



Quarterly Report to the Transportation Commission

2nd Quarter, 2025

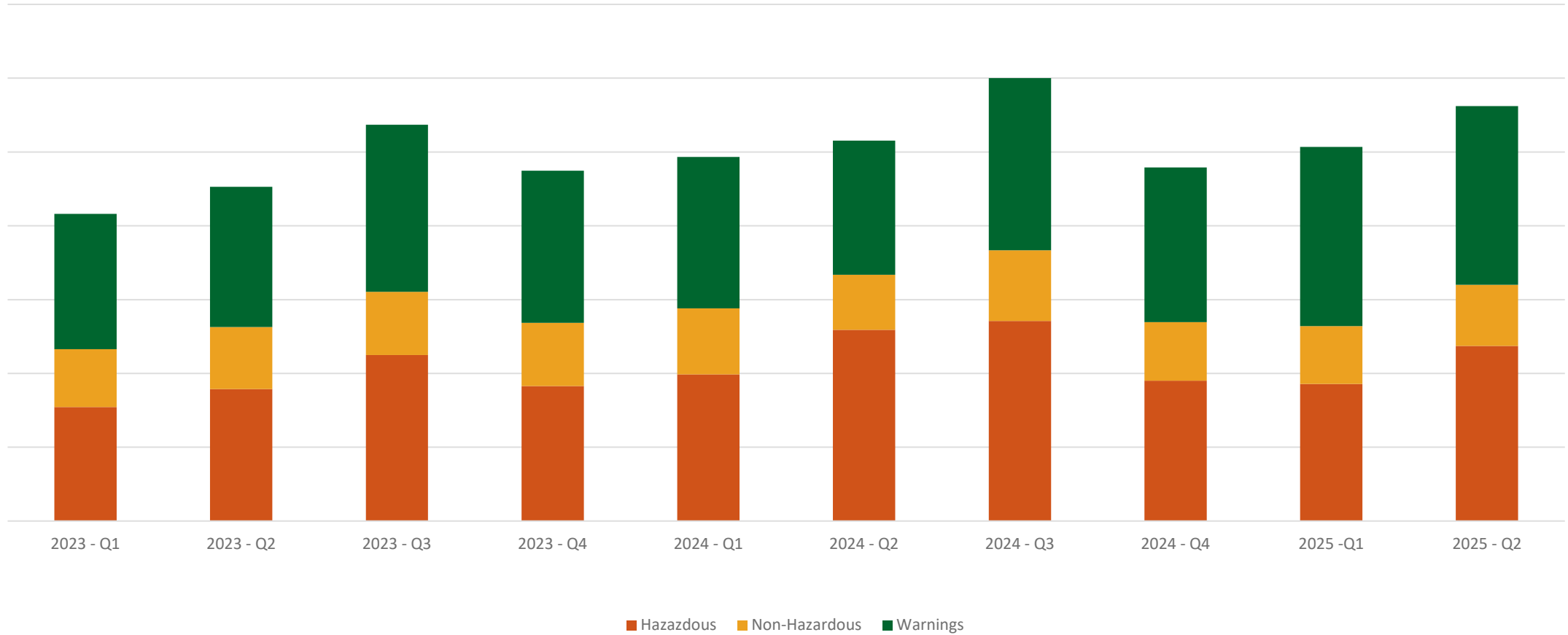


2025 Traffic Enforcement Goals

1. Focus on the High Injury Network (HIN): East Washington Avenue, the Beltline, and Mineral Point Road
2. Focus on Hazardous Moving Violations
3. De-emphasize Non-Hazardous Violations and Support Alternative Outcomes (i.e., Warnings)
4. Support School Zone Safety
5. Respond to Community Member Complaints



Citations and Warnings City-Wide 2023 – Present





Hazardous Violations City-Wide 2023 – Present

HAZARDOUS VIOLATIONS	MPD DEPARTMENT WIDE VIOLATIONS														
	1st QUARTER			2nd QUARTER			3rd QUARTER			4th QUARTER			TOTALS		
	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025
OMVWI (A)	185	182	177	183	203	175	197	162	0	193	178	0	758	725	352
OMVWI (B)	124	99	113	135	136	107	107	119	0	84	103	0	450	457	220
RECKLESS	16	28	11	35	26	17	29	24	0	13	12	0	93	90	28
SPEEDING	593	1033	905	782	1511	1168	1245	1679	0	808	870	0	3428	5093	2073
STOP & GO	108	125	113	96	120	176	124	112	0	128	126	0	456	483	289
ARTERIAL	38	30	38	27	30	63	24	26	0	32	29	0	121	115	101
PASS/TURNING MVMT	51	77	69	72	93	95	75	77	0	98	82	0	296	329	164
DEVIATING	56	58	62	58	66	94	74	91	0	63	68	0	251	283	156
WRONG WAY	37	47	47	57	44	89	57	47	0	39	47	0	190	185	136
ALL OTHERS	37	64	74	45	71	81	40	67	0	66	94	0	188	296	155
RIGHT OF WAY (M.V.)	79	47	68	74	71	74	61	73	0	78	71	0	292	262	142
RIGHT OF WAY (PED.)	9	14	10	21	18	20	21	29	0	24	23	0	75	84	30
FAILURE TO CONTROL	34	48	21	7	4	7	1	4	0	12	13	0	54	69	28
FOLLOW TOO CLOSE	94	71	86	109	113	119	114	131	0	108	113	0	425	428	205
INATTENTIVE	74	56	53	74	66	69	63	58	0	75	61	0	286	241	122
UNSAFE BACKING	7	8	7	8	11	9	13	9	0	4	9	0	32	37	16
DIRECTIONAL SIGNAL	0	0	0	0	0	1	2	0	0	0	0	0	2	0	1
BIKE/PED	2	1	4	6	8	8	2	4	0	5	4	0	15	17	12
TOTAL HAZARDOUS	1,544	1,988	1,858	1,789	2,591	2,372	2,249	2,712	0	1,830	1,903	0	7,412	9,194	4,230

