

1. APRIL 2020 PUBLIC SAFETY AGENDA PACKET

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CITY OF HUDSON
PUBLIC SAFETY COMMITTEE
February 6, 2020

PRESENT: Alderpersons Alms, Hall, and Morrissette.

ALSO PRESENT: Chief Geoff Willems, Chief Scott St. Martin, Jon Muller, Sarah Atkins Hoggatt, Aaron Reeves, Kelli Espiritu, Richard Lanfer, Nick Colianni, Mary Claire Olson Potter, and Melanie Herberg.

A copy of the agenda was posted in City Hall lobbies, delivered to the Hudson Star-Observer, and mailed to committee members on February 4, 2020.

Alderman Morrissette called the meeting to order at 5:00 p.m. in the Council Chambers of City Hall.

MINUTES OF THE JANUARY 9, 2020 REGULAR MEETING: MOTION by Hall, SECOND by Alms to accept the minutes of the January 9, 2020 regular meeting. MOTION CARRIED.

DISCUSSION AND POSSIBLE ACTION TO CONDUCT ALL SCHOOL REUNION FRIDAY, AUGUST 7, 2020; 5:00 P.M. – 11:00 P.M. IN LAKEFRONT PARK: Richard Lanfer stated that the Class of 1970 is celebrating its 50th reunion and is inviting the two classes above and below. Willems stated he had no objections.

MOTION by Alms, SECOND by Hall to recommend approval. MOTION CARRIED.

DISCUSSION AND POSSIBLE ACTION TO CONDUCT 10TH ANNUAL HALOS OF THE ST. CROIX VALLEY FAMILY FUN DAY ON SATURDAY, AUGUST 1, 2020, 6:00 A.M. – 4:00 P.M. IN LAKEFRONT PARK: Executive Director Kelli Espiritu stated that this is the 10th year for the event. Willems stated that there haven't been any issues and coordinators will hire one officer.

MOTION by Alms, SECOND by Hall to recommend approval. MOTION CARRIED.

DISCUSSION AND POSSIBLE ACTION ON REQUEST FOR 15 MINUTE PARKING SPACE AT 407 2ND STREET, SUB HOUSE: Willems recommended the first (east) parking space on Commercial Street. Hall suggested that the issue be addressed as part of the item 3c, which addresses modifications to the downtown parking.

DISCUSSION AND POSSIBLE ACTION ON MODIFICATIONS TO THE PARKING SYSTEM: Downtown Parking Advisory Committee member Nick Colianni stated that the committee had recommended reviewing the new parking system in six months. Since there has been much feedback from the community and business owners, the committee met several times and made seven recommendations, as follows:

1. Develop consistency between the on-line parking information and printed materials.

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2. Update and enhance the brochure with clear communications about how the new system works.
3. Have a minimum of 1 15-minute spot on every block face to address convenience and safety issues allowing for quick pickups and opportunity to drop off guests and then locate a place to park.
4. Complimentary parking, up to four (4) hours per day in the following locations:
 - a. Beach House Lot
 - b. Williams Lot
 - c. North Lot-Wells Fargo
 - d. Harbor Lot
 - e. Angle parking spots north of Vine Street on First Street
 - f. City Hall lot
5. With the implementation of item #4 above, these parking lots will no longer require meter or Passport payment. The pay stations used in these lots can be redeployed to create additional payment locations for the remaining 3-hour parking spaces.
6. Decrease the number of 3-hour parking zone to have one zone city wide. This will allow guests to pay or extend their parking from any pay station without accidentally selecting an incorrect zone.
7. Parking Fees-first violation is free, second violation is \$15.00 The increased citation amounts will encourage voluntary compliance with the parking system rules and ordinances.

Chamber of Commerce President Mary Clair Olson Potter and Councilperson for District One Sarah Atkins Hoggatt each addressed the committee expressing their support of the changes and making the downtown welcoming for visitors. The Committee discussed each recommendation. Alderperson Alms felt that it was premature to make so many changes without allowing the users ample time to adjust to the system, adding that once the free parking was implemented it would be difficult to change it back to paid parking.

MOTION by Hall, SECOND by Morrissette to recommend the following changes:
Develop consistency between the on-line parking information and printed materials.
Update and enhance the brochure with clear communications about how the new system works.
Have Staff evaluate and determine placement of 15-minute parking spaces on each block.
Allow 4 hours free parking in the Beach House Lot, Williams Lot, and the angled parking on First Street north of Vine Street and erect appropriate signage, which adds 161 free parking spaces.
Change the Harbor Lot to 3 hour metered parking.
Relocate pay stations from the Beach House lot and First Street to 3 hour parking locations.
Change parking zones to two zones, one for 3 hour parking spaces and one for permit parking.
Change parking violation fines; first violation is a warning, second is \$15.00.

