



# Town of Hudson

## Internal Traffic Committee

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Minutes of Meeting – April 29, 2016

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A meeting of the Town of Hudson's Internal Traffic Committee (ITC) was held on Friday, April 29, 2016. John Blood, Fire Chief, convened the meeting at 10:00 AM.

**The following ITC voting members were in attendance:**

John M. Blood, Fire Chief  
Michael Burks, Police Chief  
Max Kamel, Assistant Director of Public Works

**The following non-voting ITC members were in attendance:**

Jack Hunter, Director of Planning and Community Development  
Kristina Johnson, Asst. Director of Planning and Community Development

**The following individuals were also present:**

Anthony Albertini, Brigham Street resident

### **SITE PLAN REVIEW**

710 Main Street- Steve Poole

Steve provided some recent background information about the site plans for 710 Main Street. He informed the ITC board that the Planning Board had continued the public hearing on the project, and it will be heard this coming Tuesday, May 3<sup>rd</sup>. He also discussed the concerns raised by abutters with respect to the proposed site plans, including the removal of the staging and turnaround areas depicted on the originally-submitted site plan, which was requested by ITC. At the Planning Board meeting, abutters expressed their concerns with the noise and aesthetic issues associated with having trucks, trailers, and other equipment staged so close to their respective properties. In response, Steve Poole revised the plans to remove the parking and staging area and just have a 12-foot wide gravel driveway.

Chief Blood expressed concerns about the width of the driveway and the gravel material with respect to the Fire Department access. Chief Blood requested that the driveway **MUST BE** 15-feet wide and paved all the way to the Fire Department connection. Max Kamel inquired about any changes to the existing entrances from Main Street. Steve Poole reiterated that the Main entrance will be widened out to 30 feet to satisfy the conditions of the ITC board. Max reminded Steve Poole that he will have to obtain a curb cut permit and a road opening permit prior to commencing any construction

Chief Blood moved to approve the revised site plan with the condition noted above related to fire access. Chief Burks seconded the motion. Approved 3-0-0

#### No-parking at Manning Street/Cross Street intersection- Town Administrator's Office

The Town Administrator's Office—who handles all of the parking ticket complaints—requested a clarification about no parking directly after the Manning Street/Cross Street intersection. Kristina Johnson, on behalf of the Town Administrator's Office, explained that the folks receiving a no-parking violation for that location are constantly contesting the ticket because of the lack of a no-parking sign. Chief Burks and Chief Blood both underscored that parking is already prohibited at that location (addressed in Hudson's Traffic Rules and Orders) since a vehicle would be committing one of the following violations: 1) parking in a crosswalk; 2) blocking an intersection; and/or 3) parking within 20 feet of an intersection.

Max Kamel indicated that it would be possible to erect a no parking sign at this location to further underscore that parking is prohibited.

#### Green Street- Installation of Speed Limit Sign

Natalaya Hazzard of Green Street submitted an e-mail request to the Planning Department expressing concerns regarding speeding on Green Street in the vicinity of Tripp's Pond, and requested that a speed limit sign be erected. Kristina read Natalaya's e-mail request into the record and clarified that Natalaya's request is to have a speed limit sign erected, not to have the speed limit lowered. It was noted that the default speed limit for a thickly settled area is 30 MPH.

Chief Blood recommended that Chief Burks deploy some targeted enforcement along Green Street to ascertain the level of speeding. Chief Blood stated that enforcement would be the more prudent approach before installing any new signage. Chief Burks concurred with this approach, and agreed to deploy officers to Green Street.

#### Westbridge Estates Fire Access Road- Kevin Sullivan

Jack Hunter provided the ITC board with some background context on the Westbridge project and the inquiry from Kevin Sullivan of Stevens Road. Kevin Sullivan was wondering if there were any restrictions for the use of the access road leading into the back of the Westbridge development. This access road spurs off Wheeler Road and continues beyond the gates into Westbridge, terminating at the intersection of Stevens Road. Kevin Sullivan also noted that there were no conditions issued for the use of the access road, and requested that a no parking sign be erected along this access road spur.

Chief Blood noted the Town of Hudson does not get involved with private development matters. Nonetheless, he approved that installation of no parking signs (for emergency access only) by the condo association.

#### **OTHER BUSINESS (not on agenda, but brought up by ITC members or members of the public)**

#### Excessive Traffic on Brigham Street – Anthony Albertini, 299 Brigham Street

Anthony Albertini expressed concerns about the proliferation of traffic along Brigham Street due to the high volumes generated by the New England Sports Complex and the Solomon Pond mall in Marlborough. He noted that the traffic is particularly problematic during the weekends, and that the sports complex and mall generate significant bus and truck traffic along Brigham Street. He also indicated that speeding and cut through traffic makes it difficult for him to back out of his driveway.

Chief Blood expressed his understanding of the concerns raised, and asked Anthony Albertini to propose some solutions to help alleviate this issue. Both members of the Board and Anthony discussed the possibility of pursuing the installation of traffic calming devices on Brigham Street as a way to slow down the traffic and deter cut-through traffic on Brigham Street. Because the traffic is being generated by uses in the City of Marlborough, Jack Hunter and Kristina Johnson agreed to reach out to the appropriate Marlborough officials to discuss this issue further. Both Jack and Kristina offered to inquire about whether the City of Marlborough could attend the next ITC meeting.

#### Main Street/Tower Street- Chief Burks

Chief Burks requested that Max Kamel stripe hash marks at the Tower Street/Main street intersection to deter vehicles from queuing into two lanes. Chief Blood mentioned that lots of trucks turn right onto Main Street from Tower Street, and have significant difficulty making the swing. Detering vehicles from queuing over to the left will improve the safety of tractor trailers trying to make the right turn onto Main Street.

Max Kamel concurred with this action and agreed to strip the hash marks in the appropriate location.

#### Washington Street (Route 85) Missing Speed Limit Signs- Chief Burks

Chief Burks indicated that his patrolmen have noticed that there are missing speed limit signs along Washington Street (Route 85), and what we could do about getting them replaced. Both Max Kamel and Chief Blood recalled that the speed limit signs were removed by MassDOT during the Route 85 reconstruction and never replaced. There was some discussion as to who would be responsible for the replacement of the signs since Washington Street was turned back over to the Town post construction.

Jack Hunter indicated that he has a set of the 85 reconstruction plans in his office. Kristina Johnson agreed to take a look at the sign plans within the 100% PS&E and ascertain what (if anything) is owed to the Town with respect to signage. After researching the plans, Kristina also agreed to contact the MassDOT District 3 office for any next steps.

#### Boston MPO Intersection Safety and Operational Study

Kristina Johnson gave an overview of the Boston MPO/MassDOT Intersection and Operational Study, and how the Town of Hudson has been selected to participate in this program. She noted that the Boston MPO pre-selected the Route 62/Broad Street/Manning Street purely based on crash data, but that the Town could select up to five (5) intersections for a safety and operational study under this program. The following locations were identified as candidates:

- Broad Street/Villa De Porto
- Tower Street/Main Street
- Lincoln Street/Washington Street/Main Street
- Cox Street/Old Bolton Road

Kristina agreed to send an e-mail next week to ITC members to inquire if there are other priority intersections. She noted that the Boston MPO would like to commence the baseline data collection ASAP while school is still in session.