

HUDSON, NH BOARD OF SELECTMEN
Minutes of the October 11, 2016 Meeting

1. CALL TO ORDER - by Chairman Luszey the meeting of October 11, 2016 at 6:59 p.m. in the Selectmen's Meeting Room at Town Hall.

2. PLEDGE OF ALLEGIANCE - led by Selectman McGrath.

3. ATTENDANCE

Board of Selectmen: Ted Luszey, Roger Coutu, Pat Nichols, Marilyn McGrath; Angela Saucier

Staff/Others: Steve Malizia, Town Administrator; Donna Graham, Executive Assistant; Kathy Carpentier, Finance Director; John Cashell, Town Planner; Kevin Burns, Road Agent

4. PUBLIC INPUT

Chairman Luszey asked if anyone in the audience wished to address the Board on any issue which the Board has control of at this time. Seeing none.

5. RECOGNITIONS, NOMINATIONS AND APPOINTMENTS - None

6. CONSENT ITEMS

Chairman Luszey asked if any Board member wished to remove any item for separate consideration.

Selectman McGrath said yes under A. item #3.

Selectman Routsis noted under F. for the calendar, the next Senior Affairs meeting is on 11/16. That's the next anticipated one.

Motion by Selectman Routsis, seconded by Selectman Nichols, to approve consent items A 1., 2., B, C, D, E and F as noted or appropriate, carried 5-0.

A. Assessing Items

- 1) Current Use Lien Release - Map 111, Lot 68 - 22 Senter Farm Road, w/recommendation to approve
- 2) Current Use Lien Release - Map 240, Lot 13 - 27 River Road, w/recommendation to approve
- 3) Current Use - Map 107, Lot 3 - 44 Boyd Road, w/recommendation to approve

For clarification purposes in reading this, Selectman McGrath noted it looks like on the second line in the explanation it says "is approx.." and approximately is abbreviated. However the period I really believe belongs with the .52 acres and not 52 acres.

Motion by Selectman McGrath, seconded by Selectman Nichols, to approve Consent Item A. 3., carried 5-0.

B. Water/Sewer Items - None

C. Licenses & Permits - None

D. Donations - None

E. Acceptance of Minutes

- 1) Minutes of the September 6, 2016 meeting
- 2) Minutes of the September 14, 2016 meeting
- 3) Minutes of the September 27, 2016 meeting

F. Calendar

10/12	7:00	Planning Brd - Buxton CD Meeting Room
10/17	7:00	Conservation Cte - BOS Meeting Room
10/18	7:00	Municipal Utility Cte - Buxton CD Meeting Room
10/18	7:00	Board of Selectmen - Budget Review - BOS Meeting Room
10/19	7:30	Senior Affairs Cte - Buxton CD Meeting Room
10/20	7:00	Benson Park Cte - HCTV Meeting Room
10/20	7:00	Board of Selectmen - Budget Review - BOS Meeting Room
10/24	7:00	Sustainability Cte - Buxton CD Meeting Room

- 10/25 7:00 Board of Selectmen - BOS Meeting Room
- 10/26 7:00 Planning Brd - Buxton CD Meeting Room
- 10/26 7:00 Benson Landscape Cte - BOS Meeting Room
- 10/27 7:00 Board of Selectmen - Budget Review - BOS Meeting Room
- 10/27 7:30 Zoning Brd of Adjustment - Buxton CD Meeting Room

7. OLD BUSINESS

A. Votes taken after Nonpublic Session on September 27, 2016:

- 1) *Motion by Selectman McGrath, seconded by Selectman Routsis, to accept Chief Lavoie's recommendation and to authorize hiring Steven Pinard as a Substitute School Crossing Guard with a starting salary of \$13.50 per hour effective October 9, 2016, carried 5-0.*
- 2) *Motion by Selectman Coutu, seconded by Selectman Nichols, to authorize the Town Administrator to write a letter to the State Liquor Commission recommending the denial of Anne's Florals and Gifts application for a Retail Table Wine Liquor License, carried 3-2. Selectman McGrath and Selectman Routsis in opposition.*
- 3) *Motion to adjourn at 9:17 p.m. by Selectman McGrath, seconded by Selectman Nichols, carried 5-0.*

8. NEW BUSINESS

A. Lease of 5 Replacement Copy Machines

Chairman Luszey recognized Finance Director Kathy Carpentier. Good evening. How can we help you this evening?

Good evening. Kathy Carpentier said by recommending my leases. I come before you today on behalf of other department heads. This is phase 2 of our copy machine lease program. For the last year, we've been trying to get all the copiers in town on the same schedule. We had to wait until some expired. The lease is terminated so here before you is a 34 month lease with Ricoh. Ricoh is the company that we awarded the bid to in May for the other 6 copiers. This will be the second section and last section. I'm asking you to waive the bid process so that we can have them all under one contract. It is a 34 month lease to coincide with the 36 month lease that we signed in May effective July. It is also the copy allowances are bundled together which is a great thing so if one machine goes over on their copies and one goes under, we won't be penalized for that. I'm asking you to waive the bid process and award this bid to Ricoh.

Selectman Coutu said the \$1,200 for the Library is that coming out of their budget. Ms. Carpentier said it is. I'm good. Thank you.

Motion by Selectman Nichols, seconded by Selectman McGrath, to waive the bid process and approve a 34 month lease with Ricoh, who was previously the lowest bidder, in the amount of \$15,262.44 per year for 5 replacement copy machines as recommended by the Finance Director, carried 5-0.

B. Application for Restoration of Involuntarily Merged Lots, 7 Bruce Street, Tax Map 234, Lot 016

Chairman Luszey recognized Town Administrator Steve Malizia.

Steve Malizia stated the Town received an application for the restoration of an involuntarily merged lot. Pursuant to RSA 674:39-aa, the application once it was received was routed to the various departments - Zoning, Planning, and Assessing for review of their records. Upon their submission of records, all the records went to our attorney to review the matter and it is his recommendation after looking at all the records that we deny this as it appears that by the action of this property owner, they have already merged the lot. When they put structures in the setbacks, they've effectively merged the lot. Our attorney is recommending that you deny this application.

Selectman Coutu understood that their actions may have caused an involuntary merger but how would that hold up if they ever sold the property. Would that hold up in a title search or deed search? Steve Malizia said based on what Attorney Lefevre is saying, they voluntarily merged it. They did it by their actions. It's his legal opinion based on the analysis that he's looked at, and I would assume that that lot could be conveyed as a single lot, I'm not aware that somebody could subdivide it because again I believe the zoning in that area and the fact that they put something in the setback precludes them from dividing it into two lots. That's his analysis. I'm not a land expert. Typically if we did something, it would have been in our assessing records or we might have had a zoning determination but it doesn't appear that we did that. It appears that the folks that own this property both structures there's at least one structure fully in the other lot and there's another lot that's in the setback. Again looking at this from a legal perspective, our attorney believes that they did that. That was their action. Didn't cause it so therefore they're not entitled to an involuntary merger reversal. Selectman Coutu said I would certainly support our attorney's recommendation. Mr.

Malizia noted again that's why I ask him to review these cases and he had all this data and he was able to go to the Registry and look at all of the records. I'm going with what he's recommending.

Selectman McGrath said I read this packet over carefully and I would agree with Attorney Lefevre. Based on his expertise certainly far exceeds mine. One of the things that I wanted to point out relative to the question that you raised, I would think that it would be slightly different if it was a shed that was on the other lot. That can be move. However, this is a garage. It's a garage and a driveway so that can't be moved. I just wanted to point that out. I guess I'll stop there.

Motion by Selectman McGrath, seconded by Selectman Nichols, to deny the Application for Restoration of Involuntarily Merged Lots Pursuant to RSA 674:33-aa for property located at 7 Bruce Street, Map 234, Lot 016, carried 5-0.

C. Municipal Utility Committee - Membership Change

Chairman Luszey recognized Town Administrator Steve Malizia.

Steve Malizia explained you have correspondence from the Chairman Mr. Shaw of the Municipal Utility Committee. Back in 2013, this committee was formed by a merge of the water utility and the sewer utility which had separate committees. Because both had five members and the Board didn't want to lose any of the members, they increased the membership to seven when they merged the two committees. We're having difficulty attracting a) seven members and b) obtaining a quorum when members show up because the quorum has to be out of seven not out of five. I believe this committee is asking for some relief or to change the number - the amount of participation to five. If you look I think there's a roster here. There's some vacancies and I know there's been at least one serious illness. The issue is becoming that if one person doesn't make the meeting, they don't have a quorum and they can't conduct any business. They can't technically vote on abatements or any other item. It appears that they're asking for relief and to go back to five. The original seven I think was because again you had five members on each. I think there was some overlap. You wanted to make sure everybody who was willing to participate was able to participate. I think you had six different people but you had to have seven seats because you want an odd number. You can't have six. That's how you got to seven. We've had difficulty filing that seven and now they're having difficulty obtaining a quorum. They're asking if you'd consider changing this to five. This is a committee of the town. It's not statutory. I believe you have the freedom to do what you think is in the town's best interest.

Selectman Coutu asked what would happen if we abolished the committee. Steve Malizia stated any abatement or any of those things would come directly here before going through them. In other words, they review abatements and other customer issues that may come up for sewer and/or water. They do make some review of budget and actuals. They serve as your eyes and ears I think at that level on a monthly basis for the water and sewer. Just another group to check it. What would happen other than you'd get some abatements. You might have to listen to folks plead their case. I don't know. I don't go to the meetings. You can function without them if you so desire. Selectman Coutu said I served and attended quite a few meetings and no one ever appeared. The decisions were based on the recommendations of the Water Clerk. Mr. Malizia said folks do have the option to come and I think there's been a couple here or there that have taken that option. I don't think it's a common thing. Again it's another group that are trying to look at - that's one piece of what they look at. They look at the actuals. They look at the expenses. They look at budgets. They try to provide some technical expertise in just another form of a check and a balance. I think these folks are all technical at least the folks that I've seen. A lot of them have some very good experience in the field. I think they've added some value to the process. Again it's a preference as to what the Board would like to do.

Selectman Coutu said we presently have four members. Steve Malizia explained we currently have four members and a liaison. One of the members is obviously very ill but the others I believe on a regular basis show up. I think Mr. Ryder is still employed so sometimes he may have some employment obligations. Again you're having difficulties reaching a quorum certain months. They're not able to actually do anything. Selectman Coutu asked are we satisfied that of the members that we have that we have fair representation for both water and sewer. Mr. Malizia said yes. I believe some...Selectman Coutu thought it was conceivable somebody could have water and not sewer and vice versa. Mr. Malizia said that is correct. If I look I believe two of the members clearly have sewer.

Selectman Routsis said three have sewer and it looks like all four are water.

Steve Malizia thought you're adequately represented. Again going forward it is a qualification that if somebody doesn't have water or sewer you are not required to appoint them.

Selectman Coutu was good with their request.

Motion by Selectman Coutu, seconded by Selectman Routsis, to approve the Municipal Committee's request to change their membership from seven (7) to five (5) members, carried 5-0.

D. 21 & 25 Second Street Sewer Acceptance

Chairman Luszey recognized Town Administrator Steve Malizia.

Steve Malizia stated this is an example of something that would go through the Municipal Utility Committee as well as our Road Agent and our Town Engineer. It's basically an acceptance of a sewer. Typically in the past I believe the sewer utility would hold a vote. Because they have not had a quorum, they cannot hold a vote. It is my understanding that the members that were present recommended this as well as our Road Agent and Town Engineer. It's a sewer acceptance for an addition on 21 and 25 Second Street. Again this is another item that the Municipal Utility would typically take a look at just to give us another feeling that things have been reviewed.

Motion by Selectman Routsis, seconded by Selectman Nichols, to accept the constructed sewer mains at 21 & 25 Second Street as recommended by the Town Engineer and Road Agent, carried 5-0.

