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March 20, 2018

Kathleen Brengosz
Fiscal Planning Specialist
City Hall, Room 307
200 East Wells Street
Milwaukee, WI 53202

Via email: Kathleen.Brengosz@milwaukee.gov

Re: Special Assessments for Traffic Calming Installation

Dear Kathy:

You requested information to assist you and Alderman Murphy as you explore whether it would be permissible to construct speed humps in certain strategic locations in a neighborhood, and then specially assess all property owners in that neighborhood for the installation costs. This is not an opinion of the City Attorney; rather it is background information designed to help you explore permissible types of special assessments. If Alderman Murphy would like the City Attorney to issue a formal opinion, please let me know.

I. State law.

A. When special assessments may be imposed.

Section 66.0703(1)(a), Wisconsin Statutes, provides all cities,¹ towns and villages with the power to “collect special assessments upon property in a limited and determinable area for special benefits conferred upon the property by any municipal work or improvement...” (emphasis added).

¹ Wisconsin Statutes § 66.0701(1), which allows certain cities, towns, and villages to impose special assessments by ordinance does not apply to cities of the first class, such as Milwaukee.



Therefore, a city may only specially assess property for the costs of improvements that receive (1) special benefits, and (2) are in a limited and determinable area. *Id.*, see also Goodger v. City of Delavan, 134 Wis.2d 348 (1986).

1. Special benefits. Only those improvements that convey a “special benefit” on property may be paid for through special assessments. Improvements that are general in nature must be funded by general taxes, not special assessments.

“Special benefits” are not defined by the statute. However, the courts have differentiated general benefits, which confer substantially equal benefits and advantages on the public at large, from special benefits, which are “local improvements” provided to a property “either in the form of enhanced services or increased property value, although they incidentally may benefit the public at large.” See Hasse v. Town of Menasha Utility Dist., 314 Wis.2d 508, *2 (2008) (unpublished), citing Duncan Dev. Corp. V. Crestview Sanitary Dist., 22 Wis.2d 258, 264 (1964). Put another way, a special benefit is an “uncommon advantage” accruing to a property that is “in addition to that benefit enjoyed by other property owners in the municipality” and which “differ[s] in *kind* rather than in degree from those which accrue to the public generally.” See Goodger v. City of Delevan, 134 Wis.2d 348, 352 (1986) (emphasis original). The benefits must also be “substantial, certain and capable of being realized within a reasonable time.” See Wm. H. Heinemann Creameries v. Village of Kewaskum, 275 Wis. 636, 641 (1957).

2. Limited and determinable area. A city may not selectively impose special assessments on property in a limited area if the improvements also provide the special benefit to property outside of the assessment area. See Goodger, 134 Wis.2d at 353. The courts have not explained what constitutes a “limited and determinable area;” however, it follows that the city must provide some reasonable and logical methodology for determining where the special benefit accrues, and where it does not.

B. Permissible amounts of special assessments.

Generally, cities can impose special assessments either through their taxing authority, or through their police power. The limits on the amount of the special assessment are different depending on whether the city imposes the assessment through the police power or taxing authority.

1. Special assessment through taxing authority. When a special assessment is imposed through a city’s taxing authority, Wis. Stat. § 66.0703(1)(b) provides that the amount of the assessment “may not exceed the value of the benefits accruing to the property.” The city must be able to demonstrate that the amount of the special assessment does not exceed the value of the benefits received. See Steinbach v. Green Lake Sanitary Dist., 291 Wis.2d 11, 24 (2006).

2. Special assessment through police power. If the assessment is imposed through the city’s police power, the statute requires that “[t]he assessment shall

be upon a reasonable basis as determined by the governing body of the city, town or village.” Wis. Stats. § 66.0703(1)(b). Wisconsin courts have interpreted this to mean that while (1) the property must be benefited, and (2) the assessment must be reasonable, the amount of the assessment is not limited to the value of the benefits received. See Steinbach, 291 Wis.2d at 24-25.

To be considered reasonable, a city “must use a method of assessment that yields a uniform and equal value for all affected properties;” however, the assessment method “must not affect unique properties in a disproportionate way.” See Steinbach, 291 Wis.2d at 204. The city must consider the degree, effect, and consequences of the special benefits on any unique property, the end result being that the special assessment must be “in proportion to the benefits accruing to [a unique property] when compared with the benefits accruing to all benefited properties.” Id. at 203-204 (internal citations omitted). A city can support its special assessment method by, for example, providing an outline of logical and formulaic cost assessment, and demonstrating that the burden has been fairly and equitably distributed among the benefitted properties. Id. at 203 (internal citations omitted.)

II. City ordinance.

Milwaukee City Ordinance 115-42.5 “Traffic Calming Installations” provides, in part, that when a request for a traffic calming installation is initiated by citizens and the procedures of that ordinance are followed, the eventual “recovery ratio provided s. 115-43-2-a-4 shall be applied to those properties or parcels abutting the street or alley within which the installation is placed or constructed, as determined by the commissioner.” The length of section of street or alley to which the special assessment would apply is not defined in the ordinance, although presumably the Commissioner of Public Works would make that determination. If a traffic calming installation was requested by citizens through this process, the special assessment could not be applied to property owners who do not live on the parcels abutting the street or alley within which the installation is placed without first changing the ordinance. However, MCO 15-42.5 is specifically intended to “supplement and not replace other processes for initiating public works,” and probably would not preclude installation of traffic calming measures through the procedures set forth in MCO 115-42.

