



## Office of the Sheriff First Shift Patrol

Captain Neil Dussault  
Captain Brian Larson  
Lieutenant Gregory Kaepernick  
Lieutenant Nicholas Ollinger  
Lieutenant Chadwick Niles

Sheriff Eric Severson

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### TRAFFIC SPEED STUDY

**To: DI Esser  
Captain Leffler  
Captain Bogie**

**From: Lieutenant Niles**

**Date: 11-02-2020**

**Re: CTH C between I-94 & STH 18 within the Town of Delafield**

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On 10-14-20, a resident from the Town of Delafield raised concerns to the Town Board regarding vehicles, including Commercial Motor Vehicles (CMV), speeding on CTH C between USH 18 and I-94. The Town Board echoed these concerns and requested assistance from the Sheriff's Department. In a subsequent phone conversation, the resident informed me of her safety concerns regarding pedestrians crossing CTH C for the Lapham Peak trail south of the park entrance and feels that if the vehicles do not slow down, the pedestrians could be at risk of getting hit. A study has been conducted of these concerns through targeted enforcement, traffic data collection, and crash report analysis. This report will highlight the findings of the study.

#### Targeted Enforcement

On 10-15-20, an extra patrol was established with the patrol division requesting deputies conduct traffic enforcement within the range of this study on CTH C between I-94 and USH 18 for all hours of the day. From 10-15-20 to 11-02-20, deputies conducted twenty-nine enforcements ranging from .5 to 2.0 hours. The twenty-nine patrols consisted of 13 between 0700-1500hrs, 8 between 1500-2300hrs, and 8 between 2300-0700hrs. Traffic was monitored at various locations for both directions of travel for a combined total of approximately 30.75 hours. Deputies noted that the vast majority of vehicles had recorded speeds at or below 55 mph in the 45mph zone.

11 traffic stops were conducted for speed during this enforcement. A total of 7 citations were issued for violations of recorded speeds of 55, 59, 62, 63, 63, 72, and 75mph. 4 additional warnings were given for speed.

Deputies noted that while they observed CMV's traveling on CTH C, none of them were recorded with speeds above 48mph. One deputy noted observations of a near collision between a pedestrian and a CMV. This deputy witnessed a jogger wearing headphones nearly cause an accident with the CMV by not looking before attempting to cross the roadway. The driver was able to avoid the accident, likely saving the life of the pedestrian. The deputy attempted to stop the pedestrian, but was unable to locate them after they entered into the trail.

## **Traffic Data**

The data collection equipment was deployed on CTH C near Lillian Ct. for a total of 10 days. The total volume of vehicles during that time was 22,325, which averaged to be 2,232.5 vehicles per day. The following points are the highlights of the data analysis:

- 85<sup>th</sup> percentile – 50.32 mph
- 50<sup>th</sup> percentile – 45.81 mph
- Maximum recorded speed 70 mph (3 total recorded)
- 22 of 24 hours in the day had recorded speeds of 60+ mph
- 33 vehicles recorded at/above 65 mph
  - None of these were CMV
- Overall volume per hour
  - Under 45 mph – 46 vehicles/hour
  - 46-55 mph – 52 vehicles/hour
  - 56-64 mph – 2 vehicles/hour
- Highest volume per hour of violators occur between 1400 and 1700
  - 46-50 mph – 39 vehicles/hour
  - 51-55 mph – 13 vehicles/hour
  - 56-60 mph – 2 vehicles/hour

## **Crash Data**

Traffic crash data was collected for the past five years of accidents that have occurred on CTH C within the range of this study. Between October of 2015 and October of 2020 there were 22 crashes reported. The following points are the highlights of the crash data:

- Average of 1 crash every 3 months
- 11 total reported injuries
- 1 fatality – drug related
- 1 CMV related crash was property damage only
- 2 – alcohol related
- 2 – distracted drivers
- 1 – injured pedestrian
- 4 – speed related (1 recorded injury)
- 8 – teen driver

## **Traffic Speeds**

In a ten day span over thirty vehicles were recorded at 20+ mph over the posted limits. In addition, with the exception of two hours during the hours of darkness, every other hour of the day had speeds recorded 15+ mph over the posted limits. Continued but targeted enforcement during daytime hours is warranted. Regular patrols should continue as with any other public roadway within the county. I would also recommend targeting CTH C with some of the hours of future BOTS grants for speed enforcement.

## **Commercial Motor Vehicle Traffic**

The town resident expressed concern of high volume CMV on CTH C. It is believed the majority of this traffic are dump trucks traveling to and from the Wolf Paving plant located at USH 18 and CTH C. Based on the information above, while there may be high traffic volume involving CMV's, these vehicles are not violating the speed limit. Absent actual traffic violations, CMV traffic volume is not an enforceable action by the Sheriff's Department.

## **Pedestrian Crossing**

There is not enough data to determine the full impact of safety for pedestrians at the crossing near the park entrance. There was one witnessed incident involving a pedestrian trying to cross CTH C and one crash involving a pedestrian in the same area. An improvement that could be suggested for this crossing is the addition of flashing warning signs at the pedestrian/hiking crosswalk. The Town Board and Lapham Peak Park Manager have both been advised of this potential improvement.

Respectfully,

A handwritten signature in black ink, appearing to read "CHADWICK R. NILES", written over a horizontal line.

Lieutenant Chadwick R. Niles