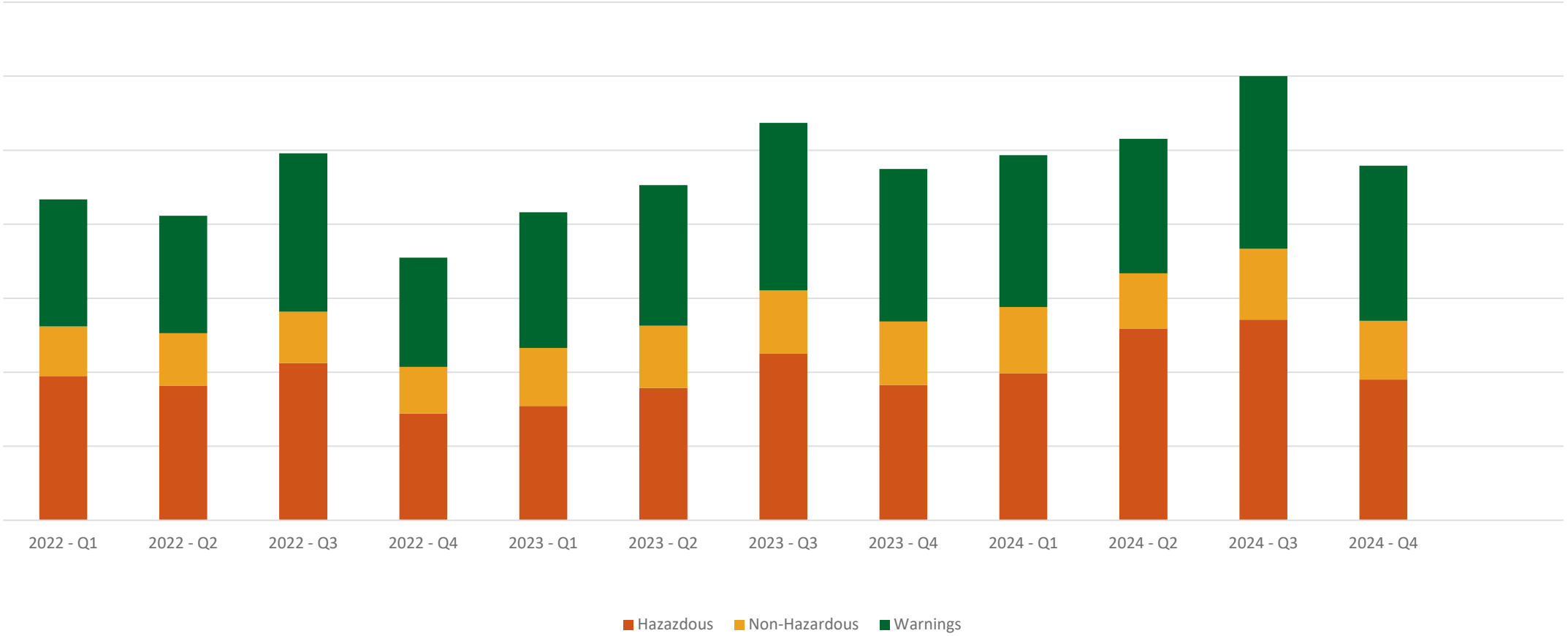
Quarterly Report to the Transportation Commission

4th Quarter, 2024

2024 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 2022 – Present



Hazardous Violations, by Quarter, City-Wide 2022 – Present

MPD DEPARTMENT WIDE VIOLATIONS															
HAZARDOUS VIOLATIONS	1st QUARTER			2nd QUARTER			3rd QUARTER			4th QUARTER			TOTALS		
	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024
OMVWI (A)	143	185	182	165	183	203	148	197	162	150	193	178	606	758	725
OMVWI (B)	58	124	99	63	135	136	65	107	119	61	84	103	247	450	457
RECKLESS	25	16	28	30	35	26	32	29	24	31	13	12	118	93	90
SPEEDING	1157	593	1033	925	782	1511	1127	1245	1679	524	808	870	3733	3428	5093
STOP & GO	122	108	125	149	96	120	148	124	112	138	128	126	557	456	483
ARTERIAL	33	38	30	34	27	30	20	24	26	29	32	29	116	121	115
PASS/TURNING MVMT	60	51	77	69	72	93	75	75	77	69	98	82	273	296	329
DEVIATING	43	56	58	55	58	66	74	74	91	63	63	68	235	251	283
WRONG WAY	23	37	47	38	57	44	71	57	47	34	39	47	166	190	185
ALL OTHERS	28	37	64	49	45	71	59	40	67	50	66	94	186	188	296
RIGHT OF WAY (M.V.)	80	79	47	72	74	71	85	61	73	72	78	71	309	292	262
RIGHT OF WAY (PED.)	8	9	14	8	21	18	21	21	29	16	24	23	53	75	84
FAILURE TO CONTROL	36	34	48	3	7	4	2	1	4	20	12	13	61	54	69
FOLLOW TOO CLOSE	83	94	71	80	109	113	98	114	131	110	108	113	371	425	428
INATTENTIVE	42	74	56	68	74	66	83	63	58	60	75	61	253	286	241
UNSAFE BACKING	8	7	8	11	8	11	11	13	9	9	4	9	39	32	37
DIRECTIONAL SIGNAL	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
BIKE/PED	0	2	1	1	6	8	4	2	4	7	5	4	12	15	17
TOTAL HAZARDOUS	1,949	1,544	1,988	1,820	1,789	2,591	2,123	2,249	2,712	1,443	1,830	1,903	7,335	7,412	9,194

