



Traffic Engineering, Operations & Safety Manual

Chapter 13 Traffic Regulations

Section 5 Speed Limits

13-5-1 Statutory Authority and the Approval Process

August 2009 ~~July~~ MONTH 2021

BACKGROUND

Why do we have speed limits? Speed limits are an important tool for promoting safety on streets and highways. Limits tell drivers the reasonable speed for a road section under ideal conditions. They also help traffic enforcement by setting standards for what is an unsafe speed.

The concept of establishing speed limits is based upon the nationally accepted principle that the majority of drivers are cautious, prudent and drive at speeds that are reasonable and proper, regardless of the posted speed limit. This "reasonable and proper" theme is part of the Wisconsin State Statutes in s. 346.57 (4) and s. 349.11 (7) and as set forth in the Uniform Vehicle Code (Section 11-801 UVC 2000). [HVS-D1] In part, it reads:

~~"A person driving a vehicle on a highway shall drive at a careful and prudent speed not greater than nor less than is reasonable and proper, having due regard to the traffic, surface, and width of the highway and of any other condition then existing. A person shall not drive a vehicle upon a highway at a speed greater than that which will permit a stop within the assured, clear distance ahead. No person shall drive a vehicle at a speed greater than is reasonable and prudent under the conditions, including actual and potential hazards then existing. Consistent with the foregoing, every person shall drive at a safe and appropriate speed when approaching and crossing an intersection or railroad grade crossing, when approaching and going around a curve, when approaching the crest of a hill, when traveling upon any narrow or winding roadway, and when special hazards exist with respect to pedestrians or other traffic or by reason of weather or highway conditions."~~

In other words, motorists are required to drive at a speed that allows them to stop safely. This statute governs the speed of all drivers regardless of any posted speed limits. ~~Differences in speeds at which drivers proceed are a common cause of crashes, often making the roadway less safe.~~

~~This is an important point because there~~ There are several types of speed limits in the State of Wisconsin as indicated below:

Advisory ~~speeds limits warn are recommended safe driving speeds to inform~~ drivers of the maximum recommended speed through a curve or ~~for~~ other special roadway conditions. They are posted only in combination with an appropriate warning sign. *Advisory* speeds are not enforceable in Wisconsin courts except as driving too fast for conditions.

Regulatory ~~speed limits in Wisconsin are absolute limits, above which it is unlawful to drive regardless of roadway conditions, traffic volumes, or other factors.~~ Regulatory speed limits are enforceable and are categorized as either statutory or modified.

Statutory speed limits are set as maximum/minimum speeds. These limits are established legislatively and apply throughout the ~~State~~ state. The Wisconsin Manual on Uniform Traffic Control Devices (WisMUTCD) defines statutory speed as a speed limit established by legislative action that typically is applicable for highways with specified design, functional, jurisdictional and/or location characteristic and is not necessarily shown on speed limit signs. The determining factor for speed limits on freeways and expressways is most often statutory. ~~Engineering speed studies are not required for applying statutory speed limits (55, 65 and 70 mph regulatory speed zones).~~

Modified speed limits are utilized in areas requiring speed limits between the statutory maximum speed limits on state, county or local roadways and the 25 ~~MPH~~ mph prima facie speed limits in business and residential areas. These *modified* speed limits are established by administrative action based on a traffic engineering study. ~~They~~ Modified speed limits may only be set by agencies having legal authority and jurisdiction over the respective roadway in accordance with Statute s. 349.11-~~Statute~~. These modified speed limits are often referred to as absolute speed limits and are not to be exceeded regardless of condition. ~~For State state Trunk trunk Highway highways (STHs), the authority and jurisdiction to set modified speed limits lies with the Wisconsin Department of Transportation (WisDOT). Connecting highways, although marked as state highway routes, are not State state Trunk trunk Highway highways. The authority and jurisdiction for speed limits on those routes connecting highways is held by the municipality responsible for maintaining the underlying street or highway, subject to the review and approval of WisDOT. Local agencies are responsible for setting speed limits on all~~

~~other roads under their jurisdiction in accordance with the provisions of state law. WisDOT approval to change speed limits on local roads and connecting highways is required based on s. 349.11 and s. 86.32(1), Statutes [HVS-D2]. Local units of government have authority to change the speed limit on routes under their jurisdiction (excluding connecting highways) without WisDOT approval for certain circumstances spelled out in s. 349.11, Statutes [HVS-D3]. [HVS-D4]~~

TERMS — SPEED DEFINITIONS [HVS-D5]

~~85th Percentile Speed is the~~—The speed at or below which 85 percent of the sample of ~~free-free~~ flowing vehicles are traveling. ~~This speed should be determined by conducting a spot speed study.~~

~~50th Percentile Speed is the 50th percentile speed~~—(also known as the median speed) is the speed at which 50 percent of the ~~observed traffic traveled at or below that speed~~ sample of free-flowing vehicles are traveling.

~~Adjacent speed limit is the posted regulatory speed limit as~~—approaching the modified speed zone.

~~Basic Speed Law is that~~—No person **shall** operate a motor vehicle at a speed greater than is reasonable and proper for the prevailing conditions.

~~Design speed is the speed limit for which engineering elements of the roadway were designed to accommodate (e.g., roadway and shoulder width, curve radii, and superelevation).~~

~~Pace is the~~—The 10 MPH mph band of travel speeds containing the largest number of observed vehicles.

~~Prima facie is the speed limit that applies when no other speed limit is posted.~~

~~Seasonal speed limit applies for a specified period(s) during a year, generally at locations with significantly different levels of roadside activity at different times (e.g. high traffic tourist area popular in summer). Wisconsin does not allow seasonal speed limits.~~

~~Speed Limit is the~~—The maximum (or minimum) speed permitted on a section of street or highway. May be statutory or it may be established within a speed zone on the basis of an engineering study.

~~Speed Study (also known as Engineering Study/Engineering and Traffic Investigation) is the~~—The comprehensive analysis and evaluation of available pertinent information, and the application of appropriate principles, standards, guidance and practices as contained in the WisMUTCD and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device, including the installation of speed limit signs. An engineering study **shall** be documented. ~~(Language from WisMUTCD).~~

~~Speed variance is the different speeds at which vehicles travel.~~—difference, or variation, in travel speeds of vehicles traveling on the same stretch of roadway simultaneously. Large speed variances increase the potential for crashes.

~~Speed Zone~~ —is a section of street or highway where a speed limit different than the statutory speed limit has been established.

~~Variable speed limit is a speed that changes based on traffic, weather or other conditions. Wisconsin does not allow variable speed limits.~~

HIGHWAY DEFINITIONS

~~Freeways are divided highways with fully controlled access at interchanges only. Interstate Highways are freeways with the Interstate route designation.~~

~~Expressways are divided highways with partially controlled access by a combination of interchanges, at grade intersections, and driveways.~~

~~Conventional Highways are streets or roads other than freeways or expressways. They may be divided or undivided, two-lane or multi-lane, and access is available at intersections and driveways.~~

~~Bypass is a route intended to divert traffic around a community and re-connects to routes through a community on the outskirts of the community~~ [HVS-D6] [HVS-D7]

DISTRICT/AREA DEFINITIONS

~~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.~~

~~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.~~

Urban fringe is a semi-urban district or outlying district.

For the purposes of determining the district/area type, a “building” is a structure. The fact that two or more retail businesses or other uses are located in a single structure would constitute one building does not create two or more buildings. The statutes use the term refer to “buildings in use for business, industrial, and residential purposes” in defining certain types of districts. Note that schools, churches, farm buildings (other than farm residences), public buildings such as fire stations, are not counted included.

~~A “building” is a structure. The fact that two or more retail businesses or other uses are located in a building does not create two or more buildings.~~

To be counted in making determinations of the speed limit, a “building” must The statutes also require that the building lie along the referenced highway. In general, any building on property adjoining the highway would count. However, in the following circumstances, the “buildings” should not be counted: Under the following circumstances, however, the building would not count:

- The Bbuilding iss located on property adjoining a frontage road which lies between the buildings and the through roadway in question.s would not be counted when determining the speed limit on the through roadways.
- BuildingsThe building, such as those in some subdivisions, which faces a parallel highway and are separated from the highway in question byhas a continuous fence, or hedge or other physical feature separating the building from the highway in question. This circumstance occurs in some subdivisions.
- The Bbuilding iss located on the adjoining property that are shielded from the highway byand another building shields it from the highway in question.

No provisions are included in the general speed limit portions of section s. 346.57(4) regarding public parks, shopping centers (other than the building(s) in the shopping center), cemeteries, etc. If a speed limit change is deemed necessary for public parks, shopping center properties, cemeteries, or otherthese types of land uses, the use of speed zoning under s. 349.11 is necessary. [HVS-D8]

PHILOSOPHY

It has been found that motorists are generally capable of determining the driving speed that is reasonable for prevailing road and traffic conditions unless there are some roadway conditions that they are unaware of or which are not readily apparent and that the majority will subsequently adjust their speed accordingly. The 85th percentile speed ~~the speed at or below which 85% of the vehicles travel a particular roadway~~, has been found to best represent this perceived "reasonable" speed. The WisMUTCD ~~Section 2B.13~~ states "when a speed limit is to be posted, it *should* be within ... 5 MPH ~~mph~~ of the 85th percentile speed of free-flowing traffic." This practice promotes safety as research shows the lowest risk of being involved in a crash occurs at approximately the 85th percentile speed ~~(see “Setting the Speed Limit” in the Wisconsin Statewide Speed Management Guidelines, June 2009).~~ Additionally, this ~~The~~ practice ~~also~~ promotes voluntary speed limit compliance as the majority of drivers would ~~be anticipated to~~ likely observe the limit. A third benefit of posting speed limits close to the 85th percentile speed is the ability to target law enforcement efforts toward the limited number of motorists that speed.

Unreasonably low speed limits, also called irrational speed limits, are not effective in changing driver behavior and have several negative effects. Research shows that drivers do not reduce their speed to the posted limit on the basis of signage alone (ITE Journal, 2004, "The Effectiveness of Transitional Speed Zones."). [HVS-D9] While irrational speed limits do not result in desired driver behavior, resulting negative effects include higher financial cost due to need for increased enforcement, higher potential for crashes due to larger variability in vehicle speeds, and encouragement of motorist disregard of other, rational posted speed limits. Irrationally low speed limits also promote a false sense of security among residents and pedestrians who *may* expect that posting lower limits will change drivers' speed behavior.

Research also indicates that crash rates go down when posted speed limits are within 10 mph of the 85th percentile speed. While the 85th percentile speed is a starting point for the speed limit proposal, the analyst should ensureconsider a full range of factors is considered when developing the recommendation. Determining †The 10-mph pace is another valuable tool when considering a speed limit recommendation. A normal distribution curve would include approximately 70 percent of observed vehicles within the pace with approximately 15 percent of observed vehicles below the pace and 15 percent of observed vehicles above the pace. Typically, the 85th percentile speed is at or near the upper limit of the 10-mph pace.

Driving environment is the main influence on motorists' speeds. ~~A number of~~ Several factors contribute to the driving environment including design, location within urban or rural areas, ~~and~~ characteristics of traffic,

surrounding land use, and access along the roadway. ~~Other factors contribute as well including pavement~~ Pavement condition, on-street parking, bicycle and pedestrian activity levels, and level of snow and ice removal ~~also contribute to the driving environment or roadway context.~~ The WisMUTCD in Section 2B.13 recommends conducting a study ~~every 5 five years [HVS-D10] when there are significant changes in roadway characteristics or surrounding land use to~~ reevaluate non-statutory speed limits on segments of roadways that have undergone significant changes since the last review. Changes to the regulatory speed limit **shall not** be used ~~as a means~~ to correct spot safety or operational problems when ~~it would be more appropriate to use~~ an advisory speed plaque with a warning sign ~~would be more appropriate.~~ Additionally, Regulatory regulatory speed limit changes ~~also should not~~ be used to address concerns with noise or specialty vehicles.

~~Variable speed limits are not allowed in Wisconsin. There have been seasonal speed limits issued in the past and are grandfathered in-to current practices.~~ [HVS-D11][HVS-D12]

PURPOSE OF SPEED ZONES

Speed zones, or modified speed limits, are typically established on roadways where the statutory speed limit or an existing speed zone is no longer appropriate due to changes in land use, access, traffic volumes, levels of congestion, ~~and number of~~ crashes or crash potential along the highway. Speed zoning is a means of establishing uniform regulatory speed limits for similar driving conditions throughout the state. It is a means of informing motorists who *may* be unfamiliar with the road of "reasonable" driving speeds under ideal operating conditions. Speed limits within speed zones *should* correlate closely (usually within 5 MPHmph) with 85th percentile speeds determined by field speed studies to promote safety and voluntary compliance.

AUTHORITYAuthority

~~Regulatory speed limits in Wisconsin are absolute limits, above which it is unlawful to drive regardless of roadway conditions, traffic volumes, or other factors.~~ The statutory authority for establishment of regulatory speed limits is provided in Sections Statutes s. 346.57 and s. 349.11, Wis. Stats. [HVS-D13]. These statutes vest ~~the Department~~ WisDOT with the authority to establish regulatory speed limits on the State-state Trunk-trunk Highway-highway System-system. Furthermore, ~~the statutes they provide the Department~~ WisDOT with approval authority (refer to Section-Statute s. 349.11(3)(c), Wis. Stats.) over some regulatory speed limits that local units of government would establish on facilities under ~~their~~ respective maintenance jurisdictions. Figure 1 summarizes the speed limits under Statutes s. 346.57, Stats. and authority under s. 349.11, Stats.

On November 13, 1962, the Highway Commission delegated its statutory authority to the Chief Traffic ~~and~~ Engineer, and Engineer and established the Chief Traffic Engineer as being responsible for maintaining the official records. Later the title of Chief Traffic Engineer was changed to State Traffic Engineer for Highways.

By memorandum of June 5, 1992, from the State Traffic Engineer, the regional offices were authorized to approve speed limit changes on local roads and streets, including county trunk highways, where those changes fall outside the authorized limits that the local authorities *may* exercise as specified in the statutes. In the same memo, the regional offices were authorized to establish reductions in speed limits in construction zones on a temporary basis while the need for the reduction exists. A Traffic Engineer with a Wisconsin Professional Engineer License is required to sign for any speed study on ~~state maintained~~ state-maintained highways.

As of October 16, 1995, authority for approval of speed limits which fall within 5 MPHmph of the measured 85th percentile and no more than 2 MPHmph below the measured average speed, or which are increased to the statutory speed limit was delegated to a designated approval authority in each region. Speed limits not meeting those criteria **shall** be sent to the State Traffic Safety Engineer or designee in the Bureau of Traffic Operations (BTO).

