City of Nekoosa, WI
Friday, May 1, 2026

Chapter 7. Traffic Code

§ 7.015. Low-speed vehicles.

[Added 4-12-2011 by Ord. No. 557[1]]

(1) Purpose. The purpose of this section is to regulate the operation of low-speed vehicles on City roadways.

(2) Definitions. As used in this section, the following terms shall have the meanings indicated:

LOW-SPEED VEHICLE (LSV)
A motor vehicle that conforms to the definition and requirements for low-speed vehicles as adopted in the federal motor vehicle safety standards for low-speed vehicles under 49 CFR 571.3(b) and 571.500. "LSV" does not include a golf cart.

(3) Operation of low-speed vehicle. A person may operate a LSV on a roadway, including any connecting highway or to an intersection where the roadway crosses a state trunk highway, within the City of Nekoosa that has a speed limit of 35 miles per hour or less and over which the City of Nekoosa has jurisdiction, subject to the following restrictions:

(a) LSVs shall be four-wheeled and have a maximum speed range of at least 20 miles per hour and not more than 25 miles per hour on a paved surface and have a gross vehicle weight of less than 3,000 pounds.

(b) The person operating the LSV must hold a valid operator's license.

(c) The LSV shall be titled and registered by the State of Wisconsin Department of Transportation, and the license shall be issued to the owner of the LSV.

(d) Operation on connecting highways or crossing state trunk highways shall be restricted on streets where the speed limit is greater than 35 miles per hour.

(e) LSV headlamps must be on during operation.

(4) Saving clause. If any provision of this section shall be less restrictive than applicable state statutes or in conflict with such statutes, as they exist at passage hereof or as they may hereafter be amended, then, in such case, the state statute shall supersede the provision hereof to the extent applicable.

(5) Penalties. Any person who shall violate any provision of this section shall be subject to a penalty as provided in § **25.04** of the Nekoosa Municipal Code.

[1] *Editor's Note: Amended at time of adoption of Code (see Ch. **25**, General Provisions, Art. **II**).*

CITY COUNCIL HANDOUT

Public Safety Committee Proposal

Subject: Speed Limit Adjustment – Wood Avenue

Location: Wood Avenue (Cedar St to Birch St)

Objective: Enhance Pedestrian Safety & School Zone Compliance

1. Executive Summary

The Public Safety Committee is proposing a modification to the existing 25 mph speed zone on Wood Avenue. Currently, the transition from 35 mph to 25 mph occurs at Cedar Street. This proposal seeks to extend the lower speed limit back to Birch Street, effectively reducing the speed limit for this one-block segment to better protect students and residents.

2. Justification for Change

- **School Zone Optimization:** Extending the 25 mph zone to Birch Street ensures that vehicles have reduced their speed well before reaching the core pedestrian crossings and high-activity areas associated with the school zone.
- **Increased Safety Buffer:** The additional block of reduced speed provides a necessary buffer for drivers to react to school-related traffic and pedestrians.
- **Consistency:** This adjustment aligns local traffic regulations with the physical layout of the school district, reducing driver confusion during peak hours.

3. Proposed Actions

- **Ordinance Update:** Amend the municipal traffic code to officially designate Wood Avenue as a 25 mph zone starting at the Birch Street intersection.
- **Infrastructure & Signage:**
  - Relocate 25 mph signage from Cedar Street to Birch Street.
  - Evaluate the need for "Reduced Speed Ahead" signage for eastbound traffic.
  - Update signage on the north side of Cedar and Market Street for regional consistency.

4. Impact Analysis

Factor	Anticipated Impact
Traffic Flow	Negligible impact on overall travel time; the change affects approximately one city block.
Public Safety	High positive impact; creates a safer environment for students and pedestrians.
Enforcement	Simplifies enforcement by providing a clear, logical boundary for the school zone.

Recommendation: It is recommended that the City Council approve the extension of the 25 mph zone to Birch Street to prioritize the safety of the school zone and local residents.

CITY COUNCIL HANDOUT

Public Safety Committee: Intersection Signage Review

Subject:	Signage Update – North Side of Cedar & Market St
Location:	Intersection of Cedar Street and Market Street
Issue:	Incomplete Traffic Advisory Signage

Current Configuration

The current signage at the intersection of Cedar and Market Street provides a partial warning to motorists. Existing placards inform drivers that **"Traffic From Left Does Not Stop."** While accurate, this warning is insufficient for the full traffic pattern at this location.

Proposed Signage Enhancement

To improve intersection safety and prevent "rolling stop" collisions or hesitation, the signage must be updated to reflect the full continuous flow of opposing traffic.

Proposed Verbiage Update:

Signage should be modified or supplemented to indicate:

1. **Traffic from left does not stop.** (Maintain existing warning)
2. **Oncoming traffic making a right-hand turn does not stop.** (New requirement)

Safety Justification

Current Risk	Mitigation Strategy
Drivers may assume oncoming traffic turning right will yield or stop, leading to "T-bone" or side-swipe incidents.	**Explicit Warning:** Clear signage removes the assumption and confirms that right-turning vehicles have the right-of-way.
Motorist confusion regarding right-of-way hierarchy at this specific junction.	**Improved Clarity:** Aligns the intersection with standard safety protocols for non-four-way stops.

Recommended Action

The Public Safety Committee recommends the immediate procurement and installation of updated advisory placards for the north side of the intersection. These placards should be placed directly beneath the existing stop signs to ensure maximum visibility for approaching motorists.