



CITY OF PORT WASHINGTON, OZAUKEE COUNTY, WI
Traffic Safety Committee Meeting
Monday, January 26, 2026 – 8:00 AM
Port Washington City Hall, 100 West Grand Avenue,
Port Washington, Wisconsin 53074
Lower Level Conference Room

AGENDA

1. Roll Call
2. Approve Minutes of Previous Meeting (July 28, 2025)
3. Public Comments
4. Consideration and Possible Recommendation to Revise Ordinance 400-2 “Speed Limits”, 400-4 “Stop Intersections”, and 400-10 “Parking Limits” for Dixie Road, Lake Drive, Highland Road, and Highland Lane.
5. Chairperson’s Business
6. Members/Liaisons’ Business
7. Public Comments/Appearances
8. Next Meetings Dates/Time
9. Adjournment

Committee Members:, Ald. Paul Neumeyer, Chairperson; Ald. Dan Benning; Ald. Mike Gasper; Kevin Hingiss, Police Chief; Roger Strohm, City Engineer.
Staff Liaison: Roger Strohm, City Engineer

Special Accommodations: Persons with disabilities requiring special accommodations for attendance at the meeting should contact the City Clerk’s Office at (262) 284-5585 or cityclerk@portwashingtonwi.gov. Every effort will be made to arrange accommodations for all meetings, please provide notice at least one (1) business day prior to a meeting.

Notice of Possible Quorum: Notice is hereby given that Common Council members or members of other governmental bodies who are not members of this board, commission or committee may be present at this meeting to gather information about a subject over which they have decision-making authority. In that event this meeting may also constitute a simultaneous meeting of the Council or of such other governmental bodies. Whether a simultaneous meeting is occurring depends on whether the presence of one or more Council members or members of such other governmental bodies results in a quorum of the Council or of such other governmental bodies and, if there is a quorum, whether any agenda items listed above involve matters within the Council’s or the other governmental bodies’ jurisdiction. If a simultaneous meeting is occurring, no action other than information gathering will be taken at the simultaneous meeting. [*State ex rel. Badke vs. Greendale Village Board*, 173 Wis. 2d 553 (1993).]



CITY OF PORT WASHINGTON,
OZAUKEE COUNTY, WI
Traffic Safety Committee Meeting
Monday, July 28, 2025 – 10:00 AM
Port Washington City Hall,
100 West Grand Avenue,
Port Washington, Wisconsin 53074
Lower Level Conference Room

MINUTES

1. **Roll Call** – Roger Strohm convened the Traffic Safety Meeting at 10:05 am. Members present were Alderpersons Michael Gasper, Dan Benning and Chief Kevin Hingiss. Also present was City Engineer, Roger Strohm. Alderman Paul Neumyer arrived at 10:17 am.

2. **Election of Chair and Vice-Chair persons - ALDERMAN GASPER NOMINATED ALDERMAN NEUMYER FOR CHAIRPERSON, SECONDED BY ALDERMAN BENNING. Motion carried unanimously. ALDERMAN BENNING NOMINATED ALDERMAN GASPER FOR VICE-CHAIRPERSON, SECONDED BY ROGER STROHM. Motion carried unanimously.**

3. **Approve Minutes of Previous Meeting** - March 24, 2025 was the last meeting.

MOTION BY ROGER STROHM, SECONDED BY CHIEF HINGISS TO APPROVE THE MINUTES.
Motion carried unanimously.

4. **Public Comments: None**

5. **Discussion Only** – Presentation of a parking study for downtown completed by a UWM student for a technical writing class.

6. **Consideration and possible action to remove the no parking restriction at 203 N. Wisconsin Street on the west side - No action taken.**

7. **Consideration and possible action on improvements to the Portview Drive and South Spring Street crossing of the Interurban Trail – No action taken.**

8. **Discussion Only - Intersection improvements at Grand Avenue and Webster Street.**

9. Chairperson's Business - None

10. Members/Liaison's Business

Dodge Street speed and noise complaint

E. Jackson St. speed complaint

N. Lake and E. Jackson St speed and noise complaint

11. Public Comments/Appearances - None

12. Next Meetings Dates/Time – Monday, September 22, 2025

13. Adjournment - MOTION TO ADJORN AT 11:53 AM BY ALDERMAN

BENNING AND SECONDED BY ROGER STROHM. Motion carried unanimously.

Committee Members: Ald. Dan Benning Ald. Paul Neumeyer; Ald. Mike Gasper; Kevin Hingiss, Police Chief; Roger Strohm, City Engineer.

Staff Liaison: Roger Strohm, City Engineer

AGENDA ITEM MEMORANDUM

City of Port Washington

TO: Traffic Safety Committee **FROM:** Roger Strohm, City Engineer

DATE: January 26, 2026

SUBJECT: Consideration and Possible Recommendation to Revise Ordinance 400-2 “Speed Limits”, 400-4 “Stop Intersections”, and 400-10 “Parking Limits” for Dixie Road, Lake Drive, Highland Road, and Highland Lane.

ISSUE: Should the City enact traffic control ordinances on the recently annexed roads related to the Vantage Lighthouse Development?

