



TOWN OF OXFORD
S.B. Church Memorial Town Hall
486 Oxford Road, Oxford, Connecticut 06478-1298
www.Oxford-CT.gov

REGULAR MEETING MINUTES

Oxford Plan of Conservation and Development Committee

TUESDAY, AUGUST 8, 2017
1:00 PM
S.B.Church Town Hall – Hearing Room

CALL TO ORDER

Chairman Tanya Carver called the meeting to order at 1:00 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

Present: Tanya Carver, Pat Cocchiarella, Kathy Johnson, Kathleen O'Neil, and Herman Schuler

Absent: Robbi Costigan, Steve Macary, Andy McGeever, Brian Miller,

AMENDMENTS TO THE AGENDA

None

ACCEPTANCE OF MINUTES

Regular Meeting, July 25, 2017

Motion by Pat Cocchiarella to approve minutes. Second by Herman Schuler. All Ayes

CORRESPONDENCE

1. Recommendations from Oxford Ambulance
2. Recommendations for Section VI Transportation and Circulation from Public Works

NEW BUSINESS

OLD BUSINESS

1. Members Red Line Recommendations

AUDIENCE OF CITIZENS

None

None

OTHER

Any other items the Committee deems necessary for discussion.

ADJOURNMENT

Motion by Kathy Johnson to adjourn at 1:53 p.m. Second by Pat Cocchiarella. All Ayes.

Respectfully submitted,



Tanya Carver
Chairman
Oxford Plan of Conservation and Development Committee

17 AUG 21 PM 12:13
TOWN OF OXFORD, CT
Margaret A. West
TOWN CLERK

Tanya G Carver

Subject: FW: OAA Conservation Plan
Attachments: OAA Conservation Plan.pdf

#1 Correspondence

From: Colin Nash [mailto:colin.nash@oxfordambulance.com]
Sent: Tuesday, August 01, 2017 2:31 PM
To: Tanya G Carver <tanya.carver@pb.com>
Subject: OAA Conservation Plan

Hi Tanya,

Attached, you should find our submission for the Conservation Plan. Thanks a lot.

Colin

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Colin W. Nash
EMT, EMS-I, FF II
Assistant Director of Operations
Oxford Ambulance Association
Work: (203) 881-5216 Ext. 4
Cell: (203) 509-9961
Fax: (203) 881-5217
oxfordambulance.org



Ambulance Association

August 1, 2017

Ambulance Service

Oxford Ambulance Association (484 Oxford Road) is the primary transporting ambulance service for all 9-1-1 medical emergencies in the Town of Oxford. The organization provides, among other things, public safety programs such as CPR classes at no cost to town residents, First Aid certification, and senior citizen training. It is anticipated that Oxford Ambulance will continue to serve the Town.

The Association is comprised of about 55 members, including trained Emergency Medical Technicians and Emergency Medical Responders. If advanced life support by a paramedic is required for patient care, clients are billed for those services by Valley Emergency Medical Services, a Valley-wide regional recourse based out of Seymour. Oxford Ambulance will also provide transportation by ambulance to and from hospitals or doctor offices for those residents whom cannot walk and have to be moved on stretchers through the Oxford Senior Center.

- As the Town's population grows, so does the need for additional resources for Oxford Ambulance. In 2004, when both The Village at Oxford Greens and The Meadow Brook Estates were first built, 9-1-1 calls for medical emergencies doubled.
- Town growth in the past year was double that of the two previous years. (12,819 to 12,914 from 2012-2014, then 13,013 in 2015)
- These numbers are only expected to continue to increase in the coming years with the construction of the housing units at Quarry Walk, Oxford Greens, Garden Homes, and other projects such as the one on Rt. 67. This could potentially mean an increase in population of approximately 1500 people, one and a half times that of last year's growth.
- Oxford Ambulance has several internal training programs for new or young individuals interested in the Emergency Medical Services. These programs include, but are not limited to our Explorer Post, our EMT Certification Courses, and our New Member Training Program. This means that it is a very common occurrence for our ambulances to have up to two extra crew members. Those two preceptors are in attrition to our crew of two EMTs and the VEMS Paramedic. It is because of this fact that Oxford Ambulance is required to operate only in Type 1 Ambulances.

Submission for: Town of Oxford 2017 Plan of Conservation & Development

A handwritten signature in black ink, appearing to read "Colin Nash".

Colin Nash

Assistant Director of Operations
Colin.Nash@oxfordambulance.com
203.881.5216 Ext. 4

B. Goals, Policies & Recommendations

1. Transportation Goal

Provide for the efficient and orderly movement of people and goods into, out of and within Oxford and provide adequate access to place of employment, residential, recreational and commercial activity.

A. Policies

1. Improve the street system to assure safety of motorists and pedestrians. However, all improvements to residential roads should be consistent with the character of the rural and residential areas.
2. All collector roads within the residential areas of Oxford should remain as two lane roads.
3. Although automobile travel will remain the dominant mode of travel into the foreseeable future, the Town should explore and be receptive to alternative modes of transportation, especially for those residents who are unable to use an automobile.
4. Oxford Airport is a unique transportation asset in the Town, and should be protected.
5. Access to regional destinations from points within Oxford need to be improved, in cooperation with State and Regional organizations.
6. Create the "Airport Loop" that will improve traffic circulation in the northern industrial area, so that the increased industrial development can be accommodated without having traffic disrupt the residential areas of the community.