E. Planning Board - Request to implement traffic improvement projects

Chairman Luszey recognized Town Planner John Cashell. Welcome.

Thank you for inviting me here this evening. John Cashell said what you have tonight is a letter from the Planning Board requesting that the Board of Selectmen recognize a certain amount of road improvements that they would like to have the Board of Selectmen consider in passing along to the Highway Safety Committee. We may have a different discussion about that this evening before the Board of Selectmen. This is pretty much a follow up of what took place last year before the Board of Selectmen and that had to do with revamping our cap fee methodology for collecting cap fees for new improvements or new projects in the Town of Hudson. So this follow up involves the Planning Board recognizing perhaps most important that Lowell Road is in dire need of a master plan update. The last time Lowell Road was looked at was in 2004 and that had to do with an updating of the 94 master plan for the three corridors in town. The 94 was the result of the 1984 master plan that was done of the three corridors. What the Planning Board discussed at their last meeting and decided on was perhaps the number one priority for the Board of Selectmen to consider is a new master plan for that particular corridor. This is recognizing and this has been discussed at several Planning Board meetings over the last several months - just really recognizing that the potential of the circumferential highway actually being built, financed, it's an astronomical amount of money and if it is to ever be its many, many years into the future which leaves Lowell Road in all reality as the main thoroughfare handling the vast bulk of north/south travel through town. So you have a situation now that pretty much everybody in town that utilizes Lowell Road in the am as their main commuter route to get onto Route 3 and primarily those commuters heading southbound in the morning.

John Cashell explained what the Planning Board would like to do is have the Board of Selectmen recognize that we really do need to start to plan for the improvements along this corridor or year after year and year in and year out, the congestion level in all likelihood along with the population growth - not that its projected as it was in previous decades, the congestion level along that corridor will become more and more in the a.m. and the same for the p.m. Obviously it's in the opposite direction northbound in the p.m. I know that creates a lot of consternation of commuters trying to get northbound to their homes in the evening hours. That cue is fairly lengthy to say the least and it does cause a lot of commuter anger in town.

Mr. Cashell stated what we'd like to do is convey this message to the Board of Selectmen and possible have a short discussion about it this evening but most importantly to have the Board of Selectmen perhaps send it along to the Highway Safety Committee for more review and have some capable personnel both appointed in town staff on the Highway Safety Committee. That could really help out the town in trying to figure this problem out and actually work towards solving it in the future. So that was a number one project. This was a unanimous vote of the Planning Board in conveying this letter to the Board of Selectmen this evening. Does anybody have any questions on that?

Selectman Coutu thought we all recognize and we have recognized for many, many years that Lowell Road is a problem. As the years have progressed, it's been studies, restudied, and we're being asked to do another study. The population has increased in that we've allowed a significant amount of new construction in town over the past several years. Most of them for the most part have been senior housing. We've been very successful and I attribute a lot of that to you Mr. Cashell. In the past couple of years you've promoted our town well. Industry has moved back into our community and that creates obviously additional traffic. Fortunately for us the larger of the two industrial parks is located off of Lowell Road with easy access to Route 3 without inconveniencing too many people. I'm noticing that trucks don't permeate too much in the peak hours of the morning or the peak hours in the evening. They finally realize that coming maybe at 10 or 11 gets them through the traffic a lot easier. I want you to know that I watch if not all pretty much all of the Planning Board meetings and I did watch with particular attention the last meeting that was held because I knew that you were going to talk about this and Greeley Street. I watched all of that and tried to absorb as much information as I could because these are significant, problematic areas of our community and I agree with you that need to be addressed.

Selectman Coutu commented Lowell Road is a unique situation. It's unique in the sense that we have open areas of the road in the south end of town where we have two lanes on either side and we now are down to two lanes - one north - one south. I kept trying to figure an identifying point where it narrows down but...Steve Malizia noted at the school - PMA. Selectman Coutu said the problem will persist until we find a solution and the solution is there in front of us. It's how do we get there? We need two lanes on both sides - north and south - from Central Street all the way down to where it presently exists at the Sagamore Bridge or Dracut Road as a matter of fact. That is the solution. How we get there is another problem. I can't tell you how many times I ride up and down Lowell Road beyond PMA coming northbound and I look at properties on both sides of the road to see what we can acquire and how it would affect our business community that's located on Lowell Road if we were to take some of that land in order to expand to two lanes north and two lanes south. It's going to be very difficult to do and I don't know what good a study is going to accomplish until we either come to the realization that there is a possibility to acquire enough land to open it up north and south two lanes either side or we give up on that idea and this problem is just going to grow with time. I respect you and your expertise. You've studied this death. I don't know what sending it off to the Road Agent, the Police Chief and the Fire Chief is going to accomplish beyond saying the only solution is two lanes north and south.

John Cashell responded fortunately for many, many years the town has had foresight in the planning of Lowell Road. Every property that's been redeveloped, plans come before the Planning Board and to a fault, every project we've received as a town either a 10 foot wide or a 12 foot wide easement along the frontage of each property. Many people would be surprised at how well that foresight has been in acquiring that without the property owners objecting to it. So these have been free easements ad infinitum easements for future widening purposes. We've acquired those for many, many years. It would be surprising to any new people looking at the Lowell Road corridor how physically wide it is already but the fact that most of the properties along their entire frontages have 12 foot wide easements exclusive to the widening of Lowell Road. Those are perpetual easements too. So the town, the Planning Board for many years prior to my arrival 14 years ago had the foresight to look into widening Lowell Road well into the future. So that part of it is pretty much in place and that would be the main obstacle perhaps more than anything else is acquiring those rights of ways. The cost involved, the negotiation, the property owners. When you see the site plans that have been approved year in and year out and see those easements in place, that's a big obstacle that's been taken out of the equation.

In talking with Elvis and John Cashell indicated I really do have to emphasize Elvis is very capable and really wants to put his arms around engineering aspects of town government and help to solve problems and implement solutions. He believes right now, and this is in consultation with VHB officials, that such a study would cost approximately \$100,000. It's a total revamp of what I would consider truly an obsolete, updated master plan of 2004. I say obsolete because that study is rife with the circumferential highway features of improvements to 111, 102, and Lowell Road. A fresh present day look at Lowell Road and what can be done to accomplish those two lanes of travel very much needed. Trying to think outside the box, and we had a Regional Planning meeting a couple of months ago with members of Pelham and Litchfield Board of Selectmen and Planning Board types at the meeting along with NRPC.

Thinking outside the box, Mr. Cashell stated it may be a matter of a less costly solution is providing two lanes of travel northbound on Lowell Road. You may be able to get away with for many years to come one lane southbound with the work that's being done now that will lead to a solution and that's two lanes of travel southbound on Lowell Road beginning at Haffners going across the Flagstone intersection, southbound on Lowell Road two lanes full travel, Sagamore Bridge road westbound. I just wanted to bring you up to date on that particular project that's been talked about for years. NRPC has signed on to putting together a CMAQ application for the Town of Hudson. They're right now in the process of doing traffic counts out there. They said the traffic counts will be completed within the next week. What they would like to do is finish this what they call a simulated computer generated traffic projection of what's actually going on in that vicinity. So you have traffic coming out of Wason Road. That would be improved to have two exclusive lanes coming out of Wason Road to the two lanes southbound on Lowell, to the two lanes westbound on Sagamore Bridge road. This simulation they would like to come in and present to the Board of Selectmen so everybody would have a pictorial actual animation of the traffic movements that are going on out there based on present day traffic counts. From that presentation, we'd be able to figure out that these improvements - I'm speculating here but these improvements that we're talking about adding that second lane of travel exclusive to Sagamore Bridge westbound will greatly reduce the cuing of Lowell Road southbound traffic. That cuing is a particular concern in the a.m. hours. Most of the time during the day, evening hours southbound isn't a problem. It's the same with northbound traffic. In the morning it's a breeze. In the afternoon, it's problematic. Mr. Coutu I'd like to emphasize too if we're going to go say ultimately and these solutions would have to result from an extensive traffic study but if we were to go two lanes full traffic northbound on Lowell Road, that would have to extend up to Central Street and possibly taking a right on Library Street and providing two lanes of travel on Library Street and that would continue on past Highland and eventually merging onto Derry Street. That's where all the congestion is right now. If you look at Library Street with this new sequence of lighting, there's a lot of backing up of traffic on Library Street way beyond where anybody anticipated it would be when we implemented this new traffic signal which is another project.

Selectman Coutu commented due to engineering studies that went awry. I don't put too much faith in engineers.

Chairman Luszey asked is the assumption in all these studies that if you were to widen Lowell Road all the traffic that comes down Bush Hill, Wason from 111 disappears. The reason I ask the question is what made me think of that is adding turn lanes off of Wason onto Lowell Road which to me suggests that that route does not become any less used

if you widen Lowell Road. John Cashell said that works into the equation eventually more and more people figure out the shortest route of travel. That shortest route of travel does get congested after time. Providing two lanes sufficiently providing cuing two lanes on Wason Road in the a.m. heading westbound onto Lowell Road will drastically help reduce that cuing that takes place that backs up some mornings. Say a half a mile.

Chairman Luszey asked are you going to provide the other two lanes to get onto Wason Road southbound on the p.m. Mr. Cashell said no we're not talking - it's more of the cuing capacity from say the rear lot line of the Market Basket property. Chairman Luszey understood. My goal is to alleviate the cues. When you come in over the Sagamore Bridge in the p.m., you're sitting over in Nashua for 20 minutes because they can't get onto Lowell Road. John Cashell said a certain amount percentage wise of traffic that is heading eastbound p.m. on Sagamore Bridge Road onto Lowell Road, a certain amount of that percentage goes onto Wason Road. That's actually being measured now at NRPC. Certain amount of traffic leaves that cue Lowell Road northbound at Pelham Road intersection. A certain amount leaves at County Road and a certain amount leaves at Central Street. By the time it gets down to Central Street that cue, anybody that needed to go eastbound has already exercised that movement. Chairman Luszey said you're not really providing the real solution to get east bound onto 111, over to 102, and ultimately over to Route 3A. You're forcing them into the neighborhoods. All you're doing is allowing them a little quicker access into those neighborhoods.

John Cashell agreed but what happens is everybody is going to take those right turns that need to go in that direction and whether they're going all the way to Windham or they're in the neighborhoods of Hudson. That's the main route of travel. That's the only main route of travel. What happens by the time that cue gets to Central Street, all that east bound traffic is pretty much left the cue. What's left is that northbound traffic that has to get through Ferry Street, has to use Library Street, and they're moving further north Derry Street and there's no room for them to get there any quicker. They could travel down Central Street and go up through Lions Hall and I'm sure plenty of people out there are creative enough to figure all these alternate routes out. Most people stay in that cue and perhaps figured out that no matter what it's the quickest way. I'll just have to wait through a couple of light cycles and I'll eventually get there. What I'm saying is that as a potential solution thinking outside the box is going onto Central Street two full lanes of travel onto Library Street that could possibly become a one way northbound. That one way would continue all the way up through Highland Street merging eventually with Derry Street. I'm just saying that's a possibility of what a traffic study may produce. What's the effects of making Library Street one way? Then you'd have all the traveling that's trying to utilize the Library Street area. They would have to utilize Chase Street.

Chairman Luszey asked does the traffic study take into consideration the effect of improving Wason and Bush Hill out to 111. John Cashell indicated that could absolutely be part of it. We all know that we would love to make as a town Wason Road a safer route of travel. It is in effect the quasi circumferential highway for so many people. It's inadequately constructed to handle the traffic and the speed of travel along that route. There's so many people that utilize it but it's like going on a roller coaster ride. It's an amazing road. Chairman Luszey said I'm kind of caught up on all this and I'll tell you where I'm at and I really don't need to hear any more and I'll let the Board decide that. Every time we sit and talk about this problem, the solution is something to deal with Lowell Road when we know that is not the real solution. The real solution is we need another roadway somewhere and for whatever reason, NRPC, DOT, and even you Mr. Cashell to some extent do not want to really address what it's going to take to put another roadway, or bypass, or whatever you want to call it from Lowell Road over to 111. I think until - and I may never see it in my lifetime. Mr. Cashell indicated you won't see it. Absolutely will not see it.

