

Complete Streets Policy

(Hudson WI - 2023)

Section 1: Vision

This Complete Streets policy guides the City of Hudson in providing streets that are safe and accessible for people of all ages and abilities of both motorized and nonmotorized transport. Complete Streets will benefit the community in many ways, including enhancing quality of life and creating a balanced and interconnected transportation network that provides for economically sound and connected development patterns, public health and safety, livability, equity, affordability, economic activity, and community character.

Section 2: All Users and Modes

It is the intent of the City of Hudson that Complete Streets and roads be safe for users of all ages, all abilities and all income levels as a matter of routine. This Policy guides decision-makers to consistently plan, design, construct, and maintain streets to accommodate all anticipated users including but not limited to pedestrians, bicyclists, motorists, and emergency vehicles.

Section 3: All Projects and Phases

All types of transportation projects are subject to this policy, regardless of funding source, including those involving new construction, reconstruction, retrofit, repaving, rehabilitation, and change in the allocation of pavement space on an existing street. Particular attention should be paid to those transportation improvements designated as priorities in plans drafted and approved by the City of Hudson.

Section 4: Exceptions

Exceptions to this policy may be approved by the City Council at their discretion. Exceptions may be considered for approval for any reason. The following are examples:

- An affected roadway prohibits, by law, use by specific users (such as interstate highways).
- The costs of providing accommodations are excessively disproportionate to the need or probable use.
- The existing and planned population, employment densities, traffic volumes, or level of transit service around a particular roadway is so low as to demonstrate an absence of current and future need.
- Transit accommodations are not required where there is no existing or planned service.
- There is a reasonable and equivalent project along the same corridor that is already programmed to provide facilities exempted from the project at hand.

Section 5: Network

The City of Hudson recognizes the need for a connected, integrated network for all modes that improves street connectivity and provides transportation options to a resident's many potential destinations. This policy recognizes that all modes do not receive the same type of accommodation or amount of space on every street, but that the street network should allow everyone to safely and conveniently travel across the community and to neighboring jurisdictions.

Section 6: Jurisdiction

This policy applies the City of Hudson, private developers, St. Croix County, the Wisconsin Department of Transportation, and any other body that constructs or maintains streets and roads within the incorporated boundaries of the City of Hudson.

Section 7: Design

The City of Hudson and any agency or organization that plans, designs, or constructs a transportation facility in the incorporated boundaries should reference the latest and best design standards when designing streets, including the latest editions of the following:

- **General Street Design**
 - Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice (*Institute of Transportation Engineers*)
 - Urban Street Design Guide (*National Association of City Transportation Officials*)
- **Detailed Street Design**
 - A Policy on Geometric Design of Highways and Streets (*American Association of State Highway and Transportation Officials*)
 - Manual on Uniform Traffic Control Devices (*Federal Highway Administration*)
- **Bicycle Design**
 - Guide for the Development of Bicycle Facilities (*American Association of State Highway and Transportation Officials*)
 - Wisconsin Bicycle Facility Design Handbook (*Wisconsin Department of Transportation*)
 - St. Croix County Bicycle and Pedestrian Plan Design Guidelines (*St. Croix County*)
 - Urban Bikeway Design Guide (*National Association of City Transportation Officials*)
- **Pedestrian Design**
 - Guide for the Planning, Design, and Operation of Pedestrian Facilities (*American Association of State Highway and Transportation Officials*)
- **Accessibility Design**
 - Public Rights-of-Way Accessibility Guidelines (*United States Access Board*)

This list should not be seen as a mandate to consult every publication on every project.

Complete Streets will be designed in a context-sensitive manner to respond to the character of the surrounding neighborhood, its current and planned buildings, as well as its current and expected transportation needs.

Section 8: Performance Measures

The City of Hudson will measure the success of this policy using various performance measures, including but not limited to:

- Number of crashes and severity of injuries
- Injuries and fatalities for all modes
- Number of curb ramps
- Number of pedestrian countdown signals
- Miles of routes accessible for people with disabilities
- Total length of multi-use trails added
- Total length of sidewalks added
- Total length of bike lanes added

The City Engineer will prepare an annual report to the Common Council showing progress made in implementing this policy.

Section 9: Implementation Steps

Implementation of this policy will be carried out cooperatively among all departments in the City of Hudson with multijurisdictional cooperation, and to the greatest extent possible, among private developers and state, regional, and federal agencies. The City of Hudson will take specific steps to implement this policy, including:

1. Restructuring or revising related procedures, plans, regulations, and other processes to accommodate all users on every project, including:
 - a. City of Hudson Master Bicycle and Pedestrian Plan
 - b. City of Hudson Comprehensive Plan
 - c. City of Hudson Parks and Rec Plan
2. Adopting and regularly consulting the St. Croix County Bicycle and Pedestrian Plan Design Guidelines, which reflect the current state of best practices in bicycle and pedestrian design.