



Traffic Safety Policy and Procedure

City of Hudson, Wisconsin

Common Council Adopted

March 18, 2024

Summary

The purpose of this policy is to provide an objective and standardized approach to address traffic safety concerns, including, but not limited to, traffic calming, traffic signage, and crosswalks. Under this policy, the city's engineering department will evaluate traffic issues and recommend appropriate action to the Traffic Safety Advisory Committee (TSAC) comprised of city staff. The recommendations will be based on data, engineering guidelines, city policies, and traffic laws and will be subject to approval by the Common Council.

Procedure

Traffic safety requests are managed through an application process as outlined below.

Step 1: Application

- Eligible applicant submits application detailing their concern through the online web application.

Step 2: Data Collection

- Applications are reviewed by city staff and data is collected (if needed).
- Requests will warrant different investigation techniques that will vary in time. If traffic counts or speed data is needed, it could take a few weeks to a few months depending on weather conditions and time of year.

Step 3: Temporary Execution and Public Feedback (Optional)

- In some circumstances, installing a temporary, low cost option to see if the concern is minimized will be implemented.
- The city may reach out to neighboring residents to solicit comments or hold a public hearing depending on the request.

Step 4: Evaluation

- The engineering department and TSAC will review the data and other findings from the evaluation to determine if action is needed.
- The TSAC will make a recommendation to the Public Safety Committee, who will consider the results and forward any action to the Common Council.
- The citizen who submitted the application will be notified of the Public Safety Committee meeting date and will have an opportunity to comment on the recommended action.

Step 5: Recommendation and Implementation

- The Common Council will approve, modify or deny the recommendation at a regularly scheduled council meeting.
- The implementation timeline will vary based on budgeting and scope of work.

Policy Guidelines

This policy provides guidelines for addressing citizen requests for traffic safety concerns, including, but not limited to, traffic calming, traffic signage, traffic volumes, pedestrian safety, and crosswalks. The actions taken will be in accordance with the Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD), engineering guidelines, industry research, city policies, and traffic laws. Engineering judgement may be needed if no specific guidance is provided by any local, state, or federal agency. An educational or increased enforcement effort may be the best solution in some circumstances.

The Traffic Safety Advisory Committee (TSAC) will review all citizen requests and make recommendations to the Public Safety Committee. The TSAC will be made up of city staff including fire, police, public works, and engineering. The committee will ensure that street maintenance operations and emergency vehicle response times will not be unreasonably impeded by any recommended action. The Common Council will make the final decision on all traffic safety requests.

Eligible Applicants

The following may make a traffic safety request through the application process:

- City of Hudson Property Owners
- City of Hudson Residents
- City of Hudson Business Owners
- Homeowner's Association in the City of Hudson

Funding

The City does not reserve specific funds for traffic safety use only. If the recommendation exceeds the current year's budget, it will not be implemented until funding becomes available. The project may have to be added to the following year's Capital Improvement Plan or funded with a future infrastructure project.

Traffic Calming Guidelines

Traffic calming uses various measures to combat speeding to create a safer environment for all roadway users. The following describes the City of Hudson guidelines for traffic calming.

Traffic Calming Eligible Streets

Streets eligible for traffic calming include most local residential streets that are fully within the city limits. Streets that have shared jurisdiction with neighboring communities and private roads are not eligible.

The following streets will only be considered for traffic calming measures that do not alter the physical geometry of the roadway:

- Streets designated as a collector, arterial, county road, township road or state highway.
- Designated truck routes.
- Bus routes.

Speeding

The following criteria will be evaluated to determine if speeding warrants traffic calming:

1. The average speed of vehicles exceeds 25 MPH or the posted speed limit.
2. The 85th percentile speed exceeds more than 30 MPH or 5 MPH over the posted speed limit. The 85th percentile speed is the speed which no more than 15% of traffic is exceeding, meaning most drivers are complying with the speed limit.
3. Vehicle and pedestrian crash history.

Traffic Calming Toolbox

A variety of measures can be used to alter driver behavior to reduce speeds. Educational information about different techniques that can be used for traffic calming can be found on the Engineering Department page on the city's website.

The City of Hudson will not install speed bumps or humps due to their negative impacts including acceleration between humps, emergency vehicle response time, snow removal and diversion of traffic to other streets.

Stop Sign and Yield Sign Guidelines

The city will consider installation of STOP and YIELD signs to safely and effectively manage the flow of vehicular, bicycle, and pedestrian traffic on streets over which the City of Hudson has jurisdiction. Less restrictive traffic control, such as YIELD signs, will be considered and prioritized first before more restrictive traffic control, such as STOP signs.

An engineering study may be conducted to determine whether the proposed STOP or YIELD sign installation is appropriate per all standards described in the WMUTCD. The study will consider the following: vehicular, bicycle, and pedestrian traffic volumes, number and angle of approaches, approach speeds, sight distance, and crash history. Typically, STOP or YIELD signs will not be recommended for approval in the following situations: mid-block locations, solely for the purpose of controlling vehicle speed, STOP signs at locations that would create a high likelihood of rear-end crashes unless the increased rear-end crashes would reduce the rate of higher-injury crash types at the intersection, multi-way STOP signs that do not meet traffic volume thresholds.