pdf

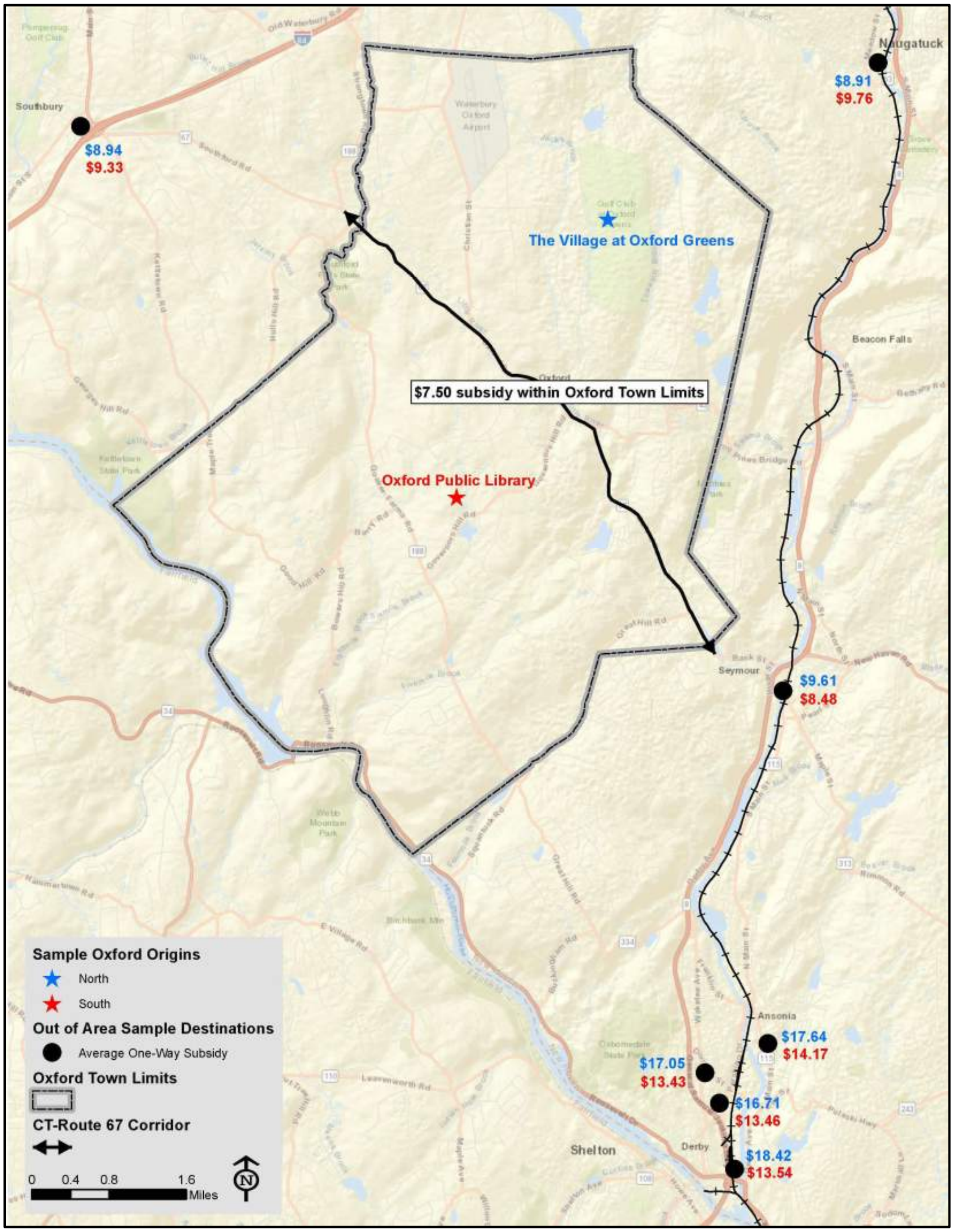
4.1.3.1 Method A

TNC's drivers would provide all the rides with their existing business model, with the rider only paying a flat fare for a ride within the town of Oxford and the certain out of town locations. A model of this of this type of service is Direct Connect, operated by Pinellas Suncoast Transit (PSTA), which replaced a low performing fixed route in a suburban part of their service area. PSTA subsidizes the cost of TNC rides up to $5.00 (with the remainder paid by the rider) within a 15 square mile service area. Because the TNC vehicle supply is more limited near Oxford, using this method of subsidy would make transit rides prohibitively expensive (for instance, a ride to Derby train station from the Village at Oxford Greens would cost a rider about $18.00 for a one-way ride)[6]. Instead, it is proposed that the rider would only be responsible for a flat fare of $4.50 (the Valley Transit fare), with the rest of the cost made up by the town of Oxford. The map below shows how much Oxford would pay under this subsidy scheme to in-town locations and to allowed out of town locations.

The biggest benefit to Oxford is that there would be no capital costs as the Town's only commitment would be to provide the operating subsidy. Also, the service days and hours would be more flexible than with a transit agency run demand response service—potentially, rides could be taken 24 hours a day, seven days a week. However, there are some large drawbacks. The cost to Oxford would be higher than operating the transit service described in Alternatives 1 or 2, especially as it may be difficult for Oxford to meet the equivalent service standard necessary to receive federal operating assistance. An additional issue is that, since most TNCs are considered an exclusive ride service, they are not eligible for FTA operating funds. The lack of accessible TNC vehicles in the Oxford area will make it more difficult for Oxford to argue that the transit service being offered is accessible to individuals who have a mobility disability (for instance WAV, the Uber accessible vehicle program, can only be ordered by customers in large cities)[7]. This could also cut off most of the potential transit riders in Oxford from the service, since the highest transit need in Oxford is from those over 65 and the those with a disability (as shown in the transit demand index in Section 2.2.4.1). These riders are also more likely to be less technologically savvy than the general population and therefore may not be comfortable using an app. Another barrier to partnering with TNCs is a lack of transparency from the TNCs. As private companies, TNCs consider their ride information proprietary, making it difficult for transit agencies to evaluate whether these partnerships are effective.

[6] This is the stated cost of an Uber fare at 1:00 PM on January 27, 2020.
[7] A description of the WAV service can be found here: https://www.uber.com/us/en/ride/uberwav/

Figure 57: Transit Alternative 3



4.1.3.2 Method B

One way to solve the accessibility problem is to provide TNC service in-house. Oxford would recruit two drivers who would use two town-provided, wheelchair accessible vans to provide rides. The drivers would not be employees of Oxford. They would be independent contractors, whose pay would come from the fares they collected (with the added in-kind compensation of using the vehicle on their off hours). The vehicles would be made available to the drivers as long as they agreed to provide transit trips during set days and times (the town of Oxford would hold the titles to the vehicles).

Vanpool drivers enter into agreements like this with transit agencies. In a vanpool program, the primary driver receives a transit agency-owned vehicle to transport themselves and others to work. The agency also provides the fuel, insurance, maintenance and vehicle washes. Other than the daily work commute miles, the driver has use of the vehicle for personal use for a set number of monthly miles (for the vanpool program in Chicago, 300 personal miles a month is allowed).

Drivers would directly respond to requests for rides, where they would receive a flat fare ($4.50) and a per mile reimbursement. Unlike privately operated TNCs, the fares would not be dynamic since the operating hours and available vehicles would be fixed. A tailored rideshare app, would be created by an outside consultant and be the driver and rider interface. For those who are uncomfortable, or unable, to use an app, a direct number can be provided to call the driver directly for a ride. Different numbers could be provided, depending on which side of Route 67 the rider lives on with different drivers responsible for calls from each area. This method of requesting rides is still used in Denver and Chicago, and is an option for Direct Connect, the PSTA partnership with Uber. In order to encourage app usage, rides requested by phone would be answered/booked after the app requested rides. Oxford would subsidize the rides.

Many of the disadvantages of Method A would be mitigated by using this method of service delivery. Since the vehicles would be accessible and the rides would be shared rides (as multiple passenger vans would be used), federal funding would be available for vehicle purchase and operations. Since Oxford would be in control of the TNC app, they would have access to rider data and be in a better position to analyze the effectiveness of the operation. The phone option for requesting a ride would also ease ADA accessibility concerns. Drawbacks include the greater involvement of Oxford in the operation, the limit of two drivers possibly reducing service availability and adding wait times (compared to Method A), the difficulty in finding drivers, and the need for monitoring to make sure that drivers are available for rides during the agreed upon service hours. In addition, since just two dedicated drivers would be used their availability to drive would be more limited than if multiple possible drivers are used as in Method A.

Table 31: Transit Alternative 3 Estimated Costs and Ridership

Initial Capital Cost	*Method A*	None
	Method B	$76,392
Annual Operating Cost:	*Method A*	$101,873
	Method B	$23,913
Annual Ridership:	*Method A*	7,080
	Method B	8,176

4.2 Recommendations

Based on the relative advantages and disadvantages, the study team recommends that Oxford consider joining the Valley Transit District (VTD). The findings of this study have identified the potential for other municipalities in the NVCOG region to consider the implementation of demand-response transit. NVCOG intends to conduct a regional study that would indicate whether economies of scale could improve the cost to benefit ratios for the service. That study will build upon the information presented here.

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

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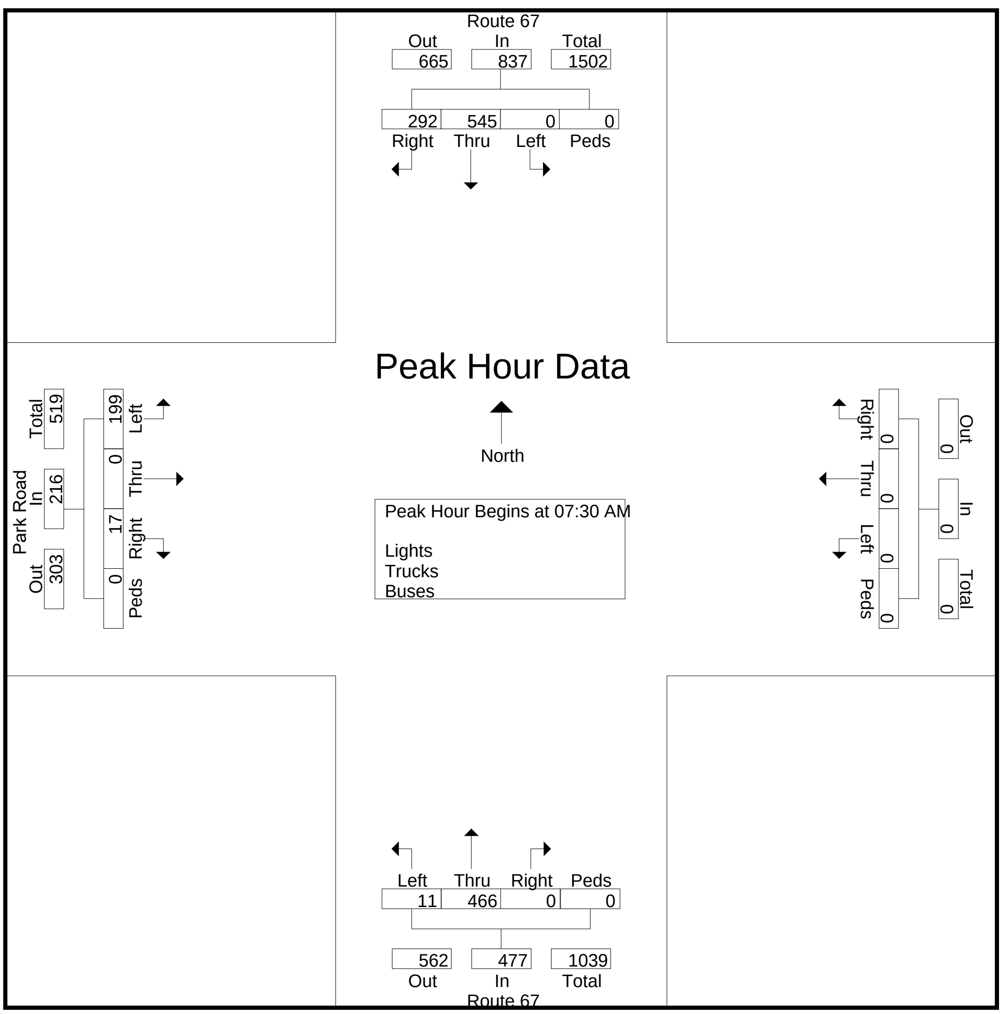
File Name : 20662
Site Code : 20662
Start Date : 3/11/2020
Page No : 2

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



Connecticut Counts LLC

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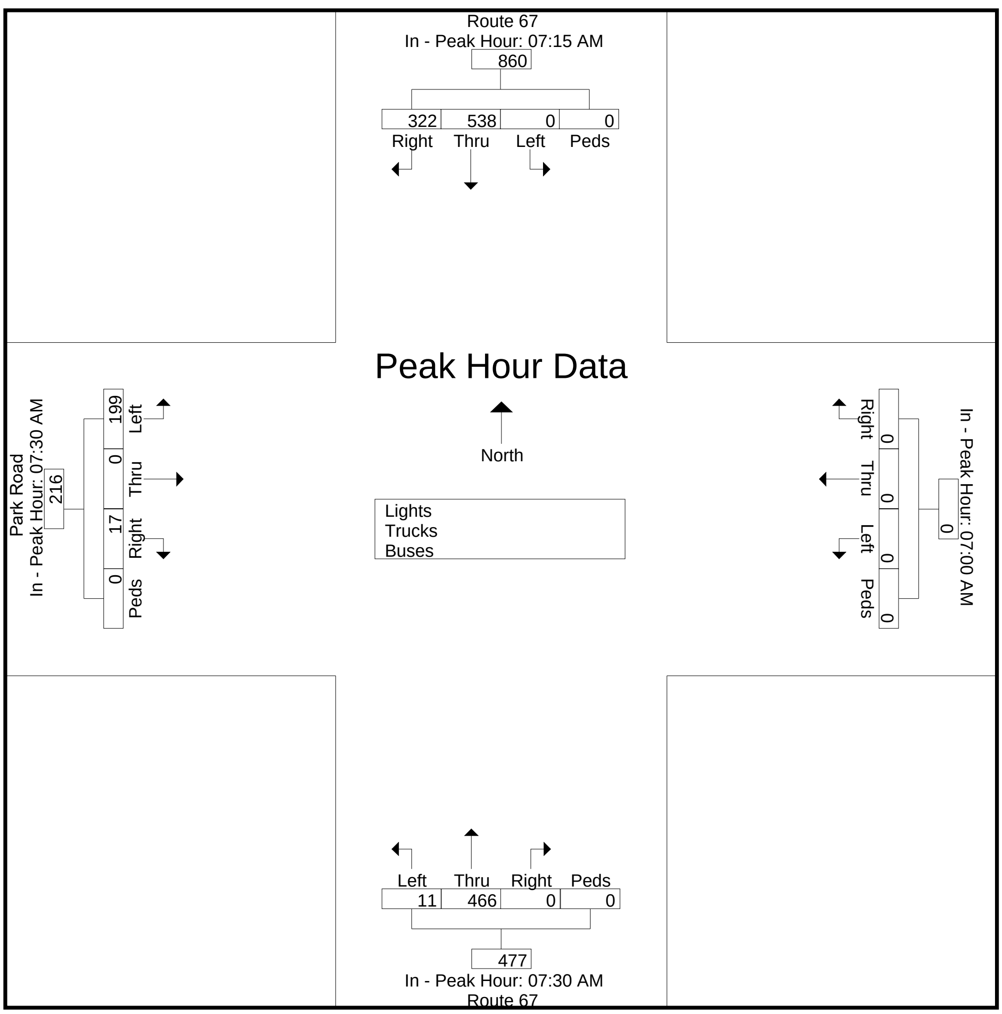
File Name : 20662
Site Code : 20662
Start Date : 3/11/2020
Page No : 3

	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

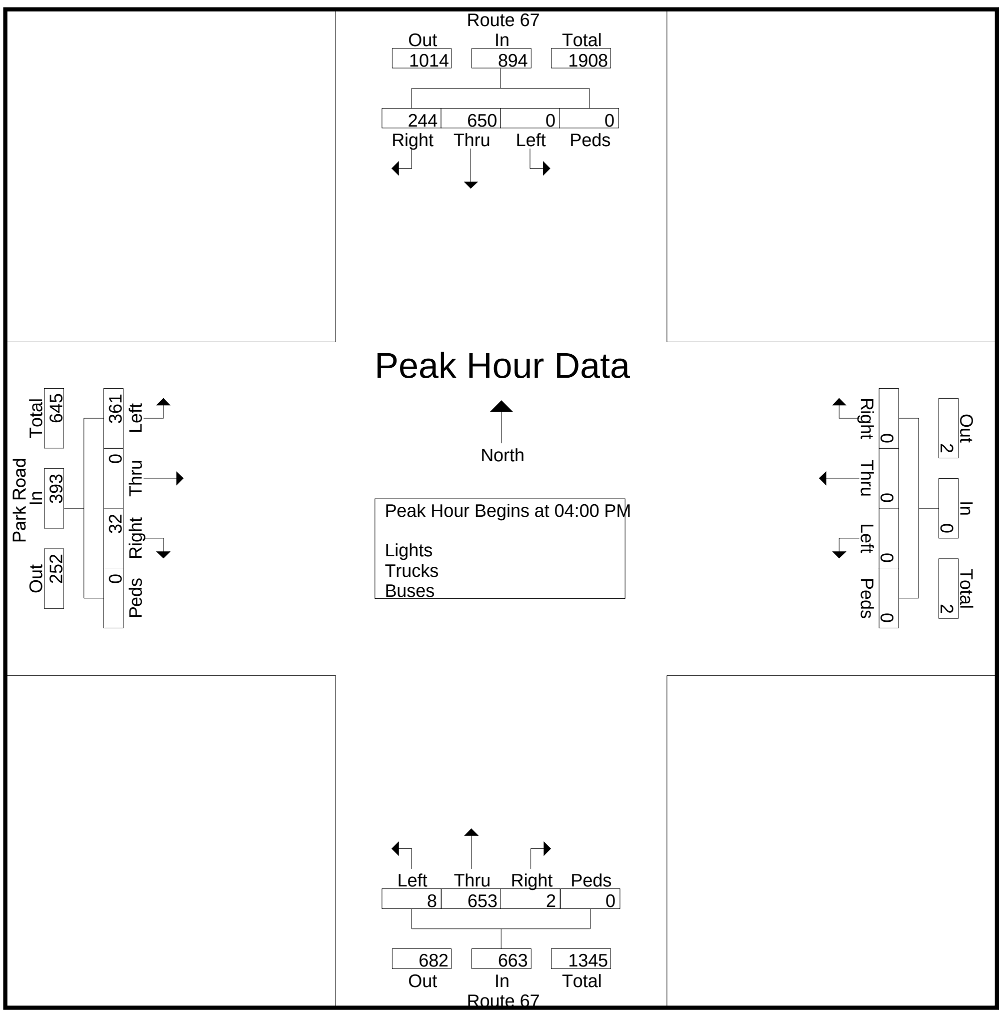
	Route 67 From North					From East					Route 67 From South					Park Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	65	174	0	0	239	0	0	0	0	0	0	179	3	0	182	11	0	120	0	131	552
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

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

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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Kensington, Connecticut 06037
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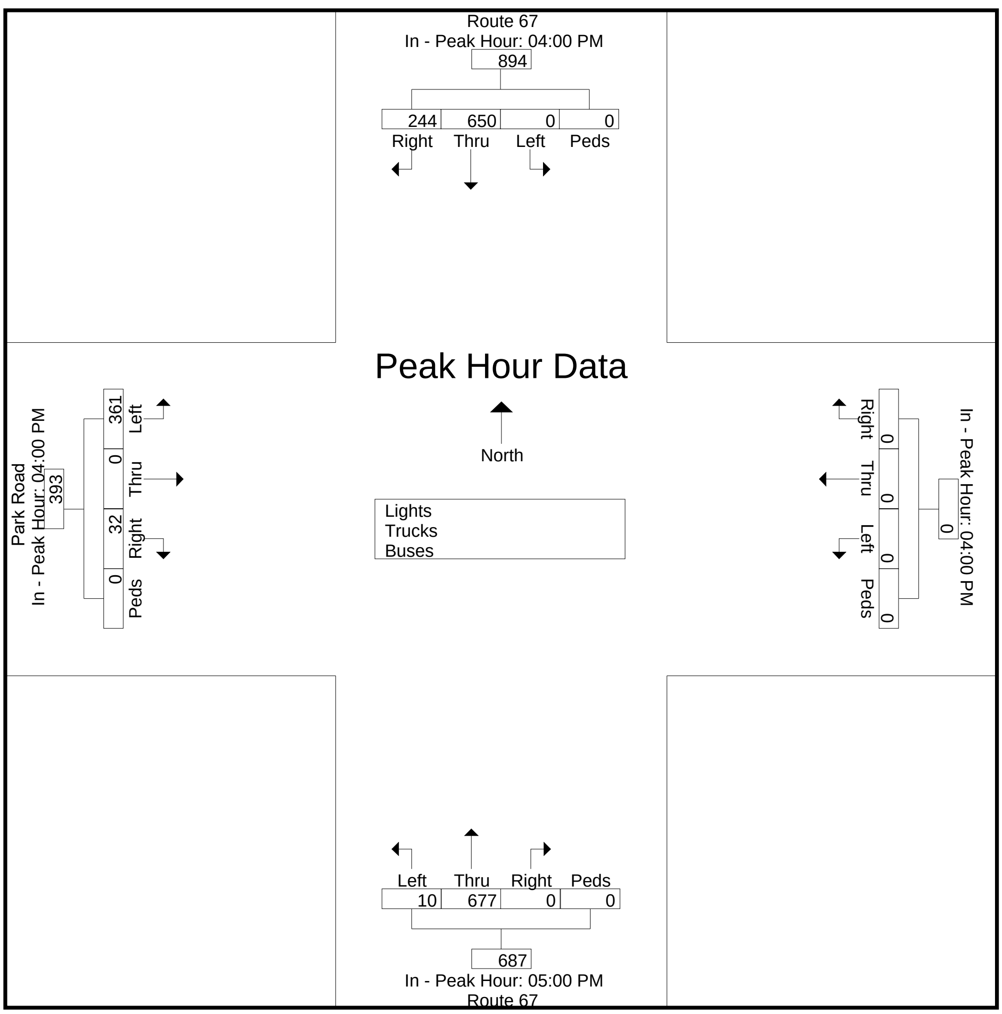
File Name : 20663
Site Code : 20663
Start Date : 3/11/2020
Page No : 3

	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

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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

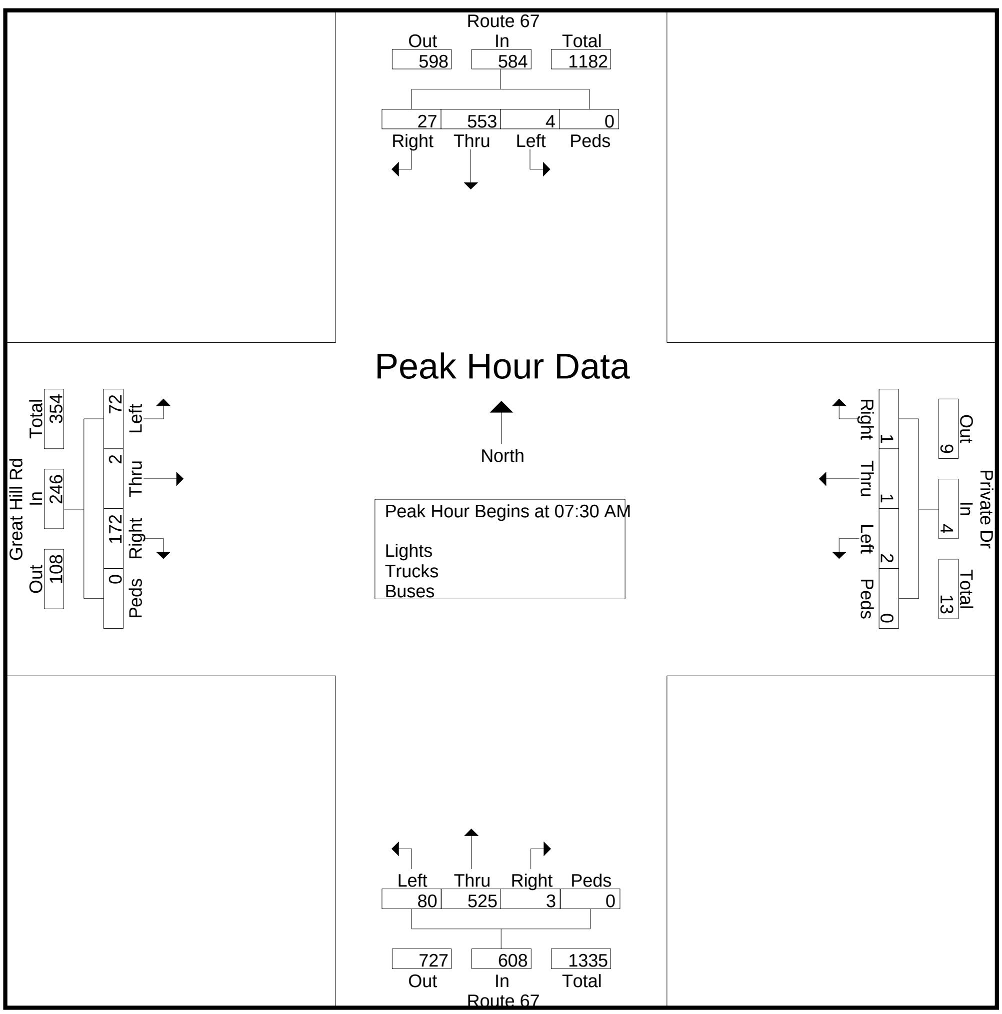
	Route 67 From North					Private Dr From East					Route 67 From South					Great Hill Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	111	1	0	121	0	0	1	0	1	0	79	24	0	103	40	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
(860) 828-1693

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

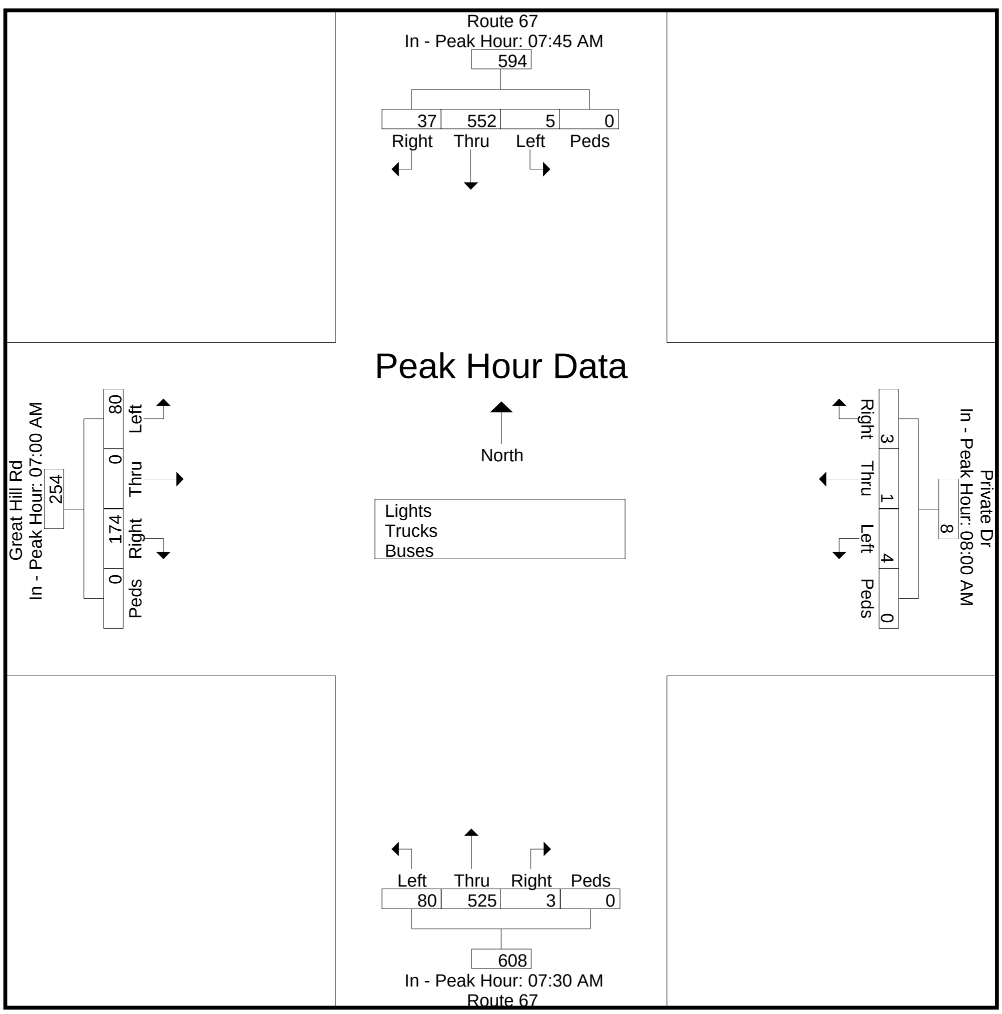


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

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	



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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