STAFF RECOMMENDATION: Staff recommends revising ordinance 400-2, 400-4, and 400-10 as follows:

- Dixie Road
 - Amend 400-2 “Speed Limits” to include Dixie Road at 55 mph.
 - Amend 400-4 “Stop Intersections” to require stopping at the intersection of Dixie Road and County Highway LL when traveling eastbound.
- Lake Drive
 - Amend 400-2 “Speed Limits” to include Lake Drive at 35 mph
 - Amend 400-2 “Speed Limits” to set a temporary speed limit on Lake Drive at 25 mph
 - Amend 400-4 “Stop Intersections” to require stopping at the intersection of Lake Drive and County Highway KW
 - Amend 400-4 “Stop Intersections” to require stopping at the intersection of Lake Drive and County Highway LL when traveling eastbound or westbound.
 - Amend 400-10 “Parking Limits” to include no parking on Lake Drive
- Highland Drive
 - Amend 400-2 “Speed Limits” to include Highland Drive at 35 mph
 - Amend 400-10 “Parking Limits” to include no parking on Highland Drive
- Highland Lane
 - Amend 400-2 “Speed Limits” to include Highland Lane at 35 mph
 - Amend 400-4 “Stop Intersections” to require stopping at the intersection of Highland Lane and Highland Drive
 - Amend 400-4 “Stop Intersections” to require stopping at the intersection of Highland Lane and County Highway LL.
 - Amend 400-10 “Parking Limits” to include no parking on Highland Lane

RECOMMENDED MOTION: I move to approve staff recommendation.

BACKGROUND/DISCUSSION: Until the city includes a road in its ordinances, state statutes set the speed limit for the road. Relevant state statutes include 346.57 “Speed Restrictions” and 349.11 “Authority to Modify Speed Restrictions” Both statutes are attached. Per 346.57(4)(f), these roads are statutorily 35 mph speed limits. Per 349.11(3)(c), we may increase the speed limit up to 55 mph.

The roads that were previously in the town of Port Washington had 55 mph speed limits. I believe the same is true for the town of Belgium for their portion of Dixie Road. I have a call to them to confirm that assumption.

On Dixie Road west of county highway LL about 600 feet of the south half of the road is within the city corporate limits, then it becomes a town road again, then becomes a city road for approximately 1000' west of county highway LL. The entire north half is within the town of Belgium. The remaining south half is within the town of Port Washington. I recommend keeping the speed limit consistent across each jurisdiction and with past practice.

Wis. Stat 349.11(10) allows the city to reduce speed limits during construction, reconstruction, maintenance, or repairs. Maintenance and repairs of Lake Drive will be ongoing during the construction of Vantage Lighthouse development.

See the attached figures for the recommended ordinances on each road.

STRATEGIC PLAN:

1. **Strategic Direction:** Creating Accountability Through Policies & Procedures
2. **Impact on Strategic Direction:** We are making the streets safer and traffic flow more efficient.

LEGAL:

1. **City Attorney Review:** No, the city attorney is currently drafting ordinances based on these recommendations, but will wait to finalize them until after Traffic Safety Committee meets.
2. **Legal Comments & Conclusions:**
3. **Statutory References:**

FISCAL IMPACT:

1. **Amount of Recommendation/Cost of Project:**
 - Initial Project Cost Estimate: \$1500 for city labor and materials
 - Approved Budget Project Cost:
 - Prior Year Expenditures: \$0
 - Total Project Costs to Date: \$0
2. **Source of Funding:** General operating account.
3. **Operating and Maintenance Cost:** \$0.

BOARD/COMMITTEE/COMMISSION RECOMMENDATION: None

PUBLIC OUTREACH: None

IF APPROVED, NEXT STEPS: Draft the ordinance for approval by the general government and finance committee

ATTACHMENTS:

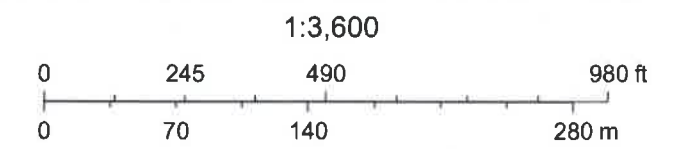
Dixie Road Figure
Lake Drive Figure
Highland Drive Figure
Highland Lane Figure
Wis. Stat 346.57 "Speed restrictions"
349.11 "Authority to modify speed restrictions"

City of Port Washington Maps



1/21/2026, 10:50:03 AM

- | | | | |
|------------------------|---------------------|-------------------------|----------------|
| OC: Parcels | PLSS Sections | Historical Parcel Lines | County Highway |
| Road Right-of-Way | PLSS Townships | Local Roads | PLSS Corners |
| Tax Parcel | CSM | Local Highways | GPS Point |
| Control Survey Diagram | Building Footprints | Interstate | Section Corner |
| PLSS Quarter Sections | | | |



Ozaukee County



1/21/2026, 10:55:01 AM

1:7,200

OC: Parcels	PLSS Quarter Sections	Local Roads	PLSS Corners	0	485	970	1,940 ft
Road Right-of-Way	PLSS Sections	Local	Center of Section	0	145	290	580 m
Tax Parcel	PLSS Townships	Highways	Quarter Section Corner				
Control Survey Diagram	CSM	Interstate	Section Corner				
		County Highway					