Figure-Table 1. Speed ~~Zone Summary~~ Limits and Authority to Change

<u>Statutory (Fixed) Limits per Statute 346.57(4)</u> ^(a)	What Local Governments ^(b) Can do Per <u>Statute 349.11(3) and (7)</u> ^(a)
<u>70 MPHmph – Freeway/Expressway</u>	<u>WisDOT ONLY</u>
(gm) <u>65 MPHmph – Freeway/Expressway</u>	WisDOT ONLY
(h) <u>55 MPHmph – STHState Trunk Highway</u>	WisDOT ONLY
(h) <u>55 MPHmph – CTHCounty Trunk Highway, Town Roads</u>	Lower the <u>statutory</u> speed limit by 10 <u>MPHmph</u> or less.
(k) <u>45 MPHmph – Rustic Roads</u>	Lower the <u>statutory</u> speed limit by 15 <u>MPHmph</u> or less.
(j) <u>35 MPHmph – Town Road (1,000' min) with 150' driveway spacing</u>	Lower the <u>statutory</u> speed limit by 10 <u>MPHmph</u> or less.
(e) <u>25 MPHmph – Inside corporate limits of a city or village (other than outlying districts)</u>	Raise the speed limit to 55 mph or less-lower . Lower the <u>statutory</u> speed limit by 10 mph or less.

(f) 35 MPH-mph – Outlying district ^(c) within city or village limits	Raise the speed limit to 55 mph or less-lower . Lower the statutory speed limit by 10 mph or less.
(g) 35 MPH-mph – Semiurban district ^(d) outside corporate limits of a city or village	Raise the speed limit to 55 mph or less-lower . Lower the statutory speed limit by 10 mph or less.
(a) 15 MPH-mph – School Zone, when conditions are met	Raise the speed limit to that of the roadway. Lower the speed limit by 10 MPH-mph or less.
(b) 15 MPH-mph – School Crossing, when conditions are met	Raise the speed limit to that of the adjacent street. Lower the speed limit by 10 MPH-mph or less.
(e) 15 MPH-mph – Pedestrian Safety Zone, with Public Transit Vehicle Stopped	No changes permitted.
(d) 15 MPH-mph – Alley	Lower by 10 MPH-mph or less.
(i) 15 MPH-mph – Street or town road adjacent to a Public Park	Lower by 10 MPH-mph or less.
(10) Construction or maintenance zones – as appropriate	State and Local have authority to establish lower limit.
<p>(a) Source: Wisconsin State Statutes</p> <p>(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.</p> <p>(c) Per Statute 346.57(1)(a) "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.</p> <p>(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.</p>	

NOTE: s.346.57(4)(g) is a highway and s.346.57(4)(j) is a town road.

SPEED STUDIES

Speed zone reviews are typically initiated as a result of concerns expressed by interested citizens who live nearby or drive along the roads in question or *may* be triggered by a severe crash that has occurred. These concerns are referred to the traffic section in the region for review. Occasionally citizens or public officials under citizen pressure, request that a particular speed limit be imposed or that some other type of corrective action be taken. Requests for speed zone reviews originating outside the Wisconsin Department of Transportation for ~~State Trunk Highways (STHs)~~ *should* come through a mayor or other elected executive, appointed official, government body, or Traffic Safety Commission and be submitted in writing. WisDOT regions contacted directly by state or national legislators *should* notify and coordinate with the Bureau of Traffic Operations, Traffic Engineering and Safety Section (BTO, TESS). Any decisions regarding speed limits must be based on facts and an objective analysis of the characteristics of the roadway. ~~Once a study begins, the person requesting the survey may be contacted for further input or clarification of the problem.~~

Engineering studies **shall** include the following:

1. Measurement of prevailing speed characteristics, ~~including and determine~~ the ~~calculation of the~~ 85th percentile speed;
2. ~~Evaluate-Evaluation of~~ reported crash experience for the past three to five years;
3. ~~Check-Assessment of~~ the roadway's geometrics including lane widths, curves, roadside hazards and sight distances;
4. Determination of the ~~10-mile-per-hour-mph~~ pace;
5. ~~Determine-Determination of the~~ average speed;
6. ~~Evaluate-Evaluation of~~ density and roadside development in terms of the number of driveways and access points where vehicles can enter the traffic flow.

Engineering studies *should* include the following:

7. ~~Consider-Consideration of~~ conflicts with parking practices, and pedestrian and bicycle activity;
8. ~~Evaluate-Evaluation of~~ shoulder widths as well as roadway and shoulder conditions;
9. ~~Determine-Determination of~~ the current level of enforcement.

~~Additional guidance on assessing need for a speed zone or for modification of a speed zone is available in the Wisconsin Statewide Speed Management Guidelines, June 2009.~~

OBJECTIVES OF A MODIFIED SPEED LIMIT

For a speed limit to be effective, it *should* accomplish the following:

- Reduce the speed differential of vehicles using the highway.

- Be a reasonable speed so the majority of drivers will comply voluntarily.
- Reflect consistent application of traffic engineering principals and guidelines in common circumstances.

Numerous studies have shown that setting a speed limit within 5 MPH_{mph} of the 85th percentile speed is advisable, to achieve safer operation.

~~Increments:~~ Speed limit recommendations between adjacent sections of highway outside incorporated cities/villages *should* generally be made in increments of ~~ten-10 MPH_{mph}~~, but increments of ~~five-5 MPH_{mph}~~ *are-is* permissible when justified. Inside the incorporated cities/villages these speed limits *should* be in increments of ~~five-5 MPH_{mph}~~. The number of such changes *should* be held to a minimum when speed limits are being applied to several adjacent sections of highway.

~~In many rural areas where urban sprawl is not present, an abrupt change occurs in the driving environment when entering or leaving an urban area and a transitional speed will not be supported by the 85th percentile speed. Unless the driver perceives a reason to slow down, transitional zones are almost completely ineffective. In these cases, advanced warning signing (W3-5) advising the driver of a drop in the speed limit is the preferred method.~~

TRANSITIONAL SPEED ZONES ~~Transitional Speed Zones~~ [HVS-D14]

~~Transitional speed zones are a means to gradually step-down or transition speeds from a higher speed limit in a rural area to a much lower speed in an urban setting. Research found that that signage alone was not enough to get drivers to reduce their speeds. There needs to be changes in highway characteristics to impact driver behavior (ITE Journal, 2004, "The effectiveness of Transitional Speed Zones"). [HVS-D15] Thus, unless the driver perceives a reason to slow down, transitional, or step-down speed zones are almost completely ineffective and not recommended. In most cases, use of advanced warning sign (W3-5) advising the driver of a drop in the speed limit is the preferred method.~~

~~A transitional speed zone *should* be considered, however, if the physical characteristics of the roadway change, such as a rural section that transitions to a curb and gutter section with minimal driveways, and then transitions to a curb and gutter section with a significant number of driveways. Consider no more than 2 step-downs and only if within the 85th percentile speeds. Where there is development in an outlying area, a step down/transitional zone *may* be appropriate. However, where the highway is rural and transitions directly into a community without an outlying business area, the step down/transition zone is probably not appropriate.~~

~~When applied, the length of the transitional speed zone should be determined based on the posted speed limit of the highway approaching the transition zone (see Table 2). This will allow drivers adequate time to perceive, react and decelerate to the lower speed limit associated with constraints, such as an urban environment or construction.~~

~~Generally, it is not recommended to have transitional/step-down speed zones. When applied, transitional speed zone length *should* depend on the posted speed limits are typically less than 0.3 miles in length and provide a means in order to allow drivers to step down their speed when approaching zones that are reduced due to constraints such as urban areas or construction (see Table 2). Research suggests that drivers *may not* reduce their speed to the posted speed limit on the basis of signage alone. Speed is more dependent on other factors, such as the physical characteristics of a highway. Speed data was analyzed in transitional zones, which resulted in increased dispersion or variance of individual speed. The probability of collisions increased with speed variance. Transitional speed zones had very little effect on the speeds of vehicles downstream as they entered lower speed zones. There needs to be changes in highway characteristics to impact driver behavior. (ITE Journal, 2004, "The effectiveness of Transitional Speed Zones".)~~

Table 2. Minimum Length of Road for a Speed Limit

Speed Limit (mph)	Roadway Type & Adjacent Speed Limits	Minimum Length (miles)
<u>30</u>	Urban street, adjacent speed limits 45 mph or less Urban fringe, adjacent speed limits greater than 45 mph	<u>0.3</u> <u>0.6</u>
<u>35</u>	Urban arterial route, adjacent speed limits 50 mph or less Other situations	<u>0.6</u> <u>0.3</u>
<u>45</u>	Partly built-up, adjacent speed limits 50 mph or less Other situations	<u>0.6</u> <u>0.3</u>
<u>50</u>	Arterial route, adjacent speed limits 45 mph or less Other situations	<u>0.6</u> <u>0.5</u>
<u>>= 55</u>	All situations	<u>1.2</u>

Source: *Methods and Practices for Setting Speed Limits*. -FHWA-SA-12-004, 2012

A transitional zone *should* be considered, if the physical characteristics of the roadway change, such as a rural section that transitions to a curb and gutter section with minimal driveways, and then to a curb and gutter section with a significant number of driveways. Consider no more than 2 two step-downs and only if within the 85th percentile speeds. Where there is development in an outlying area, a step down/transitional zone *may* be appropriate. However, where the highway is rural and transitions directly into a community without an outlying business area, the step down/transition zone is probably not appropriate.

Speed Zone Termination Points

Where possible, keep the beginning and end points of speed zones within 50 feet of the speed limit sign and declaration description area. If the location of a sign is greater than 50 feet, the declaration location description *should* be updated. If the declaration beginning and/or end point is at an intersection, the speed limit sign needs to be beyond intersection. [HVS-D16]

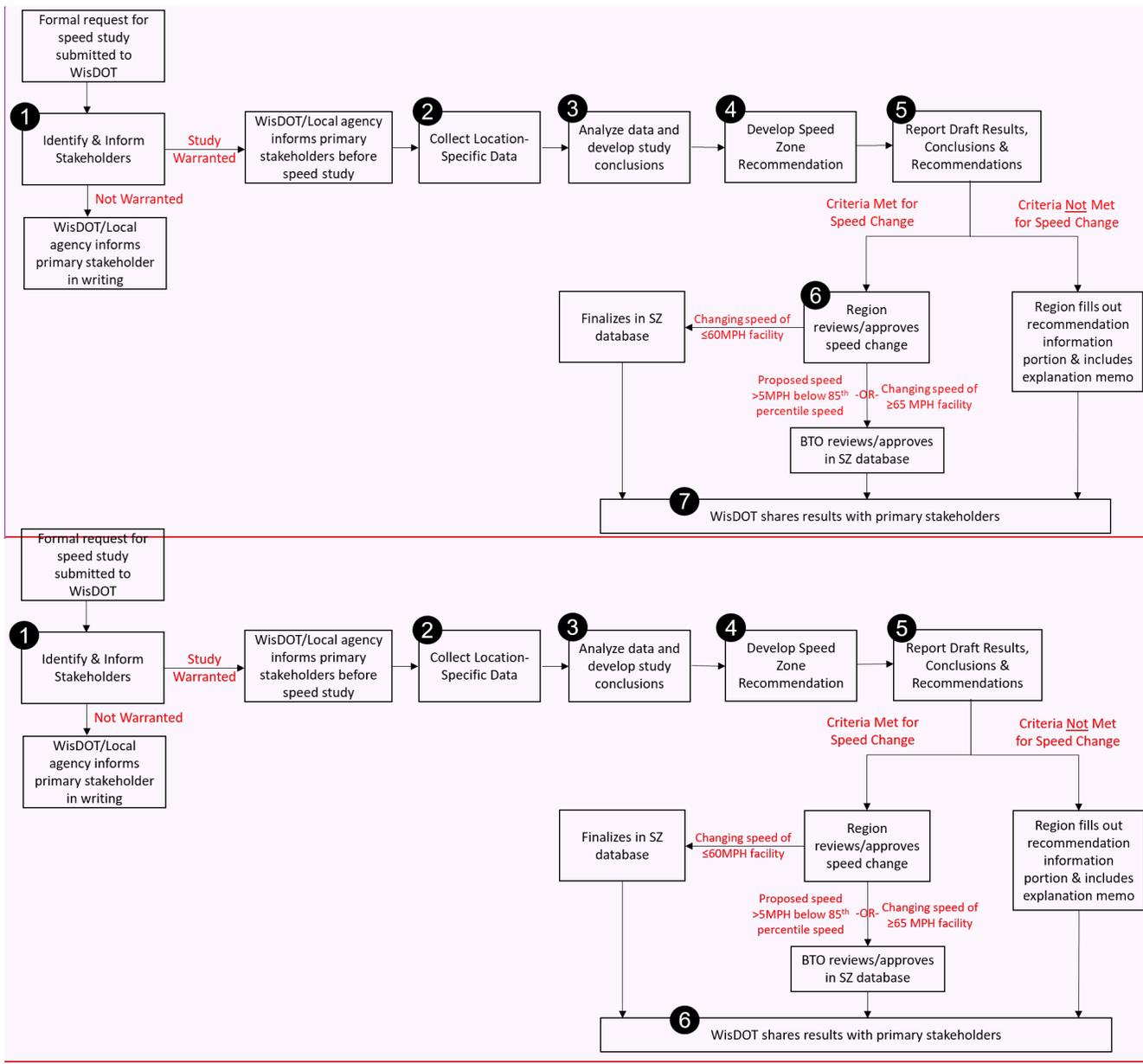
SPEED STUDY – ASSESSING NEED FOR A SPEED ZONE OR MODIFICATION

The process for developing a speed limit recommendation involves many factors and is often complicated. The Federal Highway Administration (FHWA) has developed an expert, web-based system to aid in the process called USLIMITS215, with version 2.0 available without cost as of publication of this document. This opensource application provides a speed limit recommendation after the user inputs location-specific data pertaining to the physical environment, speed data, and crash history. Analysts *should* consider using the tool as a starting point in the development of any revised speed limit recommendation. [HVS-D17].

The speed study process consists of applying the sixseven steps listed below and is outlined in Figure 1. [HVS-D18]:

1. Identify and inform stakeholders.
2. Collect location-specific data.
3. Analyze data and develop study conclusions.
4. Develop speed zone recommendations.
5. Report draft results, conclusions, and recommendations.
6. Review and approve or deny proposed speed modification. [HVS-D19]
7. Seek stakeholder support. [HVS-D20]

Figure 1. Speed Study Process [HVS-D21]



1. IDENTIFY AND INFORM STAKEHOLDERS.

Requests for speed studies originating outside of WisDOT for STHs or outside the local authority for local roads *should be in writing and should come through a mayor or other elected executive, appointed official, government body, or a Traffic Safety Commission and be submitted in writing.* WisDOT or the local authority **shall** evaluate the request and use it in identifying primary stakeholders. If the request does not warrant study, ~~is not warranted,~~ WisDOT or the local authority **shall** inform primary stakeholders in writing of this finding and provide supporting rationale.

If study is warranted, WisDOT or the local authority **shall** inform primary stakeholders ~~before~~ *prior to initiating the speed study is initiated* but **shall** minimize bias in the data collection effort by avoiding disclosure of specific study dates or times. WisDOT or the local authority *should* take the opportunity to brief decision-makers early in the speed study process, especially when the study area includes local roads or driveway access and passes through local jurisdictions. Briefings *should* include how recommendations are developed and how they will be communicated as the study concludes the methodology for developing and communicating recommendations at the conclusion of the study. WisDOT or the local authority *should* coordinate with municipal and county officials, such as engineers, public works directors, and law enforcement, to access their local knowledge and identify vital information, especially in crash analysis, as the information may affect recommendations resulting from the speed study.

