

## 2020 Carjacking and Reckless Driving Status Update DRAFT

Prepared 9/20/23

Subcommittee	Broad Recommendation	Detail	Notes
Engineering	<p>The following guiding principles should govern all engineering recommendations:</p> <ul style="list-style-type: none"> <li>• Design streets for slower speeds.</li> <li>• Prioritize safety over speed.</li> <li>• Incorporate the Complete Streets Policy to make streets less car-centric and to better accommodate other modes of transportation.</li> </ul>	Install pedestrian traffic signals (Rectangular Rapid Flash Beacons (RRFB), Pedestrian Hybrid Beacons, or Pedestrian Beacons)	
		Coordinate traffic signals at or below the speed limit	Will be possible with planned signal upgrades over next 2 years.
		Pavement reclamation for other uses such as sidewalks, plaza, landscaping, storm water, etc	DPW initiated the Interim Plaza Program in 2023 to allow community groups to reclaim street space and use it for plazas.
		Road diets (reducing number of lanes with restriping)	Road diets are standard practice in DPW street design work, with numerous road diets installed since 2021.
		Narrow lanes	DPW's Complete Streets Handbook sets 10' lanes as the standard lane width in the City of Milwaukee.
		Pedestrian refuge islands / curb extensions	DPW has initiated the installation of pinned-on refuge islands and curb extensions to expedite the design and construction of these traffic calming features. This lower cost construction method has also allowed for a significantly higher number of installations since 2022.
		Separation of vulnerable users	DPW's preferred bikeway design is now a protected bikeway to fully separate people biking from people driving. Several projects under construction or in design will include protected bikeways.
		Roundabouts	DPW is exploring opportunities for roundabouts, including compact urban roundabouts, to reduce crashes and slow speeds. The Lisbon Ave project will have roundabouts, and a recent HSIP application was submitted for compact urban roundabouts on three corridors.

		Deploy speed humps, trapezoidal humps, and raised platforms at pedestrian crossings and intersections	Speed humps have been installed at the following rates: 96 in 2020, 116 in 2021, 272 in 2022, and 81 in 2023 so far. DPW has started installing raised crossings as part of reconstruction projects (e.g. Walnut St) and has installed speed tables at various locations (e.g. Superior St, Prospect Ave). DPW has also begun the Speed Limit Reduction Campaign and Analysis project that includes a speed education campaign.
		Increase funding for the Department of Public Works to fully implement the pedestrian plan	Multimodal Funding incorporated into City Budget, including funding for pedestrian safety improvements.

STATUS KEY	
	On-going
	Complete
	In-progress /Planned
	Under Development



Subcommittee	Recommendation	Detail	Notes
	Comprehensive messaging to the public regarding law enforcement consequences of reckless driving, distracted driving, and carjacking should include these methods or ideas:	Use notable Milwaukee “celebrities,” such as Brewers and Bucks players, the coroner, perpetrators, etc.	Wisconsin Department of Transportation ongoing campaign with Bobby Portis has over 5 million impressions in Milwaukee media market. <a href="https://zeroinwisconsin.gov/programs/speeding-and-aggressive-driving/">https://zeroinwisconsin.gov/programs/speeding-and-aggressive-driving/</a>
		Effects of drugs and alcohol on driving, need for seat belts, causes of reckless driving, etc	Wisconsin Department of Transportation ongoing campaign <a href="https://www.youtube.com/watch?v=Qy6X3Obu8TQ&amp;t=26s">https://www.youtube.com/watch?v=Qy6X3Obu8TQ&amp;t=26s</a>
		Grassroots slow down campaign that involves community organizations.	In 2021 the City provided \$100,000 to community groups for public education campaigns that resulted in thousands of contacts across methods including in-person, billboard, yard sign, bus ads, social media, City channel, etc. For multiple years, BOTS has funded MilWALke Walks for crosswalk actions and to encourage driver yielding. DPW received ARPA funding to reduce the assessment costs of speed humps for residents. DPW is also conducting a speed limit reduction study that will include a marketing campaign to improve speed limit compliance.
		Radio, TV, streaming sites (podcasts), social media, buses, etc.	
		Make the campaigns youth-led.	With a Reckless Driving Mini-grant, Running Rebels Community Organizations guided 21 youth leaders in creating and sharing a digital messaging campaign focused on reckless driving prevention. The youth created an animated skit, two original songs, and an informational postcard. The materials drew attention to reckless driving, promoted safe driving practices, and highlighted youth as positive change agents. <a href="https://youtu.be/X-ykM88ssPE">https://youtu.be/X-ykM88ssPE</a>
		Show real consequences of reckless driving.	
		Documentary about the consequences of violating traffic laws causing injury and death	
		Documentary about what happens to offenders.	
		Campaign: Safe is Cool, Walking and biking are cool. Public transit is cool.	2024 City Vision Zero requested budget includes funds for marketing campaign that could address these recommendations.
		Create a catchy tagline/ slogan.	
		Campaign at gas stations and corner stores.	
		Conduct “safe streets” events at sites of fatalities.	
		Use public health messaging.	
		Steps to take when a driver hits another driver, a bicyclist, or a pedestrian	



