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RE: Executive Summary of City of Hudson's "Traffic Calming Policy & Procedures" and Policy on "Special Traffic Signage at Unsignalized Crossing Guidelines"

This document was created to summarize the following, City of Hudson Policies: "Traffic Calming Policy & Procedures" and Policy on "Special Traffic Signage at Unsignalized Crossing Guidelines". For more information on each policy, reference attached documentation.

Summary of Hudson Traffic Calming Policy & Procedures

The objectives of this policy are to provide a clear set of guidelines for traffic calming measures within residential neighborhoods in the City of Hudson.

Initial evaluations for the installation of Traffic Calming features include:

a. Staff performs a thorough site review of the existing signage; roadway alignment; pavement markings; roadway conditions; existing vegetation; and sight distances as they may apply to the issue.
b. Staff may review crash history;
c. Staff may collect data or utilize the city electronic data collection devices (i.e., JAMAR Unit);
d. Staff may use passive traffic calming measures such as police speed enforcement or the city speed display vehicle.
e. Staff may install temporary emergency signage or other traffic control devices at this phase.

2nd set of evaluations for the installation of Traffic Calming features include:

a. Volume count to determine peak-hour traffic:
The volume shall be a minimum 60 vehicles per hour (vph). If the volume is below this amount, traffic calming shall not be considered for the roadway.
b. Volume count to determine 24-hour traffic:
The volume shall be a minimum 600 vehicles per day (vpd). If the volume is below this amount, traffic calming shall not be considered for the roadway. The data shall be obtained weekdays and weekends to obtain a complete depiction of the existing traffic patterns.
c. Speed study to determine existing speed data:
The 85th percentile speed along the roadway should be a minimum of five (5) miles per hour above the posted speed limit. If the 85th percentile speed is lower than the minimum, traffic calming measures shall not be considered.
d. Review the roadway grades which shall be a maximum of 8% grade for traffic calming infrastructure improvements.
e. Vehicle classification counts to determine the types of vehicles (%).
f. If not collected above, the crash data for the most recent three (3) years within the roadway section or the immediate area of the traffic issue shall be reviewed and utilized.
g. A topographical and/or boundary survey of the area.
h. Other informational data that may be applicable.
i. A trip generation study to determine excessive cut-through traffic will need to be approved by

the Committee prior to performing the study and only after all the above steps & data above. have been considered. This study shall be performed when City budgets are available to fund the study.

Summary of Special Traffic Signage at Unsignalized Crossing Guidelines

The policy was created to establish provide a set of criteria, procedures, and policies to guide the installation of special signage installation, including Light Emitting Diode (LED) embedded signs and Rapid Rectangular Flashing Beacons (RRFBs) and respond to citizen's concerns and requests.

Considerations for the installation of LED lighted signs include:
The use of LED lighted signs is applicable for regulatory and warning signs at unsignalized intersections with the intended purpose of improving the visual conspicuity of the signs. Typical locations where LED-embedded signs can be implemented include:

a. Locations with sight visibility limitations (horizontal curves, dusk/dawn glare, etc.).
b. Locations with documented problems of drivers failing to recognize an intersection;
c. At STOP signs – this treatment may help to increase the rate of vehicles stopping and to avoid drivers failing to detect the STOP sign.

Considerations for the installation of RRFBs signs include:
Typical locations for RRFB installations include:

a. Unsignalized crossings where the ADT is higher than 1,500 vehicles per day unless otherwise identified by a professional engineering study or design.
b. Exceptions may be made at school crossing locations where the peak hour vehicle traffic exceeds 10% of the ADT.
c. The Minimum Pedestrian Volume criteria for installation of RRFBs in school zones is 20 pedestrians (school aged or other) per hour in any one hour of the day (per NCHRP Report 562)* and with approval by the Hudson Traffic Safety Committee. Pedestrian counts will be held over a minimum of three days.
d. The FHWA and TSC notes that the over-use of special signage throughout the City may diminish their effectiveness.