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Alms voted NO. MOTION CARRIED.

DISCUSSION AND POSSIBLE ACTION ON REQUEST FOR A 15 MINUTE PARKING SPACE AT 407 2ND STREET, SUB HOUSE: Alms noted that the pavement by the first space on Commercial Street was uneven and didn't have a sidewalk.

MOTION by Hall, SECOND by Alms to recommend a 15-minute parking space on the corner of Second Street by 407 2nd Street. MOTION CARRIED.

DISCUSSION AND POSSIBLE ACTION ON REQUEST FOR NO PARKING IN THE ALLEY BEHIND POSTMARK GRILLE: Morrissette stated that the request was made in order for the garbage to be picked up, which is scheduled for Tuesdays before 10:00 a.m. Hall noted that if it's a holiday, the garbage will be picked up the next day.

MOTION by Hall, SECOND by Alms to recommend No Parking in the alley behind Postmark Grille Tuesdays and Wednesdays from 6:00 a.m. to 10:00 a.m. MOTION CARRIED.

DISCUSSION AND POSSIBLE ACTION TO CONDUCT PRIVATE FAMILY PARTY ON SATURDAY, MAY 16, 2020, 3:00 P.M. – 10:00 P.M. IN LAKEFRONT PARK: Willems noted that Jessica Drewiske wasn't in attendance. Their request is to have a family and friends party at which food will be catered, they will have their own drinks and a band. Morrissette questioned whether the park can be blocked off for a private event and who will police the alcohol. He also stated that a band would bring in other visitors. Willems and Alms noted that this may not be any different than other private park rentals, such as the school reunion. Hall also questioned whether they can pitch a party tent for this event.

MOTION by Alms, SECOND by Hall to have the Parks Department review the rental of Lakefront Park for private parties and to table the issue until after Parks makes a recommendation. MOTION CARRIED.

EMS/FIRE DEPARTMENT/POLICE DEPARTMENT UPDATES:

Jon Muller stated there are two special events they will cover; Hudson Hot Air Affair and the River Dunk.

They have three open fulltime positions and have had three accept offers.

Chief Willems stated that the internal interviews have been completed and 13 applicants will move on to Police & Fire Commission interviews. These applicants are being interviewed for two open patrol positions.

The Hudson Hot Air Affair kicks off on Friday with the parade in the evening. He encouraged event attendees to arrive early on Saturday as they expect a higher than normal turnout.

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Jon Muller recommended that first responders and police not enter a building suspected to be contaminated with corona virus unless they have PPE or until EMS arrives.

OTHER ITEMS FOR FUTURE AGENDAS: None.

ADJOURNMENT: MOTION by Alms, SECOND by Hall to adjourn. MOTION CARRIED.

Meeting adjourned at 6:47 p.m.

Minutes by Melanie Herberg.

CITY OF HUDSON
PUBLIC SAFETY COMMITTEE
March 12, 2020

PRESENT: Alderpersons Hall and Morrissette.

EXCUSED: Alderperson Alms.

ALSO PRESENT: Chief Geoff Willems, Chief Scott St. Martin, Jon Muller, Bridget Murphy, Tom Smith, Brian Hinz, Stacy Einck, and Melanie Herberg.

A copy of the agenda was posted in City Hall lobbies, delivered to the Hudson Star-Observer, and mailed to committee members on March 10, 2020.

Alderperson Morrissette called the meeting to order at 5:00 p.m. in the Council Chambers of City Hall.

MINUTES OF THE FEBRUARY 6, 2020 REGULAR MEETING: Morrissette stated that the February minutes will be considered at the next meeting.

Morrissette noted that any events the Committee recommends approval for will be contingent upon the outcome of the coronavirus pandemic.

DISCUSSION AND POSSIBLE ACTION TO CONDUCT HUDSON BOOSTER DAYS, July 2-5, 2020: Boosters President Tom Smith stated that the event will be the same as previous years with the carnival in the Beach House parking lot. The fireworks will be Sunday and the parade will be Saturday.

MOTION by Hall, SECOND by Morrissette to recommend approval of the annual Hudson Booster Days event, July 2 – 5, 2020 in Lakefront Park, contingent upon the outcome of the coronavirus pandemic. MOTION CARRIED.

