

Enrolled Ordinance 171-085

MODIFY SPEED ZONE ON COUNTY TRUNK HIGHWAY NN

WHEREAS, Wisconsin Statute Section 349.11 permits local authorities to establish speed zones within certain guidelines, and


WHEREAS, in response to public inquires and a review of vehicle speeds and collisions along this segment of highway, the Waukesha County Department of Public Works finds it appropriate to reduce the speed limit from 55 mph to 50 mph in both directions of County Trunk Highway NN between its intersection with Sprague Road in the Town of Eagle and its intersection with Pinehurst Drive in the Town of Mukwonago.


THE COUNTY BOARD OF SUPERVISORS OF THE COUNTY OF WAUKESHA ORDAINS that that the speed zone along both directions of County Trunk Highway NN in the Town of Eagle and in the Town of Mukwonago is modified to be fifty (50) miles per hour between its intersection with Sprague Road and its intersection with Pinehurst Drive.

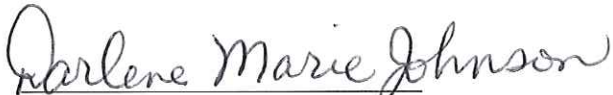
BE IT FURTHER ORDAINED that this ordinance rescinds all previous speed restrictions for the above-described portion of the County Trunk Highway System.

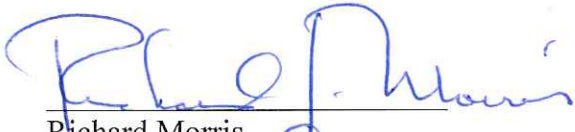
MODIFY SPEED ZONE ON COUNTY TRUNK HIGHWAY NN

Presented by:
Public Works Committee


David W. Swan, Chair


Keith Hammitt


Darlene M. Johnson



Richard Morris


Thomas J. Schellinger


Steve Whittow


Chuck Wood

The foregoing legislation adopted by the County Board of Supervisors of Waukesha County, Wisconsin, was presented to the County Executive on:

Date: 3/28/17, 
Kathleen Novack, County Clerk

The foregoing legislation adopted by the County Board of Supervisors of Waukesha County, Wisconsin, is hereby:

Approved: X
Vetoed: _____

Date: 3/31/17, 
Paul Farrow, County Executive

TO: Waukesha County Board of Supervisors
CC: Allison Bussler, Gary Evans, Mark Mader
FROM: Bruce Barnes, P.E., PTOE
SUBJECT: Proposed reduction of CTH NN posted speed limit between Sprague Road & Pinehurst Drive

CTH NN existing speed limits in the Town of Eagle and Town of Mukwonago, between the Villages of Eagle and Mukwonago, were reviewed in response to numerous requests during this past year from the public, County Supervisor Darlene Johnson and the Village of Mukwonago Police Department for reducing its speed limits. Vehicle speeds were sampled at 10 locations for evaluating with traffic counts and collisions recorded along this 7.0-mile long segment of 2-lane rural highway.

Lowering the CTH NN existing 55-MPH speed limit by 5 MPH is recommended between Sprague Road & Pinehurst Drive to a 50-MPH posted speed limit. This 4.3-mile segment of CTH NN has only one 55-mph speed limit sign posted at its east and west ends, so additional regulatory signs should be installed as part of this recommended speed limit. The attached exhibit shows the CTH NN observed speeds, traffic volumes and relatively high rate of serious collisions. 77 collisions (14/year average) were reported along CTH NN between Sprague Road & Pinehurst Drive that generally involved errant vehicles during Jan 2011-June 2016 (5.5-year period). 73% of these reported collisions involved State of Wisconsin rules of the road citations, with 56% having violations specifically for:

- Failure to keep vehicle under control
- Inattentive driving
- Too fast for conditions

The crash rate along this segment of CTH NN is significantly greater than the statewide average for 2-lane rural highways having similar traffic volumes. A fatal motorcycle accident and some other serious collisions also have occurred in this area since June 2016. The 85th-percentile vehicle speeds between Sprague Road & Pinehurst Drive were 4-5 MPH faster than its 55-MPH speed limit. The relatively narrow highway shoulders along about 2/3 of this CTH NN segment also could contribute to the more frequent number of errant vehicle and vehicle sideswipe collisions. Turning movement collisions are not frequent at side streets in this area.

