



# Town of Hudson

## Internal Traffic Committee

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Minutes of Meeting – April 28, 2017

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A meeting of the Town of Hudson's Internal Traffic Committee (ITC) was held on Friday, April 28, 2017 Jeff Wood, Chair convened the meeting at 10:00 AM.

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

Jeffrey Wood, Building Commissioner, Chair  
Johns Blood, Fire Chief  
Michael Burks, Police Chief  
Eric Ryder, Director, Public Works

**The following Ex-Officio ITC members were in attendance:**

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

**Stratton Road- Traffic Control Signage**

A resident of Stratton Road provided the ITC Board an overview of his request to remove the two stop signs at the Stratton Road /Stratton Drive intersection and replace them with yield signs. The resident expressed his belief that motorists typically do not obey the stop signs, or stop suddenly and cause a safety issue at this location. The resident also stated his understanding when the stop signs were installed, as a fellow neighbor was hit backing out of their driveway.

Chief Burks recused himself from this discussion as he is a resident of Stratton Road.

Eric Ryder stated that in order to gain a better understanding of the traffic operations at that intersection he would need to spend some time on site to witness the specific issues raised by the resident. Eric suggested bringing Captain DiPersio along on the field visit, and based on their observations, they could make an appropriate recommendation to the ITC Board. Eric asked the resident if there was a particular time of the day that the issue occurs, to which the resident responded that there is no specific timeframe.

Chief Blood stated unequivocally that he does not support removing the stop signs and replacing them with yield signs. He reminded the resident that there was a reason why the stop signs were installed in the first place. Kristina Johnson followed up by stating that there are specific engineering criteria need to be met in order to install a stop sign.

Eric Ryder moved to table the matter until a future meeting pending an on-site monitoring of traffic and safety conditions at the Stratton Road/Stratton Drive intersection. Seconded by Chief Blood. 3-1-0

**Arlington Street/Franklin Street Intersection- no parking**

Jack Hunter, on behalf of the Planning Board, provided an overview of this request. He discussed the recently approved site plan for the 10-12 Arlington Street project, which entails the conversion of a two-family to a four-family residence. Jack noted that at the public hearing for this project many residents expressed concerns about illegal parking right at the intersection of Arlington Street/Franklin Street, and requested to have a no-parking sign installed at that location. Further, Jack noted that there is a no-parking sign up the

intersection posted on Franklin Street, but there is no such sign on Arlington Street. Eric agreed that installing a sign that states “no parking from here to corner.”

Jeff Wood moved to install a “no parking from here to corner” in front of Arlington Street approximately 20 feet from the intersection at Franklin Street. Seconded by Chief Blood 4-0-0.

### **Electric Vehicle Parking- Enforcement Mechanism**

Chief Burks discussed his request to install additional signage (for enforcement purposes) at the electric vehicle charging spaces that clearly state that said spaces are for electric vehicles only. Chief Burks and Eric Ryder mentioned that non-electric vehicles have been parking in those spaces, and that there is really no mechanism to issue citations.

Chief Burks moved to amend the traffic rules and regulations to add electric vehicle only parking to Article 8 Section 2 and the additional sign to the electric vehicle parking space on South Street. Seconded by Eric Ryder. 4-0-0

### **Main Street Speed Limits**

Kristina Johnson first mentioned that this request came from the Town Administrator, on behalf of the Chair of the Board of Selectmen. Essentially, they were inquiring as to why the speed limit changes significantly as you drive the length of Main Street; and, Ms. Johnson asked the ITC Board to discuss their institutional knowledge as to how the speed limits were set on Main Street.

Chief Burk and Jeff Wood discussed that the reduced speed limits could be in place due to the roadway geometry and the intersection with the Rail Trail. Jeff Wood wanted a little more clarity as to the intent of the request. Ms. Johnson stated that she believes that the point of the inquiry was to get an understanding of the appropriateness of the speed limits, and hear from the Town’s professionals on the issue. She further stated that she could get some clarity on the request from the Town Administrator. All ITC members agreed that speed limits are set appropriately.

No vote was taken.

### **Traffic Signal Timing at Main Street/Broad Street/Manning Street Intersection**

Concerns have continued to be expressed about the traffic signal timing at the Broad Street/Manning Street intersection. Prior to the meeting, Eric Ryder followed up with the Town’s traffic signal consultant, Ocean State Signals to inquire further. Both Ocean State Signal and Eric Ryder believe that the traffic signal is operating as originally designed. Eric provided an overview of the timing and the phases of the traffic signal. Jeff Wood questioned whether the traffic signal at Broad Street/Main Street are synchronized in any fashion with the signal at Main Street and Vila De Porto, as he noted that when one signal provides a green, while the other turns red.

Eric Ryder noted that there are difficulties with synchronizing the two intersections together, as the Main Street/Broad Street/Manning Street intersection is controlled by video detection and the Main Street/Vila De Porto intersection is controlled by loop detectors—two entirely different systems. Considerable discussion ensued about acquiring the funding to pay for the upgrade of the Vila De Porto intersection to video detection. Chief Blood also provided his experience with the traffic signal timing and phasing at the Main Street/Broad Street intersection.

Eric Ryder suggested that upgrading the intersection Main Street/Vila De Porto intersection could be a mitigation measure for the proposed drive through donut shop at the 181 Main Street. All members agreed

that this would be more than appropriate to ask of the applicant for 181 Main Street; and as such, Eric agreed to get a quotation from Ocean State signals prior to the next Planning Board meeting.

No vote was taken.

Minutes

Eric Ryder moved to approve the minutes from February 24, 2017. Seconded by Chief Blood, vote 3-0-0.

Adjournment

Jeff Wood moved to adjourn the meeting, second by Chief Blood vote 4-0-0.