**Prevention and Education**

	Updates and road rules refreshers	
	Provide information on laws and regulations, Warrant Withdrawal days, victim impact statements, etc.	
	Place digital signage showing the number of people who have been killed due to reckless driving.	WisDOT lists total traffic deaths and pedestrian deaths on interstate digital signs monthly. The City does not own or control any similar signs.
Expand Driver's Education	Increase Milwaukee Area Technical College driver safety courses	About 1200 people attend MATC OWI related and point reduction classes annually. MATC has not offered traditional Driver's Ed for at least 30 years. 4 hour Defensive Driving (point reduction class) was discontinued before covid due to low court referrals. MATC is open to restarting if referrals are higher.
	Increase driver safety programming and funding for driver education programs for all ages in Milwaukee Public Schools. Expand MPS Drive to all schools and make it a requirement.	AB 394 is for State-funded driver's education held a hearing on 9/20/23 on a bill that's would provide \$350 vouchers to students with free or reduced lunch to pay for Driver's Ed. Funding for Driver's Ed has been greatly expanded since the writing of this report. However, there is no central anti-reckless driving program with kids who can't drive but the Wisconsin Bike Fed has a Safe Routes to School program that focus on the rights and responsibilities of walking and biking for transportation, laying the groundwork for responsible travel. It is recommended that this goal be converted to "Mobility Education" to include different modes of transportation and that grants be pursued. It is not recommended to make Driver's Ed required or offered at all schools since some high schools are very small and not everyone wants to drive.



Expand Driver's Education	Make driver education classes free, sliding scale, or otherwise accessible to all income levels.	MPS Drives has greatly expanded over the last 7 years and has served over 13,000 students. It costs about \$350 per child but the cost to participants is \$35 to cover the required DOT permit at completion (fee waivers are available). Community groups and WisDOT Bureau of Transportation Safety are seeking federal funding to cover \$35 fee for low income students. Boys and Girls Clubs and Urban League are offering free classes. City of Milwaukee is supportive of SB-396 to require the Department of Transportation to establish a driver education grant program.
Expand Driver's Education	Extend driver education classes to suburban communities in Milwaukee County.	There is not a Driver's Education problem of the same scale in suburban communities. Either they were able to keep the program in public school or people could afford private pay. Students outside of Milwaukee can enroll in MKE Rec classes with a non-resident fee.
	Fund existing programs and implement nationally-recognized programs	The Wisconsin Community Services Center for Driver's License Recovery and Employability and Bike Fed Safe Routes to School are both nationally recognized. MPS Drives is state approved curriculum and is currently funded but long term funded is needed. Funding mix has included: ESSR, Federal earmark, City of Milwaukee (lapsed), AAA, United Way, and Educators Credit Union. Impact Teen Driver's is an evidenced based, national, education program to reduce impaired and reckless driving by teens with free materials for Wisconsin educators. <a href="https://www.impactteendrivers.org/wisconsin/">https://www.impactteendrivers.org/wisconsin/</a> .
	Create a video game app that teaches safe driving skills	Trypscore is an app that rewards daily safe driving with access to exclusive contests, challenges, and the chance to win gift cards and other rewards! <a href="https://trypscore.com">https://trypscore.com</a>