I am happy to discuss special assessments further with you or Alderman Murphy if you still have any questions after reviewing this letter.

Very truly yours,

/s/ Andrea Fowler

Andrea Fowler
Assistant City Attorney

1033-218-476/247885

June 19, 2019

Alderman Michael Murphy
City and County Carjacking and Reckless Driving Task Force, Chair
200 E. Wells St.
Milwaukee, WI 53202

Re: Recommendations to City and County Carjacking and Reckless Driving Task Force

Dear Alderman Murphy,

Pursuant to our conversation a few weeks ago at the workshop on Reckless Driving at Bradley Tech, I have several ideas to propose for the Task Force to consider. These ideas are in collaboration with a group that grew out of the work of the MPS Drive Council. MPS Drive has been the force implementing driver's education in Milwaukee Public Schools. We invite you to take a look to see how they can be implemented within the work of the Task Force.

Convening of Stakeholders

With regard to the issue of reckless drivers, there are many stakeholders that we need to have at the table helping to process a new approach. We recommend a diverse group of participants that includes law enforcement, youth, youth organization, insurance representatives, first responders, victims of reckless driving/carjacking, offenders of reckless driving/carjacking, elected officials, district attorney's office, municipal and circuit court judges, media personnel, city/county agencies (in particular, the Office of Violence Prevention and the Department of Public Works), public schools, community-based organizations, department of transportation, criminal justice researchers, bicycle organizations and neighborhood watch groups.

It would be appropriate for the City of Milwaukee, in particular the Task Force, to convene this group of stakeholders. Currently, there are various groups working on the topic of reckless driving in silos. It is clear that there is a widespread concern throughout the community. The act of bringing everyone together to speak with one voice has a much more powerful influence than any of us working separately. We believe, the City has the resources available to harness all of these efforts in a way that can be comprehensive.

Focused Deterrence Strategy

In the mid-1990s, Boston Ceasefire was implemented. It was a strategic measure to reduce gun violence in Boston. It used the concept of focused deterrence which operates from the premise that a person who may commit an offense is less likely to do so if the consequences outweigh the benefits. It was quite effective in that there was a significant reduction in gun violence in the first year of its implementation.

The concept of a community speaking collaboratively has the possibility of having a substantial impact. The use of credible messengers in collaboration with various constituents of the community to influence behavior can also be a creative way to reach youth that are often misunderstood. For example, some young people are influenced by the music regarding reckless driving. By including musicians in a way

that they can help reframe the dialogue is a possible way to reach youth in a language that they may understand.

Further, it is critical for those in positions of power to learn the language of our youth. We continue to operate from the premise of what we know as opposed to being open to exploring from the realm of what we don't know. Our continued strategies of working from what we know have continued to be ineffective on a significant scale. It is time for us to be innovative and seek visionary methods that have not been tried creating some new possibilities. We need participants who are able to speak and reach youth in ways that they can appreciate. In some instances, this has been in the form of "interrupters", individuals who have a specific role of identifying and reaching out to youth who may be at risk for engaging in offensive behaviors.

One successful example of the focused deterrence is a group out of Massachusetts, ROCA. <https://rocainc.org/> They have been engaged in tireless efforts over the last several decades doing outreach to a designated youth population and crafting programs to transform the lives of many young people altering their predictable realities into new possibilities, creating a win/win for the youth, their families and the community.

Seeking their consultation and that of data researchers who have been successful with the focused deterrence model will be a new way for us to look at the issue of reckless driving and carjackings.

Speaking with One Voice

Reckless driving is in essence, a public health crisis in Milwaukee. People are afraid to drive. On any given day we are all endangered by the multitude of traffic violations including speeding, running stop lights/signs, passing on the right and not yielding the right of way. We are daily hearing stories of crashes due to this wanton disregard for safety of all on the roads. Consequently, different groups have attempted to address the issue in a number of formats. Community groups, the police department, the common council, youth groups and others have been on the news expressing their concerns and articulating different strategies to address the issue. I recommend that in a convening of stakeholders that we can create a synergy of speaking with one voice that is more impactful than different groups speaking in silos. Our voices are much stronger when united with the same message.

Community Campaign

We recommend a community campaign that incorporates all stakeholders and uses the various mediums available to get the message out that reckless driving will not be tolerated. The campaign consists of community engagement in aldermanic and police districts inviting input from residents. It involves the use of social media, radio, television, billboards, written materials, canvassing, public service announcements, and every other medium.

We can invite participation of youth and the creative arts community to help design different modes of outreach including creating of an app, painting murals and designing interactive measure that promote safe driving. We can also encourage competitive activities among our youth to help address the best ways to curb reckless driving. We are only limited by our creativity.