DISCUSSION AND POSSIBLE ACTION TO CONDUCT TASTE OF HUDSON IN LAKEFRONT PARK MAY 20-22, 2020: Rotary member Brian Hinz stated that the event will be the same as last year. They expect 500-800 attendees and up to 40 vendors including beer and wine. They have already determined a fall date based on the pandemic.

MOTION by Hall, SECOND by Morrissette to recommend approval of the Taste of Hudson event in Lakefront Park, May 20-22, 2020, contingent upon the outcome of the coronavirus pandemic. MOTION CARRIED.

DISCUSSION AND POSSIBLE ACTION TO CONDUCT GOPHER TO BADGER 5K/HALF MARATHON ON SATURDAY AUGUST 8, 2020: Event Coordinator Stacy Einck stated that they had 1,350 runners last year. They have added a shuttle from Grandview Park and the Government Center to the race start location. Last year some of the participants parked in the retail shopping area rather than Grandview Park. Although the runners were reminded of the correct parking area, they will have parking marshals on hand to direct them to Grandview Park. They also plan to reach out to Hudson Middle School for additional parking, should the need arise.

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MOTION by Hall, SECOND by Morrisette to recommend approval of the Gopher to Badger 5k/Half Marathon, contingent upon the outcome of the coronavirus pandemic. MOTION CARRIED.

DISCUSSION AND POSSIBLE ACTION TO CONDUCT MS WALK BEGINNING AND ENDING AT HUDSON MIDDLE SCHOOL, SATURDAY MAY 2, 2020: Willems stated that he discussed with coordinators about having more adult crossing guards in the residential areas, but otherwise had no concerns with the event.

MOTION by Hall, SECOND by Morrisette to recommend approval of the MS Walk, May 2, 2020 beginning and ending at Hudson Middle School, contingent upon the outcome of the coronavirus pandemic. MOTION CARRIED.

INFORMATIONAL ITEMS: Emergency Management Coordinator Scott St. Martin stated that they are following the CDC updates regarding the coronavirus pandemic. A virtual EOC has been set up. They are working with the City Administrator on setting up work from home options, if needed. Mutual Aid agreements are in place and they feel as ready as they can be.

Morrisette noted that the State declared a State of Emergency today and people may not congregate in groups of 250 or more.

St. Martin encourage the public to cover their coughs, wash their hands, and stay home.

Bridget Murphy stated that they are keeping the responders safe. Dispatch is screening calls for symptoms and asked first responders who don't have PPE to wait for EMS to arrive. If assistance is needed from First Responders, EMS can provide PPE.

St. Martin wanted to publicly thank Steve T'Kach who has helped in the preparation and keeping him updated. He stated that the city web site has information and links to the County site and the CDC where people can get more information.

EMS/FIRE DEPARTMENT/POLICE DEPARTMENT UPDATES:

Jon Muller stated their reporting times continue to be within the times set forth in the contract and provided a simplified chart. He also provided a report outlining the response times for each service area and averages for the entire service area.

They have started a performance review committee and had all agencies but one attend, clarifying that it was a simple communication issue.

They are in the planning stages of having an Open House at the new facility during EMS week in May.

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They did a Leadership Hudson presentation last week.

There was a complaint to the Mayor about a response that allegedly took 15 minutes. After reviewing their logs, the response was four minutes.

St. Martin stated that they have been busy with the new facility construction.

There was a home fully engulfed on River Ridge recently. They had coverage from the surrounding agencies and they rotated out. The weather was cold and a neighbor opened up his heated garage for emergency personnel. EMS swept it out when they cleared and he voiced his appreciation for their assistance.

They have tentatively scheduled an Open House of the new Fire Hall for August 6.

Willems stated that the department is training on the new records management system, which will go live in January 2021.

Sergeant Glen Hartman retired and his last day was March 6. He will hire from within to fill his position.

Two officers are in Field Training and the department remains three officers short.

Morrisette noted the nice job the department was doing with recruiting.

OTHER ITEMS FOR FUTURE AGENDAS:

Hall-the speed hump policy should be done soon.

Willems-intersections.

St. Martin-Dive Team

ADJOURNMENT: MOTION by Hall, SECOND by Morrisette to adjourn. MOTION CARRIED.

Meeting adjourned at 5:32 p.m.

Minutes by Melanie Herberg.