John Cashell stated I said this publicly. I'm not challenging anybody. I'm not arguing with anybody but I did say publicly at a Planning Board meeting. The one thing that has happened in regard to the circumferential highway in the decades of planning and land acquisition that went along with the planning was that the DOT of federal highway, they came to the conclusion and Mr. Brackett that's on the Planning Board; he's on the Highway Safety Committee perhaps more expertise than anybody else in this town when it comes to major highway projects, it's too costly. It's environmentally impossible to build. It's just not going to happen. We have to recognize that reality. I did say publicly that the one thing that the circumferential highway never received was a proper burial basically. The cost factor, the physical impediments involved with it, it's no more than a pipe dream. That's all it is. What we could do with Wason Road is improve that. We could go to NRPC. We could go to the federal government and say hey we have this roadway that we need to invest in. We need millions of dollars to invest in. This is a right of way that exists that needs to be improved upon. It moves a tremendous amount of traffic in the Town of Hudson. From Lowell Road up to 111, we have to invest in that corridor being vastly improved upon. That's a real corridor that really exists and for 1/10th of the cost of improving that for commutes and residents of Hudson, you end up with a product that is a lot safer, can handle the volume traffic better, and it's a reality that could happen. The other one is just so vastly too costly.

Chairman Luszey asked why wouldn't we consider that versus the Lowell Road. John Cashell said that we really should. We really have to come up with modern present day solutions - road improvement solutions that we can implement in our lifetime. This is one of them. Wason Road is one of them and that new methodology that the Planning Board adopted last year allows us to collect CAP fees and spend for improving roadways such as that without impediment. We have the legal authority to do that. We are starting to collect those fees already. I just want to bring everybody up to date real quick. The balance sheet on the Route 111 improvement account, that's up to nearly \$400,000. Lowell Road which we have a turnover quite regularly on those monies, that's \$180,000. For the Route 102 corridor, we have \$500,000 on the balance sheet. All these projects I'm talking about, we can utilize those funds for traffic studies for

construction drawings. This is the key - if you deliver as a community fully designed projects that are called "ready to go projects" at the end of the budget cycle at DOT, there's money lying around they have to get rid of. They get rid of that money through communities that deliver ready to go projects. You know what we can do a much better job for ourselves investing all the way up to construction drawings, improvement projects that we want to implement to make our traffic situation better.

John Cashell noted the next project I'd like to quickly talk about...

Before we move on, Chairman Luszey asked anybody else have any comments or questions on the study.

Selectman Coutu asked to make a final one. Mr. Cashell you said that you've been here 14 years and it's been a problem for 14 years. The Lowell Road corridor has been a problem for 14 years. I'm sure that the average person sitting at home watching this right now is laughing like hell thinking that we've got \$1.5 million that we can invest in designing plans and studying something that's been studied to death like most things. The government just wants to study things and have engineers shuffle paper around and collect millions of dollars doing that and nothing ever gets done. If we're going to attack this problem, we need to attack it head on and we need to realize what's at stake. I'm just a layman. I'm not an expert in traffic study. I can't tell you how many times I've gone up Lowell Road and I've seen that we actually have three lanes of traffic. One is for emergency vehicles. If we were to take and combine two of them and use them exclusively go one way, anyone north is what you're recommending. Any time an emergency vehicle needs to come south, there's going to be hell to pay to get that vehicle down to the south end of town for whatever reason. Other than - I'm going to go back to what I said initially - other than having four lanes north and south on Lowell Road, that problem will never be solved. Studying it some more and having engineers shuffle more paper around for a plan that in 2026 people are going to be looking back on and say well back in 2016 they studied this. This is like a 10 year cycle. We study the same thing over, and over, and over again. Spend thousands, upon thousands, upon thousands of dollars and nothing ever gets done.

John Cashell asked to differ with you for one moment. Selectman Coutu said sure. Show me something that was studied ten years ago that was accomplished as it regards traffic in the Town of Hudson. John Cashell said this is in regard to say the last thirty years and this is a list of completed projects. It isn't really a matter whatsoever that nothing ever gets done. There is plenty that gets done. Dracut Road, Lowell Road, River Road intersection - that was done in the last 20 some odd years. Selectman Coutu noted as a result of a death. Mr. Cashell said River Road, Sanders Drive intersection; Lowell Road, Rena Ave., Vectron Ave. - that was implemented. Lowell Road, WalMart Drive, Sam's Club; Lowell Road, Sagamore Bridge Road intersection minus the circumferential highway, that was an improvement resulting from plans. Lowell Road, Flagstone Drive, Wason Road - additional improvements needed to this intersection adding another lane southbound. Two lanes. Hampshire Drive, Lowell Road, Mission Point Drive intersection - not included in VHB 2004 update. That was another major improvement the private sector Kevin Slattery the developer for Mission Point paid for entirely that signalized intersection. Not utilized as much as perhaps thought it would be but it's more and more utilized. It's an added feature of improvement along Lowell Road. Executive Drive, Lowell Road, PMA drive intersection, that as improved in the last 12, 13 years. Lowell Road, Fox Hollow, Nottingham Square intersection - not planned in the 2004 but with that shopping center, that traffic signal was implemented. Pelham Road, Lowell Road intersection doesn't include the traffic signal that was planned for in the VHB study. However through the work of the Highway Department and Kevin Burns, those improvements to Pelham Road that were implemented perhaps 5 or 6 years ago greatly improved the efficiency of that intersection. Lowell Road - Central Street intersection, Library Street - Central Street intersection, Central Street - Chase Street intersection; Chase, Library, Derry Street, Ferry Street, Highland Street intersections - these are all projects that were implemented and the list goes on. Based on the '84 study, the '94 update of that study and the 2004 update of that study. Improvements have taken place based on these previous studies being produced. You can't do anything without a study taking place. You have to prove the need. From the study, you develop construction drawings. You put together the financing for the project. Many of these projects that we're talking about are an 80/20 split. Eighty percent paid for through federal funds origination of federal funds and the State perhaps kicks in five percent and the town comes up with the 20 percent. It isn't a matter that we're putting up all the money and nobody else is and that would be unaffordable. On a large scale, traffic improvement project or program for the town, that would be unaffordable for one town to take into consideration to implement. There are federal funds out there. There are State funds. There are a coupling of funds and we do collect through new development cap fees that greatly enhance our chances of paying for these improvements. That continues on a daily basis the collection of those CAP fees. Unlike some communities, Hudson does a real good job of utilizing those funds.

Selectman McGrath had a couple of questions. John quick math. We've got \$1.1 million in CAP fees in the funds and the study that you're recommending would be about \$100,000. Would the CAP fees cover that? John Cashell said yes. Selectman McGrath indicated we'd be left with \$1 million to spend on projects. That's not including any development that's coming along now. We've got some projects in the pipeline. John Cashell said absolutely. We have some major projects that are finally the plans are ready to be submitted over the next two or three months. It's been a bottleneck for some reason. Selectman McGrath said that will aide in collecting more funds.

The other question that Selectman McGrath had is the additional right-hand turn lane on Sagamore Bridge. Is that going to be doable because of a development that's coming up that is going to be donating some land to accommodate that? Mr. Cashell said that should very much coincide with the implementation timing. This project with the CMAQ

funding, we're talking 3 to 5 years. It's not a long-term horizon involved with that particular project. It's a short term. That project should be well underway. Say we're behind in moving along with that project, what we would be looking at is another easement along that property. That particular area is set for redevelopment.

Selectman McGrath said my last question is the ready to go projects that you talked about that we could go to the State and request additional funding to help implement those changes, do they have to be engineered and we have to have people ready to start? John Cashell indicated a ready to go project is one that's fully engineered. You have the plan, this is what you want to do, and you invest as a community these CAP fees which can be utilized for plans and engineering drawings. So ready to go projects are construction plans ready to be built. It's a matter of going to the State and say hey we have the plans that would cost \$250,000. If we left it up to the State to design those plans, they're so backed up with projects and trying to design projects well into the future. What happens is a lot of projects just never move forward or they're always delayed. The ones that receive the funding - the basket of funding that's left there unspent the projects that get implemented are the ones from communities that have these ready to go design plans. It's almost too simple. Selectman McGrath said trying to make changes to Wason Road, that's one of those things. We'd have to study it, determine what the proper way to make any changes so that we're not exacerbating a problem. We're correcting a problem. Having those plans ready to go and then the State might give us money.

John Cashell thought truly the solution for Wason Road is making it safer. It's a very narrow roadway. It goes through wetlands. It goes through elevation changes second to none and it's a matter of designing that particular roadway to make it safer, slow down the speed of traffic, make it work more efficiently. Commuter traffic if you're heading say eastbound and there's a whole line of traffic heading westbound and the speed of travel with a foot or two between you at 40 - 50 mph, it's not a safe roadway. It's amazing there aren't more accidents out there but in particular it's just not a safe roadway and that could be designed to make it safer. That would help things out and slowing down the speed of travel through there would help out tremendously. There are physical aspects of that roadway when you're heading eastbound coming from Bush Hill Road, it's like going over one of those...

Chairman Luszey thought we are all familiar with that. We keep talking about studies to Lowell Road. I'm not willing to study no more. We need to take action. If you want to ask somebody to put a set of construction drawings together to do something that would improve the traffic flow through a section of town, then I'd be for it. I'm not going to vote for any more studies. You talked about studying Wason Road. We know there's an issue on Wason Road. We don't have to study it. What we need is concrete engineering drawings put together on what needs to be done to improve it to make it more safe and make it more travelable. John Cashell agreed wholeheartedly with that. For Wason Road anybody can drive down there and figure out what needs to be done. It's just a matter of moving some...Chairman Luszey said same with Lowell Road. All you have to do is sit there in Market Basket's parking lot some night, any day except for Sunday I guess. Mr. Cashell said the most important thing is to implement improvements and putting together what needs to be done to implement. There are shortcuts involved with it that result in less costs. When Kevin was able to do that Pelham Road intersection...

Chairman Luszey said let me ask you a question. Define the word for the audience everybody watching what the term "to study" means. John Cashell said in a traditional sense. Chairman Luszey said for what you're asking. Number one, John Cashell said it's to recognize that the existing plan is out dated and it is obsolete relative to addressing what really needs to be done out there. I think what needs to be done on Lowell Road is a lot less intensive than what was previously proposed. It's a matter of recognizing first that the plan needs to be updated. Why does it need to be updated? Because we have to figure out, and you do that through traffic counts, you have to figure out what will lead through a plan to a better more efficient safer roadway system along Lowell Road. It isn't just a matter of widening it, two lanes, and to solve that's the solution. How many pedestrians are hit by traffic along Lowell Road? It doesn't have one ounce of pedestrian safety involved with it. One of the biggest movements today in road improvements is to make sure that pedestrians and bicyclists that are utilizing the roadways can utilize those roadways safely or somewhat safely. There are so many improvements that need to be worked in to a modern day roadway system to make it safer for all users of traffic, all users of travel. That's really what you need to do is put a plan together to make that happen. You just can't show up on the job with a shovel in your hand and think you're going to get the result you want. You have to plan for it.

Chairman Luszey indicated I got that and again what I'm saying is I'm willing to vote to give you money to go and develop a set of construction drawings because that's what you need to be shovel ready. I'm not willing to give anybody any more money to go "study something, count cars". We know we got the problem. What needs to be done to handle the volume of cars? Where do we plant that shovel? I would vote for that.