Driver's License Recovery

A related challenge that we have in this arena is the number of people who are operating vehicles without valid driver's license. There are some successful models that have helped people regain their license after suspension, however we continue to see so many new people enter the system which doesn't really allow us to alleviate the problem. The lack of a driver's license has become a barrier for people in many segments of their life. By imposing driver's license penalties, we have unwittingly created a system where driver's licenses are no longer valued by a significant part of our population. The number of offenses where one is operating under suspension is simply incomprehensible. We need to increase universal driver's education more broadly within our public schools and research some cutting-edge measures that provide for reprieve and education for a large group of people who have fallen through the gap. There is something wrong with a system that makes it so easy for one to have their license suspended and so overwhelming to retrieve it.

There is an argument to be made that the time where a driver's license was a privilege is no longer the status quo. The new posture is that it is a right, especially given all of the purposes that a license serves. This becomes even more persuasive when you consider that our transportation systems are limited for people to access school and employment. We have to find some ways to break the cycle outside of the normal ways we do things. Taking a risk to implement a system that forgives the suspensions in certain circumstances may be a way to begin to redress some of the inordinate number of people that feel they have no choice than to operate while their license is under suspension. It is certainly worth exploration and research.

Prevention and advocacy in the schools

One of the recommendations that surfaced in the MPS Drive Council is to incorporate a curriculum of behavioral life skills in health classes within Milwaukee Public Schools. This should be implemented as soon as the 4th or 5th grades.

Additionally, youth can be enrolled in the advocacy and training of their peers on preventive measures and the value of safe driving with the reward of community service credits.

These ideas along with the use of interactive games or simulators to promote safe driving are just a few ways we can make a shift in what we are experiencing on our streets.

Vision Zero

In the course of our work we came across a network that is taking on safe driving in different communities. It is Vision Zero. It is a strategy first implemented in Sweden in the late 1990s. Several United States' cities have incorporated it and are seeing positive results. It is another approach for us to review and consider. It integrates enforcement, education and engineering using a core set of principles as a guiding force. <https://visionzeronetwork.org/>

Restorative Practices

One of the processes that have become popular in recent years is restorative justice. It is used in the criminal justice arena as a way to give the victim and community a voice. It is premised on practices of indigenous populations seeking to restore right relationships. One of our challenges in using this model, is that the essence of restorative justice is lost in our effort to expedite a result. The true intention of restorative practices is relational. The work is not just about restitution, but relationships. When there

has been a harm to someone from a violent/criminal act, the entire community is harmed. The reckless driving issue is a classic example of this. We are all impacted. We are all traumatized when we are on the streets and witnessing the disregard of the rules of the road. It is a call for all of us to be involved and participate in creating safety on our streets. It is an occasion for us to restore relationships and integrity to our roads. It is imperative if we are to successfully share the roads with one another.

Further, the use of restorative practices is not just programmatic. It is really most effective when it becomes a way of life -in our work, home and community. It is the only way for there to be a paradigm shift in our community. We invite the Task Force to look at how these practices can become more common place than isolated efforts to address harm.

Conclusion

These are just a few ideas. They incorporate concepts the Task Force is working on such as engineering of our streets, increasing enforcement and engaging in community education. All of these are necessary to address the concern. However, we benefit from first recognizing we must do something dramatically and creatively different. We must be willing to include everyone and learn a language that we don't know by embracing those who can assist us in learning how to more effectively communicate with our youth and young adults.

We hope you will give these ideas serious consideration.

With much appreciation for all efforts to make our community safe,

A handwritten signature in black ink that reads "Celia M. Jackson". The signature is written in a cursive, flowing style.

Celia Jackson

December 20, 2019

Deborah Hensiak
6943 W. Layton Ave.
Greenfield, WI 53220

Dear Sir or Madam:

My name is Debbie Hensiak and I am writing to you today because of a simple car accident. You have either at one time or another been in one or know someone who has been.

We have a law here in the state of Wisconsin that has been on the books now since January 1, 2010. That states it is mandatory for every person who drives a motor vehicle to carry car insurance that will cover bodily and property liability of a cost up to 10/25/50 thousand dollars. If you are in an accident and are at fault you must be able to first prove you have insurance and second have the appropriate coverage or risk getting a ticket.

Well, my husband Bill and I were in an accident on the evening of December 16th, a few blocks from our home at 6:30pm. We were sitting a red light when we were violently hit from behind. The lady in the car that came up behind us NEVER stopped. Even after hitting us and us hitting the car in front of us, she continued to hit the gas pedal instead of her brakes. Because of her callus act there ended up being five cars in all that she pushed one into each other.

So, the reason I sit and write this letter to you is if your correct in guessing that this driver had NO car insurance. My car took a hard hit to the backend and the force at which I hit the car in front of me has now messed up my front end as well. Now you maybe saying to yourself, so what's the problem Mrs. Hensiak you have insurance, that I of course have had since the day I turned sixteen. Sure, my car will get fixed, BUT why in the first place is this allowed to happen over and over hundreds and thousand of times a year since 2010 when everyone in this state is aware and has been told it was mandatory to carry some sort of coverage?

