



City of Milwaukee

200 E. Wells Street
Milwaukee, Wisconsin
53202

Meeting Minutes

CITY-COUNTY CARJACKING AND RECKLESS DRIVING TASK FORCE

*Danielle Decker, Ald. Michael Murphy, Ald. Chantia Lewis,
Asst. Chief Michael Brunson, ADA Joy Hammond, Reggie
Moore, Bianca Williams, Nichole Yunk Todd, Judge Derek
Mosley, Chief Judge Maxine White, Dept. Insp. Daniel Hughes,
Marvell Reed and Byron Marshall Jr.*

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*Legislative Liason: Tea Norfolk, 286-8012,
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Monday, June 24, 2019

12:00 PM

Room 301-B, City Hall

AMENDED 6/21/19

Item 4 has been added.

1. Call to Order at 12:06 PM

2. Roll Call.

Present 9 - Murphy, Moore, Decker, Brunson, Hammond, Williams, Todd, Hughes and Mosley

Excused 4 - Lewis, White, Marshall Jr. and Reed

Also present:

Seating in for Dept. Inspector Hughes, Captain Catherine Trimboli

3. Review and Approval of April 15, 2019 minutes meeting.

Motion by Ms. Hammond, seconded by Ms. Todd to approve minutes of the April 15, 2019 meeting. There were no objections.

4. Presentation from Milwaukee Police Department relative to Reckless Driving Statistics and Initiatives.

Asst. Chief Brunson presented an oral report

Below is the fatal Statistics data:

Fatal Statistics from January 1 to June 21st of each year:

2019	2018	2017	2016
19*	25	34	22

**One Medical event and one Homicide not included in 2019's fatal totals*

Serious Injury Statistics from January 1 to May 31st of each year:

2019	2018	2017	2016
20	20	32	25

The "Daily Carjacking Summary", "RDRI Weekly Activity" and the "RDRI YTD (Thru June 15th)", can be found in file number 190063 (<https://milwaukee.legistar.com/Legislation>)

Asst Chief Brunson said that MPD attempts to identify the individuals prone to committing these types of acts. MPD locates the individuals and follow-up as quick as possible, making it easier to apprehend. MPD is also proactive by visiting their associates to attempt to detour any activity among their associates.

Reckless Driving Reduction Initiative (RDRI) - started in May 1, 2019. MPD partnered with law enforcement agencies from across the county, including the sheriff's department to identify those intersections and street segments where crashes and speeding is most prevalent. Motorcycle officers are deployed for enforcement. There have been 1,081 citations issued since its inspection.

Captain Trimboli added that the Sheriff's department has been actively engaged in these grants.

Asst Chief Brunson added that in addition to these efforts, the State Patrol is doing a campaign disseminating information on County buses regarding reckless driving and speeding that, will be coming out soon.

5. Report from the Accountability and Enforcement Subcommittee.

Ms. Hammond said that subcommittee recognized two issues: adult reckless driving, juvenile fleeing and carjacking second subset. One of the question discussed was what is happening with the juvenile court and are current dispositions having any kind of impact on the behavior of the juveniles or adults.

Subcommittee wanted to review the program already in existence that can be either enhanced or improved place that can enhanced and or improve; regarding adult offenders, one of the things extensively discussed was the effectiveness of the driver's license suspension for non-driving offenses. all agreed that there needs to be a legislative change. Driver's license suspension does not carry the same weight it used to have.

Regarding alternatives, Mr. Gelting suggested redlight cameras, booting cars, more publicity with the drivers license recovery program; improvement on making juveniles accountable through the dispositional orders and supervision through the programs from Juvenile courts.

MPS Drive Program is a great program that gives the kids a sense of ownership in a driver's license. subcommittee also talked about restorative justice and funding activities for those youth that do not have financial means to participate to divert the reckless behavior, focus groups, and programs like Running Rebels is a great means

for the juveniles.

Ald. Murphy said that currently redlight cameras is not legal in the state of Wisconsin.

Ms. Decker said that state of Wisconsin does have the authority to immobilize certain vehicles (boot); regarding redlight cameras, she sent to members a working draft version of the automated speed enforcement bill that the IRD is lobbying for. The bill will allow the city to create two types of pilot programs; redlight camera program that would be deployed at about 49 of the most fatal intersections in the City and the use of speed enforcement cameras if someone was driving 21 miles over the speed limit. Ms. Decker encouraged members to become active participants in supporting this bill to move forward.