SUBMITTED TO: Public Safety Committee

DATE: April 8, 2020

SUBMITTED BY: Chief Geoff Willems

REGARDING: Ordinance adopting Downtown parking utility commission

BACKGROUND: Attached to this issue sheet is a memo drafted by City Administrator Aaron Reeves to the council regarding the development of a downtown parking utility commission. Also attached, is a draft ordinance related to the creation of this commission. It was recommended that public safety review the documents and make recommendations to the City Council.

STAFF RECOMMENDATION:

COMMITTEE RECOMMENDATION:



SUBMITTED TO: Honorable Mayor and City Council

DATE: March 23, 2020

SUBMITTED BY: Aaron S. Reeves, City Administrator ^{AR}

REGARDING: Downtown Parking Utility Commission Ordinance

BACKGROUND:

As discussed previously, attached is the draft ordinance creating the Downtown Parking Utility Commission.

STAFF RECOMMENDATION:

Discuss the proposed ordinance and if acceptable a motion to approve as presented.

ORDINANCE NO. _____

CITY OF HUDSON

ORDINANCE ESTABLISHING A DOWNTOWN PARKING UTILITY COMMISSION

WHEREAS, the Common Council of the City of Hudson finds that it is in the best interest of the public health, safety, and welfare to establish a Commission to manage the City's Downtown Parking Utility subject to the general control and supervision of the Common Council;

The Council hereby ordains that Hudson City Code Section 235-36 shall be repealed and recreated to establish a Downtown Parking Utility Commission as follows:

- A. Creation. There is hereby created a Downtown Parking Utility Commission for the City.
- B. Appointment. The Downtown Parking Utility Commission shall consist of seven members appointed by the Mayor and subject to the approval of the governing body. The terms of the members shall be for three-years, with the terms staggered so that no more than two members are appointed each year. The Chair of the Public Safety Committee shall be appointed to the Downtown Parking Utility Commission. The Public Safety Committee Chair shall resign his/her position on the Downtown Parking Utility Commission if that member ceases to be a member of the Public Safety Committee. Other Membership of the Downtown Parking Utility Commission shall be as follows: One representative of a downtown restaurant and one representative of a downtown retail establishment, only one of which can be a Chamber of Commerce member; one representative from the Chamber of Commerce Board of Directors; three representatives from the City at large. The Chamber of Commerce shall recommend its representative to the Mayor for appointment.
- C. Organization. As soon as possible after their appointment and annually thereafter, the members of the Downtown Parking Utility Commission shall organize by choosing from among their members a Chairperson and a Vice Chairperson.
- D. Eligibility. No person shall be eligible to be a member of the Downtown Parking Utility Commission or to hold any office or position with such Commission who, directly or indirectly, has any pecuniary interest in any contract for or related to downtown parking. Any such office or position shall become vacant upon the acquiring of any such interest.
- E. Management of Downtown Parking Utility. Subject to the general control and supervision of the Common Council, the Downtown Parking Utility Commission shall take entire charge and management of the Downtown Parking Utility of the City and shall supervise the operation of the downtown parking system as detailed in City Code Sections 235-3, 235-13 to 235-37.1. General control and supervision by the Council shall include, but not be limited to, review and approval by the Common Council of:
 - 1. The annual operating and capital budgets of the Downtown Parking Utility;
 - 2. Capital expenditures, construction, and improvements that exceed the approved annual operating and capital budgets;
 - 3. Acquisition of property for public parking purposes.
 - 4. Public improvement construction contracts, land lease agreements and other similar capital or long term contracts; and

5. Parking fee changes.

- F. Use of City officers. The Downtown Parking Utility Commission will utilize the services of City staff and other officials to conduct the business of the Downtown Parking Utility. The general fund of the City may be reimbursed by the Downtown Parking Utility Fund for the cost of such services if deemed appropriate by the Common Council.
- G. General powers. The Downtown Parking Utility Commission shall have such general powers in the operation of the Downtown Parking Utility as shall be designated by the Common Council.
- H. Books of account. The Downtown Parking Utility Commission shall keep a separate fund and separate book of account for the Downtown Parking Utility. Such book of account shall be open to the public.
- I. Utility funds. No funds of Downtown Parking Utility shall be transferred to the general fund for the use of the City, except with approval by the Common Council.
- J. Expenditures. All expenditures of the Downtown Parking Utility shall be audited and approved by the Downtown Parking Utility Commission. All expenditures must be authorized by the Chairperson and Vice Chairperson of the Downtown Utility Commission and, upon such approval, shall be paid by the City Finance Director or designee.
- H. Severability. Each section of this ordinance or portion thereof shall be independent and if any section or portion thereof is deemed to be unconstitutional, void or invalid for any reasons, it shall not be deemed to affect the validity or constitutionality of any other sections, and the remainder of the ordinance shall be valid and in effect.
- I. Effective Date. This Ordinance shall be effective upon adoption by the Common Council and publication as required by law.