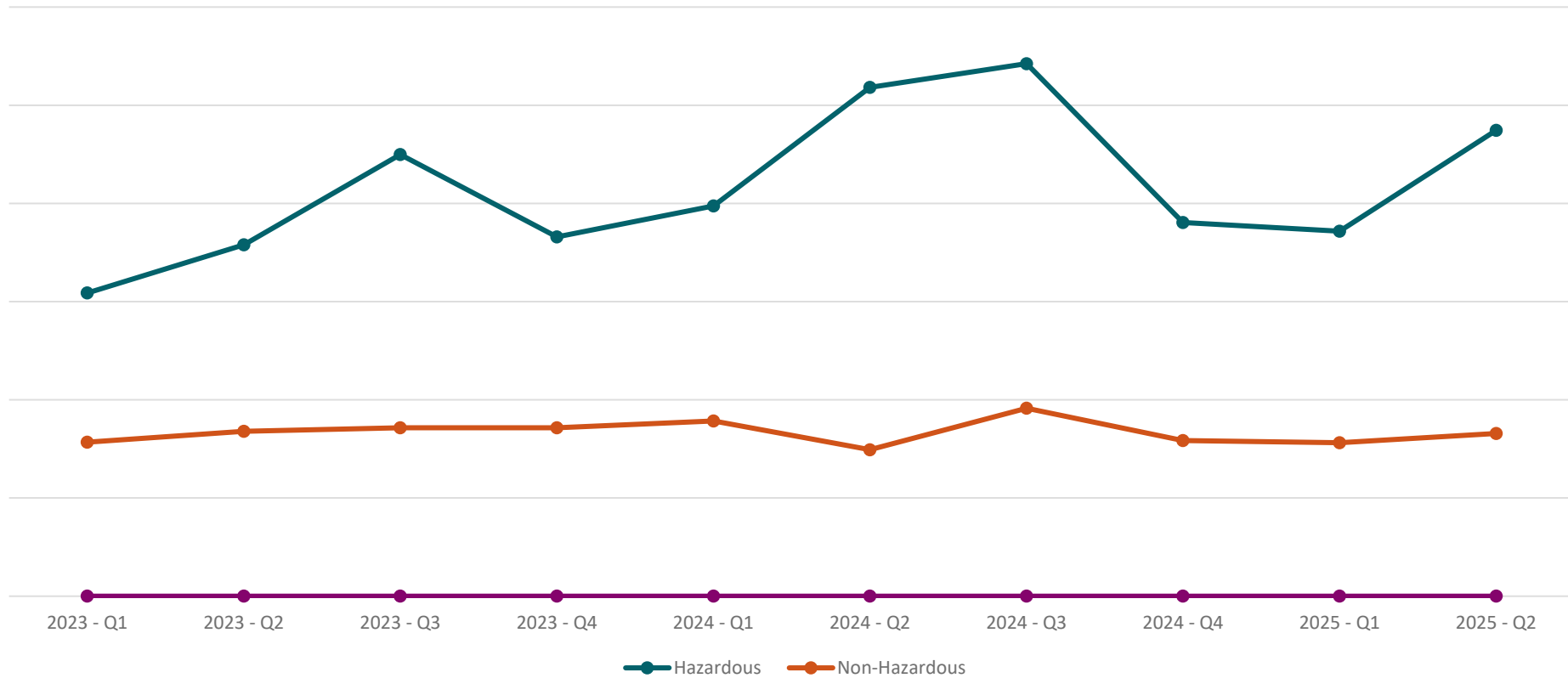


Non-Hazardous Violations City-Wide 2023 – Present

NON-HAZARDOUS VIOLATIONS	1st QUARTER			2nd QUARTER			3rd QUARTER			4th QUARTER			TOTALS		
	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025
DL/VEH REG	587	633	571	552	583	615	612	693	0	618	598	0	2369	2507	1186
VEH EQUIP	68	116	81	131	53	67	106	133	0	84	71	0	389	373	148
ALL OTHERS	48	41	41	53	21	29	39	21	0	51	30	0	191	113	70
HIT AND RUN	81	102	89	104	89	117	100	110	0	104	94	0	389	395	206
TOTAL NON-HAZ	784	892	782	840	746	828	857	957	0	857	793	0	3,338	3,388	1,610



Hazardous vs Non-Hazardous Citations City-Wide (2023 – Present)





Hazardous Warnings City-Wide 2023 – Present

HAZARDOUS WARNINGS	MPD DEPARTMENT WIDE WARNINGS														
	1st QUARTER			2nd QUARTER			3rd QUARTER			4th QUARTER			TOTALS		
	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025
OMVWI (A)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OMVWI (B)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RECKLESS	18	11	2	18	10	5	30	12	0	18	11	0	84	44	7
SPEEDING	437	324	387	489	438	376	619	537	0	358	231	0	1903	1530	763
STOP & GO	11	7	10	2	4	3	1	10	0	4	5	0	18	26	13
ARTERIAL	122	126	172	99	86	157	96	95	0	161	130	0	478	437	329
PASS/TURNING MVMPT	29	27	37	31	29	41	41	40	0	22	38	0	123	134	78
DEVIATING	43	27	45	40	26	48	30	34	0	32	43	0	145	130	93
WRONG WAY	92	144	139	104	117	181	145	104	0	161	153	0	502	518	320
ALL OTHERS	12	12	14	12	11	10	11	11	0	9	15	0	44	49	24
RIGHT OF WAY (M.V.)	20	12	17	15	17	11	21	19	0	22	18	0	78	66	28
RIGHT OF WAY (PED.)	7	14	11	22	10	12	16	12	0	11	14	0	56	50	23
FAILURE TO CONTROL	3	9	2	0	0	0	2	1	0	5	2	0	10	12	2
FOLLOW TOO CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INATTENTIVE	8	14	12	14	9	7	11	12	0	8	13	0	41	48	19
UNSAFE BACKING	3	0	0	1	1	2	1	2	0	0	0	0	5	3	2
DIRECTIONAL SIGNAL	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1
BIKE/PED	1	0	0	2	0	1	1	2	0	0	0	0	4	2	1
TOTAL HAZARDOUS	806	727	848	849	758	855	1,025	891	0	812	673	0	3,492	3,049	1,703



Non-Hazardous Warnings City-Wide 2023 – Present

NON-HAZARDOUS WARNINGS	1st QUARTER			2nd QUARTER			3rd QUARTER			4th QUARTER			TOTALS		
	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025
DL/VEH REG	831	1058	1317	896	902	1330	1077	1221	0	1013	1148	0	3817	4329	2647
VEH EQUIP	189	266	262	147	155	226	157	201	0	228	266	0	721	888	488
ALL OTHERS	2	2	3	3	2	8	3	8	0	7	6	0	15	18	11
HIT AND RUN	7	1	0	4	0	4	0	1	0	0	1	0	11	3	4
TOTAL NON-HAZ	1,029	1,327	1,582	1,050	1,059	1,568	1,237	1,431	0	1,248	1,421	0	4,564	5,238	3,150



