



City of Waukesha
201 Delafield Street
Waukesha, WI 53188
Tel: 262.542.3700
waukesha-wi.gov

City of Waukesha Cover Sheet

Committee: Building and Grounds	Meeting Date: December 1, 2025
ID Number: ID#25-02586	Ordinance/Resolution Number (if applicable):
Name of Submitter: Department of Public Works	Board/Council Meeting Date: December 16, 2025
Agenda Item Title: Review and possible action on a speed study on Silvernail Road.	

Issue Before the Board/Council: This item was brought forward by Ald. Van Trieste to complete a speed study on Silvernail Road from STH 318 to the shopping centers. The speed study and technical memorandum are attached.
Options & Alternatives: 1. Approve lowering the speed limit 2. Do not lower the speed limit
Additional Details: Public Works will present the findings within the report.



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What is the Strategic Plan Priority this item relates to:

N/A

What impact will this item have on the Strategic Plan Priority?

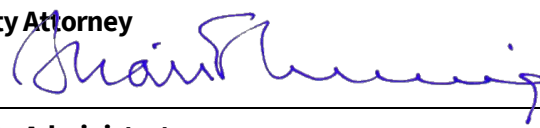
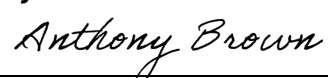
N/A

Financial Remarks:

The cost for a new speed limit sign is approximately \$100 per sign. To make the speed limit 35 mph, there are three signs that would need to be replaced. This would be charged to the 2025 Buildings and Grounds Special Project Budget (3310-54141).

Suggested Motion:

Reviewed By:

Finance Director	Date Reviewed
City Attorney 	Date Reviewed 20 Nov 2025
City Administrator 	Date Reviewed 11/21/2025

MEMORANDUM

To: Craig D. Ausen, PE, City of Waukesha

From: Alexander Cowan, PE, PTOE

Date: November 12, 2025

Project No.: 24-0447.10

Re: Silvernail Road
Speed Limit Review Request

Background

A request was made for the review of the posted speed limit on Silvernail Road between State Trunk Highway (STH) 318 / Meadowbrook Road and Meadow Lane. The recently reconstructed corridor is signed for 25 mph at the east end, increases to 35 mph approximately 750 feet east of University Drive, and increases to 45 mph approximately 250 west of Sussex Lane, where it remains 45 mph west to STH 318. The corridor features predominantly commercial access at the east end and limited residential access west of University Drive. The presence of IH 94 to the north limits access to only the south side of the roadway for most of the corridor, as shown in Attachment 1.

The following memorandum summarizes the existing operating speeds and recent crash history along the corridor.

Crash History

A review of the reported crash record for the corridor from January 2020 through September 2025 suggests five crashes occurred along the corridor involving eastbound and westbound Silvernail Road vehicles. Attachment 2 provides a detailed summary of these reported crashes. All of these crashes occurred at the Silvernail Road intersection with University Drive. Additional crashes occurred near the corridor but did not directly involve eastbound and westbound traffic. This includes rear-end crashes on University Drive, run-off-road crashes from IH 94 that entered the Silvernail Road corridor, and crashes within parking lots of adjacent businesses.

Traffic Speed

Vehicular operating speeds on Silvernail Road were monitored from October 8, 2025, through October 13, 2025, at a location approximately 300 feet west of Sussex Lane near the location where the roadway transitions from a 35-mph posted speed limit to 45 mph. The results of the data collection are shown in Table 1.

Table 1: Silvernail Road Traffic Operating Speeds

	Eastbound Silvernail Road	Westbound Silvernail Road
Average Speed	44 MPH	43 MPH
85 th Percentile Speed	48 MPH	48 MPH
10 MPH Pace	41-50 MPH	41-50 MPH
% of Vehicles in 10 MPH Pace	71.2%	67.2%

The average speed for vehicles traveling in the eastbound and westbound directions of Silvernail Road were 44 mph and 43 mph, respectively, with the highest percentage of vehicles traveling within a range of 41 mph to 50 mph for both directions. The 85th percentile speed, or the speed at which 85 percent of all vehicles were traveling at or below, was 48 mph for both directions.

