



Town of Hudson

Internal Traffic Committee

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Minutes of Meeting – June 24, 2016

A meeting of the Town of Hudson's Internal Traffic Committee (ITC) was held on Friday, June 24, 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
Richard DiPersio, Police Captain
Eric Ryder, Director, Public Works
Jeff Wood, Building Commissioner

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:

Selectmen John Parent
Jef Faser, BSC Group
Pat Laherty, Hudson Light and Power
Lurdes Melo, Portuguese Club
Fernando Melo, Portuguese Club
Rita (did not state her last name), Floripa Productions
Marcelo (did not state his last names), friend of Rita
Andrew Paul, Kittelson Associates
Olivier Sartor, Resident of Brigham Street
Connor Semler, Kittelson Associates
Michael Wade, Resident of Causeway Street
Sasha Wood, Resident of Causeway Street

CITIZEN REQUESTS

Causeway Street Speeding and Traffic Concerns

It should be noted that Chairman Jeff Wood recused himself from this agenda item, as he is a resident of the Causeway Street neighborhood.

Board of Selectman member and Causeway Street resident John Parent kicked off the discussion with the ITC board. He presumed that the ITC board received information from the neighborhood via the Planning Department—emails detailing the speeding and traffic concerns and the results of the speed and volume study commissioned by the residents. Selectman Parent expressed his full support of the neighborhood bringing forward these and issues and to brainstorm with the ITC about potential

solutions. He indicated that there are two primary traffic issues facing Causeway Street: the pure number of cars traveling the roadway and speed. With respect to the volumes, he pointed to the results of the study which indicates that over 2,800 vehicles travel on Causeway Street in a 24-hour period. Selectman Parent postulated that high vehicles volumes could be a result of cut-through traffic from East Marlborough heading to Downtown. With respect to speeding, Selectman Parent acknowledged the consistent police enforcement of speeding vehicles in the neighborhood. Finally, he encouraged the ITC Board to listen closely to two neighborhood residents Mr. Michael Wade and Sasha Wood—who consequently is a transportation engineer.

Selectmen Parent turned over the floor to Michael Wade and Sasha Wood. Chief Blood encouraged an interactive dialogue, and to jump into the conversation any time. After introducing himself, Mr. Wade, he informed the Board that he and his wife enjoy living in their neighborhood and plan to stay for the long-term; however, he stated that the traffic issues along Causeway Street has become unbearable. He then explained that he reached out to the Town, and Kristina Johnson, Assistant Planning Director, who encouraged Mr. Wade to bring his issue before the ITC Board. After he spoke with Ms. Johnson, he reached out to Sasha Wood who recommended that the neighborhood pay for a speed and volume study. Results of this speed and volume study were forwarded to members of the ITC board. Mr. Wade knocked on doors throughout the neighborhood to gauge concerns about traffic along Causeway Street. He discovered that neighbors have the same concerns and supported his efforts. Below are the primary traffic concerns outlined by Mr. Wade and Ms. Wood:

- Volume of cars;
- Noise from trucks driving through the neighborhood;
- Reckless driving behavior (primarily by teenagers); and
- Vehicles speeding down past John Robinson towards the Marlborough City line.

Mr. Wade noted that there are a total of 17 children under the age of ten on his block in the neighborhood, and the above conditions make it dangerous for children to play in the neighborhoods. Further, Mr. Wade expressed his belief that the total number of volumes for Causeway Street is extremely high for a neighborhood street, and as a result, these volumes are causing excessive amounts of noise. Mr. Wade noted that when he spoke with most of the neighbors they all collectively agreed to investigate the following: 1) lowering the speed limit; 2) restricting commercial traffic; 3) installing traffic calming devices; and 3) painting white lines on the roadway to give to make the street appear narrower.

Sasha Wood then discussed the results of the traffic data and indicated that the data collection company laid down tubes on the roadway to collect the volume, speed, and vehicle classification data for Causeway Street for a 24-hour period. Ms. Wood noted that the a fair percentage of vehicles were traveling at 34 MPH; however, she expressed serious concerns that 14% of the vehicles were traveling at 40 MPH, and some vehicles were even traveling in excess of 60 MPH.