John Cashell said there's an absolute process that's involved. If you don't end up participating in the process that needs to be implemented to get to the implementation phase, it may never get there. The whole idea is to get there. Here this evening we can't solve these problems ourselves here this evening. It takes a long time and it takes the right expertise. To engage in that process that leads to implementation, it's important. You just can't come up with a solution. You can't disagree with a proposal that's trying to solve a problem in one evening. This is a major problem that's faced by so many people in this town and it's up to us to start that process so that we do create the solutions that we are all looking for so that you're not spending 40 minutes in a cue every night trying to get home. Chairman Luszey noted we've been talking about this since I've moved to this town.

Selectman Routsis wanted to make sure I understand this and I probably have it wrong. Do you need the study in order to have effective plans made for today and can we do that off of the last study? I don't know. John Cashell said there's no question. You have to have a plan. The plan ends up resulting with the amount of support necessary. The plan results in the engineering plans being developed from the determination of what needs to be done. The determination of what actually needs to be done to improve the corridor comes from the updated plan. Then you get to that implementation phase which is the construction drawings. That's coupled with the funding. You have to figure out how you're going to fund everything that you want to implement. Then it's a matter of putting everything together and actually implementing which means that you have a better roadway system that's able to handle the volume of traffic. You improve the air quality along that corridor and you improve all the phases of the travel corridor for all travel goers. You create a modern Lowell Road. Lowell Road has received so many improvements over the years, it just hasn't been finished and it needs to be finished because you have to recognize as a body you have to recognize that is the main north/south corridor. It's overburdened. It's under designed and it needs to be improved upon. I can't stress that enough. I don't the Planning Board could stress that enough. I'm not looking for an answer tonight. I'm just saying that what would be really good to result from tonight is that this particular subject be put to the Highway Safety Committee and then from there town staff, private consultants could be consulted upon that we could work with the Planning Board and myself could work with the Highway Safety Committee and really get going on this thing. Put the energy and effort and everything that's needed to create a solution into one big ball of wax and get that ball rolling. That's what's really needed. We need to work towards solutions. Solutions take many years. Nothing ever gets done if you don't plan for it. It only gets done through proper planning and it gets rid of complaints.

Selectman Nichols said I'm not into this heavy as far as what my knowledge is but you did say that you have a 12 foot easement on properties that go from the school - PMA - up to the corner and you have that on both sides or is it just one side.

John Cashell explained every property that's been developed say over the last 40 years that has involved Planning Board approval for a site plan or a subdivision plan has acquired that easement right.

Chairman Luszey asked explain the difference between the right and ownership because there is a difference. You have the right to request the use of it and we have to negotiate the purchase of that property correct. So that's not even done. Mr. Cashell said it's a perpetual easement along the entire frontages of properties that have come before the Planning Board for site plan approval or subdivision approval along that Lowell Road corridor. Those are perpetual easements. Chairman Luszey said we would not have to pay the owner anything to say we're going to come up and dig up your front lawn. Mr. Cashell said absolutely correct.

Selectman McGrath asked for clarification purposes. That's only properties that have gone before the Planning Board for site plan development or subdivision action so that it could go for a distance and then all of a sudden there's a gap and the next property because they haven't gone for site plan approval or haven't gone before the Planning Board for subdivision action, that property would not have an easement on it. It's not contiguous. John Cashell indicated you could have some checker boarding. That has to be determined. We have at least three projects coming in in the near future if not a few more along Lowell Road. SO those are sites that will work towards acquiring those rights of way for the benefit of widening Lowell Road in the future. It's always on our mind. Mr. Maddox would always make sure that every project...

Selectman Nichols had a follow up on that easement. When you started to correct that road because that's where it's really a bottleneck was where it goes to the one lane. Would you do that on both sides or one side? Both sides are bad but I'm not familiar with coming down. I'm just familiar with going back through it and getting to that one lane where everybody tries to get into the same spot at the same time. That's my thought. Mr. Cashell noted I don't want to use this four letter word but that's where a plan is effective. It figures out through traffic counts and everything else what needs to be done to make that road work better. I said earlier that from that tapered down one lane all the way up through Library Street converting that in some way to two lanes northbound travel on a permanent basis would alleviate tremendously the cuing but you have to improve the roadway system far enough into Hudson so that you get rid of to the extent possible the bottlenecking of traffic. Southbound you probably could get away with leaving that one lane because that bottleneck process in mornings September, October when we have the heavy traffic counts in March, April, May, June southbound you have excessive cuing southbound on Lowell Road that probably starts in front of PMA. Say the average community in the a.m., that's a five minute wait in line. Perhaps the extreme today its ten minutes. It used to be a lot longer years ago before all the other improvements were put in place. The ideal situation is to make it more time convenient, more efficient with this backing up of traffic in getting rid of that cue and improves the quality of air. Believe it or not, that's a major component in the federal government funding project is cuing. It's not capacity building. It's improving the air quality of the surrounding. Not that we're driving 1960s cars that are spewing out leaded gasoline and everything. We have more efficient deals.

Selectman McGrath said staying on that topic of going south on Lowell Road if we have the two right turns lane onto the Sagamore Bridge that will alleviate that bottleneck in the a.m. going southbound. It's the bottleneck in the afternoon hours going northbound that's really problematic because it all funnels down into one lane. That's not just at peak hours because I talked about this a couple of meetings ago. I witnessed it at 3 o'clock in the afternoon or 2:30 in the afternoon

where there's a real bottleneck. Sometimes it starts at Rena Street. There was one occasion it went all the way back to Dracut Road going northbound. I was coming southbound so I don't know exactly where that traffic was going to. A lot of it may have been turning left onto Sagamore Bridge. I have no idea. In the afternoon it's that northbound traffic that's really problematic. By accomplishing a study, would that enable the Planning Board to collect higher cap fees for the Lowell Road corridor for improvements or not? John Cashell said no. There's a formula in place and it's a well-accepted formula. What could be done - it depends on the development itself and the amount of traffic that's created by it. A lot of projects that the Planning Boards deal with do add in addition to the CAP fee. They add additional money. I'll give you an example. When the hotel was replaced by the pharmacy on Derry Street. They gave the town \$50,000 in addition to the CAP fee and that was exclusive for improvements along the Derry Street corridor plus they did improvements to have it (inaudible) too as part of their proposal. So you can have betterments in CAP fees depending on the traffic congestion. I think we have a couple of projects in particular that are scheduled for the Lowell Road corridor that will in all likelihood add additional finances beyond the CAP fees.

Just to clarify for tonight, Selectman McGrath noted you're requesting that we send this to the Highway Safety Committee for review and study. This is the biggest piece of it. Mr. Cashell indicated the rest of it is nuts and bolts and we're not talking about big plans or anything. Talking primarily about construction drawings and implementation of these projects utilizing the CAP fees that do have in hand and I do have some cost estimates with the other projects that are on that list that we can go over tonight.

Selectman McGrath said I'm in favor of doing a study because I'm no smart enough to know what the correct method is to change the traffic. I could make recommendations just as we all can when you're sitting in traffic all day. That doesn't mean that they're the right way to handle it. I think that we need expert opinions and that's the only way to accomplish that. John Cashell said that's the only one we're talking about seriously as we go down this list. I'll be as fast as you want. I'll be as slow as you want. I'm not going anywhere unless you throw me out of here.

Selectman Routsis asked and/or clarify that our last study was 12 years ago roughly. If we do a new study will it take into account the - you said potential upcoming projects on the Lowell Road corridor which obviously stems from 12 years ago don't take into account anything that's happened in the past 12 years and this can future project. Mr. Cashell said in every project that we review, that's one of the answers the developers and the engineers get in touch with me about. Are there any projects that are being planned that we don't know about that we have to work in our traffic? That's a constant because everybody has to be prepared for that - what's coming down the pike to the extent possible.

Selectman Coutu asked what is the purpose of sending this to the Highway Safety Committee for them to study to send off to do another study. Why the Highway Safety Committee? John Cashell indicated I did talk to Elvis today in preparation for tonight's meeting. He made sure that I realized that it's with this body. So my letter is an error in that regard. It's up to this body to decide whether or not you're going to support these projects and begin the process of you the Board of Selectmen recognize the action of the Planning Board and rather than send it off for this other body - the Highway Safety Committee to study it, we support it - no we don't, but we support it and we want to have town staff to start the process of working towards creating solutions for these traffic improvement projects. I do have to say that we're well under way with the south bound issue on the Sagamore Bridge. We're well under way in regard to the Kimball Hill Road, Route 111, Greeley Street intersection. Elvis received that project from the Board of Selectmen with the Board of Selectmen's adoption of that improvement project last year. He has preliminary numbers involving the implementation of the traffic improvements for that intersection. He's worked with VHB in consultation with them and other engineering firms to start putting together a solid proposal to work towards construction drawings. They do have to do some study - a little bit more additional study figuring out if there's any takings out there. You do have a cemetery right there that the bordering area not impacting the cemetery itself but the bordering area had to be improved upon.

Selectman Coutu asked what are we talking about here. I'm talking about Lowell Road. What cemetery is on Lowell Road? I'm talking Lowell Road. This is what you want to send off to the Highway Safety Committee? Lowell Road is our primary problem area. Mr. Cashell said what I'm saying is the Board of Selectmen - I'm in error in requesting that the Board of Selectmen send this package of traffic improvements off to the Highway Safety Committee. You can do that if you want but you could also take a more proactive approach to this package of requested road improvements. Selectman Coutu asked which would be to do what start spending money. John Cashell said no. It would be to adopt the Planning Board's recommendation this evening in the form of what the contents are of this two-page letter. Selectman Coutu said John with all due respect, with all due respect and I watch the meetings. You have a two sentence paragraph for one project. A one sentence paragraph for another project. Two or three sentences for another, another one sentence, and you've got a lot more on Lowell Road. You're not telling me as a voting member of the governing body exactly what this is going to cost and what the steps should be. You mentioned that and I'm aware of the Planning Board and I respect that they looked at this. It's nothing new. It's not something that is imagined. We have a serious problem on Lowell Road as we do with several of these. As a result of Lowell Road and the traffic, we have problems with the intersection of Pelham Road and Lowell Road. I agree I think Kevin and his crew did an outstanding job at that intersection and I don't want this misinterpreted but I think if you talked to the people that travel Pelham Road to Lowell Road, they're no more happier today than they were back before that was designed because they're still sitting there and waiting to get onto Lowell Road because there's no traffic lights and people are too selfish to stop their cars and allow people to and when I do, the horns behind me are blowing because I had the audacity to stop. I felt bad for somebody trying to come off of Pelham Road onto Lowell Road and it happens to me intersection after intersection. I

just feel bad for these folks because there are times I'm coming down Pelham Road and I can't get onto Lowell Road and I sit there for five minutes.

Selectman Coutu indicated what I'm interested in is this. As the safe keeper of the money and you can say they're corridor funds, they're still monies that were acquired from respected business people who invested in our community for the purpose of improving certain corridors in our community. That is the intent of those funds, correct? John Cashell said yes. I have to emphasize. Selectman Coutu said I don't want to spend thousands upon thousands of their dollars studying something that will never get implemented. That's what bothers me. We're going to design plans which you can't do in one year. Plans take several years. There are several studies. Everyone is going to tell you. You can't do this without a traffic count. Then all of a sudden the plans are done, the Friary gets sold, some big industrialist is going to come in and we're going to have 5,000 new jobs there. The 178 acres behind St. Kathryn's is going to be developed. It's going to bring another 700 cars there. They're going to say well these plans are no good. Now we have to redo the plans. It's a never ending cycle. How much is this going to cost? Mr. Cashell indicated you always have to be nimble. Selectman Coutu noted that's what I'm saying. We spend thousands upon thousands of dollars being nimble developing plans that never get implemented.

Selectman McGrath said didn't you say \$100,000 to do the study. Selectman Coutu said that's a study. That's not the plan.

Just to be in particular here, John Cashell said item #5 is a traffic signal to Pelham Road and Lowell Road. The projected cost, and it does include some engineering plans for that, but in speaking with Elvis he projects a total cost of implementation of a traffic signal at an intersection \$300k. That's engineering plans...

