



Good Evening Lee,

As a follow-up to our phone call, below are some bullet points related to our proposed changes to SOP 610 as it relates to towing vehicles. Much of this information was shared in conversations I had directly with other commissioners:

- As a reminder, MPD would be towing vehicles it cited for being unregistered **and** one of the following four reckless driving-related violations:
 1. Endangering Safety by Reckless Driving (Wis. Stat. § 346.62(2))
 2. Exceeding Zones / Posted Speed for 25 MPH or more (Wis. Stat. § 346.57(5))
 3. Fleeing from Officer (Wis. Stat. § 346.04(2t) or (3))
 4. Racing on Highway (Wis. Stat. § 346.94(2))
- We chose 25+ MPH over as a threshold based on a few factors, including: 1) we felt this was such an egregious level that few could argue it was not meriting additional enforcement; and 2) we looked at the data for volume. In 2021, 22.9% of our speeding tickets (2,486 of 10,871) were for speeding 25+ over the speed limit. If we reduced that threshold to 20+ over the speed limit, the total jumps nearly threefold to 64.0% (6,962 of 10,871). This seems to indicate a different tier of egregiousness. We also have concerns that we do not have the capacity to effectively implement this SOP with that dramatic increase at 20+.
- In advance of proposing this SOP, we surveyed law enforcement agencies around the country and looked at their towing practices for reckless driving, as well as their state laws (if there was one). This was discussed at the last committee meeting.
- We also looked at historical data (2018-2021) for how many individuals have been cited for both registration **and** one of the four moving violations above. This number has two major asterisks: (1) officers do not always cite for both when both are merited, so it underreports occurrences; and (2) there were two state of emergencies during 2020 and 2021 that prohibited the issuance of a registration violation, so there is additional underreporting. From 2018-2021, there were 655 instances where drivers were cited for the combination that this SOP change would require towing. Within that 655 instances, there were 11 repeat offenders (2x) and 1 individual was cited with that combination 3 times.
- We remain committed to strategically communicating with the public, advising them of this pending change, as well as providing information about how they can get their cars registered with the DOT. I have attached a draft flyer that we would put up on social media and other outlets. We used May 1st as a placeholder “go live” date. We had over 7 million Facebook hits last year, so we have a broad reach. We also frequently do tv

interviews.

- If the SOP is approved, there would simultaneously be a directive to hold the tow provision enforcement until that “go live” date so the balance of unrelated provisions can go into effect.
- We are hopeful that other organizations will share in the messaging, including the Fire & Police Commission. Our goal remains compliance.
- We are happy to have future correspondence to evaluate the effectiveness of this SOP change and make changes if/when necessary.

Please feel free to reach out if you have any questions or require additional information.