2. COLLECT LOCATION-SPECIFIC DATA

The objective of a speed study is to assess whether the speeds at which motorists travel along a stretch of roadway appropriately relate to the existing physical and geographic environment. State and local speed zone studies shall collect the following location-specific data:

- Vehicle speeds
- Crash data for the preceding three to five years including crash location, light/weather/pavement conditions, type of crash, and contributing factors such as speed
- Roadway geometrics including lane width and pavement condition, shoulder width and condition, and sight distances
- Traffic control and posted speed limits in and near the study area
- Land uses including type of development and intensity and access points from adjoining parcels, lots, or fields onto the roadway
- Official functional classification of the roadway, which indicates how the road is the intended to function of the roadway in the overall state and local highway system. Classifications include principal arterial, minor arterial, collector and local road. Principal arterials include Interstates and most routes in the Wisconsin STH system are designated principal arterials. Minor arterials include Mmajor local roadways and some routes in the STH system are designated minor arterials. Collectors include with other important local roads and a few STH routes designated collectors. All Other local roadways are classified as local roads have the local road classification.
- Practical function of the roadway, which indicates the analyst's perception of the actual function of the roadway within the state and local highway system

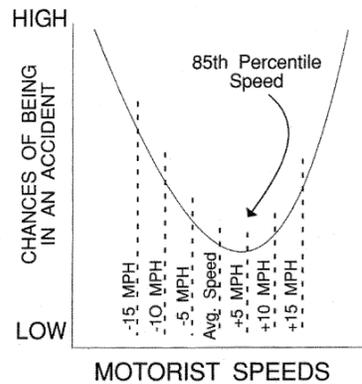
Crash Data

Contrary to popular belief, lower speed limits do not necessarily improve safety. It is inappropriate to compare crashes on a short segment of road to the statewide crash average, because a speed study is taken only at the one section of the highway you are dealing with. Crashes typically indicate another problem, which is generally not speed. The more uniform the speeds of vehicles in a traffic stream, the less chance there is for conflict and crashes. Posting speed limits lower or higher than what most drivers are traveling produces two distinct groups of drivers: those attempting to observe the speed limit and those driving at a speed they feel is reasonable and prudent. These differences in speeds can result in increased crashes due to tailgating, improper passing, reckless driving, and weaving from lane to lane. However, the number of traffic crashes along any highway is related to numerous factors. Regardless of the roadway involved, there are a statistical number of crashes that can be expected to occur no matter how safe a roadway is made. Investigations of crashes reveal that in most cases there was a clear violation of a traffic law or rule of good driving. Proper analysis and evaluation of these factors require the experience and expertise of a traffic engineer. Based on these studies and as illustrated in the graph, the lowest risk of being involved in a crash occurs at approximately the 85th percentile speed. Figure 21 represents this fact that crashes are lowest at the 85th percentile speed. Crashes typically indicate there is a problem beyond speed. Investigations of crashes reveal that in most cases there was a clear violation of a traffic law or rule of good driving. Other numerous factors also impact the number of traffic crashes along a highway. Proper analysis and evaluation of these factors require the experience and expertise of a traffic engineer.

When reviewing, evaluating, and analyzing the crashes, do not compare crashes on a short segment of road to the statewide crash average. Since a speed study evaluates only one section of the highway, this would be inappropriate and could result in incorrect or misleading conclusions.

Contrary to popular belief, lower speed limits do not necessarily improve safety. The more uniform the speeds of vehicles in a traffic stream, the less chance there is for conflict and crashes. Posting speed limits lower or higher than what most drivers are traveling produces two distinct groups of drivers: those attempting to observe the speed limit and those driving at a speed they feel is reasonable and prudent. These differences in speeds can result in increased crashes due to tailgating, improper passing, reckless driving, and weaving from lane to lane.

The graph in Figure 2 illustrates that crashes are lowest at the 85th percentile speed. Research speed. Research has found that the lowest risk of being involved in a crash occurs at approximately the 85th percentile speed. The graph in Figure 2 illustrates that crashes are lowest at the 85th percentile speed.

Figure 12. Accident Involvement vs. Motorists Speeds

Source: "Speed Zoning on Texas Highways" State Department of Highways and Public Transportation, Austin, Texas, October 1990.

Driving Environment

The design, physical condition, and classifications of a roadway influence vehicle speeds because as motorists will vary their speeds depending on the driving environment. The traffic engineer considers significant items in the driving environment. These items may include:

- Traffic volumes
- Roadside development (type, density and lateral offset)
- Roadway and shoulder widths
- Condition of the roadway
- Number of lanes
- Intersections
- Driveways
- Hills, curves
- Urban Roadway-roadway cross-section (presence of curb and gutter rather than ditches)
- Parking
- Pedestrians and bicyclists ~~—frequent presence 10% of time.~~
- Any other factors recorded by the study team.

The number of changes in the speed limit along a given route should be minimized. With this in mind, the length of the speed zone should be at least 0.3 miles depend on the speed of the roadway (see Table 2). **Speed limits are not a spot issue.** ~~The traffic engineer bases the recommendation on the conditions that exist at the time of their evaluation and should not attempt to consider such things as future growth, anticipated enforcement, or concerns for something that has not happened.~~ Realistic speed limits provide for a uniform and orderly movement of traffic. There is a need for uniformity on all roadways especially where they carry large volumes of traffic through various roadside conditions or numerous adjoining communities.

Data Collection Guidelines and Considerations

When a speed study is performed, a standard operating procedure should be followed to ensure that the sample set of data collected represent vehicles traveling at uninterrupted, free-flow speeds. In doing so, an accurate representation of vehicle speeds within the speed zone study area will be depicted. The following outlines the recommended procedure that should be followed when performing a speed study:

- The speed study should be performed during non-peak traffic conditions on a typical weekday (usually a Tuesday, Wednesday, or Thursday), when motorists are likely to be traveling at uninterrupted speeds. Speed studies conducted during peak commute times, unique events, weekends, or holidays may unintentionally capture more variable travel characteristics. These variable traffic conditions may impede vehicles from operating at their typical free-flow speeds due to congestion or platooning. In addition, the speed data should be collected during daylight hours and favorable weather conditions to reflect typical driving behavior.

In certain cases, though, speed concerns on a particular roadway do involve adverse weather or peak traffic volume conditions (e.g., school startup and release times, shift changes at major employment centers, or corridors with numerous points of commercial access). In these cases, it

would be appropriate to conduct a speed study under these conditions to observe vehicle speeds during these unique situations.

- Speed data *should* be collected away from factors that might influence vehicle speeds, such as railroad crossings, intersections, horizontal and vertical curves, and work zones. The location of the speed study *should* avoid speed limit transition areas and active pedestrian and on-street parking areas as motorist awareness is heightened, which *may* influence their free-flow speeds.
- Regardless of the data collection device being used, safety **shall** be the first priority when the observer or technician is performing this task. Although the amount of human interaction in collecting speed data varies by device, the observer or technician **shall not** be placed in a situation where their safety or that of passing motorists is in question.
- Speed data for the speed study is typically collected by recording the speeds of free-flowing vehicles using a speed-measuring device. A representative sample of speeds is recorded, which includes local residents, commuters, and regional traffic. To assist in obtaining accurate speed measurements, the observer or speed-measuring device *should* be inconspicuous to the observed traffic so unusual driver behavior does not skew data.
- Whenever possible, a minimum sample size (number of observations) for a speed study *should not* be less than 100 vehicles per lane per direction to provide an accurate representation of vehicle speeds within the study area (e.g., a total of 200 vehicles for a roadway with one lane in each direction, or 400 vehicles total for a roadway with two lanes in each direction). For roadways classified as “Very-Low Volume Local Roads”, the minimum sample size *should not* be less than 30 vehicles (e.g., 15 vehicles per direction on a two-lane roadway). If the analyst anticipates that a sample of 30 vehicles cannot be collected within a reasonable amount of time, the submitting party **shall** request approval to use a smaller sample size from the agency with jurisdiction over the roadway. Data can be collected over multiple weekdays (typically a Tuesday, Wednesday, or Thursday). ~~as discussed previously.~~
- When an observer is gathering speed data, vehicle headway (the time between successive vehicles) of four to six seconds *should* be present for reliable speed observations. Measurements collected with smaller headways may not reflect free-flow conditions, as the lead vehicle may influence the speed of the vehicle(s) behind it.
- ~~One~~Two hours **shall** be the minimum amount of time for speed data collection if the 100 vehicles per lane per direction threshold cannot be met ~~to perform a speed study.~~

A ~~report~~speed zone study worksheet, which provides a template for summarizing and reporting the speed data, is available via the BTO Traffic Operations Manuals webpage. ~~online at:~~

Data Collection Methods

An analyst can use a variety of data collection devices. These devices can be grouped into three categories, which for these purposes, are based on the location that the speed data collection device is installed:

- ~~Manually operated~~Manually operated, handheld devices that are portable and can be used in most places (e.g., stopwatch, radar gun, and laser gun).
- In-road devices that are installed into or on top of the roadway surface (e.g., pneumatic road tube).
- Out-of-road devices that are installed overhead or to the side of the roadway surface (e.g. radar recorders).

Each device has distinct advantages and disadvantages for collecting and analyzing data that may factor in determining the appropriate device to use for a particular location. Table 3 summarizes common speed ~~data~~ data collection techniques.

Table 3. Comparison of Data Collection Methods

Method	Data Collected	Labor Involvement	Equipment Costs¹	Advantages	Disadvantages
Radar Recorders	Instantaneous speed, traffic volumes, vehicle class,	Low	High	<ul style="list-style-type: none"> • Little labor required to collect and tabulate data • Can collect data for long periods of time 	<ul style="list-style-type: none"> • User cannot randomly select vehicles for data set • Some devices may not accurately collect data for multi-lane roadways

	<u>traffic flow gaps³</u>			<ul style="list-style-type: none"> • <u>Other traffic-related data may be collected at the same time</u> • <u>Can be used when snowplows may be present without risk of damage</u> • <u>Less visible to traveling public than road tubes</u> 	<ul style="list-style-type: none"> • <u>and/or determine directionality of observed vehicles</u> • <u>Equipment-intensive method</u> • <u>Maintenance/ calibration required</u>
<u>Pneumatic Road Tube</u>	<u>Instantaneous speed, traffic volumes, vehicle class, traffic flow gaps³</u>	<u>Low</u>	<u>Medium</u>	<ul style="list-style-type: none"> • <u>Little labor required to collect and tabulate data</u> • <u>Can collect data for long periods of time</u> • <u>Other traffic-related data may be collected at the same time</u> 	<ul style="list-style-type: none"> • <u>Visible to traveling public which may change driver behavior</u> • <u>User cannot randomly select vehicles for data set</u> • <u>Use discouraged when snowplows may be present</u> • <u>Most equipment-intensive method</u> • <u>Maintenance/calibration required</u>
<u>Laser Gun</u>	<u>Instantaneous speed</u>	<u>Medium</u>	<u>High</u>	<ul style="list-style-type: none"> • <u>Equipment is easily portable</u> • <u>User controls vehicles sampled</u> • <u>as a more focused laser beam limits the number of readings for non-target vehicles as compared to radar</u> 	<ul style="list-style-type: none"> • <u>Cosine error limits horizontal/vertical deployment</u> • <u>Scopes and sights may not be user-friendly</u> • <u>Laser beams more sensitive to environmental variances than radar</u> • <u>Maintenance/calibration required</u>
<u>Radar Gun</u>	<u>Instantaneous speed</u>	<u>Medium</u>	<u>Medium</u>	<ul style="list-style-type: none"> • <u>Equipment is easily portable</u> • <u>User controls vehicles sampled</u> • <u>Accurate data collection method</u> • <u>Widespread equipment availability has lowered its cost</u> 	<ul style="list-style-type: none"> • <u>Cosine error limits horizontal/vertical deployment</u> • <u>Closely spaced and larger vehicles may create readings for non-targeted vehicles</u> • <u>Maintenance/calibration required</u>
<u>Stopwatch²</u>	<u>Travel time over a distance</u>	<u>High</u>	<u>Low</u>	<ul style="list-style-type: none"> • <u>Little equipment to purchase and maintain</u> • <u>Easy to perform data collection process</u> 	<ul style="list-style-type: none"> • <u>Labor-intensive</u> • <u>Collects time data that needs to be converted to speed data</u> • <u>Typically, low accuracy</u>

1 Equipment costs reflect the initial purchasing costs of the equipment and not future maintenance and calibration costs
 2 The stopwatch method shall not be utilized in State-sponsored studies or studies that involve roadways under the jurisdiction of WisDOT.
 3 The amount of additional data collected varies for each device, please consult the device's user manual for a better understanding of its capabilities.

Further information on these methods can be found in the [Data Collection Methods document on the Traffic Operations Manual webpage.](#)

Figure 32 provides a typical [speed data summary example illustrating the 85th percentile studyspeed, 10 MPH-mph](#) pace and synopsis of speed distribution.