Ald. Murphy said that a number of key areas that will be followed up by the task force in trying to increase recreational opportunities. He is working through MKE plays initiatives to get more parks developed in the City. More activities working with MPS recreational possible targeting some of the parks that some of the issues already exist. In addition, the City of Milwaukee currently provides \$50,000 per year outside of its normal budget process to focus on city issues. That has been allocated to Milwaukee Public Schools System to increase the Driver's Education Program.

Judge Mosley said that having seen the number of adults that come through the courts that do not understand the rules of the road. Maybe it's time to bring back defensive driving courses back to the table, said Judge Mosley.

Ald. Murphy said that is a good time to follow up with MATC to inquire about defensive driving courses.

Ms. Tood said that MPS Drive have a component where they are working with Employ Milwaukee to tutor adults who graduated ten years ago.

Ms. Norfolk said that Youth.gov, a U.S. government website dedicated to youth programs, Research demonstrates that delinquency prevention programs are a good financial investment.

Delinquency-prevention programs can save taxpayers 7 to 10 dollars for every dollar invested, primarily due to reductions in the amount spent on incarceration.

Programs are most successful when aimed first at preventing persistent disruptive behavior in children, second at focusing interventions on child delinquency, and third at preventing serious and violent juvenile offending.

Practitioners almost unanimously agree that more coordination among the juvenile justice system, schools, child welfare agencies, and mental health agencies is needed to deal with very young offenders.

OJJDP further recommends improved data sharing between agencies, which can avoid duplication of assessments or inconsistent approaches for children who receive services from multiple agencies.

Across the nation, several programs are aimed at preventing at-risk juveniles from becoming offenders. The programs listed alphabetically below have been evaluated and determined by evidence-based research to be effective in deterring juveniles from

offending.

Adolescent Diversion Project (Michigan State University)

Big Brothers Big Sisters Community-Based Mentoring Program

Functional Family Therapy

Gang Reduction Program

Great Life Mentoring

Home Visitation by Nurses

Mentoring

Minneapolis Hot Spots Experiment

Multi-systemic Therapy

One Summer Plus Summer Jobs Program

Operation Peacekeeper

Police Foot Patrol (Philadelphia, PA)

Recreation Programs

Social Decision Making/ Problem Solving Program

Ms. Norfolk asked committee members to notify LRB of any other national programs or initiatives that they would like more information researched on.

Judge Mosley said to consider anything that has to do with Public Transit.

Ald. Murphy said that in meeting held with Chief Judge White and offenders, one of the things that they would like to see is summer bus passes.

6. Report from the Engineering Solutions Subcommittee.

Ald. Murphy said that they discussed the Redlight Running program, Booting and the current used of traffic sticks by law enforcement. We asked LRB to look around the country as to what other solutions are being used. City of Milwaukee has currently allocated over 1 million dollars for the installation of 400 traffic calming measures in residential neighbors, such as traffic humps in roadways, which have proven to being very effective to reduce speed from drivers, but clearly we want to explore all options available.

Ms. Norfolk read excerpt from memo she submitted; Data-Driven Approaches to Crime and Traffic Safety (DDACTS) is the law-enforcement operational model developed by the Department of Transportation's National Highway Traffic Safety Administration (NHTSA). DDACTS integrates location-based crime and traffic crash data

By using geo-mapping (software programs providing hot spot analysis include ArcGIS, CrimeStat, and CrimeView 9) to identify areas through temporal and spatial analysis, an agency identifies locations with high incidences of both crime and crashes, then deploys targeted traffic enforcement strategies to those hot spots. By saturating locations with highly visible traffic enforcement, the DDACTS agency can play a dual role of fighting crime and reducing traffic crashes and violations.

DDACTS relies on seven guiding principles for successful implementation:

- 1. Identify partners and stakeholders.*
- 2. Collect data.*
- 3. Analyze data.*
- 4. Strategize operations plan.*
- 5. Share information and conduct outreach.*

6. *Monitor, evaluate, and adjust operations.*
 - a. *Implement plan.*
 - b. *Monitor and evaluate.*
 - c. *Readjust plan and re-implement.*
7. *Determine and report outcomes.*

There are six cities using DDACTS protocols, and most of the efforts have generated positive results: Baltimore, MD; Nashville, TN; Rochester, NY; Reno, NV; Lafourche Parish, La; and St. Albans, VT.

By allocating resources where crime is highly concentrated, strategies can be tailored to the specific types of crime most frequently occurring in those locations.

Critics of drones raise the concern that the government's collection of aerial imagery will enable pervasive surveillance.

In 2014, Wisconsin passed s. 175.55, Wis. Stats., to address the use of drones by law enforcement. The restricted use of drones statute provides that no law enforcement agency may use a drone to gather evidence or other information in a criminal investigation from a place where an individual has a reasonable expectation of privacy without first obtaining a search warrant.