Ozaukee County



1/21/2026, 4:46:58 PM

OC: Parcels

Road Right-of-Way

Condominium

Tax Parcel

Control Survey Diagram

PLSS Quarter Sections

PLSS Sections

PLSS Townships

CSM

Building Footprints

Historical Parcel Lines

Local Roads

Local

Private

Ramp

Highways

Interstate

County Highway

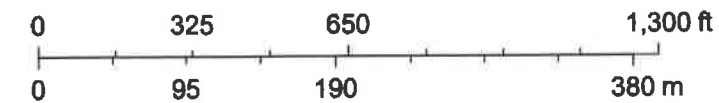
Railroad Centerline

PLSS Corners

Center of Section

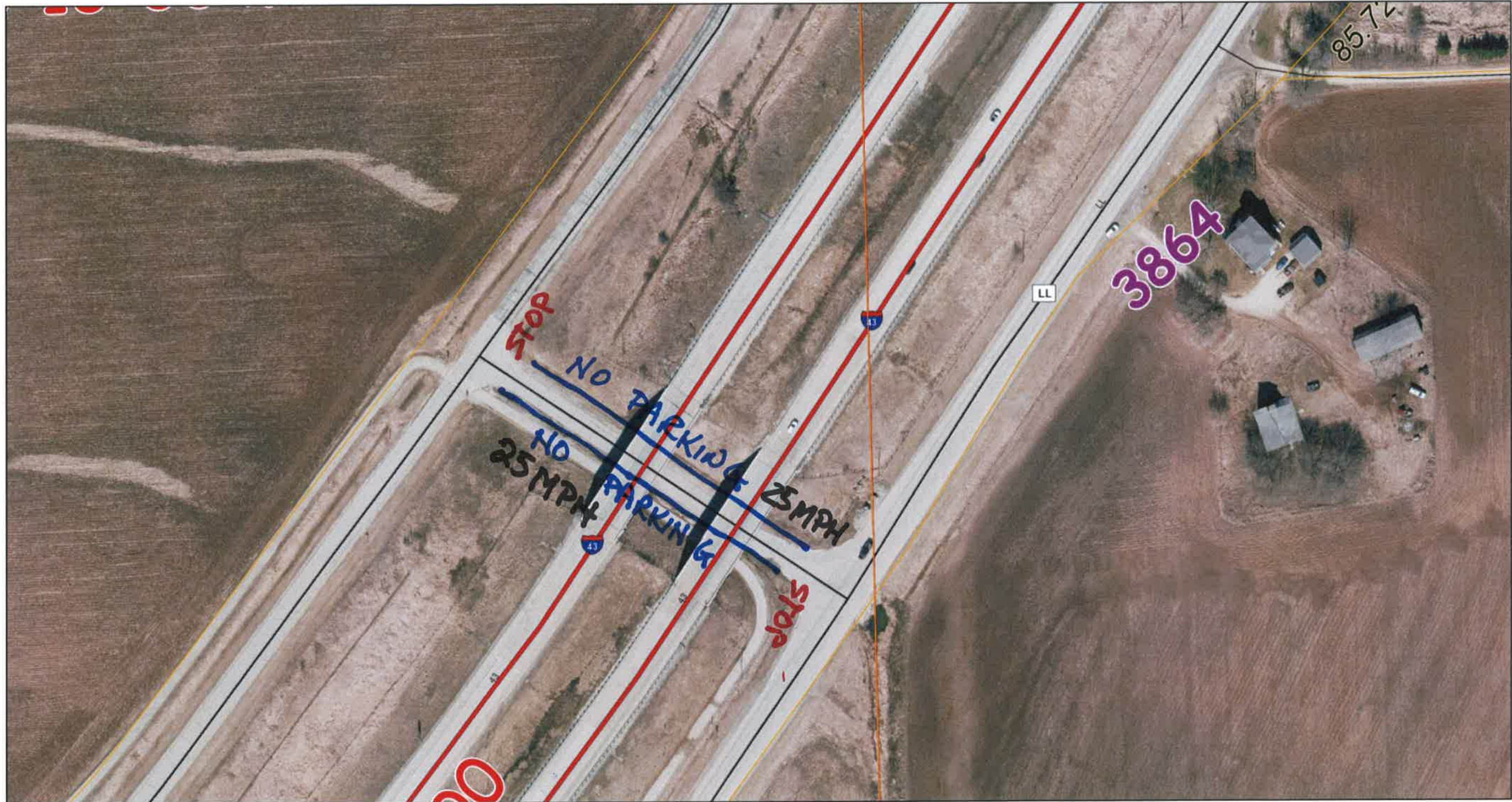
Quarter Section Corner

1:4,800



Ozaukee County

City of Port Washington Maps



1/21/2026, 4:45:05 PM

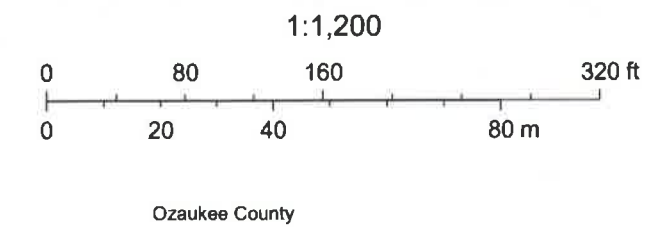
OC: Parcels

- Road Right-of-Way
- Tax Parcel
- Control Survey Diagram

- PLSS Quarter Sections
- PLSS Sections
- PLSS Townships

- Building Footprints
- Local Roads
 - Local
 - Private

- Highways
 - Interstate
 - County Highway



25 Updated 23-24 Wis. Stats.**RULES OF THE ROAD 346.57**

cle must be parked parallel to the edge of the street, headed in the direction of traffic on the right side of the street.