Figure 32. Speed Distribution Graph Data Example



WISCONSIN DEPARTMENT OF TRANSPORTATION
SPEED STUDY WORKSHEET

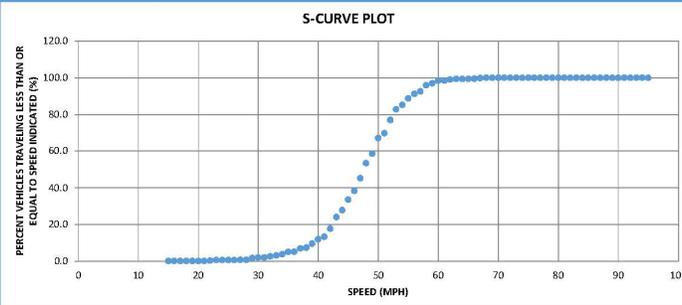
ADDRESS _____
 CITY, STATE, ZIP _____

LOCATION INFORMATION	
HIGHWAY:	STH 101
COUNTY:	PORTAGE
MUNICIPALITY:	T-ALPHA
STUDY LOCATION:	0.20 MILES SOUTH OF CTH ABC 44.XXXX*, -89.XXXX*
DIRECTION OF TRAVEL:	EASTBOUND/WESTBOUND
POSTED SPEED:	55 MPH

GENERAL INFORMATION		FIELD COMMENTS	
DATE:	6/10/2021	DATA RECORDED WITH RADAR DEVICE.	
DAY:	TUESDAY		
TIME OF STUDY:	3PM - 7 PM (4 HRS)		
OBSERVER(S):	WISDOT		
WEATHER:	CLOUDY		
PAVEMENT CONDITION:	DRY		

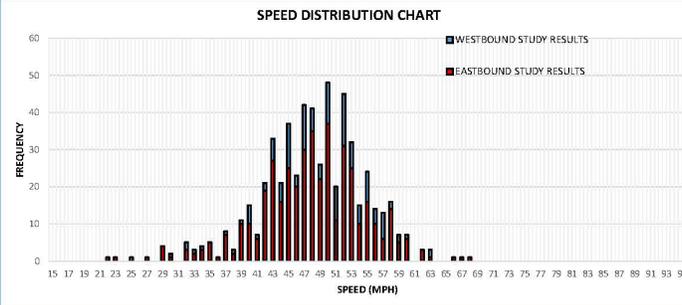
EASTBOUND STUDY RESULTS		WESTBOUND STUDY RESULTS	
85TH PERCENTILE*	54.0	85TH PERCENTILE*	54.7
50TH PERCENTILE†	47.6	50TH PERCENTILE†	49.3
AVERAGE SPEED	47.8	AVERAGE SPEED	48.8
PACE RANGE‡	43 TO 52	PACE RANGE‡	44 TO 53
PERCENT IN PACE	59.2%	PERCENT IN PACE	60.6%
PERCENT OVER PACE	23.1%	PERCENT OVER PACE	22.6%
PERCENT UNDER PACE	17.7%	PERCENT UNDER PACE	16.8%

COMBINED STUDY RESULTS		VEHICLE SUMMARY PERCENTAGES	
85TH PERCENTILE*	54.2	PASSENGER VEHICLES	97.9%
50TH PERCENTILE†	47.8	TRUCKS	2.1%
AVERAGE SPEED	48.1		
PACE RANGE‡	43 TO 52		
PERCENT IN PACE	59.4%		
PERCENT OVER PACE	24.2%		
PERCENT UNDER PACE	16.4%		



S-CURVE PLOT

SPEED (MPH)	EB VEH	EB TRUCKS	WB VEH	WB TRUCKS	TOTAL VEHICLES	TOTAL TRUCKS	TOTAL
15	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0
22	1	0	0	0	1	0	1
23	1	0	0	0	1	0	1
24	0	0	0	0	0	0	0
25	0	0	1	0	1	0	1
26	0	0	0	0	0	0	0
27	1	0	0	0	1	0	1
28	0	0	0	0	0	0	0
29	4	0	0	0	4	0	4
30	1	0	1	0	2	0	2
31	0	0	0	0	0	0	0
32	2	1	2	0	4	1	5
33	2	0	1	0	3	0	3
34	3	0	1	0	4	0	4
35	5	0	0	0	5	0	5
36	1	0	0	0	1	0	1
37	6	1	1	0	7	1	8
38	2	0	1	0	3	0	3
39	10	0	1	0	11	0	11
40	10	0	5	0	15	0	15
41	5	1	1	0	6	1	7
42	18	1	2	0	20	1	21
43	27	0	6	0	33	0	33
44	16	0	5	0	21	0	21
45	24	1	12	0	36	1	37
46	20	0	3	0	23	0	23
47	30	0	11	1	41	1	42
48	34	1	6	0	40	1	41
49	22	0	4	0	26	0	26
50	37	0	11	0	48	0	48
51	11	0	9	0	20	0	20
52	28	3	14	0	42	3	45
53	23	2	7	0	30	2	32
54	10	0	5	0	15	0	15
55	16	0	8	0	24	0	24
56	10	0	4	0	14	0	14
57	6	0	7	0	13	0	13
58	14	0	2	0	16	0	16
59	5	0	2	0	7	0	7
60	6	0	1	0	7	0	7
61	0	0	0	0	0	0	0
62	3	0	0	0	3	0	3
63	1	0	2	0	3	0	3
64	0	0	0	0	0	0	0
65	0	0	0	0	0	0	0
66	1	0	0	0	1	0	1
67	1	0	0	0	1	0	1
68	1	0	0	0	1	0	1
69	0	0	0	0	0	0	0
70	0	0	0	0	0	0	0
71	0	0	0	0	0	0	0
72	0	0	0	0	0	0	0
73	0	0	0	0	0	0	0
74	0	0	0	0	0	0	0
75	0	0	0	0	0	0	0
76	0	0	0	0	0	0	0
77	0	0	0	0	0	0	0
78	0	0	0	0	0	0	0
79	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0
81	0	0	0	0	0	0	0
82	0	0	0	0	0	0	0
83	0	0	0	0	0	0	0
84	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0
86	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0
91	0	0	0	0	0	0	0
92	0	0	0	0	0	0	0
93	0	0	0	0	0	0	0
94	0	0	0	0	0	0	0
95	0	0	0	0	0	0	0
TOTAL VEHICLES	418	11	136	1	554	12	566

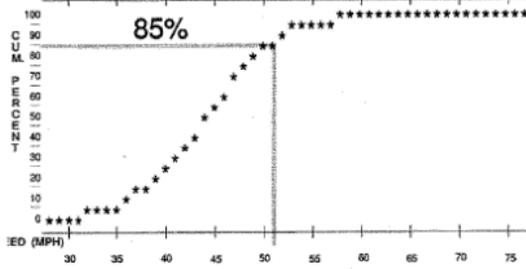


SPEED DISTRIBUTION CHART

*85TH PERCENTILE SPEED IS THE SPEED AT OR BELOW WHICH 85 PERCENT OF THE OBSERVED TRAFFIC TRAVELS UNDER FREE FLOW CONDITIONS

†50TH PERCENTILE SPEED IS THE SPEED AT OR BELOW WHICH 50 PERCENT OF THE OBSERVED TRAFFIC TRAVELS UNDER FREE FLOW CONDITIONS

‡PACE IS THE 10 MPH RANGE OF SPEEDS THAT COVERS THE HIGHEST NUMBER OF OBSERVATIONS FROM THE DATA SET



DIRECTION(S)	DATE	TIME	POSTED SPEED LIMIT	SPEED	NO.	PCT.	CUM. PCT.
E-W	01/10/91	1:30 PM	45	30	2	0.9	14
				31	1	0.5	1.9
				32	2	0.9	2.8
				33	4	1.8	4.6
				34	3	1.4	6.0
				35	2	0.9	6.9
				36	6	2.8	9.6
				37	7	3.2	12.8
				38	4	1.8	14.7
				39	7	3.2	17.9
				40	12	5.5	23.4
				41	12	5.5	28.9
				42	10	4.6	33.5
				43	17	7.8	41.3
				44	15	6.9	48.2
				45	15	6.9	55.0
				46	14	6.4	61.5
				47	16	8.3	69.7
				48	16	7.3	77.1
				49	9	4.1	81.2
				50	6	3.7	84.9
				51	5	2.3	87.2
				52	9	4.1	91.3
				53	4	1.8	93.1
				54	3	1.4	94.5
				55	3	1.4	95.9
				56	2	0.9	96.5
				57	1	0.5	97.2
				58	2	0.9	98.2
				59	0	0.0	98.2
				60	2	0.9	99.1
				61	2	0.9	100.0

Project ID : EB STH 18
 Street : Blue Mound Rd
 Capture Zone : 0.20 mile west of Moorland Road
 Community : City of Brookfield
 County : Waukesha
 Posted Speed Limit : 45
 Weather Conditions : Cl damp

Date Range : 1/23/67
 Time Range : 9:11 AM through 9:55 AM
 Direction(s) : Approaching
 Types of Vehicles : All Vehicles

Lowest Recorded Speed : 36
 Highest Recorded Speed : 52
 Average Speed : 44.3
 Vehicles Observed : 100

15th Percentile : 41
 30th Percentile : 45
 85th Percentile : 48
 95th Percentile : 50

10 MPH Pace Speed : 39 Through 48
 Percent In Pace Speed : 85.0
 Percent Under Pace Speed : 4.0
 Percent Over Pace Speed : 11.0

SPEED	COUNT	PERCENT	CUM. %	SPEED	COUNT	PERCENT	CUM. %
36	2	2.0	2.0	45	15	15.0	63.0
37	0	0.0	2.0	46	12	12.0	75.0
38	2	2.0	4.0	47	6	6.0	81.0
39	5	5.0	9.0	48	8	8.0	89.0
40	2	2.0	11.0	49	5	5.0	94.0
41	10	10.0	21.0	50	1	1.0	95.0
42	13	13.0	34.0	51	4	4.0	99.0
43	6	6.0	40.0	52	1	1.0	100.0
44	8	8.0	48.0				

U.S. Highway 18 Speed Study - City & Town of Brookfield - Waukesha County

Direction of Travel	Eastbound	Westbound
Location	-0.1 mi w of Brookfield Rd -	-0.25 mi w of Brookfield Rd -
Date	12/14/06	12/14/06
Military Time	12:32-13:24	11:37-12:10
Posted Speed Limit	45 MPH	45 MPH
Lowest Recorded Speed	37 MPH	35 MPH
Highest Recorded Speed	57 MPH	57 MPH
Average Speed	44.2 MPH	45.2 MPH
85 th Percentile Speed	48 MPH	49 MPH
10 MPH Pace	38 - 47 MPH	40 - 49 MPH
% > 35 MPH	100 %	98 %
% > 40 MPH (Req. Lim.)	83 %	87 %
% > 45 MPH (Speed Limit)	32 %	44 %
% > 50 MPH	5 %	11 %
% > 55 MPH	1 %	1 %

Direction of Travel	Eastbound	Westbound
Location	- 0.15 mi w of Calhoun Rd -	- at Woelfel Road -
Date	12/14/06	12/14/06
Military Time	10:01-10:37	10:54-11:30
Posted Speed Limit	45 MPH	45 MPH
Lowest Recorded Speed	34 MPH	37 MPH
Highest Recorded Speed	55 MPH	51 MPH
Average Speed	43.5 MPH	43.4 MPH
85 th Percentile Speed	47 MPH	47 MPH
10 MPH Pace	38 - 47 MPH	38 - 47 MPH
% > 35 MPH	100 %	98 %
% > 40 MPH (Req. Lim.)	80 %	73 %
% > 45 MPH (Speed limit)	31 %	34 %
% > 50 MPH	5 %	2 %
% > 55 MPH	0 %	0 %

Direction of Travel	Eastbound	Westbound
Location	-0.20 mi w of Moorland Rd -	- at Thomas Lane -
Date	01/23/07	01/23/07
Military Time	09:11 - 09:55	10:01 - 10:43
Posted Speed Limit	45 MPH	45 MPH
Lowest Recorded Speed	36 MPH	35 MPH
Highest Recorded Speed	52 MPH	51 MPH
Average Speed	44.3 MPH	42.2 MPH
85 th Percentile Speed	48 MPH	46 MPH
10 MPH Pace	39 - 48 MPH	38 - 47 MPH
% > 35 MPH	100 %	98 %
% > 40 MPH (Req. Lim.)	89 %	62 %
% > 45 MPH (Speed Limit)	37 %	16 %
% > 50 MPH	5 %	1 %
% > 55 MPH	0 %	0 %

Red - Greater than posted speed limit Blue - Greater than proposed speed limit

Year	Month	Day	Time	Location	Direction	Speed	Vehicle Type	Remarks
2006	12	14	12:32	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	12:35	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	12:38	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	12:41	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	12:44	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	12:47	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	12:50	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	12:53	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	12:56	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	12:59	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:02	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:05	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:08	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:11	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:14	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:17	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:20	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:23	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:26	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:29	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:32	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:35	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:38	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:41	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:44	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:47	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:50	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:53	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:56	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	13:59	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:02	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:05	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:08	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:11	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:14	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:17	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:20	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:23	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:26	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:29	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:32	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:35	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:38	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:41	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:44	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:47	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:50	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:53	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:56	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	14:59	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:02	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:05	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:08	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:11	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:14	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:17	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:20	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:23	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:26	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:29	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:32	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:35	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:38	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:41	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:44	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:47	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:50	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:53	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:56	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	15:59	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	16:02	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	16:05	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	16:08	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	16:11	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	16:14	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	16:17	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	16:20	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	16:23	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	16:26	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	16:29	Brookfield Rd	Eastbound	45	Passenger	
2006	12	14	16:32	Brookfield Rd	Eastbound	45	Passenger	

conforming to a “safe” and “reasonable” speed limit. While 15 percent of the observed motorists travel above the perceived “reasonable” and “proper” speed, studies have shown that this group of motorists causes many of the vehicle crashes along roadways. ~~This is also the group at which enforcement action is most effectively targeted.~~ Studies have also indicated that the lowest risk of being involved in a crash occurs when motorists travel at approximately the 85th percentile speed.

- ~~Pace speed~~[HVS-D23]. 10 mph band of travel speeds containing the largest number of observed vehicles. ~~The pace speed is a range of speeds that covers the highest number of observations from the data set. The pace speed shall be generated using a ten-mile per hour range.~~
- ~~50th percentile speed.~~ [HVS-D24]The 50th percentile speed (also known as the median speed) is the speed at which 50 percent of the observed traffic traveled at or below that speed. ~~Also known as the median speed, is the speed at which 50 percent of the sample of free-flowing vehicles are traveling.~~
- ~~Design speed of the roadway. (if it is known).~~ The design speed is the speed limit for which engineering elements of the roadway were designed to accommodate (e.g. roadway and shoulder width, curve radii, and superelevation). ~~Often times the design speed of state trunk highways is 5 mph higher than the posted speed limit. When the design speed is not known, it can be estimated based on elements of the horizontal and vertical alignment. For example, design speed of the curves (an element of horizontal alignment) and stopping sight distance (an element of vertical alignment) are often suitable estimates for overall design speed. See TEOpS 13-5-12.~~
- ~~Speed distribution.~~ Two distribution methods are used to analyze speed data: frequency distribution and cumulative frequency distribution. Frequency distribution compares speed versus the number of observed vehicles traveling at a particular speed. A frequency curve presenting this data will illustrate the modal speed (speed most frequently observed) as well as the pace. Cumulative frequency distribution compares speed to the number of vehicles or percentage of the sample traveling at or less than a particular speed. A cumulative frequency curve presenting this data will illustrate percentile speeds.
- ~~Proportion of vehicles exceeding existing speed limit.~~ This statistic reports compliance with the existing posted speed limit and current driver expectation in the proposed speed zone. This data ~~may be useful in building an argument for or against a change to the existing posted speed limit.~~
- ~~Significance of secondary roadway attributes.~~ Attributes such as presence of long turning queues, large volumes of trucks, large volumes of regional traffic, driveways and intersections, sight distance, on-street parking, pedestrian and bicycle activity, as well as pavement condition, level of law enforcement, and divergence between functional classification and practical function play a significant role in driver expectancy and vehicle speeds along a roadway. The analyst ~~should note when secondary roadway attributes are present and identify significant and which of the attributes are presentsignificant.~~
- ~~Crash data analysis.~~ The speed study conclusions ~~shall~~ also include an analysis of crash data for the past three to five years, indicate if a safety concern exists, and provide the number and percentage of crashes for which speed was a contributing factor. The conclusion ~~shall~~ report a crash rate for the roadway segment being studied, the comparable statewide average (available on the BTO Traffic Operations Manual webpage at <https://wisconsindot.gov/Pages/doing-bus/local-gov/traffic-ops/manuals-and-standards/manuals.aspx>), and key contributing factors such as speed, the driver’s physical condition (e.g. chemical impairment, sleeping, age, and seat belt use), weather, and time-of-day the crash occurred.