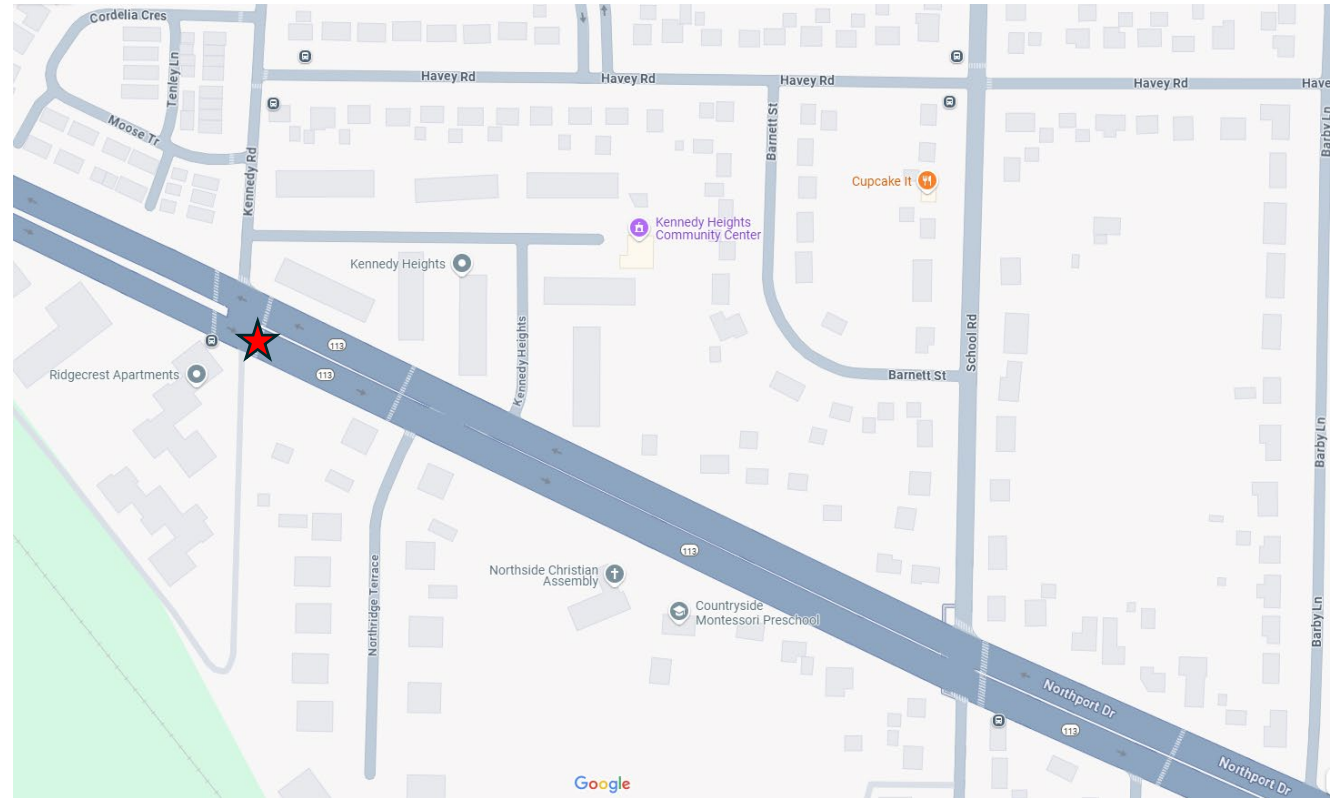
2nd Quarter Fatality Crashes

- In the 2nd quarter of 2025, there were two traffic-related fatalities.
- The following slides summarize those 2nd quarter crashes.



2nd Quarter Fatality Crash

- **Case Number:** #25-223095
- **Date:** Monday, May 26th, 2025
- **Time:** 5:24 p.m.
- **Location:** Northport Drive @ Kennedy Road
- **Type:** MV vs. Pedestrian





2nd Quarter Fatality Crash Diagram & Report (DT4000) Narrative



- Unit 1 was traveling southeast bound (inbound) on Northport Drive. (Hwy 113) towards Kennedy Road.
- Unit 1 reported to police that he was driving approximately 37 mph and was approaching the intersection with a green light.
- Unit 1 reported to the police that right as he entered the intersection, unit 2 (a pedestrian) ran into the road to start crossing from the median.
- Unit 1 reported to the police that he tried to stop but was unable to, striking unit 2.
- The pedestrian was pushed and landed in the left turn lane from northwest bound Northport Drive to the Ridgecrest Apartments.
- Further investigation (confirmed by video surveillance) shows Unit 1 ran the red light on Northport Drive just prior to colliding with the pedestrian in the crosswalk at Kennedy.
- The pedestrian was in the crosswalk, had a walk signal and did not run into the roadway.



2nd Quarter Fatality Crash – Environment/Roadway Factors

- **Road Surface:** Dry
- **Light Conditions:** Daylight
- **Environment:** None
- **Roadway Factors:** None
- **Weather Conditions:** Clear



2nd Quarter Fatality Crash

Unit 1:

- **Type of Vehicle:** 2020 Ford Escape; SUV
- **Number of Occupants:** 1
- **If fatal injury and to whom:** No Fatal Injury to Driver Of Unit 1

Unit 2:

- **Type:** Pedestrian
- **If fatal injury and to whom:** Fatal Injury to Pedestrian



2nd Quarter Fatality Crash - Suspect

- **Age:** 26 years old
- **Race:** Hispanic
- **Sex:** Male
- **Injuries (severity):** No Injury
- **Safety Equipment Used:** Shoulder & Lap Belt
- **Airbags:** Not Deployed
- **Alcohol or drugs:** Suspected
- **Test given:** Test given (Driver was over the legal BAC)
- **Individual Condition:** Appeared normal, but admitted to drinking "one" drink
- **Driver Actions:** Speeding, Red Signal Violation, Impaired Driving
- **License Status:** Valid