As of 2015, Wisconsin's estimated percentage of uninsured motorist accidents are 14.3% with a ranking of 15th out of fifty states, do you not think this is to high to be placed? That is the top one third. If the state cannot find a way to enforce their own law, then maybe we need to find a way at a local level. When you purchase a car, you are required to prove you have insurance, my youngest son just bought his first car and was not allowed to drive off the lot until he proved he had an insurance policy. Now we were at a bigger name lot, but are all the smaller ones doing this when selling to all the people trying to get away with something—why are they not being held accountable?

Here are just a few suggestions that I have come up with. When you get a driver's license you should have to prove you have insurance. If your going to the DMV to get a license you obviously have a car—prove you have coverage before they give you a license to drive that car. Another idea is that every year you make us register or renew our license plate to get a sticker. Make it so you must show some proof of car insurance then. You are at least stating then that you own a motor vehicle that you are getting a sticker for. You should have to show at the DMV or enter into the computer your insurance carrier and policy number in order to receive your yearly renewal sticker.

These are simple steps to ask anyone who drives a motor vehicle to be responsible for. It's the law. One last option to think on would be if someone who hits a car and in not insured, should be arrested on the spot and made to stay in jail 7, 10, 30 days or more. That may make some people rethink driving with out insurance, or even without a driver's license. If they know there are bigger consequences then just a ticket, that may or may not even get paid.

Just like my car, my insurance company will pay and cover it, and then go after here for the cost, but here also she may or may not ever end up paying them back. Who takes that hit? YOU and ME. Sure, my insurance company is telling me my rates won't go up because I'm in a safe driver plan. We will see when renewal time comes around Because you know later down in time when I call, they will tell me the increase cost isn't because of my accident, its because of all the uninsured people. Not because I was in the wrong place at the wrong time. You've all been there.

So, what I am asking of all of you is to make this law, LAWFUL. Make it so people have NO choice but to do what they legally are required to do. Not because it's the law but, because it's also the right thing to do. Take my ideas and work them to fit into how the law is already written to make it stronger so people like the woman who hit me, so all the people who think they are above the law cannot keep getting away with this any longer. The 95% of people that follow the law are all tired of the 5% that get away with everything. Are you not tired of the exact same thing? Then help me help you.

Sincerely,



Deborah Hensiak

CC: All Wisconsin State Senators
All Wisconsin Representatives
Governor Tony Evers
All Milwaukee Alderpersons
Mayor Tom Barrett
Chief of Police Cpt. Morales
Milw. Co. Sheriff Earnell Lucas
Mayor Michael Neitzke
Chief of Police Jay Johnson

From: Caressa Givens [<mailto:caressa@wisconsinbikefed.org>]
Sent: Monday, January 06, 2020 12:27 PM
To: Murphy, Michael (Alderman)
Subject: Attn: Reckless Driving Task Force Fatality Report

Happy New Year!

The Reckless Driving Task Force has put out a report in 2019 providing recommendations for increasing safety in the public right of way. Thank YOU. This is a promising start, and it cannot be emphasized enough that the recommendations are shaping into

what is very similar to the elements of becoming a [Vision Zero City \(See City of Boston's Vision Zero's ACTION PLAN\)](#)

The Task Force has been recently provided funding through the 2020 budget proceedings to address serious injuries and fatalities caused by carjackings and reckless driving. The Task Force has the opportunity to take the critical steps of its 2019 report and put them into practice.

The Bike Fed and Milwaukee Safe & Healthy Streets urges the Task Force to *commit to Milwaukeeans by focusing the City's resources on proven strategies to eliminate fatal and serious traffic crashes with set measurable goals and a clear timeline for implementation.*

How will this be done?

- Ensure that more residents, transportation departments (county and city) are involved
- Utilize 2020 funding to connect with facilitators from the Vision Zero Network that focus on helping cities craft and adopt their own unique VZ initiative
- Utilize 2020 funding to support community organizations that can aid in drumming up support and establishing real community engagement that helps shape a Milwaukee VZ initiative
- Work in 2020 to ensure that the city of Milwaukee establishes Complete Streets and Vision Zero Capital Fund in perpetuity
- Advocate for the City of Milwaukee to create new jobs that closely monitor the data and progress of VZ goals and Complete Streets goals as well as support the internal enforcement of these goals in all sectors that affect the public right of way (i.e. police, planning/engineering, edu institutions)

Lastly, attached below is your daily fatality report and in case you didn't see these articles on Oslo Norway's 1 traffic death in all of 2019.

They provide a policy map and are of comparable size to Milwaukee. Certainly none of the items would be popular in Milwaukee... but.

Oslo, Norway has a population of 690,335, a metro area population of 1,588,457 and a population density of 3,938 per sq. mi.
Milwaukee has a population of 592,025, a metro area population of 1,572,245 and a population density of 6,155, per sq. mi.