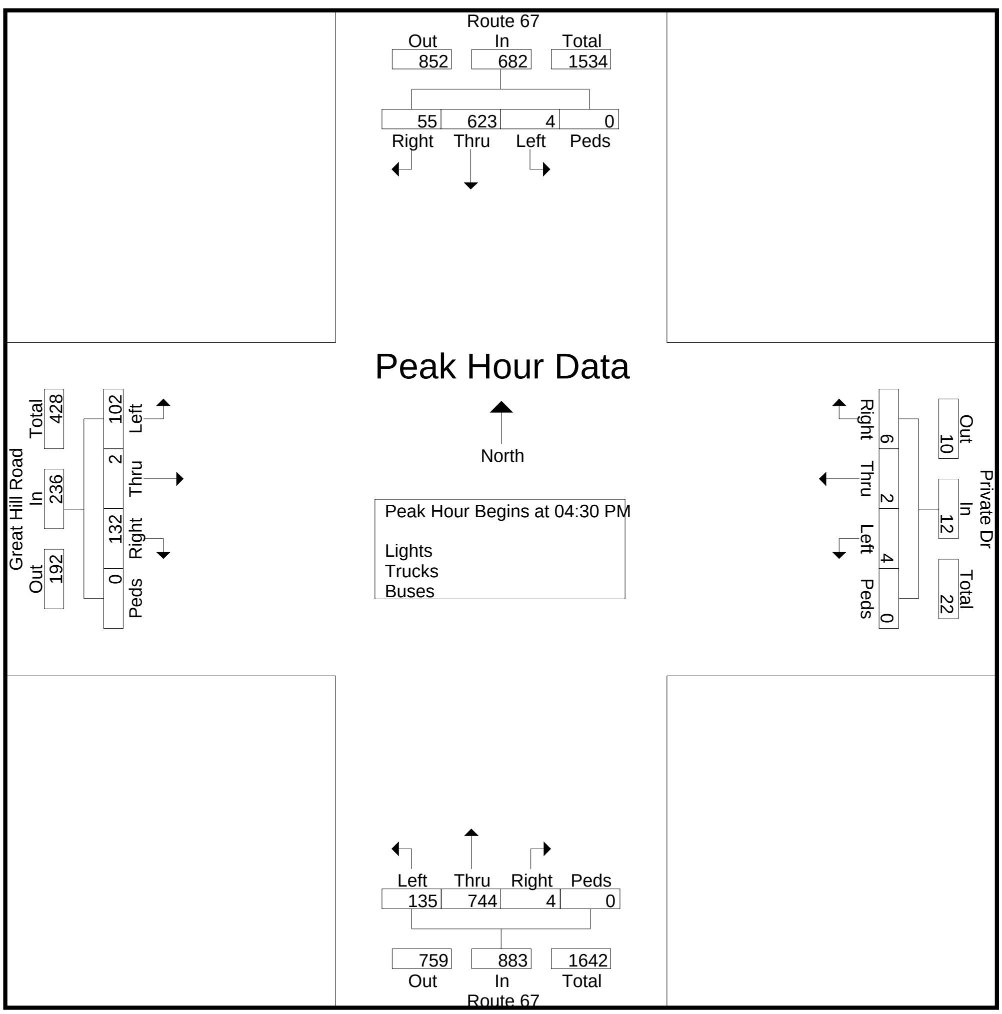
	Route 67 From North					Private Dr From East					Route 67 From South					Great Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	18	126	1	0	145	1	0	0	0	1	1	180	32	0	213	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

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

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

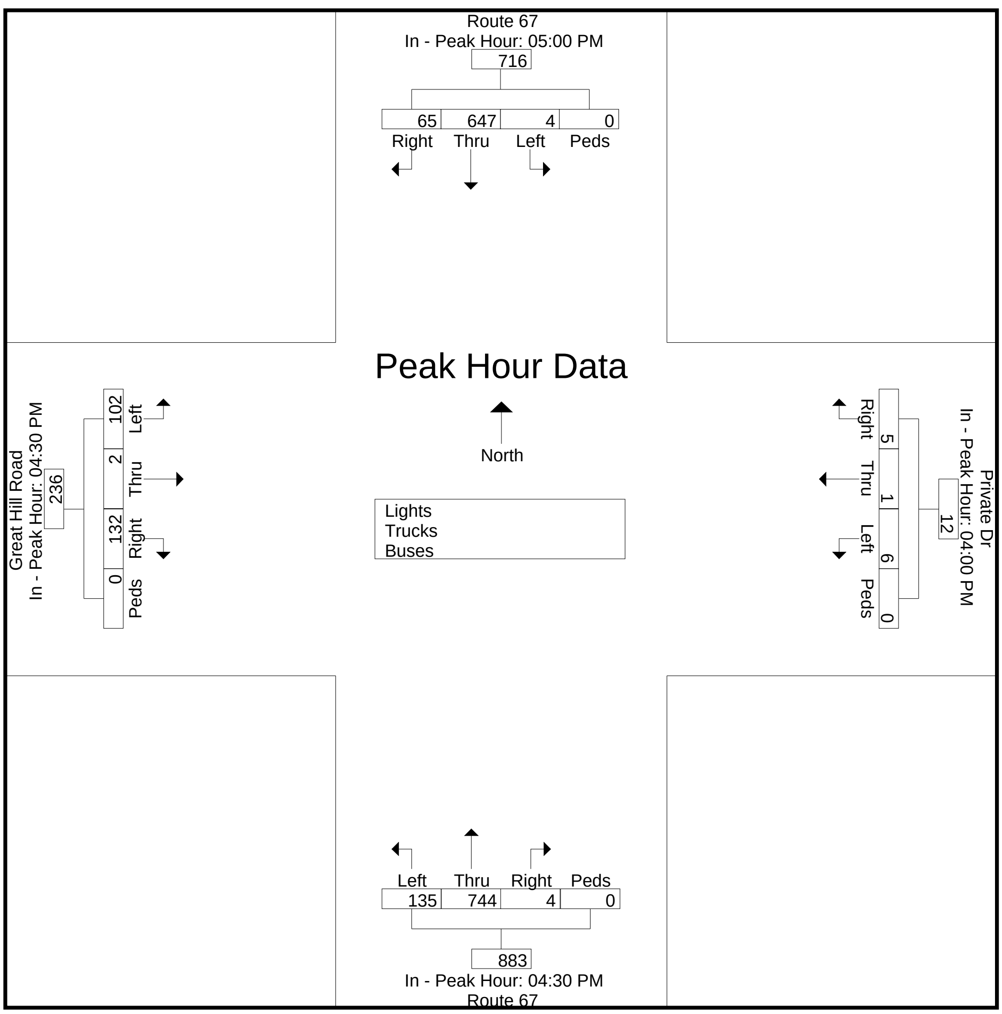
	Route 67 From North					Private Dr From East					Route 67 From South					Great Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - 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



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

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

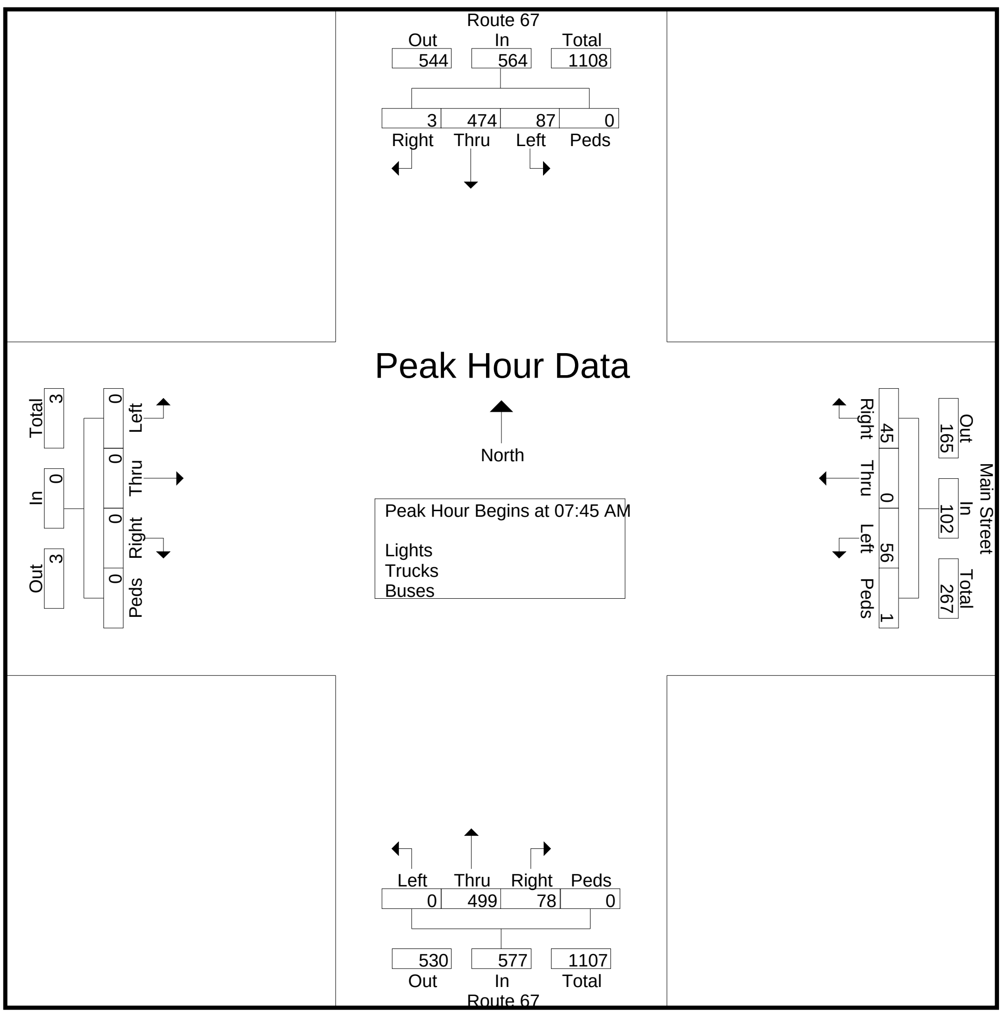
	Route 67 From North					Main Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	92	10	0	102	7	0	4	0	11	14	76	0	0	90	0	0	0	0	0	203
07:15 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		
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

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

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



Connecticut Counts LLC

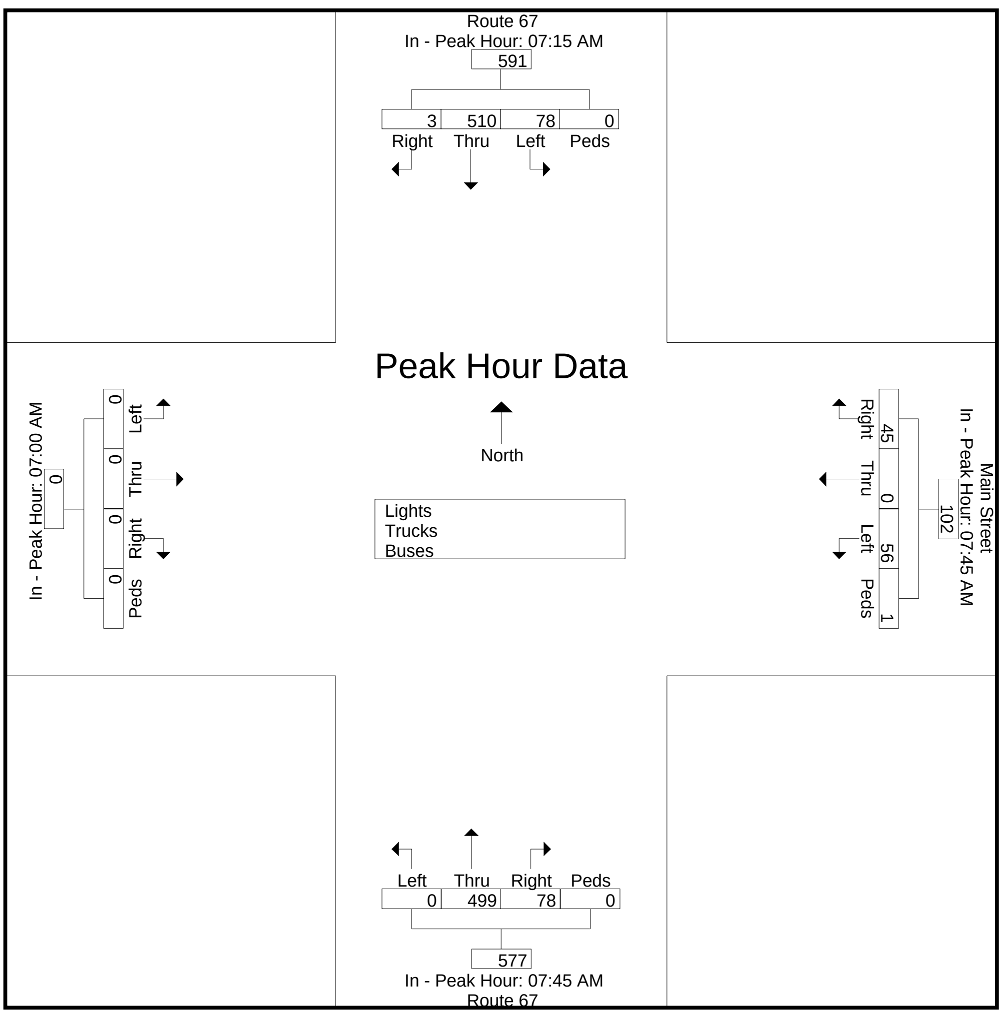
Kensington, Connecticut 06037
(860) 828-1693

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
+15 mins.	0	121	18	0	139	7	0	14	0	21	15	127	0	0	142	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
+45 mins.	3	118	23	0	144	13	0	14	0	27	21	136	0	0	157	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
% 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



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 67 at Main Street
Oxford, Connecticut

File Name : 20667
Site Code : 20667
Start Date : 3/11/2020
Page No : 1

Groups Printed- Lights - Trucks - Buses

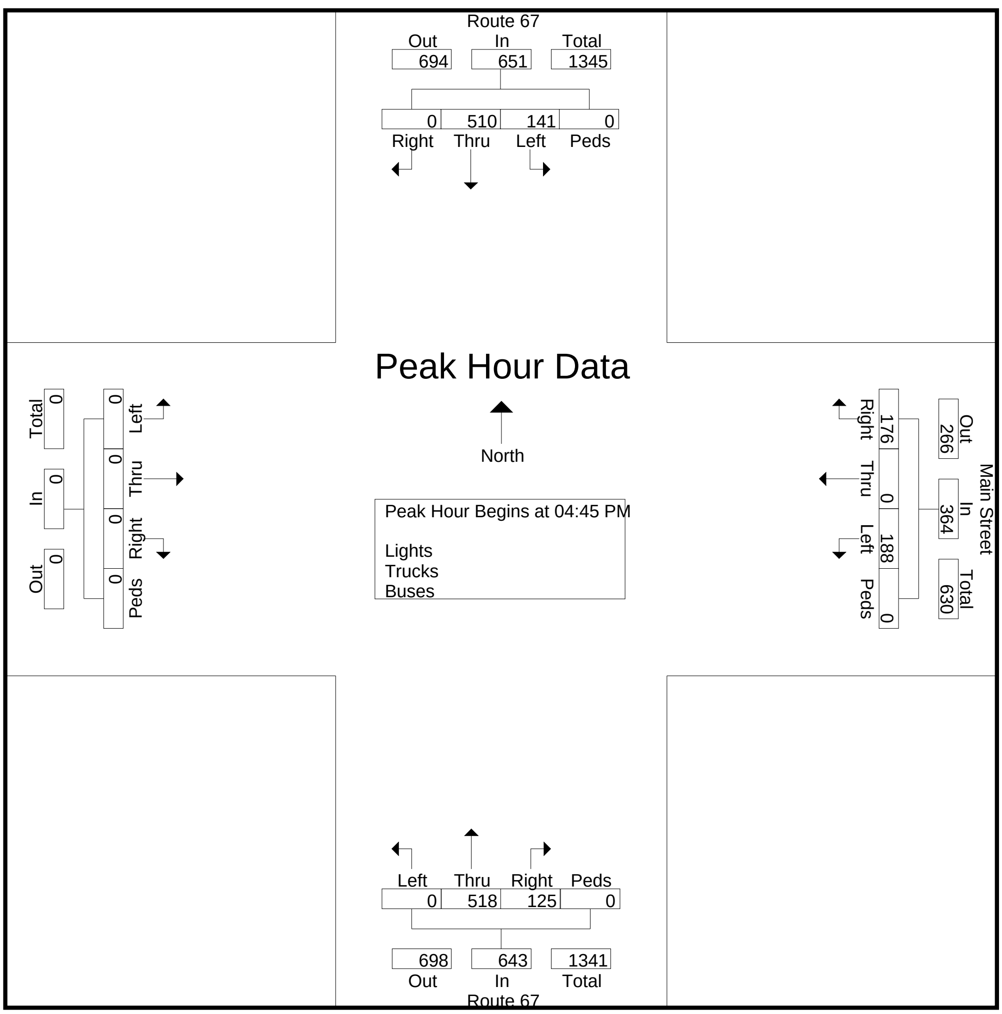
	Route 67 From North					Main Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	112	42	0	154	42	0	48	1	91	24	132	0	0	156	0	0	0	0	0	401
04:15 PM	0	99	33	0	132	52	0	30	0	82	23	114	0	0	137	0	0	0	0	0	351
04:30 PM	0	98	27	0	125	30	0	56	1	87	39	102	0	0	141	0	0	0	0	0	353
04:45 PM	0	126	33	0	159	55	0	54	0	109	30	134	0	0	164	0	0	0	0	0	432
Total	0	435	135	0	570	179	0	188	2	369	116	482	0	0	598	0	0	0	0	0	1537
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
05:45 PM	0	116	39	0	155	48	0	33	0	81	26	131	0	0	157	0	0	0	0	0	393
Total	0	500	147	0	647	169	0	167	0	336	121	515	0	0	636	0	0	0	0	0	1619
Grand Total	0	935	282	0	1217	348	0	355	2	705	237	997	0	0	1234	0	0	0	0	0	3156
Apprch %	0	76.8	23.2	0		49.4	0	50.4	0.3		19.2	80.8	0	0		0	0	0	0		
Total %	0	29.6	8.9	0	38.6	11	0	11.2	0.1	22.3	7.5	31.6	0	0	39.1	0	0	0	0	0	
Lights	0	927	281	0	1208	348	0	353	2	703	237	990	0	0	1227	0	0	0	0	0	3138
% Lights	0	99.1	99.6	0	99.3	100	0	99.4	100	99.7	100	99.3	0	0	99.4	0	0	0	0	0	99.4
Trucks	0	8	1	0	9	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	18
% Trucks	0	0.9	0.4	0	0.7	0	0	0.6	0	0.3	0	0.7	0	0	0.6	0	0	0	0	0	0.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

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

Start Time	Route 67 From North					Main Street From East					Route 67 From South					From West					
	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

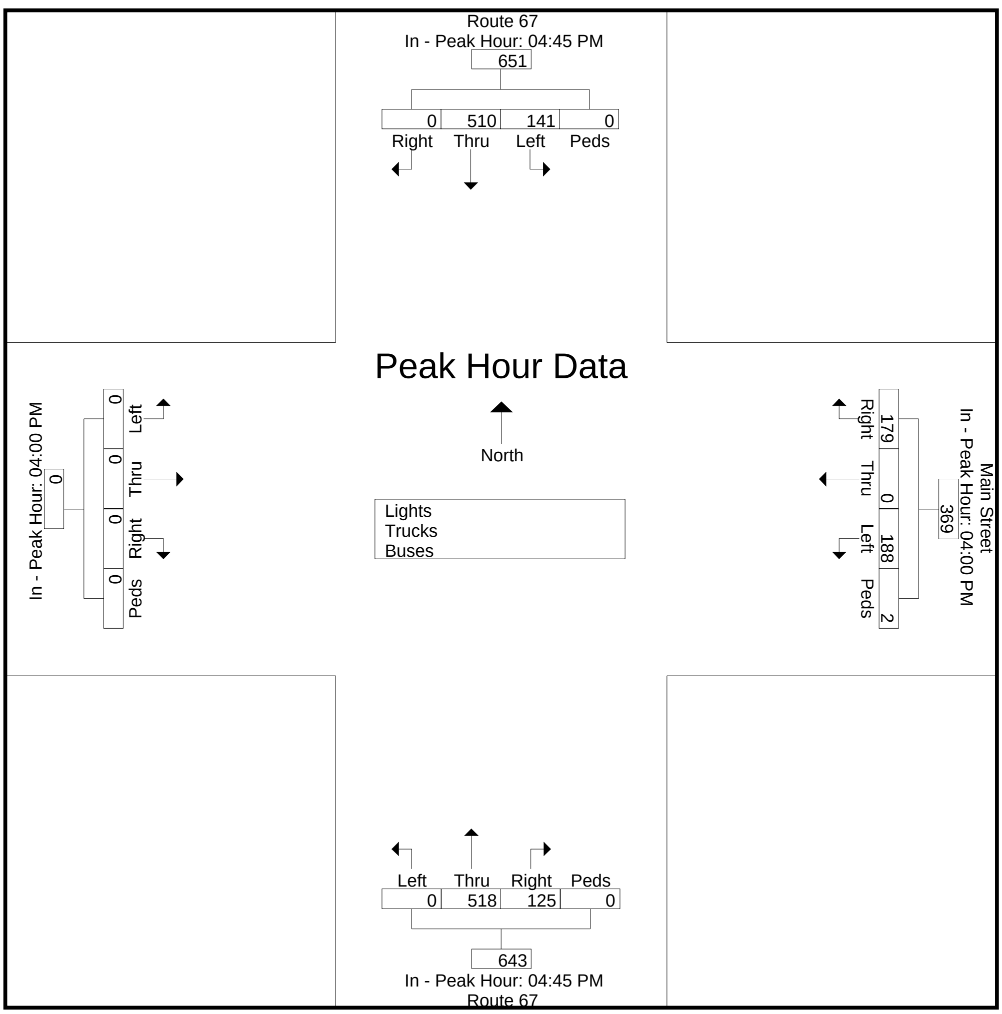


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

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

Kensington, Connecticut 06037
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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

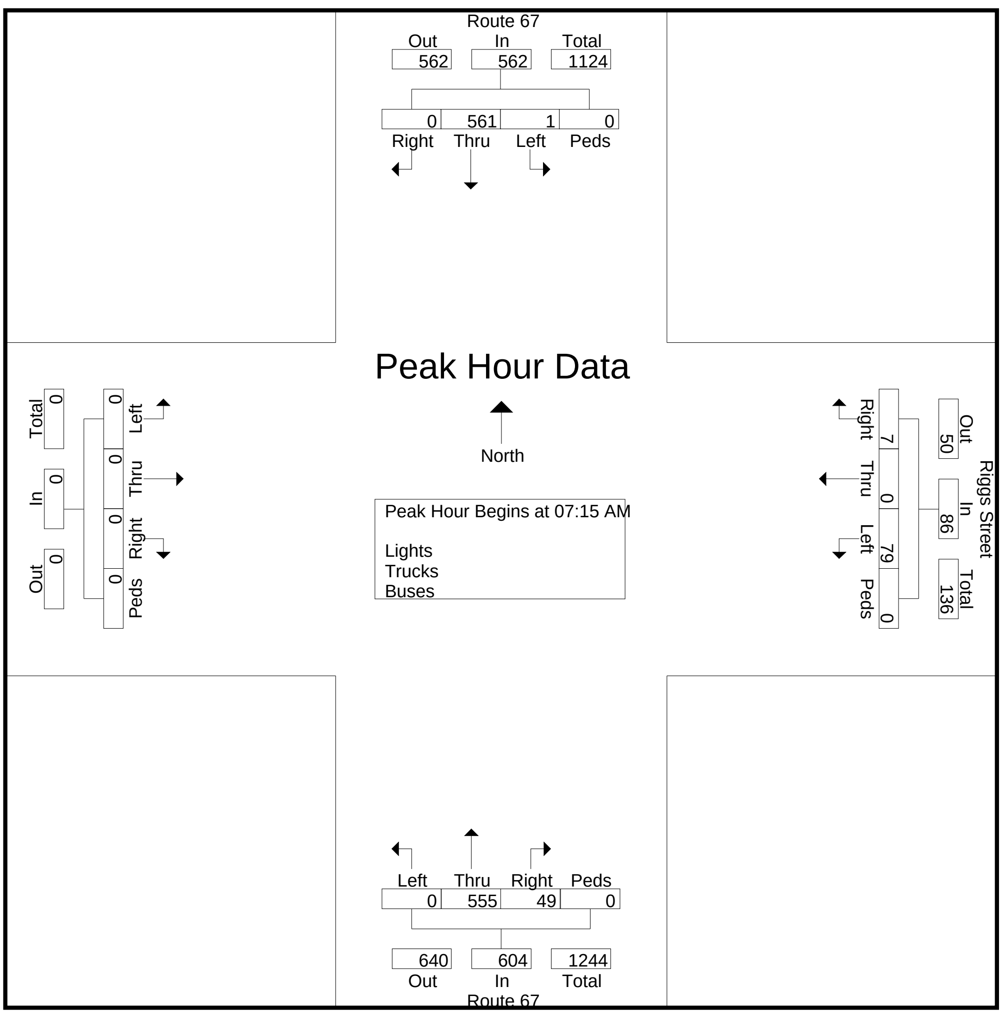
	Route 67 From North					Riggs Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	92	1	0	93	1	0	19	0	20	8	95	0	0	103	0	0	0	0	0	216
07:15 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

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

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

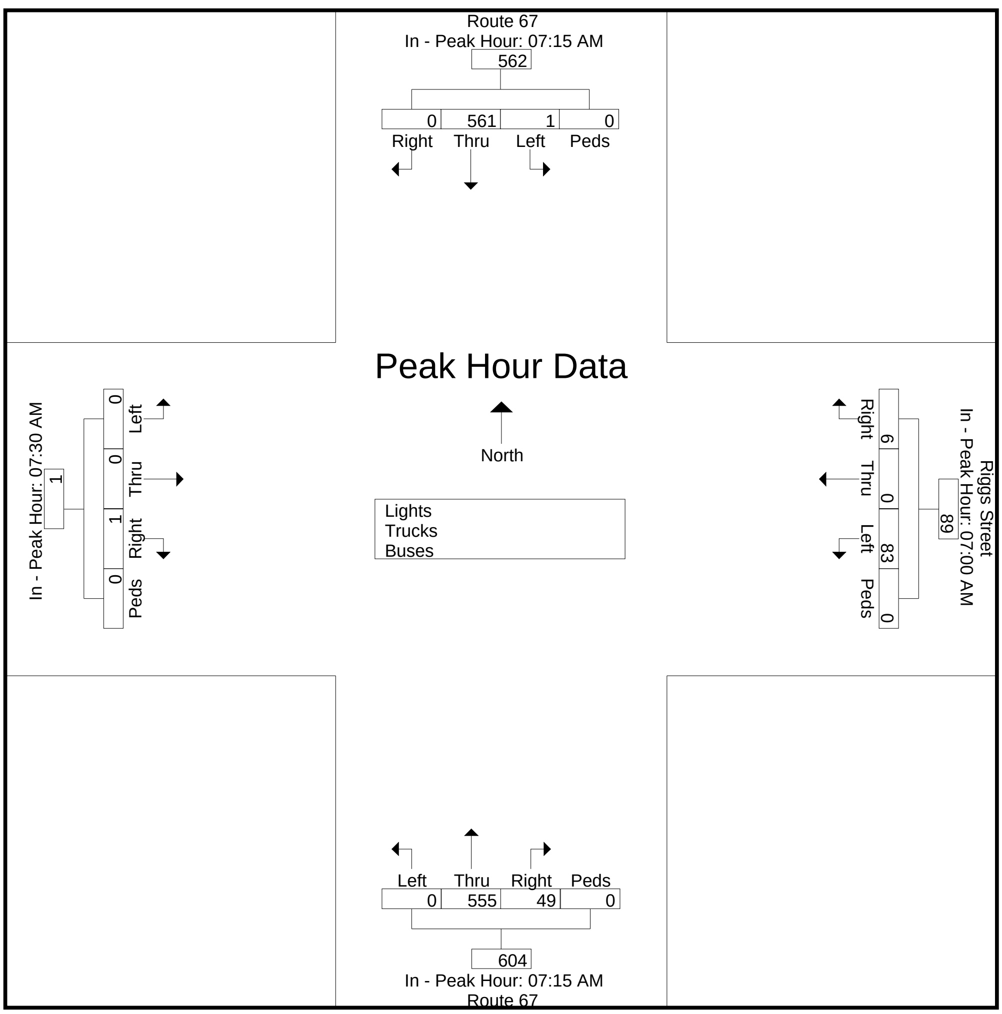


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

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	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