4. DEVELOP SPEED ZONE RECOMMENDATIONS.

After ~~analyzing the vehicle speed and location-specific data has been analyzed,~~ the analyst ~~shall~~ use it to develop and support the speed zone recommendations. ~~It is important for the analyst to note that study conclusions may indicate a speed zone is not needed. A recommendation~~The speed study ~~shall be developed for the speed study~~provide a recommendation indicating whether conditions warrant a need to modify the speed limit of the studied section of roadway. It is important to note that the study conclusions may not support the need for a speed zone.

Decisions regarding the potential change in a speed limit ~~should~~ be based on the objective findings of the speed study and on conditions that exist at the time of the evaluation. Modified speed limits ~~should not~~ be installed to address the following conditions:

- Response to noise complaints
- Accommodation of specialty vehicles that use the roadway
- Future growth anticipated in the area
- Anticipated law enforcement of the roadway
- Future concerns that have not previously occurred
- Correction of spot safety or operational problems.

~~A recommendation~~The speed study **shall** be made in the speed study make a recommendation that identifies whether the speed limit should change or remain the same. Any recommendation made in the speed study *should* relate to improving motorist and bystander safety along the route, reference findings from the crash data analysis, and suggest additional study if a safety problem is discovered where speed is not a primary contributing factor.

When a modified speed limit is proposed as a result of a speed study, several factors **shall** be considered including but not limited to the following:~~in the process of developing the speed limit recommendation.~~

- The number of speed limit changes along a route *should* be minimized. ~~and changes *should* be made in significant increments.~~ For speed zones outside of incorporated cities and villages, speed limit changes *should* be made in increments of 10 mph, though increments of 5 mph are permissible when justified. Within incorporated cities and villages, an increment of 5 mph *should* be implemented.
- ~~The proposed speed limit *should* be set within 5 mph of the observed 85th percentile speed of free-flowing traffic. The 85th percentile speed, the speed at or below which 85% of the vehicles travel a particular roadway, has been found to best represent this perceived "reasonable" speed. The WisMUTCD Section 2B.13 states "when a speed limit is to be posted, it *should* be within ... 5 MPH mph of the 85th percentile speed of free-flowing traffic."~~ The 85th percentile speed is typically the best representation of the perceived "reasonable" speed. It is widely accepted that speed limits set at unrealistic levels above or below the 85th percentile speed have little impact on a driver's choice of speed. In addition, the lowest risk of being involved in a crash occurs at approximately the 85th percentile speed.
- Highways that serve predominantly regional or statewide traffic, including bypass highways and roadways on the urban fringe, *should* have higher speed limits in rural or urbanizing areas than in urban commercial or residential-core areas. These highways *should* also have speed limits at or closer to the 85th percentile speed as compared to roadways that serve predominantly local traffic.
- All recommended modifications to posted speed limits **shall** be within the range allowable by Wisconsin Statutes (see Table 1) or **shall** gain approval from WisDOT.

5. REPORT DRAFT RESULTS, CONCLUSIONS, AND RECOMMENDATIONS.

THE APPROVAL PROCESS – DOCUMENTATION

In accordance with state statutes, an engineering and traffic investigation ~~must~~**shall** precede the establishment of a modified speed zone on the state trunk highway system. Exceptions to this requirement are for situations involving minor adjustments of existing speed zone termini that requires the relocation of the speed limit sign due to changes in highway features, development, or signage. [HVS-D25]

The following elements are expected to be prepared by the region as part of every speed zone engineering and traffic investigation. An engineering and traffic investigation is not required for rural 55 and 65 and 70 MPH mph limits that are established by statute.

- Speed checks taken at appropriate intervals to determine the 85th percentile and mean speeds of the speed distribution at each of the monitored locations. ~~Exceptions are minor adjustments of existing speed zone termini due to changes in highway features, and development or signage that requires the speed limit sign locations to be adjusted.~~ [HVS-D26]

1. In addition, for all recommendations sent to the Bureau of Traffic Operations: [HVS-D27]

2. A picture or photo of each location where speed readings were taken. Document the capture zone. [HVS-D28]
3. Crash history when it bears on the recommendation.
4. A map depicting the limits of both the existing and proposed speed zoning.
5. Documentation of any concomitances or [HVS-D29] protests by local units of government, particularly for locations where the speed study recommends altering the existing speeds limits are to be altered, and discussion of the reason for a recommended change.
- 5.6. Discussion supporting the recommendation to modify or keep the existing speed limit.

Note: An example of a speed study is shown in Figure 5.

The region *should* prepare the submittal in the prescribed submittal/approval shell. The region will number the declaration in the following manner: SZ-ww-xxx-yyyy-zz, where ww is the county number where the roadway resides (e.g., Dane County would be entered 13, Milwaukee County would be entered 40), xxx is the numeric designation of the highway involved in the declaration, yyyy is the four digit year the request was submitted, (e.g. 2009), and zz is a number in sequence denoting chronological declarations for the roadway throughout the year, beginning with 01. Figure 344 is the submittal/approval document available electronically on the WisDOT Website: <https://wisconsin.gov/dtsdManuals/traffic-ops/manuals-and-standards/speed/speed-study-template.doc>.

When the criteria enumerated in the last paragraph of the Authority Section [HVS-D30] are met, the region *may* fill out the approval portion of the submittal letter and fill in the information on speed check verification.

When the criteria for region approval are not met, the region **shall** fill out the recommendation information portion of the letter, indicating the material that is being transmitted with the recommendation. The region **shall** include a memo as a cover page to the recommendation explaining background, summary of the analysis and any additional information that would be helpful for the reviewer. [BDJ-D31][HVS-D32]

The region's submittal is reviewed by the State Highway Traffic Safety Engineer or designee at the Bureau of Traffic Operations Traffic Engineering and Safety Section who identifies, based on region input and other factors, recommendations that *may* be expected to generate special attention or controversy and will review those recommendations with the State Traffic Engineer. The State Highway Traffic Safety Engineer or designee will make routine approvals. Upon approval, the official records are updated and the region is notified. The Bureau of Traffic Operations will respond to region recommendations in writing, including an explanation of the reasons for any denials. The approval process for speed limit modifications proposed by WisDOT on the STH system consists of one to three reviews and are conducted electronically within the Speed Zone Database (<https://webapp.dot.state.wi.us/speedzones/>).

Figure 43. Speed Declaration Form

PAGE 1 OF 3		
Date _____	SPEED STUDY COVER LETTER	
From _____		
To _____	State Traffic Safety Engineer	
Subject	SPEED ZONE DECLARATION SZ-- _____ -- _____ -- _____ -- _____	
STUDY LOCATION		
Highway/Street Name: _____		
From: _____	To: _____	
Municipality: _____		
Segment Length (mi): _____	County: _____	
Reason(s) for Speed Limit Change: _____		
REQUEST FOR APPROVAL OF DECLARATION		
For Declaration Requiring Approval by the Bureau of Highway Operations, per TGM 13-5-1		
The Region submits the attached declaration, numbered as above, and recommends approval.		
The following information supporting the recommendation is enclosed with this request (please circle):		
Map showing limits	Speed study data	Crash history data
Aerial / site location photo(s)	Documents of public interest	Highway log files
Other (please specify): _____		
RECOMMENDED BY: _____	Date: _____	
Region		
REVIEWED BY: _____	Date: _____	
Bureau of Highway Operations		
SPEED ZONE REQUEST	APPROVED NOT APPROVED	
PAGE 2 OF 3		
Date: _____	SPEED STUDY WORKSHEET	
Speed Zone Declaration: _____		
ROADWAY CHARACTERISTICS		
Posted Speed Limit: _____ mph	Is Segment a Transition Zone (circle): Yes No <small>(If 'Yes', please explain on Page 3)</small>	
Design Speed Limit: _____ mph	Significant On-Street Parking (circle): Yes No <small>(If 'Yes', please explain on Page 3)</small>	
Number of Lanes: _____	Significant Ped/bike activity (circle): Yes No <small>(If 'Yes', please explain on Page 3)</small>	
Lane Width (feet): _____	Horizontal curves present (circle): Yes No <small>(If 'Yes', please explain on Page 3)</small>	
AADT (vehicle / day): _____	Vertical curves present (circle): Yes No <small>(If 'Yes', please explain on Page 3)</small>	
Year AADT Performed: _____	Number of access points in segment: _____	
Land Use (circle): Urban Suburban Rural	CRASH HISTORY	
Roadway Type (circle): Freeway Non-freeway	Years: _____ to _____	
Functional Class: _____	Number of Years: _____	
Shoulder Type (circle): Paved Gravel C&G	Speed-related crashes: _____	
Shoulder Width (feet): _____	Crash Rate: _____	
Median Type (circle): Divided Undivided TWLTL	Severity Rate: _____	
SPEED STUDY RESULTS		
Posted Speed Limit (mph): _____	Number of observed vehicles: _____	
50th Percentile Speed (mph): _____	10 mph Pace Range: _____	
85th Percentile Speed (mph): _____	Percent vehicles in pace: _____	
Range of Speeds (mph): _____	Percent vehicles over pace: _____	
Percent observed vehicles non-compliant to speed limit: _____	Percent vehicles under pace: _____	

accompanying worksheets, and any supplemental information to the declaration within the [Speed Zone Database][HVS-D36] and submit for BTO review. The State Traffic Safety Engineer or designee reviews the submittal, consults with the regions regarding questions or clarifications, and may electronically sign and approve/deny the "Request for Approval of Declaration" portion of the speed zone declaration.

3. For submittals containing sensitive (legislative or tribal interest) recommendations, the State Traffic Safety Engineer or designee reviews the findings with the State Traffic Engineer before approval/denial.

BTO **shall** respond to the region in writing with their decision. If a speed zone request is denied, BTO **shall** provide an explanation of the reasons for denial. [BDJ-D37][BDJ-D38]

4.7. SEEKSHARE INFORMATION WITH STAKEHOLDERS SUPPORT

After the study's draft results, conclusions, and recommendations have been developed, WisDOT or the local authority **shall** share them with primary stakeholders (e.g., WisDOT, including the State Patrol, FHWA, local governments, traffic safety commissions, and local law enforcement). WisDOT or the local authority *should* take the opportunity to gather feedback and generate support for study findings by presenting results and answering questions from decision-makers about the speed study process. The outreach *should* include study methodology, results, conclusions, and recommendations, ~~as well as the process used to develop the recommendation.~~

~~The approval process for speed limit modifications proposed by WisDOT on the STH system consists of one to three reviews and are conducted electronically within the Speed Zone Database: (<https://webapp.dot.state.wi.us/speedzones/>).~~

- ~~— The region's approval authority *may* sign the approval portions of the submittal cover letter and declaration if the recommended speed limit falls within 5 mph of the measured 85th percentile speed and no more than 2 mph below the measured 50th percentile speed, or is increased to the statutory speed limit of the roadway.~~
- ~~— If the recommended speed limit does not meet these criteria, the region **shall** submit the cover letter, accompanying worksheets, and any supplemental information identified in Step 5 above to the State Traffic Safety Engineer or designee within the WisDOT Bureau of Traffic Operations (BTO), Traffic Engineering and Safety Section. The State Traffic Safety Engineer or designee reviews the submittal, consults with the regions regarding questions or clarifications, and may sign the approval portions of the submittal cover letter and declaration if no sensitive recommendations are made.~~
- ~~— For submittals containing sensitive (legislative or tribal interest) recommendations, the State Traffic Safety Engineer or designee reviews the findings with the State Traffic Engineer before approval.~~

~~BTO **shall** respond to the region in writing with their decision. If a speed zone request is denied, BTO **shall** provide an explanation of the reasons for denial.~~[HVS-D39][HVS-D40]-[BDJ-D41][BDJ-D42][HVS-D43]

[HVS-D44]

13-5-4 Local Speed Limits

MONTH July 2021

The pProcess to modify regulatory speed zone on town, village, city or county roadways is explained below.:

- ~~TEOpS Section-13-5 is provided to help guide locals in making an informed decision based on data and engineering judgement; the sStatutes relating to speeds need to be followed first and foremost. Statutes 346.57 &and 349.11 are most applicable to modification of regulatory speed limits. -These statutes, fixed regulatory speed limits, and local government authority are summarized in TEOpS 13-5-1 Table 1.~~
- ~~For Gconcerns regarding county highways, contact County Highway Department office. For Cconcerns regarding city or village roadways, contact the Department of Public Works office. For Gconcerns regarding township roadways, contact the Township Chairperson.~~
- ~~If the roadway isdoes not currently have a posted speed and is rural in nature (sparse development, no curb &and gutter, gravel shoulders and grass ditches), by statute the speed limit is 55 mph.-~~

- The town, city, village, city or county [HVS-D45] can reduce these rural roadways that are statutorily a 55 mph regulatory speed zone to 45 mph upon doing a traffic engineering study that indicates 45 mph is appropriate. -No WisDOT approval required.
- If the town, village, city or county roadway is more urban in nature (higher density of residential, farm, industrial and/or commercial driveways) the statutory criteria needed to be met for driveway spacing is included in the below table figures below varies depending on driveway spacing. -Driveway spacing is a major factor in posting 35 mph regulatory speed zones. Refer to Figures 4, 4a, 5, and 5a [HVS-D46] for the driveway spacing requirements.
- If a traffic engineering study conducted by a town, village, city or county indicates a modified regulatory speed zone is appropriate and the modification is allowed by state statute (see Table 1 in TEOpS 13-5-1) approval by WisDOT is not required.
- If a traffic engineering study conducted by a town, village, city or county indicates a modified regulatory speed zone is appropriate but the modification is not allowed by state statute (see Table 1 in TEOpS 13-5-1) approval by WisDOT is required.
- If WisDOT needs to be contacted regarding approval of a for-local road speed study approval, approval will very likely only be given if the traffic engineering study concludes the modified (typically lower) regulatory speed zone is appropriate.
- Details for conducting a traffic engineering study can be found in TEOpS 13-5-1 "Speed Study Studies – Assessing Need for a Speed Zone or Modification [HVS-D47]" section. A speed zone study template is available online at: <http://wisconsindot.gov/dtsdManuals/traffic-ops/manuals-and-standards/speed/speed-zone-study.xlsx>
- FHWA has developed an expert, web-based system to aid in providing a speed limit recommendation, USLIMITS, available without cost. The application provides a speed limit recommendation after the user inputs location specific data pertaining to the physical environment, speed data, and crash history. Analysts should consider using the tool USLIMITS2 as a starting point in the development of any revised speed limit recommendation. [HVS-D48]

LOCAL SPEED LIMITS

Local governments can implement speed limit changes on the local road system without department approval when proposals are within the constraints shown in Figure 1 contained herein. The approval process for speed limit modifications proposed by local authorities on the local system consists of one to four [HVS-D49] reviews. Changes proposed within the constraints outlined in TEOpS 13-5-1 Table 1 are subject to the local approval process only and do not require review or approval from WisDOT region traffic safety engineer or designee [HVS-D50]. It is recommended that the local approval process include legal adoption of the speed zone recommendation through passage of an ordinance. Proposed changes that lie outside the constraints presented in TEOpS 13-5-1 Table 1 shall be reviewed and approved by WisDOT, as outlined above [HVS-D51], before legal adoption by local authorities. It is recommended that the local process conclude with the local authority responding to the submitting party in writing, providing notification of approval or an explanation of the reasons for denial. The traffic study must be per Statute SS-s. 349.11 [HVS-D52] and WisMUTCD Section 2B.13. Changes proposed outside the constraints require Department approval.