(b) Upon a one-way street or divided street where parking on the left side of the roadway is clearly authorized by official traffic signs or pavement markings, vehicles may be parked only as indicated by the signs or pavement markings.

(c) Upon streets where angle parking is clearly authorized by official traffic signs or pavement markings, vehicles shall be parked at the angle and within the spaces indicated.

(cm) 1. In a parallel parking area, a motorcycle or moped may park at an angle. If parallel parking spaces are not indicated by pavement markings, no motorcycle or moped may be parked within 2 feet of another vehicle. Where a parallel parking space is indicated by pavement markings or where angle parking is authorized, up to 3 motorcycles or mopeds may park in the space.

2. Up to 3 motorcycles or mopeds may be parked in a parking space where a parking meter has been installed unless the space is restricted by official traffic sign or pavement markings to a single motorcycle or moped. The operator of each motorcycle or moped parked in a single space regulated by a parking meter shall receive a citation for any violation of a time restriction.

(d) In parallel parking, a vehicle shall be parked facing in the direction of traffic with the right wheels within 12 inches of the curb or edge of the street when parked on the right side and with the left wheels within 12 inches of the curb or edge of the street when parked on the left side. In parallel parking, a vehicle shall be parked with its front end at least 2 feet from the vehicle in front and with its rear end at least 2 feet from the vehicle in the rear, unless a different system of parallel parking is clearly indicated by official traffic signs or pavement markings.

(e) Except as provided in par. (cm) and s. 349.13 (6), for the purpose of parking, mopeds, electric scooters, and electric personal assistive mobility devices shall be considered bicycles. Except as provided in s. 349.13 (6), where possible without impeding the flow of pedestrian traffic, a bicycle, moped, electric scooter, or electric personal assistive mobility device may be parked on a sidewalk. Except as provided in s. 349.13 (6), a bicycle, moped, electric scooter, or electric personal assistive mobility device may be parked in a bike rack or other similar area designated for bicycle parking.

(2) No person shall stop or leave a vehicle standing in violation of this section.

History: 1977 c. 288; 1983 a. 57, 243; 1985 a. 65; 1995 a. 138; 1999 a. 85; 2001 a. 90; 2011 a. 73; 2015 a. 124; 2019 a. 11, 50.

346.55 Other restrictions on parking and stopping.

(1) No person shall stop or leave standing any vehicle on the left side of a highway except as provided in ss. 167.31 (4) (co) and 346.54.

(3) No person may leave or park any motor vehicle on private property without the consent of the owner or lessee of the property.

(4) Owners or lessees of public or private property may permit parking by certain persons and limit, restrict or prohibit parking as to other persons if the owner or lessee posts a sign on the property indicating for whom parking is permitted, limited, restricted or prohibited. No person may leave or park any motor vehicle on public or private property contrary to a sign posted thereon.

History: 1979 c. 276, 288; 1981 c. 157; 1981 c. 255 ss. 9g, 9m, 13; 1983 a. 77; 1991 a. 77, 189; 1995 a. 422.

346.56 Penalty for violating sections 346.503 to 346.55.

(1) (a) Except as provided in sub. (1g), any person violating s. 346.503 (1m) to (3) or a rule of the department under s.

346.503 (4) may be required to forfeit not less than \$50 nor more than \$200.

(b) No forfeiture may be assessed under par. (a) if within 30 days after the uniform traffic citation was issued the person provides proof that he or she has complied with the provision of s. 346.503 for which the citation was issued.

(1g) Any person violating s. 346.503 (2e) shall forfeit not less than \$20 nor more than \$40 for the first offense. For a 2nd or subsequent conviction within 3 years, a person shall forfeit not less than \$50 nor more than \$100.

(1m) Any person violating s. 346.52 to 346.54 or 346.55 (3) or (4) may be required to forfeit not less than \$20 nor more than \$40 for the first offense and not less than \$50 nor more than \$100 for the 2nd or subsequent conviction within a year.

(2) Any person violating s. 346.51 or 346.55 (1) may be required to forfeit not less than \$30 nor more than \$300.

(4) Any person violating s. 346.505 (2) shall forfeit not less than \$150 nor more than \$300.

History: 1971 c. 278; 1977 c. 418; 1979 c. 288; 1981 c. 157; 1983 a. 27, 77; 1987 a. 260; 1993 a. 256; 1995 a. 422; 2013 a. 326.

SUBCHAPTER IX**SPEED RESTRICTIONS**

346.57 Speed restrictions. (1) **DEFINITIONS.** In this section:

(ag) "Expressway" means a state trunk highway that, as determined by the department, has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by utilizing interchanges or limiting at-grade access to selected public roads and public driveways.