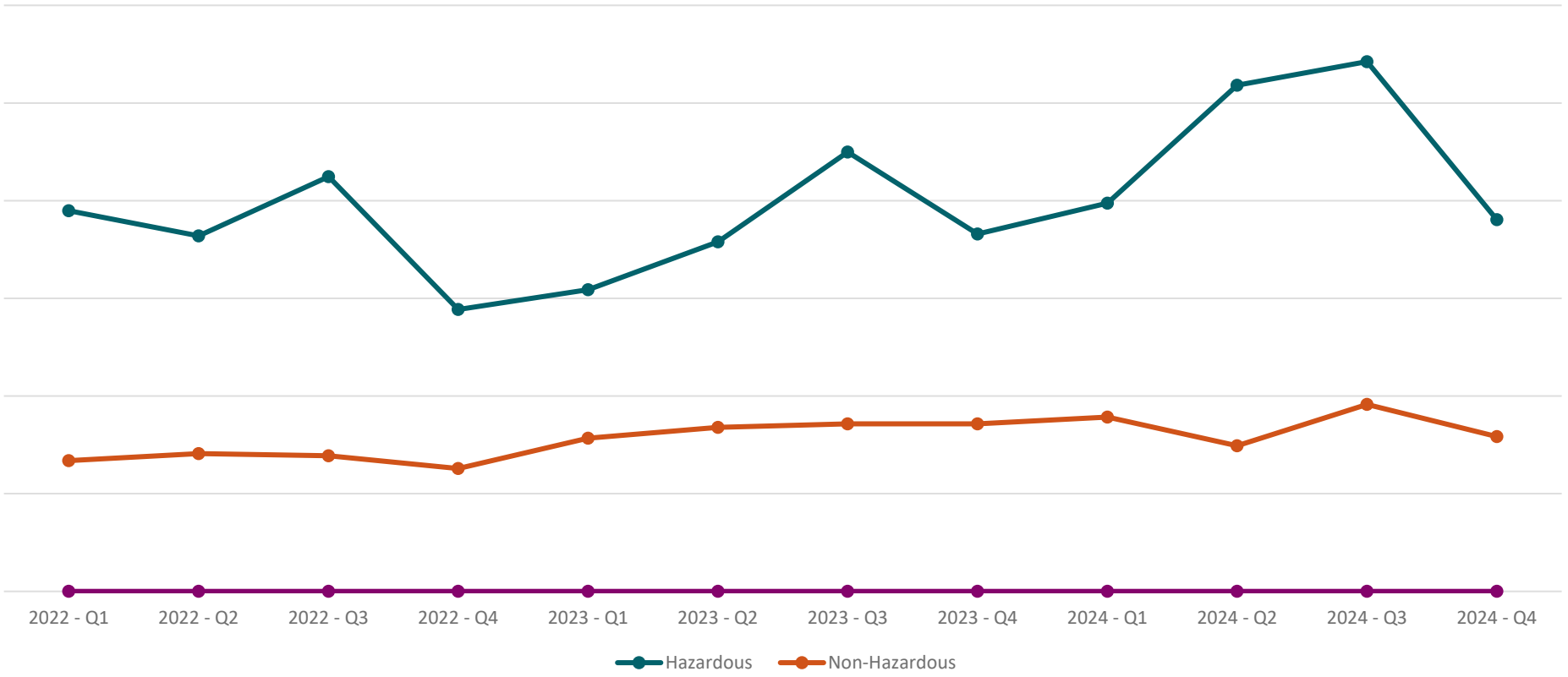
Non-Hazardous Violations, by Quarter, City-Wide, 2022 – Present

NON-HAZARDOUS VIOLATIONS	1st QUARTER			2nd QUARTER			3rd QUARTER			4th QUARTER			TOTALS		
	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024
DL/VEH REG	466	587	633	465	552	583	484	612	693	440	618	598	1855	2369	2507
VEH EQUIP	52	68	116	98	131	53	80	106	133	44	84	71	274	389	373
ALL OTHERS	52	48	41	32	53	21	31	39	21	38	51	30	153	191	113
HIT AND RUN	99	81	102	111	104	89	99	100	110	107	104	94	416	389	395
TOTAL NON-HAZ	669	784	892	706	840	746	694	857	957	629	857	793	2,698	3,338	3,388

Warnings by the Quarter, City-Wide 2022 – Present

MPD DEPARTMENT WIDE WARNINGS															
HAZARDOUS WARNINGS	1st QUARTER			2nd QUARTER			3rd QUARTER			4th QUARTER			TOTALS		
	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024
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	13	18	11	27	18	10	30	30	12	23	18	11	93	84	44
SPEEDING	669	437	324	557	489	438	945	619	537	457	358	231	2628	1903	1530
STOP & GO	13	11	7	3	2	4	3	1	10	4	4	5	23	18	26
ARTERIAL	49	122	126	65	99	86	79	96	95	56	161	130	249	478	437
PASS/TURNING MVMT	10	29	27	23	31	29	12	41	40	22	22	38	67	123	134
DEVIATING	19	43	27	26	40	26	31	30	34	19	32	43	95	145	130
WRONG WAY	75	92	144	78	104	117	157	145	104	98	161	153	408	502	518
ALL OTHERS	8	12	12	12	12	11	4	11	11	15	9	15	39	44	49
RIGHT OF WAY (M.V.)	19	20	12	13	15	17	25	21	19	12	22	18	69	78	66
RIGHT OF WAY (PED.)	8	7	14	13	22	10	27	16	12	13	11	14	61	56	50
FAILURE TO CONTROL	6	3	9	0	0	0	0	2	1	1	5	2	7	10	12
FOLLOW TOO CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INATTENTIVE	5	8	14	7	14	9	6	11	12	9	8	13	27	41	48
UNSAFE BACKING	0	3	0	0	1	1	0	1	2	0	0	0	0	5	3
DIRECTIONAL SIGNAL	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0
BIKE/PED	0	1	0	0	2	0	1	1	2	1	0	0	2	4	2
TOTAL HAZARDOUS	894	806	727	824	849	758	1,321	1,025	891	730	812	673	3,769	3,492	3,049
NON-HAZARDOUS WARNINGS	1st QUARTER			2nd QUARTER			3rd QUARTER			4th QUARTER			TOTALS		
	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024
DL/VEH REG	699	831	1058	630	896	902	731	1077	1221	576	1013	1148	2636	3817	4329
VEH EQUIP	116	189	266	128	147	155	88	157	201	167	228	266	499	721	888
ALL OTHERS	2	2	2	3	3	2	1	3	8	3	7	6	9	15	18
HIT AND RUN	5	7	1	2	4	0	0	0	1	1	0	1	8	11	3
TOTAL NON-HAZ	822	1,029	1,327	763	1,050	1,059	820	1,237	1,431	747	1,248	1,421	3,152	4,564	5,238
TOTAL WARNINGS	1st QUARTER			2nd QUARTER			3rd QUARTER			4th QUARTER			TOTALS		
	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024
	1,716	1,835	2,054	1,587	1,899	1,817	2,141	2,262	2,322	1,477	2,060	2,094	6,921	8,056	8,287

Hazardous vs Non-Hazardous Citations City-Wide (2022 – Present)