Adopted this ____ day of _____, 2020.

Date Adopted: _____

Date Published: _____

Effective Date: _____

Rich O'Connor, Mayor

ATTEST:

Becky Eggen, Clerk



SUBMITTED TO: Public Safety Committee

DATE: April 3, 2020

SUBMITTED BY: Chief Geoff Willems

REGARDING: Re-assigning the Dive Team Operations to be commanded by the Hudson Fire Department

BACKGROUND: The Dive Team is still active for Hudson. The coordinator, Glen Hartman, has retired from the City of Hudson. The police department was left to try and figure out a transition. Because the primary reason the team was assigned to the police department was due to Glen Hartman being a police department employee, it made sense. Since Hartman retired, there is nobody knowledgeable or adequately trained about dive operations on the police department.

The Dive Team as requested by the City, has a rescue component to it. Traditional Police Dive Teams are recovery only. Meaning a search for evidence and the recovery of such evidence because police departments are not staffed or set up in a way to warrant a dive response in a timely manner. The vast majority of rescue dive teams throughout the country are run by fire departments. I am not aware of any rescue team run by a police department.

Operationally, it stands to reason, that a rescue dive team should be under the Hudson Fire Department, which operates every other rescue operation for the City. The majority of the current team members are also fire fighters with various jurisdictions. There is also talks of Hudson Fire, joining the St. Croix Valley fire group mutual aid teams which would get a plethora of divers responding to an incident immediately.

With the Police Department, we do not have jurisdiction for any recovery effort that involves water recovery in the State of Wisconsin. By statute, that is the jurisdiction of the Sheriff. I had reached out to the St. Croix County Sheriff and the Washington County Sheriff and neither were interested in having Hudson join their team under its leadership at the time.

Operationally, the Dive team, should be under the fire department umbrella.

STAFF RECOMMENDATION:

COMMITTEE RECOMMENDATION:



SUBMITTED TO: Public Safety Committee

DATE: April 9, 2020

SUBMITTED BY: Chief Geoff Willems

REGARDING: Stop sign request Burl Oak Curve and Carmichael Road

BACKGROUND: Alderperson Hall forwarded a complaint from a resident on Burl Oak Curve requesting a stop sign or speed hump on Carmichael Road at Burl Oak Curve. The concern is vehicle speeds and failure to yield to pedestrians trying to cross Carmichael Road in that area. I have attached the draft speed hump policy that has not been adopted yet as well as the adopted stop/yield sign policy to this issue sheet.

STAFF RECOMMENDATION:

COMMITTEE RECOMMENDATION:

SPEED HUMP POLICY

Introduction

Speed humps have been increasingly recognized by engineers as a suitable geometric design technique for controlling traffic speeds under appropriate roadway circumstances. This policy recognizes the need to develop a standard set of guidelines and criteria to follow when a speed hump is applicable in the City of Hudson.

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Description

Speed humps are a vertical traffic calming device intended to slow traffic speeds on low volume, low speed roads streets intended for low traffic speeds. -Constructed of asphalt pavement, recycled rubber, or plastic, speed humps have a ramp length of 3-6 feet and height of 3 inches. Placed perpendicular to the traffic flow of the street, speed humps reduce speeds to 12-20 mph.



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Non-Eligible Streets

Certain streets are not eligible for installation of speed humps due to certain characteristics of the street.

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Urban roads are designed to promote faster-moving traffic connecting two places of interest and thus are not suitable locations for speed humps. Examples of these roads include:

- Carmichael Road from Vine Street to the south city limits
- Hanley Road from Carmichael Road to Highway 35

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All streets designated as arterials or collectors are prohibited from the installation of speed humps. Furthermore, all roadways in the City designated as County, State, or shared jurisdiction are not eligible. Streets that are fully or partially under the jurisdiction of other agencies (e.g., the Wisconsin Department of Transportation (WisDOT), St. Croix County, Town of Hudson)- would require the approval of the agency or agencies with jurisdiction over that street. Examples of streets that are included in this description include:

- 2nd Street/State Highway 35 (WisDOT)
- Tower Road (Town of Troy)
- Old State Highway 35 (Town of Hudson)

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Additionally, other factors of streets within the city's jurisdiction cause certain streets to not be good locations for speed humps. These factors are discussed in the following sections of this policy document.