(am) "Freeway" means a state trunk highway that has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by limiting access to interchanges only.

(ar) "Outlying district" means the territory contiguous to and including any highway within the corporate limits of a city or village where on each side of the highway within any 1,000 feet along such highway the buildings in use for business, industrial or residential purposes fronting thereon average more than 200 feet apart.

(b) "Semiurban district" means the territory contiguous to and including any highway where on either side of the highway within any 1,000 feet along such highway the buildings in use for business, industrial or residential purposes fronting thereon average not more than 200 feet apart or where the buildings in use for such purposes fronting on both sides of the highway considered collectively average not more than 200 feet apart.

(2) **REASONABLE AND PRUDENT LIMIT.** No person shall drive a vehicle at a speed greater than is reasonable and prudent under the conditions and having regard for the actual and potential hazards then existing. The speed of a vehicle shall be so controlled as may be necessary to avoid colliding with any object, person, vehicle or other conveyance on or entering the highway in compliance with legal requirements and using due care.

(3) **CONDITIONS REQUIRING REDUCED SPEED.** The operator of every vehicle shall, consistent with the requirements of sub. (2), drive at an appropriate reduced speed when approaching and crossing an intersection or railway grade crossing, when approaching and going around a curve, when approaching a hillcrest, when traveling upon any narrow or winding roadway, when passing school children, highway construction or maintenance workers, railroad construction or maintenance workers, sanitation workers, or other pedestrians, and when special hazard exists

346.57 RULES OF THE ROAD

Updated 23-24 Wis. Stats. 26

with regard to other traffic or by reason of weather or highway conditions.

(4) **FIXED LIMITS.** In addition to complying with the speed restrictions imposed by subs. (2) and (3), no person shall drive a vehicle at a speed in excess of the following limits unless different limits are indicated by official traffic signs:

(a) Fifteen miles per hour when passing a schoolhouse at those times when children are going to or from school or are playing within the sidewalk area at or about the school.

(b) Fifteen miles per hour when passing an intersection or other location properly marked with a "school crossing" sign of a type approved by the department when any of the following conditions exists:

1. Any child is present.

2. A school crossing guard is within a crosswalk at the intersection or the other location or, if no crosswalk exists, is in the roadway at the intersection or the other location.

3. A school crossing guard is placing in or removing from the roadway at or near the intersection or the other location a temporary sign or device that guides, warns, or regulates traffic.

(c) Fifteen miles per hour when passing a safety zone occupied by pedestrians and at which a public passenger vehicle has stopped for the purpose of receiving or discharging passengers.

(d) Fifteen miles per hour in any alley.

(e) Twenty-five miles per hour on any highway within the corporate limits of a city or village, other than on highways in outlying districts in such city or village.

(em) Twenty-five miles per hour on any service road within the corporate limits of a city or village unless modified by the authority in charge of the highway.

(f) Thirty-five miles per hour in any outlying district within the corporate limits of a city or village.

(g) Thirty-five miles per hour on any highway in a semiurban district outside the corporate limits of a city or village.

(gm) 1. Except as provided in subd. 2., 65 miles per hour on any expressway.

2. Seventy miles per hour on any freeway, including freeways that are a part of the national system of interstate and defense highways, and on any portion of an expressway that gives preference to through traffic by utilizing interchanges only.

(h) In the absence of any other fixed limits or the posting of limits as required or authorized by law, 55 miles per hour.

(i) Fifteen miles per hour on any street or town road, except a state trunk highway or connecting highway, within, contiguous to or adjacent to a public park or recreation area when children are going to or from or are playing within such area, when the local authority has enacted an ordinance regulating such traffic and has properly marked such area with official traffic control devices erected at such points as said authority deems necessary and at those points on the streets or town roads concerned where persons traversing the same would enter such area from an area where a different speed limit is in effect.

(j) Thirty-five miles per hour on any town road where on either side of the highway within any 1,000 feet along such highway the buildings in use for business, industrial or residential purposes fronting thereon average less than 150 feet apart, provided the town board has adopted an ordinance determining such speed limit and has posted signs at such points as the town board deems necessary to give adequate warning to users of the town road.

(k) Forty-five miles per hour on any highway designated as a rustic road under s. 83.42.

(5) **ZONED AND POSTED LIMITS.** In addition to complying with the speed restrictions imposed by subs. (2) and (3), no person shall drive a vehicle in excess of any speed limit established

pursuant to law by state or local authorities and indicated by official signs.

(6) **CERTAIN STATUTORY LIMITS TO BE POSTED.** (a) On state trunk highways and connecting highways and on county trunk highways or highways marked and signed as county trunks, the speed limits specified in sub. (4) (e) and (f) are not effective unless official signs giving notice thereof have been erected by the authority in charge of maintenance of the highway in question. The speed limit specified in sub. (4) (g) and (k) is not effective on any highway unless official signs giving notice thereof have been erected by the authority in charge of maintenance of the highway in question. The signs shall be erected at such points as the authority in charge of maintenance deems necessary to give adequate warning to users of the highway in question, but an alleged failure to post a highway as required by this paragraph is not a defense to a prosecution for violation of the speed limits specified in sub. (4) (e), (f), (g) or (k), or in an ordinance enacted in conformity therewith, if official signs giving notice of the speed limit have been erected at those points on the highway in question where a person traversing such highway would enter it from an area where a different speed limit is in effect.