Selectman Routsis asked do you have a cost on each item. Mr. Cashell said yes I do. I'll just address that real quick. The intersection of Kimball Hill Road those improvements (#2) - this is a high figure but it's in the \$400,000 range. That's engineering and construction. Chairman Luszey said that's 400K plus so it's probably 600. Mr. Cashell indicated high was 400. You're only talking about adding...Chairman Luszey thought we should go with number two and just take their badge on this one.

The intersection of Birch Street and Lowell Road - John Cashell said I don't know if you've ever noticed this dual pole that's kind of in the middle. That's a \$30,000 improvement. Selectman Coutu said go do it. Mr. Cashell said it's not a simple one because there are a lot of lines that need to be reconnected and that pole put somewhere else. It's a \$30,000 figure.

Sagamore Bridge highway - Mr. Cashell said I really don't want to throw a number out because there's so many variables involved. There's land that we may acquire for free. That entire project with the Wason Road improvements, say \$1 million. Selectman Routsis asked would that be us acquiring the land for free. Mr. Cashell said yes. Truly not just pulling these numbers out.

Number 6 - implementation of cameras at this vastly updated confluence of an intersection at Central Street, Library Street, Highland Street. John Cashell said that traffic signal improvement program project did not include cameras. Selectman Coutu asked cameras are going to make the traffic go better. Mr. Cashell said yes. Selectman Coutu asked who's going to monitor cameras and who's going to pay. Mr. Cashell said cameras are computer generated adjustments that are made to the signaling sequences. What's happening out there in particular Highland Street in the morning because it's on a fixed timing cycle - all of these intersections within this total confluence - you're on fixed sequences. So people are waiting and waiting there and then two cars can go by in the a.m. when there's a cue of 5, 6, 7 cars. What the cameras will allow for and these cameras can be completed integrated into the system that has just been implemented so that that cue of 7 cars will be allowed to get through. It's not a lot of time but the cameras are computer generated. They move the traffic better. It's like having a traffic cop there except you don't have to have a traffic cop there. You have a camera that's implementing traffic improvements as needed every day 24/7. I wasn't paying attention. I didn't see these cameras weren't part of that program.

Chairman Luszey said if this is a solution here, why don't you put cameras on every light from the Sagamore Bridge all the way down through here so that you keep traffic flowing. Wouldn't that be a much simpler and less costly solution than widening this road all the time? John Cashell said yeah as long as each of those signals can be integrated into a camera computer generated system. That's the only thing that's necessary. Again that's what we need to find out for Lowell Road that will be important. What's really messing things up out here on a daily basis is there's not camera system. You're here on Chase Street, you're cued up, you think you're going to get through and all of a sudden it changes after three cars get through.

Chairman Luszey asked what's the cost on this one. Mr. Cashell said \$150,000 total. That by the Planning Board specifically they made me put the note in the letter that's strictly coming from CAP fees. There's no taxpayer money involved with that.

Selectman Coutu asked who pays for the camera when they break. CAP fees or the citizens of Hudson? Chairman Luszey indicated we do. Mr. Cashell said probably CAP fees. Once they're implemented, these cameras are not off the charts expensive.

Selectman Nichols said you're talking like the camera that is on River Road near the school because you come to that and it changes on one side but the rest of the time it keeps going through. Selectman Coutu noted there's no cameras down on River Road. Selectman Nichols said there is a light that goes to the left of the school or you can go straight. There's a light there now. I don't know if it's River Road or continues down River Road to Tyngsboro. This is in Tyngsboro and there is a light there. It changes if someone is coming down there's a school I think up the road to the left. Chairman Luszey noted that's a high school. That's in the road. That's not a camera. It's in the road. Selectman Nichols asked is that on the idea of what you're talking about. Mr. Cashell said yes. These cameras are implemented all over the world. That project didn't include them. I was surprised. I didn't know it didn't include them.

Selectman Routsis had a quick question about the cameras just cuz I sit on the corner of Ferry and Library each day going to Derry. Will it synchronize those lights with each other because that's the problem there is the lights just aren't synchronized at all so you go through the green and you hit a red. John Cashell said I went over this in detail asked the questions with Elvis. Elvis is our in-house guy and he's highly versed. That system that was just updated for that intersection can integrate these cameras. It just has to be added and it allows for the traffic to be adjusted so we don't have these absurd cues going on in certain legs of the intersection while everybody else is flowing freely. It adjusts at a minute by minute basis, a cycle by cycle basis. I want to emphasize these cameras only recognize the vehicle image. There's no facial imaging involved with this. There's no license plate imaging. We're not going to advance this into any type of they have ones that ticket people now. We're not going to do that.

Selectman McGrath was going to say the same thing. There isn't anybody sitting in a booth somewhere watching the traffic. I wouldn't have known that either had I not been at the Planning Board last week when that was included. The one thing I wanted to mention though about Ferry Street and Highland Street and Library Street - part of the problem with the lights sequencing and it will be the same wherever we have emergency vehicles going through when they trigger the red light to allow the emergency vehicles to pass through an intersection - I talked to Elvis again just so that I knew exactly what he was taking about. He and I had talked about this before. I thought that the sequencing would be off by about 10 seconds and he said no it's actually 30 seconds and then it's for each individual car that goes out or emergency vehicle that goes out and triggers that. If using the Central Street Fire Station he told me that when they open the garage doors, that triggers the light to delay so that it allows the emergency vehicles to go out. Each vehicle also has the ability to hit that delay. If only one vehicle goes out and then a minute, 2 minutes later another vehicle goes out, that's at least a 30 second delay. That impacts all of the traffic lights that are in that sequence. So that's part of the problem with the lights at Ferry, Highland, and Library Street. That would be the same for Lowell Road as well.

Chairman Luszey indicated we've done about just over an hour on this one. What' the Board's pleasure?

Selectman Coutu said I didn't get any answers. I'm not ready to vote to study anything and spend money that's going to result in nothing.

Selectman McGrath thought a study is necessary. If we don't have experts that are going to look at this - the traffic situation that we have, the roadway layout that we have, and any easements that we have that would assist in widening those roads, we might as well be hamsters in a cage that's just spinning our wheels all the time. Not one of us on this Board is an expert and I think I'm smart enough to realize that I certainly couldn't come up with the solutions and I wouldn't know if anybody else made a suggestion on this Board whether or not we were going to actually correct a problem or make the problems worse. The only way to get that information is to have experts tell us by doing a study. That's the way it goes and it's not pleasant to spend the money but I think that's what we have to do.

Chairman Luszey said I'm not ready to spend money and I'll tell you why. For me the right question hasn't been asked yet. If I look at each six items on this piece of paper, it's a predetermined outcome for each one. Item A is they're going to add more lanes to Lowell Road. Item B, they're going to change a signal. They're putting a conclusion before the question on what the problem is. If you were to ask me to give somebody some money to go off and take a hard look at the traffic situation on Lowell Road and come back on what the right solution is and not give them predetermined outcomes, then I would say okay let the experts go on that. Right now I don't see it because nowhere in here does it address the possibility of taking Wason and Bush Hill and making it the default circumferential highway and doing improvements to that. When it all comes down to it, all that traffic on Lowell Road is headed out to 102, and 111, and 3A and they're finding alternate routes through our neighborhoods to get there. We know it's going on. We know what the problem is so given if we're never going to get the circumferential highway, then what is the right solution once and for all and not piecemeal. Put together a plan that says in the next 10 years this is what you need to fund. That's what I would spend money on. Each one of these are very fragmented and segmented items that are band aids that might stop some localized bleeding but it's not stopping the hemorrhaging. When you talk about the bottleneck down in PMA or there's a bottleneck on Wason Road that goes back to Burns Hill Road and it's not mentioned in here at all.

John Cashell said that's cause exclusively because by not having two lanes.

Chairman Luszey noted what says to me and I don't see it addressed in here is having three or four lanes on Lowell Road now because what you're going to tell me is you're going to have three lanes coming off of Wason Road onto Lowell Road. Two dedicated turn lanes - actually three - all going westbound. We don't need to have a discussion but I'm saying that's what I don't see here is all of that kind of detail - that predetermined parts solution for some purpose that I cannot connect all the dots and I need the dots to be there such that I can connect them to see a solution to our traffic problem.

John Cashell explained that part of the Lowell Road improvement is in and of itself its own project. It already has its own legs. It has a solution that we will see in the not too distant future. I'm saying 3, to 5, to 6 years. That major problem - and we could live through. The Town of Hudson can live through that issue now in the next few years but it's important to implement that for years beyond so that we're not just piling up and piling up year after year. That project is under way already that will address the Wason Road issue too. Selectman Luszey that will morph into Wason Road. I'm just bringing to you this evening these particular projects based on the action of the Planning Board but they're not all known.

Chairman Luszey said parts of what is missing is what is that grand plan. You're saying there's improvements that are underway that are going to take place that's going to morph into. I know that. You might. I don't and you're asking me to do something with limited pieces of information where I don't know what the big picture is.

Mr. Cashell said most importantly we've started the discussion. That's what we've done. We've started the discussion. Last year we started it and we did Planning Board and implement a new calculation - a new formula to collect impact fees that we can spend on all of the roadways in Hudson and not just the three major corridors. We have to stay on the subject. It may take many meetings eventually. It may take many years but you know what we have to focus in on this issue and solving this issue just as we have to solve water, and sewer, and the schools, and the police, and the fire. This is an issue that's an ongoing thing that we really must pay attention to and hopefully implement solutions as we go along.

Selectman Routsis noted it's more of a generalized question or what I think I'm hearing is you want it to be tabled for right now so the Planning Board can come up with something that's more detailed instead of fragmented how we currently have it so you have a better picture before you make a yes or no decision.

Chairman Luszey said that's close. I'm not willing to spend money on small studies because we don't know what we're asking for yet. That's my dilemma. When I review these things - the Planning Board has already come to conclusions on what they want to do and now what they're saying is okay we know what we want to do so now we want to spend money to pay for studies to say go and give me the right data to make this thing happen when it may in fact not be the right solution. I'd rather ask the experts to say put together a study and a detailed plan on how to solve our traffic problems without all these little and then that would be broken down and into the deliverables.

Selectman Routsis asked why can't we just say that now. Why can't we just say we'd like a complete detailed study on how to alleviate our traffic?

Chairman Luszey said we can go back to part of what's the role of the NRPC in this thing because Lowell Road is not a town road. It's a State road correct...Selectman McGrath noted part of it. Chairman Luszey said we need a heavy State involvement in what we do there and that has been a dilemma above ours. We pay the NRPC about \$22,000 or \$25,000 a year to give us data and we don't get it. One of the things if I understand they're supposed to give us this year and that's why I'm kind of hesitant on this is a detailed traffic simulation of Lowell Road.

John Cashell indicated they're presently working on the Sagamore Bridge area and they are working on Lowell Road in its entirety. Chairman Luszey said I would rather wait to see what that comes up with.

Selectman Nichols said the way I read this - maybe I'm reading it wrong but I'm sure somebody will let me know if I am - it says to complete a corridor study of Lowell Road from the Sagamore Bridge to Central Street. Period. It does not say they want a study on the intersection of Kimball Road, the intersection of Birch, the entrance ramp, the intersection of Pelham Road, and amend the Ferry/Central Street. Am I reading that wrong or is that what that is? You want a study for the whole thing or you want a study for that Lowell Road?

John Cashell explained what happened at the Planning Board, we had these items put on the agenda. They were specific to projects that several board members came up with. The discussion mushroomed into a final conclusion that we really do need to look at a new updated corridor study master plan of Lowell Road. All these other projects that are mentioned in this letter, those are putting the cart before the horse so to speak. Why would you do those without putting a study together? I don't want to come off as a know it all and I wasn't doing that at the Planning Board meeting. It was a great exercise to start talking about this stuff to find people that are really interested in putting the blood, sweat and tears that go into implementing improvements. Those people are hard to find. This group we spent almost three hours discussing this issue. There was some disagreement at the end and that disagreement ended up being the solution that we need a new corridor study. One of the board members wanted to go no further than just moving that idea forward to the Board of Selectmen. The other projects stayed as part of their action but the main emphasis, and it was

unanimous, the main emphasis was to do this new corridor study. The corridor study for Lowell Road would talk about putting a traffic signal at Pelham Road. It would talk about moving that pole. It would talk about widening the roadway to handle traffic better. That's what a corridor study would do. You wouldn't do anything along Lowell Road until the study was complete.