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

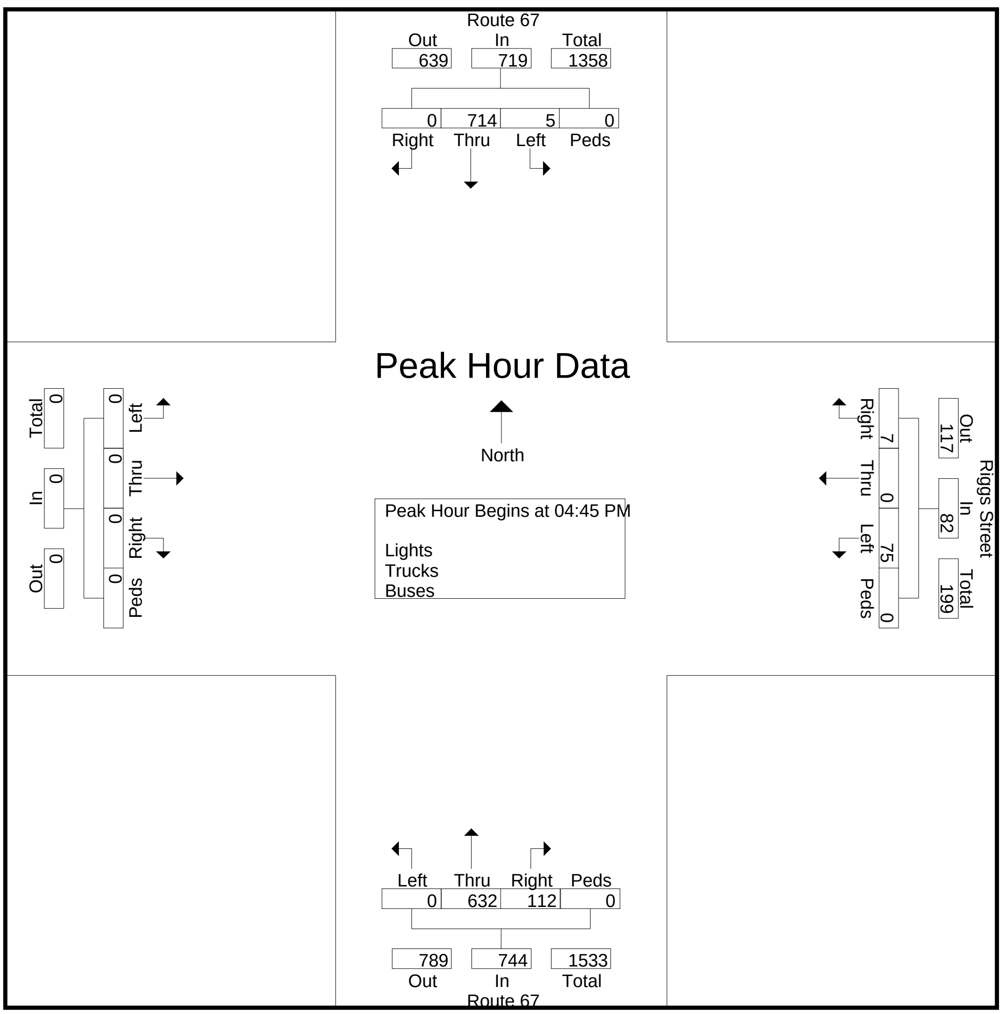
	Route 67 From North					Riggs Street From East					Route 67 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	146	0	0	146	0	0	16	0	16	26	147	0	0	173	0	0	0	0	0	335
04:15 PM	0	146	7	0	153	0	0	24	0	24	28	166	0	0	194	0	0	0	0	0	371
04:30 PM	0	155	1	0	156	1	0	19	0	20	29	130	0	0	159	0	0	0	0	0	335
04:45 PM	0	166	1	0	167	1	0	20	0	21	28	158	0	0	186	0	0	0	0	0	374
Total	0	613	9	0	622	2	0	79	0	81	111	601	0	0	712	0	0	0	0	0	1415
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
05:45 PM	0	144	0	0	144	0	0	12	0	12	33	148	0	0	181	0	0	0	0	0	337
Total	0	692	4	0	696	6	0	67	0	73	117	622	0	0	739	0	0	0	0	0	1508
Grand Total	0	1305	13	0	1318	8	0	146	0	154	228	1223	0	0	1451	0	0	0	0	0	2923
Apprch %	0	99	1	0		5.2	0	94.8	0		15.7	84.3	0	0		0	0	0	0		
Total %	0	44.6	0.4	0	45.1	0.3	0	5	0	5.3	7.8	41.8	0	0	49.6	0	0	0	0	0	
Lights	0	1291										1216									
% Lights	0	98.9	100	0	98.9	100	0	100	0	100	100	99.4	0	0	99.5	0	0	0	0	0	99.3
Trucks	0	13	0	0	13	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	20
% Trucks	0	1	0	0	1	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0.7
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 20669
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

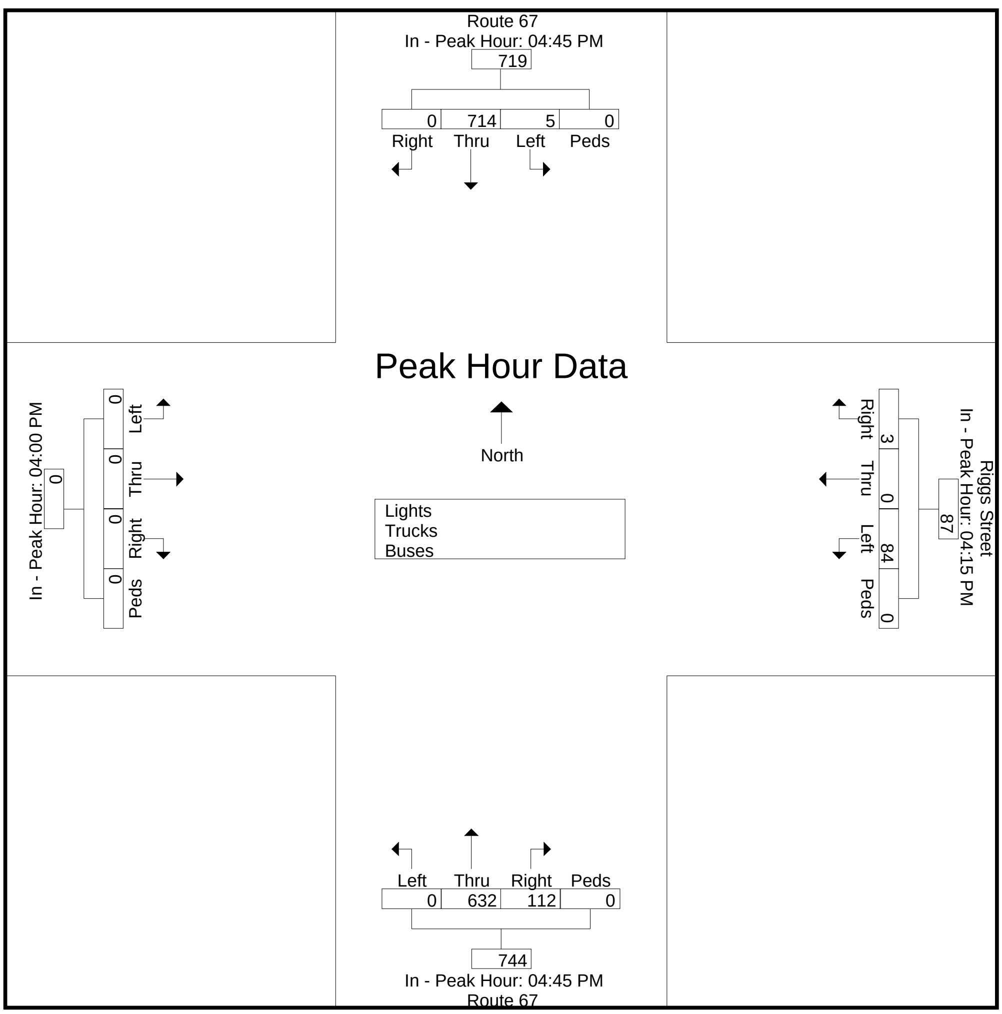


Connecticut Counts LLC

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	
+15 mins.	0	184	2	0	186	1	0	19	0	20	34	140	0	0	174	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	
+45 mins.	0	207	0	0	207	1	0	21	0	22	29	179	0	0	208	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	
% 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	



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	09-Mar-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	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
ADT	ADT 12,507	AADT 12,507						

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
03/10/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	15:00	15:00	15:00	14:00	14:00	17:00	17:00	17:00	17:00	14:00	17:00				17:00		
Vol.	34	22	50	93	121	190	220	52	8	2	1				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	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
03/10/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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		21:00	14:00	15:00	15:00	15:00	17:00	17:00	17:00	20:00					17:00		
Vol.		3	7	42	126	151	252	126	42	6					591		

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
03/11/20	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
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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		

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Route 67 South of Oxford Centralized School Dr
Oxford, Connecticut

Site Code:
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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
03/13/20	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

MILONE & MACBROOM

ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - OXFORD CENTER

ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - QUARRY WALK

MILONE & MACBROOM

ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - SOUTH OF QUARRY WALK

MILONE & MACBROOM

ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - WEST ST / PARK RD

MILONE & MACBROOM

ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - GREAT HILL RD

MILONE & MACBROOM

ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - SEYMOUR TL

MILONE & MACBROOM

ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - LARKIN ST PARK TRAIL CONNECTION

MILONE & MACBROOM

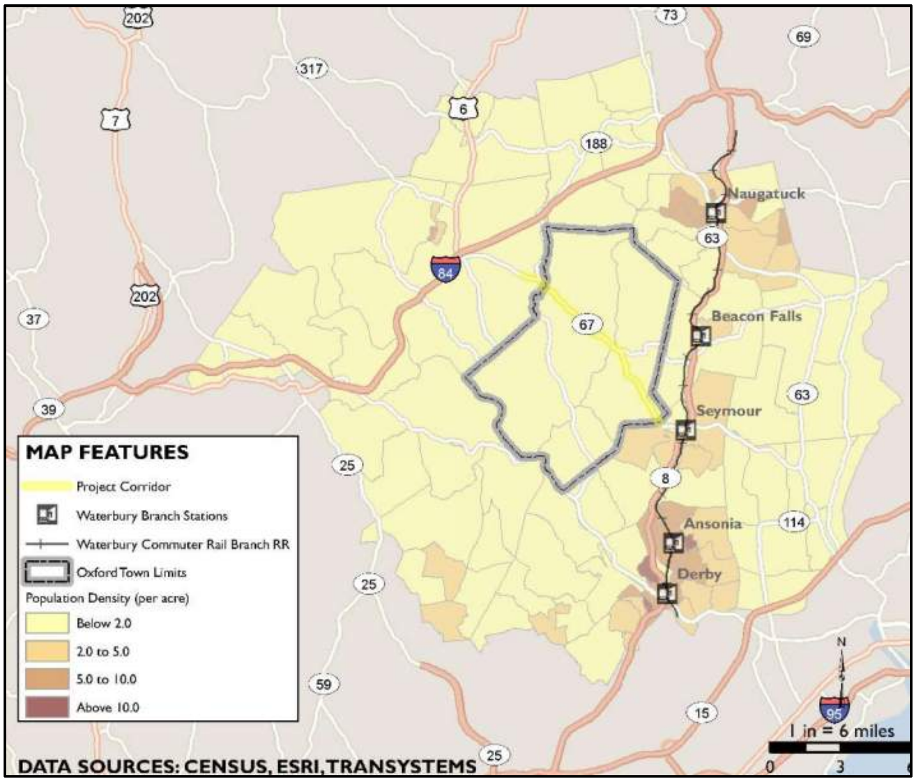
ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - LARKIN ST PARK TRAIL CONNECTION

MILONE & MACBROOM

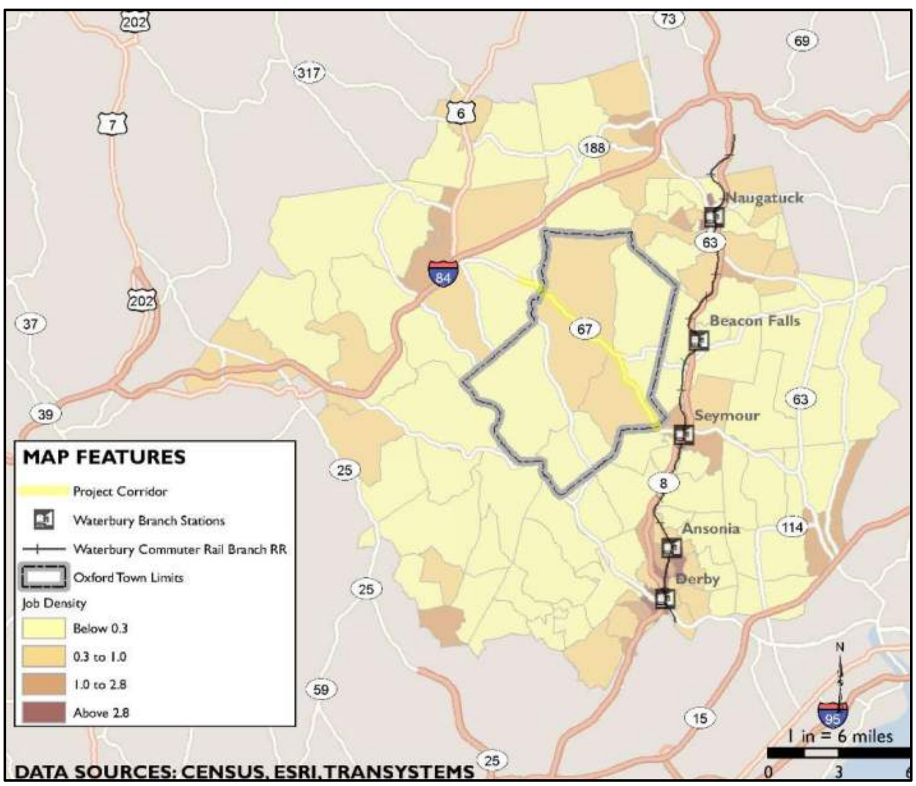
ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - LARKIN ST PARK TRAIL CONNECTION

ROUTE 67 ALTERNATIVE TRANSPORTATION STUDY - LARKIN ST PARK TRAIL CONNECTION

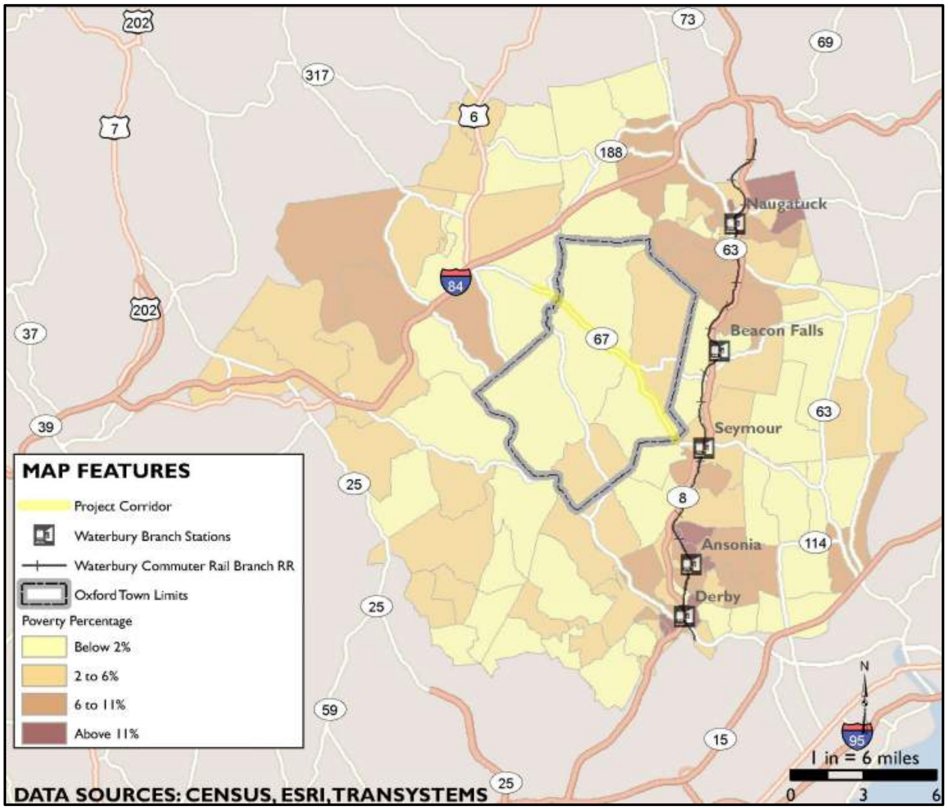
Appendix 3 – Socioeconomic Figures



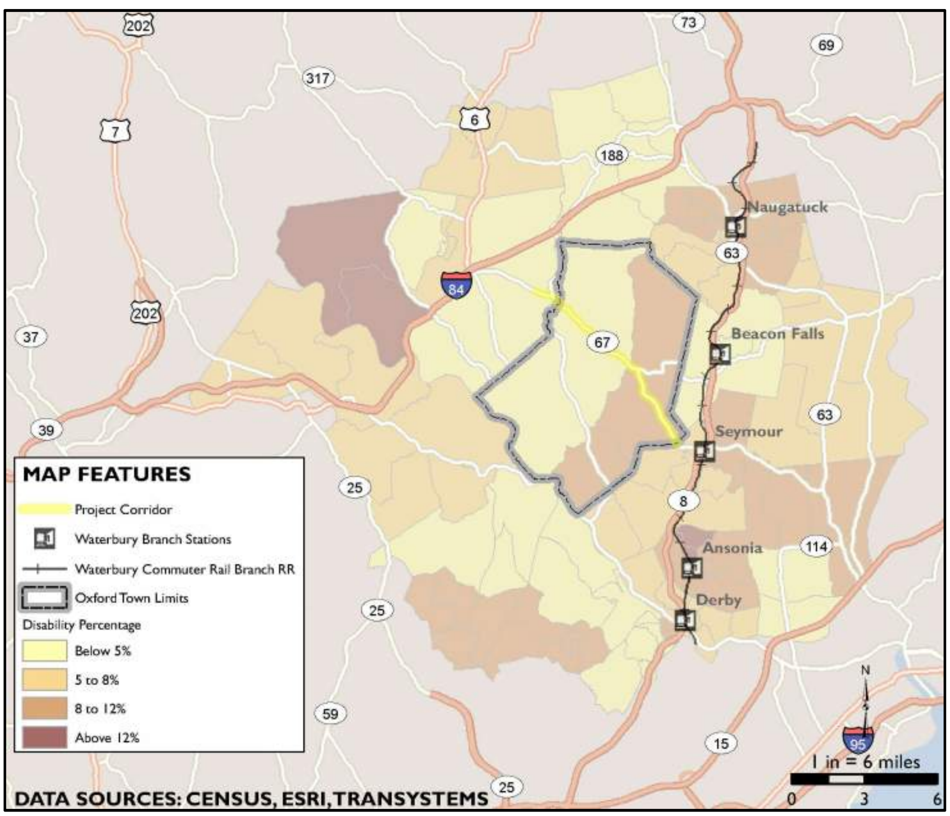
Population Density in the Regional Context Area



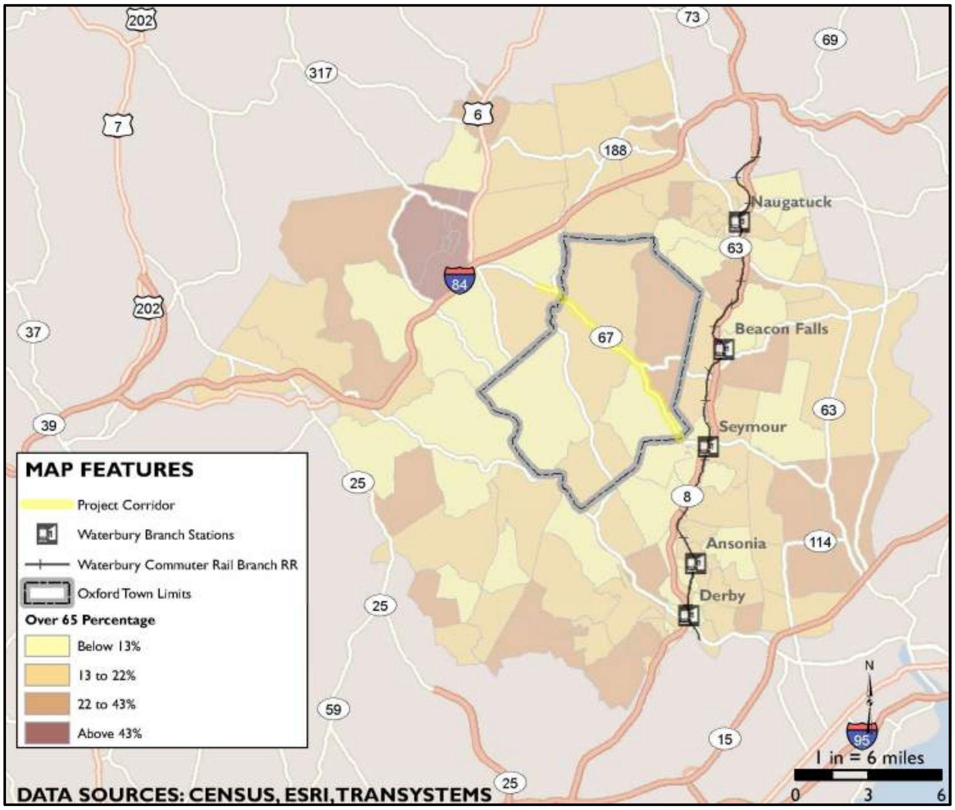
Employment Density within the Regional Context Area



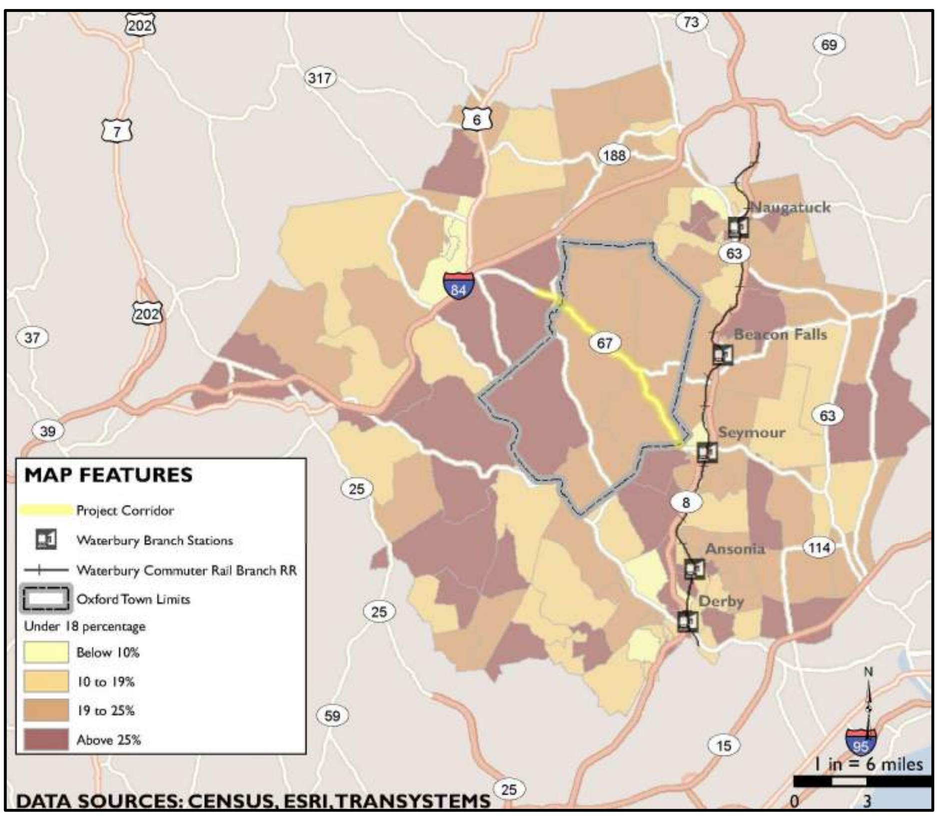
Poverty Percentages within the Regional Context Area



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 demand[8]:

Population + (Jobs x 0.50) + (Service Jobs x 0.75) + (Zero Vehicle Households x 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:[9]

- 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[10].
- 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 tract[11]. 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.

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

[8] Florida Transit Information System, 2004, Users Guide - Application Transit Supportive Areas, p 3-43

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

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

[11] This method was used for those with a disability and those without access to a vehicle

Appendix 5 – Cost Estimates

Project ID	Project Limits	Estimated Cost
C-2	Dutton Rd to Riggs St	$1,250,000
C-3	Riggs St to Quarry Walk	$3,000,000
S-1	Quarry Walk to Park Rd	$2,900,000
S-2	Park Rd to Great Hill Rd	$1,750,000
S-3	Great Hill Rd to West St	$1,100,000
N-1	Christian St to Oxford Center	$1,900,000
N-2	Hawley Rd to Christian St	$2,000,000
N-3	Larkin SP Trail to Hawley Rd	$1,900,000
Total		**$15,800,000**

Project C-2

Dutton Rd to Riggs St

Item	Quantity	Unit Price	Item Cost
6' Sidewalk with Lighting	1,675	$101.39	$169,824.90
RRFB Installation	2	$15,000.00	$30,000.00
10' Sidepath - Normal Section with Lighting	620	$127.79	$79,228.56
10' Sidepath - Normal Section	300	$76.37	$22,910.40
Bridge over Jack's Brook	40	$3,500.00	$140,000.00
Signalized Pedestrian Crossing at Riggs Stre	1	$50,000.00	$50,000.00
		Subtotal	**$491,963.86**

Total Identified Items	$491,963.86
Minor Item Allowance (30%)	**$147,589.16**
Subtotal - Major and Minor Items	**$639,553.02**
Clearing and Grubbing (4%)	**$29,404.74**
Maintenance and Protection of Traffic (2%)	**$14,702.37**
Mobilization and Project Closeout (6.5%)	**$47,782.70**
Construction Staking (.5%)	**$3,675.59**
Subtotal - Contract Items	**$735,118.41**
Contingency (10%)	**$73,511.84**
Incidentals (25%)	**$183,779.60**
Total Construction Project Cost	**$992,409.86**
ROW	$20,000
Design	**$198,481.97**
Total Program Cost	**$1,210,891.83**

Rounded Project Cost	**$1,250,000**

Project C-3

Riggs St to Quarry Walk

Item	Quantity	Unit Price	Item Cost
10' Sidepath - Normal Section	260	$76.37	$19,855.68
10' Sidepath - Normal Section with Lighting	1,290	$127.79	$164,846.52
10' Sidepath - Steep Fill Slope	1,170	$156.88	$183,549.60
10' Sidepath - Rock Cut	780	$135.77	$105,900.60
10' Sidepath - Retaining Wall	270	$1,090.82	$294,520.32
Bridge over Little River	70	$3,500.00	$245,000.00
Bridge over Little River	60	$3,500.00	$210,000.00
Signalized Pedestrian Crossing at Quarry Wa	1	$50,000.00	$50,000.00
		Subtotal	**$1,273,672.72**

Total Identified Items	$1,273,672.72
Minor Item Allowance (30%)	$382,101.82
Subtotal - Major and Minor Items	**$1,655,774.54**
Clearing and Grubbing (4%)	$76,127.56
Maintenance and Protection of Traffic (2%)	$38,063.78
Mobilization and Project Closeout (6.5%)	$123,707.29
Construction Staking (.5%)	$9,515.95
Subtotal - Contract Items	**$1,903,189.12**
Contingency (10%)	$190,318.91
Incidentals (21%)	$399,669.72
Total Project Cost	**$2,493,177.75**
ROW	$60,000
Design	$373,976.66
Total Program Cost	**$2,927,154.41**

Rounded Project Cost	**$3,000,000**

Project S-1

Quarry Walk to Park Rd

Item	Quantity	Unit Price	Item Cost
10' Sidepath - Normal Section	2,590	$76.37	$197,793.12
10' Sidepath - Normal Section with Lighting	1,775	$127.79	$226,823.70
10' Sidepath - Steep Fill Slope	525	$156.88	$82,362.00
10' Sidepath - Steep Fill Slope with Lighting	1,045	$208.30	$217,673.50
Bridge over Little River	65	$3,500.00	$227,500.00
Bridge over Little River	55	$3,500.00	$192,500.00
Signalized Pedestrian Crossing at West Stree	1	$50,000.00	$50,000.00
Signalized Pedestrian Crossing at Park Road	1	$50,000.00	$50,000.00
		Subtotal	**$1,244,652.32**

Total Identified Items	$1,244,652.32
Minor Item Allowance (30%)	**$373,395.70**
Subtotal - Major and Minor Items	**$1,618,048.02**
Clearing and Grubbing (4%)	**$74,393.01**
Maintenance and Protection of Traffic (2%)	**$37,196.51**
Mobilization and Project Closeout (6.5%)	**$120,888.64**
Construction Staking (.5%)	**$9,299.13**
Subtotal - Contract Items	**$1,859,825.31**
Contingency (10%)	**$185,982.53**
Incidentals (21%)	**$390,563.31**
Total Project Cost	**$2,436,371.15**
ROW	$60,000
Design	**$365,455.67**
Total Program Cost	**$2,861,826.82**

Rounded Project Cost	**$2,900,000**

Project S-2

Park Rd to Great Hill Rd

Item	Quantity	Unit Price	Item Cost
10' Sidepath - Normal Section with Lighting	1,725	$127.79	$220,434.30
10' Sidepath - Steep Fill Slope	615	$156.88	$96,481.20
Bridge over Little River	95	$3,500.00	$332,500.00
Signalized Pedestrian Crossing at Great Hill Roa	1	$50,000.00	$50,000.00
		Subtotal	**$699,415.50**

Total Identified Items	$699,415.50
Minor Item Allowance (30%)	$209,824.65
Subtotal - Major and Minor Items	**$909,240.15**
Clearing and Grubbing (4%)	$41,804.14
Maintenance and Protection of Traffic (2%)	$20,902.07
Mobilization and Project Closeout (6.5%)	$67,931.74
Construction Staking (.5%)	$5,225.52
Subtotal - Contract Items	**$1,045,103.62**
Contingency (10%)	$104,510.36
Incidentals (21%)	$219,471.76
Total Project Cost	**$1,369,085.74**
ROW	$20,000
Design	$239,590.01
Total Program Cost	**$1,628,675.75**

Rounded Project Cost	**$1,750,000**

Project S-3

Great Hill Rd to West St

Item	Quantity	Unit Price	Item Cost
10' Sidepath - Normal Section with Lighting	2,785	$127.79	$355,889.58
10' Sidepath - Steep Fill Slope	150	$156.88	$23,532.00
Signalized Pedestrian Crossing at Wesr Street	1	$50,000.00	$50,000.00
		Subtotal	**$429,421.58**

Total Identified Items	$429,421.58
Minor Item Allowance (30%)	$128,826.47
Subtotal - Major and Minor Items	**$558,248.05**
Clearing and Grubbing (4%)	$25,666.58
Maintenance and Protection of Traffic (2%)	$12,833.29
Mobilization and Project Closeout (6.5%)	$41,708.19
Construction Staking (.5%)	$3,208.32
Subtotal - Contract Items	**$641,664.43**
Contingency (10%)	$64,166.44
Incidentals (25%)	$160,416.11
Total Project Cost	**$866,246.98**
ROW	$20,000
Design	$173,249.40
Total Program Cost	**$1,059,496.38**