Recommended Guidelines for Speed Hump Use

Restrictions on Placement of Speed Humps

Alternative Options

~~Judicious use of other guide, warning, or regulatory traffic control devices have been vetted with no results altering recorded speeds. Alternative measures would include;~~

- ~~• Portable speed trailer~~
- ~~• Radar detector signage~~
- ~~• Increased enforcement~~

Street Width and Number of Lanes

Speed humps should be used only on streets with no more than two travel lanes ~~and only on streets where pavement width is no greater than 40 feet.~~

Pavement Characteristics

Overall pavement on streets considered for speed humps should have good surface (PASER Rating 6-10) and drainage qualities. Where major resurfacing/reconstruction of a street is planned for the near future, speed hump installation should be deferred and incorporated in the resurfacing process unless otherwise approved by the City Engineer, Public Works Director, and Public Works Commission.

Street Grades

Speed humps should not be employed on streets with grades exceeding 5 percent approaching the speed hump site as to ensure that vehicles will not approach a speed hump at excessive speeds.

Placement Near Curves (Vertical & Horizontal)

Speed humps should not be placed within severe horizontal or vertical curves that might result in substantial lateral or vertical forces on a vehicle traversing the speed hump. Speed humps should be avoided within horizontal curves of less than 300 feet centerline radius and on a vertical curve (hill) with less than the minimum safe stopping sight distance. Safe stopping sight distance for a vehicle traveling 30 mph is 200 ft.

Traffic Speeds

Speed humps should generally be installed only on streets where the posted speed limit is 25 mph or less. Where speed problems occur on streets with higher speed limits (such as streets posted for 35 mph experiencing 45-50 mph traffic), employment of focused enforcement and combinations of other types of control measures should be considered instead of speed humps.

When speed humps are installed to address speeding concerns, studies should be performed to confirm the magnitude of the speeding problem to ensure that the installation of speed humps can be expected to appreciably address that problem. As justification for speed humps on streets, Hudson's speed criteria are as follows: Eighty-fifth percentile speed exceeds ~~33 mph or 66 percent the traffic exceeds the posted speed limit (normally 25 mph) or the average speed of vehicles in the top 15 percentile is 40 mph or greater.~~

Traffic Volumes

Speed humps should be installed only on streets ~~classified as "local" streets. Such streets typically serve with~~ an average daily traffic volume of ~~3000-6,000~~ vehicles or less.

Vehicle Mix

~~Speed humps should not normally be installed on streets that carry significant volumes of long wheel-base vehicles unless there is a reasonable alternative route for those vehicles. Heavy or long wheelbase vehicles constituting up to 5 percent of all traffic is considered normal; the heavy vehicle component~~

~~would have to be at 10 percent and above of all traffic to be considered "significant" enough to refuse hump installation.~~

Emergency Vehicle Access

Speed humps should not be installed on streets that are defined or used as primary emergency vehicle access routes. Both the City of Hudson Fire Department and EMS services shall be contacted and approved by said organizations. Examples of these streets include:

- Vine Street
- Coulee Road
- Crest View Drive / Stageline Road



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Citizen Support

Where speed humps are considered at citizen request, a petition signed by 75% of the properties in the primary impact zone of the speed humps shall be considered sufficient indication of community support for the city to act on the request (impact zone to be defined by the ~~City Staff and Public Works Committee~~City Engineer and Public Works Director on a case by case basis). ~~Petitioners shall be aware that all expenses related to the installation of the speed humps will be shared by people within the impact zone. If there is still support, potential locations along the block should be discussed with the City and approved by the Public Works Committee, prior to any construction.~~

Other Locations to Avoid

In addition to the restrictions and guidance presented elsewhere in this document, there are other locations where construction of speed humps should be avoided. These locations include:

- Locations within intersections
- Locations at driveways
- Locations over utility manholes, gate valves, pull boxes, and access vaults
- Locations at fire hydrants
- Locations immediately up-grade from drainage inlets
- Locations at or adjacent to surface cross drains

Alternative Options

~~Judicious use of other guide, warning, or regulatory traffic control devices have been vetted with no results altering recorded speeds. Alternative measures would include:~~

- ~~Portable speed trailer~~
- ~~Radar detector signage~~
- ~~Increased enforcement~~

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Design and Construction Considerations

Traffic Control

Speed humps shall be accompanied by a sign (MUTCD W17-1) warning drivers of the upcoming traffic control device. Furthermore, the speed humps shall be marked with 12-inch reflective white stripes set

parallel to the centerline tangent on 6-foot centers with the center-most stripes offset by 3 feet on centers from the centerline. The word message BUMP in eight (8) foot white reflective letters shall be placed fifty (50) feet in advance on each approach to each hump.

