

MAIN STREET ROTARY

HUDSON, MA

PUBLIC FEEDBACK SUMMARY

Second Public Meeting

October 26, 2016

- 6:30pm Welcome and Rotary Trivia
- 7:00-8:30pm Event

The Second Public Meeting for the redesign of the Main Street Rotary was held on Wednesday, October 26th, 2016, from 7:00 – 8:00pm at the Hudson Senior Center (29 Church Street) Lower Level Meeting Room. Fifteen members of the public attended the event to review three concept designs for the rotary area. The main focus of the second public meeting was sharing the three design options generated from the solicited community feedback and analysis of site conditions of the area.

Meeting Procedure

Prior to the meeting, the public was welcomed with an entirely rotary themed trivia questions including designs, history and songs. A sign-in sheet and snacks was also available for the public to enjoy.

Jack Hunter, Town of Hudson, opened the meeting with an overview of the project's development and Town expectations from the process. Jef Fasser and Ale Echandi, BSC Group, then provided an overview of the work completed to date including initiatives to solicit public input and how feedback from the public has informed the three concept design options, which includes: a T-Intersection, a Single Lane Option and a Double Lane Option.

The concepts were presented by Jef Fasser who highlighted the important urban design features within each of the designs including parking counts, pedestrian improvements, potential green space area and connections to surrounding downtown areas. Ed Mayer from Kittelson & Associates, Inc., further provided details about the engineering and traffic flow for each of the three rotary designs.

Guided by Daphne Politis, the public was engaged in reviewing and providing additional feedback on the design options. Three stations were set up for each design with an overview of the key features, advantages and disadvantages for each option. During the first step of the public engagement, the public was asked to carefully review each of the designs and provide any additional feedback they felt was absent from the provided feedback for each design options. Next, participant noted what feedback they would like to prioritize from each of the designs. Everyone was provided fifteen small dot stickers, five for each design, to note their feedback priorities. Concluding the meeting, each participant was asked to select their preferred design option noting it with a star sticker. The Single Lane Option was the favorite receiving nine of potentially fifteen stars.

The following is a summary of highlights of the public's response to the three design options.

Participants preferred the Single Lane Option for a number reasons including the following:

- maintains Rotary as a feature in the Downtown and provides opportunities to use the Rotary as a way to make the Downtown unique (including opportunities for landscaping and other attractive features)
- improves automobile safety by reducing conflict points and crash severity
- provision of on-street parking
- increases pedestrian safety by increasing visibility, providing well-defined pedestrian spaces and additional traffic islands that will result in traffic calming

In general, participants identified the following priorities:

- Preserving the Rotary as a feature in the Downtown and increasing its aesthetic appeal (through landscaping and other attractive elements)
- Improving automobile safety by reducing conflict types and crash severity
- Pedestrian safety (crosswalks, increased pedestrian visibility, minimizing number of travel lanes, reducing overall traffic distance, traffic calming)
- Bicycle accommodation (e.g. bike lanes)
- Minimize sign pollution (e.g. need for multiple signs for pedestrian crossing and rotary directional signage)

The following is a more detailed documentation of the public's on the three design options and preferences:

Feedback on Design Options

1. T-Intersection

Key Features Include:

- 56 on-street parking spaces - **1 dots**
- Opportunities for an expanded sidewalk on both sides of the street - **5 dots**
- Opportunities for large, contiguous and enhanced public space - **3 dots**
- **OTHER KEY FEATURES:** (additional public input)

Advantages:

- creates opportunities for placemaking by providing public spaces for community gatherings, outdoor seating - **3 dots**
- landscaped areas on both sides of Main Street - **3 dots**
- enhances pedestrian access, safety, and visibility by reducing the overall crossing distance - **1 dot**
- conventional intersection treatment familiar to all drivers - **1 dot**
- **OTHER ADVANTAGES:** (additional public input)
 - Closest design to original traffic patterns in Hudson
 - east coast greenway recommends going through rotary – this this would accommodate this use

Disadvantages:

- removes the rotary as an iconic feature of the downtown - **9 dots**
- results in decreased capacity and increased vehicle queues compared to existing conditions - **1 dot**
- increases vehicle delays as a result of restrictions to free flow movements - **2 dots**
- does not reduce conflict types or improve the crash severity - **8 dots**
- **OTHER DISADVANTAGES:** (additional public input)
 - o Space for bike lanes - **4 dots**
 - o It wouldn't be much of a Rotary project within no rotary would it?
 - o No
 - o No traffic lights
 - o Don't like to lose the Rotary
 - o Bump outs – maintenance nightmare
 - o Too many lefts
 - o What about Felton Street? 2 choices now/only one choice (with this option)
 - o Most expensive option - **4 dots**