Rounded Project Cost	**$1,100,000**

Project N-1

Christian St to Oxford Center

Item	Quantity	Unit Price	Item Cost
10' Sidepath - Normal Section	3,540	$76.37	$270,342.72
10' Sidepath - Normal Section with Lighting	75	$127.79	$9,584.10
10' Sidepath - Steep Fill Slope	1,670	$156.88	$261,989.60
Bridge over Little River	35	$3,500.00	$122,500.00
Bridge over Little River	35	$3,500.00	$122,500.00
RRFP at Christian Street	1	$15,000.00	$15,000.00
		Subtotal	**$801,916.42**

Total Identified Items	$801,916.42
Minor Item Allowance (30%)	$240,574.93
Subtotal - Major and Minor Items	**$1,042,491.35**
Clearing and Grubbing (4%)	$47,930.64
Maintenance and Protection of Traffic (2%)	$23,965.32
Mobilization and Project Closeout (6.5%)	$77,887.28
Construction Staking (.5%)	$5,991.33
Subtotal - Contract Items	**$1,198,265.91**
Contingency (10%)	$119,826.59
Incidentals (21%)	$251,635.84
Total Project Cost	**$1,569,728.35**
ROW	$40,000
Design	$235,459.25
Total Program Cost	**$1,845,187.60**

Rounded Project Cost	**$1,900,000**

Project N-2

Hawley Rd to Christian St

Item	Quantity	Unit Price	Item Cost
10' Sidepath - Normal Section	6,180	$76.37	$471,954.24
10' Sidepath - Normal Section with Lighting	75	$127.79	$9,584.10
10' Sidepath - Steep Fill Slope	1,315	$156.88	$206,297.20
Bridge over Little River	40	$3,500.00	$140,000.00
RRFP at Hawley Road	1	$15,000.00	$15,000.00
		Subtotal	**$842,835.54**

Total Identified Items	$842,835.54
Minor Item Allowance (30%)	$252,850.66
Subtotal - Major and Minor Items	**$1,095,686.20**
Clearing and Grubbing (4%)	$50,376.38
Maintenance and Protection of Traffic (2%)	$25,188.19
Mobilization and Project Closeout (6.5%)	$81,861.61
Construction Staking (.5%)	$6,297.05
Subtotal - Contract Items	**$1,259,409.43**
Contingency (10%)	$125,940.94
Incidentals (21%)	$264,475.98
Total Project Cost	**$1,649,826.35**
ROW	$50,000
Design	$247,473.95
Total Program Cost	**$1,947,300.30**

Rounded Project Cost	**$2,000,000**

Project N-3

Larkin SP Trail to Hawley Rd

Item	Quantity	Unit Price	Item Cost
10' Sidepath - Normal Section	780	$76.37	$59,567.04
10' Sidepath - Normal Section with Lighting	1,180	$127.79	$150,789.84
10' Sidepath - Steep Fill Slope	350	$156.88	$54,908.00
Bridge over Eightmile Brook	70	$3,500.00	$245,000.00
Bridge over stream	60	$3,500.00	$210,000.00
Signalized pedestrian crossings	2	$50,000.00	$100,000.00
		Subtotal	**$820,264.88**

Total Identified Items	$820,264.88
Minor Item Allowance (30%)	$246,079.46
Subtotal - Major and Minor Items	**$1,066,344.34**
Clearing and Grubbing (4%)	$49,027.33
Maintenance and Protection of Traffic (2%)	$24,513.66
Mobilization and Project Closeout (6.5%)	$79,669.41
Construction Staking (.5%)	$6,128.42
Subtotal - Contract Items	**$1,225,683.15**
Contingency (10%)	$122,568.32
Incidentals (21%)	$257,393.46
Total Project Cost	**$1,605,644.93**
ROW	$50,000
Design	$240,846.74
Total Program Cost	**$1,896,491.67**

Rounded Project Cost	**$1,900,000**

Linear Foot Cost for Typical Section 1 - 5' Grass Buffer

CTDOT Item Number	Description	Unit	Unit Cost	Linear Foot Quanity	Unit	Linear Foot Cost
0922001	Bituminous Concrete Sidewal	SY	$60.00	1.11	SY	$66.60
0944000	Furnishing and Placing Topsoil	SY	$7.40	1.11	SY	$8.21
0950005	Turf Establishment	SY	$1.40	1.11	SY	$1.55
					Total - Identified Items	**$76.37**

Total Identified Items	$76.37
Minor Item Allowance (30%)	$22.91
Linear Foot Base Cost	**$99.28**
Contingency (30%)	$29.78
Linear Foot Cost	**$129.06**

Rounded Linear Foot Cos	**$130**
Per Mile Cost	**$686,400**
Rounder Per Mile Cost	**$690,000**

Linear Foot Cost for Typical Section 1 - 5' Grass Buffer with Lighting

CTDOT Item Number	Description	Unit	Unit Cost	Calculation Notes	Linear Foot Quanity	Unit	Linear Foot Cost
0922001	Bituminous Concrete Sidewalk	S.Y.	$60.00	*10 FT widt per LF = 3.33 YD * 1 LF = .33 YD =*	1.11	S.Y.	**$66.60**
0944000	Furnishing and Placing Topsoil	S.Y.	$7.40	*so*	1.11	S.Y.	**$8.21**
0950005	Turf Establishment	S.Y.	$1.40	*5 FT buffer width per LF = 1.66 YD * 1 LF = .33 YD = .55 SY , Assume additional 5' on outside,*	1.11	S.Y.	**$1.55**
1002110	Deccorative Light Pole Foundation	Ea.	$604.00	*1 per 200'*	0.005	Ea.	**$3.02**
1003621	Decorative Light Standard	Ea.	$8,000.00	*1 per 200'*	0.005	Ea.	**$40.00**
1014128	Cable in Duct (Three No. 2 Conductor	L.F.	$8.40		1	L.F.	**$8.40**
						Total - Identified Items	**$127.79**

Total Identified Items	$127.79
Minor Item Allowance (30%)	**$38.34**
Linear Foot Base Cost	**$166.12**
Contingency (30%)	**$49.84**
Linear Foot Cost	**$215.96**

Rounded Linear Foot Cos	**$220**
Per Mile Cost	**$1,161,600**
Rounder Per Mile Cost	**$1,200,000**

Linear Foot Cost for Typical Section 2 - Steep Fill Slope

CTDOT Item Number	Description	Unit	Unit Cost	Calculation Notes	Linear Foot Quanity	Unit	Linear Foot Cost
0207000	Borrow	C.Y.	$21.40	*Apx. 15 Sq Ft = 15 CF --> .56 CY*	0.56	C.Y.	$11.98
0906204	Three Rail Wood Fence	L.F.	$40.00		1.00	L.F.	$40.00
0910300	Metal Beam Rail (RB-MASH)	L.F.	$23.60		1.00	L.F.	$23.60
0922001	Bituminous Concrete Sidewal	S.Y.	$60.00	*10 FT widt per LF = 3.33 YD * 1 LF = .33 YD =*	1.11	S.Y.	$66.60
0944000	Furnishing and Placing Topsoi	S.Y.	$7.40	*Apx 15' outside of edge of walk, so*	1.67	S.Y.	$12.36
0950005	Turf Establishment	S.Y.	$1.40	*Apx 15' outside of edge of walk, so*	1.67	S.Y.	$2.34
						Total - Identified Items	**$156.88**

Total Identified Items	$156.88
Minor Item Allowance (30%)	**$47.06**
Linear Foot Base Cost	**$203.94**
Contingency (30%)	**$61.18**
Linear Foot Cost	**$265.13**

Rounded Linear Foot Cos	**$270**
Per Mile Cost	**$1,425,600**
Rounder Per Mile Cost	**$1,500,000**

Linear Foot Cost for Typical Section 2 - Steep Fill Slope with Lighting

CTDOT Item Number	Description	Unit	Unit Cost	Calculation Notes	Linear Foot Quanity	Unit	Linear Foot Cost
0207000	Borrow	C.Y.	$21.40	*Apx. 15 Sq Ft = 15 CF --> .56 CY*	0.56	C.Y.	$11.98
0906204	Three Rail Wood Fence	L.F.	$40.00		1.00	L.F.	$40.00
0910300	Metal Beam Rail (RB-MASH)	L.F.	$23.60		1.00	L.F.	$23.60
0922001	Bituminous Concrete Sidewalk	S.Y.	$60.00	*10 FT widt per LF = 3.33 YD * 1 LF = .33 YD =*	1.11	S.Y.	$66.60
0944000	Furnishing and Placing Topsoil	S.Y.	$7.40	*Apx 15' outside of edge of walk, so*	1.67	S.Y.	$12.36
0950005	Turf Establishment	S.Y.	$1.40	*Apx 15' outside of edge of walk, so*	1.67	S.Y.	$2.34
1002110	Deccorative Light Pole Foundation	Ea.	$604.00	*1 per 200'*	0.005	Ea.	$3.02
1003621	Decorative Light Standard	Ea.	$8,000.00	*1 per 200'*	0.005	Ea.	$40.00
1014128	Cable in Duct (Three No. 2 Conductors	L.F.	$8.40		1	L.F.	$8.40
						Total - Identified Items	**$208.30**

Total Identified Items	$208.30
Minor Item Allowance (30%)	**$62.49**
Linear Foot Base Cost	**$270.79**
Contingency (30%)	**$81.24**
Linear Foot Cost	**$352.03**

Rounded Linear Foot Cos	**$360**
Per Mile Cost	**$1,900,800**
Rounder Per Mile Cost	**$2,000,000**

Linear Foot Cost for Typical Section 3 - Retaining Wall

CTDOT Item Number	Description	Unit	Unit Cost	Calculation Notes	Linear Foot Quanity	Unit	Linear Foot Cost
0910300	Metal Beam Rail (RB-MASH)	L.F.	$23.60		1.00	L.F.	$23.60
0922001	Bituminous Concrete Sidewal	S.Y.	$60.00	*10 FT widt per LF = 3.33 YD * 1 LF = .33 YD =*	1.11	S.Y.	$66.60
0944000	Furnishing and Placing Topsoi	S.Y.	$7.40	*Apx 2' outside of edge of walk, so*	0.07	S.Y.	$0.52
0950005	Turf Establishment	S.Y.	$1.40	*Apx 2' outside of edge of walk, so*	0.07	S.Y.	$0.10
	Retaining Wall	S.F.	$100.00	*Approximate 10' wall height*	10.00	S.F.	$1,000.00
						Total - Identified Items	**$1,090.82**

Total Identified Items	$1,090.82
Minor Item Allowance (30%)	$327.24
Linear Foot Base Cost	**$1,418.06**
Contingency (30%)	$425.42
Linear Foot Cost	**$1,843.48**

Rounded Linear Foot Cos	**$1,850**
Per Mile Cost	**$9,768,000**
Rounder Per Mile Cost	**$10,000,000**

Linear Foot Cost for Typical Section 3 - Retaining Wall with Lighting

CTDOT Item Number	Description	Unit	Unit Cost	Calculation Notes	Linear Foot Quanity	Unit	Linear Foot Cost
0910300	Metal Beam Rail (RB-MASH)	L.F.	$23.60		1.00	L.F.	$23.60
0922001	Bituminous Concrete Sidewalk	S.Y.	$60.00	*10 FT widt per LF = 3.33 YD * 1 LF = .33 YD =*	1.11	S.Y.	$66.60
0944000	Furnishing and Placing Topsoil	S.Y.	$7.40	*Apx 2' outside of edge of walk, so*	0.07	S.Y.	$0.52
0950005	Turf Establishment	S.Y.	$1.40	*Apx 2' outside of edge of walk, so*	0.07	S.Y.	$0.10
1002110	Deccorative Light Pole Foundation	Ea.	$604.00	*1 per 200'*	0.005	Ea.	$3.02
1003621	Decorative Light Standard	Ea.	$8,000.00	*1 per 200'*	0.005	Ea.	$40.00
1014128	Cable in Duct (Three No. 2 Conductors	L.F.	$8.40		1	L.F.	$8.40
	Retaining Wall	S.F.	$100.00	*Approximate 10' wall height*	10.00	S.F.	$1,000.00
						Total - Identified Items	**$1,142.24**

Total Identified Items	$1,142.24
Minor Item Allowance (30%)	**$342.67**
Linear Foot Base Cost	**$1,484.91**
Contingency (30%)	**$445.47**
Linear Foot Cost	**$1,930.38**

Rounded Linear Foot Cos	**$1,935**
Per Mile Cost	**$10,216,800**
Rounder Per Mile Cost	**$10,250,000**

Linear Foot Cost for Typical Section 4 - Rock Cut

CTDOT Item Number	Description	Unit	Unit Cost	Calculation Notes	Linear Foot Quanity	Unit	Linear Foot Cost
0202100	Rock Excavation	C.Y.	$75.00	*Apx. 16 SF per section, 16 CF = .59 Y*	0.59	C.Y.	$44.25
0910300	Metal Beam Rail (RB-MASH)	L.F.	$23.60		1.00	L.F.	$23.60
0922001	Bituminous Concrete Sidewal	S.Y.	$60.00	*10 FT widt per LF = 3.33 YD * 1 LF = .33 YD =*	1.11	S.Y.	$66.60
0944000	Furnishing and Placing Topsoi	S.Y.	$7.40	*Apx 4' outside of edge of walk, so*	0.15	S.Y.	$1.11
0950005	Turf Establishment	S.Y.	$1.40	*Apx 4' outside of edge of walk, so*	0.15	S.Y.	$0.21
						Total - Identified Items	**$135.77**

Total Identified Items	$135.77
Minor Item Allowance (30%)	**$40.73**
Linear Foot Base Cost	**$176.50**
Contingency (30%)	**$52.95**
Linear Foot Cost	**$229.45**

Rounded Linear Foot Cos	$230
Per Mile Cost	**$1,214,400**
Rounder Per Mile Cost	$1,250,000

Linear Foot Cost for Typical Section 4 - Rock Cut with Lighting

CTDOT Item Number	Description	Unit	Unit Cost	Calculation Notes	Linear Foot Quanity	Unit	Linear Foot Cost
0202100	Rock Excavation	C.Y.	$75.00	*Apx. 16 SF per section, 16 CF = .59 Y*	0.59	C.Y.	$44.25
0910300	Metal Beam Rail (RB-MASH)	L.F.	$23.60		1.00	L.F.	$23.60
0922001	Bituminous Concrete Sidewalk	S.Y.	$60.00	*10 FT widt per LF = 3.33 YD * 1 LF = .33 YD =*	1.11	S.Y.	$66.60
0944000	Furnishing and Placing Topsoil	S.Y.	$7.40	*Apx 4' outside of edge of walk, so*	0.15	S.Y.	$1.11
0950005	Turf Establishment	S.Y.	$1.40	*Apx 4' outside of edge of walk, so*	0.15	S.Y.	$0.21
1002110	Deccorative Light Pole Foundation	Ea.	$604.00	*1 per 200'*	0.005	Ea.	$3.02
1003621	Decorative Light Standard	Ea.	$8,000.00	*1 per 200'*	0.005	Ea.	$40.00
1014128	Cable in Duct (Three No. 2 Conductors	L.F.	$8.40		1	L.F.	$8.40
						Total - Identified Items	**$187.19**

Total Identified Items	$187.19
Minor Item Allowance (30%)	**$56.16**
Linear Foot Base Cost	**$243.35**
Contingency (30%)	**$73.00**
Linear Foot Cost	**$316.35**

Rounded Linear Foot Cos	$320
Per Mile Cost	**$1,689,600**
Rounder Per Mile Cost	**$1,700,000**

Linear Foot Cost for Typical Section 5 - 6' Bituminous Concrete Sidewalk with Lighting

CTDOT Item Number	Description	Unit	Unit Cost	Calculation Notes	Linear Foot Quanity	Unit	Linear Foot Cost
0922001	Bituminous Concrete Sidewalk	S.Y.	$60.00	*6 FT widt per LF = 2 YD * 1 LF = .33 YD =*	0.67	S.Y.	**$40.20**
0944000	Furnishing and Placing Topsoil	S.Y.	$7.40	*so*	1.11	S.Y.	**$8.21**
0950005	Turf Establishment	S.Y.	$1.40	*5 FT buffer width per LF = 1.66 YD * 1 LF = .33 YD = .55 SY , Assume additional 5' on outside,*	1.11	S.Y.	**$1.55**
1002110	Deccorative Light Pole Foundation	Ea.	$604.00	*1 per 200'*	0.005	Ea.	**$3.02**
1003621	Decorative Light Standard	Ea.	$8,000.00	*1 per 200'*	0.005	Ea.	**$40.00**
1014128	Cable in Duct (Three No. 2 Conductoı	L.F.	$8.40		1	L.F.	**$8.40**
						Total - Identified Items	**$101.39**

Total Identified Items	$101.39
Minor Item Allowance (30%)	**$30.42**
Linear Foot Base Cost	**$131.80**
Contingency (30%)	**$39.54**
Linear Foot Cost	**$171.35**

Rounded Linear Foot Cos	**$175**
Per Mile Cost	**$924,000**
Rounder Per Mile Cost	**$925,000**

Appendix 6 –Traffic Operations

The level of service (LOS) concept indicates how well a particular road or intersection performs. It is dependent upon the type of road, the volume-to-capacity ratio, and the frequency and type of traffic control. The calculation of level of service provides a basis for determining the adequacy or sufficiency of a road or intersection and whether there is need for improvement to increase capacity and improve operations. The level of service of a road or intersection is rated alphabetically ranging from "A" to "F" with "A" representing ideal traffic conditions and "F" indicating forced flow.

The level of service at a signalized intersection is based on the amount of delay encountered by the average vehicle and defined in terms of vehicle stop delay, which is a measure of driver frustration and discomfort. The amount of delay is dependent on the cycle length of the signal, the amount of green time relative to the cycle length, the quality of the progression of traffic flow, and the capacity of the intersection in relationship to the volume of traffic. The quality of progression of traffic is important because the intersection will operate more efficiently if vehicles tend to arrive at the start of the green time as opposed to at the end.

LOS D is considered acceptable for peak hour conditions, while levels of service in the LOS E-to-F range are considered unacceptable and indicative of severe operating problems, even during peak hours.

LEVEL OF SERVICE CLASSIFICATION SIGNALIZED INTERSECTIONS		
LOS Classification	**Average Delay (seconds/vehicle)**	**Description of Level of Service**
A	Less than 5 sec.	Very good operations, free flow
B	5-to-15 seconds	Good operations, little delay
C	15-to-25 seconds	Acceptable operations, some delay
D	25-to-40 seconds	Congestion noticeable, moderate delay
E	40-to-60 seconds	Significant congestion, excessive delay
F	More than 60 seconds	Unacceptable congestion, extreme delay, breakdown conditions

For the Oxford Route 67 Alternative Transportation Study, the operations and levels of service at four signalized intersections were assessed and determined. The locations were:

- Route 67 at Park Road and West Street (offset intersections that operate under a single controller)
- Route 67 at Great Hill Road
- Route 67 at Riggs Street
- Route 67 at Quarry Walkway Driveway

Manual turning movement counts were collected for these intersections by TranSystem. Supplemental turning movement data were provided by the StreetLight Data platform. Traffic signal permit plans were obtained from the Connecticut Department of Transportation (note: the Quarry Walkway Driveway is listed as Main Street on the CTDOT signal permit plan). The analyses were assessed using the most recent version of the ***Highway Capacity Software (HCS7).*** The morning and evening peak hours were analyzed, as well as the peak time period on a Saturday.

The results of HCS analyses are summarized in table below. Northbound and southbound approaches are along Route 67 and the side streets are located in the westbound or eastbound directions.

Route 67 Signalized Intersection Level of Service Analysis
HCS7 Results Summary

Route 67 Intersection	Eastbound (Side Street)		Westbound (Side Street)		Northbound (Route 67)		Southbound (Route 67)		Intersection	
	Approach Delay [1]	LOS	Approach Delay [1]	LOS	Approach Delay [1]	LOS	Approach Delay [1]	LOS	Delay [1]	LOS
At Great Hill Rd										
AM Peak Hour:	36.3	D	-	-	36.0	D	10.7	B	23.6	C
PM Peak Hour:	26.3	C	-	-	9.2	A	10.5	B	12.7	B
Sat Peak Hour:	13.5	B	-	-	4.6	A	6.4	A	6.6	A
At Main St										
AM Peak Hour:	-	-	14.9	B	18.7	B	9.1	A	14.5	B
PM Peak Hour:	-	-	11.6	B	9.0	A	3.4	A	7.0	A
Sat Peak Hour:	-	-	25	C	25.4	C	10.4	B	19.2	B
At Park Rd										
AM Peak Hour:	0.0	A	-	-	6.3	A	8.9	A	7.6	A
PM Peak Hour:	15.0	B	-	-	7.0	A	6.0	A	6.9	A
Sat Peak Hour:	0.0	A	-	-	7.7	A	7.5	A	7.3	A
At West St										
AM Peak Hour:	-	-	37.3	D	17.6	B	5.3	A	11.8	B
PM Peak Hour:	-	-	65.6	E	11.2	B	3.6	A	12.2	B
Sat Peak Hour:	-	-	17.0	B	11.8	B	5.8	A	9.1	A
At Riggs St										
AM Peak Hour:	-	-	26.9	C	8.3	A	10.4	A	12.3	B
PM Peak Hour:	-	-	12.4	B	5.2	A	7.3	A	7.0	A
Sat Peak Hour:	-	-	12.2	B	5.2	A	5.8	A	6.1	A

[1] Calculated approach delay in seconds per vehicle.

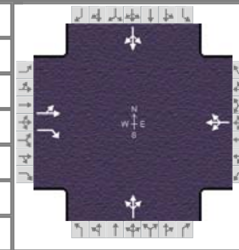
Estimated delay at each of the intersections reflects good operations, and results in a good corresponding level of service at LOS A or B. Only the AM peak hour at the Great Hill Road intersection operates at a slightly diminished level of service at LOS C. Intersection delay ranges from 6.1 seconds per vehicle to 23.6 seconds per vehicle.

Approach levels of service are also in the LOS A to C range, with only a few approaches experiencing diminished operations. Along Route 67, only the Great Hill Road northbound approach during the morning peak period operates at a relatively poor level of service at LOS D. All other approaches along Route 67 operate at a good level of service. In the southbound direction, average vehicle delays range between a low of 3.4 seconds per vehicle for the PM hour at the Quarry Walk driveway (Main Street) and a high of 10.7 seconds per vehicle for the AM peak hour at the approach to Great Hill Road. In the northbound direction, per vehicle delay ranges from 4.6 seconds at the Great Hill Road intersection on a Saturday to a high of 36.0 seconds, also at Great Hill Road, but for the morning peak hour.

Side street approaches generally operate at a lower level of service than Route 67. This is expected as operations along the main road are provided preference. Despite the lower levels of service, operations are still generally good with only minor vehicle delays. Higher vehicle delays are experienced along a few approaches, primarily for vehicles approaching Route 67 along Great Hill Road and from West Street. The approach along Great Hill Road operates at LOS D during the AM peak hour with 36.3 seconds of delay per vehicle, and the West Street approach operates at LOS D during the AM peak hour with 37.3 seconds of delay per vehicle and at LOS E with each vehicle experiencing 65.6 seconds of delay during the PM peak hour.

HCS7 Signalized Intersection Results Summary

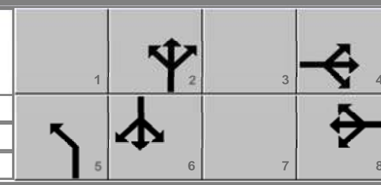
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/5/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Great Hill Road - AM Peak	File Name	Route 67 @ Great Hill Road.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	42	0	223	0	0	0	131	422	0	0	680	69

Signal Information			
Cycle, s	66.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	43.0	14.0	0.0	0.0	0.0	0.0
Yellow	4.4	3.0	0.0	0.0	0.0	0.0
Red	1.2	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		7.0		8.0	0.0	14.2		8.3
Phase Duration, s		18.0		18.0	0.0	48.6		48.6
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.6		5.6
Max Allow Headway (MAH), s		3.4		0.0	0.0	3.9		3.9
Queue Clearance Time (g_s), s		11.8				33.6		23.7
Green Extension Time (g_e), s		0.2		0.0	0.0	4.3		6.0
Phase Call Probability		1.00				1.00		1.00
Max Out Probability		1.00				0.53		0.17

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		46	242		0			601			0	
Adjusted Saturation Flow Rate (s), veh/h/ln		1384	1547		0			899			0	
Queue Service Time (g_s), s		1.8	9.8		0.0			5.0			0.0	
Cycle Queue Clearance Time (g_c), s		1.8	9.8		0.0			31.6			0.0	
Green Ratio (g/C)		0.21	0.21					0.65				
Capacity (c), veh/h		399	325					647				
Volume-to-Capacity Ratio (X)		0.114	0.745		0.000			0.929			0.000	
Back of Queue (Q), ft/ln (50 th percentile)		16.1	121.3		0			225.2			0	
Back of Queue (Q), veh/ln (50 th percentile)		0.6	4.7		0.0			8.7			0.0	
Queue Storage Ratio (RQ) (50 th percentile)		0.16	0.24		0.00			0.45			0.00	
Uniform Delay (d_1), s/veh		21.5	24.6					14.4				
Incremental Delay (d_2), s/veh		0.6	14.4		0.0			21.6			0.0	
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0			0.0			0.0	
Control Delay (d), s/veh		22.1	39.0					36.0				
Level of Service (LOS)		C	D					D				

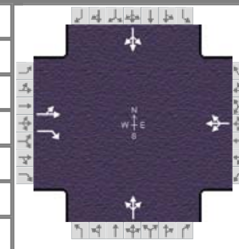
	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	36.3	D	0.0		36.0	D	10.7	B
Intersection Delay, s/veh / LOS	23.6				C			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.69	B	1.63	B	1.85	B
Bicycle LOS Score / LOS	0.96	A	0.49	A	1.48	A	1.83	B

 HCS™ Streets Version 7.9 Generated: 11/9/2021 9:13:02 AM

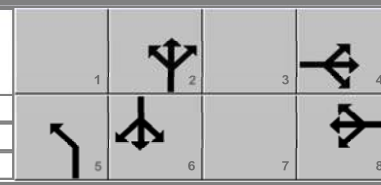
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/5/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Great Hill Road - PM Peak	File Name	Route 67 @ Great Hill Road.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	60	0	157	0	0	0	168	753	0	0	571	83

Signal Information										
Cycle, s	69.6	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	44.0	16.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.4	3.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.2	1.0	0.0	0.0	0.0	0.0



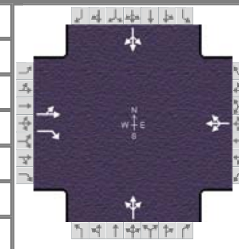
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		7.0		8.0	0.0	14.2		8.3
Phase Duration, s		20.0		20.0	0.0	49.6		49.6
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.6		5.6
Max Allow Headway (MAH), s		3.3		0.0	0.0	3.8		3.8
Queue Clearance Time (g_s), s		8.6				20.5		18.9
Green Extension Time (g_e), s		0.3		0.0	0.0	4.3		4.4
Phase Call Probability		1.00				1.00		1.00
Max Out Probability		0.03				0.03		0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		65	171		0			472			0	
Adjusted Saturation Flow Rate (s), veh/h/ln		1384	1547		0			1250			0	
Queue Service Time (g_s), s		2.7	6.6		0.0			5.0			0.0	
Cycle Queue Clearance Time (g_c), s		2.7	6.6		0.0			18.5			0.0	
Green Ratio (g/C)		0.23	0.23					0.63				
Capacity (c), veh/h		422	356					851				
Volume-to-Capacity Ratio (X)		0.155	0.480		0.000			0.554			0.000	
Back of Queue (Q), ft/ln (50 th percentile)		23.7	71.5		0			82.7			0	
Back of Queue (Q), veh/ln (50 th percentile)		0.9	2.8		0.0			3.2			0.0	
Queue Storage Ratio (RQ) (50 th percentile)		0.00	0.14		0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		21.7	23.2					7.0				
Incremental Delay (d_2), s/veh		0.8	4.6		0.0			2.2			0.0	
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0			0.0			0.0	
Control Delay (d), s/veh		22.4	27.8					9.2				
Level of Service (LOS)		C	C					A				
Approach Delay, s/veh / LOS	26.3		C	0.0			9.2		A	10.5		B
Intersection Delay, s/veh / LOS	12.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.69	B	1.63	B	1.86	B
Bicycle LOS Score / LOS	0.88	A	0.49	A	2.14	B	1.66	B

HCS7 Signalized Intersection Results Summary

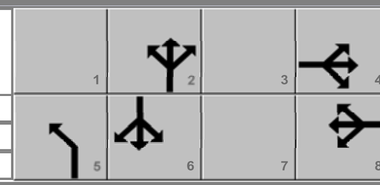
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/5/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Great Hill Road - SAT P…	File Name	Route 67 @ Great Hill Road.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	44	0	118	0	0	0	119	628	0	0	583	47

Signal Information			
Cycle, s	32.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	18.4	4.8	0.0	0.0	0.0	0.0
Yellow	4.4	3.0	0.0	0.0	0.0	0.0
Red	1.2	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		7.0		8.0	0.0	14.2		8.3
Phase Duration, s		8.8		8.8	0.0	24.0		24.0
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.6		5.6
Max Allow Headway (MAH), s		3.3		0.0	0.0	3.8		3.8
Queue Clearance Time (g_s), s		4.5				7.6		13.3
Green Extension Time (g_e), s		0.2		0.0	0.0	5.2		5.1
Phase Call Probability		0.80				1.00		1.00
Max Out Probability		0.00				0.01		0.02