Typical study documentation can include the speed study cover letter, speed study, map and/or photos of area, study findings, methodologies, and any other documentation to help support the recommendation (see example below). Contact the local WisDOT Region for an example of a speed study for more clarification.

Figure 1. Sample Speed Study

CORRESPONDENCE/MEMORANDUM State of Wisconsin

Page 1 of 3
Speed Study Cover Letter

Date: _____
From: _____
To: _____

STUDY LOCATION

Highway/Street Name: _____
From: _____ To: _____
Municipality: _____
Segment Length (mi): _____ County: _____
Reason(s) for Speed Limit Change: _____

REQUEST FOR APPROVAL OF DECLARATION

The following information supporting the recommendation is enclosed with this request (check boxes):

Map showing limits Speed Study data Crash history data
 Aerial/site location photo(s) Documents of public interest Highway log files

Other (please specify): _____

RECOMMENDED BY: _____ WisDOT Region Date: _____

SPEED ZONE REQUEST APPROVED NOT APPROVED

Reviewer shall provide comments, in writing, when a request is not approved.

Page 2 of 3
Speed Study Worksheet

ROADWAY CHARACTERISTICS

Posted Speed Limit: _____ mph Is Segment a Transition Zone (check one): Yes No
(If "Yes", please explain on Page 3)

Design Speed Limit: _____ mph Significant On-Street Parking (check one): Yes No
(If "Yes", please explain on Page 3)

Number of Lanes: _____ Significant Ped/bike activity (check one): Yes No
(If "Yes", please explain on Page 3)

Lane Width (feet): _____ Horizontal curves present (check one): Yes No
(If "Yes", please explain on Page 3)

AADT (vehicle/day): _____ Vertical curves present (check one): Yes No
(If "Yes", please explain on Page 3)

Year AADT Performed: _____ Number of access points in segment: _____

Land Use (check one): Urban Suburban Rural **CRASH HISTORY**

Roadway Type (check one): Freeway Non-freeway Years: _____ to _____

Functional Class: _____ Number of Years: _____

Shoulder Type (check one): Paved Gravel C&G Speed-related crashes: _____

Shoulder Width (feet): _____ Crash Rate: _____

Median Type (check one): Divided Undivided TWLTL Severity Rate: _____

SPEED STUDY RESULTS

Posted Speed Limit (mph): _____ Number of observed vehicles: _____

50th Percentile Speed (mph): _____ 10 mph Pace Range: _____

85th Percentile Speed (mph): _____ Percent vehicles in pace: _____

Range of Speeds (mph): _____ Percent vehicles over pace: _____

Percent observed vehicles non-compliant to speed limit: _____ Percent vehicles under pace: _____

Page 3 of 3
Speed Study Worksheet

Provide additional comments that may be significant or noteworthy about the request

Provide reasoning for omission of any information requested

Authority is delegated to the region office. It is recommended that the declaration number for this have the format: SZC-ww-xxxx-yy-yy-zz, where ww is the county number where the roadway resides (e.g., Dane County would be entered 13, Milwaukee County would be entered 40), xxxx is the letter designation or abbreviated name of the highway/street involved in the declaration, yy-yy is the four digit year the request was submitted (e.g., 2009), and zz is a number in sequence denoting chronological declarations for the roadway throughout the year, beginning with 01.

Speed Limits Within Incorporated Areas

Assume that the speed limit within corporate limits is 25 mph unless it can be shown that the area is an outlying district. Use the following steps in conjunction with Figures 4 and 4a to help determine if the area qualifies as an outlying district:

Applicable Statutes:

- ~~— 346.57(4)(e) 25 mph within corporate limits except in outlying districts~~
- ~~— 346.57(4)(f) 35 mph in outlying districts within corporate limits~~
- ~~— 346.57(1)(a) Outlying district: Any highway within corporate limits where for 1000 feet “buildings” on each side of the highway average more than 200 feet apart.~~

Use Figure 1 and 1a below to help determine an outlying district: [HVS-D53] Application (see Figure 1)

~~Assume that the speed limit within corporate limits is 25 mph unless it can be shown that the area is an outlying district.~~

1. Measure 1000 feet beginning at the corporate limit and measuring inward. If there are 5 or more “buildings” on either side of the highway, the area is not an outlying district. If neither side of the highway has 5 or more “buildings”, the area is an outlying district.
 - a. If Step 21 does not find an outlying district, the process stops at this point. There is no outlying district on that highway on that edge of the city or village.
 - b. If Step 21 identifies an outlying district, continue with Step 32.
2. Maintaining the 1000-foot measurement, move progressively inward on each side of the highway separately until one additional “building” is added on either side. Then repeat Step 21. Continue this process until a 1000-foot segment is located which does not qualify as an outlying district; the end of the outlying district (the beginning of the 25 mph speed limit) is immediately preceding the most inward “building” in the 1000-foot segment that did not qualify as an outlying district.

Special Consideration

An outlying district may also lie on a highway which does not intersect the corporate limit but does intersect another highway in an outlying district. To check such a highway, begin at the highway already found to be in an outlying district and treat that intersection the same as the corporate limit for the purposes of Steps 21 and 32 above. (See Figure 4a)

Figure 4. Outlying Districts

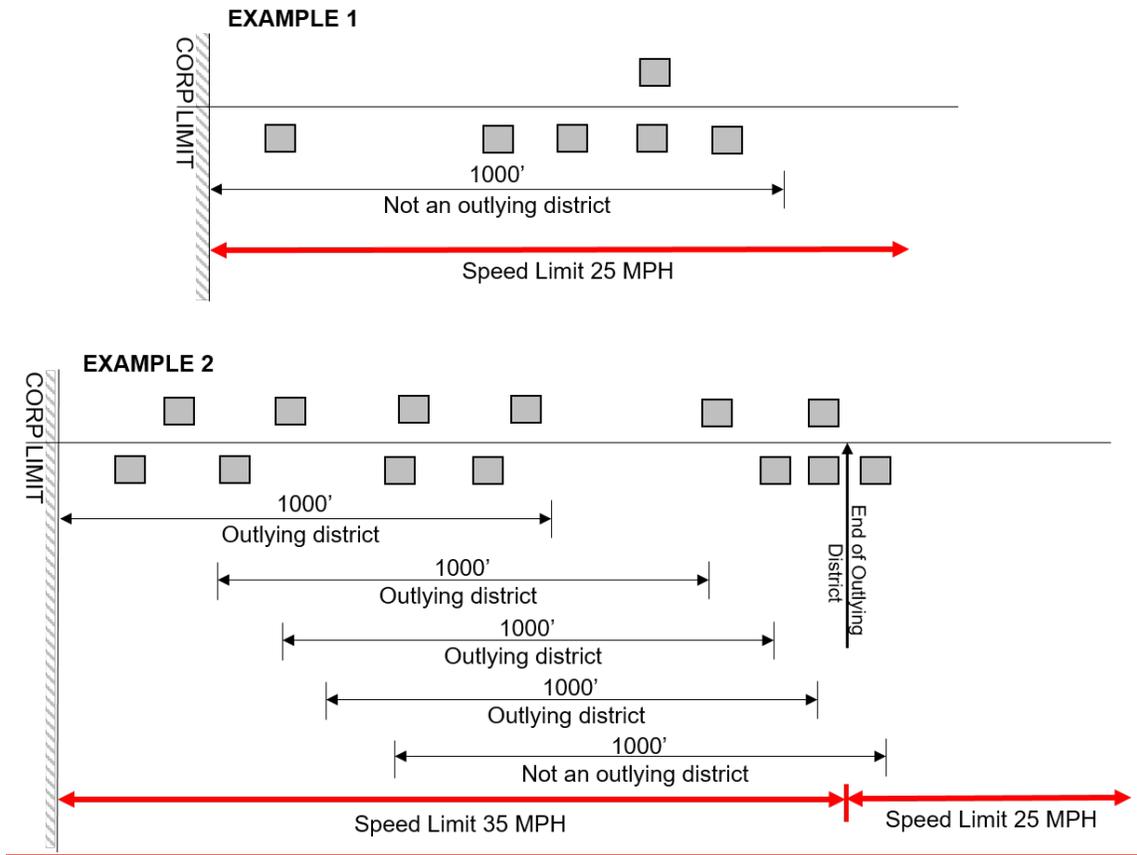
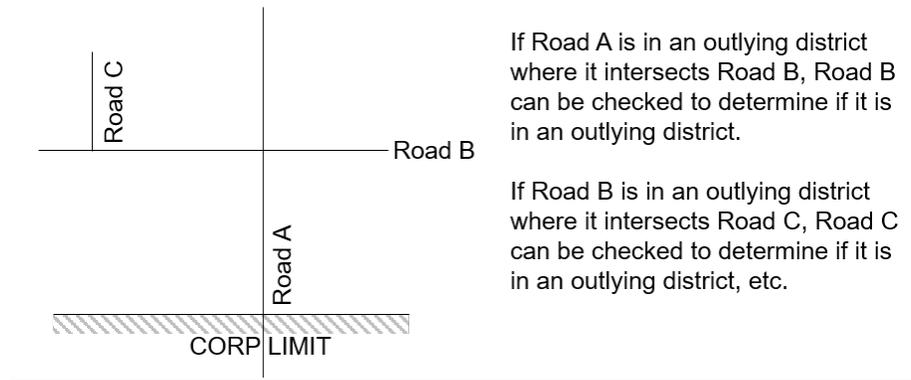


Figure 4a. Outlying Districts



Speed Limits Outside Incorporated Areas

Assume that the speed limit outside corporate limits is 55 mph unless it can be shown that an area is a semiurban district. Use the following steps in conjunction with Figures 5 and 5a to help determine a semiurban district:

Applicable Statutes

- 346.57(4)(h) 55 mph in the absence of any other limit
- 346.57(4)(g) 35 mph in Semiurban districts outside corporate limits
- 346.57(1)(b) Semiurban district: Any highway where for 1000 feet “buildings” on both sides of the highway considered collectively average not more than 200 feet apart.
- 346.57(4)(i) 35 mph on any town road which meets the requirements of the statute. Any

town road which would meet the requirements of this statement would also meet the requirements for a semiurban district.

Use Figure 2 and 2a below to help determine a semiurban district Application (see also Figure 2 and 2a):

Assume that the speed limit outside corporate limits is 55 mph unless it can be shown that an area is a semiurban district.

1. Locate the approximate "midpoint" of the suspected semiurban district and measure a 1000-foot length of highway roughly centered on this "midpoint".
 - a. If the number of "buildings" within this 1000-foot length is 4 or fewer, counting all "buildings" on both sides of the highway, a semiurban district has not been identified. Select a new "midpoint", if appropriate, and repeat.
 - b. If the number of "buildings" within the 1000-foot length is 5 or more, counting all "buildings" on both sides of the road, a semiurban district exists. Continue with Step 32.
2. Measure a new 1000-foot length of highway so located that it includes all but one of the "buildings" in the previous 1000-foot length.
 - a. If this new 1000-foot length includes 5 or more "buildings", it is also part of the semiurban district. Repeat Step 32.
 - b. If this new 1000-foot length includes only 4 or fewer "buildings", the distance added because of the new measurement is not part of the semiurban district.

Note: If a semiurban district is identified in Step 21, Step 32 must be applied in both directions from this original length.

Special Consideration

Theoretically these provisions can result in two (2) semiurban districts which are quite close together. For practical purposes, if the limits of two adjacent semiurban districts are less than 1000 feet apart, they should be considered a single district.

Figure 5. Semiurban Districts

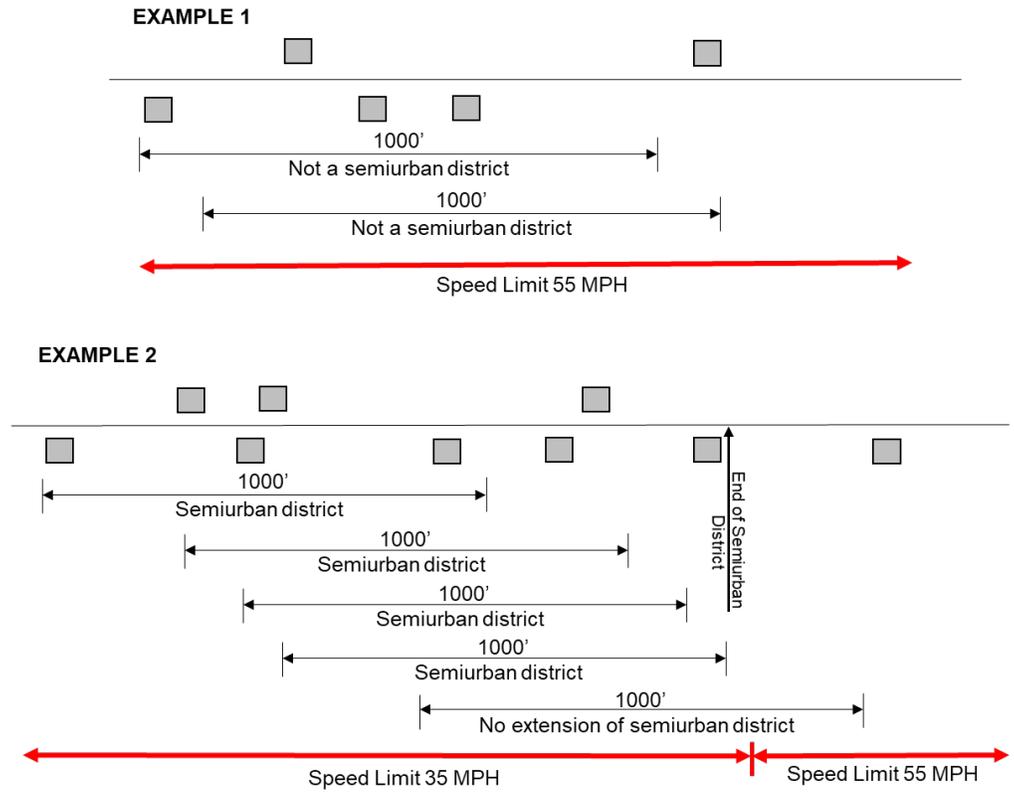
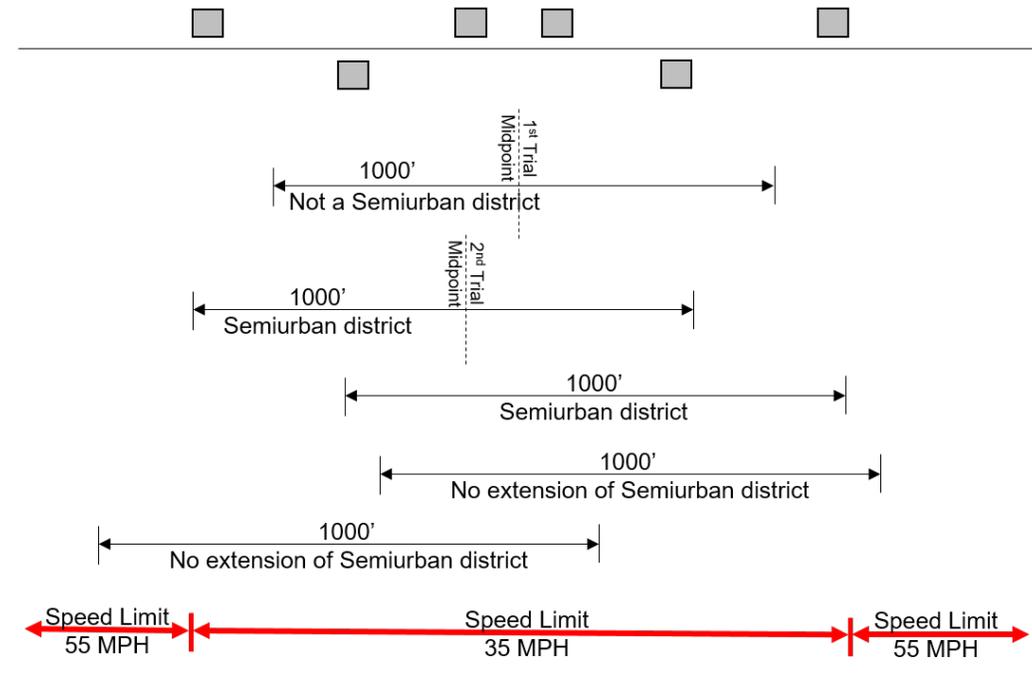


Figure 5a. Semiurban Districts



13-5-5 School Zones

April [HVS-D54] 2008 July 2021

Wisconsin State Statutes require that School Advance warning signs (S1-1) be installed and maintained on every highway where a school grounds is contiguous to the highway. There is no requirement that a school speed limit be posted except where it differs from the 15 mph provision in Statutes. 346-57 (4)(a) and (b). These two provisions place the requirement on the motorist to reduce speed to 15 mph when children are present, even in the absence of speed limit signs.