- Replace nearly all parking with bike lanes *and sidewalks*.
- Lower speed limits.
- Ban cars on streets around schools when school is starting or ending.
- Ban cars in the city center (we have a robust bus system, streetcar, and bike share system downtown)

<https://www.curbed.com/2020/1/3/21048066/oslo-vision-zero-pedestrian-cyclist-deaths?fbclid=IwAR2ZHUdcg9YfT3Izv4McC1F9c1xa3FHStwc1-hpxsMPu-fTeCdfXeLZWcxo>

https://www.fastcompany.com/90294948/what-happened-when-oslo-decided-to-make-its-downtown-basically-car-free?fbclid=IwAR05OBqYPG1VdSqO5c_eF6YqlyOF7NruG19byK52fRKXdKc9nwKIRKJihjM

<https://www.forbes.com/sites/tanyamohn/2019/11/30/norway-has-the-safest-roads-again/?fbclid=IwAR3qYJo2VXlvg5G6AKLv3BTKwe406AnW0r9RADs7MRmdDyadVp66z7nHZs>

Newly Reported Fatalities:		6 Crash(es)	10 Fatality(ies)			
Date / Time	County	Location	Role	Age	Sex	Agency

12/6/2019 1:29 AM	MILWAUKEE	WATER ST N	DRIVER	26	M	MILWAUKEE PD
12/25/2019 11:55 PM	ROCK	ROCKPORT RD	DRIVER	19	M	ROCK CO SHERIFF
12/25/2019 11:55 PM	ROCK	ROCKPORT RD	PASSENGER	20	M	ROCK CO SHERIFF
12/27/2019 8:15 PM	MILWAUKEE	TOWNSEND ST W	DRIVER	29	M	MILWAUKEE PD
12/27/2019 8:15 PM	MILWAUKEE	TOWNSEND ST W	PASSENGER	0	M	MILWAUKEE PD
12/27/2019 8:15 PM	MILWAUKEE	TOWNSEND ST W	PASSENGER	2	F	MILWAUKEE PD
12/27/2019 8:15 PM	MILWAUKEE	TOWNSEND ST W	PASSENGER	22	F	MILWAUKEE PD

Date / Time	County	Location	Role	Age	Sex	Agency

12/21/2019 4:29 PM	WALWORTH	STH 67	DRIVER	62	F	FONTANA PD
12/24/2019 8:15 PM	MILWAUKEE	HOWELL AVE S	PEDESTRIAN	36	F	MILWAUKEE PD
12/31/2019 7:30 AM	IOWA	CTH C	DRIVER	76	F	IOWA CO SHERIFF
1/3/2020 4:41 PM	BAYFIELD	USH 63	DRIVER	39	M	BAYFIELD CO SHERIFF

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Caressa Givens
pronouns: she/her/hers
MKE Community
Projects Coord.
Wisconsin Bike Fed
www.wisconsinbikefed.org
Tel: 414-378-2063
*"Design creates culture.
Culture shapes values.
Values determine the
future."*-Robert L. Peters



WISCONSIN
BIKE FED

SAFE &
HEALTHY
STREETS

From: James Davies [<mailto:james@bublrbikes.org>]
Sent: Wednesday, March 04, 2020 4:18 PM
To: Murphy, Michael (Alderman)
Subject: Safe Streets

Alderman Murphy,

I know that you are a supporter of safer streets in Milwaukee. Given the tragic injury of the two DPW workers today, and my close work with so many of the fantastic folks at DPW. I felt compelled to send you this email.

Many other communities have confronted these challenges and come up with various plans. Certainly, every community is different, but a thirteen-year study of 12 communities found that a network of protected separated bike lanes was one of the biggest factors associated with lower fatalities and injuries for ALL road users. In fact, cities with protected, separated bike facilities have 44% fewer deaths than cities without them.

(<https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/>)

I'd encourage the City to adopt the NACTO Urban Streets Design Guidelines (<https://nacto.org/publication/urban-street-design-guide/?fbclid=IwAR1FQRyXv-d1Xw9AzWQqeuVq1JYWARpW8W3MEcBSznUTFAcJbnhFf7ZYeiY>) and start building a network of protected, separated bike lanes.

I am also working with other organizations to get the state DOT to adopt the NACTO Urban Street Guidelines, which will make it easier to use state money on these types of projects.

--

James Davies
[Executive Director](#)
262.880.7815
james@bublrbikes.org
Pronouns: he/him/his
bublrbikes.org

From: Caressa Givens [<mailto:caressa@wisconsinbikefed.org>]

Sent: Tuesday, January 21, 2020 12:36 PM

To: Murphy, Michael (Alderman)

Subject: Daily Traffic Fatality Report: Recommendations to the Reckless Driving Task Force

Good Afternoon,

Here is a daily traffic fatality report attached below. This has traditionally been shared with the Reckless Driving Task Force (RDTF), but with the group's intent to potentially sunset soon, I will be sharing this with Public Works Committee members, as well as the Health Department, and the Bike and Pedestrian Task Force.

As the RDTF prepares to finish and issue their report on this *public health crisis (Carjacking and Reckless Driving)* to the Public Safety Committee and then on to the Common Council, Milwaukee Safe & Healthy Streets (a Wisconsin Bike Fed coalition) fully supports the RDTF in urging the Mayor to act as a full *convenor* of the evidence in their report. We also agree that some improvements must be made to the report per public recommendation at the last RDTF meeting (Jan 16).

In addition, we urge the RDTF to recommend the adoption of a [*Vision Zero*](#) plan with heavy lifting from the Mayor's office, the DPW and Dep. of Health. When the time comes to act on Vision Zero, it will be imperative that we all provide for ourselves nothing short of a set of strategic goals, and a *timeline* to reach *zero traffic fatalities, with residents fully participating in the process*.