Prevention and Education

Policy and Community Interventions	Increase funding for driver's license recovery programs	Wisconsin Community Service's Center for Driver's License Recovery and Employability is a successful partnership between WCS, Legal Action of Wisconsin, Milwaukee Area Technical College, and the City of Milwaukee. City of Milwaukee funding has been stagnant and increasing it would be helpful.
	Increase availability of public transportation	MCTS has faced tightening budgets and streamlined routes. The County .04% tax increase will delay the fiscal cliff but additional resources are needed to expand public transportation. MCTS does have a rider training program to help people start using the bus and can come to schools and events.
	Provide diversion alternatives	Courts could offer accessible traffic safety classes for better outcomes in cases. The Right-of-Way course and law could be a model, which is easily accessible online for a reasonable cost.
	Identify the root cause of reckless driving	Research is underway with UWM students and further academic partnerships are being explored.
	Conduct outreach in schools with the community of first responders and experts in the field of reckless driving	Love from Afar, the Christopher Allen Williams Foundation, does crash reconstructions at Washington High School with first responders.
	Research an amnesty program	More research and discussions are needed to determine if dismissal of all cases, or just poverty related cases, upon proof of compliance would be beneficial to safety and equity goals.
	Adopt Vision Zero	Adopted in June 2022 and Vision Zero Policy Director hired in May of 2023.
	Maintain community participation	In summer of 2023, 3 public meetings were hosted by City and County as well as 2 townhalls with WTMJ. The 2024 budget request includes funding to support more public input. Coalition for Safer Driving is doing ongoing community events and outreach such as World Day of Remembrance for Victims of Traffic Violence.

Policy and  
Community  
Interventions

Explore new technology as it relates to reckless driving

Automated enforcement cameras are the most effective technological solution that the City of Milwaukee is currently prohibited from using by state law. Automated traffic enforcement improves safety – The National Highway Traffic Safety Administration recently ranked automated enforcement at a 5 out of 5 for effectiveness in reducing speeding. Multiple data-driven studies cited in NHTSA’s Countermeasures report illustrate how automated enforcement has helped reduce crashes and deaths. The City has advocated for enabling legislation with the state for years and will continue to do.

Lobby for a change in State law to require 1. Driver education classes for all drivers, regardless of age. 2. All drivers who have lost their driver’s license to pass a driver education class before reinstatement.

Under consideration for addition to City legislative package for 2024.

**STATUS KEY**

On-going

Complete

In-progress /Planned

Under Development



Subcommittee	Broad Recommendation	Detail	Notes	Status Detail
Accountability and Enforcement Subcommittee (Note: due to the complicated nature of these recommendations, additional information on the status is included)	Advocate for State Legislative Changes	Increase the penalties for adults for reckless driving	2023 Wisconsin Acts 1, 9 and 10 allow towing of vehicles engaged in reckless driving, stiffer penalties for reckless driving, and clarify carjacking as part of the criminal code. Previously reckless driving was the lowest level felony crime with up to 18 months behind bars. Act 9 allows jail for up to three years followed by three years of supervision and first reckless driving ticket will jump from \$200 to \$400. Second and subsequent offenses will go from \$500 to \$1,000.	Completed
		Graduated penalties must be provided for repeat offenders	Graduated penalties are provided for repeat offenders currently. RB-3350/1 is circulating on this matter. Vision Zero recommends that the City of Milwaukee oppose it. It would increase penalties for operating a motor vehicle without a license or after license suspension or revocation. However, suspensions and revocations are still frequently a punishment for failure to pay non-traffic or non-safety related citations and lead to a cycle of poverty and punishment rather than promoting safety. Other states are moving in the opposite direction and making suspensions and revocations only for traffic safety related issues. Graduated penalties for repeat offenders are good only if it's for traffic safety related offenses.	Support generally, but not current bill
		Increase felony offense for fleeing an officer	In Wisconsin (as in all other states) fleeing an officer is a felony and no law change is needed.	No action needed
		Allow a serious juvenile offender disposition for all felony offenses, leaving discretion to the judge.	It is believed that this already occurs and no further action is needed. The District Attorney's office is best suited to narrow and define the intent and value of this recommendation.	No action needed
		Allow red light cameras	The City has and will continue to advocate for enabling legislation for automated enforcement with an equity lens.	In legislative package
		Discontinue suspension of licenses for nonpayment of non-driving-related offenses. Instead, driver's license suspension should only be done for safety reasons.	While there has been a wave of legislation doing this nationwide, Wisconsin has not had a serious legislative proposal since 2019 when then Rep Crowley authored one. Support for all legislative changes outlined in this report is included in the Legislative package. <a href="https://docs.legis.wisconsin.gov/2019/proposals/ab676">https://docs.legis.wisconsin.gov/2019/proposals/ab676</a>	In legislative package
		Require insurance companies to consider a driver's driving record as the primary criteria for setting liability limits	Intent of this recommendation is unclear as liability limit minimums are set by state law, driver's record has no bearing. State law changes could increase the minimums generally and for inflation. Current limit minimums are: \$10,000 for property damage, \$25,000 for the injury or death of one person, \$50,000 for the injury or death of more than one person. The current criteria for setting general auto insurance prices may be discriminatory. California, Michigan, and New York have all reformed pricing criteria recently.	Clarification and more research needed
		Require driver education classes for all drivers, regardless of age when first getting a license	People over 18 do not need to take a class if they can pass the written and road tests.	Under consideration for addition to legislative package for 2024.
		Require all drivers who have lost their driver's license to pass a driver education class before reinstatement.	Classes for all suspensions is too broad as there are 200 different ways to lose a license with debt collection suspension the most common. <a href="https://wisconsin.gov/Documents/dmv/shared/convictions-summary.pdf">https://wisconsin.gov/Documents/dmv/shared/convictions-summary.pdf</a> The Right-of-way suspension/class requirement already went into effect in December 2017: <a href="https://wisconsin.gov/Pages/dmv/license-drvs/susp-or-rvkd/failure-yield.aspx">https://wisconsin.gov/Pages/dmv/license-drvs/susp-or-rvkd/failure-yield.aspx</a> see also <a href="https://docs.legis.wisconsin.gov/2017/related/acts/105">https://docs.legis.wisconsin.gov/2017/related/acts/105</a>	
		Expand owner liability for all reckless driving violations	Under WI law, both the owner and the operator are liable for damages arising from a motor vehicle crash if the owner's auto liability insurance doesn't cover.	