B. Strategies

The Long Range Regional Transportation Plan: 2004-2030, compiled by the Central Naugatuck Valley Council of Governments in 2004 include the following transportation improvement recommendations:

1. ~~Traffic patterns on Routes 42, 188, and 34~~ should be evaluated for improvement.
2. Construction of a rear access road for Waterbury-Oxford Airport, connecting Christian Street with Prokop Road is a high priority project. The access road would link Oxford's corporate industrial park off Hurley Road and Waterbury-Oxford Airport with the Towantic Energy Plant.

located off Towantic Hill Road. This would be a major component of the Airport Loop. It should also be accompanied by the improvement of Prokop Road between the proposed intersection of the new road and the intersection of Riggs Street.

3. Secure a shuttle for elderly residents.

state ~~7~~ 4. Drainage along Quaker Farms Road (Route 188) should be improved just north of Edmunds Road.

state ~~update~~ 5. There are eight skewed intersections along Route 67, remaining from where the old highway was located approximately seventy years ago. Site lines should be improved on spurs along Route 67, from Chestnut Tree Hill Road to Hawley Road. Spurs demanding attention include Old State Road 67, Old State Road #3, Old State Road #2, and Old State Road #1.

6. Chestnut Tree Hill Road (Route 42) should be straightened at its intersection with Oxford Road. The spur (Old State Route #3) should be eliminated, and the intersection should be at a 90 degree angle.

we discussed that
Auggie Decided
to not widen
7 to Hawley Rd
state ~~7~~ 7. Christian Street should be widened to accommodate additional traffic to the airport and the potential siting of a new retail center along this roadway. Curves along Christian Street, from Jacks Hill Road to Oxford Road, should be straightened and sight lines improved.

17 to 20
Hawley should
be widening
(Christian St)

8. A major curve in Pines Bridge Road at the intersection with Old Litchfield Turnpike should be softened. This roadway is a heavily used route into and out of Beacon Falls.

we have a
road program
standing list of
10 worst
Commerce St
was constructed
In addition to the above indicated recommendations, it is important that the Town continue to implement its ten-year road improvement plan. Improvements needed include the following:

9. Straighten Jacks Hill Road by extending it west from the current intersection of North Larkey Road to Christian Street.

get rid
off

10. Chestnut Hill Road is being improved, but additional improvements will need to be improved to accommodate increased residential development in that area. ~~could be done~~ would have to take property to widen

state

11. Riggs Street has been improved most of its length to accommodate the Oxford Greens development. These improvements should be extended north to the intersection of Prokop Road and Towantic Hill Road, in conjunction with the development of the property south of Towantic Pond.

P&Z could
have builders
of old Kersky
property do improvements

yes

12. Hawley Road should be improved to accepted collector road standards between Christian Street and Route 67 as part of the Airport Loop.

13. ~~Bala Ridge Road between Donovan Road and Hurley road is only important to provide access and circulation to adjacent properties. It should be realigned or abandoned if development conditions warrant it.~~

14. Larkey Road, north of Jacks Hill Road should be improved to Town standards, in conjunction with development to the area. ~~It should be improved north to the proposed new east-west road. Some realignment may be appropriate to address potential environmental issues.~~

15. Continue to evaluate and prioritize the reconstruction other town roads that need various degrees of improvement, including those indicated above.

16. Pisgah Road should be improved out to O'Neil Road. The Town should take measures to ensure that developers provide as much financial assistance for this improvement project as is legally possible.

17. Old Good Hill Road should be improved out to Freeman Road. The Town should take measures to ensure that developers provide as much financial assistance for this improvement project as is legally possible.

18. The subdivision process should provide a road connection between Newgate and Good Hill Roads.

19. An additional connection is needed between Route 67 and Route 188 in the north area of Town, perhaps through the improvement and extension of Merry Lane.

20. Perkins Road should be improved to connect Route 188 and Moose Hill Road, perhaps in conjunction with the utility extension to serve the new high school. This improvement will improve access to the new high school.

21. The additional development of properties between Thorson Road and Quaker Farms Road should provide for better east-west connections in this area.

22. The road system west of Route 188 is particularly inadequate. Access to many areas is indirect and circuitous. Some of the principal roads within this area, such as Punkup and Good Hill Roads will need to be improved to accommodate increased levels of traffic resulting from residential development.

yes 23. Continue to review the impact of major development proposals along Route 67 and require necessary improvements, in cooperation with the State Traffic Commission.

yes 24. The State has been studying the I-84 corridor between Waterbury and the New York State line. The Towns of Oxford, Middlebury and Southbury should cooperate in a planning effort to ensure that improvements are made to the Route 188 interchange to accommodate planned development within these three communities.

yes 25. Sidewalks should be installed along Route 67 within the existing commercial area.

26. Many if not most of the town roads lack the road base that is required for construction of new subdivision roads. This leads to the need for greater requirements for maintenance and a shorter required repaving cycle.

yes 27. The new streets within subdivisions are likely to be of better quality than the existing town roads. Therefore, subdivision streets should be designed to avoid dead-ends and cul-de-sacs.

yes 28. The Town may wish to consider placing weight limits on its local streets to discourage truck traffic, which is typically viewed as non-compatible with residential neighborhoods.

yes 29. Any additional nonresidential development along Route 67 that generates additional traffic to the area should be responsible for installing remedial improvements. Signalization, installation of turning lanes, and consolidation of curb cuts could potentially improve the operation of Route 67.

yes 30. The Town should review the status of paper and unimproved roads, in consideration of abandonment or to accept the financial responsibility for improvement of the road. The Town is legally responsible for maintaining accessibility along these streets. It is also legally difficult to limit development along these streets. Abandonment of some of these streets should be considered. This would ensure that improvement to accommodate development would be the responsibility of the developer.

P+2 raise
has to be
standards
4" of binder
2" of class
base should
be improved
also