At the moment, the RDTF is heavily driven by an enforcement arm, which is yielding an improperly balanced approach to fully vetting and understanding the complex challenges that the community faces on this matter. Those challenges are the cause and effect of a highly punitive system here in our city Milwaukee. And without a doubt, if we continue on this approach to problem-solving, we are perpetuating harmful practices steeped in systemic racism, which we have set to abolish ([resolution 190090](#)).

With that said, we hope to see the Reckless Driving Task Force stick around for the year, seek additional members outside of public safety as well as hire a consultant to co-organize several *prescribed* round table public discussions with a diverse set of stakeholders ([see Milwaukee Collaborative Community Committee Research Findings on Milwaukee Community Responses to the U.S. Department of Justice report on the Milwaukee Police Department and City of Milwaukee Fire and Police Commission](#)) and then be shared with groups like the Equal Rights Commission, the Mayor's Bike and Pedestrian Task Force, The Office of African American Affairs and the Coalition for Safe Driving *before* the report goes to the council for further action.

Who is helping and who is harming the narrative and actions of reckless driving?

How Media Coverage of Car Crashes Downplays the Role of Drivers

Transportation Engineers Are Ethically Bound to Protect Public Safety. Too Many Do Not.

Thank You,
Caressa Givens

Newly Reported Fatalities:		2 Crash(es)	2 Fatality(ies)			
Date / Time	County	Location	Role	Age	Sex	Agency

1/16/2020 8:59 AM	WAUKESHA	CTH O	DRIVER	72	M	NEW BERLIN PD
1/17/2020 1:48 AM	MILWAUKEE	CONGRESS ST W	DRIVER	34	F	MILWAUKEE PD

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Caressa Givens

pronouns: she/her/hers

MKE Community Program Manager

[Wisconsin Bike Fed](#)

[Tel:414-378-2063](tel:414-378-2063)

*"Design creates culture.
Culture shapes values.
Values determine the
future."-Robert L.Peters*



CITY OF MILWAUKEE

City Hall, 200 E. Wells Street, Milwaukee, WI 53202 • www.city.milwaukee.gov

March 6, 2020

The Honorable,
Members of the Carjacking and Reckless Driving Task Force

Honorable Members,

We write to you to first thank you for taking on the difficult task of investigating the troubling increase in both carjacking and reckless driving in our community. It is clear from your deliberations to this point that you have approached these problems with the concern and effort they deserve.

As you prepare to issue your final report, we would ask that you consider including in your recommendations a request of the state legislature to permit the immediate impounding and towing of vehicles driven by reckless drivers – particularly those who attempt to elude law enforcement. In the hands of those who prove themselves too irresponsible to operate them properly, vehicles have proven every bit as dangerous as firearms. There is no circumstance under which an offender caught committing a violent act with a firearm would be allowed to keep it after his or her arrest. We see this as a similar situation.

It is understood that this is a complicated matter, involving our presumption of innocence, property rights, and many other issues. We are confident, however, of your ability to craft this recommendation in such a way that it would receive the broadest possible support, not only from the Milwaukee Common Council, but also the legislature and the governor.

Thank you again for your efforts and, should you have any questions of us, please do not hesitate to contact us at your convenience.

Respectfully,

Ald. Jose G. Pérez
12th District

Ald. Russell Stamper, II
15th District

Dear Alderman Perez,

I want safer routes for walkers, bikers, bussers, and drivers so they can get to Lincoln Avenue School safely! I am a student at Lincoln Avenue School. I walk to and from school every day. On my way to school I see a lot of very reckless driving. Multiple people feel the need to speed in order to get past a yellow light before it turns red. When I am waiting for my signal to walk and two of the lanes are stopped, everybody in the turn lane turns while their lane is still stopped. They need to be informed that they are endangering people!

Our class came together to discuss the problems of traffic safety in our neighborhood. Then we separated into groups to come up with some possible solutions. My group said that there are three main areas by our school that were the most hazardous. Our main concern is the intersection of 18th Street and Lincoln Avenue. Lincoln Ave is a straight shot street that has way too much speeding. When parents drop off their kids, stopped cars cause traffic. All kids come and leave that way before and after school. We need to reduce traffic on 18th Street and Lincoln Ave. Secondly, our group is concerned about 19th Street and Lincoln Avenue. In the morning before school, teachers come through 19th Street and Lincoln Avenue to park in the parking lot. They have trouble coming in because people are always speeding! My group is concerned for all of the people that may be in danger. Lastly, we are concerned about 19th Street and Hayes Street. Most teachers at our school leave school out of Hayes Street parking lot when school is over. Parent pickup also happens on the Hayes Street parking lot exit. Traffic also builds up because other people that live on Hayes Street are leaving and that causes traffic as well. People also speed and scoop around to try and get out of traffic.