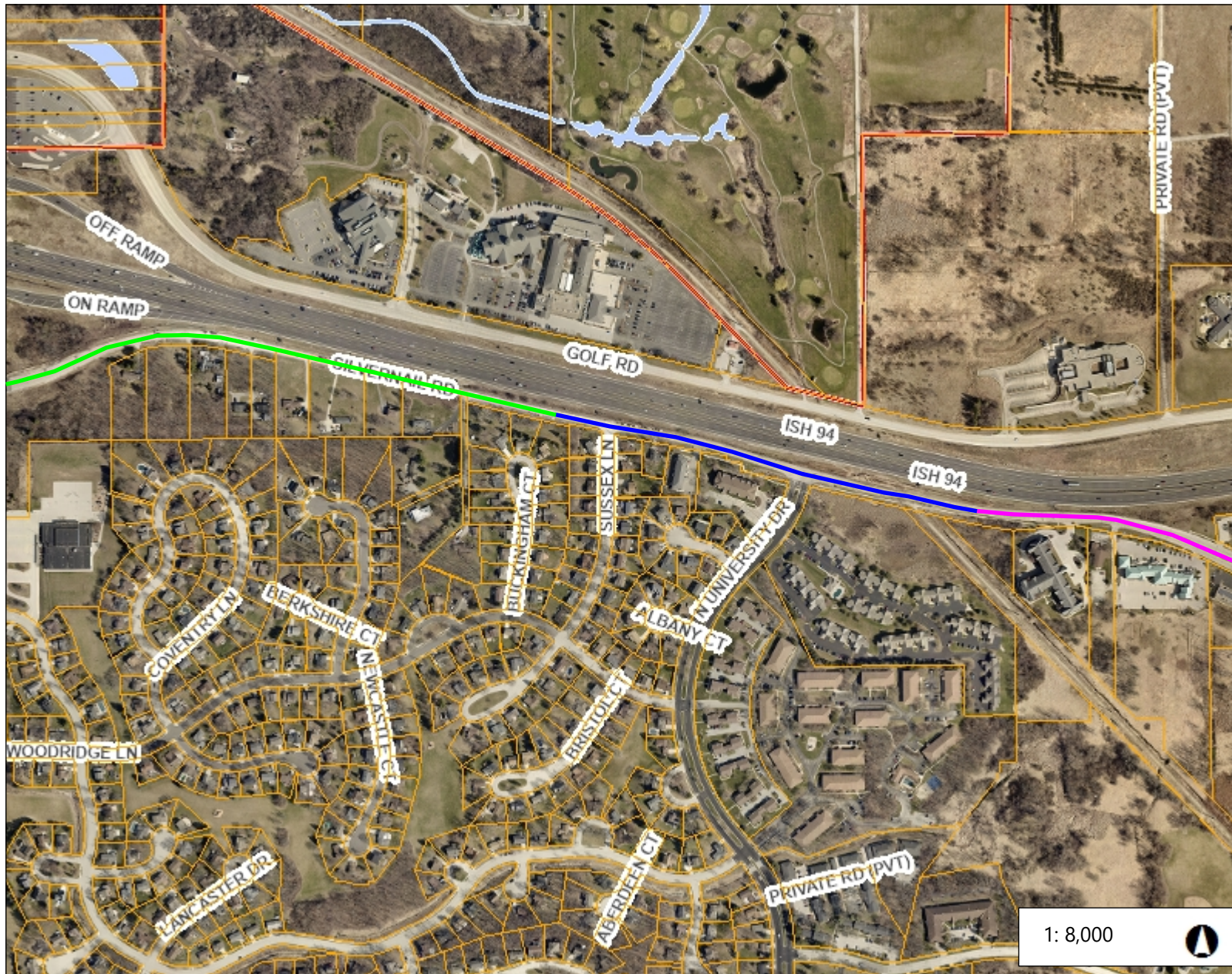
The Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition states under Section 2B.13 that speed limits “should be within 5 mph of the 85th percentile speed of free-flowing traffic.” Motorists typically

operate at speeds at which they feel comfortable driving. The comfort level is dictated primarily by the design of the roadway and less by the posted speed limit. Speed limits that are set further away than 5 mph from the 85th percentile speed typically experience poor compliance unless continuous enforcement is conducted.

Conclusion

The speed data collected along Silvernail Road near the transition from 35 mph to 45 mph suggests drivers feel comfortable operating at an 85th percentile speed of 48 mph. Typically, these operating speeds would support the posted speed limit of 45 mph.





The City of Waukesha Police Department was contacted to understand its perspective on the operating speeds as it relates to the posted speed limit. The PD responded that given the observed operating speeds, it would not be supportive of reducing the posted speed limit.