Brookings Institution makes the following recommendations:

1. *Follow a property rights approach to aerial surveillance.*
2. *Craft simple, duration-based surveillance legislation that will limit the aggregate amount of time the government may surveil a specific individual.*
3. *Adopt data retention procedures that require heightened levels of suspicion and increased procedural protections for accessing stored data gathered by aerial surveillance.*
4. *Enact transparency and accountability measures,*
5. *Recognize that technology such as geofencing and auto-redaction, may make aerial surveillance by drones more protective of privacy than human surveillance.*

The California Highway Patrol's Central Division Air Operations unit uses regular aircraft equipped with the same camera technology used by the military on its predator drones.

In Grand Junction, CO drones are not, however, used for every fender bender. One researcher states it would not be fiscally responsible to use drones for this purpose, as they cost from \$25,000 to \$175,000. Operating a drone costs approximately \$25 per hour.

The Polk County Sheriff's Office has used to track suspects. Drones used during the day cost approximately \$1,600. Night drones cost approximately \$27,000. The Sheriff's Office uses drones during emergencies, and are required to obtain a court order to use them for any other purpose.

Virginia changed its law in 2015 to allow law enforcement to use drones. However, the law requires a waiver from the Federal Aviation Administration to monitor traffic conditions.

Communities and traffic engineers have developed and employed several types of traffic-calming measures to encourage safe speeds and to increase driver awareness.

Summarized below are specific traffic-calming tools, programs that have been created, and community campaigns.

TRAFFIC CALMING TOOLS

*Gateway Treatment
Pavement Narrowing
Pedestrian Traffic Signals
Radar Speed Signs
Roundabouts
Rumble Strips
School Zone Signage and Street Markings
Separation of Vulnerable Users
Speed Humps and Raised Platforms at Pedestrian Crossings and Intersections
Trapezoidal Humps*

PROGRAMS

*Bait Cars
Centipede Enforcement
Crossing Guards
Enforcement Crackdowns
High-Visibility Enforcement
Keep Kids Alive, Drive 25*

*Public Information Campaigns
Sitting in Unmarked Cars
Vision Zero*

By employing the core functions and essential elements of Vision Zero, cities have employed the following strategies in street design: reduce the width of travel lanes, make crosswalks and bike lanes more visible, separate bike lanes on busy streets, shorten crosswalks, add raised median islands in the middle of busy streets, give pedestrians and bicyclists a head start at traffic lights, ban right-on-red turns at busy intersections, keep the turning radius 90 degrees at intersections, install traffic circles, convert one-way streets to two-way, pay close attention to road designs at bus stops, create pedestrian streets, strictly enforce laws, install red-light cameras, establish safe routes to school, and set up training programs about pedestrian safety for traffic engineers.

The unmarked or non-traditional vehicles work in areas that have been identified as aggressive driving problem areas, neighborhood speed monitoring is the next step in the process. The St. Petersburg Police Department developed a program called "Where's Jockers?" a radar gun and hand-held radio and sat in a variety of non-traditional city vehicles to observe traffic and call ahead to marked patrol vehicles to take enforcement action. Locations he used included riding lawn mowers, bus benches, and road construction vehicles.

Ald. Murphy said that we will be asking Department of Public Works to see if any of these suggestions are implemented in Milwaukee, and what other areas could be expand upon in addition, to education campaigns alluded earlier.

7. Report from the Prevention and Education Subcommittee.

Ms. Norfolk reported:

In 2007, the National Institutes of Health (NIH) funded a report released by the National Center for Biotechnology Information, U.S. National Library of Medicine and authored by the National Research Council, Institute of Medicine, and Transportation Research Board Program Committee for a Workshop on Contributions from the Behavioral and Social Sciences in Reducing and Preventing Teen Motor Crashes.

The NIH report provided strategies for improving road safety, placing particular focus on teenage drivers as those who cause the greatest proportion of reckless driving-related crashes. The strategies were placed in two categories: driver education and the legal structure of testing and licensure.

Recommendations for improving driver education programs include addressing safety skills in new ways, by addressing teens' tendency toward risk-taking and overconfidence and by increasing parental involvement.