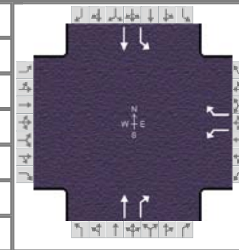
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		48	128		0			504			0	
Adjusted Saturation Flow Rate (s), veh/h/ln		1384	1547		0			1437			0	
Queue Service Time (g_s), s		1.0	2.5		0.0			5.0			0.0	
Cycle Queue Clearance Time (g_c), s		1.0	2.5		0.0			5.6			0.0	
Green Ratio (g/C)		0.15	0.15					0.56				
Capacity (c), veh/h		422	227					934				
Volume-to-Capacity Ratio (X)		0.113	0.566		0.000			0.540			0.000	
Back of Queue (Q), ft/ln (50 th percentile)		6.5	19		0			20.6			0	
Back of Queue (Q), veh/ln (50 th percentile)		0.2	0.7		0.0			0.8			0.0	
Queue Storage Ratio (RQ) (50 th percentile)		0.00	0.04		0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		12.4	13.0					4.5				
Incremental Delay (d_2), s/veh		0.0	0.8		0.0			0.1			0.0	
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0			0.0			0.0	
Control Delay (d), s/veh		12.4	13.9					4.6				
Level of Service (LOS)		B	B					A				
Approach Delay, s/veh / LOS	13.5		B	0.0			4.6		A	6.4		A
Intersection Delay, s/veh / LOS	6.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.67	B	1.62	B	1.84	B
Bicycle LOS Score / LOS	0.78	A	0.49	A	1.83	B	1.62	B

 HCS™ Streets Version 7.9 Generated: 11/9/2021 9:13:02 AM

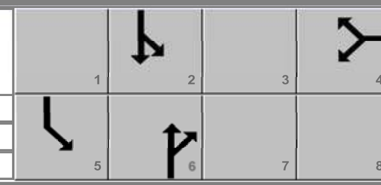
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/4/2021	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Main Street - AM Peak	File Name	Route 67 @ Main Street.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				13		17		296	17	17	474	

Signal Information										
Cycle, s	60.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	5.0	25.0	18.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.0	3.0	3.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				22.0		29.0	9.0	38.0
Change Period, ($Y+R_c$), s				4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s				1.5		1.3	1.4	1.3
Queue Clearance Time (g_s), s				2.4		18.4	2.3	11.1
Green Extension Time (g_e), s				0.0		0.1	0.0	0.1
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.00	0.01	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate (*v*), veh/h				13		17		583	33	17	474	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1809		1609		1826	1547	1739	1826	
Queue Service Time (g_s), s				0.3		0.4		16.4	0.8	0.3	9.1	
Cycle Queue Clearance Time (g_c), s				0.3		0.4		16.4	0.8	0.3	9.1	
Green Ratio (*g/C*)				0.30		0.30		0.42	0.42	0.53	0.57	
Capacity (*c*), veh/h				543		483		761	645	381	1035	
Volume-to-Capacity Ratio (*X*)				0.024		0.035		0.766	0.052	0.045	0.458	
Back of Queue (*Q*), ft/ln (50 th percentile)				3.3		4.4		175.2	6.5	2.8	83.5	
Back of Queue (*Q*), veh/ln (50 th percentile)				0.1		0.2		6.7	0.2	0.1	3.2	
Queue Storage Ratio (*RQ*) (50 th percentile)				0.02		0.03		0.64	0.06	0.01	0.17	
Uniform Delay (d_1), s/veh				14.8		14.9		15.0	10.4	9.5	7.6	
Incremental Delay (d_2), s/veh				0.1		0.1		4.2	0.1	0.2	1.5	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				14.9		15.0		19.2	10.5	9.7	9.1	
Level of Service (LOS)				B		B		B	B	A	A	

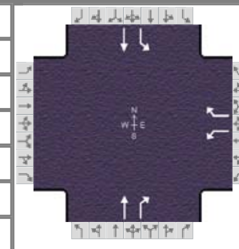
	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	0.0		14.9	B	18.7	B	9.1	A
Intersection Delay, s/veh / LOS	14.5				B			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.94	B	1.89	B	0.67	A
Bicycle LOS Score / LOS				F	1.00	A	1.30	A

 HCS™ Streets Version 7.9 Generated: 11/9/2021 9:42:39 AM

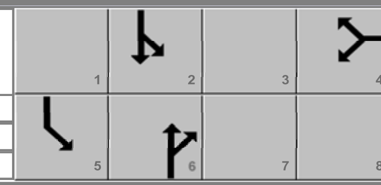
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/4/2021	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Main Street - PM Peak	File Name	Route 67 @ Main Street.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				57		76		395	24	96	379	

Signal Information										
Cycle, s	27.5	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	2.7	9.7	3.2	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.0	3.0	3.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				7.2		13.7	6.7	20.3
Change Period, ($Y+R_c$), s				4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s				1.5		1.3	1.4	1.3
Queue Clearance Time (g_s), s				3.2		9.5	2.8	5.0
Green Extension Time (g_e), s				0.0		0.1	0.0	0.1
Phase Call Probability				0.64		1.00	0.53	1.00
Max Out Probability				0.00		0.00	0.00	0.00

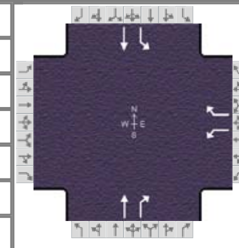
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate (*v*), veh/h				57		76		540	33	98	389	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1809		1609		1826	1547	1739	1826	
Queue Service Time (g_s), s				0.8		1.2		7.5	0.4	0.8	3.0	
Cycle Queue Clearance Time (g_c), s				0.8		1.2		7.5	0.4	0.8	3.0	
Green Ratio (*g/C*)				0.12		0.12		0.35	0.35	0.52	0.59	
Capacity (*c*), veh/h				211		188		642	544	497	1083	
Volume-to-Capacity Ratio (*X*)				0.270		0.405		0.842	0.060	0.198	0.359	
Back of Queue (*Q*), ft/ln (50 th percentile)				6.3		8.7		45.7	1.9	2.3	3.6	
Back of Queue (*Q*), veh/ln (50 th percentile)				0.2		0.3		1.8	0.1	0.1	0.1	
Queue Storage Ratio (*RQ*) (50 th percentile)				0.04		0.05		0.00	0.02	0.01	0.00	
Uniform Delay (d_1), s/veh				11.1		11.3		8.2	5.9	5.2	2.9	
Incremental Delay (d_2), s/veh				0.3		0.5		0.9	0.0	0.1	0.1	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				11.4		11.8		9.2	5.9	5.3	3.0	
Level of Service (LOS)				B		B		A	A	A	A	

	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	0.0		11.6	B	9.0	A	3.4	A
Intersection Delay, s/veh / LOS	7.0				A			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.92	B	1.87	B	0.63	A
Bicycle LOS Score / LOS				F	1.18	A	1.27	A

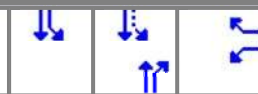
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/4/2021	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Main Street - SAT Peak	File Name	Route 67 @ Main Street.xus		
Project Description					

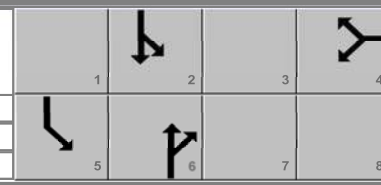


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				41		75		498	29	61	496	

Signal Information			
Cycle, s	98.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	14.0	42.0	30.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				34.0		46.0	18.0	64.0
Change Period, (Y+R_c), s				4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s				1.5		1.3	1.4	1.3
Queue Clearance Time (g_s), s				5.3		23.0	3.2	12.6
Green Extension Time (g_e), s				0.0		0.1	0.0	0.1
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.00	0.00	0.00

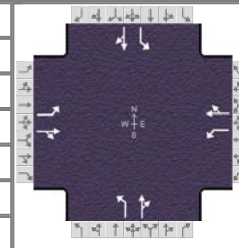
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate (*v*), veh/h				41		75		498	29	49	397	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1809		1609		1826	1547	1739	1826	
Queue Service Time (g_s), s				1.6		3.3		21.0	1.1	1.2	10.6	
Cycle Queue Clearance Time (g_c), s				1.6		3.3		21.0	1.1	1.2	10.6	
Green Ratio (*g/C*)				0.31		0.31		0.43	0.43	0.59	0.61	
Capacity (*c*), veh/h				554		493		783	663	510	1118	
Volume-to-Capacity Ratio (*X*)				0.074		0.152		0.636	0.044	0.096	0.355	
Back of Queue (*Q*), ft/ln (50 th percentile)				18.5		35		247.7	10.3	12	107.9	
Back of Queue (*Q*), veh/ln (50 th percentile)				0.7		1.3		9.5	0.4	0.5	4.2	
Queue Storage Ratio (*RQ*) (50 th percentile)				0.12		0.22		0.00	0.09	0.04	0.00	
Uniform Delay (d_1), s/veh				24.1		24.7		22.0	16.3	11.3	9.4	
Incremental Delay (d_2), s/veh				0.3		0.7		3.9	0.1	0.4	0.8	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				24.4		25.4		25.9	16.4	11.6	10.2	
Level of Service (LOS)				C		C		C	B	B	B	
Approach Delay, s/veh / LOS	0.0			25.0	C		25.4	C		10.4	B	
Intersection Delay, s/veh / LOS	19.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	1.96	B	1.91	B	0.68	A
Bicycle LOS Score / LOS				F	1.36	A	1.41	A

 HCS™ Streets Version 7.9 Generated: 11/9/2021 9:42:39 AM

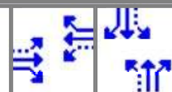
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/5/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Park Road - AM Peak	File Name	Route 67 @ Park Road.xus		
Project Description					

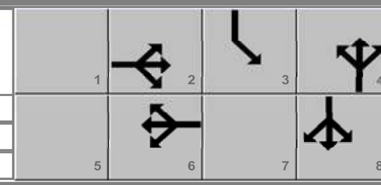


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	0	49	0	0	0	29	445	0	0	701	10

Signal Information			
Cycle, s	62.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.0	41.0	0.0	0.0	0.0	0.0
Yellow	3.3	4.8	0.0	0.0	0.0	0.0
Red	1.5	2.6	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4	3	8
Case Number		6.0		6.0		6.3	1.0	4.0
Phase Duration, s		13.8		13.8		48.4	0.0	48.4
Change Period, (*Y+R* $_c$), s		4.8		4.8		7.4	7.4	7.4
Max Allow Headway (*MAH*), s		3.1		0.0		3.1	0.0	3.1
Queue Clearance Time (g_s), s		4.7				19.4		17.6
Green Extension Time (g_e), s		0.0		0.0		3.0	0.0	3.0
Phase Call Probability		1.00				1.00		1.00
Max Out Probability		0.13				0.01		0.01

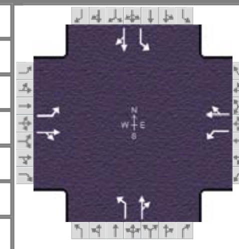
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	0	53		0	0		32	0		0	773	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1547		1739	0		681	0		1739	1821	
Queue Service Time (g_s), s	0.0	2.7		0.0	0.0		1.8	0.0		0.0	15.6	
Cycle Queue Clearance Time (g_c), s	0.0	2.7		0.0	0.0		17.4	0.0		0.0	15.6	
Green Ratio (*g/C*)	0.14	0.14		0.14			0.66			0.57	0.66	
Capacity (*c*), veh/h	116			116			393			596	1201	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000		0.080	0.000		0.000	0.644	
Back of Queue (*Q*), ft/ln (50 th percentile)	0	0		0	0		7.4	0		0	128.6	
Back of Queue (*Q*), veh/ln (50 th percentile)	0.0	0.0		0.0	0.0		0.3	0.0		0.0	4.9	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00		0.00	0.00		0.04	0.00		0.00	0.51	
Uniform Delay (d_1), s/veh	0.0			0.0			11.4			0.0	6.3	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0		0.4	0.0		0.0	2.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	0.0			0.0			11.8			0.0	8.9	
Level of Service (LOS)		A					B				A	

	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	0.0	A	0.0		6.3	A	8.9	A
Intersection Delay, s/veh / LOS	7.6				A			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.92	B	1.85	B	1.85	B
Bicycle LOS Score / LOS	0.62	A	0.49	A	1.34	A	1.76	B

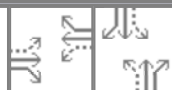
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/5/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Park Road - PM Peak	File Name	Route 67 @ Park Road.xus		
Project Description					

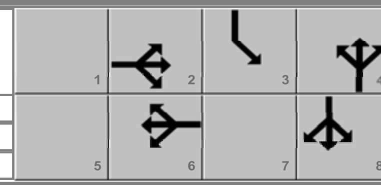


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	28	0	34	0	0	0	79	740	0	0	612	37

Signal Information			
Cycle, s	35.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.4	19.9	0.0	0.0	0.0	0.0
Yellow	3.3	4.8	0.0	0.0	0.0	0.0
Red	1.5	2.6	0.0	0.0	0.0	0.0



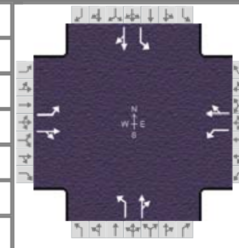
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4	3	8
Case Number		6.0		6.0		6.3	1.0	4.0
Phase Duration, s		8.2		8.2		27.3	0.0	27.3
Change Period, (*Y+R c*), s		4.8		4.8		7.4	7.4	7.4
Max Allow Headway (*MAH*), s		3.3		0.0		3.2	0.0	3.2
Queue Clearance Time (*g s*), s		2.8				15.5		12.0
Green Extension Time (*g e*), s		0.0		0.0		4.4	0.0	4.4
Phase Call Probability		0.49				1.00		1.00
Max Out Probability		0.01				0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	30	37		0	0		86	0		0	705	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1547		1338	0		725	0		1739	1807	
Queue Service Time (*g s*), s	0.5	0.8		0.0	0.0		3.5	0.0		0.0	10.0	
Cycle Queue Clearance Time (*g c*), s	0.5	0.8		0.0	0.0		13.5	0.0		0.0	10.0	
Green Ratio (*g/C*)	0.10	0.10		0.10			0.56			0.41	0.56	
Capacity (*c*), veh/h	376	148		203			403			347	1013	
Volume-to-Capacity Ratio (*X*)	0.081	0.250		0.000	0.000		0.213	0.000		0.000	0.697	
Back of Queue (*Q*), ft/ln (50 th percentile)	4.7	6.3		0	0		11	0		0	45.7	
Back of Queue (*Q*), veh/ln (50 th percentile)	0.2	0.2		0.0	0.0		0.4	0.0		0.0	1.8	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.09	0.00		0.00	0.00		0.06	0.00		0.00	0.00	
Uniform Delay (*d 1*), s/veh	14.7	14.9		0.0			10.5			0.0	5.6	
Incremental Delay (*d 2*), s/veh	0.0	0.3		0.0	0.0		0.1	0.0		0.0	0.3	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	14.8	15.2		0.0			10.6			0.0	6.0	
Level of Service (LOS)	B	B					B				A	
Approach Delay, s/veh / LOS	15.0		B	0.0			7.0		A	6.0		A
Intersection Delay, s/veh / LOS	6.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.85	B	1.85	B
Bicycle LOS Score / LOS	0.60	A	0.49	A	1.96	B	1.65	B

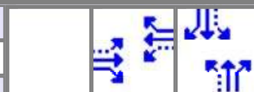
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/5/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Park Road - SAT Peak	File Name	Route 67 @ Park Road.xus		
Project Description					

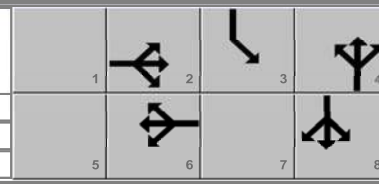


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	23	0	50	0	0	0	58	607	0	0	574	27

Signal Information			
Cycle, s	62.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.0	41.0	0.0	0.0	0.0	0.0
Yellow	3.3	4.8	0.0	0.0	0.0	0.0
Red	1.5	2.6	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4	3	8
Case Number		6.0		6.0		6.3	1.0	4.0
Phase Duration, s		13.8		13.8		48.4	0.0	48.4
Change Period, ($Y+R_c$), s		4.8		4.8		7.4	7.4	7.4
Max Allow Headway (*MAH*), s		3.1		0.0		3.2	0.0	3.2
Queue Clearance Time (g_s), s		4.8				17.0		14.0
Green Extension Time (g_e), s		0.0		0.0		3.4	0.0	3.4
Phase Call Probability		1.00				1.00		1.00
Max Out Probability		0.15				0.01		0.01

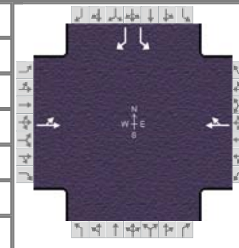
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	0	54		0	0		63	0		0	653	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1547		1739	0		761	0		1739	1811	
Queue Service Time (g_s), s	0.0	2.8		0.0	0.0		3.0	0.0		0.0	12.0	
Cycle Queue Clearance Time (g_c), s	0.0	2.8		0.0	0.0		15.0	0.0		0.0	12.0	
Green Ratio (*g/C*)	0.14	0.14		0.14			0.66			0.57	0.66	
Capacity (*c*), veh/h	116			116			471			471	1194	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000		0.134	0.000		0.000	0.547	
Back of Queue (*Q*), ft/ln (50 th percentile)	0	0		0	0		13.3	0		0	95.8	
Back of Queue (*Q*), veh/ln (50 th percentile)	0.0	0.0		0.0	0.0		0.5	0.0		0.0	3.7	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00		0.00	0.00		0.07	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	0.0			0.0			9.6			0.0	5.7	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0		0.6	0.0		0.0	1.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	0.0			0.0			10.2			0.0	7.5	
Level of Service (LOS)		A					B				A	

	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	0.0	A	0.0		7.7	A	7.5	A
Intersection Delay, s/veh / LOS	7.3				A			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.92	B	1.85	B	1.85	B
Bicycle LOS Score / LOS	0.62	A	0.49	A	1.68	B	1.57	B

HCS7 Signalized Intersection Results Summary

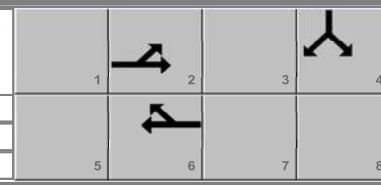
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/5/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Riggs Street - AM Peak	File Name	Route 67 @ Riggs Street.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	381			443	41				44		136

Signal Information			
Cycle, s	80.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	50.0	20.0	0.0	0.0	0.0	0.0
Yellow	4.4	3.0	0.0	0.0	0.0	0.0
Red	2.5	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				4
Case Number		8.0		8.0				9.0
Phase Duration, s		56.9		56.9				24.0
Change Period, ($Y+R_c$), s		6.9		6.9				4.0
Max Allow Headway (*MAH*), s		3.1		3.1				3.4
Queue Clearance Time (g_s), s		10.6		18.6				8.2
Green Extension Time (g_e), s		2.3		2.3				0.3
Phase Call Probability		1.00		1.00				1.00
Max Out Probability		0.00		0.00				0.00

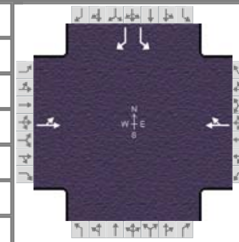
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h		415			655					48		148
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1898			1870					1809		1609
Queue Service Time (g_s), s		0.0			16.6					1.7		6.2
Cycle Queue Clearance Time (g_c), s		8.6			16.6					1.7		6.2
Green Ratio (*g/C*)		0.62			0.62					0.25		0.25
Capacity (*c*), veh/h		1218			1156					447		398
Volume-to-Capacity Ratio (*X*)		0.341			0.566					0.107		0.372
Back of Queue (*Q*), ft/ln (50 th percentile)		85.6			160.7					19.4		67
Back of Queue (*Q*), veh/ln (50 th percentile)		3.3			6.2					0.7		2.6
Queue Storage Ratio (*RQ*) (50 th percentile)		0.17			0.55					0.30		0.13
Uniform Delay (d_1), s/veh		7.6			9.1					23.5		25.2
Incremental Delay (d_2), s/veh		0.8			1.4					0.5		2.7
Initial Queue Delay (d_3), s/veh		0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh		8.3			10.4					24.0		27.9
Level of Service (LOS)		A			B					C		C
Approach Delay, s/veh / LOS	8.3	A		10.4	B		0.0			26.9	C	
Intersection Delay, s/veh / LOS	12.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.67	A	1.64	B	1.73	B	1.73	B
Bicycle LOS Score / LOS	1.17	A	1.36	A				F

 HCS™ Streets Version 7.9 Generated: 11/9/2021 9:55:17 AM

HCS7 Signalized Intersection Results Summary

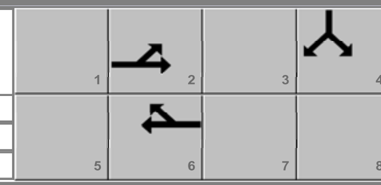
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/5/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Riggs Street - PM Peak	File Name	Route 67 @ Riggs Street.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	623			583	122				93		21

Signal Information			
Cycle, s	31.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.0	4.7	0.0	0.0	0.0	0.0
Yellow	4.4	3.0	0.0	0.0	0.0	0.0
Red	2.5	1.0	0.0	0.0	0.0	0.0

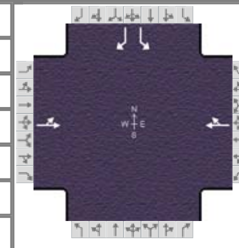


Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				4
Case Number		8.0		8.0				9.0
Phase Duration, s		22.9		22.9				8.7
Change Period, (*Y+R c*), s		6.9		6.9				4.0
Max Allow Headway (*MAH*), s		3.1		3.1				3.2
Queue Clearance Time (g_s), s		7.0		13.1				3.6
Green Extension Time (g_e), s		2.9		2.9				0.2
Phase Call Probability		1.00		1.00				0.66
Max Out Probability		0.00		0.00				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h		465			766					101		23
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1889			1842					1809		1609
Queue Service Time (g_s), s		0.0			11.1					1.6		0.4
Cycle Queue Clearance Time (g_c), s		5.0			11.1					1.6		0.4
Green Ratio (*g/C*)		0.51			0.51					0.15		0.15
Capacity (*c*), veh/h		1075			935					267		237
Volume-to-Capacity Ratio (*X*)		0.432			0.819					0.379		0.096
Back of Queue (*Q*), ft/ln (50 th percentile)		23.5			53.9					13.4		2.9
Back of Queue (*Q*), veh/ln (50 th percentile)		0.9			2.1					0.5		0.1
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00					0.21		0.01
Uniform Delay (d_1), s/veh		5.1			6.6					12.2		11.7
Incremental Delay (d_2), s/veh		0.1			0.7					0.3		0.1
Initial Queue Delay (d_3), s/veh		0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh		5.2			7.3					12.5		11.7
Level of Service (LOS)		A			A					B		B
Approach Delay, s/veh / LOS	5.2		A	7.3		A	0.0			12.4		B
Intersection Delay, s/veh / LOS	7.0						A					

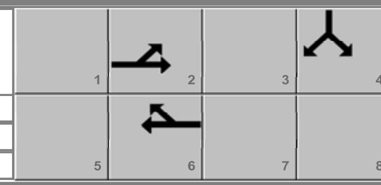
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.65	A	1.63	B	1.69	B	1.69	B
Bicycle LOS Score / LOS	1.62	B	1.75	B				F

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.250	
Analyst		Analysis Date	11/5/2021	Area Type	Other	
Jurisdiction		Time Period		PHF	0.92	
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00	
Intersection	Riggs Street - SAT Peak	File Name	Route 67 @ Riggs Street.xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	118	482			457	6				86		6

Signal Information										
Cycle, s	29.8	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	15.0	3.9	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.4	3.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				4
Case Number		8.0		8.0				9.0
Phase Duration, s		21.9		21.9				7.9
Change Period, (Y+R_c), s		6.9		6.9				4.0
Max Allow Headway (*MAH*), s		3.3		3.3				3.2
Queue Clearance Time (g_s), s		11.0		9.9				3.4
Green Extension Time (g_e), s		2.8		2.8				0.1
Phase Call Probability		1.00		1.00				0.56
Max Out Probability		0.00		0.00				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h		462			657					93		7
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1378			1895					1809		1609
Queue Service Time (g_s), s		1.2			7.9					1.4		0.1
Cycle Queue Clearance Time (g_c), s		9.0			7.9					1.4		0.1
Green Ratio (*g/C*)		0.50			0.50					0.13		0.13
Capacity (*c*), veh/h		837			952					239		213
Volume-to-Capacity Ratio (*X*)		0.552			0.690					0.390		0.031
Back of Queue (*Q*), ft/ln (50 th percentile)		20.9			33.4					11.7		0.8
Back of Queue (*Q*), veh/ln (50 th percentile)		0.8			1.3					0.5		0.0
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00					0.18		0.00
Uniform Delay (d_1), s/veh		5.0			5.7					11.8		11.3
Incremental Delay (d_2), s/veh		0.2			0.2					0.4		0.0
Initial Queue Delay (d_3), s/veh		0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh		5.2			5.8					12.2		11.3
Level of Service (LOS)		A			A					B		B

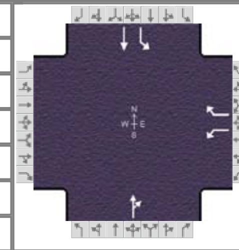
	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	5.2	A	5.8	A	0.0		12.2	B
Intersection Delay, s/veh / LOS	6.1				A			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.65	A	1.62	B	1.69	B	1.69	B
Bicycle LOS Score / LOS	1.56	B	1.32	A				F

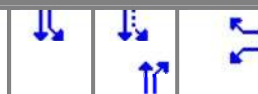
 HCS™ Streets Version 7.9 Generated: 11/9/2021 9:55:17 AM

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/4/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	West Street - AM Peak	File Name	Route 67 @ West Street.xus		
Project Description					

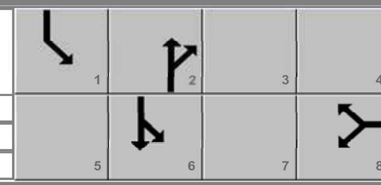


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				43		18		385	47	4	625	



Signal Information				
Cycle, s	84.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.0	41.0	9.0	0.0	0.0	0.0
Yellow	4.8	4.8	3.3	0.0	0.0	0.0
Red	2.6	2.6	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		8.3	1.0	4.0
Phase Duration, s				13.8		48.4	22.4	70.8
Change Period, (*Y+R c*), s				4.8		7.4	7.4	7.4
Max Allow Headway (*MAH*), s				2.6		2.5	2.6	2.5
Queue Clearance Time (*g s*), s				4.1		17.5	2.1	14.8
Green Extension Time (*g e*), s				0.0		1.4	0.0	1.4
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.02		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				47		20		470		4	686	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1739		1547		1791		1739	1826	
Queue Service Time (*g s*), s				2.1		1.0		15.5		0.1	12.8	
Cycle Queue Clearance Time (*g c*), s				2.1		1.0		15.5		0.1	12.8	
Green Ratio (*g/C*)				0.11		0.11		0.48		0.69	0.75	
Capacity (*c*), veh/h				185		165		868		665	1368	
Volume-to-Capacity Ratio (*X*)				0.253		0.119		0.541		0.007	0.501	
Back of Queue (*Q*), ft/ln (50 th percentile)				27		11.1		168.1		0.6	96.8	
Back of Queue (*Q*), veh/ln (50 th percentile)				1.0		0.4		6.5		0.0	3.7	
Queue Storage Ratio (*RQ*) (50 th percentile)				0.05		0.10		0.67		0.00	0.19	
Uniform Delay (*d 1*), s/veh				34.7		34.2		15.2		6.0	4.3	
Incremental Delay (*d 2*), s/veh				3.3		1.5		2.4		0.0	1.1	
Initial Queue Delay (*d 3*), s/veh				0.0		0.0		0.0		0.0	0.0	
Control Delay (*d*), s/veh				38.0		35.7		17.6		6.0	5.3	
Level of Service (LOS)				D		D		B		A	A	

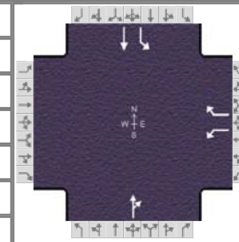
	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	0.0		37.3	D	17.6	B	5.3	A
Intersection Delay, s/veh / LOS	11.8				B			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.95	B	1.89	B	0.64	A
Bicycle LOS Score / LOS				F	1.26	A	1.62	B

 HCS™ Streets Version 7.9 Generated: 11/9/2021 9:58:01 AM

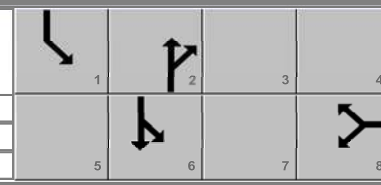
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/4/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	West Street - PM Peak	File Name	Route 67 @ West Street.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				65		38		653	91	51	542	

Signal Information										
Cycle, s	119.6	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	15.0	76.0	9.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.8	4.8	3.3	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.6	2.6	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		8.3	1.0	4.0
Phase Duration, s				13.8		83.4	22.4	105.8
Change Period, ($Y+R_c$), s				4.8		7.4	7.4	7.4
Max Allow Headway (*MAH*), s				2.7		2.5	2.6	2.5
Queue Clearance Time (g_s), s				6.7		16.1	2.9	12.1
Green Extension Time (g_e), s				0.0		1.2	0.0	1.2
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				1.00		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (v), veh/h				71		41		437		55	589	
Adjusted Saturation Flow Rate (s), veh/h/ln				1739		1547		1787		1739	1826	
Queue Service Time (g_s), s				4.7		3.0		14.1		0.9	10.1	
Cycle Queue Clearance Time (g_c), s				4.7		3.0		14.1		0.9	10.1	
Green Ratio (g/C)				0.08		0.08		0.64		0.78	0.82	
Capacity (c), veh/h				131		116		1135		759	1502	
Volume-to-Capacity Ratio (X)				0.540		0.355		0.385		0.073	0.392	
Back of Queue (Q), ft/ln (50 th percentile)				67.5		37.6		144.7		7.7	76.4	
Back of Queue (Q), veh/ln (50 th percentile)				2.6		1.4		5.6		0.3	2.9	
Queue Storage Ratio (RQ) (50 th percentile)				0.14		0.34		0.00		0.04	0.00	
Uniform Delay (d_1), s/veh				53.3		52.5		10.5		4.2	2.8	
Incremental Delay (d_2), s/veh				15.0		8.3		0.7		0.2	0.8	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0		0.0	0.0	
Control Delay (d), s/veh				68.4		60.8		11.2		4.4	3.5	
Level of Service (LOS)				E		E		B		A	A	

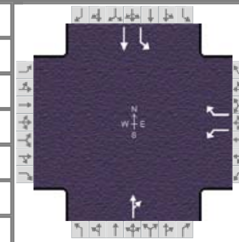
	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	0.0		65.6	E	11.2	B	3.6	A
Intersection Delay, s/veh / LOS	12.2				B			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.97	B	1.88	B	0.62	A
Bicycle LOS Score / LOS				F	1.82	B	1.55	B

 HCS™ Streets Version 7.9 Generated: 11/9/2021 9:58:01 AM

HCS7 Signalized Intersection Results Summary

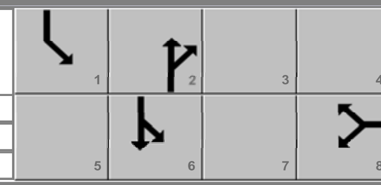
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/4/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Route 67	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	West Street - SAT Peak	File Name	Route 67 @ West Street.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				70		39		542	60	37	500	

Signal Information			
Cycle, s	41.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.1	15.0	5.2	0.0	0.0	0.0
Yellow	4.8	4.8	3.3	0.0	0.0	0.0
Red	2.6	2.6	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		8.3	1.0	4.0
Phase Duration, s				10.0		22.4	9.5	31.9
Change Period, ($Y+R_c$), s				4.8		7.4	7.4	7.4
Max Allow Headway (MAH), s				2.7		2.5	2.6	2.5
Queue Clearance Time (g_s), s				3.7		10.7	2.6	10.8
Green Extension Time (g_e), s				0.1		1.2	0.0	1.2
Phase Call Probability				0.75		1.00	0.41	1.00
Max Out Probability				0.02		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (v), veh/h				76		42		438		45	614	
Adjusted Saturation Flow Rate (s), veh/h/ln				1739		1547		1794		1739	1826	
Queue Service Time (g_s), s				1.7		1.0		8.7		0.6	8.8	
Cycle Queue Clearance Time (g_c), s				1.7		1.0		8.7		0.6	8.8	
Green Ratio (g/C)				0.13		0.13		0.36		0.45	0.58	
Capacity (c), veh/h				217		194		642		397	1066	
Volume-to-Capacity Ratio (X)				0.350		0.219		0.682		0.115	0.576	
Back of Queue (Q), ft/ln (50 th percentile)				15.7		8.5		70.8		4.3	48.8	
Back of Queue (Q), veh/ln (50 th percentile)				0.6		0.3		2.7		0.2	1.9	
Queue Storage Ratio (RQ) (50 th percentile)				0.03		0.08		0.00		0.02	0.00	
Uniform Delay (d_1), s/veh				16.8		16.5		11.4		7.8	5.5	
Incremental Delay (d_2), s/veh				0.4		0.2		0.4		0.0	0.2	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0		0.0	0.0	
Control Delay (d), s/veh				17.1		16.7		11.8		7.9	5.6	
Level of Service (LOS)				B		B		B		A	A	

	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	0.0		17.0	B	11.8	B	5.8	A
Intersection Delay, s/veh / LOS	9.1				A			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.70	B	1.93	B	1.88	B	0.65	A
Bicycle LOS Score / LOS				F	1.57	B	1.45	A

Appendix 7 – Public Involvement

Town of Oxford
S.B. Church Memorial Town Hall
486 Oxford Road
Oxford, CT 06478-1298
Phone: (203) 888-2543

Oxford Main Street Project Committee
Regular Meeting
Tuesday, December 10, 2019
12:30 PM - Hearing Room

The meeting was called to order by Chairman Kathleen O'Neil at 12:30 PM, and the Pledge of Allegiance was recited.