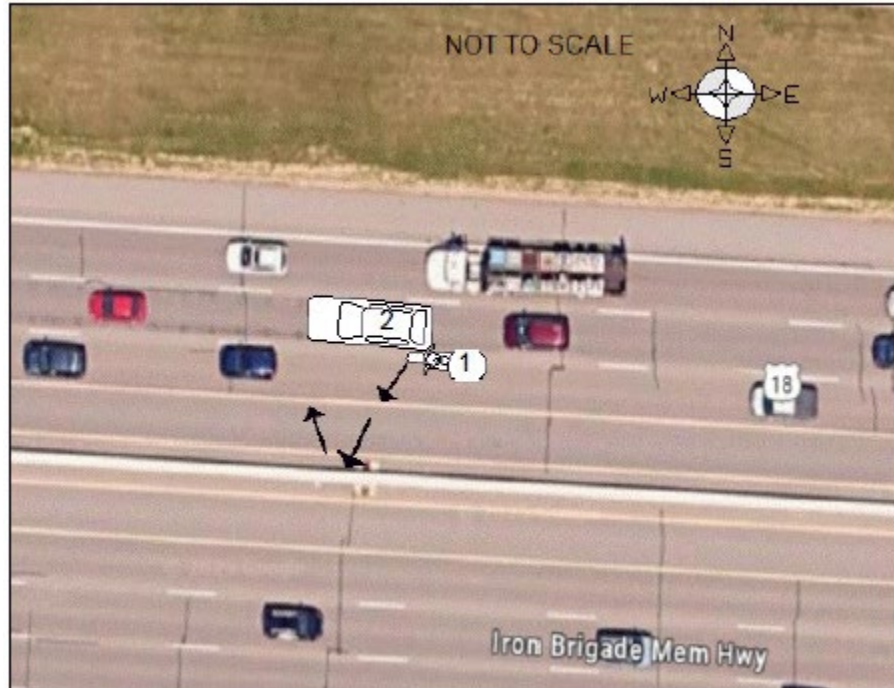
2nd Quarter Fatality Crash - Victim

- **Age:** 48 years old
- **Race:** Black
- **Sex:** Male
- **Injuries (severity):** Fatal Injury
- **Safety Equipment Used:** N/A
- **Airbags:** N/A
- **Alcohol or drugs:** Not Suspected
- **Pedestrian Actions:** Attempted to cross Northport Drive. Had a walk signal.





2nd Quarter Fatality Crash Diagram & Report (DT4000) Narrative



- Unit 1, a motorcycle, was traveling west on the Beltline Highway.
- Unit 2, a 4-door sedan, was traveling west on Beltline Highway.
- Unit 1 swerved into the flex lane after being cut off by a vehicle (an unidentified vehicle)
- Unit 1 accelerated past the unidentified vehicle and swerved back into lane 1
- The driver of Unit 1 then swerved into lane 2 and struck Unit 2 on the driver rear bumper.
- The driver of Unit 1 was ejected across lane 1 and the flex lane and then into the cement barrier.
- The driver of Unit 1 was pronounced deceased at hospital



2nd Quarter Fatality Crash – Environment/Roadway Factors

- **Road Surface:** Dry
- **Light Conditions:** Daylight
- **Environment:** None
- **Roadway Factors:** Traffic was backed-up due to regular, daily congestion
- **Weather Conditions:** Clear



2nd Quarter Fatality Crash

Unit 1:

- **Type of Vehicle:** 2025 Yamaha YZFR7 (Motorcycle)
- **Number of Occupants:** 1
- **If fatal injury and to whom:** Fatal Injury to Driver Of Unit 1

Unit 2:

- **Type of vehicle:** 2013 Hyundai Elantra GL (4-door Sedan)
- **Number of Occupants:** 1
- **If fatal injury and to whom:** No fatal injuries



2nd Quarter Fatality Crash - Suspect

- **Age:** 21 years old
- **Race:** Hispanic
- **Sex:** Male
- **Injuries (severity):** Fatal Injury
- **Safety Equipment Used:** Full-Face Helmet
- **Airbags:** N/A
- **Alcohol or drugs:** Suspected
- **Test given:** No
- **Driver Actions:** Aggressive Driving/Road Rage, Failure to Keep in Proper Lane
- **License Status:** No Driver's License

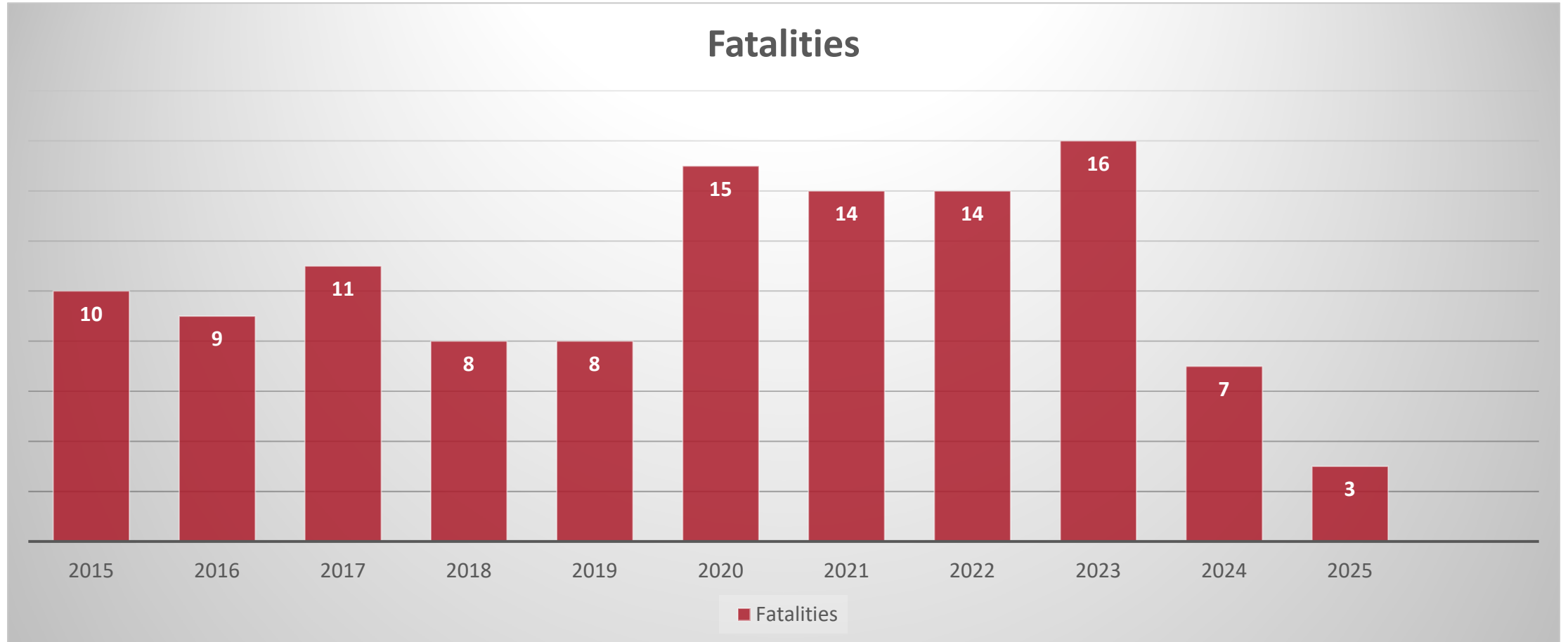


2nd Quarter Fatality Crash - Victim

- **Age:** 35 years old
- **Race:** White
- **Sex:** Male
- **Injuries (severity):** No Injuries
- **Safety Equipment Used:** N/A
- **Airbags Deployed:** No
- **Alcohol or drugs:** Not Suspected
- **Test Given:** Yes
- **Driver's Actions:** Driver was driving appropriately in his lane of travel
- **License Status:** Valid