Accountability and Enforcement Subcommittee		Provide for alternative penalties, including:			
		Impound vehicles that have been involved in a reckless driving incident for 72 hours.	Now allowed under 2023 Wisconsin Act 1 in some cases.	File 230557 allows 1st offense	
		Community service in communities most impacted by reckless driving	Allowed under judicial discretion currently. Efforts could be made to make them more commonly used.	No action needed	
		Road trash pickup or cleanup after collisions			
		Require mediation	These options are available to judges and it is recommended that they remain discretionary, not made mandatory.		
		Require anger management classes			
		Require substance abuse classes			
	Require driver education classes				
	Improve Enforcement	Enforce related driving violations	The Traffic Safety Unit (TSU) was created in 2021 to focus on reckless driving prevention by issuing traffic citations. In 2021 20,342 citations were issued, in 2022 13,488, and in 2023 (to date) 8,693. Police do "respond in a timely manner and focus on hotspots" based on staffing levels and other incidents. There are current vacancies in the TSU that are reducing their impact. MPD has several tint-o-meters that are used to assess overly dark glass.	No action needed	
		Create a 24-hour hotline, central e-mail, web address, or app to report reckless drivers and nuisance vehicles	The Traffic Safety Unit of the MPD created a bilingual reporting page: <a href="https://mpdtsu.org/be-part-of-the-solution/">https://mpdtsu.org/be-part-of-the-solution/</a> and the City App includes reckless driving report option.		
		Hold parents accountable for carjacking juveniles in their care and enforce curfew.	Recommendation and intent unclear.	More research needed	
		Place digital speed signs in hotspot locations	MPD has 2 speed boards per district along with 2 speed trailers with TSU.	No action needed	
		Improve Adjudication	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.	Additional outreach to Judges recommended
			Circuit and Municipal Court should mandate driving safety classes in sentencing	It is recommended that courts consider (but not mandate) driver education classes as part of plea deals and sentences. MATC would offer classes again if the volume was higher, as it was in the past.	
Increase data sharing for better treatment integration for juveniles and more appropriate sentencing for adult offenders			More research needed.		
Conduct victim impact panels			MADD is working to reinstate victim impact panels in Milwaukee County if the judiciary is interested.		

Institute a standard operating procedure for MPD that requires officers to bring juveniles caught in stolen or fleeing vehicles to detention (as opposed to writing tickets or ordering case in). *This recommendation should be evaluated upon further information provided by the detention center and the Police Department regarding capacity, logistics, and impact*

Driving a stolen car is a felony, while being a passenger is a misdemeanor. Juveniles are not held on misdemeanors; they are booked at district stations and released back to their guardians. Due process should not be infringed. Root cause solutions to juvenile carjacking should be sought, not more incarceration. As noted in the recommendations, this items still needs to be "evaluated upon further information provided by the detention center and the Police Department regarding capacity, logistics, and impact".

More research needed

**STATUS KEY**

On-going

Complete

In-progress /Planned

Under Development