MOTORIST OBSERVANCE

It is commonly known that motorists in Wisconsin, as well as in many, if not most other states, do not respond consistently or dependably to school speed limit signs, unless there is active enforcement. Where enforcement is exercised, it is often sporadic or symbolic, such as on the opening day of school. It takes intensive, continuous enforcement to cause a reduction of speed toward 15 mph or thereabouts. As a result, this effort is rarely undertaken. In regard to public safety, it would be better to address the issue as to what actual hazards that exist and make efforts to correct them.

THE NEED FOR SIGNS

There are of course many variations on to the physical arrangements at school locations on the State-state Trunk-trunk Highway-highway Systemsystem. The following two very typical situations, however, are offered to illustrate guidelines for handling most of the rest:

1. In a built-up section of a city or village, where the arterial speed limit is low, probably 25 mph or 30 mph and sidewalk are present, many. Many or most of the children walk to school. Many are Some may be transported by personal auto, thereby causing some congestion, etc. The posting of the school speed limit is virtually inevitable and would be in agreement with general statewide practice. A motorist's unexpected or sudden reaction to the combination of the speed limit and/or presence of children or crossing guard would likely not cause an accidenta crash potential. Sudden stoppages and slow downs slowdowns are common in developed areas. It would be desirable to study the location to see if an increase to 20 mph would be appropriate and acceptable; as per authority is s. 349.11(7). [HVS-D55] School speed limits can be posted (S4-51 sign). If used, it should be posted at 10 MPH-mph less than the speed limit of the highway. Reason: If The reason for this is, if speed limits that exceed more than a 10 MPH-mph drop are used, the compliance will be marginal and differential speeds will occur.

2. On a rural section of highway, where the school is the only feature, and the speed limit is 55 mph or approaching it, ~~virtually~~, all students are transported. There *may* be a few nearby who walk or cycle. It is ~~the Department's WisDOT's~~ policy to refrain from posting school speed limits under these conditions and to resist requests to have them posted. Whereas motorists are skilled at anticipating slowing traffic where there are recognizable features, such as intersections or driveways, there would be a very serious situation generated if occasional motorists respond to extremely low posted speed limits in an unpredictable manner. Since children are unlikely to be present, speed limit signs would ~~also~~ be basically a purposeless use of signing. School speed limits can be posted (S4-51 sign). If used, it *should* be posted at 10 ~~MPH~~ *mph* less than the speed limit. ~~[HVS-D56]~~ If there are no children present, do not post a school speed limit sign; rather place an advisory speed plaque under the S1-1 advance ~~crossing~~ sign or the school entrance warning sign ~~school~~.

On the other hand, ~~S1-1 School-school Advance-advance~~ signs, which are required, *should* be useful in warning of motorists frequenting the school driveway.

The two examples given *may* represent the two extremes of situations. Other locations *may* have semiurban characteristics and will have to be studied carefully to see what problems *may* exist.

Do not post signs unless asked by a local unit of government. ~~Evaluate~~ appropriateness prior to posting. ~~Checking for Appropriateness-appropriateness~~ includes ~~such items as~~ evaluating the following:

- Are there children present near the roadway?
- Will there be proper and consistent enforcement?
- Are children bused to school ~~rather than~~ do they have to cross at or nearing the roadway ~~or near the roadway~~?

ARTERIAL SPEED LIMIT

There has been occasional local sentiment to have an arterial speed limit lowered because of the existence of a school, often times on the outskirts of the municipality. If the school is isolated and detached, the request *should* be resisted. The school hours, particularly those where children are present at the street side, are such a low percentage of the day that this *should* be unjustifiable. Enhanced warning signs or flashers on a time clock would be better solutions.

CONFLICT OF SIGNS

Where school speed limits are posted, it is considered good practice to omit the ~~full time~~ full-time arterial regulatory speed limit signs in the school zone, in order to prevent confusion or avoid giving motorists grounds for disobeying the school speed limit.

WISMUTCD

See Figure 7B-3 in the WisMUTCD ~~[HVS-D57]~~ for proper sign locations.

~~WisMUTCD Section 7B.11~~ ~~[HVS-D58]~~ provides standards, options and support for ~~Ss~~ school ~~sS~~ speed ~~L~~ limit ~~[HVS-D59]~~ assemblies.

SPEED LIMITS WITH FLASHERS

It *should* be emphasized that the ~~Wisconsin Ss~~ statutes ~~[HVS-D60]~~ provide for school zone speed limits to be in effect "When Children Are Present". Therefore, it is improper for local municipalities to use the S4-4 "When Flashing" panel with the school speed limit sign that is supplemented with a flashing beacon.

FLASHING BEACON

A permit can be issued to the local jurisdiction to place a beacon above the S4-51 sign in accordance with TEOpS 4-5-1 permit application.

PERMANENT MOUNTED SPEED BOARDS

See TEOpS 2-1-7 regarding policy for speed boards.

BACKGROUND

Speed limit reduction for temporary traffic control zones is discussed in Part 6 of the WisMUTCD. Excerpts from Section [6C.01](#) of the WisMUTCD state:

“Reduced speed limits *should* be used only in the specific portion of the temporary traffic control zone where conditions or restrictive features are present.”

“A temporary traffic control plan *should* be designed so that vehicles can travel through the temporary traffic control zone with a speed limit reduction of no more than 10 mph.”

“Reduced speed zoning (lowering the regulatory speed limit) *should* be avoided as much as practical because drivers will reduce their speeds only if they clearly perceive a need to do so.”

“Research has demonstrated that large reductions in the speed limit increase speed variance and the potential for crashes. Smaller reductions in the speed limit of up to 10 mph cause smaller changes in speed variance and lessen the potential for increased crashes. A reduction in the regulatory speed limit of only up to 10 mph from the normal speed limit has been shown to be more effective.”

The WisMUTCD guidance corresponds with conclusions of research titled, “Work Zone Speed Limit Procedure,” documented in Transportation Research Record Volume 1657 and National Cooperative Highway Research Program Digest 192. Conclusions of the report include:

1. Motorists reduce their speed in temporary traffic control zones even with no speed limit reduction.
2. Where temporary traffic control zone speed limits are posted, motorists reduce their speed but not to the posted limit.
3. If a reduced speed limit is posted, compliance and crash prevention benefit are best if the speed limit is reduced no more than 10 mph.
4. There is commonly more variance in speed in temporary traffic control zones than in non-zones.
5. Where all work activity is on or beyond the shoulder, there are no benefits from reducing speed limits.
6. Interviews with motorists show that they resent arbitrary, inappropriate speed limits.
7. If a reduced speed limit is posted, the reduced limit must be removed where no activity is present.

To be consistent with the WisMUTCD and documented research, reductions in speed limits for temporary traffic control zones *should* be evaluated according to the criteria in this procedure.

There is often less need for reduced speed limits in temporary traffic control zones on rural conventional highways. The main reason is that on rural conventional highways, drivers do not have the same expectation for free-flowing traffic as they do on rural freeways. With driveway access and crossing movements on conventional highways, drivers tend to be alert to such movements and other similar conflicts even without reduced speed limits.

Changes in alignment such as crossovers and transitions, or work activities that occupy a short work area, *should not* be posted with short sections of regulatory speed limit signs. If a lower operating speed is necessary, warning signs with advisory speed plaques are more appropriate.

AUTHORITY

Authority to approve and establish temporary traffic control zone speed limits has been delegated to the Regional Work Zone Engineer. This conditional delegation effectively retained BTO Work Zone Operations Engineer approval authority for all interstates and facilities with a normal posted speed of 65 mph or greater.

POLICY CRITERIA

Engineering judgment must be used when determining appropriate speed zones. This procedure is intended to assist with the development of an appropriate work zone speed limit. Contact the region work zone engineer or the Bureau of Traffic Operations for assistance with applying this policy.

Most drivers operate their vehicles at a speed they deem appropriate for conditions. A posted speed that is close to what most drivers consider appropriate is more likely to yield uniform speeds. Consistent speeds improve safety for the travelling public and highway construction workers.

Speed zones provide drivers an indication of what is considered a reasonable speed for that section of roadway. Proximity to construction activities, drop offs, lane closures, narrow lanes/shoulders and pavement condition all influence the driver’s determination of a reasonable speed. The type of construction work, project length, area

type (i.e. urban vs. rural), facility type, occurrence of night work and traffic mix (e.g. commuter, recreational, truck percentages) all impact driver expectations and the determination of what is a reasonable speed. The policy criteria described below *should* only be used for facilities during intermediate-term and long-term work activities as defined in Part 6 of the WisMUTCD.

Speed reductions in segments without active work lead to disregard of the posted speed. When there is no work activity, traffic control devices are pulled back and lanes re-opened, the temporary speed limit **shall** be removed. Work with your project manager to incorporate standard special provisions for removing temporary speed zones.

Policy criteria 1 through 6 should be evaluated, along with engineering judgment, to develop an appropriate work zone speed limit. The most restrictive work zone impact *should* be used as the determining condition.

All reduced work zone speed limits **shall** be approved prior to approval of the 90% Transportation Management Plan (TMP).

1. Interstates and Expressways with 70 or 65-MPH-mph speed limit:
 - If bi-directional traffic separated by tubular markers, then reduce to 55 MPH-mph
 - If workers present within 12 feet of live traffic without positive protection then reduce to 55 MPH-mph
 - If work area is less than or equal to 0.5 miles in length with lane shifts or narrowed travel lanes and positive protection, then post warning signs with an advisory speed plaque
 - If work area less than or equal to 0.5 miles in length with no lane shifts or narrowed travel lanes and positive protection, then do not lower the speed limit
 - If work is taking place outside the clear zone, then do not lower the speed limit
 - All other work zones **shall** be reduced to 60 MPH-mph (70 to 60 MPH-mph or 65 to 60 MPH-mph)

During periods of no work activity when devices are pulled back and lanes re-opened, restore speed limit to normal posted speed. Such speed limit reduction **shall** be subject to documented approval by the BTO Work Zone Engineer. -When a reduced work zone speed limit is recommended in the Transportation Management Plan (TMP), a temporary speed zone declaration **shall** be completed and sent to BTO for approval.

2. Expressways and other multi-lane highways with 55 or 50-MPH-mph speed limit:
Reduce to 45 MPH-mph only in situations that have a combination of extreme lane shifts, narrowed lanes, bi-directional traffic or milled surfaces.

Restore speed limit to normal posted speed when reduction criteria are not present.
3. Multi-lane highways with 45-MPH-mph speed limit – Reduce speed limit to 35 MPH-mph only in situations that have a combination of extreme lane shifts, narrowed lanes, bi-directional traffic or milled surfaces.
4. Two-lane rural highways with 55-MPH-mph speed limit – Reduce to 45 MPH-mph only in situations that have a combination of extreme lane shifts, narrowed lanes or milled surfaces. -Flagging operation in and of itself would typically not warrant a reduced speed limit since motorists are controlled by the flagging devices.
5. Two-lane rural roadways with speed limit of 45 MPH-mph or less – typically no reduction in speed limit. -May consider a speed reduction up to 10 mph in increments of 5 mph in situations that have a combination of extreme lane shifts, narrowed lanes or milled/gravel surfaces.
6. Two-lane urban roadways with speed limit of 40 MPH-mph or less – no change in speed limit except reduction to 35 MPH-mph may be considered in situations that have a combination of extreme lane shifts, narrowed lanes or milled/gravel surface.

*Positive protection is defined by FHWA as a temporary precast concrete barrier that contains or redirects vehicles and separates workers from the active travel lanes.

Table 1. Example Temporary Traffic Control Zone Scenarios

			<p>Bi-directional traffic separated by flexible tubular markers</p>
			<p>Active work areas within 12-ft. of live traffic without positive protection</p>
			<p>Lane shift to shoulder or temporary pavement</p>
			<p>Lane closure without positive protection</p>

SPEED ZONE DECLARATIONS

Reduced speed limits in temporary traffic control zones are subject to documented approval by the State Traffic Engineer or their delegate’s approval identified as “Reviewer” on the Speed Zone Declaration. A Speed Zone Declaration **shall** be submitted through the Department’s online [Wisconsin Transportation Management Plan System](#).

Complete the [following form](#) and attach it to Section 4 of the TMP.

The speed zone declaration will be approved by BTO signing the 90% TMP.

13-5-7 Maintenance Work Zones ~~January~~ ~~[HVS-D62]~~ ~~1993~~ **July 2021**

Wisconsin State Statute 349.11 (10) provides that a county *may* establish a speed limit through a maintenance work zone on a State Trunk Highway less than the authorized speed limit. This, of course, includes all freeways and Interstate highways. The State Patrol will enforce the speed limit but would need to be informed of its inauguration and the ordinance, resolution, or action enacting it.

Use the following guidelines for establishing a temporary speed zone reduction for maintenance activities:

- If workers are present within 12 feet of live traffic without positive protection on a posted 70 or 65 mph roadway, the speed limit shall be lowered to 55 mph.
- If work is taking place outside the clear zone, do not lower the speed limit.
- Do not reduce the speed on 70 and 65 mph facilities lower than 55 mph.
- If work area is less than or equal to 0.5 miles in length with no lane shifts or narrowed travel lanes and positive protection, then do not lower the speed limit.