Traffic conditions are different along other parts of CTH NN with respect to existing posted speed limits. Crashes in the Village of Eagle are generally associated with several local cross streets along its 25 MPH speed zone. Crashes in the Village of Mukwonago are generally associated with traffic congestion during short time periods immediately prior to and after Mukwonago High School hours. 72% of the 77 collisions recorded east of Pinehurst Drive had included citations for inattentive driving and 34% had citations for following too close behind other vehicles.

Table 1
Speed Limits and Authority to Change

| Fixed Limits – Statute 346.57(4) ^(a) | Local Government Authority ^(b) – Statute 349.11(3) and (7) ^(a) |
|---|---|
| 65 mph – Freeway / Expressway | WisDOT only. |
| 55 mph – State Trunk Highways (STHs) | WisDOT only. |
| 55 mph – County Trunk Highways (CTHs), town roads | Lower the speed limit by 10 MPH or less. |
| 45 mph – Rustic roads | Lower the speed limit by 15 MPH or less. |
| 35 mph – Town road (1,000' min) with 150' driveway spacing | Lower the speed limit by 10 MPH or less. |
| 25 mph – Inside corporate limits of a city or village (other than outlying district) | Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less. |
| 35 mph – Outlying district ^(c) within city or village limits | Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less |
| 35 mph – Semi-urban district ^(d) outside corporate limits of a city or village | Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less. |
| 15 mph – School zone, when conditions are met | Raise the speed limit to that of the roadway. Lower the speed limit by 10 MPH or less. |
| 15 mph – School crossing, when conditions are met | Raise the speed limit to that of the adjacent street. Lower the speed limit by 10 MPH or less. |
| 15 mph – Pedestrian safety zone with public transit vehicle stopped | No changes permitted. |
| 15 mph – Alley | Lower by 10 MPH or less. |
| 15 mph – Street or town road adjacent to a public park | Lower by 10 MPH or less. |
| Construction or maintenance zones, as appropriate ^(e) | State and local agencies have authority to establish. |

Notes:

- (a) Source: Updated 2007-2008 Wisconsin Statutes Database
- (b) All speed limit changes **shall** be based on a traffic engineering study, including modifications allowed under State Statute. Local governments can implement speed limit changes on the local road system without WisDOT approval when proposals are within the constraints identified above.
- (c) Per Statute 346.57(1)(ar) “outlying district” is an area contiguous to any highway within the corporate limits of a city or village where on each side of the highway within any 1,000 feet buildings are spaced on average more than 200 feet apart.
- (d) Per Statute 346.57(1)(b) “semiurban district” is an area contiguous to any highway where on either or both sides of the highway within any 1,000 feet buildings are spaced on average less than 200 feet apart.
- (e) Guidance on establishing speed limits in work zones is available in https://trust.dot.state.wi.us/extntgtwy/dtid_bho/extranet/manuals/tgm/13/13-05-06.pdf.

Modified from original found in WisDOT Traffic Guidelines Manual, Chapter 13-5-1, Figure 1, June 2009.

Exhibit E

| | | | |
|------------------------|----------------|--------------------------|----------------|
| D1 - Kolb | AYE | D14 - Wood | AYE |
| D2 - Zimmermann | Absent | D15 - Mitchell | AYE |
| D3 - Morris | AYE | D16 - Crowley | AYE |
| D4 - Batzko | AYE | D17 - Paulson | AYE |
| D5 - Dondlinger | AYE | D18 - Nelson | AYE |
| D6 - Walz | AYE | D19 - Cummings | AYE |
| D7 - Grant | Absent | D20 - Schellinger | AYE |
| D8 - Michalski | Absent | D21 - Zaborowski | AYE |
| D9 - Heinrich | AYE | D22 - Wysocki | AYE |
| D10 - Swan | (M) AYE | D23 - Hammitt | AYE |
| D11 - Howard | AYE | D24 - Whittow | AYE |
| D12 - Wolff | AYE | D25 - Johnson | (2) AYE |
| D13 - Decker | AYE | | |

1711-0-087

Passed (22 Y - 0 N - 3 Absent)

Majority Vote