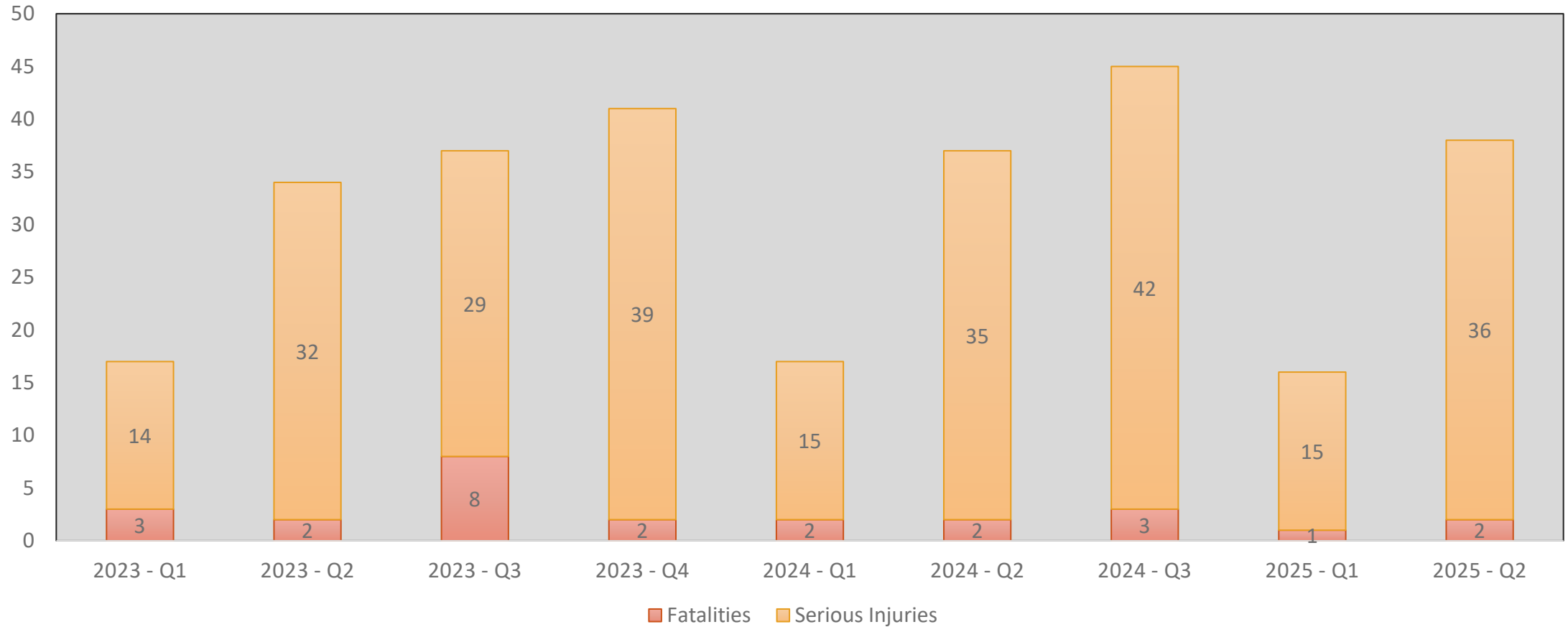


Fatal Crashes 2015 – 2nd Quarter 2025



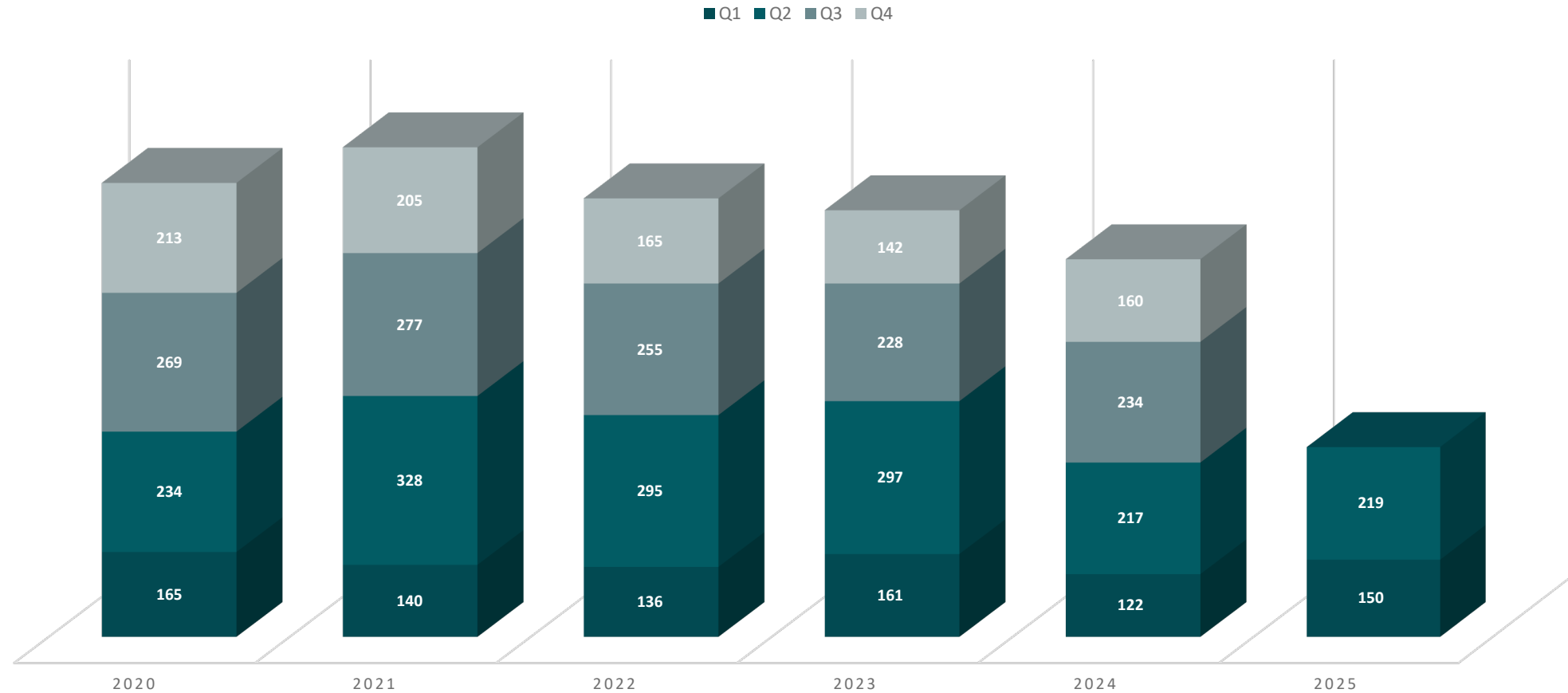


Serious Injury and Fatal Crashes 2023 – Present





Traffic Complaints 2020 -Present





Traffic Grants

- The Madison Police Department, in partnership with the Dane County Sheriff's Office, conduct extra patrols that, depending on the time of year, and focus on enforcing Wisconsin's alcohol, seatbelt, and speed laws.
- These additional enforcement efforts are made possible through traffic overtime grants provided by the Wisconsin Department of Transportation.
- The goal of these extra patrols is not only to enhance public safety, but to prevent needless tragedies.
- Traffic grant activity is not confined to just the High Injury Network. Because MPD collaborates with the DCSO on alcohol, seatbelt and speed grants, grant activity must be held on city streets that are also county highways (shared roadways).