We would like to add certain safety measures we feel are necessary for our neighborhood. In order to reduce the amount of speeding and scooping we would like to add a speed hump on 19th Street between Lincoln Avenue

and Hayes Street. So most people will slow down. We also want to add a Pedestrian Crossing sign on the Lincoln Avenue intersection. We would like to add it to try and increase the notability for people crossing the streets. Hopefully we will also be able to reduce the amount of scooping because cars will hit the crossing sign. The good thing is the sign has a spring and will bounce back up when it gets hit. We think we should add 2 more pedestrian crossing signs on 19th Street and Lincoln Avenue for extra safety. We would like to add a 3-d optical illusion crosswalk on the intersection of 18th Street and Lincoln Avenue to hopefully reduce the amount of adults and kids being hit per day. The optical illusion is made with paint. It is intended to look like multiple big blocks of wood are in the road so drivers will be extra cautious when driving in that area. On Lincoln Avenue at the intersection, we want a pedestrian beacon with flashing lights. We feel that if drivers can see the sign, hopefully they will slow down and let people cross without speeding by.

I think you should consider giving our group's improvements a chance. We don't want anybody being scared to cross the street just because they could get hurt or die. We want everybody to go outside and walk, bike, or drive wherever they need to go.

In conclusion, I think you should pick our group's plan because our plan ensures the safety of the kids at our school and the citizens of our neighborhood. I need to get to school safely so I can learn and fulfill my childhood dream!

Sincerely,

**LINCOLN ELEMENTARY
SCHOOL
STUDENTS**

Dear Department of Public Works,

I want safer routes for walkers, bikers, and drivers to get to Lincoln Avenue School. The speeding on Lincoln Avenue is unacceptable because it's a school zone where families live and kids walk to school. I live right across the street from Lincoln Avenue School and I cross the street everyday to come to and from school. We need a consistent crossing guard that comes everyday and more ways to force drivers to slow down.

These are the streets that our group identified as the top 3 in need of improvements that have the biggest problems for our environment. 18th Street and Lincoln Avenue is the street we really need to focus on because of all the people who cross in the intersection where kids and cars pull up to drop off their kids off for school. 19th Street and Lincoln Avenue is also an area of concern because that's where I live and I hear a lot of squealing cars because they go too fast and when they want to stop there, they mess up their tires. I think we need to put a speed hump there because it will stop people from zooming down through the intersection. 18th Street and Hayes Street is the last intersection of concern because there is a lot of traffic that we need to stop. That's where parents come out from dropping off their kids and picking them up from school.

Here are the infrastructures me and my group picked to help make those streets safer. We would like the city to put down some curb extensions on the corner of 18th Street and Lincoln Avenue so there would be less traffic and car crashes. In my neighborhood, I see a lot of drivers swooping around each other and if they do, they're going to drive across the rocky path and their tires will get messed up. We would also like the city to put in a 3-D optical illusion high visibility crosswalk on Lincoln Avenue where 19th Street intersects because the crosswalk has faded away due to all the cars that drive over it everyday. 19th Street and Lincoln Avenue is where I live, that's why I want them to think they're running into a piece of wood instead of me! Finally, we would like a traffic circle put up on 19th

Street of Lincoln Avenue where it intersects with Hayes Street . There are stop signs on 19th Street, but not on Hayes Street. So many cars drive through the alley there and out of the teacher's parking lot. There are a lot of parents leaving with their kids in cars and some kids walk that way to go home too. We need a traffic circle so we won't have car crashes and people getting run over.

I think the DOT should pick my group's plan because we'll make our neighborhood a better and safer place. It won't just make it better for walkers and bikers, but for everybody because everybody needs to achieve their goal and you can't do that if the environment is not safe. Kids need to go to school. Someone using cell phones or speeding while driving is not acceptable and gets in the way when harming someone's life.

In conclusion, the area needs a change and we are the ones who are going to change it. DPW thank you for this opportunity to let the kids of the neighborhood use their voices to help make a difference in their environment.

Sincerely,

**LINCOLN ELEMENTARY
SCHOOL
STUDENTS**

Dear Mayor Barrett and Aderman Perez,

Room 27 from Lincoln Avenue, worked with the Bike federation to find ways to make areas around the school more safe for pedestrians. We got to try ideas on a big map of the area that our school is in. We all had ideas so we put the options that we had on the map. We all did really well. We also did this under the budget we received. Every single classmate worked hard on this and took it seriously. The Bike federation regarded the presentations of room 27 as the best.

The city of Milwaukee should pick the implementation of our group because our map is really reasonable to the traffic problems around this area. We did a really good job and I feel that ours would help the most. We put so much effort into helping the community improve traffic infrastructure. We can also give Lincoln Avenue a better name and people throughout Milwaukee could know what this school did for their communities and other peoples communities. This will also inspire other schools to do something good for their communities.

Milwaukee should do these activities because that would let other children know that they also have a voice to the community. I think that kids in the community would also improve their perseverance skill. Schools would also have better confidence because when they feel frustrated when they are having a hard time in school, They would remember that they were part of the people that helped the community. Milwaukee should do this with more schools because we are not the only school that is in danger of traffic. I believe every school that really needs the help should get it. If we do this for every school in need, lives would constantly be saved.