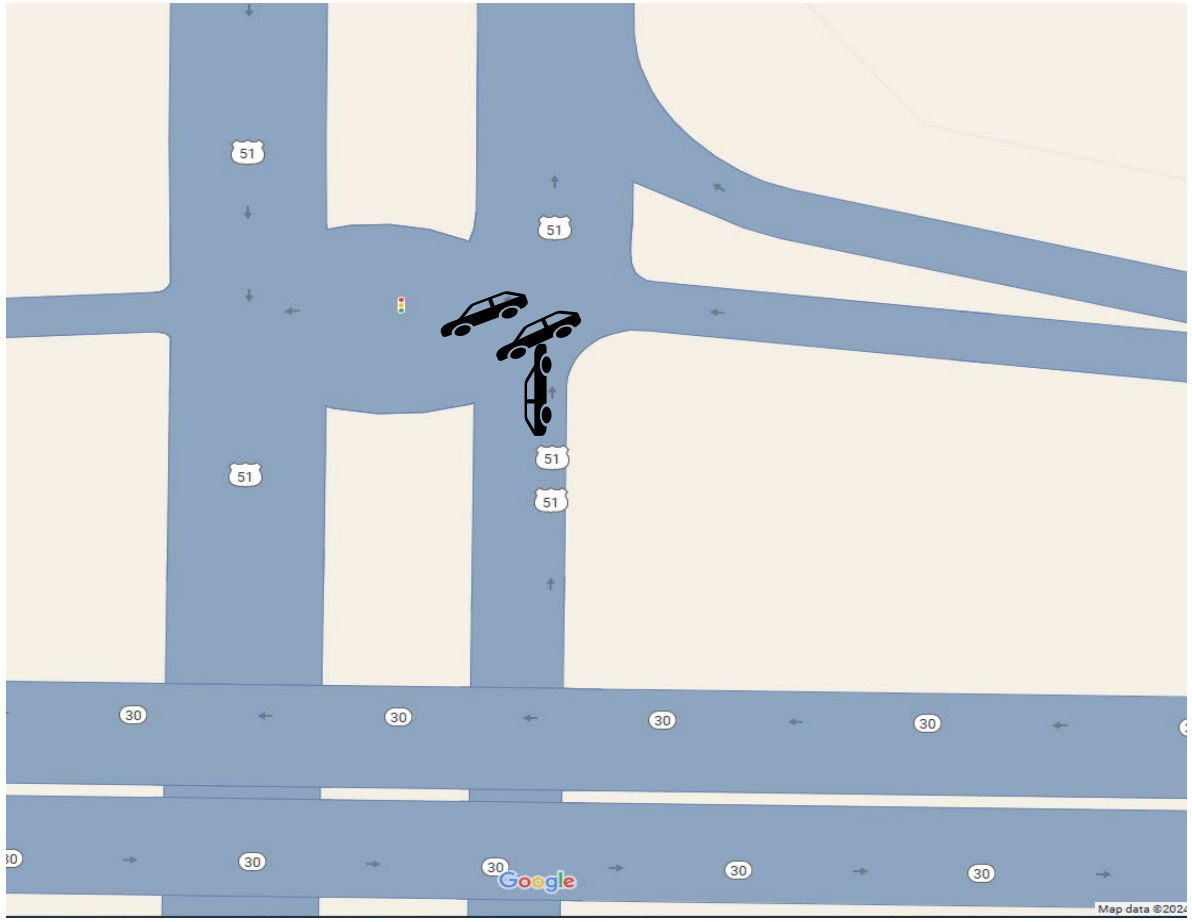


4th Quarter Fatality Crashes

- In the 4th quarter of 2024, there were two traffic-related fatalities.
- The following slides summarize those fatal crashes.

Fatal Crash Summary

- **Case Number:** #24-534963
- **Date/Time:** Friday, 12/06/24, 3:56 a.m.
- **Location:** Stoughton Road/Hwy 30
- **Type:** MV vs. MV vs. MV
- **Summary:** Two victim vehicles, which were on the Hwy 30 exit ramp to Stoughton Road, proceeded through a green light to turn left from the exit ramp onto SB Stoughton Road. The suspect vehicle, which was traveling NB on Stoughton Road, went through a red light and struck both vehicles. One victim was pronounced deceased on scene. The second victim was treated and released. The suspect was transported to the hospital with minor injuries.



Fatal Crash Summary – Environmental Conditions, Vehicle & Passenger Information

- Road Surface: Dry
- Light Conditions: Dark/Lighted
- Environmental Factors: None
- Roadway Factors: None
- Weather Conditions: Clear

Unit 1 (Suspect):

- Type of Vehicle: Jeep Grand Cherokee
- Number of Occupants: 1

Unit 2:

- Type of Vehicle: Ford Escape
- Number of Occupants: 1

Unit 3

- Type of Vehicle: Honda CRV
- Number of Occupants: 1

Fatal Crash Summary – Suspect Info

- Age: 35
- Race: White
- Sex: Male
- Injuries (severity): Minor Injuries (Held at hospital for 2 days for observation)
- Safety Equipment Used: Seatbelt – Shoulder & Lap Belt
- Airbags Deployed: Yes
- Alcohol or drugs: Suspected
- Test given: Yes
- Test results: Pending
- Driver Actions: Impaired Driving, Inattentive Driving, Speeding

Fatal Crash Summary – Victim Info

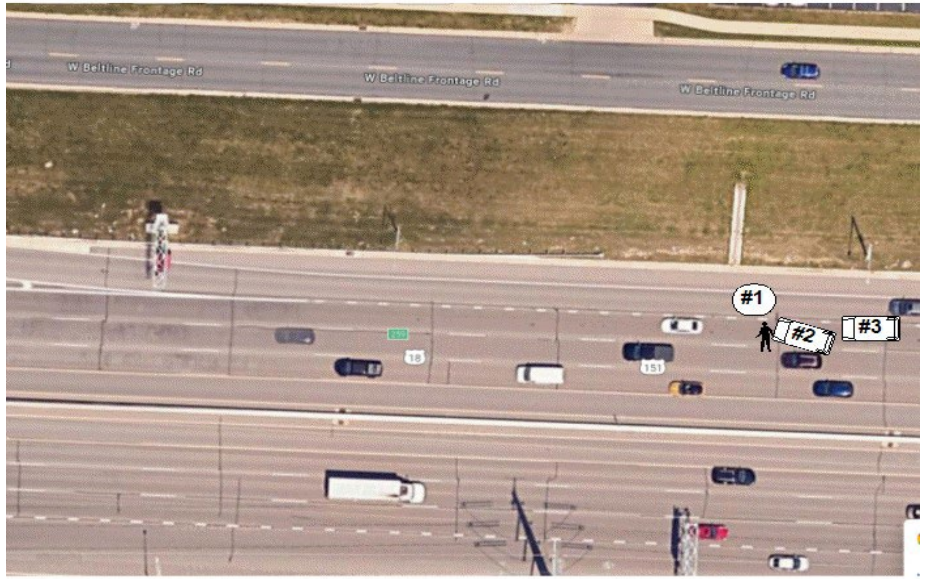
- Age: 37
- Race: White
- Sex: Male
- Injuries (severity): Fatal Injury (Pronounced Deceased On-Scene)
- Safety Equipment Used: Seatbelt – Shoulder & Lap Belt
- Airbags Deployed: Yes
- Alcohol or drugs: Not suspected
- Test given: Not given
- Individual Condition: N/A
- Actions: Victim was making a left turn from the Hwy 30 exit ramp onto SB Stoughton Road.

Fatal Crash Summary – Victim Info

- Age: 48
- Race: Hispanic
- Sex: Male
- Injuries (severity): Minor Injuries
- Safety Equipment Used: Seatbelt – Shoulder & Lap Belt
- Airbags Deployed: Yes
- Alcohol or drugs: Not suspected
- Test given: Not given
- Individual Condition: N/A
- Actions: Victim was making a left turn from Hwy 30 exit ramp onto SB Stoughton Road.