Traffic Grants

- All alcohol grant activity must take place after 6:00 p.m. on Friday and Saturday
- 50% of seatbelt grant activity must take place after 6:00 p.m.
- In addition to the grants, the Madison Police Department participates in the Wisconsin Department of Transportation's "Drive Sober or Get Pulled Over" and "Click It or Ticket" campaigns.
- The City of Madison also manages our own Pedestrian/Bike grants that are funded by the State of Wisconsin DOT.



Important Update Regarding the 2025 Traffic Grants

- On February 20th, 2025, the Wisconsin DOT's Bureau of Transportation Safety was notified by NHTSA (the National Highway Traffic Safety Administration) that funding would need to be cut for traffic enforcement grants. This cut directly impacted the traffic grant money that was already awarded to us last October for 2025 Speed, Seat Belt, and Ped/Bike enforcement. Impaired Driving grant funds were not cut.
- Due to this reduction in federal grant money, a significant amount from the 2025 grants was cut. Speed and Seat Belt grants were reduced by \$25,000. Since we share our grants with the DCSO, MPD's reduction was \$12,500 for each. Ped/Bike grants, which are solely MPD's grants, were reduced by \$40,000.
- On June 1st, funds for the Speed and Seat Belt grants were restored to almost the original award.
- Ped/Bike grant funds, however, were not restored, as the DOT did not receive Federal funding to restore those grants.



2025 – Q2 Grant Activity

- Q2 Deployments
 - 16 Impaired Driving Grants
 - 5 Speeding Grants
 - 3 Seatbelt Grants
 - 3 Pedestrian/Bike Safety Grants





2025 Q2 Traffic Grant Results

The following slides show the results of the traffic grants that were run in the 2nd quarter of 2025. *Not all of the grants may be listed.



2025 Q2 Traffic Grant Results

Location: Inbound E. Washington Avenue @ I-90

Date/Time Frame: April 5th; 8p-12a

Number Of Officers: 6

Total Number Of Traffic Stops: 23

Posted Speed Limit: 55

Lowest Speed Stopped: 71 MPH (16 over)

Highest Speed Stopped: 82 MPH (27 over)

Additional Information: This traffic grant was designated as an Alcohol grant, but we were utilizing speeding violations to see if people were also operating a motor vehicle while intoxicated (OMVWI). This grant took place on our upper northside, inbound on E Washington Ave at I-90, which is an ideal location for this particular grant. We had 5 officers on this grant and managed to get them a fair amount of work and the traffic was steady. The formula for speed was steady with our fastest speed of the night to be at 82 mph. I'm always thankful for their hard work.



2025 Q2 Traffic Grant Results

Location: (South) 1900 Block of S. Park Street

Date/Time frame: April 8th; 3p-7p

Number Of Officers: 5

Total Number Of Traffic Stops: 24

Posted Speed Limit: 25

Lowest Speed Stopped: 40 (15 over)

Highest Speed Stopped: 58 (33 over)

Additional Information: This traffic grant was designated as a seatbelt grant. Traffic flow was fairly steady, so I was able to get all my officers some traffic stops for the afternoon. This grant took place in the 1900 S. Park St. We had 5 officers on this grant, and we managed to get 24 stops, of which were for speed. Our fastest speed was 58mph. I was happy with the hard work. I received a couple thumbs up from passing motorists for the approval of running the grant on S. Park St.



2025 Q2 Traffic Grant Results

Location: (North) Packers Avenue @ Commercial Avenue

Date/Time Frame: April 11th; 8p-12a

Number Of Officers: 5

Total Number Of Traffic Stops: 17

Posted Speed Limit: 35

Lowest Speed Stopped: 50 (15 over)

Highest Speed Stopped: 75 (40 over)

Additional Information: This traffic grant was an Alcohol grant, but we were looking for speed violations to accompany operating a motor vehicle while intoxicated. This grant took place inbound on Packers Ave at Commercial Ave. We had 5 officers on this grant, and I managed to get them a good amount of work to keep them busy. We had 17 total stops and 16 of those stops were for speed and 1 was for no head lights. I was thankful for their work.



2025 Q2 Traffic Grant Results

Location: (Midtown) USH 12 @ Whitney Way

Date/Time Frame: April 12th; 10p-2a

Number Of Officers: 5

Total Number Of Traffic Stops: 23

Posted Speed Limit: 55

Lowest Speed Stopped: 75 (20 over)

Highest Speed Stopped: 101 (46 over)

Additional Information: This traffic grant was designated as an Alcohol grant, but the group was looking for speeding to help find someone driving while impaired. Traffic flow was fairly steady on the beltline, so I was able to get all my officers some traffic stops for the evening. This grant took place on USH 12 at Whitney Way. We had 5 officers on this grant and we managed to get 23 stops. 22 of those stops were for speed and 1 for no tail lights. Our highest speed of the night (**101 MPH**) resulted in an OWI (case# 25-154700). Our next two highest speeds were 99 mph and 95 mph. The 95 mph which was a red corvette took off from the officer.



2025 Q2 Traffic Grant Results

Location: (North) Inbound E. Washington Avenue @ I-90

Date/Time Frame: April 18th; 10p-2a

Number Of Officers: 4

Total Number Of Traffic Stops: 15

Posted Speed Limit: 55

Lowest Speed Stopped: 71 (16 over)

Highest Speed Stopped: 80 (25 over)

Additional Information: This traffic grant was designated as an Alcohol grant, but we were looking speed to see if people were operating a motor vehicle while intoxicated (OMVWI). The formula for speed was steady with our fastest speed of the night to be 80 mph. We had 4 officers on this grant and managed to get them a good amount of work to keep them busy. I'm always thankful for their hard work.



