



TOWN OF HUDSON

Citizen's Traffic Advisory Committee

Jim Battis, Chairman



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-816-1291

CITIZENS TRAFFIC ADVISORY COMMITTEE AGENDA

The Citizen's Traffic Advisory Committee will hold its next meeting on **October 19, 2020** at 7:00 p.m. in the **Buxton Meeting Room**, 12 School St., Hudson, NH.

Cloth or Procedure masks shall be mandatory for all people who attend the meetings. Provisions will be made available for compliance.

- ✓ Call to Order
- ✓ Roll Call
- ✓ Public Input Related to Non-Agenda Items

I. Approval of Minutes:

- A. September 21, 2020 Minutes

II. Old Business:

- A. Status of Accident and Moving Violations Data Request

III. New Business:

- A. Review of proposed Election Day Traffic Survey

IV. Other Business

V. Correspondence:

VI. Commissioner's Comments:

VII. Adjournment

Next Meeting: Monday, November 16, 2020 at 7:00 p.m. in the Buxton Meeting Room


James Battis, Chairman 



TOWN OF HUDSON

Citizen's Traffic Advisory Committee Minutes – Draft



Chairman J Battis • Town Engineer E Dhima • Town Planner B Groth

12 School Street Hudson, New Hampshire 03051 • Tel: 603-886-6018 • dstickney@hudsonnh.gov

September 21, 2020 – 7:00 PM

Hudson Community Center - 12 Lions Ave., Hudson, NH 03051

Covid-19 Precautions – In-person participation

Call to Order: J Battis called the meeting to order at 7:01 p.m.

Roll Call: J Battis (Chair), G Kennedy (Vice Chair), T Wyatt (Secretary), H Schibanoff (Member), E Dhima (Town Engineer)

Public Input: None in attendance

- I. **Approval of minutes:** There was a **motion** by G Kennedy to approve the minutes. There was a suggestion by J Battis that the motion be revised to approve the minutes with his edits. Two of his edits were under Section III. A. New Business changing the wording in the third line from “once rather than twice” to “not less than once” and in the fourth line from “report should reflect” to “committee should request”. His third edit was under Section VI. Commissioner Comments in the first line of H Schibanoff’s comment to correct a typographical error from “Wal-mart” to “Walmart”. The motion was seconded and **passed** unanimously.

II. Old Business:

A. Review of draft version of the Board of Selectmen Report

On page 3 under Section II. Activities, it was suggested that another word besides “restriction” could be used and the word “merging” was chosen for the Lowell Road issue between Fox Road and Executive Drive. In that same section on the second page in the second paragraph beginning with However, it was suggested that bold lettering be used to emphasize the potential Hudson Logistics Center traffic issue. There was a suggestion to include traffic data from the Logistics Center when it becomes available. There was a **motion** by H Schibanoff to approve the report to the Board of Selectmen with the proposed edits that was seconded and **passed** unanimously.

B. Status of Accident and Moving Violations Data Request

At the recommendation of the Town Engineer, J Battis proposed that the scale of the request for data should be reduced to principal minor arterial and major collector streets in Hudson. A proposed meeting between J Battis and Town staff has not been arranged, however, J Battis will continue to attempt to arrange a meeting.

III. New Business:

A. Until the accident data is provided by the Town or another request is presented to the CTAC, the Committee may be considered on hold unless a member has a topic to discuss. After a brief review of pending traffic improvement projects, G Kennedy proposed and agreed to create a draft survey to receive input from the residents regarding traffic issues along with an offer to join the committee. The survey would be presented at the upcoming

election. The draft survey will be provided to the Engineering Department with a request of the election day activity to be sent to the Town Moderator.

IV. **Other Business:** None

V. **Correspondence:** None

VI. **Commissioner's Comments:**

H Schibanoff: Witnessed four cars and a tractor-trailer truck running the red light at the Sagamore Bridge intersection emphasizing the problem of traffic in that part of Hudson.

T Wyatt: none

G Kennedy: Thank you for the suggestions I've made on the committee, for following through on the traffic report and for the draft survey. There are many issues to discuss, let's keep our minds open. We can have a big impact in the future keeping aware of coming issues, not just what is existing right now.

J Battis: We have one full-time and two alternate openings for the committee, if you would like to join us. Apply on the Hudson town web site using the application form. Our next meeting is scheduled for October 19, 2020 in the Buxton meeting room and we are always open to input from anybody with issues related to traffic in Hudson although we are not the Planning Board.

VII. **Adjournment:** There was a **motion** by H Schibanoff to adjourn that was seconded and **passed** unanimously. The meeting was adjourned at 7:54 p.m.