Fatal Crash Summary

- **Case Number:** #24-540516
- **Date/Time:** Monday, 12/09/24, 6:58 p.m.
- **Location:** 2600 USH 12 WB
- **Type:** MV vs. Pedestrian
- **Summary:** A pedestrian jumped the concrete divider that was right next to the flex lane. That individual was then standing in the flex lane after he jumped over the barrier. The pedestrian was reported to be bundled up in a bunch of blankets and he was facing towards the other side of the Beltline looking like he had the intent to cross the Beltline. The pedestrian ran across the roadway and was struck by a vehicle that was travelling at least 55mph.



Fatal Crash Summary – Environmental Conditions, Vehicle & Passenger Information

- Road Surface: Dry
- Light Conditions: Dark/Lighted
- Environmental Factors: None
- Roadway Factors: None
- Weather Conditions: Clear

Unit 1:

- Pedestrian

Unit 2:

- Type of Vehicle: GM Acadia
- Number of Occupants: 2

Unit 3

- Type of Vehicle: Toyota Highlander (this vehicle did not hit the pedestrian, but was damaged in the crash with Unit 2)
- Number of Occupants: 4

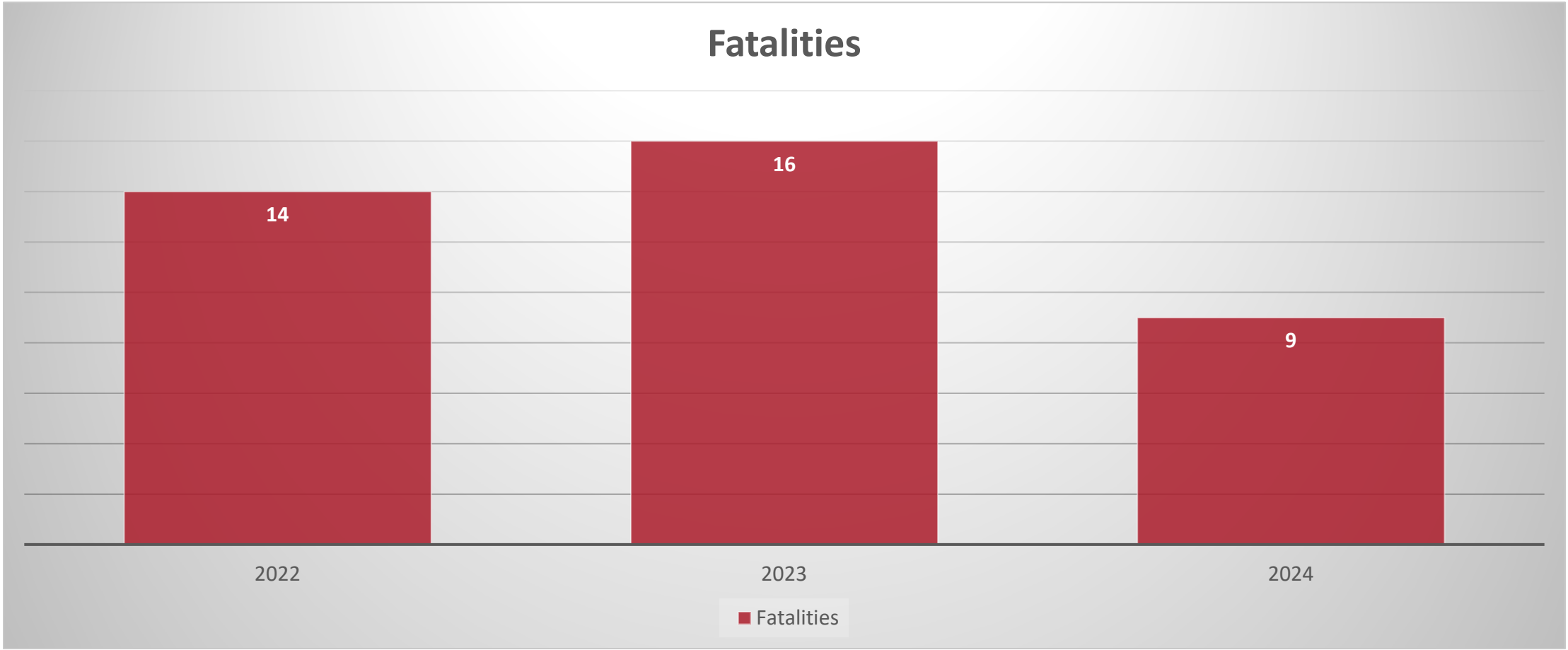
Fatal Crash Summary – Pedestrian Info

- Age: 23
- Race: American Indian or Alaskan Native
- Sex: Male
- Injuries (severity): Fatal Injuries (pronounced deceased on scene)
- Alcohol or drugs: Unknown
- Test given: Yes
- Test results: Pending
- Pedestrian's Actions: Sudden Movement into Traffic