2025 Q2 Traffic Grant Results

Location: (Midtown) USH 12 @ Whitney Way

Date/Time Frame: April 25th; 8p-12a

Number Of Officers: 5

Total Number Of Traffic Stops: 16

Posted Speed Limit: 55

Lowest Speed Stopped: 75 (20 over)

Highest Speed Stopped: 88 (33 over)

Additional Information: This traffic grant was designated as an Alcohol grant, but the group was looking for speeding to help find someone OWI. Traffic flow was fairly steady on the beltline, so I was able to get all my officers some traffic stops for the evening. This grant took place on USH 12 at Whitney Way. We had 5 officers on this grant, and we managed to get only 16 stops. All 16 of those stops were for speed. Our highest speed of the night (**88 mph**), but we were not successful in finding someone intoxicated. There was nothing too outrageous on this evening's grant.



2025 Q2 Traffic Grant Results

Location: (Central)

Date/Time Frame: April 28th; 7a-11a

Number Of Officers: 5

Total Number Of Traffic Stops: 34

Posted Speed Limit: 25

Lowest Speed Stopped: 40 (15 over)

Highest Speed Stopped: 54 (29 over)

Additional Information: The grant was designated as a Ped/Bike grant and it turned out to be a pretty busy one! 34 total stops were made with 32 of those for speed and 2 others were self initiated by Officers in the grant. We targeted speed in the 1400 block of E Johnson St due to the multiple pedestrian crossings (Dickinson St and near the Yahara river) and a multi-use bike/pedestrian path that parallels E. Johnson Street next to the Tenney park, which is frequented by peds/bikes as well. Multiple people, including children on their way to school, were utilizing the paths while we were there. We even had a double fisted cheer from a neighbor who was watching our efforts! All grant officers did an awesome job handling the number of stops that were called out while battling traffic and trains to make those stops! Thank you for all your efforts.



2025 Q2 Traffic Grant Results

Location: (Midtown) USH 12 @ Whitney Way

Date/Time Frame: May 3rd; 10p-2a

Number Of Officers: 5

Total Number Of Traffic Stops: 16

Posted Speed Limit: 55

Lowest Speed Stopped: 76 (21 over)

Highest Speed Stopped: 104 (49 over)

Additional Information: This traffic grant was designated as an Alcohol grant, but we focused on speed. Traffic flow was fairly steady on the beltline for a while, but slowed towards the end of the night. I was able to get all my officers some traffic stops for the evening. This grant took place on USH 12 at Whitney Way. We had 5 officers on this grant, and we managed to get only 16 stops. 15 of those stops were for speed and 1 of the stops was for failing to move over for two emergency vehicles. Our highest speed of the night (**104 mph**) and the next highest speed was (**101 mph**) and they both stopped for my grant officers. We were not successful in finding someone intoxicated.



2025 Q2 Traffic Grant Results

Location: (North) Inbound E. Washington Avenue @ I-90

Date/Time Frame: May 10th; 10p-2a

Number Of Officers: 6

Total Number Of Traffic Stops: 26

Posted Speed Limit: 55

Lowest Speed Stopped: 71 (16 over)

Highest Speed Stopped: 83 (28 over)

Additional Information: We observed high rates of speed during the late hours of the night. We will continue to provide this location with enforcement saturation to make our roadways safer.



2025 Q2 Traffic Grant Results

Location: (East) Stoughton Road (between Milwaukee Street and Cottage Grove Road)

Date/Time Frame: May 14th; 3p-7p

Number Of Officers: 5

Total Number Of Traffic Stops: 23

Posted Speed Limit: 55

Lowest Speed Stopped: 70 (15 over)

Highest Speed Stopped: 105 (50 over)

Additional Information: This location once again is reliable for a good number of stops and high speeds. The grant officers stayed busy during this project with 23 stops all for speed violations. The highlight of the project was a blazing 105 mph, and they stopped. The next highest speed were two vehicles at 81 mph. We will continue to keep this location in mind for future projects.



2025 Q2 Traffic Grant Results

Location: (East) Stoughton Road (just south of Milwaukee Street)

Date/Time Frame: May 16th; 10p-2a

Number Of Officers: 5

Total Number Of Traffic Stops: 9

Posted Speed Limit: 55

Lowest Speed Stopped: 70 (15 over)

Highest Speed Stopped: 75 (20 over)

Additional Information: This traffic grant was designated as a speed grant looking for anyone that may have been operating a motor vehicle while intoxicated. The evening was very slow, but we managed to get 9 stops. 7 of the traffic stops were for speed and 2 of the traffic stops were for equipment violations. This grant took place on Stoughton Road just south of Milwaukee Street. I had 5 active officers on this grant and we took any speeders that came down Stoughton Road, which was not many. Our first speeder of the evening was an OWI (Case# 25-208261) and this tied up 3 of my officers.



2025 Q2 Traffic Grant Results

Location: (Central) 900-1000 Blocks of outbound E. Washington Avenue

Date/Time Frame: May 21st; 3p-7p

Number Of Officers: 5

Total Number Of Traffic Stops: 20

Posted Speed Limit: 25

Lowest Speed Stopped: 40 (15 over)

Highest Speed Stopped: 46 (21 over)

Additional Information: The ped grant from 5/21 focused on the 900-1000 blocks of outbound E Washington Ave due to this location having heavy pedestrian traffic on the sidewalks, multiple crosswalks nearby, and being between two BRT platforms. Speeds here, even with the rainy and wet conditions slowing cars, still produced multiple stops well above the posted speed limit. All officers did a great job dealing with the elements and getting out in heavy, rush hour traffic. Thank you to all for the help trying to slow down the Ave!



2025 Q2 Traffic Grant Results

Location: (East) 0-200 Block of SB Stoughton Road

Date/Time Frame: May 27th; 7a-11a

Number Of Officers: 4

Total Number Of Traffic Stops: 23

Posted Speed Limit: 55

Lowest Speed Stopped: 71 (16 over)

Highest Speed Stopped: 84 (29 over)

Additional Information: The grant today was for Speed, so we focused on the reliable SB Stoughton just south of Milwaukee Street. Speeds here continue to average well over the posted limit, which is even more concerning as the zone just prior to where I am obtaining the speeds is 45 MPH. All 4 officers did a great job quickly completing their stops and jumping back in line to get more speeders. One officer had one individual who went to the DCJ due to resisting after refusing to provide ID. Great job by all and we will continue to attempt to slow Stoughton Road.