Selectman McGrath stated those other items though are safety related. Pelham Road is a safety related item. Birch Street is a safety related item. The cameras for Ferry Street, Highland Street, Library Street, that's safety and also it's an immediate fix that can help to alleviate the traffic congestion on those roads. That was why the Planning Board they were able to clearly identify that those were items that can be taken care of now without doing an excessive study but looking at the entire Lowell Road corridor and the traffic that's on that road and utilizes the side roads. Any time I have to go to 111, I go the back way. I go up Gowing Road to Musquash and I try to bypass Wason Road because quite frankly I think it's a very unsafe road. The people that do travel it - I was up there last week and first of all the number of cars that travel it I think is excessive and also the speed at which they travel is excessive for that type of a roadway. It's just really I think a miracle that we haven't had more accidents and more really severe accidents on that road.

Looking at Lowell Road, Selectman McGrath said it's going to take into account all of the side roads that come into it and dump traffic onto that road. We're not in a vacuum. We all live in Hudson. We all know what this roadway is like and we know the roads that feed into it and feed off of it and that are being utilized on a daily basis by people that are trying to bypass those bottlenecks on Lowell Road.

Chairman Luszey commented if what you said is true which I would accept everything except for the very last statement. That is we know what the problem is. If we know what the problem is, I don't think we need to do a study. What we need to do is an engineering of a solution. To me that's very different than a study. A study says you're going to put the traffic cameras out there. You're going to put the traffic counters out there and then you're going to come up with this nice little count and you're going to say yeah you've got a problem. Quite frankly all the studies in the past that's what we've seen them do and give us 150 page document that says you've got a lot of cars on this road and you need to do something and nothing gets done. There was a long-term solution called the circumferential highway and for whatever reasons and we know some of them were regulatory. It never got built. If what Mr. Cashell says is true and that is that is never going to happen, then what is the solution? If the solution is making Lowell Road a Route 101A, then declare it and let's figure out how we make that happen. I think there's a lot of properties that would go extinct because we would basically encroach so close to their front door they become nonviable businesses or what is the other solution? How would you make Wason and Bush Hill the alternate route to 111 because if we make Lowell Road just a couple lanes wider, it's not going to put people off of those back streets.

Selectman McGrath indicated it's not just the solution for trying to alleviate the traffic and to aide in the traffic that are going to utilize those roads. What effect is it going to have on the neighborhoods that are on those roads now? The country roads - Wason Road, Bush Hill Road - what does that do to the development of those properties? Now are they going to be seeing an increase maybe in residential or are we going to be seeing something different which is maybe a mix of industrial and commercial along those roads. That all has an effect. Every car that travels those roads and depending on what they're trying to do and people that are again smarter than I, they could look at that and say gee that area right there would be ripe for a 7/11, or it would be ripe for whatever. So that changes the whole flavor of that neighborhood now that whole area. A study helps to identify that. I don't know enough even though I've been on the Planning Board - sorry to say for a whole lot of years. I couldn't tell you but I could imagine that by changing the way Wason Road is engineered how it's taking out some of those hills and valleys and the sharp curves, all of a sudden it makes some of the vacant land along that roadway more attractive for commercial development. Then you've got neighborhoods that are not happy about that. A study helps to do that.

Chairman Luszey understood that. There's pros and cons to everything we do pluses and minuses but what to the point of this particular request tonight is I don't see that. All I see is a request to go do something to one particular road and that one thing the study has been done at least five times that I know of and I'm not sure why we need another one.

John Cashell indicated I should be able to help out at this point. I suggest tabling the Lowell Road discussion. Number two the intersection of Kimball Hill, the Board of Selectmen already supported that. That's already on its way towards being implemented. It's got a life of its own in other words. That was a result of last year. Intersection of Birch Street, Lowell Road - relocate that utility pole. That's just an obstacle.

Chairman Luszey said if number two has a life of its own, why are you asking to have anything done now. Mr. Cashell said it was the action of the Planning Board. It's one of those projects that they just want to make sure that it's moving along and it is moving along. I got an update through the efforts of Elvis and that is a project that is moving along.

Selectman Coutu asked where is it and it's moving along. Mr. Cashell said Elvis has spoken to VHB - Marty Kennedy who's been a long-time traffic consultant for the Town of Hudson and he has figures involved with engineering costs, implementation. They have some preliminary layouts of what needs to be done. What's important to recognize in this letter is that what hasn't been discussed at this point in time are these exclusive left turn arrows at Kimball Hill Road that's westbound and an exclusive left turn arrow on Greeley Street eastbound onto Central Street. Those don't exist right now at that intersection nor does anything other than one lane of travel on Kimball Hill roadway leading onto 111.

Now that you mention that, Chairman Luszey asked do we own enough land to do that because I mean you're literally up against the Hudson First Baptist Church now. So what are you going to take property from the Grange? Mr. Cashell said no. There's layout area. There's neutral land there. There's a lot of it and there's land there that will allow for that added lane which would be a through lane across 111 onto Greeley. There is land enough there. We're not going anywhere near the cemetery. Chairman Luszey asked is that work all done. Mr. Cashell said no. He's working with VHB towards getting the next phase of actually putting together plans for it. Chairman Luszey said the cemetery is on the other side. I'm talking in between the Grange and I'm talking Greeley Street. John Cashell said Greeley Street is just adding the arrow to the traffic signal. There's no widening of Greeley Street presently involved. I don't know if it will ultimately come into play with the improvement at that intersection. I don't know that.

Selectman Coutu said I'm at a lost because I heard this discussion and I'm leaving like last night I left the Cable Committee meeting up at Benson Park. I get down to the intersection and I'm sitting there and I'm seeing all this traffic. It seemed to me that everybody had a light to turn one way or another. There was no backing up of traffic and I've heard people have said to me it's a serious problem down there. It seems to me there's plenty of lights that allow everybody to turn every which way at that intersection. What is the problem? Like every road, John Cashell said network. It's the a.m. and p.m. There's plenty of capacity off hours. The a.m. and p.m. hours when most traffic is on the roadway trying to get from point A to point B, that's when everybody gets aggravated. Selectman Coutu said I'm coming off of Kimball Hill; I'm at a red light and I'm watching cars coming on east and west on 111 because everything is at a stop and they've got free access to 111 east and west. There are dedicated lights going east and west coming off of Greeley. John Cashell said in the p.m. hours, it's fairly congested heading eastbound on 111.

Chairman Luszey said if this is in preliminary design stage, let's get Elvis to come in and present it.

Selectman McGrath was going to say that last week at the Planning Board meeting we had a sketch of that intersection and what the projected changes are going to be. I remember what it looks like but the rest of the Board doesn't. They haven't had that so.

Chairman Luszey said we'll have Elvis in to present that. How's that? Selectman Coutu indicated that would be really elaborate. It's \$400,000 to put one street light up. Selectman McGrath noted it's far more than that. There may only be one light but there's additional lanes that are going to be added. Additional pavement that's going to have to be done remembering what I saw last week on both sides of the road.

Selectman Nichols said I'm a person who uses Kimball Hill Road and Greeley. Coming down from Kimball Hill Road to go across to Greeley you get up to that corner but sometimes if people will move a little to the left, you can get to the right and go straight across. If they decide to park in the middle to wait for the light, you're going nowhere and then people coming down Greeley Street block them off and then nobody can go anywhere. I have been on both sides - on the Greeley side and on the Kimball Hill side. It is a bottleneck and it can be especially school times and after work. They're right up all the way up to Benson Park trying to get done. It's a mess.

Chairman Luszey said we'll get Elvis in to present the preliminary. Item 3 the intersection of Birch Street and Lowell Road. I think that's an easy one. That's the utility pole. I think that would happen with or without a study. John Cashell said yes absolutely. That's just given the word and waiting a while for the utility company to make it a priority and working with them.

Selectman Coutu stated tell them the next time they come in with a pole request, we'll give them a pole request when they do Birch Street.

Chairman Luszey stated the entrance onto the Sagamore. Mr. Cashell asked to leave that alone. That's another project life of its own. Chairman Luszey said I marked done.

Item 5 - the intersection of Pelham and Lowell Road. Chairman Luszey said I would put that on hold until such time was have a complete thing but again I would tell you 5 and 3 - the intersection of the lights I don't think they can wait for a comprehensive study of Lowell Road to be done because that I don't think will ever truly get done. I think we should take action on those two. Mr. Cashell asked on Pelham Road and Lowell Road a traffic signal. Okay great.

Chairman Luszey said the cameras on item 6 I would be okay with.

Selectman Coutu indicated I'm not. Item 6 was created as a result of...

Chairman Luszey said I'm one of five so that's my interpretation of this. Where's the rest of the Board at?

Selectman Coutu noted item 6 is an engineering flaw that created that problem. The engineer who designed that whole pattern should be paying the full bill to correct it.

Chairman Luszey stated now we know that won't happen.

Selectman Coutu said we're going to spend \$150,000 of money to put and nothing is going to happen because it's going to put cameras up there and I don't care if he says they're cheap or not. They're \$150,000 apparently so I don't consider that cheap. They're going to break. There's going to be more problems. That's not correcting it. A problem has been created as a result of this nightmare out there that was created by engineers. They should have left it alone. It was better before than it is now. They created a serious problem now. We had a problem and now it's worse as a result of faulty designs of that whole intersection.

Selectman Routsis didn't know the name of that way. John Cashell said Chase. Selectman Routsis said there's a camera at one of those lights down there. How often does that break? Part of your concern is...Chairman Luszey said that's the optacon. . Mr. Cashell said the cameras are not 150. That's man hours. That's people hours and engineers. It's implementation. The cameras don't cost that much. It's implementation.

Again Chairman Luszey said you kind of know where I'm at. I'm looking for a consensus to either do 3, 5, and 6 or 3 and 5, or 3, or none.

Selectman McGrath said I'm with you Mr. Chairman - 3, 5 and 6. Those can be immediately done and they'll be paid for with CAP fees so it's not taxpayer money just to be clear. John Cashell really had to emphasize you have to spend this money that we collect in six years. Even if you encumber it, it has to spent in six years.

Selectman Nichols asked what about the intersection of Kimball Hill Road and Route 111 and Greeley Street. According to what we just heard, Chairman Luszey said I'm going to bring Elvis in probably early November, mid November to present the plans. It has a life of its own I was told.

Motion by Selectman McGrath, seconded by Selectman Routsis, to have the Town Engineer to implement items 3, 5, and 6 on the Memo dated October 3, 2016 from the Planning Board's notice of decision.

Selectman McGrath added a provision that the funding for those three items are to come from CAP fees that have been collected and that it is not taxpayer money.

Motion by Selectman McGrath, seconded by Selectman Routsis, to have the Town Engineer to implement items 3, 5, and 6 on the Memo dated October 3, 2016 from the Planning Board's notice of decision and that the funding for those three items are to come from CAP fees that have been collected and that it is not taxpayer money.