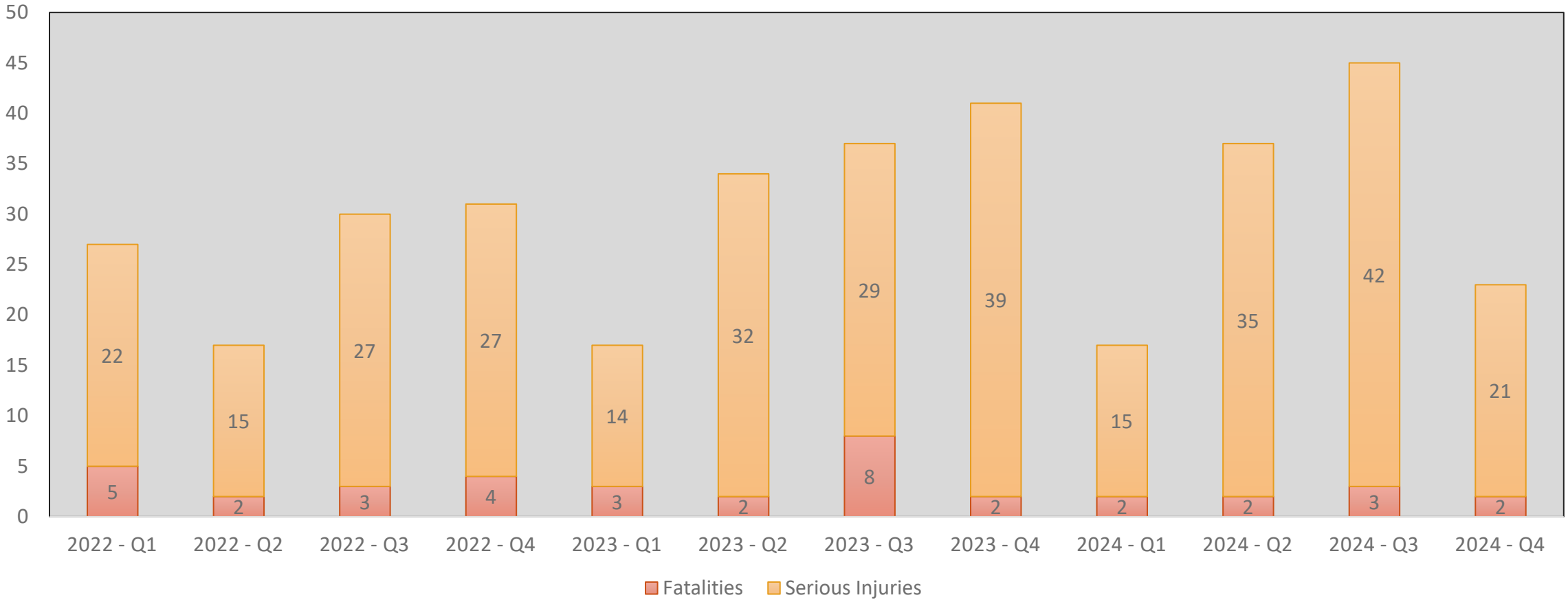
Fatal Crash Summary – Driver Info

- Age: 45
- Race: Hispanic
- Sex: Male
- Injuries (severity): None
- Safety Equipment Used: Seatbelt – Shoulder & Lap Belt
- Airbags Deployed: Yes
- Alcohol or drugs: Not Suspected
- Test given: No
- Test results: N/A
- Driver's Actions: Driving Straight, on the Beltline, at speed

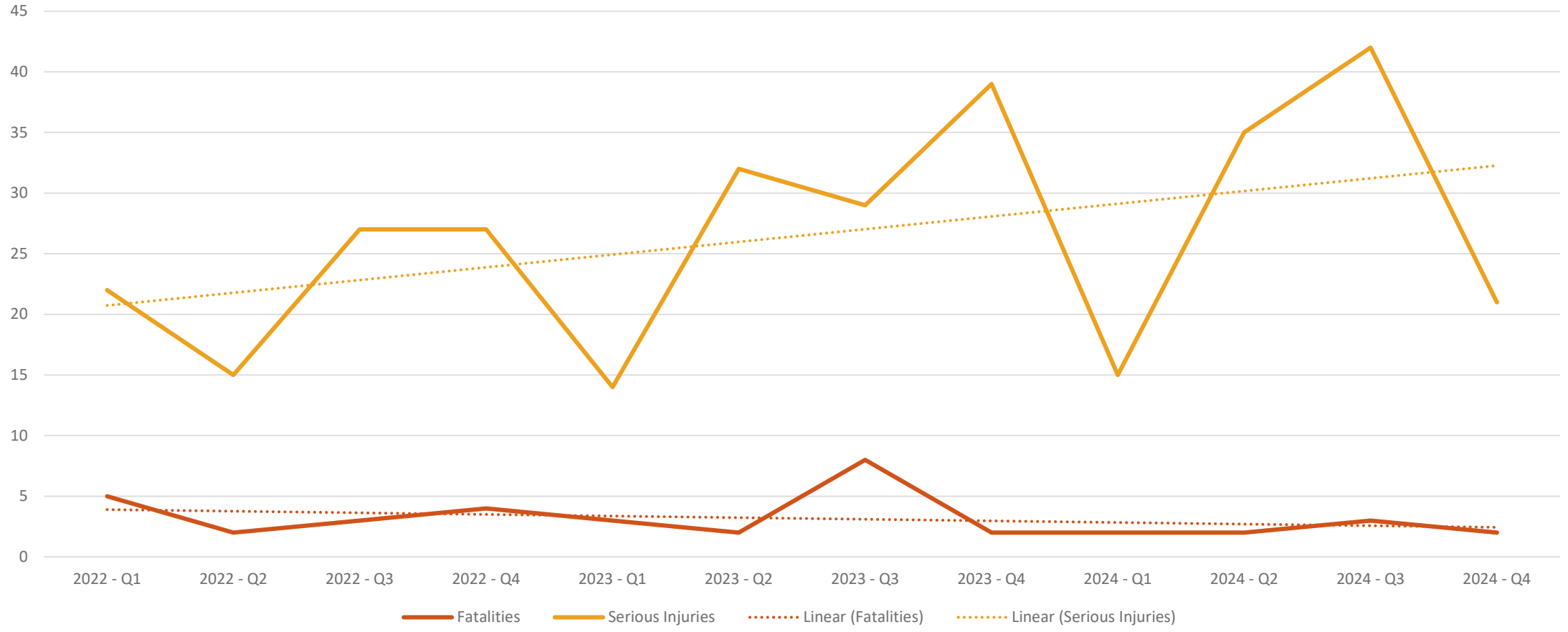
Fatal Crashes 2022 – Present



Serious Injury and Fatal Crashes 2022 - Present



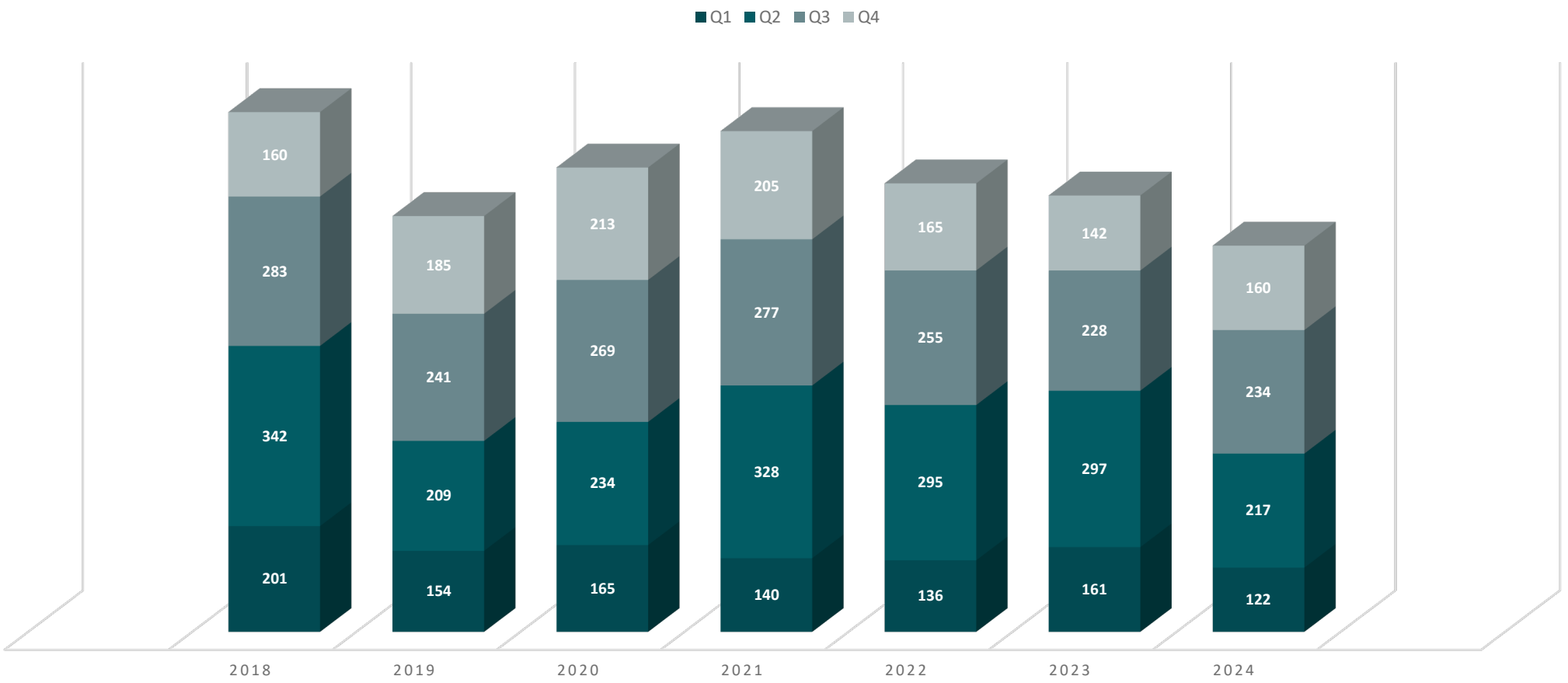
Serious Injury and Fatal Crashes 2022 - Present