Collectively, the ITC Board and the Causeway Street neighborhoods brainstormed on potential actions to help alleviate these issues. Such actions include:

- Targeted speed enforcement (Police Department)

- Investigate the feasibility of a truck exclusion (Kristina Johnson);
- Investigate the feasibility of deploying traffic calming devices (Kristina Johnson)
- Contact the MassDOT Safe Routes to School coordinator about establishing a walking school bus (Kristina Johnson)
- Investigate installing speed limit signs (DPW)

Olivier Sartor, Speeding on Brigham Street

Street in both directions, but especially in the westbound direction. Because of the speeds, volumes, and the narrow width of the road, Mr. Sartor indicated the difficulty and the danger for neighborhood residents to safely exit their neighborhood onto Brigham Street. Mr. Sartor requested that the ITC Board consider erecting the speed limit sign on the telephone pole marked on the pictures supplied to the Board (first entrance to Chapin Road). He believes that the proposed location for the sign would be more visible to drivers.

Eric Ryder noted that the DPW trimmed some landscaping in the vicinity of the neighborhood that was causing poor sight lines for drivers. He also stated that DPW can erect a speed limit sign on the telephone pole at the first entrance to Chapin Street. Chief Blood also noted that the ITC Board has been hearing about traffic and speeding issue along Brigham Street, and are trying to develop solutions that will help alleviate some of these issues. Jack Hunter, Planning Director also added that he has been in contact with the City of Marlborough to discuss the proposed expansion of the Hockey Rink, which is located right over the Hudson Town Line. It is believed that Brigham Street is being used a cut through for hockey traffic desiring to access Downton or other parts of Hudson. As part of the review of the proposed expansion, Jack indicated he will be working the City of Marlborough to install a no left-turn sign at the site driveway and to have a speed board furnished. Jeff Wood inquired whether the Town could erect a “dangerous curve” sign at the location. Eric Ryder said that would investigate the feasibility of a providing dangerous curve sign with a speed limit sign, and noted that it would have to comply with the MUTCD standards.

Eric Ryder made a motion to erect a speed limit sign at the location noted above and investigate the possibility of adding a dangerous curve sign. Chief Blood seconded the motion. 4-0-0

OTHER BUSINESS

Hudson Light and Power

Pat Laverty, Distribution Engineer for Hudson Light and Power provided an overview of Hudson’s Light and Power’s two-phased Pope Street and Felton Street Distribution Circuit Overbuild project. Mr. Laverty thanked the Police Department in helping out with the road closures and neighborhood notification for Phase 1 of the project. He indicated that Hudson Light and Power are continuing with this project on Pope and Felton Street. A contractor—not yet determined—will be hired to run overhead wires, and wanted to give the ITC Board a heads up that there will be non- Light and Power trucks in the neighborhood. To ensure the work gets done in a timely and safe fashion, Light and Power would complete the work in similar fashion as the previous phase of work, which would entail a roadway shutdown. Essentially, Light and Power worked with the Police Department to deploy details and create and disseminate flyers with information about the roadway shutdown to the neighborhood.

Chief Blood and the other ITC members are fine with this next phase of work provided that is completed in similar fashion to the first go-around. Chief Blood indicated that Light and Power will need to notify the Fire Department the day before the commencement of work to ensure emergency management vehicle can be access the impacted locations. Captain DiPersio directed Light and Power to notify the Police Department one week prior to commencement of the work so that the flyers can be created and the neighborhood canvassed.

Portuguese Club

Lurdes Melo, President of the Portuguese Club provided an update on the event action items from the ITC meeting held on May 27, 2016. Since the last ITC meeting, Kristina Johnson forwarded the pricing for the required Police and Emergency Response personnel for the proposed concert. Further, Ms. Melo indicated to the ITC Board that Intel has verbally agreed to allow the Portuguese Club to use their parking lots for event parking.

Considerable discussion transpired regarding the event logistics. Below is a bulleted summary of this discussion and the resulting action items:

Intel Parking Lot

- Intel is requiring a minimum of one officer on site 11:00 AM-10:00 PM
- Intel is requiring the Portuguese Club to have insurance (accident and liability)
- Police Department is requiring two officers on site at the parking lots; but ITC discussed providing up to 4-5 officers
- The Portuguese Club and/or promoters will provide 6 parking lot attendants who will direct vehicles to appropriate parking lots at the beginning and the end of the event.
- At minimum, four portable toilets will be provided at the parking lots.
- Before and after the event, the access need to be directed to the highway and not towards the residential neighborhoods.
- DPW wants signage at the Washington Street/I-290 intersection. Portuguese Club needs to decide where. If it is private property, then they need permission from the owners; if it is the Town, then they need to fill out a permission to use Town Property application.
- Portuguese Club will provide barricades, cones, caution tape for the parking areas, not Intel—especially at the Marlborough Street side, which will be used for emergency access ONLY

Captain DiPersio

- Police Department is not responsible for bag checking at the venue; event promoters will be responsible for patting down concert goes and checking bags
- Event promoters will be using a private security company who have been hired; references need to be checked and insurance paperwork needs to be furnished.
- Portuguese Club needs to forward written confirmation from Intel consenting the use of the parking facilities.