Many states have adopted some form of graduated driver licensing. The most effective legislation has at least five of the following seven elements:

- A minimum age of 16 for the learner's permit.*
- A restriction requiring a young driver to have a learner's permit for at least 6 months.*
- A requirement for 50 to 100 hours of supervised driving.*
- A minimum age of 17 for an intermediate stage license.*
- Restrictions on driving at night.*
- A limit on the number of teenage passengers allowed in the car.*
- A minimum age of 18 for a full-privilege license.*

A program called Checkpoints was developed by researchers at the National Institute of Child Health and Human Development. The program provides a structure in which parents can work with their teens to reduce risk conditions during the first 12 months of driving. The program uses a combination of tools, including persuasive communications (videos and newsletters), written agreements between parents and children, and limits.

The U.S. Department of Health and Human Services National Institutes of Health, Road Safety Strategies Specific for Teenage Drivers:

- Graduated licensing laws*
- Checkpoints program*

Road Safety Strategies for All Drivers:

- Preventing distracted driving*
- Countering speeding and risky driving*
- Use of safety belts*
- Preventing drinking and driving*

Public information campaigns

- Always steer clear of any cars that look dangerous. Upon seeing a car weaving in and out of traffic, tailgating too closely, or speeding excessively, move over and get out of the way.*

- *Report dangerous drivers.*
- *Always wear seat belts and encourage passengers to do the same.*
- *Plan ahead, leave early, and allow plenty of time to reach the destination.*
- *Never drive distracted. Do not talk, text, or eat while driving, and put passengers in charge of the radio and navigation.*
- *Stay alert and aware, and never drive tired or under the influence of a drug or alcohol.*

Several articles discussed strategies for education and prevention of carjacking, such as License Plate Readers, Public Service Announcements and Information Campaigns.

Ms. Brengosz added, in terms of education and prevention subcommittee discussion, they mentioned engaging the Milwaukee Youth Council to have them put together a survey to find out based line of youth knowledge about driving, also to put together a marketing campaign, and adding a restorative piece to MPS driving component.

Mr. Moore shared information with task force about the youth-led anti-carjacking PSA and campaign. This effort has been underway since last summer. It is a campaign led by youth from Running Rebels, Unite MKE, Ignite Change in partnership with the Office of Violence Prevention. There will be a total of 3-5 videos featured on the website and shared via social.

Ald. Murphy said that he hopes to have the task force wrapped up in early fall with recommendations to be offered to Common Council and the County.

8. Public Comments.

Mr. Paul Mozina - called attention to a conversation initiated at the Accountability and Enforcement Subcommittee, what can be done for the repeat offenders. How to intervene with the people who are in the car along with the offenders, so they don't become the driver.

Ms. Jackson submitted a written letter to Ald. Murphy, that by motion of Judge Mosley, seconded by Asst. Chief Brunson, was made part of the permanent record in file 190063. There were no objections.

Ms. Celia Jackson - said that given that the task force will be looking at a lot of different recommendations that had been presented, after listening to some of the young people, she has not heard the issue being addressed at the root level; one of the things that she has mentioned at Fire & Police Commission meeting, we need to have an understanding of the language of our youth. to be able to communicate in a way that they can understand and appreciate; there are a lot different initiative, places, but it really requires an unified voice that is able to address this issue. the 414Life has a notion of focus deterrents, that could be a significant factor. An organization that she has studied over the years, group called ROCA, Inc. out of Massachusetts that have been very instrumental in turning around some of the behaviors we are witnessing in our City. Ms. Jackson cautioned the task force about just looking at punitive measures. Because punitive measures only beget a different way for people to respond to these issues; the system has created a new culture of people devaluing driver's license as result of these suspension of licenses for all kinds of offenses. She also urged the task force to convene all the stakeholder that have vested interested in this topic;

looking to see what the insurance industry can do, first responder, youth groups, youth organizations, and even the music industry, to shift the way music is crafted to send a more positive message.

Mr. Marty Wall -

Thanked the members for their hard work in serving this body; who has been monitoring this traffic situations, he has appeared before the Fire & Police Commission with his concerns. We do need everyone on deck, to look at this City wide impact, number of business that are leaving certain areas of town, partly because of traffic. The cost of car insurance to all the citizens of Milwaukee, number of crashed, hospitalization, deaths, pedestrians deaths.

Ms. Jeannie Dawson -

concerned citizen with drivers passing on the right bike lane. possibility of having other passengers watching and reporting those passing on the right bike lane.

Ms. Brengosz said that there are some communities that have recruited a core group volunteer citizens that are trained in observing certain behaviors and what is illegal or not, to take photos to submit to the law enforcement agencies, to issue educational letters to the offenders an explaining why they behavior was illegal or incorrect.

Additional memos and materials can be found in file number 190063 by clicking the link below:(<https://milwaukee.legistar.com/Legislation>)

9. Meeting at Adjourned at 1:18 PM

Joanna Polanco

Staff Assistant

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