School Zone Safety

- The City of Madison Police Department's Traffic Enforcement and Safety Team (TEST) will continue to make school safety a priority in 2024.
- Every Tuesday, Wednesday, and Thursday, TEST officers begin their day at specific schools listed on the school rotation calendar.
- On Mondays and Fridays TEST officers focus on issues in their respective districts. However, TEST officers also respond to schools and school zone complaints in their respective districts as a part of their morning routine.
- In addition to providing a high-visibility presence to deter unsafe driving and enforcing school zone violations they observe, TEST officers work with the schools, bus drivers, and crossing guards to address specific, chronic issues.
- TEST members work closely with Traffic Engineering if and when signage is needed to improve school zone safety.

Traffic Complaints 2018 -2024



Traffic Complaints by the Numbers 2022 - 2024

Citizen Traffic Complaint Totals																
TRAFFIC COMPLAINTS	1st Quarter			2nd Quarter			3rd Quarter			4th Quarter			TOTALS			
	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024	
CITYWIDE	136	161	122	295	297	217	255	228	234	165	142	160	851	828	733	
LETTERS	59	71	40	117	122	70	92	79	74	80	53	60	348	325	244	
RECORDED*	50	61	55	124	126	107	116	90	90	53	56	57	343	333	309	
COMPLAINTS BY DISTRICT	1st Quarter			2nd Quarter			3rd Quarter			4th Quarter			TOTALS			
	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024	
CENTRAL	14	21	18	34	31	27	23	19	30	19	9	21	90	80	96	
EAST	21	35	26	57	50	29	60	25	39	23	32	28	161	142	122	
MIDTOWN	47	62	45	74	95	77	77	78	60	65	56	55	263	291	237	
NORTH	26	18	17	55	34	27	25	32	36	20	17	12	126	101	92	
SOUTH	6	21	1	28	25	14	29	11	16	9	6	9	72	63	40	
WEST	20	23	13	44	55	43	36	49	48	24	19	27	124	146	131	

* Calls under "Recorded" are kept in a database for each district to view complaint areas. These calls are general traffic complaints for certain streets. General complaints are also forwarded to each district as they come in.

Citizen Traffic complaints are received via phone, email, and/or the Report a Problem Traffic Enforcement web form at https://www.cityofmadison.com/reportaproblem/trafficenforcement.cfm

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.

2024 – Q4 Grant Activity

- Q4 Deployments
  - 9 Impaired Driving Grants
  - 0 Speeding Grants
  - 7 Seatbelt Grants
  - 2 Pedestrian/Bike Safety Grants
- Q4 Enforcement Efforts
  - 117*/178* Impaired Driving Grant Citations/Warnings
  - 0*/0* Speeding Grant Citations/Warnings
  - 100*/119* Seatbelt Grant Citations/Warnings
  - 27*/51* Pedestrian/Bike Grant Citations/Warnings

*This number is the total number of citations and warnings issued. Citations and warnings issued in each grant can be for violations other than the violation for which the grant is intended.

2024 Q4 Grant Activity by the Numbers

2024 Grant Funded Enforcements Quarterly Totals						
Alcohol (OWI) Enforcement Grant						
	*Citations Issued	Written Warnings Issued	Total	Grants		YTD Total
January to March	166	192	358	10		
April to June	328	203	531	17		
July to September	302	230	532	15		
October to December	117	178	295	9		1716
	913	803				
Speed Enforcement Grant						
	*Citations Issued	Written Warnings Issued	Total	Grants		YTD Total
January to March	57	11	68	2		
April to June	226	102	328	12		
July to September	331	238	569	16		
October to December	0	0	0	0		965
	614	351				
Seat Belt Enforcement Grant						
	*Citations Issued	Written Warnings Issued	Total	Grants		YTD Total
January to March	113	54	167	6		
April to June	203	81	284	8		
July to September	166	96	262	7		
October to December	100	119	219	7		932
	582	350				
Pedestrian/Bicycle Safety Enforcement Grant						
	*Citations Issued	Written Warnings Issued	Total	Grants		YTD Total
January to March	74	33	107	3		
April to June	287	107	394	15		
July to September	346	309	655	19		
October to December	27	51	78	2		1234
	734	500				
Total Grant Citations & Warnings						
		4847				

* Citations reflect various offenses which are detailed in the Department Wide Totals.

Totals reflect only officers on OT grant assignments.

*October to December are 2023 (only for Grant Totals) as the grant years run from October to September each year.

Q4 Traffic Grant Results

The following slides show the results of the traffic grants that were run in the 4th quarter. *Not all of the grants may be listed.

Grant Activity

Location: Inbound E. Washington at I-90
Date/Time: November 23rd, 2024; 8pm-12am
Number of Officers: 6 (H. Payne, E. Lee, K. Vang, M. Baker, T. Francis, T. Dehnke)
Total Number of Traffic Stops: 26
Posted Speed Limit: 55

- **Lowest Speed Stopped:** 70 MPH (15 over)
- **Highest Speed Stopped:** 83 MPH (28 over)
- **Average Speed: 78 MPH (23 OVER)**
- **# of Stops for Speeding: 26, OWI Arrest: 1**

ADDITIONAL INFORMATION:
TEST hosted the first grant of the season at a regular grant location - inbound E. Washinton Ave at I-90. This location is always active and on this night it was no different, yielding 26 total stops with an average speed of 23 mph over the posted limit. PO Tim Francis arrested a driver for their 3rd offense OMVWI on the second stop of the night. Officers were very productive and active throughout the grant.

Now that BRT construction has ceased on E. Washington Ave we will be moving our grants around throughout the entirety of the corridor. We will continue to keep this area in our rotation but won't be targeting it as much as we did the previous grant season.