(b) The limit specified under sub. (4) (gm) is not effective unless official signs giving notice of the limit have been erected by the department.

History: 1973 c. 157; 1975 c. 192, 210; 1977 c. 29 s. 1654 (3), (8) (a); 1977 c. 30, 67, 116, 203, 272; 1987 a. 17, 136; 1993 a. 246; 1995 a. 318; 1997 a. 35; 2001 a. 47; 2013 a. 39; 2015 a. 19; 2023 a. 159.

While sub. (2) is related to sub. (3), it is not limited by sub. (3). Sub. (3) creates a greater duty in respect to speed than sub. (2) does. *Thoreson v. Milwaukee & Suburban Transport Corp.*, 56 Wis. 2d 231, 201 N.W.2d 745 (1972).

Judicial notice may be taken of the reliability of the underlying principles of radar that employs the Doppler effect to determine speed. A prima facie presumption of accuracy of moving radar will be accorded upon competent testimony of the operating officer of required facts. *State v. Hanson*, 85 Wis. 2d 233, 270 N.W.2d 212 (1978).

A prima facie presumption of accuracy applies to stationary radar devices. *City of Wauwatosa v. Collett*, 99 Wis. 2d 522, 299 N.W.2d 620 (Ct. App. 1980).

Discussing the application of the *Hanson*, 85 Wis. 2d 233 (1978), requirements. *State v. Kramer*, 99 Wis. 2d 700, 299 N.W.2d 882 (1981).

An actor may claim the defense of legal justification if the conduct of a law enforcement officer causes the actor to reasonably believe that violating the law is the only means of preventing bodily harm to the actor or another and causes the actor to violate the law. *State v. Brown*, 107 Wis. 2d 44, 318 N.W.2d 370 (1982).

This section does not impose absolute liability upon drivers to avoid accidents. *Millonig v. Bakken*, 112 Wis. 2d 445, 334 N.W.2d 80 (1983).

Discussing the presumption of the accuracy of moving radar and explaining the elements of the *Hanson*, 85 Wis. 2d 233 (1978)/*Kramer*, 99 Wis. 2d 700 (1981), criteria. *Washington County v. Luedtke*, 135 Wis. 2d 131, 399 N.W.2d 906 (1987).

346.58 Special speed restrictions for certain vehicles. (1) In this section:

(a) "Metal tire" means a tire the surface of which in contact with the highway is wholly or partially of metal or other hard, nonresilient material.

(b) "Solid rubber tire" means a tire made of rubber but not inflated with compressed air.

(2) In addition to complying with other speed restrictions imposed by law, no person may drive any vehicle equipped with metal tires or solid rubber tires at a speed in excess of 15 miles per hour. This subsection does not apply to operation of a bicycle.

History: 1973 c. 165; 1975 c. 297; 1983 a. 54; 1999 a. 85; 2009 a. 276; 2011 a. 73.

346.59 Minimum speed regulation. (1) No person shall drive a motor vehicle at a speed so slow as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or is necessary to comply with the law.

(2) The operator of a vehicle moving at a speed so slow as to impede the normal and reasonable movement of traffic shall, if practicable, yield the roadway to an overtaking vehicle and shall

349.09 Authority to remove prohibited signs or signals. Every sign, signal, pavement marking, or device which is placed, maintained, or displayed in violation of s. 346.41 is declared to be a public nuisance. The authority in charge of maintenance of the highway in question may notify in writing the owner or occupant of the premises upon which the nuisance exists or the person causing or maintaining the nuisance to remove the same. If such nuisance is not removed within 30 days after such notice is given or if an unauthorized signal or device is found to be in operation at any time after such notice is given, the authority in charge of maintenance of the highway may cause the nuisance to be removed and collect the expense of removal from the person notified to remove it. The expense of removal may be charged against the premises and, upon certificate of the highway authority causing the removal, assessed as are other special taxes.

Cross-reference: See also s. Trans 200.04, Wis. adm. code.

History: 2015 a. 124.

349.10 Authority to designate one-way highways, safety zones, turns and lanes. (1) The department, county highway committees and local authorities in regard to highways under their respective jurisdictions, may:

(a) Declare by order, ordinance or resolution and designate by appropriate signs any highway or portion thereof to be a one-way highway and require that all vehicles be operated in one specific direction on such highway.

(b) Designate by pavement marking certain places on highways as safety zones or erect and maintain islands of safety and regulate and control traffic with respect to such safety zones and islands of safety.

(c) By order, ordinance or resolution and by the erection of appropriate signs, prohibit right or left turns at intersections by all vehicles or by certain types of vehicles.

(d) Place official traffic control devices within or adjacent to intersections and thereby require and direct that a different course from that specified in s. 346.31 be traveled by vehicles turning at the intersection.

(e) Mark lanes for traffic upon any roadway and designate specific lanes for slow-moving traffic or for traffic moving in a particular direction.

(f) By order, ordinance or resolution and by the erection of appropriate signs, prohibit U-turns at specified locations. The local authority with the approval of the department may prohibit U-turns and erect appropriate signs on state trunk highways within cities, villages and towns.