Selectman Coutu said discussion. I'm not going to support it and I'll tell you why. CAP fees do come from taxpayers and it is taxpayer money. That's number one. These businesspeople who contributed approximately I guess based on what I'm hearing \$1.5 million we have in our coffers now contributed monies to improve the various roadways that affect their immediate environs as well as make life simpler for the residents of the Town of Hudson as a result of greater usage of traffic that may or may not go to and from their businesses or their parks. This Board is prepared to spend almost a half a million dollars of that hard earned money that was given to the town to improve roadway conditions. Item #6 was an engineering flaw paid for with CAP fees. I'm not blaming you John. I'm looking at you but I'm not blaming you at all. I blame our engineer and the engineers that he works with. That Central Street/ Library Street/ Highland Street intersection is an absolute nightmare. This was going to solve all the problems. I remember Elvis coming before us 1 ½, 2 years ago saying oh we got this and we're going to get rid of the right turn on Highland Street and this is going to be beautiful. The traffic is going to flow out of Nashua into Hudson from Hudson into Nashua. It's a nightmare. Now we're going to put up cameras for another \$150,000. How much have we already spent? I'm sorry Mr. Malizia I'm sorry you've been left out of this all evening. You could have stayed home. How much have we already spent on Central Street/highland Street? Mr. Malizia said its \$300,000 to \$400,000.

Selectman Coutu said we've already spent \$300,000 to \$400,000. All right. For all of that roadwork now another \$150,000 is going to correct the mess. I'm not convinced that it's going to. I support 3 and 5. I do not support #6. Number 6 is included in the motion. I want the people to know that I consider the utility pole that's located on the corner of Lowell Road and Birch Street to be a serious problem and needs to be moved. I certainly want the people to know who come off of Pelham Road onto Lowell Road that I really sympathize with the lack of courtesy that people have in not wanting to let them go through because there's a lack of a light there and there's a serious need for a traffic light there. As long as #6 is in the motion and if you're not willing to withdraw it, then you're slapping me in the face so that I can't support the other two and you can take up that other one separately. I'm willing to support 3 and 5 and I'm asking you as a courtesy to me that you remove item #6 and you vote on it separately because I will not vote for item #6 and if it's included with 3 and 5 as one package, then you're doing me and a lot of other people a disservice. That's all I've got to say. I will not vote for it in its present state.

Selectman Routsis said I'm apparently adding fuel to a fire here by saying this. I go through that intersection every day. There is a problem there. We're trying to find a solution to the problem so why leave the problem if we potentially have a way to fix it?

Selectman Coutu noted they were fixing it before.

Chairman Luszey said I agree with both of you. I believe what should be done here is break these into two motions so that the true representation of the Board is shown in the vote. What I heard is Selectman Coutu will vote for 3 and 5 but not #6. If #6 can't stand on its own merit, then maybe it shouldn't.

For future reference when we go to look, Steve Malizia said maybe you should do them all separate. Do 3, do 5, do 6 that way when we go to for history, we can find each one as opposed to oh those two are lumped together. We might be better served to do that. Chairman Luszey said I tend to agree with the Town Administrator.

As the maker of the motion, Selectman McGrath said let me just state before I agree to change the motion. CAP fees are collected from companies, individuals that are doing development along a major corridor in Hudson that is going to impact the traffic from that day forward. That system was started many years ago in addition to collecting fees for the impacts to the schools. It was to alleviate not only the physical impact to the residents of this town but also the financial impacts that they would be facing to upgrade the roads whether it's a secondary road that impacts the major corridor or not. It clearly, clearly is not affecting the taxpayers of this town when we utilize those CAP fees to make changes and to upgrade those roadways - any impacts along those roadways. With a that being said, I'm willing to change my motion so that we'll do it separately to allow Selectman Coutu to vote individually on one project which I think is clearly a waste of time.

Chairman Luszey asked do you withdraw your motion. Selectman McGrath said no I'm changing my motion to approve item #3 of the Memo dated October 3, 2016 from the Town Planner.

Motion by Selectman McGrath, seconded by Selectman Routsis, to approve item #3 of the Memo dated October 3, 2016 from the Town Planner, carried 5-0.

Motion by Selectman McGrath, seconded by Selectman Routsis, to approve item #5 of the Memo dated October 3, 2016 from the Town Planner, carried 5-0.

Motion by Selectman McGrath, seconded by Selectman Routsis to approve item #6 of the Memo dated October 3, 2016 from the Town Planner.

Selectman Coutu stated I resent being told that I'm wasting your time. I'm sorry that you feel that I'm wasting your time because I want my voice to be heard on a subject matter that is important to me just as important to me as it is to you. Regardless of how you explained the money away, I'm not willing to throw away another \$150,000 on a project that was a failure from the outset as a result of engineering flaws. Thank you.

Vote: Motion carried 4-1. Selectman Coutu in opposition.

On behalf of the Planning Board and myself, John Cashell said thank you for your patience. It was wonderful being here. We got some work done!

F. Public Hearing - Acceptance of 2 Maple Sugar Trees from Countrybrook Farms valued at \$900

Chairman Luszey recognized Town Administrator Steve Malizia.

As you just stated, Steve Malizia said this is a generous donation from Countrybrook Farms. It's for two Sugar Maple trees. They're valued at \$900 for the two of them. Because it's a donation of a good or service over \$500, you're required to have a public hearing.

Chairman Luszey opened the public hearing at 9:07 p.m. Is there anyone from the public that would like to speak on it? Seeing there being none, we'll close the public hearing at 9:08 p.m.

Motion by Selectman Nichols, seconded by Selectman Routsis, to accept a donation from Countrybrook Farms two (2) Maple Sugar trees valued at \$900 to Benson Park, carried 5-0.

G. Bid Recommendation - Replacement Standby Generator

Chairman Luszey recognized Road Agent Kevin Burns.

Good evening. Kevin Burns stated I will endeavor to be brief. As I'm sure you are aware, we are responsible for the daily operation and the maintenance of the sewer utility. Part of that includes the operation of our six sewerage pumping stations. Three of them were built in the early '80s. The station that we're hoping to upgrade the generator in was built in 1985. The generator is failing. Its 31 years old. We prepared detailed specifications. I'm recommending that we award the bid to the low bidder which is Brian Mason Electric. He's done a lot of the generator work in town for us. The Kohler generator that he's bidding we have several of them around town including at pumping stations.

Chairman Luszey believed the last one he did was at fire. Mr. Burns noted he did the senior center.

Motion by Selectman Nichols, seconded by Selectman McGrath, to award the bid for the replacement standby generator, a Kohler model, for Sagamore pumping station in the amount of \$45,725 to Brian Mason Electric as recommended by the Road Agent and the Finance Director and to seek reimbursement from the Sewer Pump Repair Capital Reserve Fund, carried 5-0.

H. 2016 Tax Rate

Chairman Luszey recognized Finance Director Kathy Carpentier.

Good evening. Kathy Carpentier noted it's that time of year again when I come before you to discuss the 2016 tax rate. I'd just like to quickly go through the documents that I handed to you starting on page 2. What we do here is do a 2015 comparison to 2016 so that you can see each component broken down by the town, the school, the State education, and the County. We're proposing at this point a rate of \$22.09 which is a 3.9 percent increase or \$.84. I would like to take you to page 3. The taxpayers just focusing on the town piece right now, the taxpayers voted warrant articles last year to support a rate of \$6.52. We've had some favorability. We had more value than anticipated valuation and property which saved us \$.04. We changed the overlay amount which saved us \$.02 and with discussions with the Town Administrator, him and I have identified some revenues that we can increase to save \$.13 to present to you a town tax rate of \$6.33 which is flat on the town side. On page 4 is the surplus analysis. We were able to give back a lot of money in unanticipated revenue. So we currently have a 9.7 percent surplus. We use the budget at \$600,000. We still maintain an 8.8 percent surplus which is a pretty healthy surplus. You want to be between 5 and 17 percent. We've been around 8 percent.

Chairman Luszey questioned 5 to 17. Ms. Carpentier said 5 to 10 years to be the range but GFOA has said 5 to 17 is where people are. Anyone who looks at our surplus says we're pretty healthy. Not everybody has a...Chairman Luszey asked where does the healthy to pretty healthy where is that line? Steve Malizia said under 5 is not healthy. Between 5 and 10 is healthy. Very healthy is over 10.

Kathy Carpentier noted we've been usually around between 7 and 8 so we're creeping up a little bit which is a great way to be creeping. Then on page 5 and 6 on the right hand column, you can see that the Town Administrator and I have identified some areas where we could increase the revenue in order to maintain the flat tax rate. The biggest piece being as you can see motor vehicles on the top of the page, we're recommending \$250,000 increase for this tax rate and we'll have a little bit of an increase for the next fiscal '18 tax rate that we haven't yet to discuss with you.

Chairman Luszey had a question on that one line item because the amount is driven by the value of the vehicles people are registering. Are we able to generate a report that tells us what the average year is because every year that goes by those values become less? I want to know if this was because people bought a lot of new vehicles or did we just happen to have a whole bunch of registrations show up of lesser value vehicles and try to figure out if that's a real trend. Ms. Carpentier said I understand your point. I do not know that answer. The Town Clerk would be that person. I'd be more than happy to relay your message for you. So you'd like to know where the increase came from - more cars or more value. I'm not even sure she has that information. I would think she does but I will definitely will look into that for you.

Kathy Carpentier said that is our 6-page document. Most of what I was talking about again is the town tax piece. The big driver here is the school. The school is going up \$.83 - page 2. The total tax rate is going up \$.84. So for the average single family home with a value of around \$260,000, your tax bill will be going up about \$220. This is for the tax bill we're about to see hopefully in November due in December time frame. It's not the actions of what the voters did last March. With that, I'm here to ask you to authorize the \$600,000 which is what you budgeted to use our of surplus to set an approximately tax rate of \$22.09 per thousand as recommended by the Finance Director.

Selectman Coutu asked how much did the school return to us this year. Kathy Carpentier said they had a surplus of a little over \$500,000. They had two warrant articles to use \$100,000 for each warrant article. Mr. Malizia said they had another one for \$150,000 did they? So they used 350 out of their funds so the balance would be \$150,000. Selectman Coutu questioned that's all they gave us back is \$150,000. Ms. Carpentier noted they had a surplus of 500 but the warrant...Mr. Malizia said they're not allowed to retain any surplus though. Chairman Luszey said one was for the special education fund. Mr. Malizia stated we're going for that fund and there was another fund in the CTE roof or something. They had \$150,000 for the roof and then they had two \$100,000 allocations that they funded a savings account.

Selectman Coutu said I will support the \$600,000 number.

Just to be clear, Selectman McGrath said the increase in the tax rate is based on the school spending, correct? You're showing \$.83 in an overall increase of \$.84. Kathy Carpentier agreed. The \$.83 I'm stuttering on answering your question because it could be a factor on revenues too. I don't analyze their revenues but their revenues could be - it could be a factor of both appropriations and revenues but the net affect yes. Their net bottom dollar is increasing the tax rate by that \$.83. The State is going down by one cent and by State I mean State education and the County is going up by two cents. Its local school is the driver.

Selectman Routsis said you may or may not know this. For the track is that averaged out into that \$.83 for the school or is our 220 increase going to be reduced because of that one time hit for the track? Kathy Carpentier indicated the track would be not averaged in I believe is the word you used is in that number. So the almost \$500,000 or something that they raised for the track would be in this year's number. The next tax rate, assuming that's a one-time fee which I believe that's what it is, it would come out. So for the next tax rate if everything was the same, it would go down by that.

Selectman Coutu wanted to remind the voters that when the School Committee recommended that salary increases, there was a lot of discourse at the Deliberative Session that a lot of it would be offset by a savings and insurance which they're now projecting will go up 10 percent. So they were wrong and they were wrong. The piece for the \$500,000 track which is a one-time expense will be offset because the salary increases for the coming year is double what they put in the budget for this previous year. It was a much larger amount is going to be...

Steve Malizia said their appropriation when they did their warrant article, the first year netted out or had the savings for that year's health insurance. They went to a different health plan so it netted down the cost. Because they had a decrease in health, it increased in salaries. So it netted down to - I'm just going to pick a number, it's the not the right number - 250. The next year that's not there to cover that. So the next year it's 500. Then I think there's a third year. Selectman Coutu noted the next year it goes up another couple hundred thousand. Mr. Malizia thought because it's a multi-year contract they disclosed on their warrant article the 3, or 4, or 5 years of the contract.

