

I. RECOMMENDATIONS

As a result of its outreach, research, and discussions, the City-County Carjacking and Reckless Driving Task Force developed recommendations for making the streets in the city and county of Milwaukee safer for all residents. These recommendations are summarized below.

A. Prevention and Education Subcommittee

1. Conduct public information campaigns.

Education and information campaigns, public service announcements, and community outreach provide comprehensive messaging to the public regarding law enforcement consequences of reckless driving, distracted driving, and carjacking. The Police Department plans to conduct a public relations campaign stating it will crack down on reckless driving behavior. Public information campaigns need to include some or all of the following elements:

- a. Notable Milwaukee “celebrities,” such as Brewers and Bucks players, the coroner, perpetrators, etc.
- b. Provide information on laws and regulations, Warrant Withdrawal days, victim impact statements, etc.
- c. Place on radio, TV, streaming sites (podcasts), social media, buses, etc.
- d. Make the campaigns youth-led.
- e. Campaign: Safe is Cool.
- f. Walking and biking are cool.
- g. Public transportation is cool.
- h. Come up with a catchy tagline/ slogan (such as “Pedestrian Lives Matter” or “Slow down. Life matters.”) Hold a community contest to come up with a tagline or slogan.
- i. Campaign at gas stations and corner stores.
- j. Place digital signage showing the number of people who have been killed due to reckless driving.

- k. Grassroots slow down campaign that involves community organizations.
- l. Conduct “safe streets” events at sites of fatalities.
- m. Show real consequences of reckless driving.
- n. Use public health messaging.
- o. Steps to take when a driver hits another driver, a bicyclist, or a pedestrian.
- p. Updates and road rules refreshers.
- q. Effects of drugs and alcohol on driving, need for seat belts, causes of reckless driving, etc.
- r. Documentary about the consequences of violating traffic laws causing injury and death.
- s. Documentary about what happens to offenders.

2. Increase Milwaukee Area Technical College driver safety courses.

Reach out to Milwaukee Area Technical College to increase the number and availability of courses it offers to the public. Determine what level of funding is needed.

3. Increase driver safety programming and funding for driver education programs in Milwaukee Public Schools.

Reach out to children at a much younger age regarding driving safety and consequences of carjacking and reckless driving. Provide additional materials to teachers regarding driver safety and passenger safety for students in elementary and middle school health classes. Conduct town hall meetings with influential people who can inspire students to drive safely. Expand MPS Drive into all schools, and make it a required course. Include driver safety education in core curriculum.

- 4. Make driver education classes free, sliding scale, or otherwise accessible to all income levels.
- 5. Extend driver education classes to suburban communities in Milwaukee County.

6. Fund existing programs and implement nationally-recognized programs.

Programs, such as the Credible Messenger, Roca, and UCAN are effective in addressing the root cause of the behaviors that lead to reckless driving and carjacking. Funding these programs is a more effective use of taxpayer dollars, as every dollar spent reduces the need for incarceration funding by \$7-10.

7. Create a video game app that teaches safe driving skills.

A group of students are working on coding and designing an app targeted toward the youth demographic which is designed to improve positive driving behaviors and gives users of the app the opportunity to practice driving skills.

8. Increase funding for driver's license recovery programs.

The Wisconsin Community Services Center for Driver's License Recovery and Employability, in collaboration with partner agency Legal Action of Wisconsin and Milwaukee Area Technical College, works with low-income Milwaukee County residents to obtain a valid driver's license.

9. Increase availability of public transportation.

Increase funding for public transportation to increase routes, options, availability, and affordability. Create partnerships with businesses to provide incentives for using public transportation. Make public transportation cool.

10. Provide diversion alternatives.

Increase availability of community centers, recreation centers, and places for youth to go. Provide adventure programming, community work opportunities, and jobs.

11. Identify the root cause of reckless driving.

Conduct a study that involves interviewing reckless drivers to learn their motivation for doing so. Identify irresponsible behaviors and what causes them. Identify specific characteristics of a reckless driver and a carjacker.

12. Conduct police outreach in schools.

By conducting programming in schools, police officers and youth would have the opportunity to encounter each other as human beings and to develop trust.

Programming could involve the youth and address accountability and trauma. Officers could share videos about reckless driving and carjacking and bring victims to share their stories.

13. Provide an amnesty program.

14. Adopt Vision Zero.

Adopting Vision Zero includes developing strategic goals, creating a timeline for reaching zero traffic fatalities, and involving residents in active participation.

15. Obtain input from the Equal Rights Commission, the Mayor's Bike and Pedestrian Task Force, the Office of African American Affairs, and Coalition for Safe Driving before sending the report to the Common Council for further action.

16. Lobby for a change in State law to do the following:

- a. Make driver education classes a requirement for all drivers before obtaining a license, regardless of age.
- b. Require all drivers who have lost their driver's license to take and pass a driver education class before reinstating the driver's license.

B. Engineering Solutions Subcommittee

Guiding principles for all engineering recommendations:

- a. Design streets for lower speeds.
- b. Decrease the speed limit in conjunction with design changes.
- c. In the multimodal transportation plan, make streets less car-centric and friendlier to other modes of transportation.
- d. Prioritize safety over speed.

1. Primary Recommendations.

The following recommendations are proven countermeasures to reduce speeding and crashes and should be considered throughout the City as opportunities and funding allows. These recommendations are specific to collector or arterial streets and should be prioritized in areas of known speeding or crash problems.

a. Coordinate traffic signals.

Traffic-signal coordination allows motorists traveling at a certain speed to make the least amount of stops as possible. Signals should be coordinated at or below the speed limit to reduce the opportunities and incentive for speeding. However, effective signal coordination can be expensive and time-consuming if new signal equipment is required.

b. Pavement narrowing / reclamation.

Pavement narrowing removes excess pavement previously used for driving and converts it to other uses such as sidewalk space, plaza space, bikeway space, or landscaping. Narrowing streets has been shown to reduce traffic speeds and crashes. Whenever streets are reconstructed, opportunities for pavement narrowing should be considered.

c. Road diets.

Road diets are a proven, cost effective way of reducing traffic speeds and crashes. A road diet typically involves restriping a street from four lanes to two or three lanes by reallocating space to better bike accommodations, new turn lanes, or revised parking configurations.

d. Lane narrowing.

Lane narrowing has been proven to reduce traffic speeds. In urban environments, lane widths of 10 feet are proven to have a positive impact on a street's safety without impacting traffic operations. Lane widths of 11 feet may be appropriate on higher speed streets with heavy truck traffic, but lanes wider than 11 feet should not be installed.

e. Pedestrian refuge islands / curb extensions.

Pedestrian safety treatments such as refuge islands and curb extensions visually and physically narrow streets. These improvements create safer streets for people walking, can reduce vehicle speeds, and prevent illegal passing on the right.

f. Separation of vulnerable users.

Providing separate and protected space for people walking and biking often requires narrowing of motor vehicle lanes or reclaiming pavement, which reduces speeds and crashes for all users. Create substantial barriers for protected bike lanes.

2. Spot-Specific Recommendations.

The following are spot-specific recommendations that may reduce speeding or crashes when applied, but may have limited applicability in Milwaukee or may not be appropriate for collector or arterial streets where crashes and speeding are more likely to occur.

g. Install pedestrian traffic signals.

Pedestrian traffic signals have been shown to increase driver compliance of yielding to pedestrians in crosswalks. Examples of pedestrian traffic signals include Rectangular Rapid Flash Beacons (RRFB), Pedestrian Hybrid Beacons, or Pedestrian Beacons.

h. Roundabouts.

Roundabouts can lessen the severity of crashes and are generally safer for pedestrians because traffic is only approaching from one direction. Roundabouts may require the acquisition of land because they tend to be larger than traditional intersections. Roundabouts have limited applicability in the City of Milwaukee, specifically on high-volume streets where most crashes and speeding occurs.

i. Deploy speed humps, trapezoidal humps, and raised platforms at pedestrian crossings and intersections.

Speed humps and tables can reduce speeds on residential streets. By installing speed humps on a neighborhood-wide basis, instead of just a single street, the neighborhood can avoid issues with drivers choosing alternative routes through a neighborhood. The goal is to eliminate speeding rather than to move it to the next street. Although important, these treatments are most applicable on residential streets where crashes and speeding are not as big of an issue.

3. Additional Community Recommendations.

- a. Create bus lanes that are separate from bike lanes.
- b. Pedestrian traffic signal timing with additional phasing of signals.
- c. Raised sidewalks, trapezoidal sidewalks.
- d. Increase visibility at intersections.

C. Increase funding for the multimodal unit of DPW to fully implement the pedestrian plan.

C. Accountability and Enforcement Subcommittee

1. Advocate for State legislative changes.

- a. Increasing the penalties for adults for reckless driving gives a signal to offenders that there are serious consequences for endangering the public.
- b. The level of felony offense for fleeing an officer needs to be increased, and graduated penalties must be provided for repeat offenders.
- c. A change in legislation is required to allow a serious juvenile offender disposition for all felony offenses, leaving discretion to the judge.
- d. Red light cameras have proven an effective deterrent and enforcement tool in other jurisdictions.
- e. Provide for alternative penalties, including:
 - (1) Impound unregistered vehicles that have been involved in a reckless driving incident.
 - (2) Boot vehicles.
 - (3) Send offenders to a military-like boot camp.
 - (4) Community service in communities most impacted by reckless driving.
 - (5) Road trash pickup or cleanup after collisions.
 - (6) Pay offenders wages for their work, but place all earned wages directly into a restitution account for victims or use those wages to fund driver education classes.
 - (7) Require mediation.

- (8) Require anger management classes.
 - (9) Require substance abuse classes.
 - (10) Require driver education classes.
1. Discontinue suspension of licenses for nonpayment. Instead, driver's license suspension should only be done for safety reasons.
 2. Require insurance companies to consider a driver's driving record as the primary criteria for setting liability limits.
 3. Impound any vehicle involved in reckless driving for a minimum of 72 hours. After 72 hours, the vehicle owner would be required to pay applicable towing and storage fees, outstanding vehicle citations, and provide evidence of vehicle registration and insurance coverage.
 4. Prohibit cell phone use while driving for all drivers, not just those on probationary license.
 5. Lower the density of window tint on public vehicles.
 6. Expand owner liability for all reckless driving violations.

b. Enforce related driving violations.

Police need to increase enforcement measures, including targeting dangerous driving, such as speeding and swerving through traffic. Increased enforcement should also focus on existing traffic regulations and tinted windows. The Police Department could seek grants to fund more overtime for officers, particularly the Motorcycle Unit, to increase traffic enforcement. Police could be required to respond in a timely manner, to fulfill quotas, and to focus on hotspots.

c. Institute standard operating procedures.

The Police Department can institute a standard operating procedure that requires officers to bring juveniles caught in stolen or fleeing vehicles to detention (as opposed to writing tickets or ordering the cases in). This decreases the time for review and charging to 24 hours.

d. Consider charges.

Prosecutors need to consider charging offenders for recklessly endangering safety when prosecuting reckless driving and fleeing cases. Additionally, reckless driving criminal charges can be levied instead of tickets when an offender is driving in a dangerous manner.

e. Provide diversion alternatives.

When charging a case, prosecutors can provide diversion alternatives for first-time offenders of reckless driving. Target the early intervention stages of youth who engage in reckless driving behavior with resources that are specific to their risk and need factors. Effective strength-based interventions should continue for an adequate length of time without extending the probation or supervision period, during which court-imposed sanctions can be imposed for typical behaviors of youth, such as curfew violations.

f. Mandate sentencing.

Circuit and Municipal Court should include mandating driving safety classes when sentencing offenders.

g. Increase data sharing.

Increased cooperating and data-sharing among all agencies allows for better treatment integration for juveniles and more appropriate sentencing for adult offenders.

h. Conduct victim impact panels.

Victim impact panels for carjacking and reckless driving convictions can deter offenders from repeating the offense. Facing the consequences of their actions has a rehabilitating effect on offenders and reduces recidivism.

i. Increase police presence.

Increase police presence in neighborhoods where rolling drug cars operate and at intersections with higher incidents of reckless driving. Patrol main streets with radar guns, place empty squad cars in strategic locations, and incorporate speed traps.

j. Create a 24-hour hotline, central e-mail, web address, or app to report reckless drivers and nuisance vehicles.

Crime Stoppers could be augmented and promoted as a hotline for reporting reckless driving and carjacking.

- k. Hold parents accountable.

Parents could be held accountable for their children upon first offense. Additionally, police could enforce curfew laws, fining parents if their children are on the streets or caught doing criminal acts after 11:00 p.m.

- l. Place digital speed signs in hotspot locations.

DRAFT