Chief Blood

- Paramedics can arrive at 3:00 PM; other EMT staff will show up at 12:30
- Staff need to be identified as “ EVENT STAFF.”
- The whole grounds needs to be searched prior the event—woods, grounds, and porto toilets by the Public Safety officials (police and fire)

DPW

- Eric will order the correct no parking signs in English and Portuguese and his staff will post in the adjacent neighborhoods the Friday before the event.
- The event promoters will pay for the cost of the signs

Prior to taking a vote on this matter, Chief Blood expressed his frustration about an incident that occurred at the Portuguese Club the weekend prior (unrelated to this proposed event). His Department Staff had to respond to an incident where a vehicle was actively running in the Club’s gymnasium, which violates fire and building codes. Chief Blood was not happy about the incident, and reminded Ms. Melo that if anything like this occurs ever again, the Fire Department will shut down the Club on the spot.

Eric Ryder moved to approve the event pending the satisfactory resolution of all remaining action items resulting from this meeting, and a satisfactory outcome of the meetings with the Police Department. Chief Blood seconded the motion. 4-0-0.

Downtown Rotary Design Update

The BSC Group—the Town’s consultant—provided a brief presentation on the status of the rotary project. Before delving into the presentation, Kristina Johnson (who is serving as the project manager) provided some background context on the evolution of the project and some of the overarching goals and objectives. Ms. Johnson mentioned that this design process is more than just a look at the transportation components of the rotary; it will look at how to rotary fits into the fabric of downtown. She underscored the importance of getting feedback and ideas from ITC, which would be conveyed back to the project steering committee.

Jeff Fasser, the Project Manager from the BSC Group, kicked off the presentation with an overview of the scope of work and the organizational structure of the consultant team. Mr. Fasser discussed the existing and historical transportation functions (vehicular and parking) of the rotary and its relationship to the adjacent commercial, civic, and retail land uses. He then discussed how this project will analyze the technical and operational components (deliveries, public safety, and pedestrian circulation) for the rotary, and how this project will need to take into account the replacement of the Washington Street Bridge.

Mr. Fasser then underscored the importance of how this project will be guided by a robust public improvement process. He described some of the outreach efforts that have occurred to date including Hudson Community Fest, Facebook posts on the Department’s page, and the development and transmission of a project newsletter. Ms. Johnson encouraged folks to sign up for the project newsletter, which will provide status updates at various project benchmarks and information about public workshops. Finally, Mr. Fasser outlined ideas for future public workshops and platforms for receiving input from the community.

Jeff Fasser then turned over the floor to Andy Paul from Kittelson and Associates to discuss the results of the recent traffic counts collected and initial observations about the safety and operational components of the rotary. Before delving into the data, Mr. Paul underscored Kittelson's national and local expertise with respect to roundabout and rotary design. Kittelson was the primary author of a national publication that sets the design standard for roundabouts. He then discussed the results of the recent data collection efforts at the rotary. Several powerpoint slides illustrated the total volumes and the turning movements during the AM and PM peak periods at each of the rotary's approaches. Mr. Paul noted that this rotary has a significant amount of traffic volumes, and how the volumes are at the upper limit of what a single-lane rotary can handle; however, he stated that the rotary operated fairly well overall throughout the day.

Members of the consultant team and the ITC Board members engaged in a brief dialogue, primarily with respect to pedestrian crossings and public safety access through the rotary. Copies of presentation (with the audio) are available on the Planning Department's Facebook page, YouTube channels, and can be requested directly from Kristina Johnson.

