

# Seymour-Beacon Falls Area Transportation Study

## Advisory Committee Meeting No. 1

### MEETING MINUTES

**DATE:** July 7, 2008  
**DATE OF MEETING:** June 19, 2008  
**LOCATION OF MEETING:** Seymour Town Hall  
**ATTENDED BY:**

<u>Name</u>	<u>Affiliation</u>
Susan Cable	Beacon Falls First Selectmen
Robert Koskelowski	Seymour First Selectmen
James Galligan	Seymour & Beacon Falls Town Engineer
David Elder	Valley Council of Governments
Samuel Gold	Council of Governments Central Naugatuck Valley
Gary Giroux	McFarland-Johnson, Inc.
Gene McCarthy	McFarland-Johnson, Inc.

### MEETING MINUTES:

The Agenda for the meeting is attached. These minutes are formatted to follow the Agenda Items.

#### 1. Introduction

Gary Giroux opened the meeting and all present introduced themselves.

Selectman Koskelowski asked why Tom Haynes was not invited to the meeting. Dave stated that this is a federally funded transportation project and that we need to proceed accordingly. He continued that he is aware there have been discussions of development along the presumed ROW but that to date, there is no formal public private partnership aspect to this project and until such partnership is formed and recognized, the project will proceed with one advisory committee, the group meeting today, and the regions stakeholders, of which Tom Haynes is most likely the most affected if the road does get designed and built. Dave stated that because of Haynes' stake in the project, it is important to keep them involved in the process as an integral partner. Dave stated that good communication is necessary throughout the study process.

Gary also mentioned that a project walk is planned for the afternoon if anyone is interested.

## 2. Project Goals

Gary began by stating there was some misconception about the goal or scope of this study phase of the project. FHWA requires that a significant amount of investigation be done and clear outcomes leading to a transportation goal be established for a project to proceed. Some believed that this project was to develop a connector road for construction. The current contract is for a study to determine the transportation needs of the area.

Selectman Koskelowski stated that there are two main goals that Seymour has for the project. First, investigate moving the train station north out of the central business district to reduce congestion in downtown. Presently there is not sufficient parking near the station for the current volume of commuters. The volume of commuters using the train has tripled in the past six months. There is a parking lot a block away that costs \$20 per year but train users don't seem to want to use it.

The second goal Selectman Koskelowski mentioned is the Greenway Trail. There is a gap in the Region's trail system and the hope is to connect it along the river. Several projects under way or planned were discussed that the project team should be aware of. Options for crossing the river on existing bridges were also discussed.

Selectman Cable mentioned that the train station parking lot in Beacon Falls was recently improved. It provides parking for train users but also is a park and ride lot. Beacon Falls would like to keep its station in the current location.

It was mentioned that a bus service currently carries workers to the Beacon Falls Industrial Park. There are three round trips a day using 40 person buses.

## 3. Project Limits

Gary described the project limits as defined in the Project Scope. The limits center on Route 8 and include Beacon Falls to the north, Seymour to the south, Oxford to the west, and Woodbridge to the east. Thirteen key intersections have been identified for analysis.

## 4. Project Phasing

Gary explained that this project would be completed in four phases. This contract covers Phase A, the Study Phase. Phase A looks to confirm viability of the connector to address a transportation problem. Phase A is estimated to take 12 months or less. Phase B is for Preliminary engineering and environmental permitting. Phase B is estimated to take approximately 12 months. Phase C is final design and preparation of construction documents. Phase C is estimated to take between 12 and 24 months. Finally, Phase D is construction.

## 5. Project Schedule

Gary explained that Phase A is expected to take approximately less than one year to complete.

## 6. Project Tasks

Members of the committee have copies of the scope and are familiar with the objectives of the study.

## 7. Subconsultants

Gary explained that McFarland-Johnson, Inc. (MJ) is the lead consultant with several subconsultants performing specific tasks. Fitzgerald & Halliday, Inc. (FHI) is responsible for traffic data, analysis and modeling. The Connecticut Center for Economic Analysis is affiliated with the University of Connecticut and is responsible for economic analysis. There are two local subconsultants, Don Smith and Mike Horbal, who will assist with data collection and project understanding.

## 8. Public Participation

There is a substantive public outreach component of the project. In addition to the Advisory Committee, a Stakeholders Group will meet to discuss project issues. Information will be provided via the VCOG website as well as through a project newsletter to be developed by the project team.

## 9. Schedule of Advisory Committee Meetings

It was agreed that a Stakeholders meeting should take place on a weekday evening in late July or early August. The Advisory Committee would meet when it makes sense to do so.

## 10. Summary

Jim Galligan gave the project team an overview of the current and planned projects and studies in the two towns.

## 4. Adjourn

Submitted by,  
Gene McCarthy, P.E.  
McFarland-Johnson, Inc.