Present: Chairman Kathleen O'Neil, Vice Chairman Tony SanAngelo, Mary LoPresti, Robbi Costigan, Susan Kovacs, Mary Beth Nelsen, Chrissy Kimball

Absent: Pat Cocchiarella, Tanya Carver

Also Present: First Selectman George Temple; Assistant to the First Selectman Kristyn Rosa; Keith Rosenfeld, NVCOG CT Town Planner; Aaron Budris, Senior Regional Planner NVCOG; Sara Radacsi, CT DOT RPO Coordinator; TranSystems staff: Casey Hardin, Project Manager and Samantha Scharpf, Project Engineer

ACCEPTANCE OF NOVEMBER 26, 2019 REGULAR MEETING MINUTES

MOTION:

Chrissy Kimball moved to accept the November 26, 2019 Regular Meeting Minutes as presented. This was seconded by Mary LoPresti. All Ayes. Motion carries.

AMENDMENTS TO THE AGENDA

None.

AUDIENCE OF CITIZENS

None.

OLD BUSINESS

None.

NEW BUSINESS

1. NVCOG and TranSystems Presentation of Alternate Routing Plan for Oxford

Aaron Budris explained the Rt. 67 Alternate Transportation Plan. OMSP hired TranSystems to create the routing plan. This was funded 10% by NVCOG, 10% by the Town, and the balance by the State. Everyone introduced themselves in the room and explained why this project is important to them. Casey Hardin presented the PowerPoint presentation which reviewed project goals, background scope, project schedule and discussion points. He also discussed what has been accomplished to date. Discussions were held between First Selectman George Temple, Chairman Kathleen O'Neil, Vice Chairman Tony SanAngelo and committee members. First Selectman George Temple stated that he would like to see the focus on the nature preserve and then the walking path. Chairman Kathleen O'Neil discussed the plan for developing the nature preserve, followed by Rt. 67 connectivity. Vice Chairman Tony SanAngelo discussed utility maps. The committee agreed that important connecting destinations along Rt. 67 are food, baking, Dutton Road Bridge, churches, businesses, Board of Education, Park & Recreation, Police Department, Little River Nature Preserve and Little River Nature Preserve Center. Casey Hardin discussed having pop-up events in Oxford. TranSystems will present themselves as Alternative Transportation Planners for Oxford Main Street Project. Necessary information to be gathered, street scape, set aside grant and upcoming meetings were discussed. The next presentation will focus on existing conditions.

2. Approval for 2020 Meeting Dates

MOTION:

Mary Beth Nelsen moved to approve the OMSP 2020 Meeting Dates as presented, with the elimination of the December 22, 2020 date. (See Attachment A) This was seconded by Robbi Costigan. All Ayes. Motion carries.

Discussion: There will not be a meeting on December 22, 2020 due to the proximity to Christmas.

3. Election of Officers

MOTION:

Vice Chairman Tony SanAngelo moved to keep the current slate of officers as they are. This was seconded by Chrissy Kimball. All Ayes. Motion carries.

Discussion: None

4. Committee Reports

Vice Chairman Tony SanAngelo discussed that the 501(c)(3) corporation will hold its first meeting in the library in January 2020 . Chairman Kathleen O'Neil shared her excitement over the State Police building use for the nature center.

ADJOURNMENT

MOTION:

Mary Beth Nelsen moved to adjourn the meeting at 1:55 PM. This was seconded by Vice Chairman Tony SanAngelo. All Ayes. Motion carries.

Respectfully submitted,

Mary LoPresti
OMSP Committee Member

Attachment A

TOWN OF OXFORD

Kathleen O'Neil
Oxford Main Street Project Committee, Chairman

S.B. Church Memorial Town Hall
486 Oxford Road, Oxford, Connecticut 06478-1298
Phone: (203) 888-2543 ext. 3067 Fax: (203) 888-2136
E-mail: grantadmin@oxford-ct.gov

OXFORD MAIN STREET MEETINGS FOR ~~20120~~ 2020

January 14, 2020
January 28, 2020

February 11, 2020
February 25, 2020

March 10, 2020
March 24, 2020

April 14, 2020
April 28, 2020

May 12, 2020
May 26, 2020

June 9, 2020
June 23, 2020

July 14, 2020
July 28, 2020

August 11, 2020
August 25, 2020

September 8, 2020
September 22, 2020

October 13, 2020
October 27, 2020

November 10, 2020
November 24, 2020

December 8, 2020
~~December 22, 2020~~

Town of Oxford
S.B. Church Memorial Town Hall
486 Oxford Road
Oxford, CT 06478-1298
Phone: (203) 888-2543

Oxford Main Street Project Committee
Regular Meeting
Tuesday, May 26, 2020
12:30 PM - Virtual Meeting/Go To Meeting

The meeting was called to order by Chairman Kathleen O'Neil at 12:32 PM, and the Pledge of Allegiance was recited.

Present: Chairman Kathleen O'Neil, Vice Chairman Tony SanAngelo, Mary LoPresti, Pat Cocchiarella, Susan Kovacs, Chrissy Kimball

Absent: Tanya Carver, Robbi Costigan, Mary Beth Nelsen

Also Present: Casey Hardin (Project Mgr. COG/TranSystems), Aaron Budris (COG), Nick Kavadas (Milone & McBroom), Mark Angoni (Milone & McBroom), Sara Radacsi, Kristyn Rosa (Administrative Assistant to the First Selectman)

ACCEPTANCE OF MINUTES

MOTION:

Chrissy Kimball moved to accept the 2/25/20 Regular Meeting Minutes as presented. This was seconded by Mary LoPresti. All Ayes. Motion carries.

AMENDMENTS TO THE AGENDA

None.

AUDIENCE OF CITIZENS

None.

OLD BUSINESS

1. **Motion to provide funding to 501c3**

MOTION:

Pat Cocchiarella moved to approve the funding of $500.00 to the 501c3 for expenses as needed. This was seconded by Chrissy Kimball. All Ayes. Motion carries.

Discussion: Chairman Kathleen O’Neil discussed the basis for giving the 501c3 money for expenses as needed.

2. **Board of Finance approved Northeast Horticultural Services’ Bid**

   Chairman Kathleen O’Neil discussed that Northeast Horticultural Services has been approved to perform the work needed at the Little River Nature Preserve. An overview of the scope of work was given.

NEW BUSINESS

1. **Presentation by NVCOG and TransSystems, Inc.**

   Casey Hardin, of TranSystems, Inc., gave the OMSP Committee a 20-minute presentation which focused on transportation analysis of Rt. 67, land use/socio-economics demographics, travel volumes, safety and next steps as they relate to the routing study for the four phases of the Oxford Main Street Project. Mark Angoni, Milone & McBroom, discussed their work in conjunction with TranSystems on landscape design. Kathleen O’Neil gave an overview of construction costs, approvals and timeline.

2. **Q & A with NVCOG and TranSystems, Inc.**

   Casey Hardin gave an update on the COG website for the OMSP. Discussion with Committee regarding use of social media and surveys. Aaron Budris (COG) said he would do another press release. Kristyn Rosa, Administrative Assistant to the First Selectman, mentioned that the website can be linked to the Town website once approval is obtained.

3. **Next OMSP’s means of meeting for June 9, 2020**

   The next meeting of OMSP will be held virtually on Google Meets.

ADJOURNMENT

MOTION:

Chrissy Kimball moved to adjourn the meeting at 1:23 PM. This was seconded by Vice Chairman Tony SanAngelo. All Ayes. Motion carries.

Respectfully submitted,

Mary LoPresti
OMSP Committee Member

REPORT OF MEETING

Date and Time: Tuesday, July 28, 2020 at 12:30 PM

Subject: Oxford Main Street Committee Meeting

Location: Zoom

Attendees:

Name	Organization
Kathleen O'Neil	Oxford Main Street Project Committee (OMSPC)
Tony SanAngelo	OMSPC
Mary LoPresti	OMSPC
Pat Cocchiarella	OMSPC
Susan Kovacs	OMSPC
Mary Beth Nelson	OMSPC
Tanya Carver	OMSPC
Bob Burke	OMSPC
Aaron Budris	Naugatuck Valley Council of Governments (NVCOG)
Casey Hardin	TranSystems (TSC)
Nick Kavadas	Milone & MacBroom (M&M)
Bryan Nesteriak	B&B Engineering
Megan Miller	B&B Engineering

Meeting Purpose:

The meeting was a regular meeting of the Oxford Man Street Project Committee (OMSPC). The Oxford Main Street Alternative Transportation Study team presented on study progress and facilitated a question and answer period. The following represents discussion pertaining to the study. A full recap of other meeting business is available on the OMSPC website.

Presentation:

Casey Hardin introduced the study team members in attendance, Aaron Budris, Project Manager for the Naugatuck Valley Council of Governments (NVCOG) and Nick Kavadas, planner for Milone & MacBroom. Casey explained that the presentation includes a recap of existing conditions, initial thoughts on routing a multi-use trail through the corridor and a preliminary list of transit options.

Casey summarized that the Route 67 corridor carries high traffic volumes at high speeds and that the infrastructure is automobile-centric. There are minimal pedestrian accommodations and the typical roadway shoulder widths are not sufficient for comfortable cycling. There is also no transit service in the corridor, or within the Town of Oxford. A draft Existing Conditions Technical Memorandum was shared with the OMSPC by NVCOG. The OSMPC will review the draft report and TranSystems will send Kathleen O'Neil a hard copy. Casey explained that, since the initial draft, TranSystems has been working on adding documentation of the structural conditions of the corridor's bridges. The research and analysis has revealed that there are no structural deficient bridges, but that many are functionally obsolete; meaning they violate one or more modern standards. The replacement of the Dutton Road bridge over the Little River is the only active project on CTDOT's state-wide list.

Casey presented the study team's initial thoughts on the potential routing of a multi-use trail. The initial conclusion is that the trail should generally follow Route 67, with several opportunities to connect to environmental resources and commercial destinations. An alternative routing, following the Little River, was deemed impractical due to grading challenges, need to acquire rights-of-way and permitting issues. The study team will further refine the trail options and analyze the positives and negatives for each. In particular, attention will be paid to locations where the path would need to cross Route 67.

Casey presented the study team's initial thoughts on implementing transit. He indicated a potential demand of approximately 13,600 rides per year (or approximately 37 per day). This would require a minimum of two vehicles. Due to the income levels and geographic spread of employment locations, it is unlikely that a transit service designed to serve commuters would be viable. Casey outlined four options the study team will evaluate:

- Fixed route along Route 67 added to the Waterbury Division of CT*transit*
- Add Oxford to the Valley Transit District to provide demand-response (on-call) service
- Town-operated demand-response service
- Subsidized ridesharing costs (Uber / Lyft flat rate)

Casey explained that the study team's next steps include assessing the transit concepts through fall 2020, continued interactive analysis of the trail routing through spring 2021. The study team has activated social media accounts and is preparing for an electronic distribution of a survey. Planning for a virtual public meeting has also been discussed. Kathleen explained that the OMSPC has also been pushing next steps for public outreach and will work with the study team to set up a meeting to discuss. It was suggested that publishing an article in the Waterbury Republican-American and the Oxford Patch would expand the study's reach.

REPORT OF MEETING

Date and Time: Tuesday, January 26, 2021 at 12:30 PM

Subject: Oxford Main Street Committee Meeting

Location: Google Meet

Attendees:

Name	Organization
Kathleen O'Neil	Oxford Main Street Project Committee (OMSPC)
Tony SanAngelo	OMSPC
Mary LoPresti	OMSPC
Mary Beth Nelson	OMSPC
Robbi Costigan	OMSPC
Jim Sanders	OMSPC
Aaron Budris	Naugatuck Valley Council of Governments (NVCOG)
Casey Hardin	TranSystems (TSC)

Meeting Purpose:

The meeting was a regular meeting of the Oxford Man Street Project Committee (OMSPC). The Oxford Main Street Alternative Transportation Study team presented on study progress and facilitated a question and answer period. The following represents discussion pertaining to the study. A full recap of other meeting business is available on the OMSPC website.

Presentation:

Aaron Budris introduced the presentation, explaining that it would focus on the screening process for potential sidepath routing alternatives. The study's goal will identify and advance the design on a preferred alignment. He explained that this was an important time for the OMSPC to provide feedback on routing decisions.

Casey Hardin began the presentation by recapping the study's progress to-date. The recent focus of the study team has been on potential routing options for the sidepath. Initial concepts were presented at the virtual Public Information Meeting on October 8. The study's draft Existing Conditions report is available on the study website.

Casey indicated that additional efforts to generate responses to the survey will be undertaken in the coming months. To date, there have been 37 responses, all by residents of Oxford. The responses fit within expected trends that the majority of trips in the corridor are by single-occupant vehicle. A high percentage of respondents have indicated that they do not walk in the corridor as they feel there is no safe place to walk. Respondents have also indicated that they do not often use transit. The primary indicated transit use is to access New York City via Metro North Railroad.

Casey presented two potential typical sections for a sidepath along Route 67. He explained that a 5' buffer distance between the curb and the path is desirable. Should this not be feasible due to adjacent constraints, guide rail would be placed between the path and the roadway. The proposed path width is 10'.

Casey presented a table of screening criteria, intended to help the study team evaluate the potential routing options for the sidepath. Criteria include connectivity with key destinations, likely cost, property impacts, environmental impacts and, most importantly, minimizing the need for path users to cross Route 67. In evaluating alignment options and establishing the criteria the study team has conducted several site visits to evaluate the feasibility of implementing unsignalized, or mid-block, path crossings. Based on the average speeds of vehicles traveling on Route 67, amongst other concerns, the study team recommends that these crossings be minimized. Therefore, the primary routing conclusion is that the sidepath should consistently stay on the south side of Route 67.

Casey then presented a series of previously identified routing options and explained how well they satisfied the screening criteria. He began with the Oxford Center to Quarry Walk segment. In Oxford Center, the Town's Community Connectivity project will implement a section of the path along the west side of Route 67. Kathleen O'Neil explained that a contractor the project has been advertised and awarded. Construction should be substantially complete by fall 2021. The Town also submitted a second Community Connectivity Grant application for a complimentary sidepath on the east side of Route 67. Casey explained that this is an area where the study team feels that a mid-block crossing would be feasible and recommends providing sidepaths on both sides of Route 67. This supports the Town's desire to create a more walkable, pedestrian-friendly, Oxford Center. Crossings of Route 67 to create a pedestrian network, would be provided at the signalized intersection with Riggs Street and at a mid-block location near the main entrance to the Little River Nature Preserve. The study team will continue to explore infrastructure solutions to maximize safety at this location.

Casey then discussed the next segment to the south. The study team had previously identified a potential alternative alignment for the sidepath that would follow Route 42 (Chestnut Tree Hill Road Extension) and offer a connection to Victory Memorial Park. The road would cross Route 67 at the signalized intersection with Riggs Street and again at the unsignalized intersection with Old State Route 3. Casey explained that maintaining the path on the west side of Route 67 would likely have additional construction costs associated with the need for rock excavation on the steep side slope. It also would not provide connectivity with Victory Memorial Park. However, the study team recommends maintaining the path on the west side of Route 67 to avoid the need to create an unsignalized crossing at Old State Route 3. Casey asked the OMSPC members for their opinion on this recommendation. Following discussion, the group concluded that maintaining the sidepath on the west side of Route 67 is the preferred alternative. Jim Sanders suggested providing a spur connection to Victory Memorial Park and wayfinding signage for the Naugatuck State Forest, located further east along Route 42.

Casey then presented the segment containing the Quarry Walk development on the east side of Route 67. He indicated that the signalized driveway intersection offers an opportunity for sidepath users to cross directly to the development. The study team evaluated an alternative sidepath alignment that would cross Route 67 at the signalized Quarry Walk driveway intersection and stay on the east side of Route 67, follow the alignment of Old Route 67 and cross Route 67 back to the west side at the unsignalized intersection with Old Route 67. This alignment would not need to cross the Little River, whereas following the west side of Route 67 would need to cross the river twice, increasing costs. However, the need to cross Route 67 at an unsignalized location and the constrained right-of-way along Old State Route 67 leads the study team to recommending maintaining the sidepath on the west side of Route 67. Casey asked the OMSPC members for their opinions on this recommendation. Following discussion, the group concluded that maintaining the sidepath on the west side of Route 67 is the preferred alternative. They noted that a connection with Quarry Walk would still be provided at the signalized intersection, and that there are sidewalks to facilitate access to different parts of the development. Jim Sanders noted that a connection could be made to a municipal property on the west side of Route 67 just north of Quarry Walk.

Casey then advanced to the remaining segments south of Quarry Walk. He indicated that the study team feels the best option is to maintain the sidepath on the west side of Route 67. The topography and available right-of-way support this conclusion. He indicated that one of the study team's key remaining tasks is to finalize recommendations from the Seymour Town Line to the Seymour Fish Ladder / Naugatuck River area.

Casey then discussed the section north of Oxford Center. He asked the OMSPC what they felt the sidepath should connect to as its northern terminus. Kathleen O'Neil explained that the Larkin State Park Trail has always been thought of as the most important connection. Casey asked whether the Southford neighborhood or the Southford Falls State Park were also important. After discussion, the group agreed that making the connection to the Larkin State Park Trail and Southford are both important. Therefore, the sidepath alignment will be extended northerly to Route 188 to make the connection to the Larkin State Park Trail in Southford. Additional wayfinding will be provided at Hawley Road and Christian Street to direct users to alternate routes from Route 67 to the Larkin State Park Trail.

Casey discussed two potential alternative trail routings along between Oxford Center and Southford. First, at Old State Route 2 and Christian Street, the alternative routing would avoid the need to cross the Little River twice. However, it would introduce two unsignalized crossings. The group discussed and agreed that it may be feasible to locate one, unsignalized crossing at Christian Street, with wayfinding for the Larkin State Park Trail. The main routing for the sidepath should remain on the west side of Route 67. The second location, at Old State Route 1 and Hawley Road has similar characteristics, except the alternative alignment does not avoid any river crossings. Similar to previous group discussion, it was concluded to maintain the preferred path alignment on the west side of Route 67. An unsignalized crossing at Hawley Road with wayfinding to direct path users towards the Larkin State Park Trail will be recommended.

Casey identified the study's transit service alternatives. An analysis of potential commuter demand indicates that commuter service is unlikely to be economically viable. The study team has previously presented four preliminary service alternatives:

- Add fixed route along Route 67 to the CT*transit* Waterbury Division
- Expand the Valley Transit District to provide demand-response service in Oxford
- Provide a Town-operated demand-response service
- Subsidize TNC (Uber / Lyft) rides within Town

Based on the initial analysis the first option, a new fixed route, does not seem economically viable. The study team plans to set up a meeting with Valley Transit District to discuss these alternatives.

Casey explained that the study team's next steps are to refine the northern and southern sidepath termini and coordinate with CTDOT on design details. The study team is preparing a Story Map to post the routing alternatives to the study's website. The study must conclude by the end of June.

REPORT OF MEETING

Date and Time: Tuesday, April 27, 2021 at 12:30 PM

Subject: Oxford Main Street Committee Meeting

Location: Google Meet

Attendees:

Name	Organization
Kathleen O'Neil	Oxford Main Street Project Committee (OMSPC)
Tony SanAngelo	OMSPC
Mary Beth Nelson	OMSPC
Susan Kovacs	OMSPC
Jim Sanders	OMSPC
Chrissy Kimball	OMSPC
Tanya Carver	OMSPC
Scott Flaherty	Town of Oxford
Helen Leung	Town of Oxford
Aaron Budris	Naugatuck Valley Council of Governments (NVCOG)
Casey Hardin	TranSystems (TSC)

Meeting Purpose:

The meeting was a regular meeting of the Oxford Man Street Project Committee (OMSPC). The Oxford Route 67 Alternative Transportation Study team presented draft recommendations and an implementation plan, and facilitated a question and answer period. The following represents discussion pertaining to the study. A full recap of other meeting business is available on the OMSPC website.

Presentation:

Aaron Budris introduced the presentation, explaining that it would focus on the study's recommendations. He introduced Casey Hardin, who summarized the contents of the presentation, including an implementation plan for the bicyclist and pedestrian sidepath along Route 67, the study's transit recommendation and next steps. Casey noted that the previous committee meeting, in January 2021, explained the screening process for alternative sidepath routings. Other recent activities have include a technical review meeting with CTDOT and coordination with the Valley Transit District (VTD). The two primary study deliverables are a final report and set of concept plans. These will be reviewed by NVCOG in the coming weeks and then shared with the OMSPC.

Casey explained that the study team has divided the study corridor into three segments and then further subdivided the recommended alternative into implementable projects. The segments are identified as the northern, central and southern segments. Three project have been identified for each segment. Casey presented four rendered typical sections for the 10' sidepath, including estimated linear foot costs with and without lighting. He explained that lighting will be focused on developed, commercial areas and any locations where users may cross Route 67, intersecting streets or heavily traveled driveways.

Casey presented the three proposed projects for the central segment. Project C-1 is underway, funded by a Community Connectivity Grant. The project has already been awarded to a contractor and will be constructed during the 2021 construction season. Project C-2 would install a sidewalk on the east side of Route 67 through Oxford Center and extend the sidepath from Dutton Road to Riggs Street. Project C-3 would continue the sidepath southerly to Quarry Walk. Casey explained that the study team is finalizing cost estimates for the segments. He also noted that wayfinding signage and pedestrian and cyclist amenities are recommended at end of each project. As the Town and NVCOG implement the sequence of projects, it is possible that the sidepath will terminate at one of these locations for a period of time.

Casey presented the three proposed projects for the southern segment; S-1 would extends the sidepath from Quarry Walk to Park Road, S-2 from Park Road to Great Hill Road and S-3 from Great Hill Road to the sidewalk network in Seymour. The Route 67 corridor is constrained from the Little River bridge in Seymour to the Naugatuck River. The study team has identified a strategy to connect Route 67 sidepath users across the Naugatuck River to the Tingue Dam park and the Naugatuck River Greenway.

Casey explained that there are three proposed projects for the northern segment; N-1 would extend the sidepath from Oxford Center northerly to Christian Street, N-2 from Christian Street to Hawley Road and N-3 from Hawley Road to Southford and the sidepath terminus at the Larkin State Park Trail crossing of Route 188.

Casey noted that the study team's transit recommendations consist of Oxford joining the Valley Transit District (VTD). This would expand VTD's demand-response service to Oxford. As VTD already maintains a fleet of vehicles, this option is viewed as more economically efficient than Oxford initiating its own demand-response service. The study team will work with the OMSP to schedule a meeting between study team members and the First Selectman to discuss.

Casey explained that next steps include the development of additional details and renderings for the proposed sidepath, cost estimating and presentation of the recommendations in the final report and concept drawings. There will be one final public meeting and the study team will seek formal endorsement from the Town.

Q&A:

Jim Sanders asked whether the stone wall in front of Rich Farm would be affected by the sidepath. Casey explained that it would likely need to be relocated. The study team is identifying these constraints as part of the cost estimating process.

There was discussion of the process to join VTD. This will be further discussed at the meeting with the First Selectman.

OXFORD MAIN STREET PROJECT

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Join the online public information meeting as a guest on October 8 at 7 pm.

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Meeting ID: 552 219 569#

REPORT OF MEETING

Date and Time: Thursday, October 8, 2020

Subject: Public Information Meeting #1

Location: Microsoft Teams

Attendees:

Name	Organization
George Temple	Town of Oxford
Kathleen O'Neil	Oxford Main Street Project Committee (OMSPC)
Chrissy Kimball	OMSPC
Mary LoPresti	OMSPC
Mary Beth Nelson	OMSPC
Jim Sanders	Oxford Main Street Visibility Committee (OMSVC)
Blair Richardson	Public
Maureen O'Donnell	Public
William Hovan	Public
Kelly Kerrigan	Public
Joe Mannion	Public
Suzanne Wisniewski	Public
Rena (*)	Public
Aaron Budris	Naugatuck Valley Council of Governments (NVCOG)
Priscilla Cotto	Connecticut Department of Transportation (CTDOT)
Sara Radacsi	CTDOT
Casey Hardin	TranSystems (TSC)
Nick Mandler	TSC
Mark Arigoni	Milone & MacBroom (M&M)
Nick Kavadas	M&M
Jim Levy	Planning4Places (P4P)

Meeting Purpose:

The meeting was a virtual public information meeting hosted jointly by the Oxford Man Street Project Committee (OMSPC) and the Oxford Route 67 Alternative Transportation Study team. The meeting consisted of an introduction by First Selectman George Temple, a video presentation by the OMSPC and a technical presentation by the transportation study team. Moderated question and answer periods were held twice during the meeting. The meeting was recorded and the video uploaded to the study website along with the presentation materials.

Presentation:

Casey Hardin introduced himself and explained the meeting ground rules. He invited First Selectman George Temple to provide introductory remarks. Mr. Temple praised the work of the OMSPC and explained that he was looking to delegate additional tasks to the committee. He explained that the Town's vision is to develop the Little River Nature Preserve and other transportation and recreational resources along Route 67 to be an attraction for the Town.

Mr. Hardin introduced Kathleen O'Neil, chairperson of the OMSPC, to introduce the committee's presentation. A video presentation played summarizing the formation of the OMSPC and the work they have done since their inception in 2017. .

Ms. O'Neil noted that a new OMSPC website will be launched soon featuring fundraising and volunteer opportunities. She thanked the meeting attendees for participating and explained that there are many opportunities for them to become involved with the project.

Aaron Budris introduced himself as the project manager from the Naugatuck Valley Council of Governments (NVCOG) for the Oxford Route 67 Alternative Transportation Study. The study has been initiated to help the Town develop a transportation master plan for the Route 67 corridor. This will help the Town be better-positioned for future funding opportunities. He introduce Mr. Hardin to give a presentation summarizing the study's progress to-date. A summary of the presentation is included below, the entire presentation is available on the study website.

