

**CITY-COUNTY CARJACKING
AND RECKLESS DRIVING TASK
FORCE**

FINAL RECOMMENDATIONS

MEMBERS REPRESENT

Task Force Chair

Alderman Michael J. Murphy, 10th District

City of Milwaukee

Common Council

Mayor's Office

Police Department

Health Department

Municipal Court

Safety and Civic Commission

Youth Council

Department of Public Works

Milwaukee County

District Attorney's Office

Circuit Court

Sheriff's Office

Community Members



RECOMMENDATIONS

- **Prevention and Education Subcommittee**
 - **Engineering Solutions Subcommittee**
 - **Accountability and Enforcement Subcommittee**
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I. PREVENTION AND EDUCATION SUBCOMMITTEE

- 1. Conduct public information campaigns**
 - 2. Increase Milwaukee Area Technical College driver safety courses**
 - 3. Increase driver safety programming and funding for driver education programs in Milwaukee Public Schools**
 - 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**
 - 7. Create a video game app that teaches safe driving skills**
 - 8. Increase funding for driver's license recovery programs**
 - 9. Increase availability of public transportation**
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10. Provide diversion alternatives
 11. Identify the root cause of reckless driving
 12. Conduct outreach in schools with the community of first responders and experts in the field of reckless driving
 13. Research an amnesty program
 14. Adopt Vision Zero
 15. Maintain community participation
 16. Explore new technology as it relates to reckless driving
 17. Lobby for a change in State law
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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.



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.



4. MAKE DRIVER EDUCATION CLASSES FREE, SLIDING SCALE, OR OTHERWISE ACCESSIBLE TO ALL INCOME LEVELS

Prior to implementing this recommendation, the Common Council should obtain additional research and information regarding the impact, including unintended consequences of providing free or low-cost driver education classes to all members of the public.



5. EXTEND DRIVER EDUCATION CLASSES TO SUBURBAN COMMUNITIES IN MILWAUKEE COUNTY



6. FUND EXISTING PROGRAMS AND IMPLEMENTATION 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 OUTREACH IN SCHOOLS WITH THE COMMUNITY OF FIRST RESPONDERS AND EXPERTS IN THE FIELD OF RECKLESS DRIVING

By conducting programming in schools, police officers, first responders, experts in the field of reckless driving, and youth would have the opportunity to encounter each other as human beings and to develop trust. Programming could involve youth and address accountability and trauma. Officers could share videos about reckless driving and carjacking and bring victims to share their stories.



13. RESEARCH AN AMNESTY PROGRAM

Researching the impact of amnesty programs on changing reckless driving behavior can provide information regarding whether creating an amnesty program would be beneficial to the goals of the Task Force.



14. ADOPT VISION ZERO

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



15. MAINTAIN COMMUNITY PARTICIPATION

Reaching out to the community on a regular basis and continuing communication with stakeholders ensures public input and provides information to the public regarding the progress of implementing Task Force recommendations.

Stakeholders to include in the conversation include, but are not limited to, Task Force members, the Equal Rights Commission, the Mayor's Bike and Pedestrian Task Force, the Office of African American Affairs, and Coalition for Safe Driving. Additionally, the institutional partner should provide regular reports to the Common Council regarding progress.



16. EXPLORE NEW TECHNOLOGY AS IT RELATES TO RECKLESS DRIVING

Technology can be a useful method for effecting change in driving behaviors. Virtual Reality simulators have been used as a teaching tool for preventing distracted driving throughout the United States. Programs offered include private companies as well as public-private partnerships.



17. 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.



II. ENGINEERING SOLUTIONS

1. Primary Recommendations

- a. Coordinate traffic signals.
- b. Pavement narrowing / reclamation.
- c. Road diets.
- d. Lane narrowing.
- e. Pedestrian refuge islands / curb extensions.
- f. Separation of vulnerable users.

2. Spot-Specific Recommendations

- g. Install pedestrian traffic signals.
- h. Roundabouts.
- i. Deploy speed humps, trapezoidal humps, and raised platforms at pedestrian crossings and intersections.

3. Additional Community Recommendations

Increase funding for the Department of Public Works to fully implement the pedestrian plan.

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.



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, 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 streets, the neighborhood can avoid issues with drivers choosing alternative routes through a neighborhood. The goal is to eliminated speeding rather than to move it to the next streets. 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

Increase funding for the Department of Public Works to fully implement the pedestrian plan.



III. ACCOUNTABILITY AND ENFORCEMENT

1. Advocate for State legislative changes.
 2. Enforce related driving violations.
 3. Institute standard operating procedures.
 4. Provide diversion alternatives.
 5. Mandate sentencing.
 6. Increase data-sharing.
 7. Conduct victim impact panels.
 8. Create a 24-hour hotline, central e-mail, web address, or app to report reckless drivers to nuisance vehicles.
 9. Hold parents accountable.
 10. Place digital speed signs in hotspot locations.
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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 should be evaluated based on metrics regarding whether they are effective as a deterrent and enforcement tool.
- e. Provide for alternative penalties.
- f. Discontinue suspension of licenses for nonpayment and non-driving-related offenses. Instead, driver's license suspension should only be done for safety reasons.
- g. Require insurance companies to consider a driver's driving record as the primary criteria for setting liability limits.
- h. Expand owner liability for all reckless driving violations.

2. 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. Police could be required to respond in a timely manner and to focus on hotspots.



3. 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. This recommendation should be evaluated upon further information provided by the detention center and the Police Department regarding capacity, logistics, and impact.

4. 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.



5. MANDATE SENTENCING

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

6. 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.



7. 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.



8. 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. An effective reporting tool provides guidance to the user regarding the specific information required in order to appropriately address the violation, such as photo documentation and additional evidence.



9. HOLD PARENTS ACCOUNTABLE

Parents, guardians, and caregivers could be held accountable for the children in their care upon first offense. Additionally, police could enforce curfew laws, fining parents if their children are on the streets or caught in a criminal act after 11:00 p.m.

10. PLACE DIGITAL SPEED SIGNS IN HOTSPOT LOCATIONS

Digital speed sign provide visual feedback to drivers, often resulting in drivers decreasing speed.