- On roadways with speeds 55 MPH or less, speeds should not be reduced more than 10 MPH in situations that have a combination of extreme lane shifts, narrowed lanes, bi-directional traffic, or milled surfaces. The reason for this is, if speed limits that exceed a 10 MPH drop are used, the compliance will be marginal and differential speeds will occur.

Document the reduced regulatory speed in LCS or in the Permit.

13-5-8 Speed Limits on Approach to Controlled Intersections

~~April~~^[HVS-D63] ~~2008~~^{July 2021}

GENERAL

Reference is made to [TEOpS 13-5-1](#). At times, questions surface regarding the need to reduce the regulatory speed limit on a ~~STH~~^{State Trunk Highway (STH)} in the vicinity of isolated intersections controlled by ~~STOP~~^{stop} conditions, traffic control signals, or roundabouts. In these situations, the section of highway within approximately one-half mile of the intersection is generally considered.

POLICY

By this policy, sections of the STH system in the immediate vicinity of a controlled intersection *should not* be considered for a speed zone reduction due strictly to the presence (or planned presence) of an intersection control condition. -Intersection control conditions include: ~~STOP~~^{stop} conditions (two-way or all-way), traffic control signals, roundabouts, or access restrictions (controlled either by regulatory signs or channelizing islands).

Rather than promoting artificial restrictions in advance of a condition, proper design of the intersection control will be required to address the safety ~~&and~~^{and} operational needs of the subject location. -Design features typically include:

- [STOP-Stop Conditions](#) – Proper placement of advance warning signs (per WisMUTCD),
- [Traffic Control Signals](#) – Intersection lighting (per [TEOpS 11-12-1](#)) and Dilemma zone detection on high-speed approaches (per [TSDM 8-1-6](#)),
- [Roundabouts](#) – Proper geometric design of splitter islands, roadway curvature (per [FDM 11-26-5](#)) and lighting (per [TEOpS 11-11-1](#)),
- [Access Restrictions](#) – Proper geometric design principles (per [FDM 7-35-1](#)).
- ~~Yield Conditions~~ – For roundabouts per ~~FDM 11-26-15~~^[HVS-D64]

SUPPORT

As indicated by [TEOpS 13-5-1](#) to be appropriate, speed limits need to be reasonable and enforceable. -Just as speed-zoning criteria used on all other portions of the STH system are considered, any section of highway on approach to a controlled intersection *should* be treated in similar regard.

If requests for a reduced speed in advance of a controlled intersection stem from safety concerns, improvements *should* be considered that pertain to the installation/location itself (e.g. channelized turning movements, extended turn bays, modification to signal phasing or timing, rumble strips, advance warning signs, warning beacons, signing/markings enhancements, etc.).

Speed limit reductions in advance of the ~~installation~~^{intersection} will likely not influence safety ~~at the condition~~^{at the condition} and *may* even promote poor engineering decisions in the future since certain functions, such as signal timing or sign placement, can be based on posted speeds.

Note: Existing locations that do not comply **shall** be allowed to remain until such time as the intersection is resurfaced or reconstructed.

13-5-10 Declarations Format

~~July~~^[HVS-D65] ~~2008~~^{July 2021}

FORMAT OF DECLARATIONS

The speed zone declarations are recorded as individual actions for each individual highway, and are numbered consecutively. -Each speed zone declaration is prepared in paragraph form and will either establish a new speed zone or rescind an earlier numbered action and usually recreate it.

The ~~region will number the declaration using the next chronological number in the Speed Zone Database speed zone declarations database will automatically number the declaration.~~

The following are typical examples of speed zone declarations, depicting some of the more common situations encountered and portraying the general written format and style. Note: -All distances *should* be in decimals of a mile, to the nearest 0.01 mile.

Example of an action to establish a new speed zone:

- State Trunk Highway 57, Town of Liberty Grove, Door County

Forty-five miles per hour from a point 0.16 of a mile south of its north intersection with County Trunk Highway "Q", northerly for a distance of 0.37 of a mile.

Example of an action taken to simply remove a speed zone:

- U.S. Highway 51, Town of Dunn, Dane County

Rescind Speed Zone Declaration No. 3119, approved by the Commission on February 11, 1976.

Example of an action taken to change a speed zone:

####- State Trunk Highway 31, Town of Caledonia and Mt. Pleasant, Racine County

Rescind Speed Zone Declaration No. 3905, approved by the Department on November 11, 1982, and substitute the following:

- a) Forty-five miles per hour from its intersection with State Trunk Highway 32, southerly to its intersection with County Trunk Highway "MM".
- b) Thirty-five miles per hour from its intersection with County Trunk Highway "MM", southerly to its intersection with State Trunk Highway 11.
- c) Forty-five miles per hour from its intersection with State Trunk Highway 11, southerly to its intersection with Lincolnshire Drive.

The preceding examples ~~is are~~ typical speed zone declarations. ~~It begins~~They begin with a title line that included the Speed Zone Declaration number, followed by the identification of the highway, the local governmental unit(s) in whose jurisdiction the zone is located and the county/counties involved.

The title line is followed by a line describing the action to be taken as it relates to any previous action(s) by either the former Wisconsin Highway Commission (all actions before July 1, 1977), or ~~the Department~~WisDOT. -This line is omitted if a new speed zone is being established.

This is followed by the declaration itself. -All distances are referenced to readily recognizable landmarks (in this instance, CTH "MM"), which are itemized in the "STNH Roadway Log". -Landmarks that are not of sufficient importance to be recognized in the STNH Roadway Log ~~[HVS-D66]~~ *should not* be used in describing a speed zone. Landmarks that change (construction limits, city limits, railroad names, etc.) *should* also not be used.

If in the preceding example, STH 31 intersected STH 32, in both the Town of Caledonia and the Town of Mt. Pleasant, paragraph (a) would need to be revised to specify which intersection was involved as follows:

- (a) Forty-five miles per hour from its intersection with State Trunk Highway 32, in the town of Caledonia, southerly to its intersection with County Trunk Highway "MM".

As long as all local governmental units are specified in the title line, and there could be no misinterpretation of specific intersection(s) involved, there is no need to repeat the "city of _____", "village of _____", "town of _____", appellation in the Declaration itself.

~~Note that use of capitalization is in accord with general usage: State Trunk Highway 32, County Trunk Highway "MM" (and the letter designation is in quotes), Lincolnshire Drive, etc. In addition, had there only been one descriptive subparagraph, the (a), (b) and (c) identifiers would have been eliminated.[HVS-D67]~~

To ensure that there are no misunderstandings concerning the speed limit on those "rural" or unzoned segments of STH within a local unit's corporate limits, a subparagraph is included to define the limits of all 55 mph zones within ~~limits of incorporation~~the incorporated limits:[HVS-D68]

- (b) The speed limit on all other portions of U.S. Highway 12 within the corporate limits of the village of Elk Mound **shall** be 55 miles per hour.

School speed zones, other than 15 mph, **shall** have individual declarations:

(c) Twenty-five miles per hour "When Children are Present", from a point 150 feet east of its intersection with Range Line Road, westerly to a point 350 feet west of said intersection, pursuant to Statute Section s. 349.11(7), Wisconsin Statutes.

~~Seasonal speed limits: This example depicts the use of seasonal speed limits:~~

~~(d) Thirty-five miles per hour from its intersection from Sunset Drive, northerly to its intersection with Beach Road, except that from the Friday before Memorial Day through the Sunday after Labor Day each year, the speed limit shall be twenty-five miles per hour. [BDJ-D69][HVS-D70]~~

The Regions are responsible for keeping electronic records in the Speed Zone Database statewide speed zone declaration database. For more information, contact the Bureau of Traffic Operations Traffic Engineering and Safety Section.

13-5-11 County Ordinance

~~October~~ [HVS-D71] ~~1992~~ July 2021

The following is a suggested format for a county ordinance for speed limits on county highways. It pertains to those limits requiring approval by the Department. It may be modified for use by other local governments.

SAMPLE ORDINANCE

Establishment of Speed Zones on County Trunk Highway, Doe County, State of Wisconsin

The Board of Supervisors of the County of Doe do ordain as follows:

Section I. -A traffic and engineering investigation having been made on the following described highways, the maximum permissible speed at which vehicles *may* be operated on said highways, which speed is herewith established as reasonable and safe pursuant to Section 349.11, Wisconsin Statutes, **shall** be as set forth herein subject to approval by the Wisconsin Department of Transportation, and upon the erection of standard signs giving notice thereof:

No. 1. County Trunk Highway "A", Town of Doe, Doe County.

Forty-five miles per hour from its intersection with County Trunk Highway "B", northerly to its intersection with State Trunk Highway 201.

No. 2. County Trunk Highway "B", Town of Blank, Doe County.

Thirty miles per hour from the north corporate limits of the Village-Town of Blank, northerly for a distance of 0.35 of a mile.

I, John Doe, Clerk of Doe County, hereby certify that the above is a true and correct copy of an ordinance which was adopted on _____, by the Board of Supervisors of Doe County.

Dated this _____ day of _____, _____.

County Clerk

13-5-12 Posted versus Design Speeds [SE-D(C72)]

~~April~~ [HVS-D73] ~~2010~~ July 2021

PURPOSE

To clarify the relationship between the posted speed and design speed and to clarify the roles between Traffic traffic Section-section and Projects-project Group-team related to the design and posted speeds.

BACKGROUND

A 2006[HVS-D74] article in the Transportation Research Record had this to say about reasonable speeds for ~~multi~~ multi-lane highways.

REASONABLE SPEED LIMITS ON SUBURBAN MULTILANE HIGHWAYS WITH CURBS

By Jongdae Baek, Joseph E. Hummer, Billy M. Williams and Christopher M. Cunningham

When some two-lane roads with 55 mph speed limits are widened to four through lanes, curb and gutter are installed to address issues such as access control, difficult terrain and limited right-of-way. Posted speed limits along such highway segments are typically decreased to 45 mph in North Carolina because of guidance in the AASHTO Green Book and elsewhere that vertical curbs *should not* be placed next to high-speed lanes. Shoulders are required in accordance with FDM standards in Wisconsin.[HVS-D75]

Although much money is spent to improve such roadways, the results *may* be viewed negatively by the public, design professionals and law enforcement. Drivers *may* be unhappy about getting tickets or driving more slowly; designers are unhappy about being blamed by the public; and police are unhappy about the increased enforcement burden. To help resolve such a dilemma, in this research, the team collected relevant data such as speeds and collisions on four-lane road sections with curbs that have 45 or 55 mph speed limits and non-traversable medians or two-way left-turn lanes. The team found that the speed limit does not seem to make an important difference in collision rates or severities for the roads the team examined. The higher speed limit also made relatively small differences in the mean speeds and speed variances observed. Considering all results, the researchers recommended that the North Carolina Department of Transportation continue its current policy of allowing 55 mph speed limits on four-lane roads with curbs on a selective, case-by-case basis.[HVS-D76]

The research was published in 2006 in the *Transportation Research Record: Journal of the Transportation Research Board*, Issue Number: 1969.

GUIDANCE

When designing curb for a new roadway, the expected posted speed is used. -The posted speed limit is not required to correspond to the design speed or to an individual design element within a project. Consult with the ~~Region traffic unit engineer~~ [BDJ-D77][HVS-D78] to determine the appropriate posted speed that will be implemented following completion of an improvement project. (See [TEOpS 13-5-1](#) for guidance relating to posted speed limits). In the case of a local roadway or connecting highway, ~~also~~ consult with the local municipality having jurisdiction over the roadway when determining the appropriate posted speed limit".

The 85th percentile is used as the primary bases of establishing posted speed limits and, by extension, design speeds. -Geometric and cross-section elements are based on design speed. Exceptions to ~~D~~design ~~S~~standards *may* be necessary for some individual geometric or cross-section elements. Although the posted speed is not reduced because of these exceptions, some mitigation is usually desirable - for example:

Cross-sectional features *should not* dictate posted speed limits, rather:

- ~~Free-Free-flow ramps at system and service interchanges~~ - ~~At system and service interchanges~~ the design speed **shall not** dictate the speed limit. -Rather, ramps are signed with advisory speed warning sign plaques (W13-1) mounted under a horizontal alignment sign and ramp speed warning sign, because raising and lowering the speed limit for each ramp results in differential speeds.
- **Curves and turns with a speed rating less than design speed on a section of highway** - ~~are not~~ signed with a change in speed limit; rather, they are signed with horizontal alignment signs and an advisory speed plaque with the safe operating speed of the curve or turn. For example: -A 55 ~~MPH~~mph rural section of highway often has turns and curves where it is necessary for the driver to lower their speed in order to safely negotiate the curve or turn. -The speed limit is not changed for each one of these turns or curves.
- **At transition sections from 4 to 2 lanes** - the speed limit is not reduced because of the transition area merely because of the divided highway to undivided highway change.
- **Individual design features** - ~~do not determine speed limit~~; such as the presence of curb, wider or narrower shoulders, or other design features ~~do not determine speed limit~~. Rather, ~~it is determined based on~~ the 85th percentile speed ~~as is~~ the primary indicator for determining the speed limit.
- **Curb offsets** also are not a determining factor in establishing speed limits.
- **Sloped curb** without offset *should not* dictate speed limit

The 85th percentile speed is used as the primary basis of establishing speed limits. -Motorist's behavior will account for road characteristics such as shoulder condition, grade, development and sight distance.

Where local roads are converted to State-state Highways-highways or built on relocation; such as bypasses, the speed limit *should* be based on the new geometrics of the roadway and the function of the highway as either an expressway or conventional highway. -The function of the highway includes adjacent land use, spacing of access points and proximity to the roadway. -The speed limit ~~may not necessarily be retained~~ that existed prior to the conversion to a State-state Highwayhighway may not necessarily be retained. ~~Evaluate the proper speed limit based on the characteristics of the highway and how it will function.~~

POLICY

- ~~Posted speeds may be higher than the design speed for a section of highway.~~
- ~~Individual design features such as isolated horizontal and vertical curves and shoulder width narrowing should not dictate posted speed; rather, overall design features should determine the appropriate posted speed.~~
 - a) ~~o~~ Driver's perceive the overall design features to determine a safe operating speed.
- ~~The Projects Development Groupproject engineers need to obtain approval from the Regional-regional Traffic-traffic Unit-unit at the scoping meeting to establish the proper speed limit for the improvement plan.project~~
- ~~The Additionally, the Regional Traffic Unit will need to create a speed limit declaration for any speed zone that is an exception to state statute. Traffic sSection should issue the speed zone declaration at the Plan, Specification & Estimate (PS&E-) stage.~~
- ~~The traffic engineer shall establish the speed limit of a roadway in consultation with the projects project teamgroup.~~

The ~~DSR;HVS-D79; Design Study Report~~ **shall** be routed through the Regional-regional Traffic-traffic Unit-unit for establishing the posted speed, where posted speed is suggested to be changed.

Conversion of a 2two-lane roadway to a 4four-lane roadway **shall not** automatically constitute changing the speed limit from 55 MPH_mph to 45 MPHmph.