Winter Street, Water Street, and Broad Street Circulation

Chief Blood discussed once again the concerns of the tractor trailers circulating around the residential streets surrounding Broad Street and Forest Avenue. He indicated that tractor trailers are using Winter Street and Water Street to access Broad Street from Forest Avenue, and are creating a safety and noise issues in the neighborhood, which is thickly settled with a significant amount of children. Because GPS will route truck drivers down Water Street, trailers end up getting stuck and having to turn around—causing a serious safety issue for the residents. Chief Blood expressed his desire to institute a truck exclusion so that tractor trailers use Grove Street to access Broad Street via Vilo DoPort. Captain DiPersio mentioned that the Town had explored the possibility of making some of those smaller neighborhood streets one way, but none of those efforts came to fruition.

Chief Blood wants to explore the possibility of instituting a truck exclusion, or at least erecting signage. Kristina Johnson reminded the ITC Board that MassDOT must review and approve all requests from municipalities for truck exclusions. Truck exclusions must be approved by MassDOT in order to be legally enforceable, and for the coordinates to be changed for the purposes of GPS routing. Ms. Johnson will provide some more detailed information about truck exclusions to the ITC board at next month's meeting.

Proposed Warrant Article- Lewis Street/Main Street Project

Chief Blood stated that he will be meeting Eric Ryder sometime within the next few weeks to discuss the proposed Warrant Article for improvements at the Main Street/Lewis Street intersection. Chief Blood and Mr. Ryder will get the article ready for the fall Town Meeting, and bring it before the ITC next month for a formal discussion and vote.

Minutes

Chief Blood moved to approve the minutes, Eric Ryder seconded the motion. 4-0-0

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Olivier Sartor- Speeding on Brigham Street

OTHER BUSINESS

Portuguese Club- Lordes Melo

Lordes Mulo, President of the Portuguese Club provided an overview of the proposed concert to be held on the soccer fields adjacent to the club. Ms. Melo reviewed the plans (which have been presented to other boards) for parking and street closures. In conjunction with Floripa Productions, the Portuguese Club has proposed to host a concert featuring a famous Brazilian pop star. She indicated the following: 1) the maximum amount of tickets to be sold is 3,500; 2) the event is being promoted by Florida Productions; and 3) the concert will be an all ages event—with those patrons 21+ being properly ID'd and braceleted.

Ms. Melo then provided details regarding the proposed event layout on-site. She explained that the Portuguese parking lot will be reserved for employee parking, event staging, and emergency and public safety personnel. Ms. Melo discussed the concert layout plans that had been furnished to the ITC. Both fields in back of the Club will be where the concert will take place, with all patrons required to stay on the field during the duration of the event. No re-entry will be allowed. Check-in and ticket scanning will occur just outside the fields; all tickets will be scanned with bar codes. Once the 3,500 tickets are sold, there will be no further sales.

Marcelo followed up and noted that it is desired to have all tickets sold in advance, and that the tickets will be numbered to alleviate counterfeiting. Chief Burks asked a number of questions regarding the advanced marketing and promotion of this event. He inquired if any tickets have already been sold, to which Marcelo responded no. Chief Burks followed up and asked if this event is being actively promoted; although Marcelo indicated that the event is not being promoted, Chief Burks noted for the record that the event is listed on Floripa Productions' website. Marcelo said that no ticket sales have occurred (Chief Burks did mention that ticket prices were listed on the website), and explained in detail the process for getting the event booked. He stated if the event does not occur in Hudson it will be held somewhere else due to Floripa's contractual obligations with the artist.

To clarify who is representing whom for the event planning, Chief Burks asked Marcelo to explain his relationship to Rita from Florida Productions. Marcelo indicated that he just helps out with production logistics, but does not work for Rita, nor does he get any money for the promotion of this event.

Chief Blood suggested that ITC address issues relative to the field logistics, parking, and public safety one by one—starting with the setup with the field. Chief Blood inquired how many staff members are the event planners requiring—general event staff, security, and vendors. Lordes Melo gave her best guess estimate of 70 people from the club would be staffing the event , and Floripa will be providing 60 more event staff for a total of 120. Chief Blood also inquired about the width of the entrances and exits to ensure that crowds can be handled in a safe fashion, especially in the event of an emergency.

Based on the schematic provided to the ITC, the Portuguese Club still needs to acquire 20 feet of exit width. Ms. Melo said that she will investigate an alternative (s) to provide the required exit width.