1: 8,000




Legend

UAS Image Links

-  Photo
-  Photosphere
-  Video
-  <all other values>

-  Parcels
-  City Limits
-  Railroads
-  Water Bodies

Posted Speed Limits on Silvernail Road:

-  25 mph
-  35 mph
-  45 mph

Notes:

0.3 0 0.13 0.3 Miles

ROADWAY CRASH STATISTICS



ROADWAY: SILVERNAIL RD
 MUNICIPALITY: WAUKESHA COUNTY: WAUKESHA STATE: WI
 PERIOD: 5 YEARS 9 MONTHS FROM: 1/1/2020 TO: 9/30/2025
 PROJECT ID: N/A PREPARED BY: NMS DATE: 11/11/2025

ROADWAY CHARACTERISTICS

ROADWAY TYPE: OTHER SEGMENT LENGTH (MI): 1
 CLASSIFICATION: MINOR ARTERIAL AREA TYPE: RURAL
 CROSS SECTION: MINOR STOP CONTROLLED ROADWAY AADT: 5,300
 DEER CRASHES INCLUDED IN ANALYSIS: NO POSTED SPEED: 25-45 mph

CRASH STATISTICS

CRASH FREQUENCY & SEVERITY				
YEAR	PDO	INJURY	FATAL	TOTAL
2020	0	0	0	0
2021	0	0	0	0
2022	1	2	0	3
2023	0	2	0	2
2024	0	0	0	0
2025	0	0	0	0

TOTAL	1	4	0	5
PERCENT	20.0%	80.0%	0.0%	100.0%
YEAR AVG.	0.17	0.70	0.00	0.87

CRASH RATES	per 100MVM	STATE AVG:
CRASH RATE	45	
INJURY CRASH RATE	36	
FATAL CRASH RATE	0.0	

LIGHT CONDITIONS	PERCENT
DAY	5 100.0%
DARK	0 0.0%
TOTAL	5 100.0%

ROAD CONDITIONS	PERCENT
DRY	5 100.0%
WET	0 0.0%
SNOW	0 0.0%
ICE	0 0.0%
OTHER	0 0.0%
TOTAL	5 100.0%

CRASH TYPE	PERCENT
ANGLE	4 80.0%
REAR-END	1 20.0%
HEAD-ON	0 0.0%
LEFT TURN	0 0.0%
SS-SAME	0 0.0%
SS-OPPOSITE	0 0.0%
PEDESTRIAN	0 0.0%
BICYCLE	0 0.0%
FIXED	0 0.0%
NOT FIXED	0 0.0%
DEER	0 0.0%
OVERTURN	0 0.0%
OTHR/UNKN	0 0.0%
TOTAL	5 100.0%

DAY AND TIME

	EARLY MORNING 12:00 AM TO 5:59 AM	AM PEAK 6:00 AM TO 9:59 AM	MIDDAY 10:00 AM TO 2:59 PM	PM PEAK 3:00 PM TO 6:59 PM	LATE EVENING 7:00 PM TO 11:59 PM	TOTAL
DAY OF WEEK						
MONDAY	0	0	0	1	0	1
TUESDAY	0	0	0	0	0	0
WEDNESDAY	0	0	2	0	0	2
THURSDAY	0	0	2	0	0	2
FRIDAY	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0
SUNDAY	0	0	0	0	0	0
TOTAL	0	0	4	1	0	5

Weekday

Weekend

DRIVER AGES	PERCENT
< 25	3 30%
25-34	0 0%
35-44	1 10%
45-54	0 0%
55-64	1 10%
65-74	1 10%
75-84	3 30%
85+	1 10%
Unknown	0 0%
Total	10 100%

VEH. DAMAGE	PERCENT
Other/unk	0 0%
None	0 0%
Very Minor	0 0%
Minor	0 0%
Moderate	0 0%
Severe	10 100%
Very Severe	0 0%
Total	10 100%

BY SEASON	PERCENT
Spring	0 0.0%
Summer	0 0.0%
Fall	4 80.0%
Winter	1 20.0%
Total	5 100.0%

Note: Wint: Jan-Mar, Spr: Apr-June, Sum: Jul-Sept, Fall: Oct-Dec

Note: Statistics based on first and second vehicles in crashes. For vehicle damage, functional vehicles were classified as "minor" or "moderate" damage and disabled vehicles were classified as "severe" or "very severe" damage.

ATTACHMENT 2
 ROADWAY CRASH STATISTICS
 SILVERNAIL RD

Note: Statistics based on first and second vehicles in crashes

AYRES

ATTACHMENT 2
ROADWAY CRASH DATA
SILVERNAIL RD