2025 Q2 Traffic Grant Results

Location: (Midtown) 5900 Block of University Avenue

Date/Time Frame: May 31st; 8p-12a

Number Of Officers: 6

Total Number Of Traffic Stops: 11

Posted Speed Limit: 35

Lowest Speed Stopped: 50 (15 over)

Highest Speed Stopped: 87 (32 over)

Additional Information: This traffic grant was designated as an Alcohol grant, but like always we are looking for speed . This was a new spot for the alcohol grants and the flow was patchy on University Ave. I wasn't able to get as many stops as I would have liked, nevertheless, we were able to get a few stops in for the evening. This grant took place in the 5900 block of University Ave. We had 6 officers on this grant and we managed to get only a 11 traffic stops in, which were all for speed. Our highest speed of the night (87mph). There were no OWI's for the evening.



2025 Q2 Traffic Grant Results

Location: (Central) 900-1000 Blocks (inbound and outbound) E. Washington Avenue

Date/Time Frame: June 3rd; 3p-7p

Number Of Officers: 5

Total Number Of Traffic Stops: 32

Posted Speed Limit: 25

Lowest Speed Stopped: 40 (15 over)

Highest Speed Stopped: 47 (22 over)

Additional Information: Due to the success of this location from previous grants, I selected the 900-1100 blocks of E Washington Ave. This area has multiple visible crosswalks, pedestrian foot traffic, and BRT platforms nearby. Once again, vehicles continued to travel at excessive speeds while also committing other violations. Due to inbound speeds also being a problem, I took one of the grant officers to sit on that side of the roadway. They were able to stop numerous violators on the inbound side as well. Thank you to all grant officers who worked efficiently, allowing us to stop numerous vehicles and make an impact on this area during our timeframe.



2025 Q2 Traffic Grant Results

Location: (North) Inbound E. Washington Avenue @ I-90

Date/Time Frame: June 6th; 10p-2a

Number Of Officers: 3

Total Number Of Traffic Stops: 13

Posted Speed Limit: 55

Lowest Speed Stopped: 75 (20 over)

Highest Speed Stopped: 92 (37 over)

Additional Information: This traffic grant was designated as an Alcohol grant, but we were utilizing speed violations in an effort to find someone that was intoxicated behind the wheel of a vehicle. The formula for speed was steady with our fastest speed of the night to be a 92 mph. This grant took place in the north district in the notorious spot, inbound on E Washington Ave at I-90, which is a great spot for this type of grant. We had 3 officers on this grant and managed to get them a decent amount of work to keep them busy, but things started to slow down around 12:30 a.m. I'm always thankful for their hard work.



2025 Q2 Traffic Grant Results

Location: (East) Stoughton Road (just south of Milwaukee Street)

Date/Time Frame: June 7th; 8p-12a

Number Of Officers: 5

Total Number Of Traffic Stops: 20

Posted Speed Limit: 55

Lowest Speed Stopped: 71 (16 over)

Highest Speed Stopped: 93 (38 over)

Additional Information: This traffic grant was designated as a Speed grant. The evening was very fruitful and we managed to get 20 stops and all were for speed. This grant took place on Stoughton Road just south of Milwaukee St. I had 5 active officers on this grant and we took any speeders that came down Stoughton Road and we had plenty to choose from. Our fastest speed of the evening was 93 mph.



2025 Q2 Traffic Grant Results

Location: (Midtown) Midvale Boulevard @ Bagley Parkway

Date/Time Frame: June 11th; 7a-11a

Number Of Officers: 5

Total Number Of Traffic Stops: 19

Posted Speed Limit: 30

Lowest Speed Stopped: 45 (15 over)

Highest Speed Stopped: 53 (23 over)

Additional Information: This traffic grant was designated as a Speed grant. The formula for speed was pretty good, so we managed to get 17 stops for speeding and 2 for red signal violation. This grant took place on Midvale Boulevard at Bagley Parkway. We had 5 officers on this grant and managed to get them a decent amount of work to keep them productive. I was thankful for their work. We did get a "Thank you" from several people from the neighborhood.



2025 Q2 Traffic Grant Results

Location: (South) 1900 Block of S. Park Street

Date/Time Frame: June 13th; 10-2a

Number Of Officers: 4

Total Number Of Traffic Stops: 11

Posted Speed Limit: 25

Lowest Speed Stopped: 40 (15 over)

Highest Speed Stopped: 47 (22 over)

Additional Information: This traffic grant was designated as an alcohol grant. Traffic flow was pretty slow, but managed to get some work in for the night. This grant took place in the 1900 S. Park St. We had 4 officers on this grant, and we managed to get only 11 stops, of which were all for speed. Our fastest speed was 47mph. I was happy with the hard work with my 4 officers.



2025 Q2 Traffic Grant Results

Location: (North) E. Washington Avenue @ USH I-90

Date/Time Frame: June 21st, 10p-2a

Number Of Officers: 3

Total Number Of Traffic Stops: 10

Posted Speed Limit: 55

Lowest Speed Stopped: 70 (15 over)

Highest Speed Stopped: 80 (25 over)

Additional Information: Busy night for patrol, so most of the would-be grant officers were either tied to a call or were on an arrest. The project was on E. Washington Ave @ Interstate targeting I/B traffic at 55 MPH. All in all, we managed 10 stops and cited/warned accordingly.



2025 Q2 Traffic Grant Results

Location: (North) 2100-2200 Block of Pennsylvania Avenue

Date/Time Frame: June 20th; 8p-21a

Number Of Officers: 5

Total Number Of Traffic Stops: 15

Posted Speed Limit: 35

Lowest Speed Stopped: 50 (15 over)

Highest Speed Stopped: 56 (21 over)

Additional Information: This traffic grant was designated as an Alcohol grant, but we were using speed violations to assist with finding people who were operating while impaired. This grant took place inbound in the 2100 block of Pennsylvania Ave. We had 5 officers on this grant and I managed to get them all some work to keep them productive. We had 15 total stops and all 15 of the stops were for speed. We had one motorcycle take off from us and our mobile network went down for bit, but we managed. I was thankful for their work.



2025 Q2 Traffic Grant Results

Location: (Midtown) S. Whitney Way @ South Hill Drive

Date/Time Frame: June 27th; 3p-7p

Number Of Officers: 5

Total Number Of Traffic Stops: 25

Posted Speed Limit: 25

Lowest Speed Stopped: 40 (15 over)

Highest Speed Stopped: 51 (26 over)

Additional Information: This traffic grant was designated as a seat belt grant, but we used speed as the primary stop to see if citizens were wearing their seat belts. The grant was fruitful with the lowest speed being 40 mph and the highest speed being 51 mph. We managed to get 25 stops on this grant, which were all for speed. The grant took place on S. Whitney Way at South Hill Dr., targeting southbound traffic. Everyone was able to participate and did amazing work. Thanks for all the awesome work to the officers that participated in the grant.