Spacing and Location

Location and spacing of speed humps will be determined on a case by case basis by the City staff City Engineer and Public Works Director. In all, speed humps intended to operate in series would be located no closer than 200 feet apart and no farther than ~~750-500~~ feet apart. ~~Where unaffected by compounding locational factors, they would normally be located at least 275 feet apart and no farther than 550 feet apart within a single block.~~ On short blocks (less than 500 feet in length), ~~a single hump~~ 1-2 humps per block would be typical.

Other minimum distances; Minimum Distances

Speed humps should be located a certain minimum distance from traffic control features as shown in the table below:

A. Traffic Signal	300 ft.
B. Stop Sign	150 ft.
C. Other Traffic Calming Devices	135 ft.
D. Intersections	100 ft.
E. Driveways	30 ft.
F. Curves/Hills and Visual Impairments	200 ft.
G. Mid-block Crosswalks	100 ft.

The City Engineer and Public Works Director reserve the right to apply other minimum distances other than those in the preceding table if deemed reasonable to promote safety for vehicle, bicycle, or pedestrian traffic.

Avoid the following:

- ~~• Locations within intersections~~
- ~~• Locations at driveways~~
- ~~• Locations over utility manholes, gate valves, pull boxes, and access vaults~~
- ~~• Locations at fire hydrants~~
- ~~• Locations immediately up grade from drainage inlets~~
- ~~• Locations at or adjacent to surface cross drains~~

Design

Speed humps should be designed to the following criteria;

- Slopes should not exceed 1:10 or be less steep than 1:25
- Side slopes on tapers should be no greater than 1:6
- The vertical lip should be no more than a quarter-inch high

Drainage

Speed humps shall not be constructed in locations where street drainage is significantly impeded. Speed humps should not be constructed in locations that will block curb flow lines unless adequate catch basins are located immediately upstream of the proposed speed hump location.

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Alternative Options

In locations where speed humps are not recommended, judicious use of other guide, warning, or regulatory traffic control devices and/or other physical changes to the street characteristics may instead be used to slow traffic speeds.

Alternative measures include, but are not limited to:

- Portable speed trailer(s)
- Radar detector signage
- Increased speed enforcement
- Restriping of lane lines to reduce lane widths
- Addition or removal of on-street parking
- Construction of temporary or permanent bumpouts/curb extensions
- Construction of temporary or permanent medians, chicanes, or other diversions
- Additional and/or more conspicuous speed limit signage

However, some of these alternatives have been vetted with no significant results altering recorded speeds.

Responsibility for Cost for Construction of Speed Humps

Petitioners for speed humps shall be aware that all expenses related to the installation of the speed humps will be shared by people within the impact zone unless the speed hump is constructed in conjunction with a city maintenance or reconstruction project or is paid for by funding by a grant or other funding program.

Process for Requesting Speed Humps

Petitioners must send a request for a speed hump to the City Engineer and/or Public Works Director to initiate the review process for the speed hump(s). Petitioners must identify the location(s) of any speed hump(s) requested using a description of the street areas/blocks/segments and/or a map for review. Requests may be received via email, mail, or in-person at the Community Development/Public Works Departments offices at City Hall.

When a petition is received, the City Engineer will initiate a speed study and analysis of the requested location of the speed hump(s). The City Engineer will then respond in writing to the petitioner(s) with initial findings of the review of the request, whether recommended approval as requested, recommended denial, or with proposed changes to the request. If the petitioner(s) wish to proceed with the request, the City Engineer and Public Works Director will determine the impact zone area and survey the residents, business owners, and/or property owners within the impact zone area.

If the citizen support threshold is met, the speed hump request will be placed on the agenda for the next Public Works Committee meeting. If the request is approved by the Public Works Committee, City staff will notify the impact zone residents, make arrangements to collect the cost of the approved speed hump(s), and schedule construction of the speed hump(s) for a time as deemed appropriate by the Public Works Director.

Evaluation of Constructed Speed Humps

The City reserves the right to evaluate the effectiveness of any constructed speed humps and remove any installed speed humps if they pose a hazard to the traveling public or maintenance operations. The City will pay any associated costs with removal of any installed speed humps.

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Incorporation into Other Plans and Policies

This policy is intended to stand alone unless otherwise superseded or incorporated by another plan or policy.

