

**TOWN OF FARMINGTON  
UNIONVILLE TRAFFIC DESIGN COMMITTEE  
TECHNICAL DESIGN SUBCOMMITTEE  
MINUTES OF MEETING HELD ON APRIL 22, 2009**

Minutes are considered "Draft" until approved at the next meeting.  
Please contact the Town Clerk's Office for a copy of final minutes.

A meeting of the Unionville Traffic Design Committee (Technical Design Subcommittee) was held on Wednesday April 22, 2009 at 4:00 in the DPW Conference Rooms of the Town Hall, 1 Monteith Drive, Farmington, CT 06032.

**Attendance:**

Jim Platosh (Subcommittee Chairperson) – Present  
Brian Cunningham – Present

Jeff Hogan (Unionville Traffic Design Committee Chair) - Present  
Russell Arnold, Jr. (Town Liaison) – Present  
Matthew Blume (Town Liaison) – Present

Mr. Hogan called the meeting to order at 4:01 PM with 2 voting members present / 0 absent, (quorum met).

**Public Comment**

Mr. Hogan noted that there was no public comment.

**Acceptance of Meeting Minutes – March 5, 2009**

A motion to accept the meeting minutes from the March 5, 2009 Unionville Traffic Design Committee – Technical Design Subcommittee was made by Mr. Platosh, seconded by Mr. Cunningham. A discussion took place regarding revisions to the meeting minutes. Mr. Cunningham made a motion to amend the minutes as discussed, seconded by Mr. Platosh, and the Meeting minutes as amended were accepted.

**Old Business**

Mr. Hogan noted that there was no old business.

**New Business**

The purpose of this meeting was to continue developing traffic operations improvements for the Route 177 corridor from New Britain Avenue to Route 4, and to discuss presentation materials to be presented to the Unionville Design Traffic Committee and the Town Council.

Traffic Data from the Capitol Region Council of Governments' (CRCOG) regional traffic model was presented and discussed. CRCOG forecasts that a new Route 177 bridge will reduce traffic on Route 4, whereas a new river crossing, alone or with Route 177 bridge modifications will maintain or even slightly increase Route 4 traffic.

The river crossing is comprised of two parts, a requirement or need which is directly associated with traffic demand, and an aesthetic demand which is associated with Unionville culture and history.

It was noted that the data produced by the Capitol Region Council of Governments and the Connecticut Department of Transportation supports the work that was previously conducted by previous committee

(The Unionville Traffic Subcommittee). The data supports a common sense solution. Based on this data, a five-lane structure will be required to meet present and future traffic demand for the Route 177 corridor. This structure will also remove demand from Route 4 freeing up some capacity along this corridor and associated intersections. The five lanes should be considered a requirement, and there are subjective aspects, or opportunities, associated with the structure width that will need to be discussed during the official design process, including pedestrian and bicycle accommodations, potential green space, river access, and aesthetics. All these aspects are considered by this subcommittee to be very important to a successful project, which can help to reconnect both sides of the river to stimulate the ongoing revitalization of Unionville Center. These opportunities were discussed and it was noted that all cultural requirements should be considered through the design process, including involving UVIA.

Replacing the Unionville bridge will address 2 strategic goals of the Town of Farmington Strategic Plan including Traffic and Unionville. Traffic delays and the safety implications associated with congestion are a quality of life issue.

#### **Adjournment**

A motion was made by Mr. Cunningham, seconded by Mr. Platosh, to adjourn the meeting at 5:15 PM.

Respectfully submitted,

Matthew Blume  
Unionville Traffic Design Committee, Recording Secretary