Mr. Hardin explained that the Route 67 corridor carries high traffic volumes at high speeds and that the infrastructure is automobile-centric. There are minimal pedestrian accommodations and the typical roadway shoulder widths are not sufficient for comfortable cycling. There is also no transit service in the corridor, or within the Town of Oxford. A draft Existing Conditions Technical Memorandum is available on the study website.

Mr. Hardin presented the study team's initial thoughts on the potential routing of a multi-use trail. The initial conclusion is that the trail should generally follow Route 67, as a sidepath. There are several opportunities to connect to environmental resources and commercial destinations. An alternative routing, following the Little River, was deemed impractical due to grading challenges, need to acquire rights-of-way and permitting issues. The study team will further refine the sidepath options and analyze the positives and negatives for each. In particular, attention will be paid to locations where the path would need to cross Route 67. Mr. Hardin presented two potential typical sections. Ideally, a 5' buffer can be provided between the curb-line of Route 67 and the pathway. If less is provided, a guiderail would be provided as a physical divider between path users and the roadway.

Mr. Hardin presented a series of slides, illustrating potential sidepath segments and potential views of the sidepath. Beginning and Oxford Center, design is substantially complete for a new 10' sidepath on the west side of Route 67 between Town Hall and Dutton Road. This project will likely be constructed in 2021. The study team recommends an additional sidepath on the east side of Route 67 through the Oxford Center area. Between Oxford Center and Quarry Walk, the study team is recommending that the sidepath follow the west side of Route 67. There is potential for a spur along Route 42 near Victory Memorial Park. The team recommends that the sidepath switch to the east side of Route 67 at Quarry Walk. This would capitalize on sections of sidewalk that have already been constructed.

Mr. Hardin explained that the sidepath would continue south towards Seymour primarily on the west side of Route 67. The study team is evaluating potential points to cross the sidepath from the east to west side of Route 67 south of Quarry Walk. North of Oxford Center, the study team recommends placing the path on the west side of Route 67. There are two opportunities for spur paths north of Oxford Center, at Old State Route 2 and Old State Route 1. The team is also considering four ways to connect the Route

67 sidepath to the Larkin State Park trail using Larkey Street, Christian Street, Hawley Road and Route 188.

Mr. Hardin presented the study team's initial thoughts on implementing transit. He indicated a potential demand of approximately 13,600 rides per year (or approximately 37 per day). This would require a minimum of two vehicles. Due to the income levels and geographic spread of employment locations, it is unlikely that a transit service designed to serve commuters would be viable. Mr. Hardin outlined four options the study team will evaluate:

- Fixed route along Route 67 added to the Waterbury Division of CT*transit*
- Add Oxford to the Valley Transit District to provide demand-response (on-call) service
- Town-operated demand-response service
- Subsidized ridesharing costs (Uber / Lyft flat rate)

Mr. Hardin explained that the study team's next steps include assessing the transit concepts through fall 2020 and continued interactive analysis of the trail routing through spring 2021. The study team has activated social media accounts and is has an online survey published to gather feedback.

Mr. Hardin concluded the presentation and proceeded to take questions via the Microsoft Teams chat window and by calling on users who identified themselves using the 'hand raise tool'.

Question & Answer:

Jim Sanders asked whether consideration had been given to connecting to the Southford Falls State Park. Mr. Hardin indicated that this is one of several recreational destinations that the study team believes should be connected via the Route 67 sidepath.

A member of the public asked whether there are already sidewalks in Seymour. Mr. Hardin noted that sidewalks currently end at the Oxford town line.

Rena noted that the number of unsignalized pedestrian crossings of Route 67 should be minimized. Mr. Hardin explained that signalized intersections are the preferred locations for crossing the sidepath and that any unsignalized locations would only be selected following a safety review.

Chris Lester asked whether the Route 67 sidepath system would connect to Matthies Memorial Park in Beacon Falls. Mr. Hardin explained that, like Southford Falls State Park, this is another recreational destination that should be connected to a regional trail system.

Mr. Sanders asked whether any sidepaths were being considered for Route 188. Mr. Hardin noted that Route 188 could provide connectivity with the Larkin State Park Trail. Other uses for Route 188 are likely outside the scope of the study.

Rena asked whether funding was available for trail maintenance. Ms. O'Neil noted that grants typically require that the path owner provide maintenance funding. Mr. Sanders explained that volunteers can be used to maintain the Little River Nature Preserve trails. Mr. Hardin noted that a 10' wide sidepath is wide enough to be plowed by a small mechanical plow.

Rena asked whether the Town held any liability for accidents on the sidepath. Ms. O'Neil noted that it would be covered by the Town's insurance.

Rena asked when the project would begin. Ms. O'Neil noted that the Town has funding in-place to construct the portion of the sidepath on the west side of Route 67 between Town Hall and Dutton Road. The Town is applying for a Community Connectivity Grant to provide a sidepath on the east side of Route 67 through Oxford Center. The results of the study will also provide a prioritization and implementation plan.

Please join us to learn and provide feedback about the Route 67 Alternative Transportation Plan!!

When: June 17, 2021
from 6:30 PM to 8 PM

Where: Oxford High School Auditorium
61 Quaker Farms Road
Oxford, CT
*Alternative virtual meeting available

For more information about the study, and for meeting details, please visit the project website: www.nvcogct.gov/oxfordroute67

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NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 • 203-757-0535 • 203-735-8688 • nvcogct.gov

For Immediate Release: June 1, 2021

Contacts:
Aaron Budris
Naugatuck Valley Council of Governments
203-757-0535
Abudris@nvcogct.gov

Public Information Meeting scheduled for the Oxford Route 67 Alternative Transportation Study
Public Review and Comment Requested for Draft Report

Residents and business owners are invited to review and provide feedback on a Draft Oxford Route 67 Alternative Transportation Study report during a Public Information Meeting on June 17th, 2021, beginning at 6:30 p.m. in the Oxford High School auditorium. The Draft report presents the existing conditions in the corridor along with recommendations for bicycle, pedestrian, and transit improvements. Project partners will present the draft plan and be available to take comments and answer questions at the June 17 meeting. An alternative virtual broadcast of the presentation will be available for those unable to attend in person. The draft report and meeting details can be found on the study webpage at www.nvcogct.gov/oxfordroute67.

The Oxford Main Street Alternative Transportation Study has been underway since December 2019, investigating the potential for non-motorized transportation alternatives and transit in the Route 67 corridor between Seymour and Southford. Study partners collected and analyzed information about the existing conditions in the corridor, collected input from stakeholders and the public, and investigated potential bicycle, pedestrian, and transit improvements. The focus is to improve connections and transportation options to the Seymour sidewalk network, train station and Naugatuck River Greenway Trail to the south, and the Larkin Bridle Trail to the north, as well as to all the businesses, services, green spaces, and residential areas within the corridor. The potential for transit service was also investigated, focusing on connections to services and major residential and commercial centers and to surrounding communities.

The Oxford Main Street Project Committee is overseeing the project, and it builds on previous work the committee has undertaken to improve access to the Little River and natural resources along Route 67. The goal is to provide better access to the businesses and natural resources throughout the corridor. The final report will provide a cohesive plan for the entire corridor to better enable the Town to plan, prioritize, and fund future improvements. The Naugatuck Valley Council of Governments (NVCOG) is funding the project with federal transportation planning funds. TranSystems Corporation, a planning and engineering consultant with offices in Meriden, CT is the project consultant. A final report, incorporating comments from stakeholders and the public, will be published this summer.

Oxford's Plan of Conservation and Development prioritized creating more of a downtown feel along Route 67. Unlike many of its neighbors, Oxford does not have a typical walkable New England downtown or Main Street.

(Continued)

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 currently operated along Route 67 providing residents 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, but there is currently no way for Oxford residents to safely access these services without a personal motor vehicle.

Oxford First Selectman George Temple explained that "Oxford residents have voiced support for pedestrian and bicycle access along the Little River and Route 67. This study allows us to make progress toward that goal, and to give the public a chance to help guide and contribute to future efforts".

TranSystems Project Manager Casey Hardin said that "This is the time for area residents to provide input on the planning for this important municipal resource. The study includes recommendations to improve mobility options for bicyclists and pedestrians, as well as folks who would like options beyond their automobile".

--End--

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

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

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'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

Twitter: @OxfordCTMainSt

Facebook: @OxfordCTMainStreet

Scan with your camera to access the 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

MEETING SIGN-IN SHEET

Date and Time: Thursday, June 17, 2021

Subject: Route 67 Alternative Transportation Study Public Information Meeting

Location: Auditorium, Oxford High School, Oxford, CT

NAME	EMAIL ADDRESS	*How did you hear about the meeting?*
Helen Leung	grantadmin@oxford-ct.gov	
Kristyn Rosa	adminassistant@oxford-ct.gov	
Jeff Luff	Jeff@allthatsupply.com	
J ENGLISH	janiceenglish@gmail.com	
M. EGENSTEINER	matthew.egensteiner@gmail.com	NVCOG WEBSITE
Nicole Dykstra	niki.dykstra@gmail.com	
Joshua Dykstra	jdykstra1226@gmail.com	
Candi Colucci	ptcandy +AOL	email
Patrick Coachnell	coac DD8@ Yahoo.Com	On The OMSP Committee
Alan & Carolyn Katze	alanbkatze@gmail.com	Voices
Amy Mallardi	amymallardi@gmail.com	

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NAME	EMAIL ADDRESS	How did you hear about the meeting?
DEE FINLEY		Patch
MIKE SMITH	MIKESMYTHUS@YAHOO.COM	WIFE
Michael DePina	MDEPINNA@ATT.NET	
Karen DePinna	KAPORA2@YAHOO.COM	
Tonya Carver	Tonyagioconda@gmail.com	Member of OMSP
Ed Carver	ELCARVERJR@AOL.COM	
Michael Zbriger		
Sara Radacsi		
Justin Girard		
John DiCarlo		
Richard Kreitner		
Victoria Konopka		

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EXPERIENCE | Transportation

Comment Form

Do you have any specific comments on the study's bicyclist and pedestrian recommendations?

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Do you have any specific comments on the study's transit recommendations?

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Do you have any other comments for the study team?

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Please turn in the comment form at the sign-in table, or return via mail or email to NVCOG:

Aaron Budris
abudris@nvcogct.org
49 Leavenworth Street, 3rd Floor
Waterbury, CT, 06702

Thank you!

Alternative Transportation Plan for Main Street (Route 67) in Oxford
Technical Committee Kick Off Meeting

Thursday, December 5, 2019, 11:00 AM

Attendee Name	Organization	Email	Phone
Kathryn Faraci	CTDOT – Planning	kathryn.faraci@ct.gov	860-594-2364
Sara Radacsi	CTDOT – Planning	sara.radacsi@ct.gov	860-594-2856
Melanie Zimyeski	CTDOT – Planning	melanie.zimyeski@ct.gov	860-594-2144
Priscilla Cotto	CTDOT – Transit	priscilla.cotto@ct.gov	-
Maureen Lawrence	CTDOT – Transit	maureen.lawrence@ct.gov	860-594-2911
Jonathan Corilla	CTDOT – Project Concepts	jonathan.corilla@ct.gov	860-594-2755
Peter Brazaitis	CTDOT – Traffic	peter.brazaitis@ct.gov	860-594-2789
Obesebea Aye-Addo	CTDOT – Traffic	obesebea.aye-addo@ct.gov	860-594-2732
Mark Nielsen	NVCOG	mnielsen@nvcog.org	203-489-0369
Aaron Budris	NVCOG	abudris@nvcog.org	203-489-0362
Samantha Scharpf	TranSystems (TSC)	sfscharpf@transystems.com	860-417-4581
Casey Hardin	TranSystems (TSC)	crhardin@transystems.com	860-417-4557

1. Background

The purpose of the meeting was to solicit questions and feedback from Connecticut Department of Transportation (CTDOT) personnel on the Alternative Transportation Plan for Main Street (Route 67) in Oxford. Topics for the meeting included: the scope that was reviewed by CTDOT, a brief presentation of the study area with proposed strategy and an overall schedule for milestones.

2. Meeting Discussion

S. Radacsi began the meeting by explaining that the study is being conducted by the Naugatuck Valley Council of Governments (NVCOG) with CTDOT oversight with the purpose of developing an alternative transportation plan for the Route 67 corridor in Oxford.

M. Nielsen gave a brief overview of the project's origin from discussions between NVCOG and the Town of Oxford for the desire to create a cohesive long term transportation plan which will strengthen the Town's applications for transportation funding. Oxford is one of the fastest growing towns in Connecticut and this study will help provide a path toward the Town's vision for a transportation system that will provide for an increasing and diversifying population.

C. Hardin gave a PowerPoint presentation, attached, that included information on: the purpose of the study, the existing conditions that will need to be analyzed, proposed focus areas for connectivity, and potential routes for multi modal transportation.

The main goals of the project are to establish Oxford Center as a walkable Main Street/ Downtown location, create an off-street shared use path along the Little River, connect existing sites along Route 67 and provide a more inclusive transportation network for Oxford's residents. The existing sites specifically discussed were the Little River Nature Preserve, Oxford Center, Quarry Walk, a link to Seymour and a connection to the Larkin Bridle Trail. He noted that the study area has potential for the implementation of visual cues for slowing driver speeds to increase pedestrian comfort such as: coordination with VIP projects to reduce the lane widths and increase the shoulder widths, pedestrian level lighting, signing and lighting equipment for pedestrian crossings, and sidewalks with incorporated landscaping.

The following represent discussion points, comments and action items stemming from the discussion.

- M. Nielsen commented that NVCOG wanted to coordinate with CTDOT to make sure that any plans for transit were appropriate for the population and user demographics of the Town to avoid having a system that is underutilized. S. Radacsi stated that planned transit facilities need to have realistic goals that keep in mind funding constraints.
- M. Nielsen asked if there was a DBE requirement for CTDOT on this project.
  - S. Radacsi and M. Zimyeski both commented that they did not believe that this project had DBE requirements.
  - M. Nielsen mentioned that NVCOG does have agency goals for DBE participation.
- M. Nielsen stated that NVCOG would like the proposed multimodal paths to be designed to current standards including a 10' width and 2' clear zones.
- M. Nielsen stated that the notice to proceed would be signed shortly and that the project would need to be completed before June 2021 because of funding deadlines. C. Hardin gave a general timeline which included:
  - Existing condition collection should begin early spring to avoid winter weather issues. The existing conditions report should be available around May or June 2020.
  - Trail routing options will start in April with concept plans ready for spring 2021.
  - The transit study is not on a critical path and can be conducted independently of the trail routing options and should run through the end of summer 2020.
  - The project should wrap up in spring of 2021.
- M. Nielsen asked if CTDOT would like to review the project deliverables.
  - S. Radacsi replied that CTDOT would like to review the deliverables and would like coordination meetings around the halfway point as well as around the closeout of the project.
- M. Nielsen asked if CTDOT would like to be involved in meetings with the Town of Oxford.
  - S. Radacsi replied yes, CTDOT would like to be invited to committee meetings and would attend as needed.
- K. Faraci commented that the median shown in the some of the alternatives may make maintenance difficult.
  - M. Nielsen replied that while this is not a design project, issues such as maintenance will be kept in mind when suggesting alternatives and developing concept plans. He also commented that NVCOG will provide the turning count data that is gathered in this project to CTDOT.
- M. Zimyeski stated that when originally reviewing the scope of this project Patrick Zapatka of the CTDOT planning unit initially raised some concerns of duplication in this study with some existing studies.
  - M. Nielsen replied that this study is not a duplication of effort but instead a unifying effort to ensure various projects along the corridor do not develop independently and end up disconnected.
- S. Radacsi asked when TranSystems would be able to provide a schedule for study deliverables.
  - *Subsequent to the meeting, TranSystems included the detailed schedule as an attachment to the final ROM distribution.*

REPORT OF MEETING

Date and Time: Wednesday, March 19, 2021 at 10:00 AM

Subject: Coordination Meeting with the Connecticut Department of Transportation

Location: Microsoft Teams

Attendees:

Name	Organization
Sara Radacsi	Connecticut Department of Transportation (CTDOT)
Mikala Ansarra	CTDOT
Obesebea Aye-Addo	CTDOT-Traffic Engineering
Anna Bergeron	CTDOT-Intermodal Planning
Peter Brazaitis	CTDOT-Traffic Engineering
Jonathan Corilla	CTDOT-Major Projects Unit
Priscilla Cotto	CTDOT
Richard Jacobson	CTDOT-Policy and Planning
Frederick Kulakowski	CTDOT-Traffic Engineering
Maureen Lawrence	CTDOT-Public Transportation
Erika Lindeberg	CTDOT-Traffic Engineering
Gary Sojka	CTDOT-Policy Strategic Planning
Patrick Zapatka	CTDOT-Intermodal Planning
Aaron Budris	Naugatuck Valley Council of Governments (NVCOG)
Casey Hardin	TranSystems (TSC)

Meeting Purpose:

The meeting was scheduled to discuss the initial findings and recommendations of the Oxford Route 67 Alternative Transportation Study.

Presentation:

Aaron Budris introduced the study background, explaining the Town's goals to create a walkable downtown and provide residents with transportation options beyond single-occupancy vehicles. This study was initiated to consolidate and prioritize alternative transportation improvements in the Route 67 corridor with upcoming funding opportunities in mind. The study team completed the existing conditions analyses in 2020 and the draft Existing Conditions Technical Memorandum is now posted on the study website.

Casey Hardin summarized study progress since the October 8, 2020 Public Information MeetingHe explained that the study team's primary focus since the public meeting has been identifying the preferred routing for a multi-use sidepath along Route 67. Casey summarized the relatively high traffic volumes and speeds that were documented as part of the existing conditions analysis, along with the lack of existing bicyclist and pedestrian infrastructure. The study team recommends providing a 10' sidepath along Route 67 consistent with AASHTO guidance for bicyclist facility selection based on comfort level.

Casey presented two typical sections for the multi-use sidepath, each with a 10' bituminous concrete path. Casey noted that a 5' buffer between the curb line and sidepath is desirable and would not require a barrier. Where this buffer width is not feasible due to adjacent constraints, a 2.5' buffer would be provided with guide rail. This is consistent with AASHTO recommendations that aim to prevent a falling cyclist from entering the roadway. The rail is not intended to protect path users from vehicles on the roadway, as the pathway falls within the potential deflection distance of the rail.

Casey explained that the study team's initial analysis led to the conclusion that the west side of Route 67 is best-suited to be the location for the sidepath. Several alternatives to this were considered throughout the corridor. Casey presented the evaluation criteria that was used and how it was applied to establish the preferred alignment. Ultimately, the team recommends keeping the trail consistently on the west side of Route 67, in part to avoid unnecessary crossings.

Casey explained that the northern terminus of the sidepath would be in Southford, part of Southbury. A connection to the Larkin State Park Trail at the trailhead along Route 188 will provide a logical terminus and help complete a regional recreational trail system. The sidepath will parallel Route 67 to the signalized intersection with Route 188, which it will parallel to the trailhead. The area of the southern terminus features several constraints, such as the Naugatuck River and topographic challenges along Route 67 in Seymour. The team will include recommendations for extending the sidepath across the Naugatuck River to the Tingue Dam bypass channel and park. However, an interim solution, where the sidepath terminates at the existing sidewalk network, may be required.

Casey explained that the existing conditions analysis also documented the potential transit demand within the corridor. He indicated the calculated demand is approximately 13,600 rides per year (or approximately 37 per day). Due to the income levels and geographic spread of employment locations for Town residents, it is unlikely that a transit service designed to serve commuters would be viable. Casey outlined four alternatives the study team identified for evaluation:

- Fixed route along Route 67 added to the Waterbury Division of CTtransit
- Add Oxford to the Valley Transit District (VTD) to provide demand-response (on-call) service
- Town-operated demand-response service
- Subsidized ridesharing costs (Uber / Lyft flat rate)

The first alternative, a new fixed route, is likely not feasibility due to limited demand. Initial conversations with VTD have proven promising and the second alternative is likely to be recommended. The study team will follow up with the Town to ascertain their interest in pursuing this alternative.

Casey explained that the study team's next steps include:

- Posting an ArcGIS online map and Story Map of the sidepath alternatives
- Preparing concept plans and cost estimates
- Breaking the preferred alignment into segments of independent utility with logical termini
- Developing final renderings of the preferred alternative
- Hosting a final Public Information Meeting

Question and Answer:

Fred Kulakowski asked what the limits of the proposed sidepath are. Casey explained that the preferred alternative has a northern terminus at the Larkin State Park Trail trailhead on Route 188 and an interim southern terminus at the sidewalk network along Route 67 in Seymour.

Jonathan Corilla asked what material the buffer area would be constructed with. Casey explained that in areas in the 5' width it would be grass. In areas featuring guiderail it would be aggregate, consistent with CTDOT's standard drawings. Jonathan suggested that the material be shown for clarity on future typical sections. The group discussed the railing deflection and Casey noted that the current design is consistent with AASHTO recommendations for bicyclist facilities. Jonathan suggested that new MASH-compliant railing should be provided wherever the sidepath is adjacent to a rail system.

Sara Radacsi discussed potential funding opportunities, especially the Transportation Alternatives Program. Recent project sizes have ranged from $500k to $2M / $3M. The study team will seek to segment the preferred alternative into manageable project sizes with logical termini.

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, July 03, 2021 6:50:36 PM
Last Modified: Saturday, July 03, 2021 6:53:19 PM
Time Spent: 00:02:42
IP Address: 73.68.54.168

Page 1

Q1

Do you have any specific comments on the study's bicyclist and pedestrian recommendations?

I like this plan. One comment - start with the northern part first, connect to the existing bridle trail - this will generate the most use which will grow as you expand south along 67. I see many people venturing onto 67 in the northern section to connect to the bridle trail. Politically people would probably want to start construction on the southern end, from a safety and volume of use starting at the northern end makes most sense.

Q2

Do you have any specific comments on the study's transit recommendations?

Respondent skipped this question

Q3

Do you have any other comments for the study team?

Respondent skipped this question

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, July 15, 2021 8:44:41 PM
Last Modified: Thursday, July 15, 2021 8:49:07 PM
Time Spent: 00:04:26
IP Address: 73.69.217.110

Page 1

Q1

Do you have any specific comments on the study's bicyclist and pedestrian recommendations?

Overall an excellent plan and very exciting.

Q2

Do you have any specific comments on the study's transit recommendations?

Agree with the proposal

Q3

Do you have any other comments for the study team?

Wishing you the best of success in getting this implemented!

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, July 22, 2021 9:33:04 AM
Last Modified: Thursday, July 22, 2021 9:34:49 AM
Time Spent: 00:01:45
IP Address: 136.226.19.181

Page 1

Q1

Do you have any specific comments on the study's bicyclist and pedestrian recommendations?

No, but I think this is a great idea. I would love to be able to bike or walk to Quarry Walk.

Q2

Do you have any specific comments on the study's transit recommendations?

No. I think this is a great idea.

Q3

Do you have any other comments for the study team?

No. I support this project.

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, July 25, 2021 5:57:36 PM
Last Modified: Sunday, July 25, 2021 5:59:44 PM
Time Spent: 00:02:08
IP Address: 71.235.115.138

Page 1

Q1

Do you have any specific comments on the study's bicyclist and pedestrian recommendations?

Respondent skipped this question

Q2

Do you have any specific comments on the study's transit recommendations?

We have read through the Oxford Route 67 Alternative Transportation Study that you published recently. We also attended the town meeting that was held at the Oxford High School. After carefully reading through the contents of the report we have some concerns and thoughts that we would like to bring to your attention. Our feedback is based on us being Northern Oxford residents that have an adult disabled son unable to drive. We can provide real life situations regarding the lack of transportation options for the disabled that we have experienced first-hand. We have been advocating for solutions to this problem for many years with state and local representatives.

The first alternative you describe is to work with Valley Transit District to get them to expand their coverage to Oxford. You note that a rider requiring a trip to Shelton for work could schedule these rides in advance and you note that they could be picked up at 7:00 AM and receive a 5:00 PM return trip. This would only be available Monday through Friday and is limited to the hours of 6:00 AM and 5:30 PM. In the narrative you specifically note that this hypothetical person works for Sikorsky aircraft and apparently works standard first shift hours. I would like to point out to you that many people who would be most likely to require transportation do not work for a large employer such as Sikorsky but are more likely to be employed by the service industry and therefore would require transportation that would match the flexible schedules that these employers require. Employment is difficult to secure for the disabled and the added expectation of this population working M-F 9-5 is unrealistic.

You include a map that shows the split between northern Oxford and southern Oxford and the towns that VTD would service. The towns of Shelton, Derby Ansonia and Seymour would require a 10-to-12-mile trip for anyone in Northern Oxford, while the town of Southbury, Middlebury and Naugatuck are not included in the designated service area. If you highlight the VTD service regions, this option eliminates all towns surrounding northern Oxford. The town of Southbury offers a significant amount of retail outlets, grocery stores, restaurants, entertainment, and doctor’s offices all in walking distance which expands employment, socialization, and personal needs to Northern Oxford residents. It also has sidewalks, crossings and lighting that allow for safe pedestrian traffic. All of this is less than 5 miles from the Northern Oxford neighborhoods, which includes the new Oxford Commons community. Currently, a 6-mile UBER ride from northern Oxford to Southbury Green is costing $17-$20 per one way ride, which is a significant hardship on an individual making minimum wage. The flexible availability of local reasonable transportation costs keeps the disabled working in their local areas.

Also, please keep in mind, socialization is very important to the disabled and elderly, and these activities (parades, concerts, holiday activities, Quarry Walk events, etc.) tend to occur weekends and evenings for all residents to attend. A Monday-Friday, 6AM-5PM transportation option will not provide for participating in community activities.

The second alternative proposed offers similar benefits as the first and includes all the same drawbacks for residents of northern Oxford. Again, the availability is restricted which prohibits anyone who does not work a weekday job from taking advantage of the service.

The third alternative, subsidized TNC services does not contain any of the restrictions listed in the first two proposals. It offers flexibility which would allow people in the service industry to commute on weekends and nights as their employment schedules dictate. It also does not exclude the Southbury and Middlebury areas where many of these service industry jobs reside. You note in the study that the highest transit need in Oxford is from those over 65 and those with a disability. This group of people are more likely to need rides to and from work and are most likely to work in the service industry. People over 65 would equally want to take advantage of the dining and entertainment offerings in both the Seymour and Southbury areas, but this activity is not restricted to only weekdays. We believe this is a much better alternative than the first two alternatives.

The last alternative, utilizing two town owned vans, may satisfy the requirements of mobility challenged individuals, but once again appears to offer only limited hours which would exclude a number of potential riders. You outline that this could be accomplished with two vans and two drivers which I find to be unrealistic. Vacations, sick time, and unexpected maintenance issues would quickly render this service unreliable. If individuals are using this option for work, it must be dependable transportation. Much of this population are using transportation because they cannot or should not drive and don’t have a car as a back-up plan.

As initially expressed, we represent the disabled community here in Oxford which is why we are so interested in your proposals. Oxford currently offers no transportation for the disabled and only offers limited transportation for the elderly which is restricted to four days per week and limited hours for specific reasons. In the past year, we have reached out to George Temple as well as Katherine Abercrombie, Jim Himes and Eric Berthel, in the hope that we can secure some type of funding to help kick off a suitable transportation program for the Oxford elderly and disabled residents to use. In the past, we have reached out to the Kennedy Center Travel Training that provides transportation training to the disabled in CT, and they describe Oxford as a black hole with regard to

transportation. Personally, we have secured subsidies for individuals through DSS, but those funds can only be applied to a reduced fare system such as paratransit, therefore, we have received zero funding since there are no Oxford affordable options available. All of the surrounding towns offer this type of transportation system for their citizens, with Oxford as the exceptions.
We hope you take our concerns and suggestions under consideration, there is a growing community here in Oxford that truly needs this type of service.

Q3

Respondent skipped this question

Do you have any other comments for the study team?

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, August 15, 2021 2:58:47 PM
Last Modified: Sunday, August 15, 2021 2:59:44 PM
Time Spent: 00:00:56
IP Address: 32.215.131.134

Page 1

Q1

Do you have any specific comments on the study's bicyclist and pedestrian recommendations?

Respondent skipped this question

Q2

Do you have any specific comments on the study's transit recommendations?

Respondent skipped this question

Q3

Do you have any other comments for the study team?

First, I'd like to thank you for all the work that's been put into developing the Route 67 Alternative Transport Plan and for the excellent report from Transystems. I have some concerns regarding lighting.

The idea of this project is to allow people to connect to and enjoy nature more. Oxford is a rural town and part of its charm is that it is generally dark on moonless nights. I hope that any additional lighting deemed necessary as part of this project will be the minimum possible. Less is more when it comes to outdoor lighting. I think that lights should be dimmed to a very low level at night when no-one is using them, or even turned off altogether. Artificial lighting also has detrimental effects on wildlife. All lights should have a low color temperature, should be full cut-off and only illuminate what is necessary and not shine in anyone's eyes. Well-lighted outdoor spaces can be very attractive, but there are very few examples of good lighting around here. An example of excessive lighting is the Seymour fish ladder park. It seems to be lit all night, and lighting up the river, even though the park is supposedly closed after dusk.

The presence of increased pedestrian activity may act as a traffic calming measure, but I don't think it will be enough. I would like to see more enforcement of the 35 mph speed limit in Oxford center. There are very few residences left on Route 67, with good reason, because no-one likes to endure the noise of high-speed traffic.

Eversource converted the streetlights in Oxford to LED a few years ago. The excessive glare from these unshielded lights (especially the one near the Center Firehouse) affects drivers' night vision and makes it hard to see pedestrians and bicyclists on the road. Please give consideration to improving the existing streetlights as part of the traffic calming strategy to cut down on glare and improved pedestrian visibility and safety.