2. Single Lane Option (R1)

Key Features Include:

- 53 on-street parking spaces - **5 dots**
- Opportunities for streetscape beautification and landscaping - **1 dot**
- Improved pedestrian conditions
- Maintaining the Rotary within the Downtown - **7 dots**
- **OTHER KEY FEATURES:** (additional public input)
 - o Does library crosswalk disappear? Should stay on all designs!

Advantages:

- enhances pedestrian safety by minimizing the number of travel lanes and reducing the overall crossing distance – **5 dots**
- increases pedestrian visibility with raised crosswalks and well-defined pedestrian spaces - **3 dots**
- provides opportunities to use rotary as a way to make Downtown unique – **4 dots**
- provides opportunities for landscaping and other attractive features – **3 dots**
- reduces travel speeds through and into the intersection
- improves intersection safety by reducing conflict points and crash severity – **9 dots**
- reduces vehicle delay, even in night time conditions
- additional traffic “islands” will result in traffic calming – **3 dots**
- **OTHER ADVANTAGES:** (additional public input)
 - o Yes – best

Disadvantages:

- results in long queues during portions of the peak hour as a result of a single travel lane
- queuing of vehicles extends past Fire Station in AM and PM
- potential for sign pollution from pedestrian crossing signs and rotary directional signs – **2 dots**
- no large contiguous pedestrian/green space

- **OTHER DISADVANTAGES:** (additional public input)
 - o Should look at queuing with fully built out Highland Commons
 - o Felton street not wide enough to park on both sides
 - o Left turn on South Street
 - o Bikes have to enter traffic lane as it narrows. How is that marked for traffic and bikes?
 - o Retain rotary's simple design
 - o Bump out prevents left on South St while 85 South continues
 - o Felton street too narrow for parking on both sides to allow fire truck down

3. Dual Lane Option (R2)

Key Features Include:

- 52 on-street parking spaces - **1 dot**
- Opportunities for streetscape beautification and landscaping - **1 dot**
- Improved pedestrian conditions - **2 dots**
- Improved traffic operations
- Preserving Rotary Design within the Downtown Hudson - **1 dot**
- **OTHER KEY FEATURES:** (additional public input)
 - o On street parking should not be a consideration. Purchase (air-right?) vacant Land and build 2 level parking garage.

Advantages:

- enhances pedestrian safety by reducing the overall crossing distance - **1 dot**
- increases pedestrian visibility with raised crosswalks and well-defined pedestrian spaces - **5 dots**
- provides opportunities to use rotary as a way to make Downtown unique
- provides opportunities for landscaping and other attractive features - **3 dots**
- reduces travel speeds through and into the intersection - **5 dots**
- improves intersection safety by altering conflict types and reducing crash severity
- reduces vehicle delay, even in night time conditions
- increases vehicle capacity and limits queues
- **OTHER ADVANTAGES:** (additional public input)

Disadvantages:

- allows for slightly fewer on-street parking spaces compared to other options
- results in long queues during peak hour (although shorter than Option R1) - **1 dot**
- potential for sign pollution from pedestrian crossing signs and rotary directional signs - **12 dots**
- no large contiguous pedestrian/green space
- **OTHER DISADVANTAGES:** (additional public input)
 - o Bump outs are a DPW nightmare and limits parking spaces in the winter (snow)
 - o Not enough room 85 North and 62 West to move to left or right
 - o Not intuitive to what will happen with land division - **1 dot**
 - o More about ground sign
 - o Left turn on South Street!
 - o No
 - o Rotary should be used at current light South of McDonalds
 - o Potential for sign

- People drive in the right turn lane, will not yield
- 2 lanes enter, 1 lane leaves!
- 2 side parking won't work on Felton (unless you're a smurf)
- Lane change in Rotary
- Bump out prevents lefts on to South Street
- Felt Street to narrow for parking on both sides and to allow for fire trucks