Eric Ryder initiated the discussion relative to parking logistics, and inquired about the number of spaces secured to park 1,700 cars. Chief Burks also asked how many parking spaces have been secured. Ms. Melo indicated that they have 200 spaces secured at the Elks Club and are looking into to parking at the Riverside Lot across from the High School and possibly the Grace Baptist Church. Both Chief Burks and Chief Blood expressed concerns that the lot may not be able to safely park 200 vehicles. It was noted that even if the Portuguese Club secured the Church and the Riverside Lot, there is still a significant shortage of parking spaces. Eric Ryder and Chief Burks underscored that event organizers must deter all on-street event parking in the neighborhoods. No parking/resident only parking signs in English and Portuguese must be furnished at a cost to the event organizers and posted in the neighborhoods the Friday before the event. Marcelo indicated that they can work with a graphic design team to create the signs with the desired text.

Chief Blood reminded the event organizers that pursuant to M.G.L the event must provide at least 14 certified crowd control managers, which does not offset the number of required public safety personnel. Moreover, Chief Burks reminded the event organizers that 100% of the security logistics will be handled by the event staff. Public safety officials or EMS personnel will step in as needed/or directed by event staff in the event of an emergency or incident. And finally, Chief Burks said that police officers will be posted at the parking lots to deter tailgating and keep the peace and posted at the fields.

Before providing the requirements for the EMS personnel during the event, Chief Blood asked the Floripa Productions if the band would be employing any pyrotechnics; Marcelo said no. Chief Blood said the event organizers would be required to pay for the following: 1) one stand-by paramedic ambulance stationed outside of the field with two EMTs; 2) two EMTs equipped with a medical gator; 3) one EMT supervisor. Chief Blood indicated that the EMS personnel would be stationed at the existing concession stand, which would function as an emergency command center. And finally, Chief Blood stated that he will require that the event organizers and the crowd control individuals meets with the Town public safety officials two weeks prior to develop a communication plan for the event.

Kristina Johnson asked the ITC members if they would like to have the Portuguese Club and the event organizers provide an update at next month's ITC meeting. After some discussion, Jeff Wood agreed that the event organizers should come back to the June ITC meeting and present an update on where they stand with parking and public safety issues. After the June meeting, the event organizers do not need to be in front of the ITC; smaller meetings outside of the ITC forum can take place with appropriate Town officials.

Ms. Melo asked if there were any issues that, if not resolved, would keep the Portuguese Club from holding the event. ITC members are extremely concerned that the event organizers have not provided adequate parking; around 900 spots were estimated to be needed for the event patrons. Chief Burks asked if the event organizers had looked into using the Intel parking lot as a centralized parking option, and provide shuttle buses to the concert venue at the Portuguese Club. Board members all agreed that providing parking at Intel could be a solution to deterring overflow parking into the

neighborhood, and easier for patron to access directly from the highway. Should Intel agree to host the event parking, Eric Ryder suggested that concert promotional materials could indicate the location of the parking directly off of Interstate-290. Event organizers agreed to reach out to Intel to see if this

Chief Burks provided the event organizers with the required number of police personnel. Twenty-five police officers need to be provided for the event. Two police officers will be required at each of the parking lots—one hour prior and one hour after the event, with the remaining officer (s) to be stationed at the event. Event organizers asked if they could use just one police officer combined with the event security; Chief Burks responded no.

Jeff Wood asked if there were any comments from the public. Pam Grimes, a resident of River Street inquired about the hours of the event, which will be held from 1:00-8:00 PM. Music will stop at 8:00 PM, but cleanup/breakdown would occur until 9:00 PM. She asked about the overflow parking into the neighborhoods, to which Eric Ryder stated that all adjacent neighborhood streets would be posted for “resident only” parking. And finally Jeff Wood asked Sam Wong, the Public Health Commissioner if he had any comments. Sam Wong indicated that he was been in communication with the Portuguese Club about public health permits, etc.

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

ITC members requested an update on the traffic issue on Brigham Street brought before the ITC board in April. At that meeting, Mr. 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.

Jack Hunter explained that both him and Ms. Johnson had discussed this issue at length post-ITC meeting in April, and were at a loss as to an appropriate solution. However, Mr. Hunter indicated that the sports complex is undergoing an expansion, and now would be a good time to have a conversation with the City of Marlborough. He explained that he reached out to the City of Marlborough’s attorney—Arthur Vincent to address the issue and discuss the possibility of the sports complex furnishing a speed board sign for Brigham Street.