Selectman Coutu said the way I saw it is the insurance was going to be an overall savings year, after year, after year but as it turns out, it will only impact the first year to get - it wouldn't feel as bad - oh it's only going to cost this much this year. I don't blame the teachers. I blame the administration. It behooves the Budget Committee to take a real good look at the budget this year. Enrollment is significantly down. The costs just keep going up.

Chairman Luszey encouraged the Budget Committee to really look hard at the insurance line and ask why theirs is going up 10 percent.

Selectman Coutu said that bothers me. They're getting a lot less bang for the buck. The teachers are paying a lot more out of their pocket and they're being raked over the coals on the costs for something they were told was going to be a savings is no longer a savings to them.

Motion by Selectman McGrath, seconded by Selectman Nichols, to authorize the use of \$600,000 of the Town's \$6,458,441 Unassigned Fund Balance in support of a tax rate of approximately \$22.09 per thousand, as recommended by the Finance Director, carried 5-0.

Steve Malizia noted the next one you need a consensus because when she communicates with Concord there are sometimes some variability and the question is do you want to use more or less surplus. Is that correct? Kathy Carpentier agreed. So there could be rounding issues when they roll up all the numbers. The tax rate could change by a few pennies or would you like me to change surplus. Which way would you like me to go?

Chairman Luszey asked for a consensus of the Board to authorize the Finance Director to adjust the use of surplus or change the tax rate. Steve Malizia explained she either sticks with the tax rate of \$22.09 or if they give us a different number. Kathy Carpentier said say I have to use \$610,000 out of surplus. Selectman Coutu said we adjusted with what comes back from the State. That's what we've done in the past. Ms. Carpentier said it might not come back at \$22.09. Mr. Malizia indicated it might be \$22.07. Selectman Coutu understood. It's what we've done every year and it works.

Consensus of the Board - the Finance Director is authorized to adjust the tax rate.

I. Revenues and Expenditures

Chairman Luszey recognized Town Administrator Steve Malizia.

Steve Malizia stated we're a quarter of the way through the year - 25 percent for those who are keeping track digitally. Again no real issues in the expenditure side of things because again as I said before, we encumber trash contract, legal contracts. So while percentages may be skewed, it's because we've encumbered an obligation and have not spent it all. On the revenue side, we're a couple of percent points above. We're about 27 or so percent on the automobiles so we're still tracking pretty good.

Selectman Coutu noted this will be the last year. Mr. Malizia said I know we try to be conservative. We never try to get to the number. We always try to stay a little bit under the number. If there's any kind of slide back, we're not at the peak. Selectman Coutu noted new car sales this year are at an all-time low.

Chairman Luszey said hence my question. If we saw a peak in new cars coming in because if we did, then that number will actually start...Selectman Coutu said we also have a lot of new homes being sold in Hudson too. Steve Malizia said new people coming in - about 55, 62 plus, two cars, Cadillacs.

Selectman McGrath asked the public works budget is at 51 percent. Steve Malizia indicated because the paving season is the summer time, again, that's one of those things that's not linear where he spends pretty much the majority of that paving - \$790,000. If he spends a lot of his budget in the summer time. Ms. Carpentier noted he also stocks his salt shed and his sand shed. Mr. Malizia agreed. He stocks up, replaces plows.

Chairman Luszey asked about the trash contract is that in that one. Steve Malizia said that's in a different line. That's at the back end of it. That's at 100 percent because we've committed the whole thing. He may also have some commitments in there for contractual reasons.

Selectman McGrath was thinking of the winter season coming up and it's projected to be. Mr. Malizia said this is his typical spending pattern because of the paving.

9. OTHER BUSINESS/REMARKS BY THE SELECTMEN

Selectman Routsis - I actually have none this evening.

Selectman Coutu - I had a whole bunch of notes. I left them at home. Maybe that's for the better. I just have one thing I need to bring before the Board. The Benson Park Committee would like to know what the goal is of the Board of Selectmen relative to the park whether it wants the park to truly become self-sufficient and if so would the Board of Selectmen support Benson Park Committee's study fee option for admittance into the park. The options would be either by car, by head but there's no sense of them conducting a study if the Board of Selectmen doesn't support the fee process or having the park try to become a little more self-sufficient.

Chairman Luszey had an input on that. I've spoken to a number of people that use the park and a number of people that have no true interest in the park. The ones that use the park can be swayed either way. Some think it may be a good idea. Some of them feel it's probably not a good idea. The ones that don't use the park think it's a good idea. I've actually been giving this some thought and my thinking right now is we may want to put an advisory question on the ballot this year, and I know it's a lousy year to be putting stuff on the ballot, asking the voters of Hudson would they be in favor of doing a fee structure for Benson and getting feedback that way. When we do the polls and the questionnaires in the HLN and stuff like that, we just do not get good feedback. That's my thinking right now.

Selectman Coutu asked you think that at a March Town Election we're going to get good feedback. The same 3,000 people who vote. It's just going to delay it another year.

Chairman Luszey noted again I'm one of five. That's my comment.

Selectman McGrath said those 3,000 people are the ones that typically show up to vote and vote on the budgets and the warrant articles. I think that that's a good idea.

Selectman Routsis agreed with putting it on a ballot because now is not the time of the year that you would do a study anyways in the amount of people that would come in. So they would do it next season. So it's effective a year out anyways.

Selectman Coutu said I'm done. You've got three people that want to put it on the ballot. I'm going to tell them not to bother doing a fee study.

Chairman Luszey agreed. I wouldn't waste our time at this point.

Selectman Coutu noted that's all I have to report to them. They just want to know whether or not they should continue so now there's going to be some town...Chairman Luszey thought they should continue planning on what that park is to be. Selectman Coutu said we know what that park is to be. Unless you want to give it back to the State, we need to now commit funds to keep it up. Chairman Luszey said we need to keep it up but what I'm saying is how far do you develop it. You know what I'm saying. We need to be starting to put an envelope around that. Selectman Coutu agreed.

Selectman McGrath said when it comes budget time for Benson Park, I have already asked that we get inception of date costs that has been spent so that the voters will know and we'll know exactly what's been spent so far and what's anticipate in the future. That will help the voters to decide whether or not they want to continue to spend money at Benson's Park.

Selectman Coutu wanted to make it clear. If they don't want to spend money on Benson Park, we're going to give it back to the State. I know you don't care. I do.

Selectman McGrath noted as I've said before, I don't utilize Benson Park. I think it's a beautiful park. I can see the value of it. I can see that people really enjoy it that go there. I don't utilize it.

Selectman Coutu asked do you use the senior center. Maybe we should close that too. Selectman McGrath indicated I do not. Selectman Coutu said we spend money there too. Selectman McGrath told Selectman Coutu you're not going to box me into a position tonight on Benson Park or on the senior center and try to infer that I am not supporting either one of those. I am not going to put up with that nonsense. Selectman Coutu said I'm done. Let's move on.

Steve Malizia asked I just want to make sure so the Board would like an advisory warrant article prepared for the voters to deliberate or discuss whether they want to have a user fee for Benson Park. Chairman Luszey asked is that the consensus for the Board. Selectman Routsis thought it would be a good idea. Selectman Coutu said it's usually the voting block 4 - 1. I'm good with that.

Selectman McGrath - I have nothing this evening. Thank you.

Selectman Nichols - I went to Benson Park for the cleanup weekend. I wanted to say thank you to everyone who volunteered for that and the new people that came that we hadn't seen before. Also that there's going to be a spaghetti dinner for the Friends of Benson Park on October 22. We're going to have clowns and the kids can come in and have their faces done and all this kind of fun thing. Not those awful clowns. Just fun ones. They'll have a silent auction with some very nice gifts from what I understand. Last time I went we didn't leave. We stayed because we were having such a good time. So hopefully people will show up. It's well worth it.

Selectman Luszey - My one comment is close to Benson's, it's the senior center. I got a letter from Lynne Ober talking about the plants around the senior center. There's some trees that were donated. Are they being watered on a semi-daily basis? Who's responsible for watering those plants? Selectman Coutu noted I can answer the question. They have not been. We had a maintenance person who resigned 2 or 3 weeks ago. It's been a difference of opinion as to whether or not the property was being maintained properly. I have mentioned it to the Recreation Director. I believe Lori got word as well as HCTV that the new maintenance person who will be responsible for the cable portion is to go out there and make sure that the plants are watered on a regular basis. Also remember that building is part in parcel with the water ban. We can't be hypocritical about it.

Chairman Luszey said we're not asking to sprinkler the whole place. Selectman Coutu agreed. In the middle of summer you go out with a watering can with a little bit of water and put it on top of a shrubbery. That's not going to do it any good. It will evaporate in no time. In order to do it properly, it would need to be sprinkled or somebody out there standing with a hose. If the people are riding by and they see that we're doing it on town property and they're not allowed to and they can see it from right across the street up on the hill. It will be taken care of in the future.

Chairman Luszey said my bigger question is who's actually responsible for the grounds keep there. Is it going to be that person? Was that ever decided? So that really needs to be taken up and decided upon on whose responsibility it is for the upkeep of the grounds. Selectman Coutu agreed. I tried to steer it in the direction of the maintenance person that would be hired for HCTV because they had more money. If they needed to dedicate an extra hour or so for outside maintenance, that would be the better avenue rather than taking it out of the municipal side of the senior center operation.

Selectman Nichols said all I know is that I thought it was Kevin Burns' crew because he used to come in and do the lawns and things. I've only seen him once or twice. I can't speak but I just know that I've seen him there doing odds and ends and I didn't know if his crew was in charge of it. Chairman Luszey said he only did it when somebody asked him to go do it. I don't think we ever as a Board put down who is responsible for the exterior maintenance of that building. Selectman Nichols had no idea. I just know I've seen him there a few times. That's all. I can't say for sure. Chairman Luszey said we really need to define that and give it to somebody so they will maintain it.

10. NONPUBLIC SESSION

Motion by Selectman McGrath, seconded by Selectman Nichols, to enter Nonpublic Session pursuant to RSA 91-A:2 (a) Strategy or negotiations with respect to collective bargaining; RSA 91-A:3 II (b) The hiring of any person as a public employee; (d) Consideration of the acquisition, sale, or lease of real or personal property which, if discussed in public, would likely benefit a party or parties whose interests are adverse to those of the general community; and (e) Consideration or negotiation of pending claims or litigation which has been threatened in writing or filed against the public body or any subdivision thereof, or against any member thereof because of his or her membership in such public body, until the claim or litigation has been fully adjudicated or otherwise settled. Any application filed for tax abatement, pursuant to law, with any body or board shall not constitute a threatened or filed litigation against any public body for the purposes of this subparagraph, carried 5-0 by roll call.

Chairman Luszey entered Nonpublic Session at 9:41 p.m., thus ending the televised portion of the meeting. Any votes taken upon entering open session will be listed on the Board's next agenda. The public is asked to leave the room. Open session is being entered at 10:14 p.m.

Motion by Selectman Coutu, seconded by Selectman McGrath, to hire Dylon Miller, Mike Beaudry, and Georgie Gentile as part time "Regular Shift Employees" HCTV Camera Operators at \$11 per hour effective October 12, 2016, carried 5-0.

Motion by Selectman Nichols, seconded by Selectman McGrath, to sell town owned, tax deeded property located at 6 Bear Path Lane to Jeffery and Jacqueline McGurren in the amount of \$250,000, carried 5-0.

11. ADJOURNMENT

Motion to adjourn at 10:15 p.m. by Selectman McGrath, seconded by Selectman Nichols, carried 5-0.

Recorded by HCTV and transcribed by Donna Graham, Recorder.

Ted Luszey, Chairman

Marilyn E. McGrath, Vice-Chairman

Roger E. Coutu, Selectman

Pat Nichols, Selectman

Angela Routsis, Selectman