Grant Activity

Location: Outbound Mineral Point Rd at Junction Rd / Pleasant View Dr
Date/Time: November 25th, 2024; 3pm – 7pm
Number Of Officers: 5 (H. Payne, C. Joswiak, C. Kobinsky, M. Malloy, N. Wyss
Total Number Of Traffic Stops: 24
Posted Speed Limit: 35 MPH

- **Lowest Speed Stopped:** 50 MPH (+15 over)
- **Highest Speed Stopped:** 53 MPH (+18 over)
- **Average Speed: 51 MPH (+16 over)**
- **# of Stops for Speeding: 23 , Equipment: 1**

ADDITIONAL INFORMATION:
Last night TEST hosted a speed project in the West District on Mineral Point Rd. between Junction Rd and Pleasant View Dr. TEST hasn't worked a grant in this location in a long time but given the crash data and speeding complaints it was time to get back out there. I was able to set up in the median and have stop officers staged on the right hand shoulder out of traffic. With all of that we had a very "successful" grant with 23 speeding violations. Speeds weren't excessively high but very steady at 15mph and over the posted limit. 1 stop was made on a vehicle traveling without any headlights or tail lights in some dark conditions. We did not impact traffic east of the roundabouts at Pleasant View, but traffic did get tied up west of the roundabouts. There were no crashes due to our efforts and the positive impact was traffic was slowed. I would like to work this area some more on different grants and at different times given the results. Stop officers did a fantastic job of making their stops and getting back to staging to keep the grant moving.

Grant Activity

Location: 1900 Block S. Park St (South District Stratified Policing Area)
Date/Time: November 26th, 2024; 7am to 11am
Number Of Officers: 5 grant officers (H. Payne, C. Joswiak, A. Doll, G. Contreras, J. Harmon) plus one TEST Officer on straight time (C. Warren)
Total Number Of Traffic Stops: 27
Posted Speed Limit: 25 MPH

- **Lowest Speed Stopped:** 40 MPH (15 over)
- **Highest Speed Stopped:** 45 MPH (20 over)
- **Average Speed: 42 MPH (17 over)**
- **# of Stops for Speeding: 26 , Equipment: 1**

ADDITIONAL INFORMATION:
A seatbelt grant was conducted in the South District's stratified policing area this morning inbound S. Park St. at Beld St. This is a regular grant location and it continues to see a high number of violators. Today was no different with 26 cars traveling at a high rate of speed, with a few also using the restricted bus lane. One vehicle was pulled over for illegal front windshield tint. In conjunction with looking for speeders I also was on the lookout for seatbelt violations. This was important during traffic back ups during rush hour. Thankfully the motoring public was wearing their safety belts as observed by this grant. TEST will continue to target this area due to the high number of violations coinciding with a high number of pedestrians and metro bus traffic. Officers did a great job and were very safe and efficient on their stops. Entry was made into the Stratified Policing Log for South.

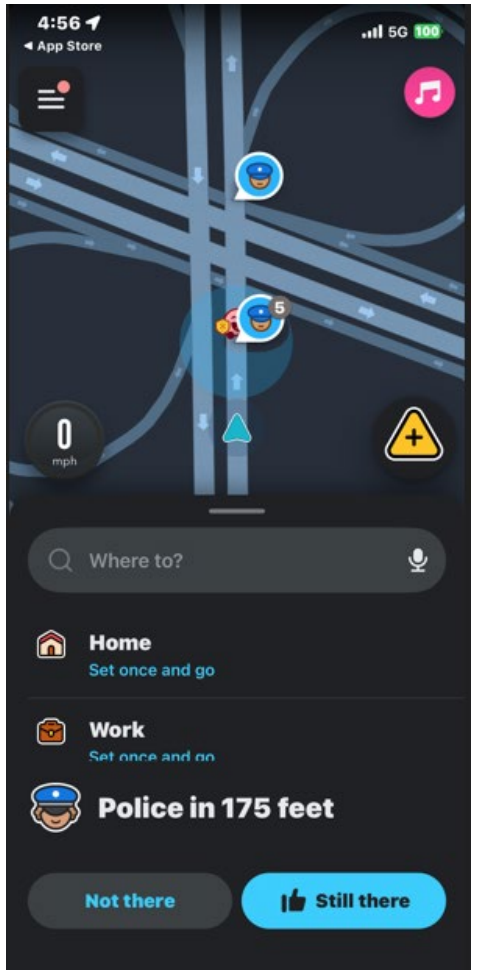
Grant Activity

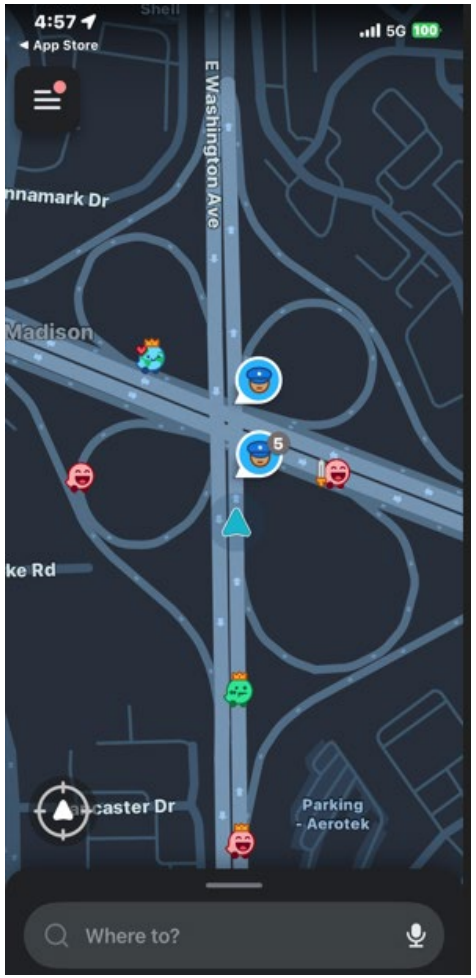
Location: Hwy 151 @ I-90
Date/Time: December 3rd, 2024; 3pm-7pm
Number / Names of Officers: B. Sheehy, Det E. Bernards, C. Kobinsky, K. Knutson, K. Powers
Total Number of stops: 8

- **Highest Speed** = 75 mph
- **Lowest Speed** = 70 mph
- **Speed Limit** = 55 mph

Narrative: Tonight was brutal, as we did not have the volume of stops that we normally get. I looked on the WAZE App and found that we were on a 'Public Alert' (see attached screenshots). I suspected this type of application existed in the past, but it was good to actually see how it works. Those drivers in the area have the ability to note a variety of issues on the roadway (Traffic, Police in the area, construction, etc.). As you can see on the screenshot below, a police icon shows up with a number of respondents verifying that police are in fact in the area. In any event, we did what we could and traffic was very steadily operating at 48 mph – 58 mph. The traffic lane to access I-90 was backed up to Sun Prairie Wisconsin the entire evening! This is a location that we will always pay attention to, and it is worth our time.