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Policy Approved By City Council on

DRAFT

STOP & YIELD SIGN POLICY

I. PURPOSE

The purpose of this policy is to establish guidelines for the installation of STOP and YIELD signs within the City of Hudson. According to the Manual on Uniform Control Devices for Streets and Highways (M.U.T.C.D), STOP and YIELD sign(s) are for the purpose of assigning the right-of-way at intersections.

II. POLICY

It is the policy of the City of Hudson to install STOP and YIELD signs on city streets to promote the safe, efficient, and orderly movement of vehicles throughout the city while preserving the existing residential neighborhoods and providing safe and accessible means for pedestrian movement adjacent to and across city streets.

III. PROCEDURE

All requests for placement of STOP and Yield signs will be sent to the Chief of Police, who will forward them to the Public Safety Committee to be reviewed. If possible requests should be given in writing to the Chief of Police explaining the location and the reason for the signs.

When a request is made the Chief of Police will gather as much data as possible about this location to provide to the committee. This data will include approximate volume of traffic at this location, possible number of pedestrians crossing at this location, the number of crashes at this location, including the number of pedestrian involved accidents.

The Public Safety Committee will then review the request along with the data available. The committee will look at all possible solutions to this request and will make a recommendation regarding installing the signs.

The following guidelines shall be considered when evaluating the placement of a STOP or YIELD signs on any City of Hudson street. In general, the City of Hudson places signs of all types in accordance with the recommendations of the M.U.T.C.D. published by the U.S Department of Transportation. This policy includes the general M.U.T.C.D. recommendations and supplements them with more specific guidelines directed to situations that might arise in the City of Hudson.

STOP & YIELD SIGN POLICY

STOP SIGNS

STOP sign(s) may be warranted at an intersection where one or more of the following conditions exist:

STOP SIGNS

1. Intersection of less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law.
2. Intersection of a minor street entering a through highway or street.
3. Unsignalized intersection in a signalized area.
4. Intersection where a combination of high speed, restricted sight distance, and serious accident record indicates a need for control by a STOP sign(s).
5. Intersection which intercepts identified pedestrian routes(s) carrying significant pedestrian traffic.
6. Where the interest of public safety dictates.
7. Intersection adjacent to facilities such as parks, pools, schools or other facilities which significantly increase and concentrate pedestrian and vehicular traffic in a localized area.

STOP sign installation will normally not be recommended in the following situations.

1. At mid-block locations
2. Solely for the purpose of controlling vehicular speed.
3. At locations where a STOP sign would create a high likelihood of rear-end collisions.
4. On major arterials or thoroughfares.
5. At locations where YIELD sign(s) will provide adequate control without requiring full stops.

STOP sign installations will be evaluated by City of Hudson engineering staff and judged in accordance with these guidelines and those of the M.U.T.C.D. Evaluations will consider alternatives to STOP sign installations which may include Improvement of sight distance, YIELD sign, etc. Completed evaluations will be given to the City Council for their consideration.

STOP & YIELD SIGN POLICY

YIELD SIGNS

YIELD sign(s) may be used instead of STOP sign(s) if engineering judgment indicates that one or more of the following conditions exists:

1. When the ability to sell all potentially conflicting traffic is sufficient to allow a road user traveling at the posted speed, or the statutory speed to pass through the intersection or to stop in a reasonably safe manner.
2. If controlling a merge-type movement on the entering roadway where acceleration geometry and/or sight distance is not adequate for merging traffic operation.
3. An intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.

When a request for a STOP/YIELD sign has been made, it will be forwarded to the Chief of Police for review, data collection, and any other pertinent information to be gathered. This request and information will then be forwarded to the Public Safety Committee for review and consideration.

Approved STOP/YIELD signs will be reevaluated by the Public Safety Committee after the first 60 days to see how effective the new sign placement is working.



SUBMITTED TO: Public Safety Committee

DATE: April 9, 2020

SUBMITTED BY: Chief Geoff Willems

REGARDING: Speed calming measures for 9th Street between Vine St and St. Croix St.

BACKGROUND: Alderperson Hall forwarded a complaint from a resident on 9th Street regarding traffic speeds on 9th Street between Vine Street and St. Croix Street. We do not have any significant crash data in the last five years in the area. I do not believe in the current environment that it would be realistic to do a traffic study in this area. I would recommend we revisit this when the stay at home order is lifted or schools are back in session.

STAFF RECOMMENDATION: Review and collect data once travel restrictions are lifted.

COMMITTEE RECOMMENDATION: