



VILLAGE OF MOUNT HOREB

E. Main Street

Mount Horeb, WI 53572

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PUBLIC SAFETY COMMITTEE MEETING AGENDA

Monday, January 19, 2026 at 6:00 PM

Municipal Building Board Room

138 E. Main Street

Mount Horeb, WI

- 1) Call to order
 - a. Consideration of December 15, 2025 Meeting Minutes
- 2) Public Comments on Non-Agenda Items*
- 3) Police Chief Report
- 4) Agenda Items
 - a. Impact of Development on Public Safety Resources
 - b. Traffic Patterns During School Construction — Academy Street
- 5) Future agenda items
 - a. Emergency Response Plan
 - b. Winter Parking Ordinance
 - c. Speed Data
 - d. Farmer's Market
 - e. Crosswalks
 - f. Engineer collaboration with DOT on Traffic Patterns Study
- 6) Meeting adjournment.

***Public Comment Policy**

Members of the public are invited to speak at meetings of all Mount Horeb Public Bodies. To comment, please complete a Public Comment Form at the Meeting Room entrance and submit it to staff before the meeting begins. Comments are limited to **three minutes**, must be made from the podium, and the speaker must return to the audience after speaking.

- **Non-agenda item comments** are heard at the start of the meeting. Public Body members and staff will not engage in discussion during public comment but may consider topics for future agendas.
- **Agenda item comments** are heard during the relevant item, after the proposers or staff present the item and before Public Body discussion. All public comments on the item will be heard before any discussion by the Public Body.

Members of the public will only be allowed to speak outside these public comment times if they are invited by the meeting chair to share additional information requested by the Public Body. If so invited to speak, the member of the public must do so from the podium.

Written comments are also welcome. Written comments shall include the name and address of the submitter and should be

submitted to the Deputy Treasurer/Governance Coordinator by email at niki.erickson@mounthorebwi.info (subject line: *Public Comment Request-Name of Public Body*) or delivered by to the Village at: 138 E Main Street, Mount Horeb WI, 53572, ATTN *Public Comment Request-Name of Public Body*.

UPON REASONABLE NOTICE, EFFORTS WILL BE MADE TO ACCOMMODATE THE NEEDS OF DISABLED INDIVIDUALS THROUGH APPROPRIATE AIDS AND SERVICES. FOR INFORMATION OR TO REQUEST THIS SERVICE, CONTACT ALYSSA GAFFNEY, CLERK, AT 138 E MAIN STREET, MOUNT HOREB, WI (608) 437-9404.



Village of Mount Horeb

138 E Main St

Mount Horeb, WI 53572

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Public Safety Committee Minutes December 15, 2025

1) Call to order

Ben Jones, Nate Gauger, Sarah Best, Mike McNall, Jenna Jones (Youth in Government), Village Administrator Nic Owen, and Police Chief Doug Vierck.

a. Consideration of September 15, 2025 Meeting Minutes

Motion to Approve by McNall, second by Gauger – All Approve

2) Public Comments – non-agenda items –

None

4) Agenda Items

a. Discuss Implementation of K9 Program

Discussed fundraising, planning, and timeline for the K9 program. Got approval to implement the program.

5) Future agenda items

Effects of Development and Growth of Public Safety

Engineer collaborating with DOT on Traffic Patterns Study

6) Meeting adjournment.

Gauger Moves for adjournment. Best seconds. All Approve



AGENDA ITEM REPORT

MEETING DATE

January 19, 2026

PREPARED BY

AGENDA ITEM # 4.a

Impact of Development on Public Safety Resources

BACKGROUND

This has been an ongoing topic since the building proposal on Main Street in the past few months. This is in conjunction with the Traffic Pattern study on Main Street done at the time of the proposal. This Impact Study is almost complete and will be sent out before the meeting. It covers traffic patterns, crash data, call data, and comparisons of data before and after the developments in the 400 block of West Garfield Street (Landsby Ridge Apartments), 1200-1300 Block of Manor Drive (17 homes), and the development off Lillehammer, Windflower Way.

RECOMMENDATION

ATTACHMENTS

1. Impact of Developments on Public Safety

Mount Horeb Police Department Impact of Developments on Public Safety



January 19, 2026

Mount Horeb PD

Authored by: Chief Doug Vierck



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INTRODUCTION

The Mount Horeb Police Department enforces laws and ordinances through reactive response as well as preventative patrol. Our agency uses data driven approaches to traffic safety and policing services. This includes monitoring traffic patterns, working with community stakeholders, meeting with the Public Safety Committee, and working collaboratively with Public Services and engineering firms to make appropriate traffic safety decisions.

One of the ways we study traffic patterns is by collecting data through two Stalker Brand Traffic Data Collector devices. These devices are placed on traffic or power poles. They collect vehicle counts, speed readings, and allow us to use software to analyze the different traffic counts and patterns. This data allows supervisors and officers to more efficiently monitor and enforce traffic violations by spending times in high volume areas. It also allows us to provide guidance to decision makers on problems, complaints, and new developments.

We use as much data as we can gather to strategically plan for future developments, staffing levels, and efficient use of services to be proactive about public safety in the Village of Mount Horeb. You will see a review of three major developments in the following pages. The data used includes traffic and speed data, calls for service data, and crash data from before and after the developments. This information can assist decision makers in future development considerations and help show how our police department is able to maintain safety services to keep up with a growing village.

Locations

Since 2020, there have been three major developments in Mount Horeb. These are the Manor Drive addition, the Landsby Ridge Apartments, and the Windflower Way development off of Lillehammer. At the request of the Chair of the Public Safety Committee, I gathered data from our calls for service, crash data for those areas, and I reviewed the traffic data collected before and after each development. The only exception it there was not traffic data on Lillehammer prior to Windflower Way.

Manor Drive Addition

17 Homes

Manor Drive Extended Approximately 700 feet with new houses

Walter Court added

Landsby Ridge Apartments

51 Unit Building

Off Street Parking

Windflower Way Development

54 Individual Homes

55+ community

One way streets intersecting with Lillehammer Lane

MANOR DRIVE ADDITION

Traffic Data

Traffic data was collected before and after this addition. You will see data from July 2022 and then from January 2025. This will show traffic volume, speed trends, and average speed versus the posted speed limit. You will notice the 2025 is only for One day in January due to battery issues with the cold weather.

Description Before

Survey Description		
Survey Location	Manor and Michelle, Mount Horeb, WI	
Survey Dates	Start	Stop
	Day	
	Tuesday	Monday
	Date(year-month-day)	
	2022-07-12	2022-07-18
	Time	
	13:47:11	13:04:33
Traffic Zone		
File Name	Manor and Michelle.xml	
Device Serial Number	SNAA000000	
Traffic Direction	Undefined (Closing), Undefined (Away)	
Device Type	TDC	
Survey Note	Notes:	

Description After

Survey Description		
Survey Location	Manor Dr./ Brian St., Mount Horeb, WI	
Survey Dates	Start	Stop
	Day	
	Wednesday	Thursday
	Date(year-month-day)	
	2025-01-08	2025-01-09
	Time	
	18:48:17	23:44:45
Traffic Zone		
File Name	Manor 2025.xml	
Device Serial Number	SNAA000000	
Traffic Direction	East (Closing), West (Away)	
Device Type	TDC	
Survey Note	Notes:	

MANOR DRIVE ADDITION CONT.

Summary Before

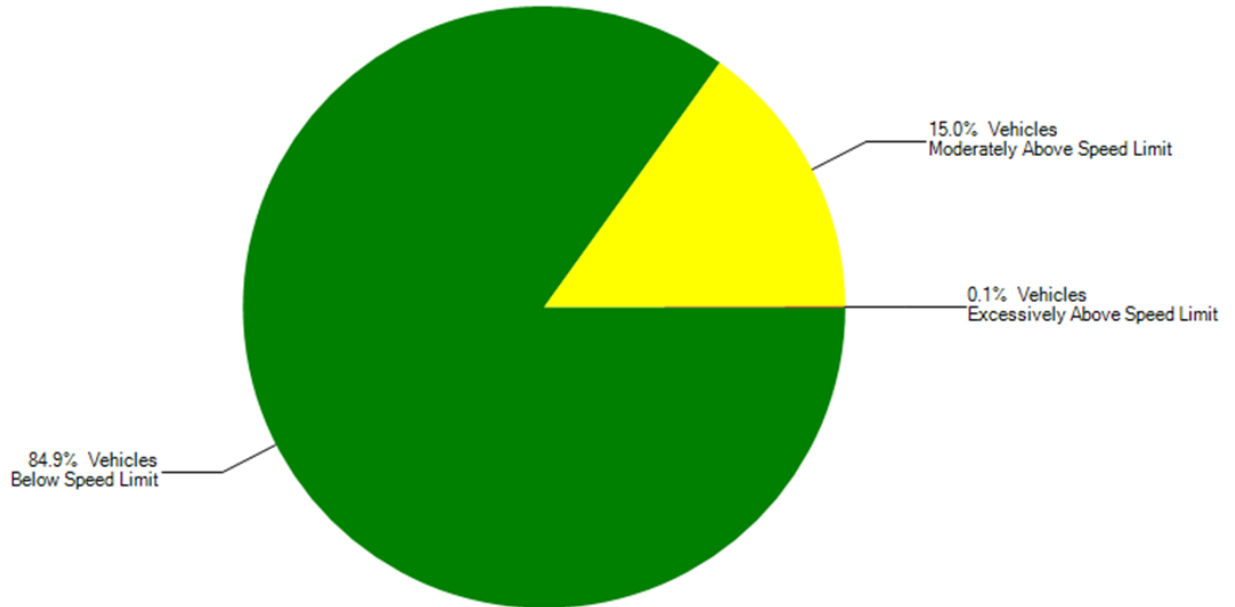
Survey Description	Survey Map	Survey Summary	Count vs Speed - Line
Survey Summary			
Total Vehicle Count		3618	
	Traffic Direction	Closing	Away
	Vehicle Count	1776	1842
	Average Daily Vehicle Count	298	309
Posted Speed Limit		25 Miles/Hour	
	Vehicles Under the Speed Limit Count	1594	1478
	Vehicles Under the Speed Limit Percentage	89.75%	80.24%
	Vehicles Over the Speed Limit Count	182	364
	Vehicles Over the Speed Limit Percentage	10.25%	19.76%
Excessive Speed Threshold		40 Miles/Hour	
	Vehicles Over the Excessive Speed Count	0	2
	Vehicles Over the Excessive Speed Percentage	0	0.11%
	Average Violation Speed	27.39 Miles/Hour	28.58 Miles/Hour
Speed Profile			
	Average Speed	19.54 Miles/Hour	20.73 Miles/Hour
	Minimum Speed	4 Miles/Hour	4 Miles/Hour
	Maximum Speed	32 Miles/Hour	47 Miles/Hour
	85th Percentile Speed	24 Miles/Hour	26 Miles/Hour
	Standard Deviation	4 Miles/Hour	5 Miles/Hour
	10 mph Pace	15-24 Miles/Hour	16-25 Miles/Hour
	In Pace Count	1222	1036
Data Recording Limits			
	Highest Speed Allowed		60 Miles/Hour
	Lowest Speed Allowed		10 Miles/Hour
	Minimum Following Time		2 (Seconds)

Summary After

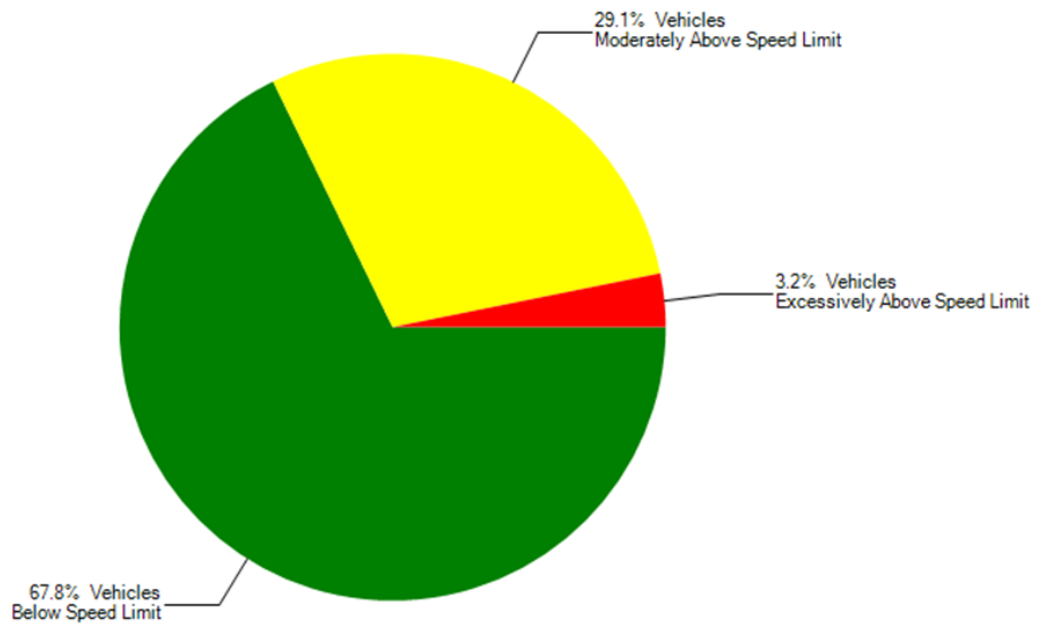
Survey Description	Survey Map	Survey Summary	Count vs Speed - Line
Survey Summary			
Total Vehicle Count		506	
	Traffic Direction	Closing (East)	Away (West)
	Vehicle Count	191	315
	Average Daily Vehicle Count	158	261
Posted Speed Limit		25 Miles/Hour	
	Vehicles Under the Speed Limit Count	161	182
	Vehicles Under the Speed Limit Percentage	84.29%	57.78%
	Vehicles Over the Speed Limit Count	30	133
	Vehicles Over the Speed Limit Percentage	15.71%	42.22%
Excessive Speed Threshold		40 Miles/Hour	
	Vehicles Over the Excessive Speed Count	1	15
	Vehicles Over the Excessive Speed Percentage	0.52%	4.76%
	Average Violation Speed	28.67 Miles/Hour	32.57 Miles/Hour
Speed Profile			
	Average Speed	21.6 Miles/Hour	25.52 Miles/Hour
	Minimum Speed	10 Miles/Hour	9 Miles/Hour
	Maximum Speed	42 Miles/Hour	47 Miles/Hour
	85th Percentile Speed	26 Miles/Hour	33 Miles/Hour
	Standard Deviation	4 Miles/Hour	7 Miles/Hour
	10 mph Pace	17-26 Miles/Hour	21-30 Miles/Hour
	In Pace Count	145	125
Data Recording Limits			
	Highest Speed Allowed		50 Miles/Hour
	Lowest Speed Allowed		10 Miles/Hour
	Minimum Following Time		2 (Seconds)

MANOR DRIVE ADDITION CONT.

Speed Graph Before

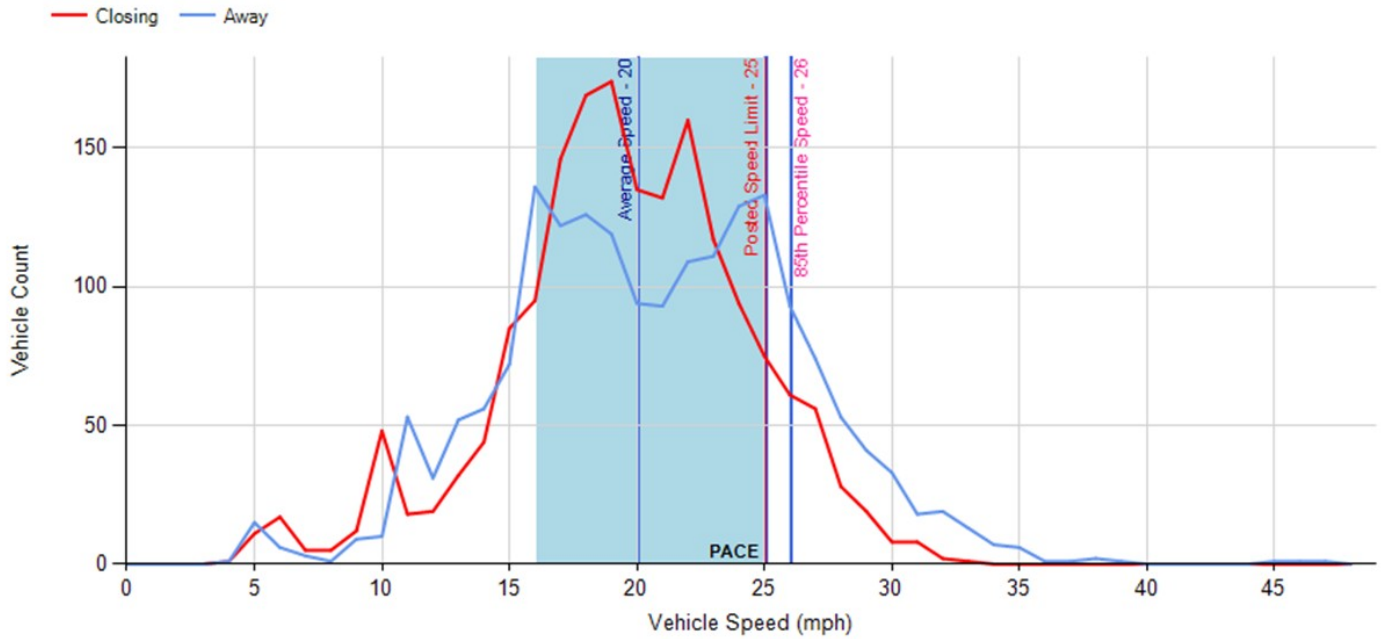


Speed Graph After

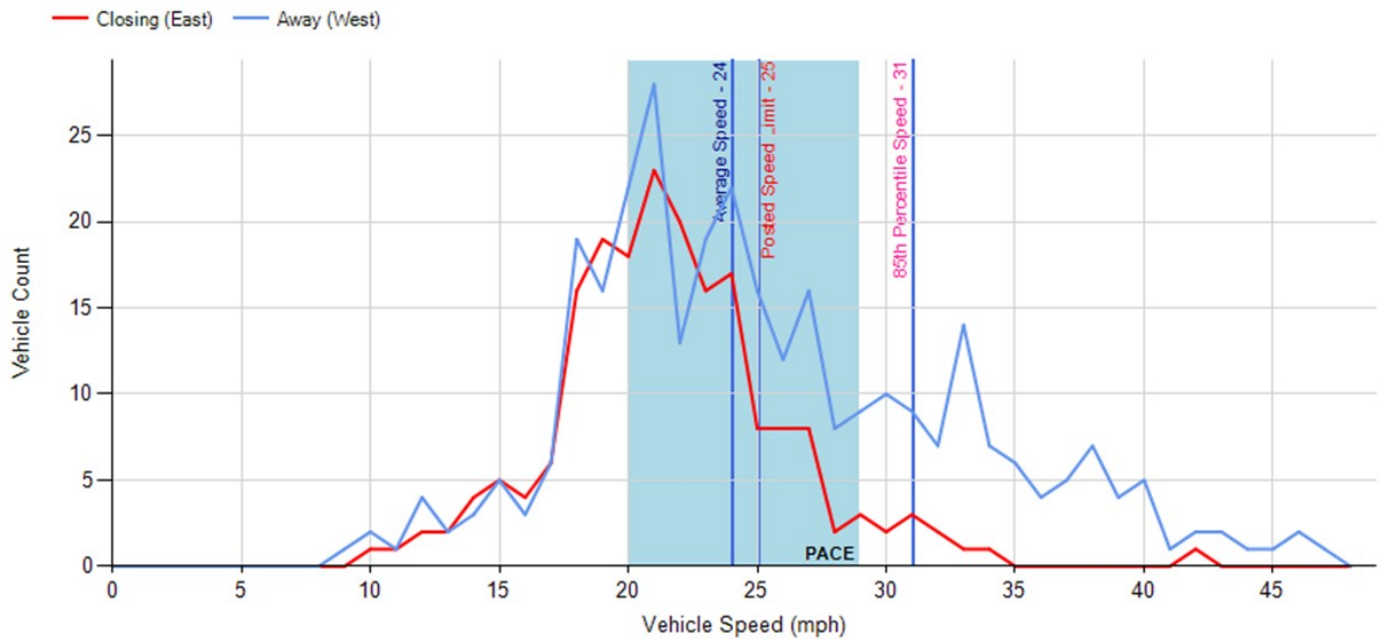


MANOR DRIVE ADDITION CONT.

Traffic Volume by Speed Before

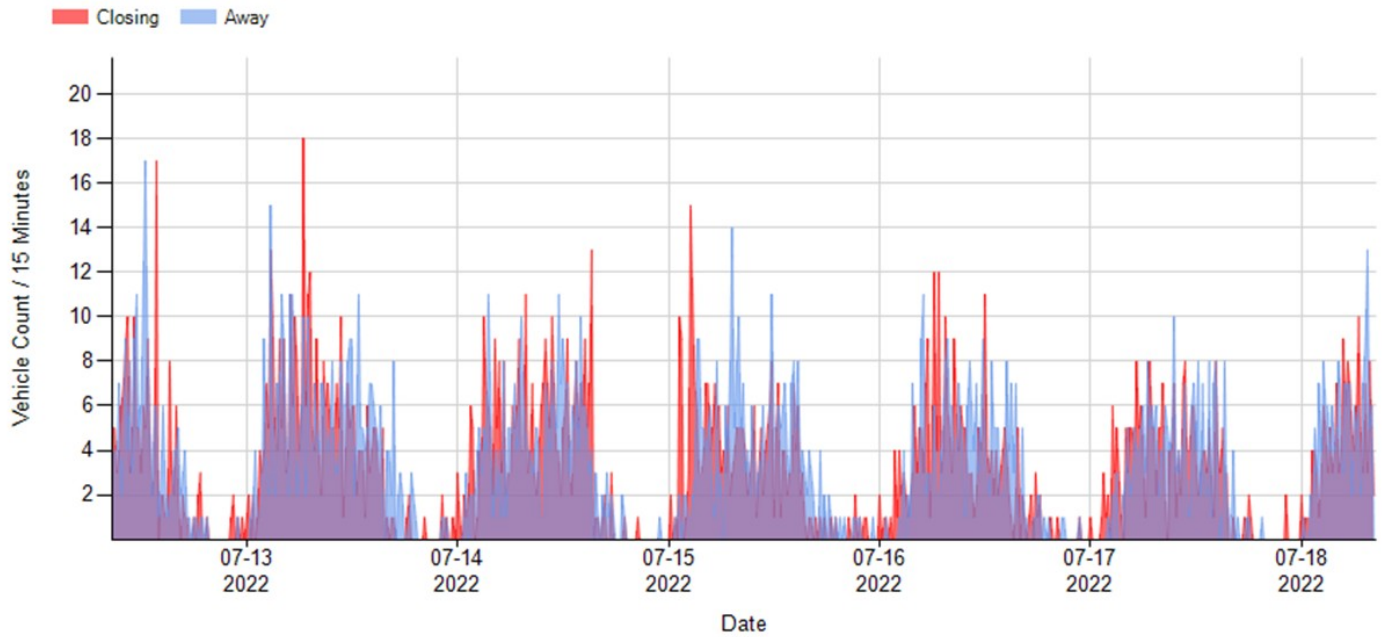


Traffic Volume by Speed After

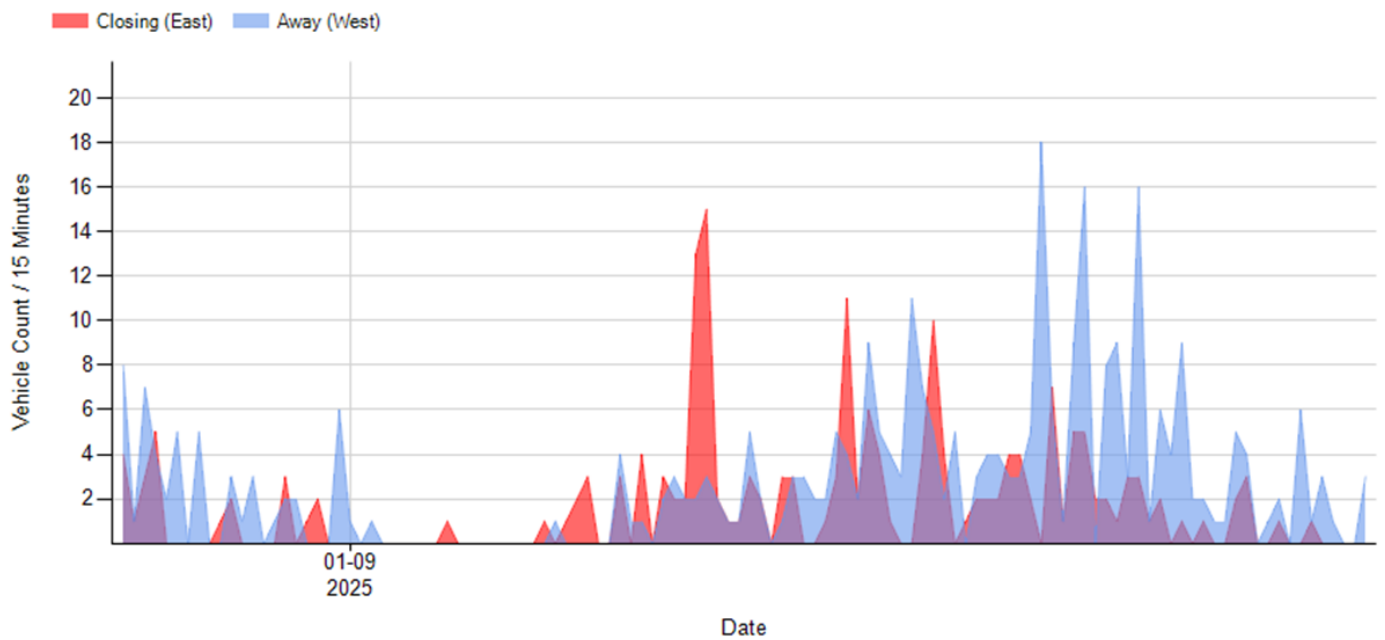


MANOR DRIVE ADDITION CONT.

Traffic Volume by Time Before



Traffic Volume by Time After



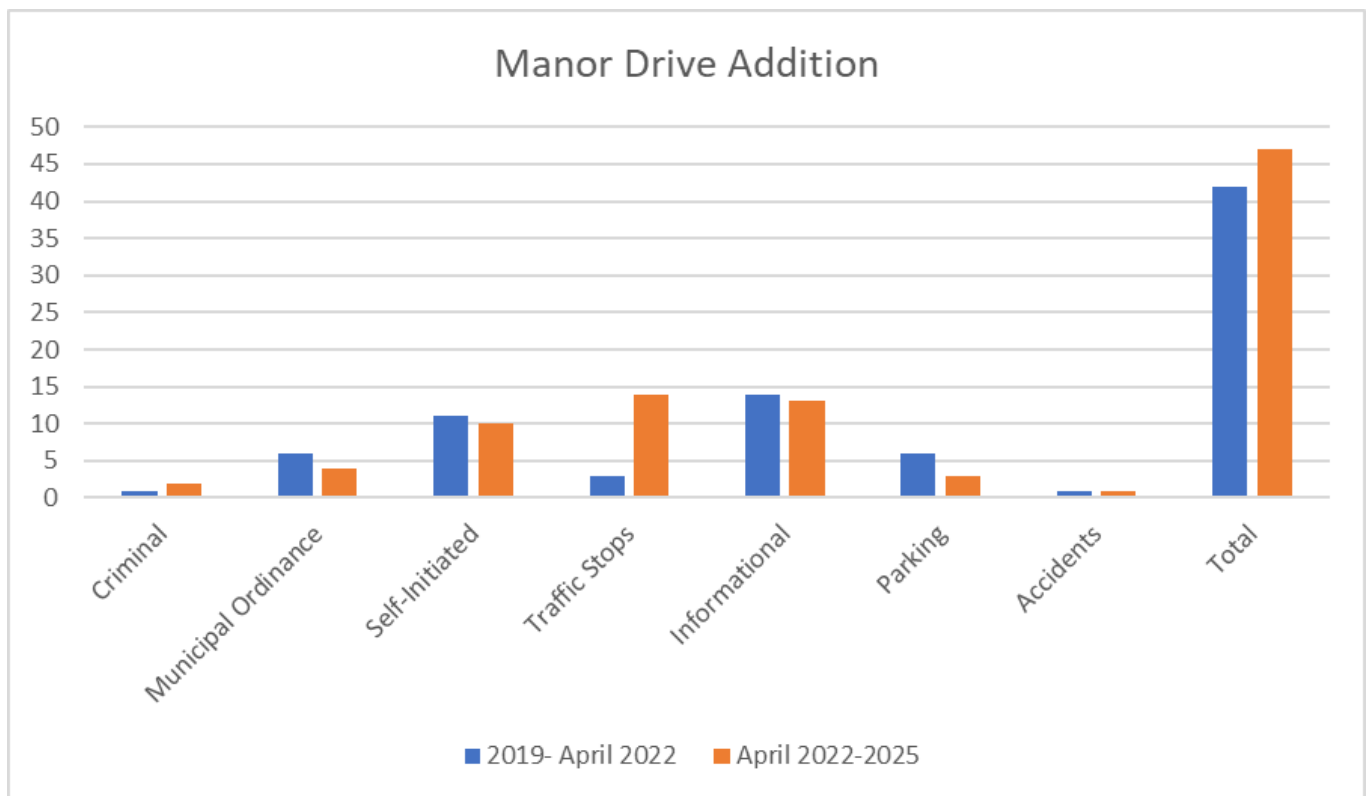
MANOR DRIVE ADDITION CONT.

Calls for Service

The following data is statistics from our Records Management Database. The data is shown in table format by calls for service between the before and after data by area. Then the data is separated into several categories to show how the data is spread out between different points on the bar graph. The data was divided between before April 1, 2022 and after April 1, 2022. April was the first call we got in the new addition of Manor Drive.

Manor Drive Development Calls for Service Before and After

<u>Date Range</u>	<u>Manor Drive Addition</u>	<u>Walter Ct.</u>	<u>Manor Drive Existing</u>	<u>Total</u>
01/01/2019 to 04/01/2022	0	0	42	42
04/01/2022 to 12/31/2025	12	8	27	47



LANDSBY RIDGE APARTMENTS

Traffic Data

Traffic data was collected before and after this addition. You will see data for Blue Mounds and Front Street from May 2022 and then from November 2025. This will show traffic volume, speed trends, and average speed versus the posted speed limit for the area coming and going from Garfield and Blue Mounds Street.

Description Before

Survey Description		
Survey Location	Blue Mounds and Front,Mount Horeb, WI	
Survey Dates	Start	Stop
	Day	
	Monday	Monday
	Date(year-month-day)	
	2022-05-09	2022-05-16
	Time	
	07:46:12	08:52:14
Traffic Zone		
File Name	Blue Mounds and Front.xml	
Device Serial Number	SNAA000000	
Traffic Direction	Undefined (Closing), Undefined (Away)	
Device Type	TDC	
Survey Note	Notes:	

Description After

Survey Description		
Survey Location	Blue Mounds St/ Front St,Mount Horeb, WI	
Survey Dates	Start	Stop
	Day	
	Wednesday	Saturday
	Date(year-month-day)	
	2025-11-05	2025-11-08
	Time	
	14:46:47	03:09:56
Traffic Zone		
File Name	Blue Mounds Nov.2025.xml	
Device Serial Number	SNAA000000	
Traffic Direction	Undefined (Closing), Undefined (Away)	
Device Type	TDC	
Survey Note	Notes:	

LANDSBY RIDGE APARTMENTS CONT.

Summary Blue Mounds at Front Street Before

Survey Description	Survey Map	Survey Summary	Count vs Speed - Line
Survey Summary			
Total Vehicle Count		24060	
	Traffic Direction	Closing	Away
	Vehicle Count	10497	13563
	Average Daily Vehicle Count	1491	1926
Posted Speed Limit		25 Miles/Hour	
	Vehicles Under the Speed Limit Count	6387	6424
	Vehicles Under the Speed Limit Percentage	60.85%	47.36%
	Vehicles Over the Speed Limit Count	4110	7139
	Vehicles Over the Speed Limit Percentage	39.15%	52.64%
Excessive Speed Threshold		40 Miles/Hour	
	Vehicles Over the Excessive Speed Count	21	140
	Vehicles Over the Excessive Speed Percentage	0.2%	1.03%
	Average Violation Speed	28.35 Miles/Hour	29.27 Miles/Hour
Speed Profile			
	Average Speed	24.12 Miles/Hour	25.86 Miles/Hour
	Minimum Speed	6 Miles/Hour	6 Miles/Hour
	Maximum Speed	51 Miles/Hour	55 Miles/Hour
	85th Percentile Speed	28 Miles/Hour	30 Miles/Hour
	Standard Deviation	4 Miles/Hour	4 Miles/Hour
	10 mph Pace	20-29 Miles/Hour	21-30 Miles/Hour
	In Pace Count	7478	9623
Data Recording Limits			
	Highest Speed Allowed		55 Miles/Hour
	Lowest Speed Allowed		10 Miles/Hour
	Minimum Following Time		2 (Seconds)

Summary Blue Mounds at Front Street After

Survey Description	Survey Map	Survey Summary	Count vs Speed - Line
Survey Summary			
Total Vehicle Count		9427	
	Traffic Direction	Closing	Away
	Vehicle Count	4511	4916
	Average Daily Vehicle Count	1804	1966
Posted Speed Limit		25 Miles/Hour	
	Vehicles Under the Speed Limit Count	1751	1745
	Vehicles Under the Speed Limit Percentage	38.82%	35.5%
	Vehicles Over the Speed Limit Count	2760	3171
	Vehicles Over the Speed Limit Percentage	61.18%	64.5%
Excessive Speed Threshold		40 Miles/Hour	
	Vehicles Over the Excessive Speed Count	13	54
	Vehicles Over the Excessive Speed Percentage	0.29%	1.1%
	Average Violation Speed	29.34 Miles/Hour	29.46 Miles/Hour
Speed Profile			
	Average Speed	25.85 Miles/Hour	26.11 Miles/Hour
	Minimum Speed	7 Miles/Hour	6 Miles/Hour
	Maximum Speed	46 Miles/Hour	50 Miles/Hour
	85th Percentile Speed	31 Miles/Hour	31 Miles/Hour
	Standard Deviation	5 Miles/Hour	5 Miles/Hour
	10 mph Pace	21-30 Miles/Hour	22-31 Miles/Hour
	In Pace Count	2808	3318
Data Recording Limits			
	Highest Speed Allowed		50 Miles/Hour
	Lowest Speed Allowed		10 Miles/Hour
	Minimum Following Time		0 (Seconds)

LANDSBY RIDGE APARTMENTS CONT.

Traffic Data

Traffic data was collected before and after this addition. You will see data from the area of the 300 block of West Main Street in April of 2022 and then from July of 2025. This will show traffic volume, speed trends, and average speed versus the posted speed limit.

Description on 300 West Main Street Before

Survey Description		
Survey Location	300 W Main Street,Mount Horeb, WI	
Survey Dates	Start	Stop
	Day	
	Friday	Monday
	Date(year-month-day)	
	2022-04-29	2022-05-09
	Time	
	21:40:00	01:41:14
Traffic Zone		
File Name	300 W Main.xml	
Device Serial Number	SNAA000000	
Traffic Direction	Undefined (Closing), Undefined (Away)	
Device Type	TDC	
Survey Note	Notes:	

Description on 300 West Main Street After

Survey Description		
Survey Location	W Main St./ Orchard Ln.,Mount Horeb, WI	
Survey Dates	Start	Stop
	Day	
	Thursday	Sunday
	Date(year-month-day)	
	2025-07-24	2025-07-27
	Time	
	11:42:36	19:48:21
Traffic Zone		
File Name	WMainSt2025.xml	
Device Serial Number	SNAA000000	
Traffic Direction	Undefined (Closing), Undefined (Away)	
Device Type	TDC	
Survey Note	Notes:	

LANDSBY RIDGE APARTMENTS CONT.

300 West Main Street Summary Before

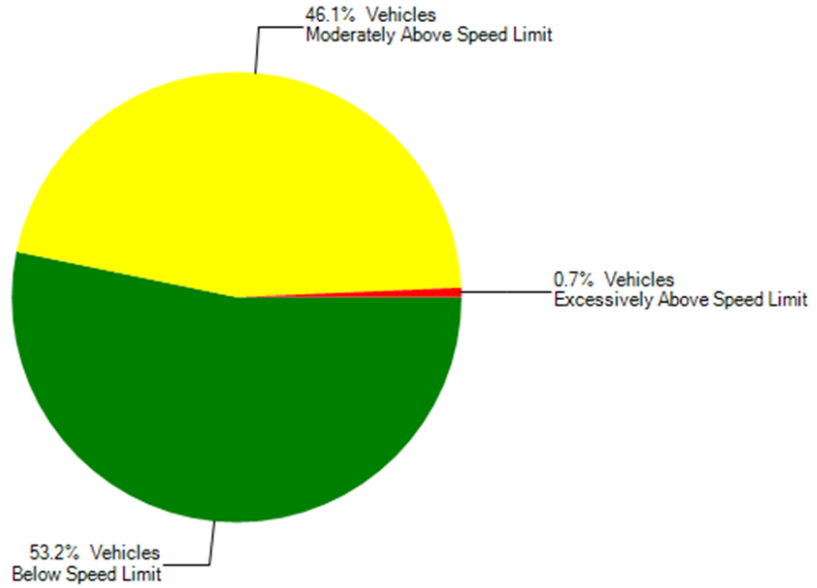
Survey Description	Survey Map	Survey Summary	Count vs Speed - Line
Survey Summary			
Total Vehicle Count		76045	
	Traffic Direction	Closing	Away
	Vehicle Count	33280	42765
	Average Daily Vehicle Count	3631	4665
Posted Speed Limit		25 Miles/Hour	
	Vehicles Under the Speed Limit Count	13254	11308
	Vehicles Under the Speed Limit Percentage	39.83%	26.44%
	Vehicles Over the Speed Limit Count	20026	31457
	Vehicles Over the Speed Limit Percentage	60.17%	73.56%
Excessive Speed Threshold		40 Miles/Hour	
	Vehicles Over the Excessive Speed Count	270	2645
	Vehicles Over the Excessive Speed Percentage	0.81%	6.18%
	Average Violation Speed	28.86 Miles/Hour	30.83 Miles/Hour
Speed Profile			
	Average Speed	25.76 Miles/Hour	28.68 Miles/Hour
	Minimum Speed	4 Miles/Hour	6 Miles/Hour
	Maximum Speed	60 Miles/Hour	60 Miles/Hour
	85th Percentile Speed	30 Miles/Hour	34 Miles/Hour
	Standard Deviation	5 Miles/Hour	5 Miles/Hour
	10 mph Pace	21-30 Miles/Hour	24-33 Miles/Hour
	In Pace Count	24224	28295
Data Recording Limits			
	Highest Speed Allowed		60 Miles/Hour
	Lowest Speed Allowed		10 Miles/Hour
	Minimum Following Time		2 (Seconds)

300 West Main Street Summary After

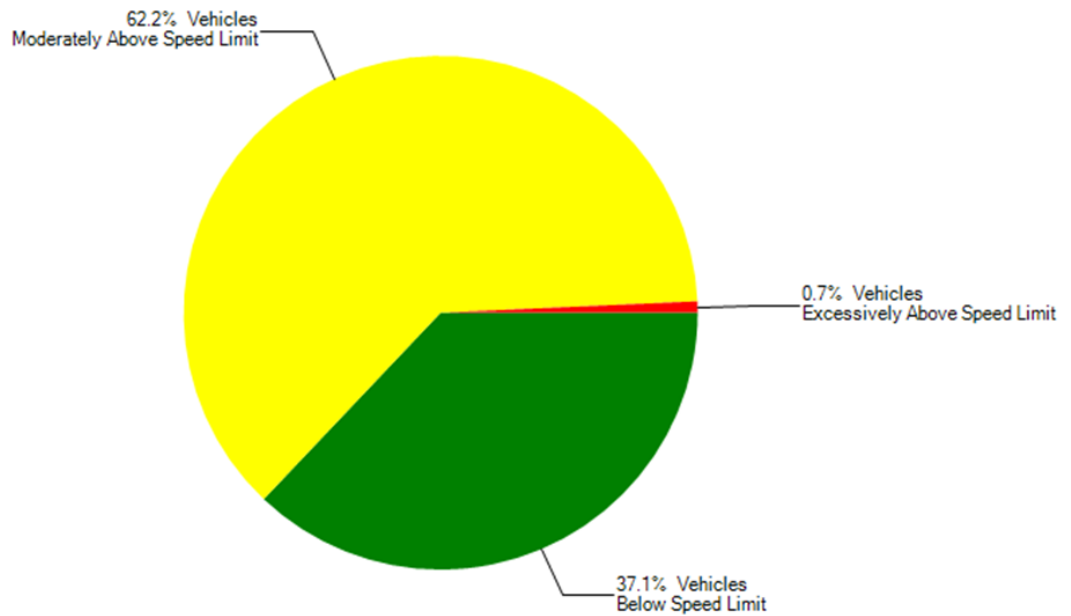
Survey Description	Survey Map	Survey Summary	Count vs Speed - Line
Survey Summary			
Total Vehicle Count		30252	
	Traffic Direction	Closing	Away
	Vehicle Count	11798	18454
	Average Daily Vehicle Count	3539	5536
Posted Speed Limit		25 Miles/Hour	
	Vehicles Under the Speed Limit Count	1521	1411
	Vehicles Under the Speed Limit Percentage	12.89%	7.65%
	Vehicles Over the Speed Limit Count	10277	17043
	Vehicles Over the Speed Limit Percentage	87.11%	92.35%
Excessive Speed Threshold		40 Miles/Hour	
	Vehicles Over the Excessive Speed Count	125	3661
	Vehicles Over the Excessive Speed Percentage	1.06%	19.84%
	Average Violation Speed	30.6 Miles/Hour	35.37 Miles/Hour
Speed Profile			
	Average Speed	29.51 Miles/Hour	34.26 Miles/Hour
	Minimum Speed	8 Miles/Hour	5 Miles/Hour
	Maximum Speed	50 Miles/Hour	50 Miles/Hour
	85th Percentile Speed	33 Miles/Hour	41 Miles/Hour
	Standard Deviation	4 Miles/Hour	6 Miles/Hour
	10 mph Pace	25-34 Miles/Hour	30-39 Miles/Hour
	In Pace Count	9211	10046
Data Recording Limits			
	Highest Speed Allowed		50 Miles/Hour
	Lowest Speed Allowed		10 Miles/Hour
	Minimum Following Time		2 (Seconds)

LANDSBY RIDGE APARTMENTS CONT.

Speed Graph Blue Mounds Before

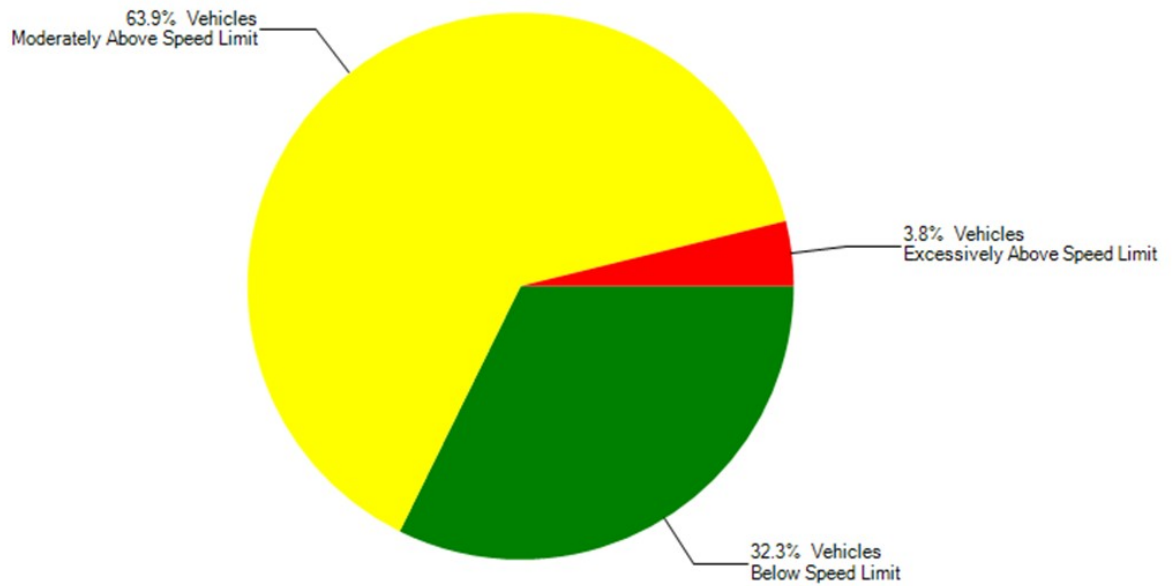


Speed Graph Blue Mounds After

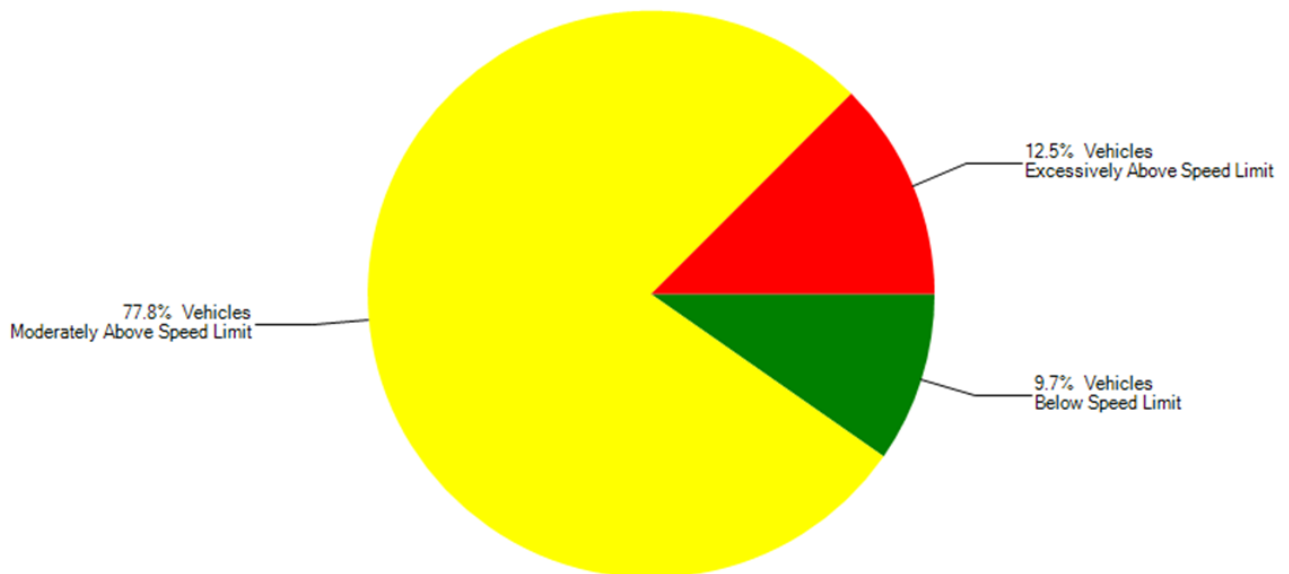


LANDSBY RIDGE APARTMENTS CONT.

Speed Graph Main Street Before

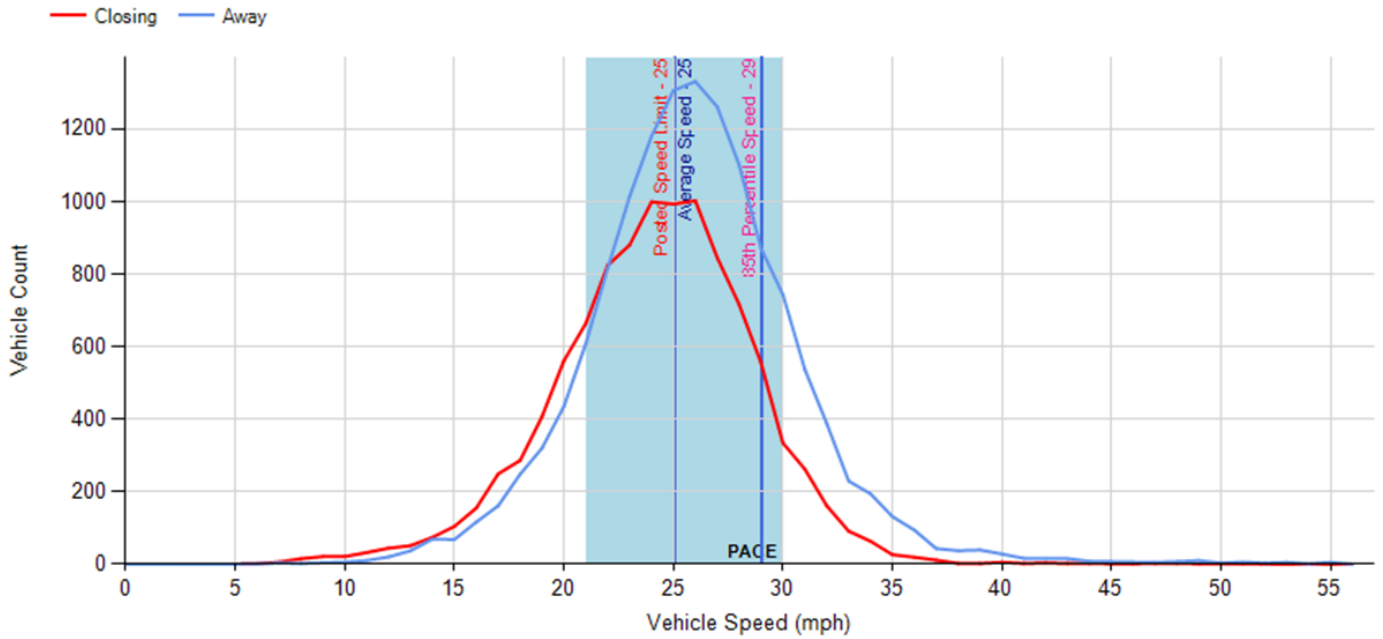


Speed Graph Main Street After

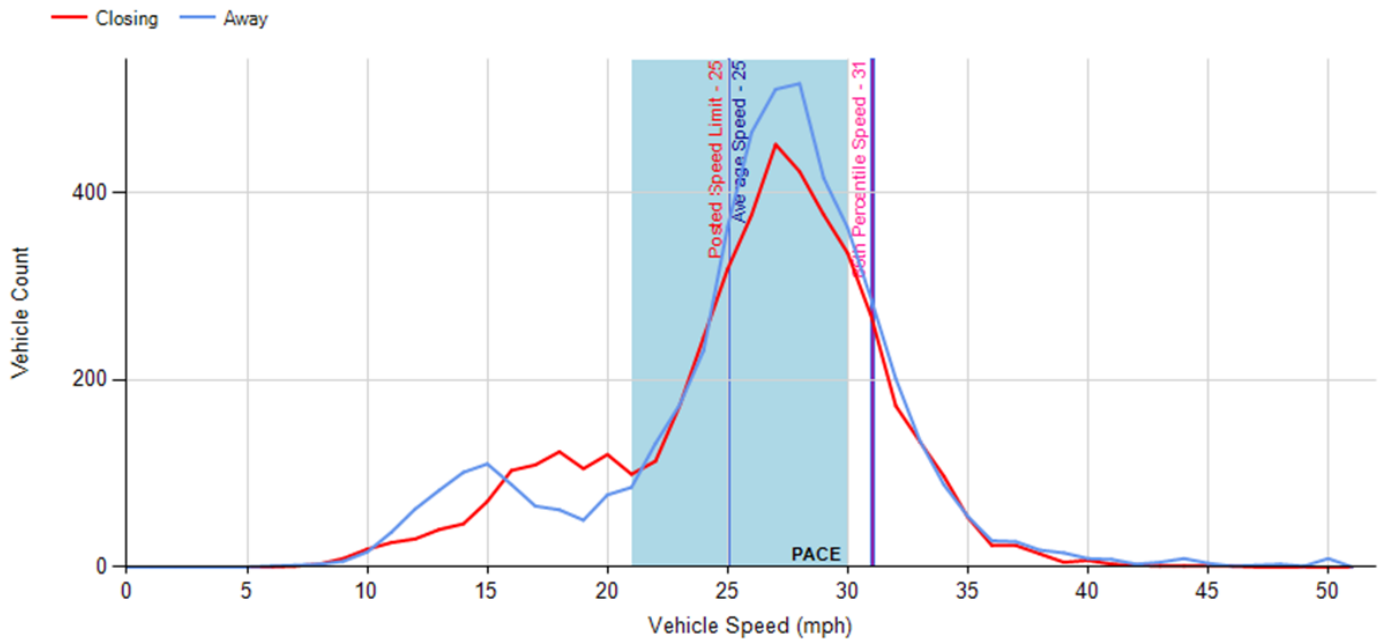


LANDSBY RIDGE APARTMENTS CONT.

Traffic Volume by Speed on Blue Mounds Before

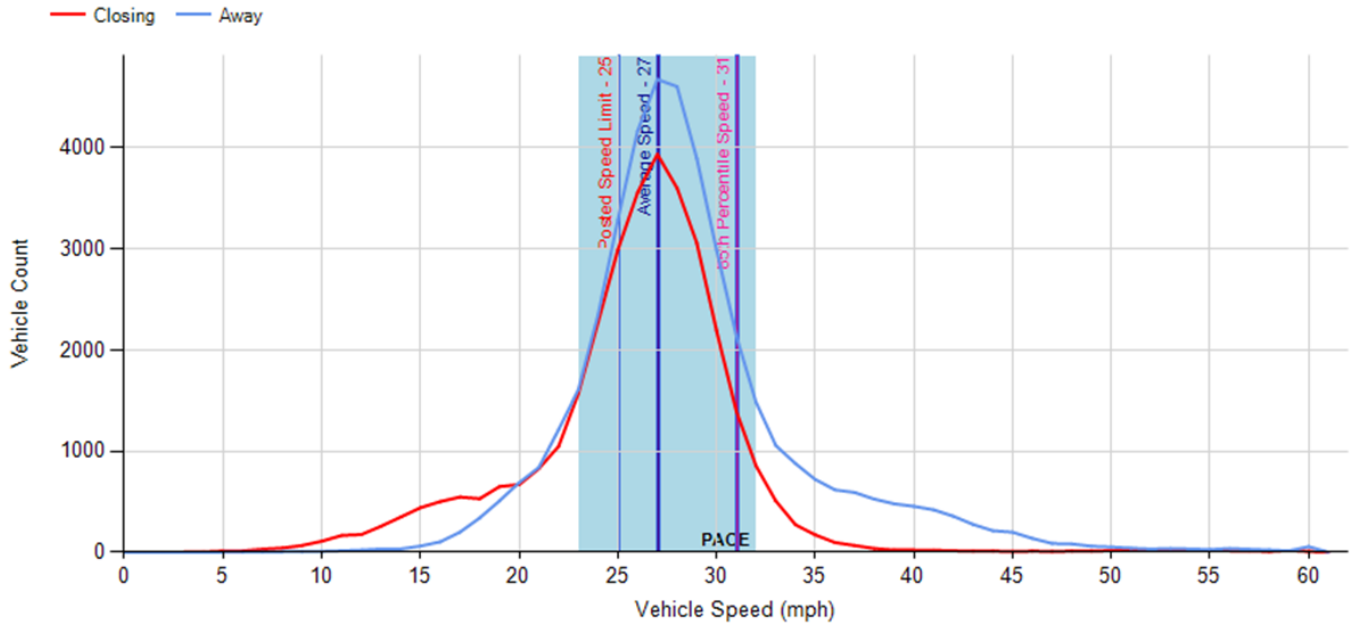


Traffic Volume by Speed on Blue Mounds After

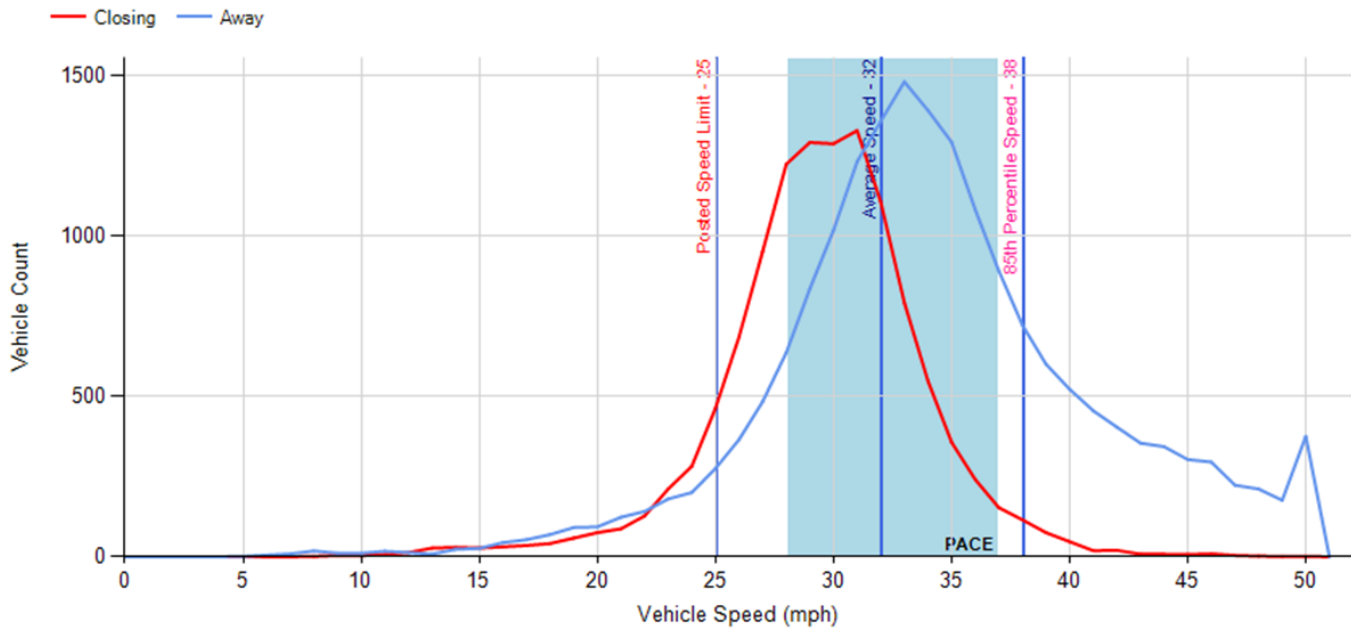


LANDSBY RIDGE APARTMENTS CONT.

Traffic Volume by Speed on Main Street Before

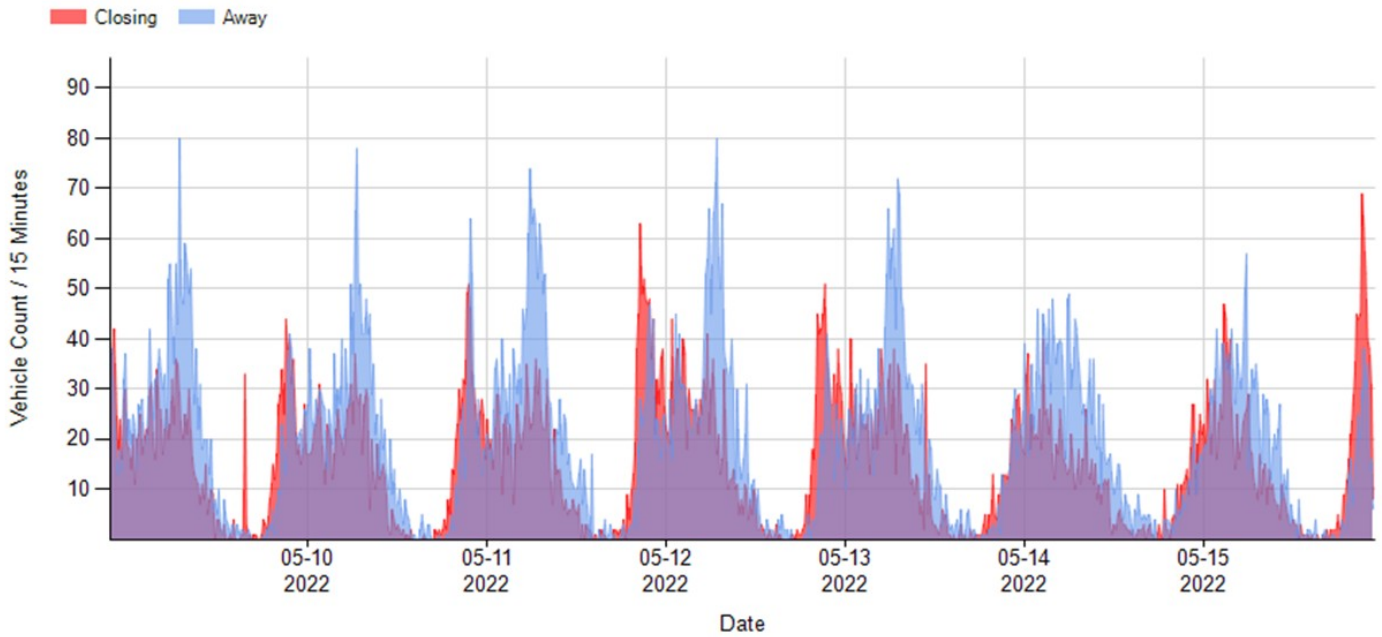


Traffic Volume by Speed on Main Street After

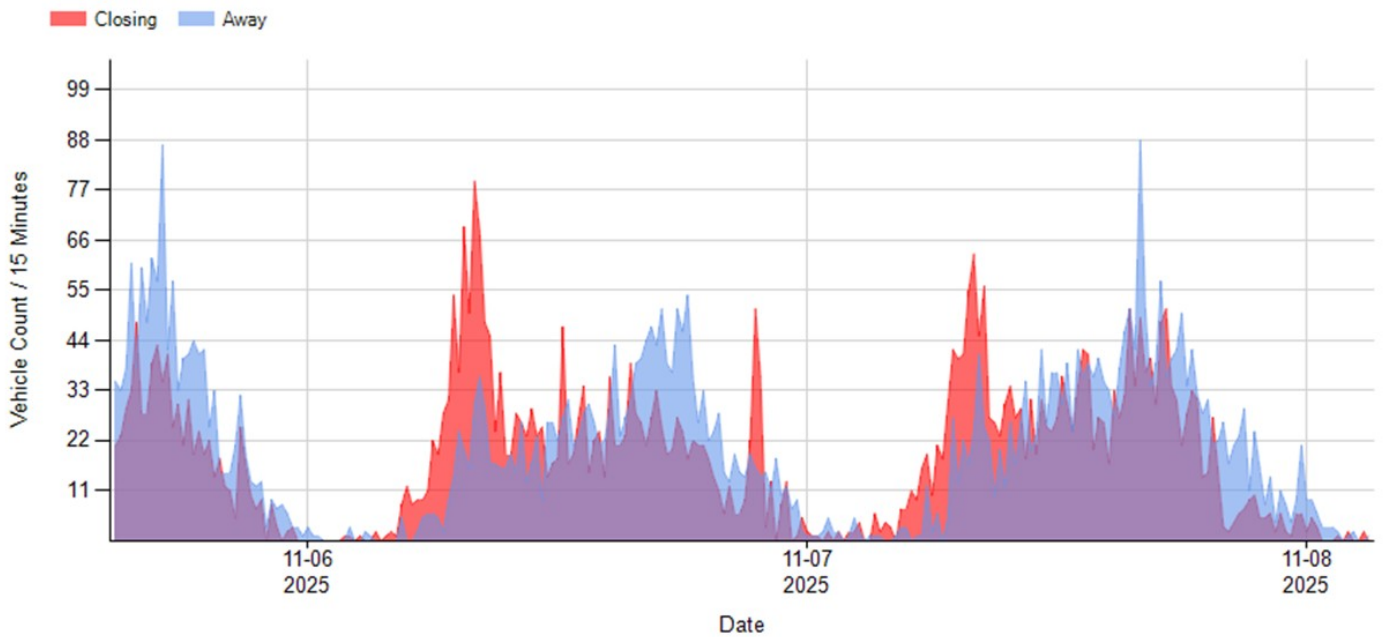


LANDSBY RIDGE APARTMENTS CONT.

Traffic Volume by Time on Blue Mounds Before

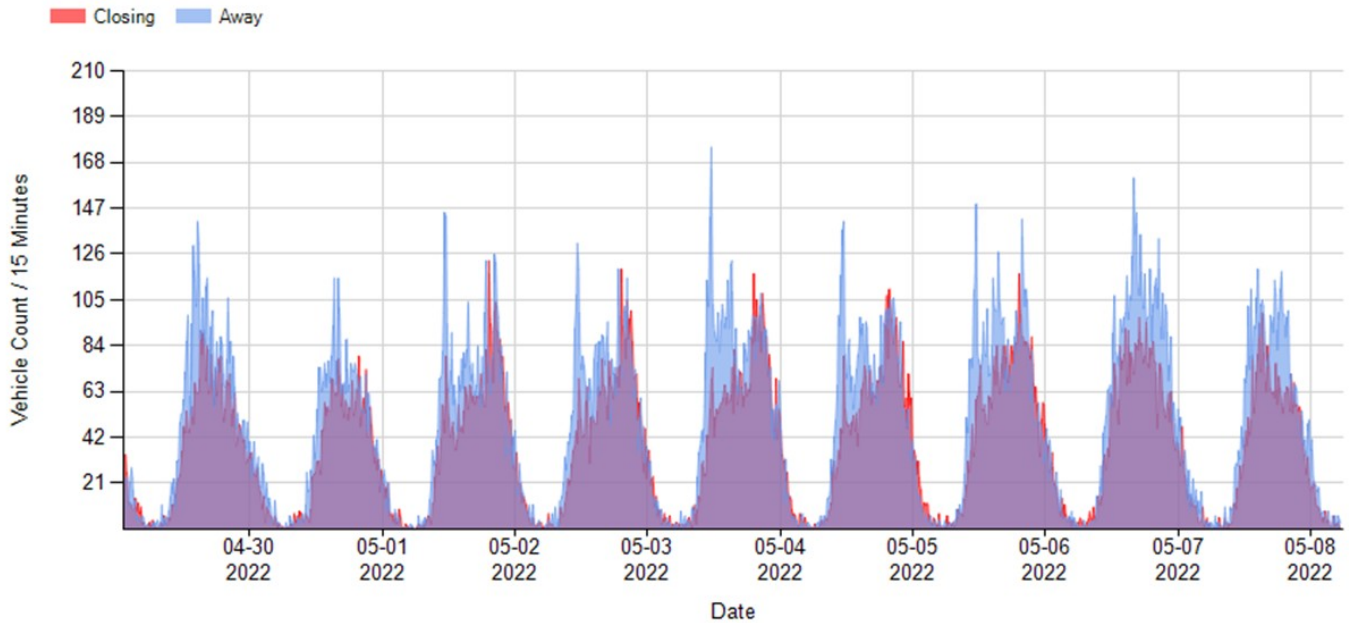


Traffic Volume by Time on Blue Mounds After

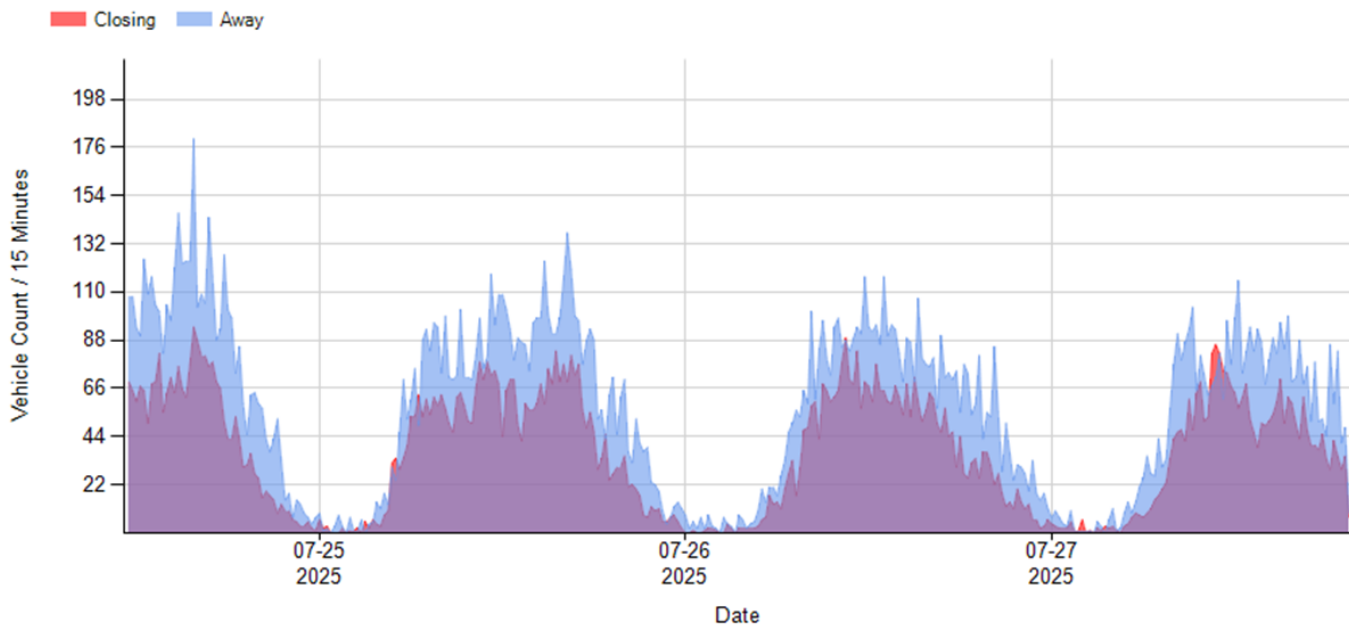


LANDSBY RIDGE APARTMENTS CONT.

Traffic Volume by Time on Main Street Before



Traffic Volume by Time on Main Street After



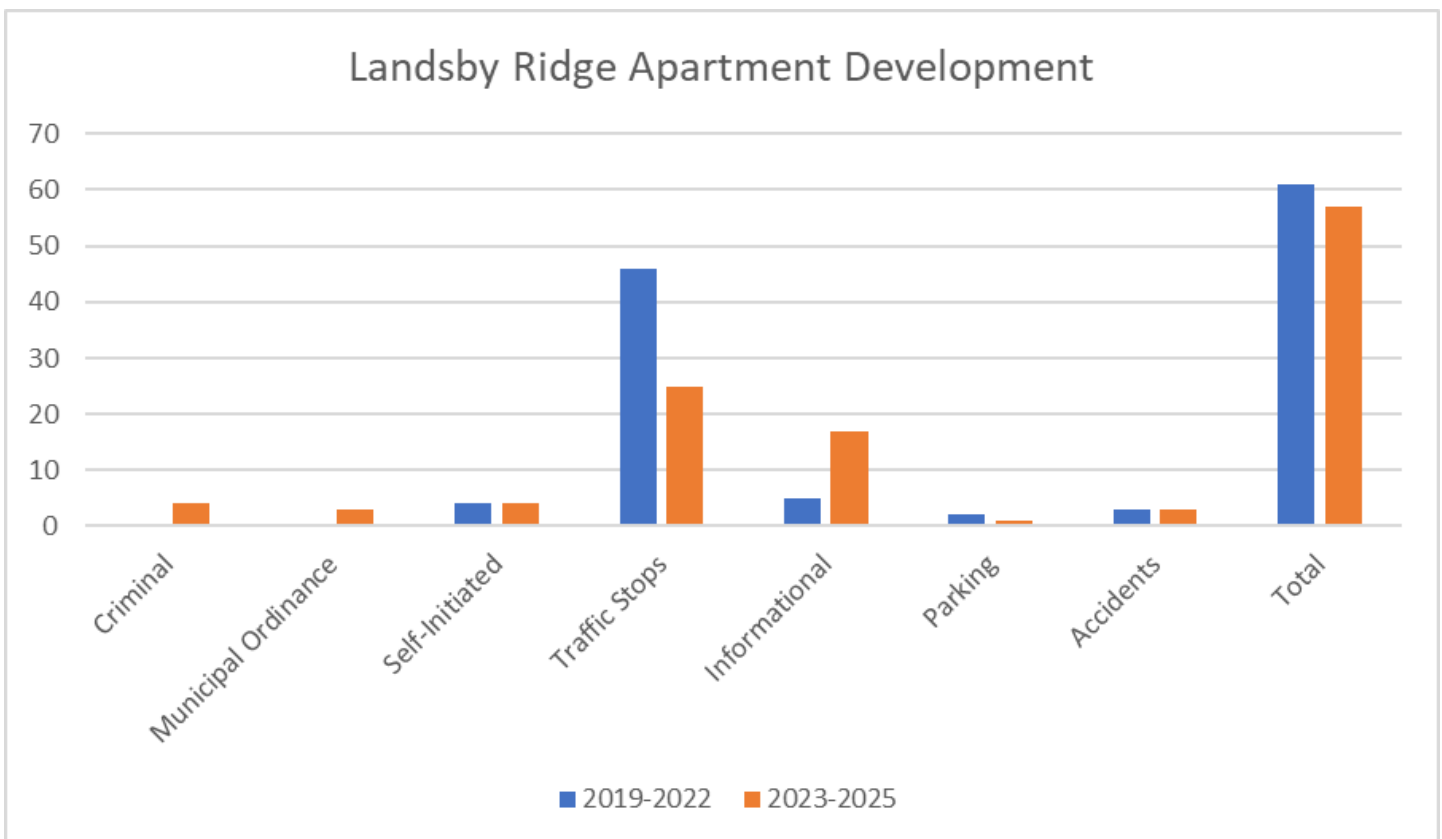
LANDSBY RIDGE APARTMENTS CONT.

Calls for Service

The following data is statistics from our Records Management Database. The data is shown in table format by calls for service between the before and after data by area. Then the data is separated into several categories to show how the data is spread out between different points. The data was divided between before December 31, 2022 and after January 1, 2023. This was based on the first call we got at Landsby Ridge Apartments.

Landsby Ridge Apartments Calls for Service Before and After

<u>Date Range</u>	<u>400 W Garfield St.</u>	<u>Blue Mounds and Garfield</u>	<u>Blue Mounds and Main</u>	<u>Total</u>
01/01/2019 to 12/31/2022	5	47	8	60
01/01/2023 to 12/31/2025	13	39	5	57



WILDFLOWER WAY DEVELOPMENT

Traffic Data

Traffic data was only collected after this addition. You will see data from May of 2025 at Lillehammer and Saint Olav. This will show traffic volume, speed trends, and average speed versus the posted speed limit.

Survey Description

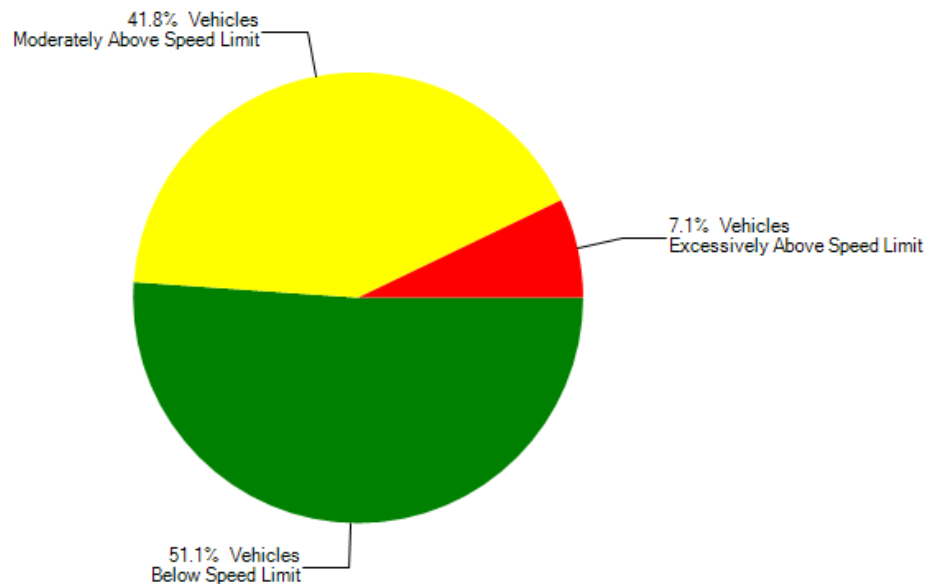
Survey Location	Lillehammer Ln/ St. Olav Ave,Mount Horeb, WI	
Survey Dates	Start	Stop
	Day	
	Thursday	Monday
	Date(year-month-day)	
	2025-05-22	2025-05-26
	Time	
	20:33:48	05:13:24
Traffic Zone		
File Name	Lillehammer2025.xml	
Device Serial Number	SNAA000000	
Traffic Direction	Northeast (Closing), Southwest (Away)	
Device Type	TDC	
Survey Note	Notes:	

WILDFLOWER DEVELOPMENT CONT.

Summary After

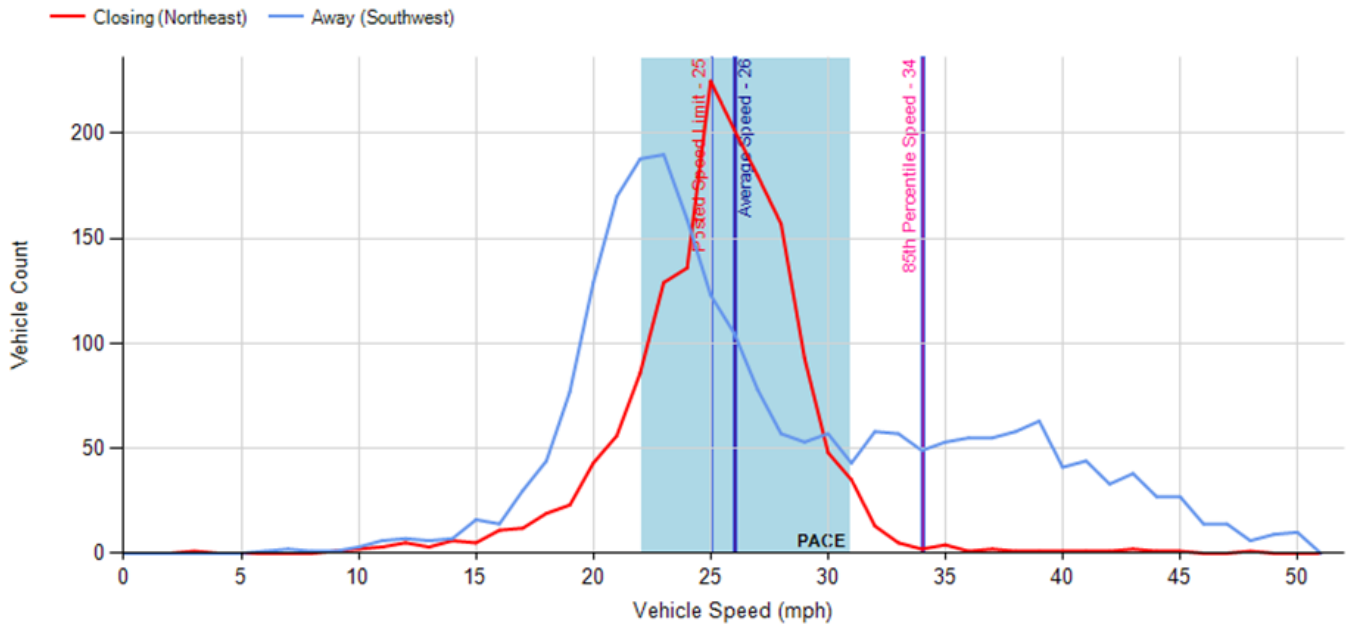
Survey Summary				
Total Vehicle Count		3792		
	Traffic Direction	Closing (Northeast)	Away (Southwest)	Combined
	Vehicle Count	1516	2276	3792
	Average Daily Vehicle Count	449	674	1124
Posted Speed Limit		25 Miles/Hour		
	Vehicles Under the Speed Limit Count	766	1172	1938
	Vehicles Under the Speed Limit Percentage	50.53%	51.49%	51.11%
	Vehicles Over the Speed Limit Count	750	1104	1854
	Vehicles Over the Speed Limit Percentage	49.47%	48.51%	48.89%
Excessive Speed Threshold		40 Miles/Hour		
	Vehicles Over the Excessive Speed Count	7	263	270
	Vehicles Over the Excessive Speed Percentage	0.46%	11.56%	7.12%
	Average Violation Speed	27.96 Miles/Hour	34.73 Miles/Hour	31.99 Miles/Hour
Speed Profile				
	Average Speed	25.22 Miles/Hour	27.9 Miles/Hour	26.83 Miles/Hour
	Minimum Speed	3 Miles/Hour	7 Miles/Hour	3 Miles/Hour
	Maximum Speed	48 Miles/Hour	50 Miles/Hour	50 Miles/Hour
	85th Percentile Speed	28 Miles/Hour	38 Miles/Hour	34 Miles/Hour
	Standard Deviation	3 Miles/Hour	8 Miles/Hour	6 Miles/Hour
	10 mph Pace	21-30 Miles/Hour	23-32 Miles/Hour	22-31 Miles/Hour
	In Pace Count	1256	733	2070
Data Recording Limits				
	Highest Speed Allowed		50 Miles/Hour	
	Lowest Speed Allowed		10 Miles/Hour	
	Minimum Following Time		2 (Seconds)	

Speed Graph After

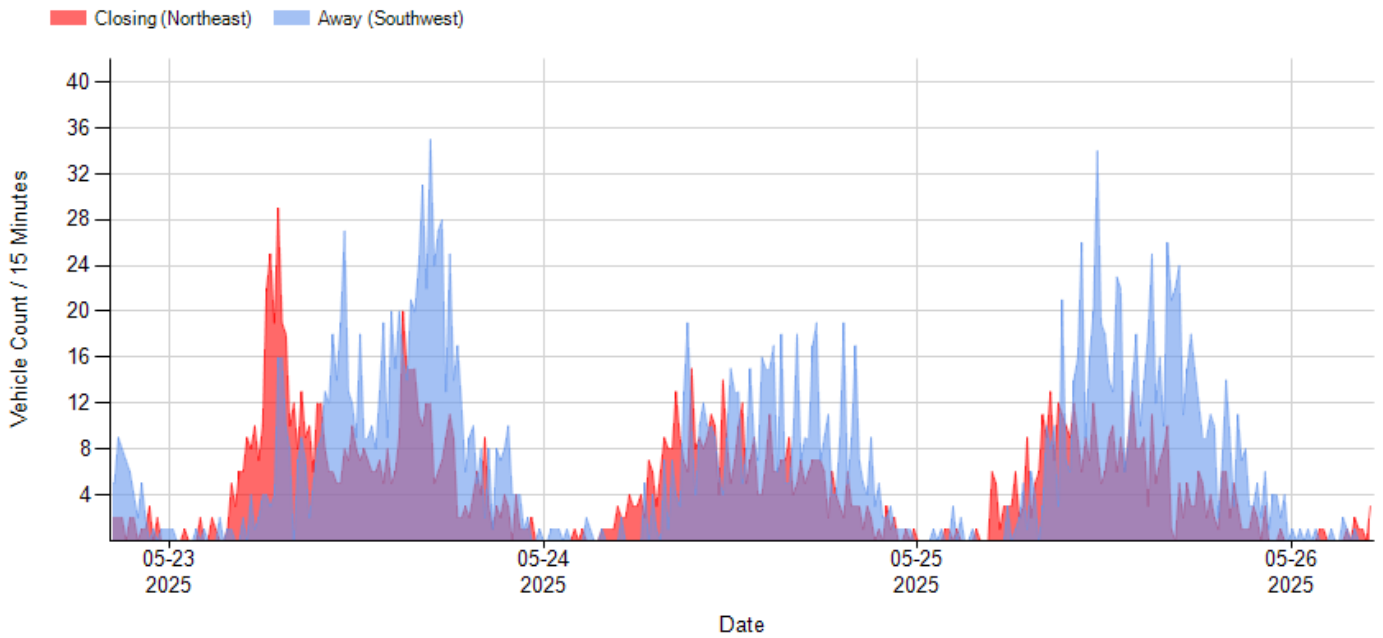


WILDFLOWER DEVELOPMENT CONT.

Traffic Volume by Speed After



Traffic Volume by Time After



WILDFLOWER DEVELOPMENT CONT.

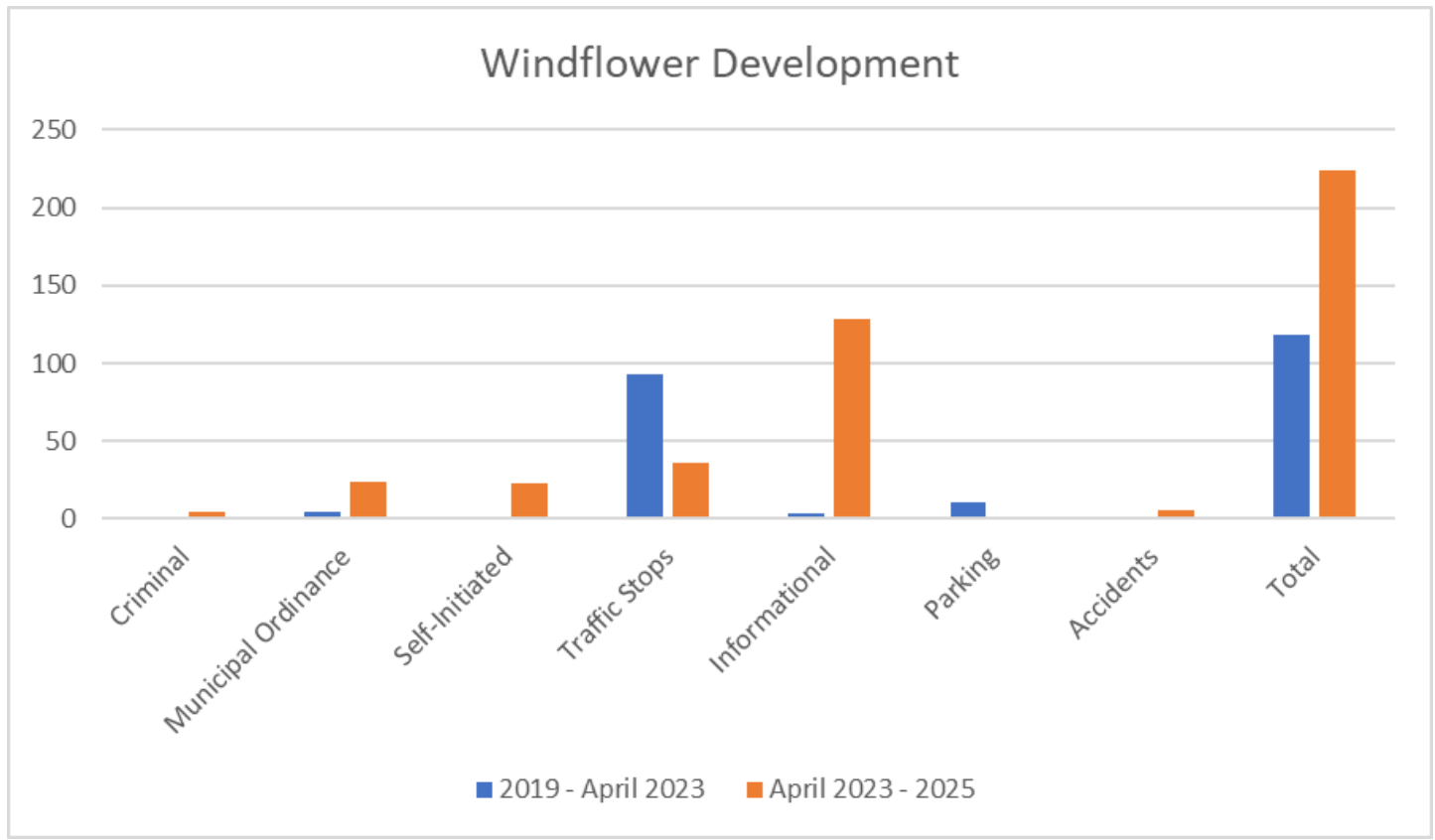
Calls for Service

The following data is statistics from our Records Management Database. The data is shown in table format by calls for service between the before and after data by area. Then the data is separated into several categories to show how the data is spread out between different points. The data was divided between before April 1, 2023 and after April 1, 2023. April was the first call we got in the new addition of Wildflower Development.

Description Before

Windflower Development Calls for Service Before and After

<u>Date Range</u>	<u>Windflower Way</u>	<u>Lillehammer and Commerce</u>	<u>Lillehammer and Tyrol</u>	<u>Lillehammer and Windflower Way</u>	<u>Lillehammer and Grieg</u>	<u>Total</u>
01/01/2019 to 04/01/2023	0	30	81	0	7	118
04/01/2023 to 12/31/2025	28	108	26	18	34	224



CRASH DATA

The next step in analyzing the impact on developments was to look at crash data for the areas. Officers complete crash reports in our traffic reports software (universal around the State of Wisconsin) and the data is uploaded to Community Maps. The data in this section comes from Community Maps:

<https://transportal.cee.wisc.edu/partners/community-maps/>

Historical Crash Data (January 2020 through December 2025)

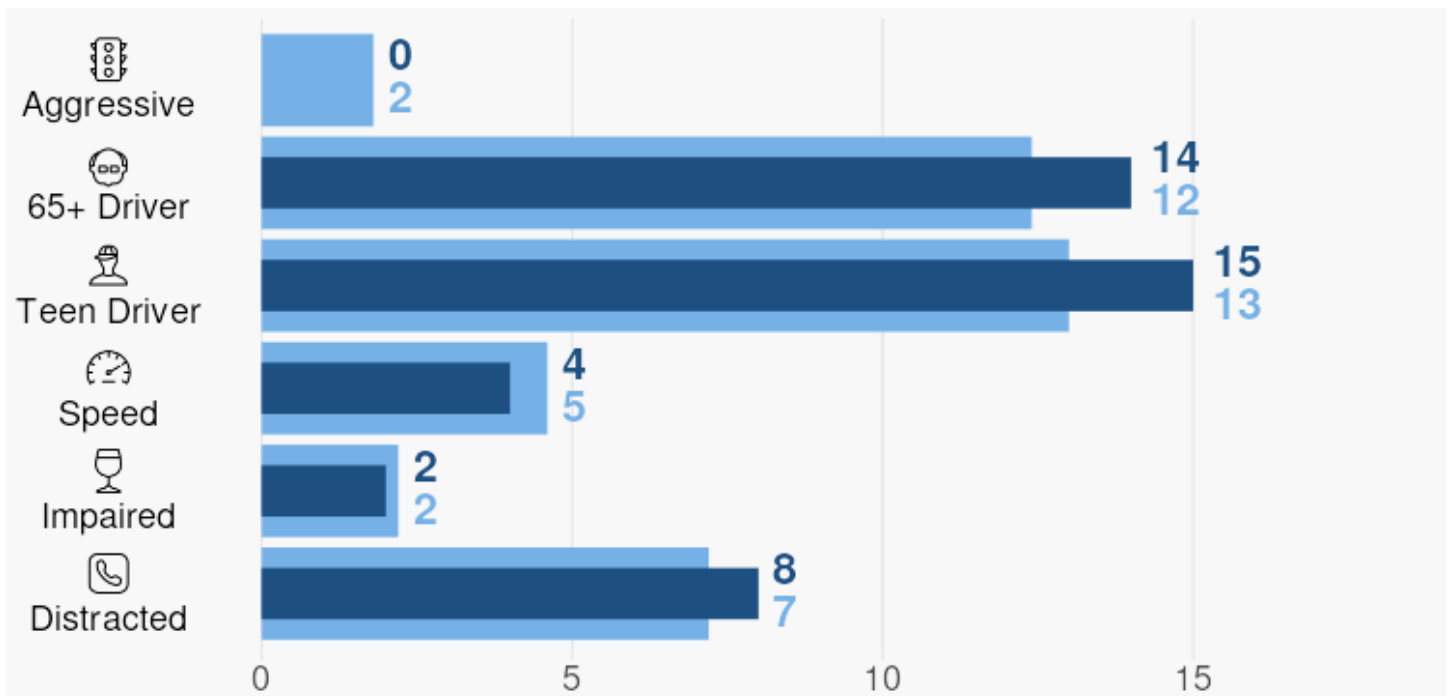
Average of 53 crashes per year in Mount Horeb (53 in 2025)

Non-Injury Crashes was an average of 47 per year (47 in 2025)

Possible Injury Crashes averaged 2 per year (1 in 2025)

Minor Injury averaged 4 per year (5 in 2025)

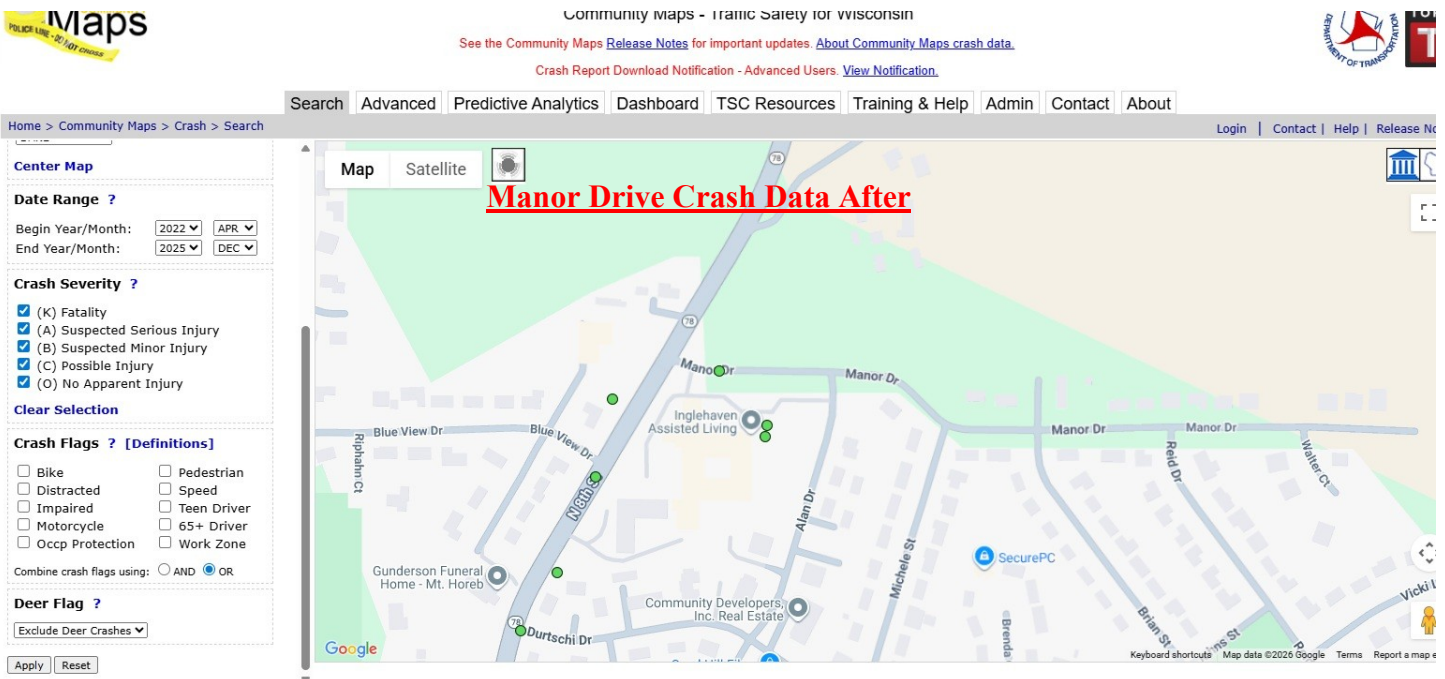
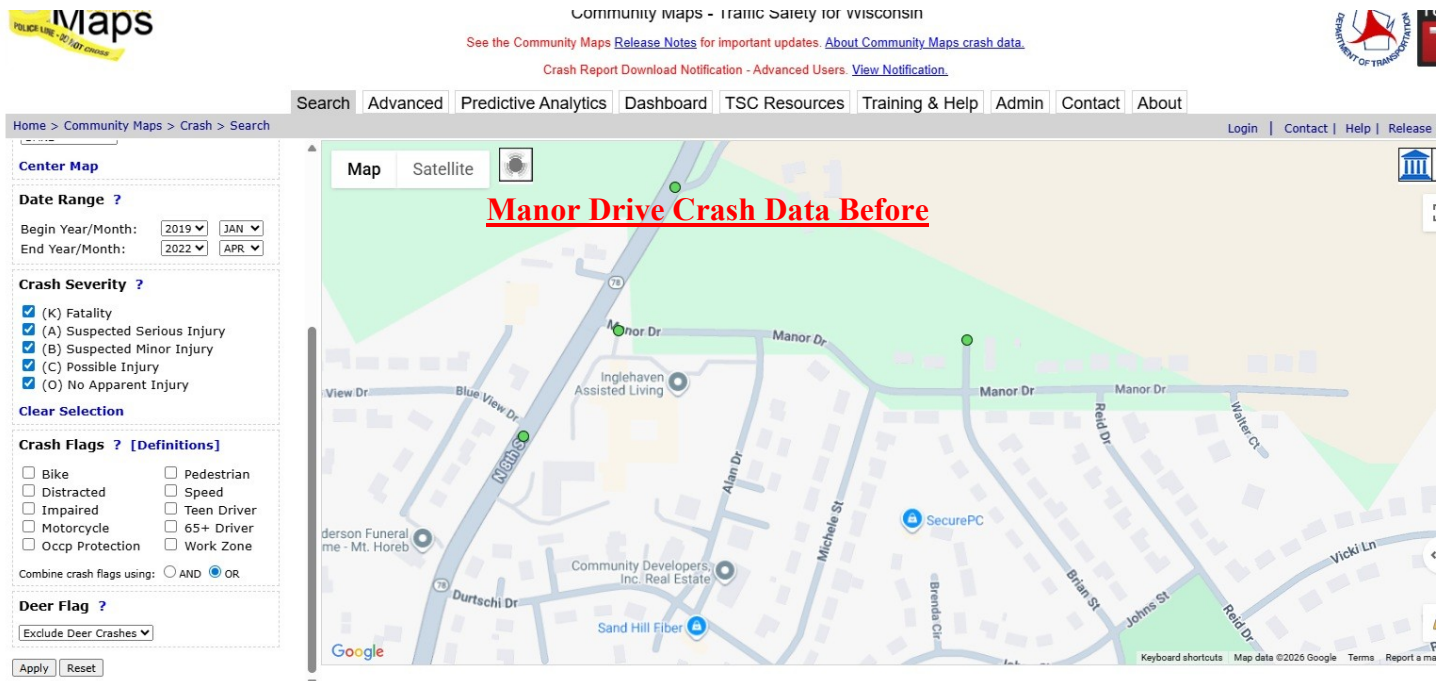
Below are the reasons listed for the crashes. Dark Blue is 2025, light blue is the 5 year average.



CRASH DATA CONT.