Tim Wyatt Hudson Citizen's Traffic Advisory Committee, Secretary

10/12/2020

Traffic Survey

Town of Hudson Citizen's Traffic Advisory Committee

The Committee serves as an advisory committee to the Board of Selectmen. The purpose of the Committee is to identify and discuss areas of traffic concern. We meet once a month at the Town Hall. Usually the third Monday from 7pm to 8 or 9pm

Let us know which of the following you would like the committee to look into.

_____ Speeding on our streets

_____ Hazardous intersections (ie. vehicles not stopping for red lights)

_____ Long wait times during morning and afternoon commutes

_____ Like to see some roads widened or intersection altered (ie. facilitate wide turns necessary for trucks and buses)

_____ Road hazards (telephone poles too close to road, poor visibility)

Please include location and time of day

There are openings on the committee for one permanent member and two alternates

If you are interested in becoming a member please let us know.

Name _____

Email _____ Phone _____

Address _____

James Battis

From: Brett Gagnon [brettprotectingnh@gmail.com]
Sent: Tuesday, September 22, 2020 12:51 PM
To: ContactTrafficAdvisory@hudsonnh.gov
Subject: Traffic Committee Topic for Discussion

EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.

Dear Hudson Traffic Committee Members,

I want to first thank you for your time and effort while volunteering in Hudson. With that said, I have a few questions and concerns I'd like you and the committee to discuss.

Although I am no architectural expert or civil engineer, I am an engineer by schooling and appreciate data and logic. With that said, I have done some research into traffic and traffic mitigation in the past few years. What I found was that "traffic" is all based on perception. For example, comparing Hudson today with Hudson 20 years ago; there is obviously more traffic. On the contrary, if you compare Hudson's traffic today with Boston's traffic today, we have none to speak of comparatively. Thus, when you are conducting traffic reviews, do you only review data from Hudson specifically (Comparing today Hudson with yesterday Hudson), or do you cross examine other regions/locations (Today Hudson vs yesterday Hudson in comparison to today's Boston vs yesterday's Boston)?

I suggest the latter of the two options described above. This helps to highlight the differences in resources of places like Boston (i.e. no open space to develop) and Hudson (i.e. lots of open space to develop). Which traffic reduction resources will increase, decrease and which resources can be replenished vs gone forever.

Put differently I implore you to think of the true cause and effect of the issue at hand. Do we simply mitigate traffic today, or do we analyze the more complicated variables that create traffic. As a visual example to my comments, do you simply keep putting a Band-Aid on a flesh wound, or do you stop the flesh wound from happening in the first place.

If we look at Boston in more detail, we can see that it had massive growth from inception to today. I can only imagine that in the past, Boston has faced many of the same issues Hudson is facing today. If we review their actions and the outcomes, we may help avoid their mistakes. With that said, some major conclusions would be that;

- Growth didn't seem to lower taxes
- Adding new roads and highways didn't seem to reduce traffic
- What options are they left with now to help traffic?

In closing, I highly recommend that the committee members review various research around traffic congestion and the subsequent cause and effects. Knowing your time is precious and limited, I have tried to help aid in this search with a few links and quotes below.

I would love to hear your feedback on these topics when convenient for you. Thank you for your time and consideration in this matter.

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Sincerely,
Brett Gagnon

NH State Representative Candidate 2020

<https://www.wired.com/2014/06/wuwt-traffic-induced-demand/>

The concept is called induced demand, which is economist-speak for when increasing the supply of something (like roads) makes people want that thing even more. Though some traffic engineers made note of this phenomenon at least as early as the 1960s, it is only in recent years that social scientists have collected enough data to show how this happens pretty much every time we build new roads. These findings imply that the ways we traditionally go about trying to mitigate jams are essentially fruitless, and that we'd all be spending a lot less time in traffic if we could just be a little more rational.

<https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/>

In a recent paper published by the Transportation Research Record, author Ronald Milam and his research team reviewed the various studies documenting the induced demand effect. They found that for every 1 percent increase in highway capacity, traffic increases 0.29 to 1.1 percent in the long term (about five years out), and up to 0.68 percent in the short term (one or two years). One recent study found a one-to-one relationship between new highway lane capacity and traffic increases.

<https://drivetribe.com/p/does-adding-an-extra-driving-lane-E6FPiVJnQSCPun1-pS-Q-A?iid=Z2CkUWqRR3ybxv2VqYJPsw>

However, that is not what engineers and scientists have discovered. Counterintuitively, adding extra driving lanes can actually lead to an increase in traffic congestion that is greater than the relief the new lane provides!

<https://hudsonallianceforresponsibledevelopment.home.blog/2020/08/04/traffic-and-transportation-engineers-review-of-circumferential-highway/>

The circumferential highway is being misrepresented when it is offered to the public as a traffic solution. What it is and probably always was, is a benefit and an advancement to real estate development, primarily in Hudson. In this sense the proper label for this highway project should be an economic development highway, with the primary beneficiaries being real estate moguls who own land near the highway interchanges.