(2) No local authority shall declare any part of a connecting highway between portions of the state trunk highway system to be a one-way highway or prohibit right or left turns or U-turns at any intersection of one such connecting highway with another without due regard for the expeditious flow of intercity traffic using the state trunk highways and without first conferring with the department on the problems involved.

History: 1973 c. 175; 1977 c. 29 s. 1654 (3), (8) (a); 1977 c. 116, 272; 1993 a. 246; 2009 a. 97; 2015 a. 124.

349.105 Authority to prohibit certain traffic on expressways and freeways. The authority in charge of maintenance of an expressway or freeway may, by order, ordinance or resolution, prohibit the use of such expressway or freeway by pedestrians, persons riding bicycles or other nonmotorized traffic or by persons operating mopeds or motor bicycles. The state or local authority adopting any such prohibitory regulation shall erect and maintain official signs giving notice thereof on the expressway or freeway to which such prohibition applies.

History: 1983 a. 243.

349.11 Authority to modify speed restrictions. (1) (a)

Whenever the department with respect to the state trunk highway system and the local authorities with respect to highways under their jurisdiction determine upon the basis of an engineering and traffic investigation that any statutory speed limit is greater or less than is reasonable or safe under the conditions found to exist upon any part of a highway or that the actual speed of vehicles upon any part of a highway is greater or less than is reasonable and prudent, the department with respect to the state trunk highway system and the local authorities with respect to highways under their jurisdiction may, subject to the limitations set forth in subs. (2) and (3), determine and declare a reasonable and safe speed limit on the highway or part thereof in question. When appropriate signs giving notice of such speed limit have been erected and are in place, such speed limit shall be effective at all times or at such times as indicated by the signs.

(b) Whenever the department with respect to the state trunk highway system determines, upon the basis of an engineering and traffic investigation, that any statutory minimum speed limit is greater or less than is reasonable or safe under the conditions found to exist upon any part of a highway or that the actual minimum speed of vehicles upon any part of a highway is greater or less than is reasonable and prudent, the department with respect to the state trunk highway system may, subject to applicable limitations in subs. (2) and (3), determine and declare a reasonable and safe minimum speed limit on the highway or part thereof in question. When appropriate signs giving notice of such minimum speed limit have been erected and are in place such minimum speed limit shall be effective at all times or at such times as indicated by the signs.

(2) The department may not do any of the following:

(a) Declare a speed limit which is in excess of the limits stated in s. 346.57 (4) (h), except as provided in s. 346.57 (4) (gm).

(b) Modify the limits stated in s. 346.57 (4) (c) or 346.58.

(c) Modify the statutory speed limit on more than 2,000 miles of state trunk highways. The first mile outside of and immediately adjacent to any incorporated municipality shall not be counted in computing such 2,000 miles. This paragraph does not apply to freeways or to expressways, as defined in s. 346.57 (1) (ag) and (am).

(3) Local authorities may not:

(a) Declare a speed limit which is in excess of the limits stated in s. 346.57 (4) (h); or

(b) Modify the limits stated in s. 346.57 (4) (c) or 346.58; or

(c) Modify any existing speed limit without the consent of the department except to reduce the speed limit as provided under sub. (10), or to increase the speed limit stated in s. 346.57 (4) (e), (f) or (g), or to reduce by 10 miles per hour or less the speed limit stated in s. 346.57 (4) (a), (b) or (d) to (j), or to reduce by 15 miles per hour or less the speed limit stated in s. 346.57 (4) (k). Whenever department approval is required, no signs giving notice of a modification of the speed limit may be erected until such approval has been received.

(4) The department upon request from any county highway committee or local authority shall, or upon its own initiative may, conduct an investigation of any bridge, causeway, viaduct or structure on any highway. If it finds that any such structure cannot with safety to itself withstand vehicles traveling at the speeds otherwise permitted by law or if it finds that such structure is substandard as to width and that it is necessary from the standpoint of traffic safety to reduce the speed of vehicles using such structure, the department shall determine and declare the maximum vehicular speed which such structure can withstand or which can be maintained in safety on such structure. When appropriate signs giving notice of such maximum speed have been erected at a suitable distance before each end of the structure, such posted

speed limit is the effective speed limit on such structure at all times when the signs are in place. The findings and determination of the department are conclusive evidence of the maximum speed which can be maintained with safety to or on any such structure.

(5) Except as provided in sub. (10), the department and local authorities shall place and maintain upon all highways, where the speed limit is modified by them pursuant to this section, standard signs giving notice of such speed. All speed limit signs so erected shall conform to the rules of the department.

(6) No liability shall attach to the department or to any local authority by reason of the posting of a speed limit pursuant to this section nor shall such posting guarantee that the posted speed is reasonable and safe under all conditions.

(7) The department with respect to the state trunk highway system and local authorities with respect to highways under their jurisdiction may increase the speed limits stated in s. 346.57 (4) (a) and (b), but any speed limit so established shall not be greater than the speed limit established on the adjoining sections of the same street or highway.