Manor Drive Crash Data before and After

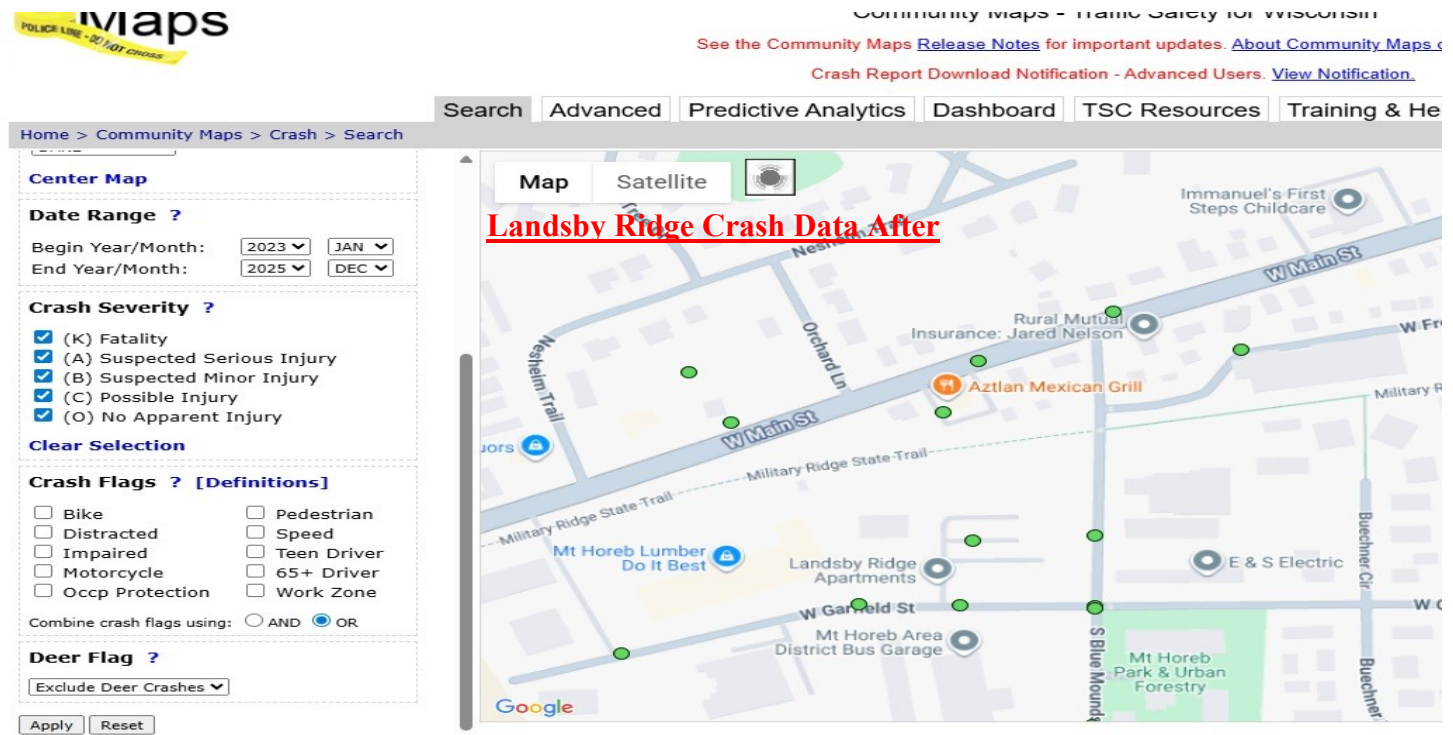
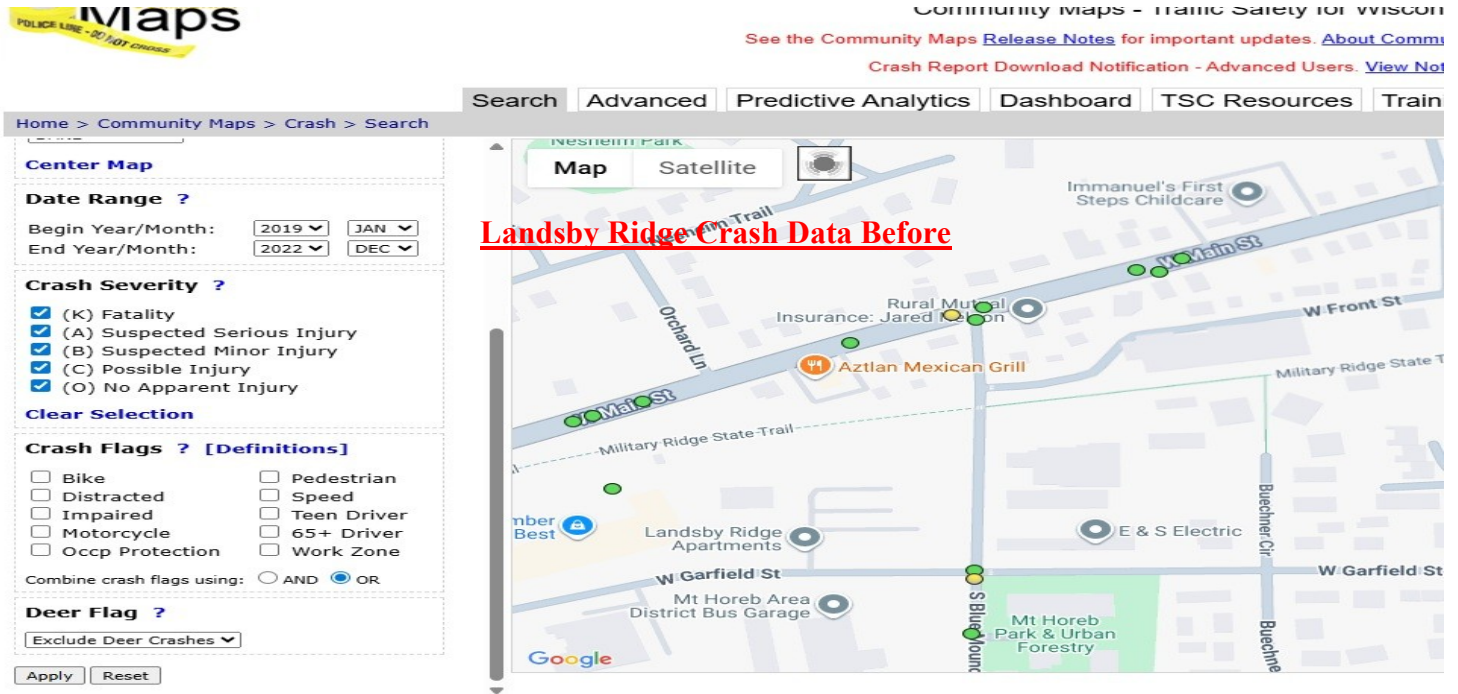
Date Range	Manor Drive Addition	Walter Ct.	Manor Drive Existing	Total
01/01/2019 to 04/01/2022	0	0	2	2
04/01/2022 to 12/31/2025	0	0	1	1



CRASH DATA CONT.

Landsby Ridge Crash Data before and After

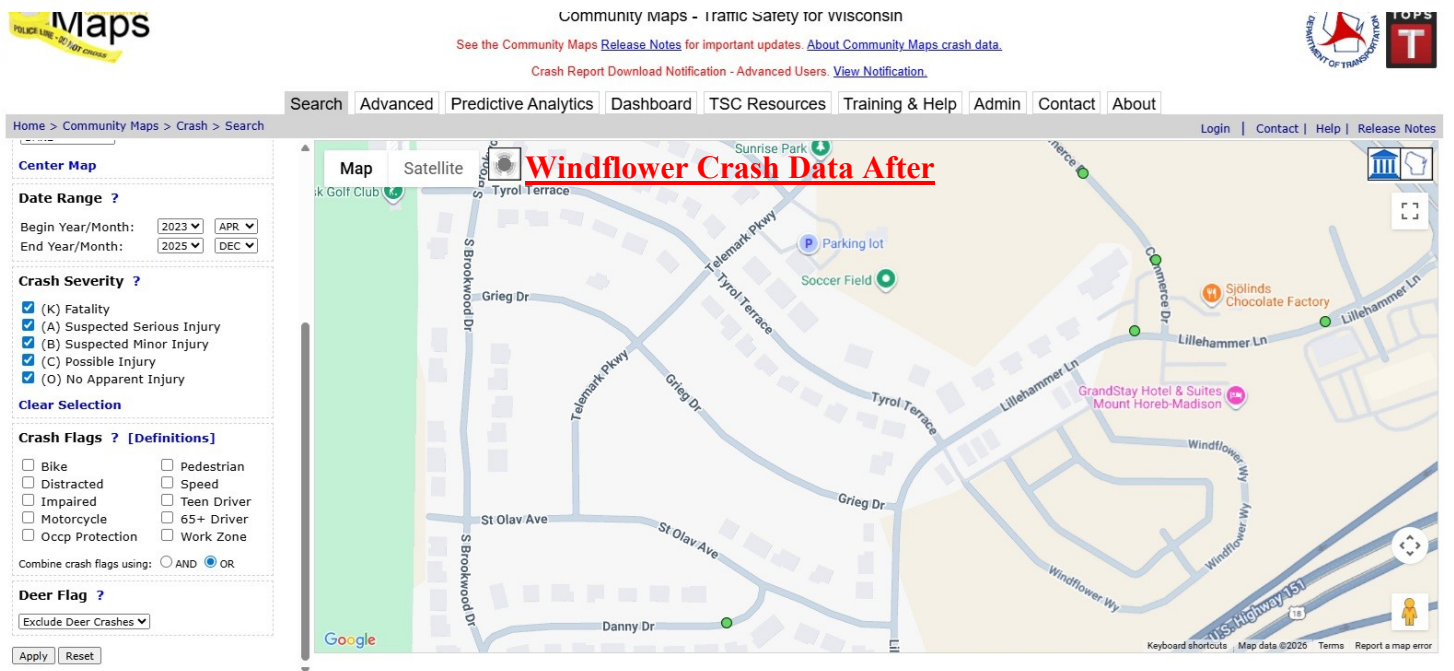
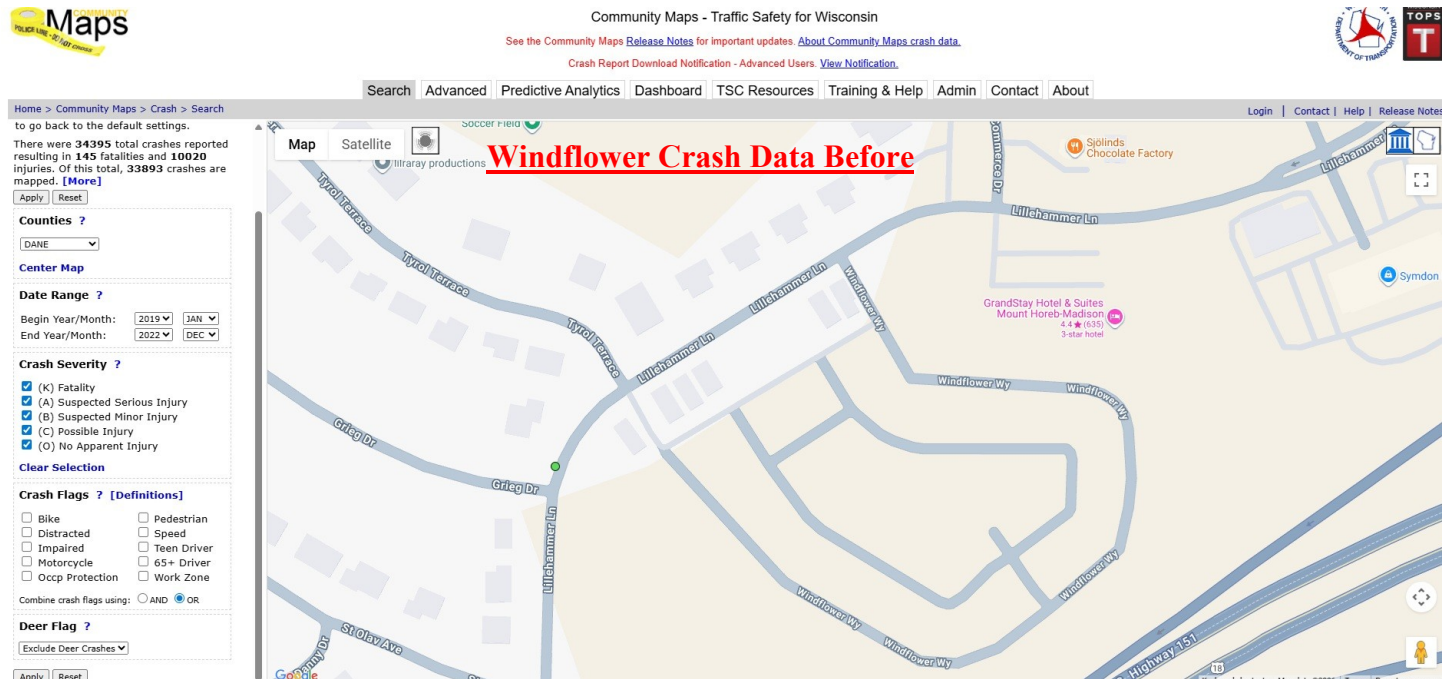
Date Range	400 W Garfield St.	Blue Mounds and Garfield	Blue Mounds and Main	Total
01/01/2019 to 12/31/2022	0	3	4	7
01/01/2023 to 12/31/2025	3	3	3	9



CRASH DATA CONT.

Windflower Development Crash Data before and After

Date Range	Windflower Way	Lillehammer and Commerce	Lillehammer and Tyrol	Lillehammer and Windflower Way	Lillehammer and Grieg	Total
01/01/2019 to 04/01/2023	0	30	0	0	1	1
04/01/2023 to 12/31/2025	0	2	0	0	0	2



SUMMARY

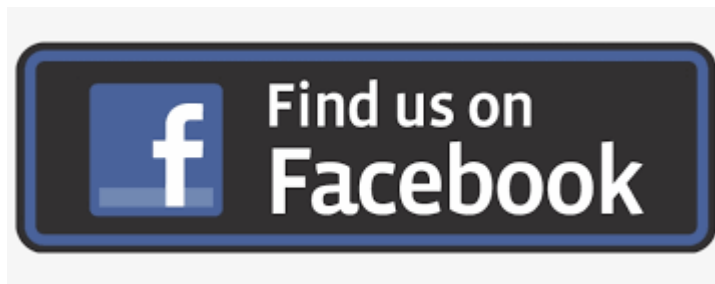
When you look at traffic counts, there was a slight decrease in average vehicles per day on Manor Drive and an increase on Blue Mounds and Main Street. Due to the lack of prior data on Lillehammer, there is not a comparison to draw. The average speed stayed below the speed limit on Manor, stayed exactly the same on Blue Mounds, and increased 5 MPH on Main Street. A caveat to consider on Main Street is the speed limit changed to 35 MPH in May 2025, near this intersection. This is likely the cause of that increase.

Looking at calls for service data. There was minimal change in the area of Landsby Ridge Apartments or Manor Drive. There was a significant increase in calls in the Lillehammer area, but mostly due to alarms of the new properties.

The crash data shows almost no change in crashes before or after. Our crash levels have stayed the same as the five year average when you look at the crashes in 2025 versus the five-year average.

This is not the end of the discussion on traffic safety. We will continue to partner with the Public Safety Committee, Village Administration, Public Services, and other traffic related experts to monitor and address safety concerns through preventative measures and reactive measures to complaints. We will continue to monitor changes before and after developments and adapt to any changes as they occur.

Connect with Mount Horeb PD



Mount Horeb Police Department

In Person:

Mount Horeb Police Department

400 Blue Mounds Street

Mount Horeb , Wisconsin 53572

Call:

(608) 437-5522

Visit:

www.mhpd.org



AGENDA ITEM REPORT

MEETING DATE

January 19, 2026

PREPARED BY

AGENDA ITEM # 4.b

Traffic Patterns During School Construction — Academy Street

BACKGROUND

With the upcoming plan of construction at the Primary Center on Academy Street, the Police Department and school have been collaborating on looking ahead to student safety. The main driveway will be closed for the construction during the 2026–2027 school year. This makes student pick up and drop off in the interim an issue. The plan is to turn Academy Street into a one-way street between Second Street and Fourth Street. Academy Street will act as the drop-off lane with traffic barriers and two lanes (one for drop off and one for through traffic). Once approved, information will be shared with those living on Academy Street. The temporary change will last from July 2026 through August 2027 (dependant on construction). This has been discussed with the school, Village Administrator, Jeff Gorman, and the trash collection company. The plan is to go through Public Safety Committee, then Public Services, then Village Board for approval.

RECOMMENDATION

ATTACHMENTS

1. Academy Street Traffic Pattern Change