David Manning

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 11:46:07 AM
Last Modified: Monday, September 14, 2020 11:51:43 AM
Time Spent: 00:05:36
IP Address: 96.89.213.249

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Hawley**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

1-3 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

Difficult to cross the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Other sites within the Route 67 Corridor,

Commercial/Retail places in Seymour,

Southbury,

Shelton

Q7

Where do you do most of your grocery shopping?

Naugatuck

Q8

What is your most common activity in Oxford (non-residents only)?

Entertainment

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Less than one day a week

Q12

What is the most common reason you use transit?

Entertainment

Q13

Where did you last use public transit?

New York City

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.,

It takes too long.,

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1	**Southbury**
Location 2	**Quarry Walk**
Location 3	**Naugatuck**
Location 4	**Shelton**
Location 5	**Woodbury**

Q16

What is your race?

White or Caucasian

Q17

What is your age?

35-44

Q18

About how much is your yearly income for all household members combined?

Between $75,000 and $99,999

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, September 15, 2020 9:53:05 AM
Last Modified: Tuesday, September 15, 2020 9:57:01 AM
Time Spent: 00:03:55
IP Address: 71.234.216.17

Page 1

Q1

Where do you live?

Community/ Town: **Beacon Falls**

Roads intersecting closest to home: **Route 8, 67, 63**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

1-3 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Downtown Seymour,

Commercial/Retail places in Seymour,

Southbury,

Naugatuck, Beacon Falls, Ansonia (Communities in the Central Naugatuck Valley)

,

Waterbury

Q7

Where do you do most of your grocery shopping?

Seymour

Q8

What is your most common activity in Oxford (non-residents only)?

Shopping

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Less than one day a week

Q12

What is the most common reason you use transit?

Entertainment

Q13

Where did you last use public transit?

New York City

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

Hours or days of service don't work with my schedule.,

There is no service or stop near where I live.,

It takes too long.,

It doesn't go where I need to travel.,

It feels unsafe.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1	**Downtown Seymour**
Location 2	**Downtown Southbury**

Q16

What is your race?

White or Caucasian

Q17

What is your age?

25-34

Q18

About how much is your yearly income for all household members combined?

Between $30,000 and $49,999

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 16, 2020 8:41:49 AM
Last Modified: Wednesday, September 16, 2020 8:44:26 AM
Time Spent: 00:02:37
IP Address: 32.213.123.243

Page 1

Q1

Where do you live?

Community/ Town:	**Oxford**
Roads intersecting closest to home:	**Wyant rd and cold spring dr**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Multiple-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

Difficult to cross the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Other sites within the Route 67 Corridor,

Downtown Seymour,

Commercial/Retail places in Seymour,

Southbury,

Other (please specify)::

Danbury

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.,

No sidewalks to and from the closest shop.,

It takes too long.,

I prefer my car.,

It doesn't go where I need to travel.,

It feels unsafe.,

Id do not know how to use public transit.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

White or Caucasian

Q17

What is your age?

25-34

Q18

About how much is your yearly income for all household members combined?

Over $150,000

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 16, 2020 9:29:36 AM
Last Modified: Wednesday, September 16, 2020 9:34:02 AM
Time Spent: 00:04:25
IP Address: 76.23.203.91

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Belinsky and Silano**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Multiple-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Rarely

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

Difficult to cross the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Outdoor recreation

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Less than one day a week

Q12

What is the most common reason you use transit?

Entertainment

Q13

Where did you last use public transit?

Bridgeport

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.,

It takes too long.,

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

White or Caucasian

Q17

What is your age?

45-54

Q18

About how much is your yearly income for all household members combined?

Over $150,000

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Love hiking and outdoor recreation

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 16, 2020 9:29:30 AM
Last Modified: Wednesday, September 16, 2020 9:34:30 AM
Time Spent: 00:05:00
IP Address: 172.56.22.134

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Manitook Park roads**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Rarely

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

Difficult to cross the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Other (please specify)::

Town Hall

Q7

Where do you do most of your grocery shopping?

Seymour

Q8

What is your most common activity in Oxford (non-residents only)?

Work

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

I prefer my car.,

Id do not know how to use public transit.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

White or Caucasian

Q17

What is your age?

55-64

Q18

About how much is your yearly income for all household members combined?

I would rather not answer

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 16, 2020 9:30:20 AM
Last Modified: Wednesday, September 16, 2020 9:35:31 AM
Time Spent: 00:05:11
IP Address: 76.118.53.204

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Riggs St, Commerce Drive**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Multiple-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

1-3 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Traffic is travelling too fast,

No place to walk safely along the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Downtown Seymour,

Commercial/Retail places in Seymour,

Southbury,

Naugatuck, Beacon Falls, Ansonia (Communities in the Central Naugatuck Valley)

,

Shelton,

Bridgeport

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Shopping

Q9

When was the last time you used public transit?

In the last year

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Less than one day a week

Q12

What is the most common reason you use transit?

Visiting friends and relatives

Q13

Where did you last use public transit?

New York City

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

Other (please specify)::

COVID 19 risk; I will go back to Metro North as soon as safe. Use Waterbury line when I have the time.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1	**Quarry Walk**
Location 2	**Hartford/Farmington**
Location 3	**Bridgeport - Waterbury line too infrequent**
Location 4	**Danbury**
Location 5	**New York - Coronavirus**

Q16

What is your race?

White or Caucasian

Q17

What is your age?

65+

Q18

About how much is your yearly income for all household members combined?

Between $100,000 and $150,000

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

More bike trails in Oxford! Roads are not safe for anyone not in a car - narrow, winding, speeders

#7

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 16, 2020 9:35:19 AM
Last Modified: Wednesday, September 16, 2020 9:37:50 AM
Time Spent: 00:02:30
IP Address: 71.235.114.21

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Putting Green and Championship**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

Difficult to cross the road,

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Other sites within the Route 67 Corridor,

Southbury

Q7

Where do you do most of your grocery shopping?

Southbury

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

Respondent skipped this question

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

Respondent skipped this question

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

Respondent skipped this question

Q17

What is your age?

Respondent skipped this question

Q18

About how much is your yearly income for all household members combined?

Respondent skipped this question

Q19

Do you have a condition that makes driving difficult?

Respondent skipped this question

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 16, 2020 9:36:35 AM
Last Modified: Wednesday, September 16, 2020 9:41:16 AM
Time Spent: 00:04:40
IP Address: 50.195.49.59

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Chestnut Tree Hill Rd/Rt. 42**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor,

Downtown Seymour,

Southbury

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Entertainment

Q13

Where did you last use public transit?

New York City

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

I prefer my car.,

It doesn't go where I need to travel.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

White or Caucasian

Q17

What is your age?

35-44

Q18

About how much is your yearly income for all household members combined?

Between $30,000 and $49,999

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 16, 2020 9:41:03 AM
Last Modified: Wednesday, September 16, 2020 9:47:02 AM
Time Spent: 00:05:59
IP Address: 32.213.125.20

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **188 and Edmonds**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Multiple-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place to walk safely along the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Commercial/Retail places in Seymour,

Southbury,

New Haven

Q7

Where do you do most of your grocery shopping?

Southbury

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Entertainment

Q13

Where did you last use public transit?

New York City

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.,

It doesn't go where I need to travel.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1	**Breweries**
Location 2	**Vineyards**

Q16

What is your race?

White or Caucasian

Q17

What is your age?

35-44

Q18

About how much is your yearly income for all household members combined?

I would rather not answer

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 16, 2020 6:11:41 PM
Last Modified: Wednesday, September 16, 2020 6:18:48 PM
Time Spent: 00:07:07
IP Address: 32.215.130.52

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Great Hill Road / Meadow Brook Rd**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Multiple-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place to walk safely along the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Downtown Seymour,

Southbury,

Bridgeport

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

I would rather not answer

Q17

What is your age?

65+

Q18

About how much is your yearly income for all household members combined?

I would rather not answer

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 16, 2020 7:24:46 PM
Last Modified: Wednesday, September 16, 2020 7:36:06 PM
Time Spent: 00:11:19
IP Address: 24.2.214.115

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **governors hill / dorman**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

1-3 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place to walk safely along the road,

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Less than one day a week

Q12

What is the most common reason you use transit?

Visiting friends and relatives

Q13

Where did you last use public transit?

New Haven

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.,

No sidewalks to and from the closest shop.,

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1	**NA**
Location 2	**NA**
Location 3	**NA**
Location 4	**NA**
Location 5	**NA**

Q16

What is your race?

White or Caucasian

Q17

What is your age?

65+

Q18

About how much is your yearly income for all household members combined?

Between $100,000 and $150,000

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

this survey seems more about public transportation rather than a walking / bicycle path!

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 16, 2020 8:37:43 PM
Last Modified: Wednesday, September 16, 2020 8:41:28 PM
Time Spent: 00:03:45
IP Address: 73.47.126.236

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Old Country and RT 188**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

1-3 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

Difficult to cross the road,

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Downtown Seymour,

Southbury

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Less than one day a week

Q12

What is the most common reason you use transit?

Entertainment

Q13

Where did you last use public transit?

New York City

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.,

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

White or Caucasian

Q17

What is your age?

55-64

Q18

About how much is your yearly income for all household members combined?

Over $150,000

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 16, 2020 9:16:32 PM
Last Modified: Wednesday, September 16, 2020 9:20:20 PM
Time Spent: 00:03:47
IP Address: 76.118.52.121

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Hogsback/Rte 67**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor,

Commercial/Retail places in Seymour,

Southbury

Q7

Where do you do most of your grocery shopping?

Southbury

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1 **None**

Q16

What is your race?

I would rather not answer

Q17

What is your age?

I would rather not answer

Q18

About how much is your yearly income for all household members combined?

I would rather not answer

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, September 17, 2020 10:17:07 AM
Last Modified: Thursday, September 17, 2020 10:26:32 AM
Time Spent: 00:09:25
IP Address: 50.195.49.59

Page 1

Q1

Where do you live?

Community/ Town: **Oxford Ct**

Roads intersecting closest to home: **Great Hill Road**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Rarely

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Traffic is travelling too fast,

No place to walk safely along the road,

Difficult to cross the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor,

Downtown Seymour,

Commercial/Retail places in Seymour,

Southbury,

Other (please specify)::

RT 8 and 84

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Work

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1

NYC, via train. I don't take take the train from Seymour because it doesn't go straight thru to NYC

Q16

What is your race?

White or Caucasian

Q17

What is your age?

45-54

Q18

About how much is your yearly income for all household members combined?

Between $100,000 and $150,000

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

I think it is very important to create a safe environment along Rt 67 to provide people a place for, recreation, exercise, and to be able to walk to our local businesses in Town.

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, September 17, 2020 4:05:47 PM
Last Modified: Thursday, September 17, 2020 4:10:10 PM
Time Spent: 00:04:22
IP Address: 73.167.59.244

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Good hill maple tree**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

1-3 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor,

Southbury

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Less than one day a week

Q12

What is the most common reason you use transit?

Entertainment

Q13

Where did you last use public transit?

New York City

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

I prefer my car.,

It doesn't go where I need to travel.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1 **I would not like to use**

Q16

What is your race?

White or Caucasian

Q17

What is your age?

35-44

Q18

About how much is your yearly income for all household members combined?

Over $150,000

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, September 18, 2020 12:42:06 AM
Last Modified: Friday, September 18, 2020 12:48:13 AM
Time Spent: 00:06:06
IP Address: 73.68.53.94

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Great Hill, Rte 67**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Other sites within the Route 67 Corridor

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.,

I prefer my car.,

It feels unsafe.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

Respondent skipped this question

Q17

What is your age?

45-54

Q18

About how much is your yearly income for all household members combined?

Between $75,000 and $99,999

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, September 19, 2020 9:18:05 AM
Last Modified: Saturday, September 19, 2020 9:23:38 AM
Time Spent: 00:05:32
IP Address: 24.61.25.181

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Governors hill rd and rt 67**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Multiple-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

No place to walk safely along the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor,

Commercial/Retail places in Seymour,

Southbury,

Naugatuck, Beacon Falls, Ansonia (Communities in the Central Naugatuck Valley)
,

New Haven,

Waterbury

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - Waterbury branch line

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Entertainment

Q13

Where did you last use public transit?

Boston

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.,

No sidewalks to and from the closest shop.,

It doesn't go where I need to travel.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

I would rather not answer

Q17

What is your age?

55-64

Q18

About how much is your yearly income for all household members combined?

I would rather not answer

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#18

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, September 19, 2020 7:48:09 PM
Last Modified:	Saturday, September 19, 2020 7:51:28 PM
Time Spent:	00:03:19
IP Address:	174.242.146.167

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Park rd , route 67**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Multiple-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Rarely

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

Difficult to cross the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor,

Downtown Seymour,

Commercial/Retail places in Seymour,

Naugatuck, Beacon Falls, Ansonia (Communities in the Central Naugatuck Valley)
,

Shelton,

Waterbury

Q7

Where do you do most of your grocery shopping?

Seymour

Q8

What is your most common activity in Oxford (non-residents only)?

Work

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

White or Caucasian

Q17

What is your age?

55-64

Q18

About how much is your yearly income for all household members combined?

Between $75,000 and $99,999

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#19

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, September 20, 2020 8:59:08 AM
Last Modified: Sunday, September 20, 2020 9:09:42 AM
Time Spent: 00:10:34
IP Address: 32.213.121.181

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Christian st**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place to walk safely along the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Other sites within the Route 67 Corridor,

Downtown Seymour,

Commercial/Retail places in Seymour,

Naugatuck, Beacon Falls, Ansonia (Communities in the Central Naugatuck Valley)
,

Shelton

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Outdoor recreation

Q9

When was the last time you used public transit?

In the last year

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Less than one day a week

Q12

What is the most common reason you use transit?

Other (please specify)::

Go to NY city

Q13

Where did you last use public transit?

Another city in Connecticut

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.,

No sidewalks to and from the closest shop.,

It takes too long.,

It doesn't go where I need to travel.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1 **NY city**

Location 2 **Boston**

Q16

What is your race?

White or Caucasian

Q17

What is your age?

55-64

Q18

About how much is your yearly income for all household members combined?

Between $100,000 and $150,000

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Cars allowed to pass in front of my house on 637 Oxford Rd. As I am slowing down to turn left in my driveway drivers speed up to pass me on left as I'm turning left (of course my blinker is on) . This happens quite often. Should be a no passing zone - someone is going to get badly injured one day. We have reported the re-occurring incident to the state many times but our concern has been ignored.

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 23, 2020 5:10:23 PM
Last Modified: Wednesday, September 23, 2020 5:14:13 PM
Time Spent: 00:03:49
IP Address: 73.69.218.114

Page 1

Q1

Where do you live?

Community/ Town: **oxford**

Roads intersecting closest to home: **academy rd & rt 67**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Rarely

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

Difficult to cross the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Other sites within the Route 67 Corridor,

Downtown Seymour,

Commercial/Retail places in Seymour,

Southbury

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Entertainment

Q13

Where did you last use public transit?

In the Naugatuck Valley (Shelton, Seymour, Ansonia, Naugatuck, Derby or Beacon Falls)

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.,

No sidewalks to and from the closest shop.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

White or Caucasian,

Native American

Q17

What is your age?

45-54

Q18

About how much is your yearly income for all household members combined?

Between $50,000 and $74,999

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, September 24, 2020 8:29:31 AM
Last Modified: Thursday, September 24, 2020 8:38:05 AM
Time Spent: 00:08:33
IP Address: 172.58.236.22

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Red Barn/Quaker Farms**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

1-3 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor,

Downtown Seymour,

Commercial/Retail places in Seymour

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

In the last year

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Entertainment

Q13

Where did you last use public transit?

New York City

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.,

It takes too long.,

I prefer my car.,

It doesn't go where I need to travel.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

Respondent skipped this question

Q17

What is your age?

Respondent skipped this question

Q18

About how much is your yearly income for all household members combined?

Respondent skipped this question

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#22

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, September 25, 2020 7:34:25 AM
Last Modified: Friday, September 25, 2020 7:37:15 AM
Time Spent: 00:02:49
IP Address: 71.235.119.75

Page 1

Q1

Where do you live?

Community/ Town:	**Oxford**
Roads intersecting closest to home:	**Riggs Road and 67**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

1-3 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

Difficult to cross the road,

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Southbury,

Shelton

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Shopping

Q9

When was the last time you used public transit?

In the last year

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Less than one day a week

Q12

What is the most common reason you use transit?

Entertainment

Q13

Where did you last use public transit?

New York City

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

It takes too long.,

It costs too much.,

It doesn't go where I need to travel.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1 **malls; I hate highways in CT**

Q16

What is your race?

White or Caucasian

Q17

What is your age?

55-64

Q18

About how much is your yearly income for all household members combined?

Between $75,000 and $99,999

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Not only do we need passive recreation; we need a place to walk to

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, September 29, 2020 5:16:11 PM
Last Modified: Tuesday, September 29, 2020 5:18:53 PM
Time Spent: 00:02:41
IP Address: 174.248.6.206

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Rt 67**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place to walk safely along the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor,

Downtown Seymour

Q7

Where do you do most of your grocery shopping?

Seymour

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

I prefer my car.,

It doesn't go where I need to travel.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

White or Caucasian

Q17

What is your age?

65+

Q18

About how much is your yearly income for all household members combined?

Between $50,000 and $74,999

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, October 01, 2020 8:52:31 AM
Last Modified: Thursday, October 01, 2020 8:56:48 AM
Time Spent: 00:04:16
IP Address: 73.249.185.104

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Rt 67/Chestnut Tree Hill Rd**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Other sites within the Route 67 Corridor,

Southbury

Q7

Where do you do most of your grocery shopping?

Southbury

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1

This is a rural community and we don't need public transit.

Q16

What is your race?

White or Caucasian,

I would rather not answer

Q17

What is your age?

I would rather not answer

Q18

About how much is your yearly income for all household members combined?

I would rather not answer

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

There is no need for public transit in Oxford. Adding any sidewalks can only be done by destroying the landscape as well as people's property. Leave Oxford alone.

#25

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, October 01, 2020 10:54:17 AM
Last Modified: Thursday, October 01, 2020 10:57:19 AM
Time Spent: 00:03:01
IP Address: 71.235.114.21

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Championship and Putting Green**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Downtown Seymour,

Southbury,

Shelton

Q7

Where do you do most of your grocery shopping?

Southbury

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

White or Caucasian

Q17

What is your age?

65+

Q18

About how much is your yearly income for all household members combined?

I would rather not answer

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#26

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 02, 2020 6:04:19 AM
Last Modified: Friday, October 02, 2020 6:05:46 AM
Time Spent: 00:01:27
IP Address: 97.107.173.2

Page 1

Q1

Where do you live?

Community/ Town: **Oxord**

Roads intersecting closest to home: **Hogs Back Road, Route 67**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Commercial/Retail places in Seymour,

Other (please specify)::

Work in Stratford

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Shopping

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

Respondent skipped this question

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

Respondent skipped this question

Q17

What is your age?

Respondent skipped this question

Q18

About how much is your yearly income for all household members combined?

Respondent skipped this question

Q19

Do you have a condition that makes driving difficult?

Respondent skipped this question

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#27

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 02, 2020 6:05:54 AM
Last Modified: Friday, October 02, 2020 6:06:52 AM
Time Spent: 00:00:58
IP Address: 97.107.173.2

Page 1

Q1

Where do you live?

Community/ Town: **Oxord**

Roads intersecting closest to home: **Hogs Back Road, Route 67**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Commercial/Retail places in Seymour,

Other (please specify)::

Work in Stratford

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Shopping

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1 **I don't prefer public transit.**

Q16

What is your race?

White or Caucasian

Q17

What is your age?

25-34

Q18

About how much is your yearly income for all household members combined?

Over $150,000

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#28

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 02, 2020 11:51:03 AM
Last Modified: Friday, October 02, 2020 11:59:24 AM
Time Spent: 00:08:20
IP Address: 71.235.117.152

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Park Rd**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

1-3 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place to walk safely along the road,

Difficult to cross the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Commercial/Retail places in Seymour,

Southbury,

Naugatuck, Beacon Falls, Ansonia (Communities in the Central Naugatuck Valley)

,

Shelton,

Waterbury

Q7

Where do you do most of your grocery shopping?

Seymour

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Less than one day a week

Q12

What is the most common reason you use transit?

Shopping,

Visiting friends and relatives,

Entertainment

Q13

Where did you last use public transit?

Other (please specify)::
Seattle

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.,

It takes too long.,

It doesn't go where I need to travel.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

White or Caucasian

Q17

What is your age?

18-24

Q18

About how much is your yearly income for all household members combined?

Between $100,000 and $150,000

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#29

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, October 04, 2020 3:47:31 PM
Last Modified: Sunday, October 04, 2020 3:50:19 PM
Time Spent: 00:02:48
IP Address: 107.77.225.194

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Moose Hill/ 188**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Multiple-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

Difficult to cross the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Outdoor recreation

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Less than one day a week

Q12

What is the most common reason you use transit?

Entertainment

Q13

Where did you last use public transit?

New Haven

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

White or Caucasian

Q17

What is your age?

55-64

Q18

About how much is your yearly income for all household members combined?

Between $100,000 and $150,000

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#30

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 05, 2020 6:42:45 PM
Last Modified: Monday, October 05, 2020 6:44:31 PM
Time Spent: 00:01:45
IP Address: 104.148.128.60

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Manitook**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Multiple-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

1-3 days

Q4

How frequently do you walk along the route 67 corridor?

Rarely

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Downtown Seymour,

Southbury

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Shopping

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

Respondent skipped this question

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

Respondent skipped this question

Q17

What is your age?

Respondent skipped this question

Q18

About how much is your yearly income for all household members combined?

Respondent skipped this question

Q19

Do you have a condition that makes driving difficult?

Respondent skipped this question

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#31

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 06, 2020 12:50:08 PM
Last Modified: Tuesday, October 06, 2020 12:51:56 PM
Time Spent: 00:01:48
IP Address: 165.225.39.126

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Governors Hill/188**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

1-3 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor,

Commercial/Retail places in Seymour,

Southbury,

Naugatuck, Beacon Falls, Ansonia (Communities in the Central Naugatuck Valley)

Q7

Where do you do most of your grocery shopping?

Ansonia

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

Respondent skipped this question

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

Respondent skipped this question

Q17

What is your age?

Respondent skipped this question

Q18

About how much is your yearly income for all household members combined?

Respondent skipped this question

Q19

Do you have a condition that makes driving difficult?

Respondent skipped this question

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#32

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 06, 2020 12:52:07 PM
Last Modified: Tuesday, October 06, 2020 12:53:06 PM
Time Spent: 00:00:59
IP Address: 165.225.39.126

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Governors Hill/188**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

1-3 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor,

Commercial/Retail places in Seymour,

Southbury,

Naugatuck, Beacon Falls, Ansonia (Communities in the Central Naugatuck Valley)

Q7

Where do you do most of your grocery shopping?

Ansonia

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

It takes too long.,

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1 **None**

Q16

What is your race?

White or Caucasian

Q17

What is your age?

25-34

Q18

About how much is your yearly income for all household members combined?

Between $100,000 and $150,000

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#33

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 06, 2020 6:12:31 PM
Last Modified: Tuesday, October 06, 2020 6:18:24 PM
Time Spent: 00:05:52
IP Address: 76.23.205.86

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **riggs st/greenbriar rd**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

No place I want to go within walking distance

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor,

Southbury,

Shelton,

Bridgeport

Q7

Where do you do most of your grocery shopping?

Shelton

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1 **no need for public transportation**

Q16

What is your race?

White or Caucasian

Q17

What is your age?

65+

Q18

About how much is your yearly income for all household members combined?

I would rather not answer

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

I have no use for a public walkway. I would have to drive from house and park somewhere and walk where ?? and for what reason.

#34

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, October 08, 2020 5:45:12 PM
Last Modified: Thursday, October 08, 2020 5:47:47 PM
Time Spent: 00:02:35
IP Address: 76.23.206.213

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Governors hill and great oak**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Multiple-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road,

Difficult to cross the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Other sites within the Route 67 Corridor,

Naugatuck, Beacon Falls, Ansonia (Communities in the Central Naugatuck Valley)

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

I prefer my car.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

White or Caucasian

Q17

What is your age?

25-34

Q18

About how much is your yearly income for all household members combined?

Over $150,000

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#35

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, October 08, 2020 6:37:15 PM
Last Modified: Thursday, October 08, 2020 6:43:49 PM
Time Spent: 00:06:33
IP Address: 73.68.53.94

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **Park Rd, Great Hill, Seth Den**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Single-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

Too much traffic,

Traffic is travelling too fast,

No place to walk safely along the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Other sites within the Route 67 Corridor,

Downtown Seymour,

Commercial/Retail places in Seymour,

Southbury,

Naugatuck, Beacon Falls, Ansonia (Communities in the Central Naugatuck Valley)
,

Shelton

Q7

Where do you do most of your grocery shopping?

Oxford

Q8

What is your most common activity in Oxford (non-residents only)?

Respondent skipped this question

Q9

When was the last time you used public transit?

More than a year ago

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Entertainment,

Other (please specify)::

Metro North into the City for recreational reasons; pre-covid

Q13

Where did you last use public transit?

Waterbury

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

Respondent skipped this question

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

Respondent skipped this question

Q17

What is your age?

Respondent skipped this question

Q18

About how much is your yearly income for all household members combined?

Respondent skipped this question

Q19

Do you have a condition that makes driving difficult?

Respondent skipped this question

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#36

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, October 08, 2020 6:57:55 PM
Last Modified: Thursday, October 08, 2020 7:11:06 PM
Time Spent: 00:13:11
IP Address: 76.23.203.183

Page 1

Q1

Where do you live?

Community/ Town: **oxford**

Roads intersecting closest to home: **Park / Rt 67**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Multiple-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Frequently

Q5

If you don’t walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place to walk safely along the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Oxford Center,

Quarry Walk,

Other sites within the Route 67 Corridor,

Downtown Seymour,

Commercial/Retail places in Seymour,

Southbury,

Naugatuck, Beacon Falls, Ansonia (Communities in the Central Naugatuck Valley)
,

Shelton,

Bridgeport,

Stamford,

New Haven,

Waterbury

Q7

Where do you do most of your grocery shopping?

Seymour

Q8

What is your most common activity in Oxford (non-residents only)?

Visit friends or relatives

Q9

When was the last time you used public transit?

In the last three months

Page 2

Q10

Which type of transit did you use?

Metro-North Railroad - main line

Q11

If you take public transit, how often do you typically use it?

Less than one day a week

Q12

What is the most common reason you use transit?

Other (please specify)::

parks and recreation.

Q13

Where did you last use public transit?

In the Naugatuck Valley (Shelton, Seymour, Ansonia, Naugatuck, Derby or Beacon Falls)

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

There is no service or stop near where I live.,

No sidewalks to and from the closest shop.,

It doesn't go where I need to travel.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Location 1	**Griffin hospital**
Location 2	**Downtown Ansonia**
Location 3	**Downtown Seymour**
Location 4	**Antique shopping**
Location 5	**Target/Walmart**

Q16

What is your race?

Native American

Q17

What is your age?

55-64

Q18

About how much is your yearly income for all household members combined?

Between $30,000 and $49,999

Q19

Do you have a condition that makes driving difficult?

Yes

Page 4

Q20

What is the condition that makes it difficult to drive?

Physical/Personal condition,

Other (please specify)::

Medical Handicapped

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Bus service needs to be available

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

Respondent skipped this question

#37

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 09, 2020 5:21:03 PM
Last Modified: Friday, October 09, 2020 5:27:18 PM
Time Spent: 00:06:15
IP Address: 24.61.24.24

Page 1

Q1

Where do you live?

Community/ Town: **Oxford**

Roads intersecting closest to home: **67 and Great Hill Rd.**

Q2

How do you usually travel around Oxford, especially when using Route 67?

Multiple-occupant car

Q3

How many days do you travel on Route 67 in a typical week?

4-7 days

Q4

How frequently do you walk along the route 67 corridor?

Never

Q5

If you don't walk along Route 67 or only do so rarely, what are the main reasons why? (Please select all that apply)

No place to walk safely along the road,

Difficult to cross the road

Q6

When you use Route 67, what are some of your typical destinations (can pick multiple)?

Quarry Walk,

Other sites within the Route 67 Corridor,

Downtown Seymour,

Southbury,

Naugatuck, Beacon Falls, Ansonia (Communities in the Central Naugatuck Valley)
,

Shelton

Q7

Where do you do most of your grocery shopping?

Seymour

Q8

What is your most common activity in Oxford (non-residents only)?

Visit friends or relatives

Q9

When was the last time you used public transit?

I have never used public transit

Page 2

Q10

Which type of transit did you use?

Respondent skipped this question

Q11

If you take public transit, how often do you typically use it?

Respondent skipped this question

Q12

What is the most common reason you use transit?

Respondent skipped this question

Q13

Where did you last use public transit?

Respondent skipped this question

Page 3

Q14

Why don't you use public transit more often? (Check up to 3 answers)

It feels unsafe.

Q15

List up to five places you would like to go on public transit and why you do (or don't) currently:

Respondent skipped this question

Q16

What is your race?

White or Caucasian

Q17

What is your age?

25-34

Q18

About how much is your yearly income for all household members combined?

Between $30,000 and $49,999

Q19

Do you have a condition that makes driving difficult?

No

Page 4

Q20

What is the condition that makes it difficult to drive?

Respondent skipped this question

Q21

Given the location of your home and the condition that makes driving difficult, what could be done to make travel easier for you? Is there anything that could be done that would get you to ride transit more than you currently do?

Respondent skipped this question

Page 5

Q22

Please add any additional information that you feel would be useful to the study.

I agree with the need for sidewalks and bike lanes. I don't want a transit/bus line. There is already a lot of traffic and the street where my home is right off of route 67. I already can't turn left out of the street most of the day and buses will make this worse!

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