(8) Notwithstanding the authority otherwise granted to modify speed restrictions in this section, except as provided in sub. (9) and s. 346.57 (4) (gm), the department may not establish or continue:

(a) A maximum speed limit on any highway within its jurisdiction in excess of 55 miles per hour;

(c) Maximum speed limits which are not uniformly applicable to all types of motor vehicles using a highway, except that a lower speed limit may be established for any vehicle operating under a special permit because of any weight or dimension of such vehicle.

(8m) Notwithstanding the authority otherwise granted to modify speed restrictions in this section, local authorities may not establish or continue:

(a) A maximum speed limit on any highway within their respective jurisdictions in excess of 55 miles per hour;

(c) Maximum speed limits which are not uniformly applicable to all types of motor vehicles using a highway, except that a lower speed limit may be established for any vehicle operating under a special permit because of any weight or dimension of such vehicle.

(9) The department, with respect to any highway, may alter speed restrictions during an energy emergency to comply with federal law or if the department finds that extraordinary circumstances in this state require such alteration. All decisions made by the department under this subsection will be subject to review by the joint committee for review of administrative rules in accordance with s. 227.26.

(10) Notwithstanding any speed limits imposed under this section or under s. 346.57, if a highway is being constructed, reconstructed, maintained or repaired, local authorities with respect to highways under their jurisdiction, any county highway committee performing maintenance on the state trunk highway system under s. 84.07 and any local authority with respect to highways not under its jurisdiction that are being constructed, reconstructed, maintained or repaired by the local authority may, for the safety of the highway construction and maintenance workers, pedestrians and highway users, post a temporary speed limit less than the speed limit imposed under this section or under s. 346.57. The temporary limits may be posted for the duration of the construction, reconstruction, maintenance or repair period. Temporary speed limits imposed under this subsection may be posted with signs on portable supports. When portable supports are used under this subsection, the bottom of the sign shall be not less than one foot above the surface of the pavement or shoulder.

(11) Notwithstanding any speed limits imposed under this section or under s. 346.57, if a local authority designates a highway under its jurisdiction as an all-terrain vehicle route under s. 23.33 (8) (b), the local authority may post a speed limit, applicable only to all-terrain vehicles and utility terrain vehicles, as defined under s. 23.33 (1) (ng), that is lower than the speed limit imposed under this section or under s. 346.57.

History: 1971 c. 38; 1973 c. 157; 1975 c. 25; 1977 c. 29 s. 1654 (8) (a); 1977 c. 30 s. 5; 1977 c. 67, 203, 418; 1979 c. 213; 1983 a. 54; 1985 a. 182 s. 57; 1987 a. 17, 219; 1989 a. 31; 1993 a. 376; 1995 a. 318; 1999 a. 85; 2021 a. 164.

349.115 Authority to impound vehicles. (1) A political subdivision may, by ordinance, authorize a law enforcement officer, at the discretion of the officer, to impound any vehicle used in the commission of a violation of s. 346.62 or a local ordinance in strict conformity with s. 346.62 at the time of issuing a citation or making an arrest for the offense. The ordinance may provide for impoundment of the vehicle until the reasonable costs of impounding the vehicle, including towing or other transportation costs and storage costs, and any outstanding fine or forfeiture owed by the owner of the vehicle are fully paid.

(1m) Upon impounding a vehicle under sub. (1), a law enforcement officer shall make a reasonable effort to determine if the vehicle has been reported as stolen. If the officer determines that the vehicle has been reported as stolen, the officer or political subdivision shall make a reasonable attempt to contact the owner. Notwithstanding sub. (2), the political subdivision shall return to its owner a vehicle reported as stolen and impounded under sub. (1) without the payment of a fee or charge. If a vehicle reported as stolen remains unclaimed for more than 60 days after impoundment, the political subdivision may dispose of the vehicle following the same procedure as provided for disposing of an abandoned vehicle under s. 342.40.

(2) A political subdivision shall return to its owner a vehicle impounded under sub. (1) upon payment of the amount required under the ordinance.

(3) Subject to sub. (1m), a political subdivision that has impounded a vehicle under sub. (1) may dispose of the vehicle by following the same procedure as provided for disposing of an abandoned vehicle under s. 342.40 if the impounded vehicle remains unclaimed for more than 90 days after the disposition of the charge for which the vehicle was impounded.

History: 2023 a. 1; 2025 a. 46.

349.12 Authority to designate no-passing zones. The department, county highway committees and local authorities, in regard to highways under their respective jurisdictions, may determine, in accordance with standards and procedures adopted by the department, where overtaking or passing or driving to the left of the center of the roadway would be especially hazardous and may, by signs approved by the department or by a yellow unbroken line on the pavement on the right-hand side of and adjacent to the center line or a lane line of a roadway, indicate the beginning and end of such zones.

History: 1977 c. 29 s. 1654 (8) (a); 1979 c. 76.

349.13 Authority to regulate the stopping, standing or parking of vehicles. (1b) In this section, "owner" includes the lessee of a vehicle if the vehicle is registered, or required to be registered, by the lessee under ch. 341.

(1d) A local authority with respect to highways under its jurisdiction, including state trunk highways or connecting highways within corporate limits, may enact an ordinance making the owner of the vehicle involved in a violation under this section jointly liable for the violation.

(1e) (a) The department with respect to state trunk highways outside of corporate limits and the local authorities with respect to highways under their jurisdiction, including state trunk high-