Preferred Design Option

T-Intersection - 1 star

Single Lane Option (R1) – 9 stars

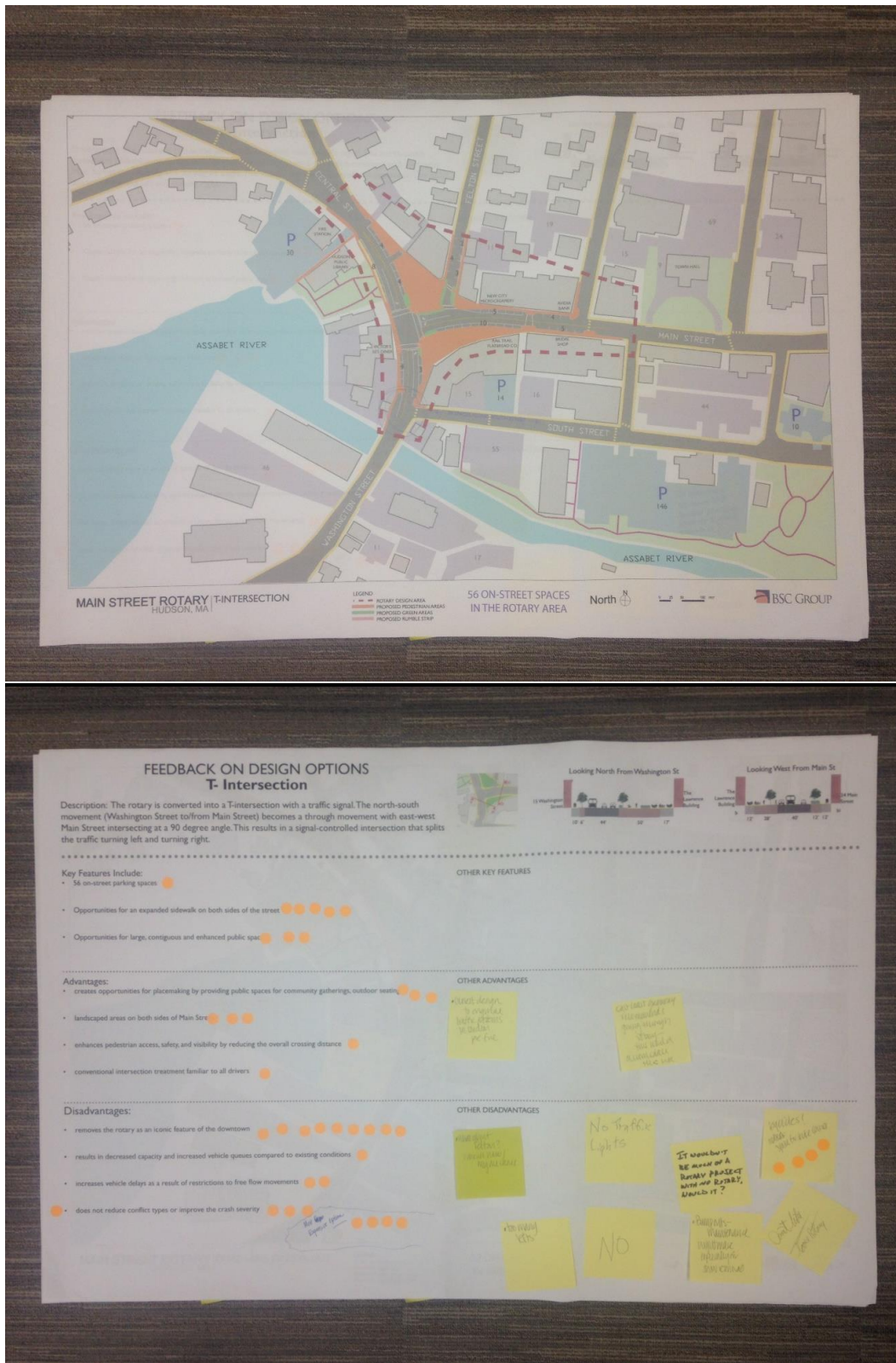
Dual Lane Option (R2) - 5 stars

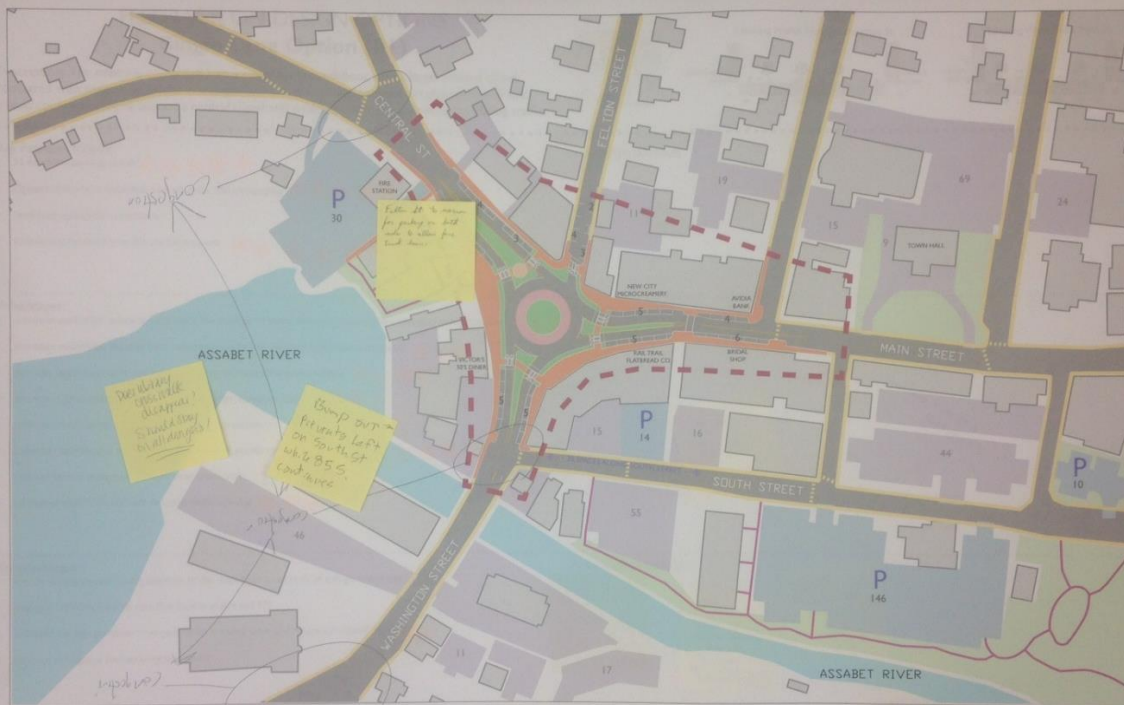
Media Coverage:

Event Photos:



Feedback on Design Options:





MAIN STREET ROTARY SINGLE LANE OPTION (R1)
HUDSON, MA

LEGEND
 ROTARY DESIGN AREA
 PROPOSED PEDESTRIAN AREAS
 PROPOSED GREEN AREAS
 PROPOSED RUMBLE STRIP

53 ON-STREET SPACES
IN THE ROTARY AREA

North



BSC GROUP

FEEDBACK ON DESIGN OPTIONS Single Lane Option (R1)

Description: The rotary is converted into a single lane roundabout with a larger central island compared with today. This results in a single lane entry at all legs and one circulatory lane. Traffic travels counterclockwise around a central island and entering traffic must yield to circulating traffic.

Key Features Include:

- 53 on-street parking spaces
- Opportunities for streetscape beautification and landscaping
- Improved pedestrian conditions
- Maintaining the Rotary within the Downtown

OTHER KEY FEATURES

Advantages:

- enhances pedestrian safety by minimizing the number of travel lanes and reducing the overall crossing distance
- increases pedestrian visibility with raised crosswalks and well-defined pedestrian spaces
- provides opportunities to use rotary as a way to make Downtown unique
- provides opportunities for landscaping and other attractive features
- reduces travel speeds through and into the intersection
- improves intersection safety by reducing conflict points and crash severity
- reduces vehicle delay, even in night time conditions
- additional traffic "islands" will result in traffic calming

OTHER ADVANTAGES

Disadvantages:

- results in long queues during portions of the peak hour as a result of a single travel lane
- queuing of vehicles extends past Fire Station in AM and PM
- potential for sign pollution from pedestrian crossing signs and rotary directional signs
- no large contiguous pedestrian/green space

OTHER DISADVANTAGES

UPPER 100
SLOW DOWN

200 ft
100 ft
100 ft
100 ft
100 ft
100 ft
100 ft
100 ft
100 ft
100 ft

200 ft
100 ft
100 ft
100 ft
100 ft
100 ft
100 ft
100 ft
100 ft
100 ft

200 ft
100 ft
100 ft
100 ft
100 ft
100 ft
100 ft
100 ft
100 ft
100 ft

Yes,
Best

Some people are saying that the rotary is not a good idea.



Looking North From Washington St



Looking West From Main St



Section of Favorite Concept Design:

