

MEMORANDUM

TO: Ald. Michael J. Murphy
FROM: Tea B. Norfolk, Legislative Reference Bureau
DATE: January 18, 2024
RE: Quantitative Data to Evaluate Reckless Driving Metrics

This memo is in response to your request for information relating to the type of quantitative data to include in Vision Zero metrics.

City-County Carjacking and Reckless Driving Task Force

The City-County Carjacking and Reckless Driving Task Force recommended the following metrics:

1. Vision Zero's goal of zero fatalities as a result of reckless driving.
2. A measurable percentage decrease in the numbers of the following:
 - a. Fatalities due to reckless driving (broken down by type: pedestrian, bicycle, passenger, speed-related, etc., and demographic information of drivers and victims). For example, a 25% decrease after 1 year, 50% decrease after 5 years, etc.
 - b. Collisions.
 - c. Hit-and-run citations.
 - d. Suspended licenses.
 - e. Stolen vehicles.
 - f. Citations issued relative to reckless driving – failure to stop at stop sign, endangering safety by reckless driving, unreasonable and imprudent speed, etc.

g. Police pursuits and non-pursuits, maximum speed of pursuits, pursuits resulting in injury.

h. Health outcomes – life expectancy and accidental deaths.

3. A measurable percentage increase in the following:

a. Participation in driver’s education classes.

b. Hits on social media for public information campaigns (going “viral”).

c. Public transportation ridership.

d. Driver’s licenses recovered.

e. Percentage of DPW projects that include complete streets design elements.

f. Percentage of DPW projects implemented on the Pedestrian High Injury Network.

g. Percentage of bikeway network considered “low stress.”

h. Perceptions of walking, biking, and transit.

i. Percentage of people who walk, bike, or take transit to work.

Additionally, the Task Force studied the reckless driving epidemic through the lens of the following three categories: prevention and education, engineering solutions, and accountability and enforcement. Accordingly, the type of metrics used for evaluating the efficacy of Vision Zero’s efforts can also be divided into these categories. Recommended metrics are provided below.

Prevention and Education

- The number of driver safety courses provided through MATC and MPS.
 - The number of students enrolled in each course.
 - The number of city residents.
 - The number of residents from neighboring communities.
 - The number or percentage of students passing each course.
- The number of programs offered by Credible Messenger, Roca, and UCAN provided to residents, and the number of participants.
- The number of drivers licenses that have been recovered through the Wisconsin Community Services Center for Driver’s License Recovery and Employability (collaborative partners include Legal Action of Wisconsin and MATC).
- Ridership of public transportation.

- Results of the study interviewing reckless drivers to learn their motivation for reckless driving.
- Number of outreach programs conducted by first responders and experts in the field of reckless driving.
- Track progress of State law to
 - Make driver education classes a requirement for all drivers before obtaining a license, regardless of age.
 - Require all drivers who have lost their driver's license to take and pass a driver education class before reinstating the driver's license.

Engineering Solutions

- Number of collisions (and location), including:
 - Number of injuries.
 - Number of deaths.
- Number of traffic signals that have been coordinated to reduce speeds.
- Number of miles of pavement-narrowing projects completed.
- Number of curb extensions and pedestrian refuge islands completed.
- Number of miles of protected bike lanes completed.
- Number of pedestrian traffic signals installed.
- Number of speed humps and other traffic calming measures installed.

Accountability and Enforcement

- Number of citations issued.
- Number of reckless driving and carjacking cases prosecuted.
- Number and duration of sentences.
- Number of driving safety classes mandated at sentencing.
- Number of victim impact panels conducted upon carjacking or reckless driving convictions.
- Number of reckless driving or carjacking calls placed to crime stoppers and number of called followed up on.
- Number of digital speed signs erected.
- Track progress of State law changes to:
 - Increase penalties for adults for reckless driving.
 - Increase level of felony offense for fleeing an officer; provide graduated penalties for repeat offenders.
 - Serious juvenile offender disposition for all felony offenses.
 - Red light camera legislation.
 - Alternative penalties:

- Impound vehicles that have been involved in a reckless driving incident.
 - Community service in communities most impacted by reckless driving.
 - Road trash pick-up after collisions.
 - Required mediation.
 - Required anger management classes.
 - Required substance abuse classes.
 - Required driver education classes.
- Driver's license suspension for safety reasons.
- Require insurance companies to consider a driver's driving record as the primary criteria for setting liability limits.
- Expand owner liability for all reckless driving violations.
- Number of juveniles (passengers and drivers) brought to detention upon being caught in stolen or fleeing vehicles.

Sample Community Metrics

New York City's Vision Zero website provides the following metrics tracked over the course of the last 10 – 15 years:

- Traffic fatalities by mode (pedestrians, motorcyclists, bicyclists, motor vehicle occupants and operators, e-mobility/ other).
- "Failure to Yield" summonses.
- Speeding summonses.
- Safety projects completed.
- Protected bike lane miles installed.
- Dedicated bike lane miles installed.
- Truck side guards installed.
- City vehicles installed with telematics.
- Schools visited.
- Older adult centers visited.
- MTA Bus operators trained in Vision Zero.
- Drivers licensed by TLC received Vision Zero education.
- City drivers trained in defensive driving.

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