Grant Activity





Grant Activity

Location: 1925 South Park Street (NB)
Date/Time: December 7th, 2024; 8pm-12am
Number / Names of Officers: Officers C. Warren, J. Hayes, K. Hall, C. Schiro, K. Raddatz
Total Number of stops: 17

- **Highest Speed** = 62 mph
- **Lowest Speed** = 39 mph
- **Speed Limit** = 25 mph

Narrative: We attempted to start our night off at University Avenue and N. Randall but after sitting at this location for a decent amount of time, there was no volume whatsoever. I wanted to be productive, so we moved just south on Park Street and had a decent showing. It should be noted that the volume was not that of a typical Saturday night, but we made the best of matters and had a high speed of the night of 62 mph (Motorcycle). Officers stuck with matters throughout the evening, and I was very proud of the activity and output.

Grant Activity

Location: 800 Midvale Boulevard
Date/Time: December 5th, 2024; 3pm-7pm
Number / Names of Officers: Officers C. Warren, J. Harman, R. Wipperfurth, K. Kalka, O. Smith and N. Wyss
Total Number of Traffic Stops: 7

- **Highest Speed** = 51mph
- **Lowest Speed** = 45mph
- **Speed Limit** = 30mph

Additional Information: This traffic grant was a designated as a seatbelt grant with an emphasis on speed in the area. The grant didn't go as according to plan as we only got a whopping 7 traffic stops. We started out with southbound traffic in the 800 block of Midvale Blvd while staging on Yuma Dr. and then moved to do traffic northbound in the 800 block of Midvale Blvd staged on Rolla Ln with little to no success. We had 5 participants on this grant that I was not able to get them as much work as I would have liked, but there is always another chance in a different area of Midvale Blvd.

Grant Activity

Location: SB Hwy 151/I-90
Date/Time: December 8th, 2024; 10p-2a
Number / Names of Officers: E. Lee, C. Warren, H. Payne, K. Vang, D. Schroeckenthaler
Total Number of Traffic Stops: 18

- **Highest Speed** = 80mph
- **Lowest Speed** = 70mph
- **Speed Limit** = 55mph

Additional Information: A total of eighteen stops were made, sixteen of which were for speed. One stop for registration and one stop for equipment.

Grant Activity

Location: NB Verona Rd at USH 12
Date/Time: December 9th, 2024; 3p-7p
Number of Officers: 5
Total Number of Traffic Stops: 27

- **Posted Speed Limit: 30 MPH**
- **Lowest Speed Stopped:** 45 MPH (15 over)
- **Highest Speed Stopped:** 63 MPH (33 over)

ADDITIONAL INFORMATION: This location was selected as I was next to a bus stop and crashes semi-frequently occur at or near this intersection. With this experienced group of officers, I decided it was time to try this spot for a grant. Our project focused on the through travel lanes that lead further into the city. Speeds were very high, with the average being more than 20 over the posted limit. This was also during times with heavy congestion in the lanes that feed to the belt. That did not slow drivers, who were oftentimes traveling between stopped traffic in the outer and inner lanes. This location will continue to be a focus and can very much support future grants. Great work by the stop cars getting out in heavy traffic. This spot turned out to be productive if we want to use it in the future for Verona projects. I didn't stop until 50 when traffic was flowing. Once rush hour hit, I was still getting 45+ and red signal violations.

Grant Activity

Location: (South) 1900 Block of S. Park St
Time Frame: December 10th, 2024: 7am to 11am
Number of Officers: 4 grant officers: B. Mortenson, R. Wipperfurth, D. Hernke, T. Dehnke.
Total Number Of Traffic Stops: 15

- **Posted Speed Limit:** 25mph
- **Lowest Speed Stopped:** 40mph (15mph over)
- **Highest Speed Stopped:** 47mph (22mph over)

Additional Information: This traffic grant was a designated as a seatbelt grant with an emphasis on speed in the area. The grant didn't have great numbers, but we did manage to get 15 stops, in which 14 of the stops was for speed and 1 was for a red light violation. This particular grant took place in a familiar place which was the 1900 block of S. Park St. We had 4 participants on this grant and got them a little bit of work, but there is always room for improvement.

Grant Activity

Location: 1000 BLK E Washington Ave
Date/Time: December 12th, 2024; 7am-11am
Number of Officers: 5
Total Number of Traffic Stops: 30

- **Posted Speed Limit:** 25mph
- **Lowest Speed Stopped:** 40mph (15mph over)
- **Highest Speed Stopped:** 42mph (17mph over)

ADDITIONAL INFORMATION: This location used to be on my regular rotation in the central district. While the BRT lane was being constructed, traffic speeds significantly slowed in the section of the Ave. With BRT up and running for a few months, I thought it was time to revisit this area. What I observed was that speeds have significantly decreased overall. I used to routinely stop vehicle travelling 45-50 mph through this area. With the BRT and repainting of lane lines, speed have slowed but drivers are still somewhat consistently going 15 MPH over the limit. The peak traffic flow times still have the most violators, with a definite decrease in speeds outside of those times. To my surprise, there were no BRT lane violations. This is still a worthwhile spot to slow vehicles as they're moving through downtown. Grant officers did a phenomenal job, often times pulling in to stage and immediately being sent on the next stop. Many thanks to them for their hard work on this cold morning.

Grant Activity

Location: WB Beltline/Mineral Point Road

Date/Time: Friday, December 13th, 2024; 8p-Midnight

Number of Officers: 6

Total # of Traffic Stops: 19

Posted Speed Limit: 55mph

Highest Speed Stopped: 76mph

Lowest Speed Stopped: 70mph

Grant Activity

Location: 600 John Nolen Drive

Date/Time: Saturday, December 14th, 2024; 10pm-2a

Number of Officers: 6

Total # of Traffic Stops: 25

Posted Speed Limit: 35mph

Highest Speed Stopped: 55mph (20mph over)

Lowest Speed Stopped: 39mph (14mph over)

Additional Information: This traffic grant started off with the roads icing over and there was also light rain. The volume was decent, and there were approximately 25 vehicles stopped. Most were for speed related violations and a few equipment issues as well. We have done this location in the past, and it is very familiar to all that work it and those that drive down this thoroughfare. There were a few out-of-state vehicles (Missouri and Indiana) that were educated to their speeds being in excess of posted limits. We will continue to work this location as usual.

Grant Activity

Location: Hwy 51 SB at Milwaukee Street

Date/Time: Monday, December 16th, 2024; 7a-11a

Number of Officers: 6

Total # of Traffic Stops: 24

Posted Speed Limit: 55mph

Highest Speed Stopped: 80mph (25mph over)

Lowest Speed Stopped: 69mph (14mph over)

Narrative: Today went as planned, even though there was heavy/dense fog in the beginning of the project. Officers arrived on scene promptly, and we got going as usual. We had a few vehicles breach speeds of 80 mph, and it was very consistent all morning long. This is not something new, and this continues to alert us to the fact that this area will always need attention. I am sad to say that the end of this grant project led to several officers being involved in the "Active Shooter" call at Abundant Life School.