It is very important that we build child friendly cities with infrastructure to protect children. If we don't, the death of pedestrians will increase every year. Drivers in Milwaukee are getting more reckless which puts more

children in danger of getting killed on the street. We need this because if a kid gets killed because a car ran the child over, the child's family would suffer. The child also would not be able to experience a full life. If something like this happens and nobody does anything to prevent this from happening, more kids will constantly be dieng by car accidents. We do not want this to happen. No child ever deserves to be killed at such an early age.

Thank you for considering this letter. We want to let you know that we are grateful for the opportunities you gave Lincoln Avenue. Thank you for reading our proposals. We want to prevent accidents and deaths.

Sincerely, **LINCOLN ELEMENTARY
SCHOOL
STUDENTS**

2-7-20

Dear Department of Public Works,

I want safer routes for walkers, bikers and drivers to get to Lincoln Avenue School. It will help kids and adults get to school and work faster and safer. People could get hurt because there are not many signs. In Milwaukee pedestrians were injured or killed every 5 hours and 12 minutes. This is very dangerous because some students that go to Lincoln Avenue walk to get here.

There are 3 top areas that we are concerned about. The first area is the front of the school which is 18th in Lincoln. We are concerned about that area because it's in front of the school and a lot of cars come in front and sometimes do not stop for us. The second area is the intersection of 20th in Lincoln. We are trying to get that fixed because cars can not see us from all the way down there and they could be speeding and we could get hit. The last spot we are concerned about is 19th street. 19th was where a car accident happened just last week.

These are the infrastructures we wanted to put out there. We wanted to put out 2 traffic circles to slow kids and drivers down. We also added 1 high visibility crosswalk. The second last thing we added was 2 curb extension. The last thing we added was 3 in-street pedestrians crossing signs. That will equal up to 75,000 dollars.

In my opinion the D.P.W should pick my teams plan because we worked hard to plan where the infrastructures should be. It is an honor for us to get the money. It will stop a lot of lives from ending. It will make it more safe to get to school.

However, let's not forget about people's pets. We don't want any living thing to end up dead. Pets are a big part of the pedestrian community.

I strongly feel we need to have safer routes to Lincoln Avenue School. Please consider our plan that we designed.

Thank You,

**LINCOLN ELEMENTARY
SCHOOL
STUDENTS**

Dear Alderman Perez ,

I want safer routes for walkers, bikers, and drivers to get to Lincoln Avenue School. I want to change the streets because there can be an accident around my school. There are four people in my class that walk to school and I don't want them to be involved in an accident. If we make the correct changes and make our streets close to Lincoln Avenue School safer, that will be avoided.

There are three areas that my team and I would like to be fixed. One of the concerns is 18th St. and 19th St. because there are many cars that speed on these streets and it is dangerous for people crossing. It would be helpful to have a traffic circle to slow down the drivers. This could be built on 19th Street and Hayes Ave. Drivers would have to go around it which will make them have to slow down. To stop speeding even more in the area, after the traffic circle on 19th Street, we could add a speed bump. A pedestrian beacon could help let drivers know that people are crossing the road. It eliminates the risk of getting hit by a car. Therefore, we would like one to be added to 18th Street and Hayes Av. These changes would stop the speeding drivers in 18th and 19th street.

Another area that we see that has a problem is the intersection of 18th street and Lincoln Avenue. It is dangerous to cross because there are a lot of cars passing by. It would help if we added four highly visible crosswalks so drivers can see them more clearly on 18th street and Lincoln Ave. If we could put more school crossing signs all around the school, it would help let the drivers know to slow down because they are in a school zone. The changes on these streets will help people who walk because it would be safer to cross to the sidewalks.

Lincoln Avenue is the last area that we would like some changes. It is hard to cross Lincoln Avenue because there are cars coming from both sides. You risk getting run over. A crossing island would be helpful for people crossing on Lincoln Avenue because they can stop there to wait for the cars to pass. In-street pedestrian signs would be a good reminder to drivers that people are crossing and to be more aware. We recommend these be installed on Lincoln Avenue and 18th Street and another one on Lincoln Avenue and 19th Street. With all the modifications it will help the drivers be more alert and aware of the people walking, creating a safer area.

If these changes are made it will be a lot safer for people who walk because many of the problems they face will be decreased.

Thank you for your consideration,

**LINCOLN ELEMENTARY
SCHOOL
STUDENTS**

02/07/20

Dear Alderman Perez,

In this letter I'm going to tell you about the reasons why we should have more traffic signs and why I want safer routes in my school. I want safer routes for walkers, bikers, and drivers to get to Lincoln Ave School. If the streets are safer this will help me and all pedestrians because this way they can feel safer in streets walking, biking, or driving. I want all my friends to come to school and feel safer.

There are lots of busy and dangerous streets near Lincoln Ave School. But the ones that concern me the most are 19th and Lincoln, 18th and Lincoln, and also 19th and W Grant St. Lincoln is very busy and dangerous for all people who walk in this street. Another really busy street is 18th and Lincoln. It is even more dangerous than 19th Street because this street is closer to our school. 19th and Grant is not that close to our school but some cars come from there to our school and they come at high speeds.

18th and Lincoln is where most cars pass so they can leave their kids at school. But when they are driving they do not pay attention to the pedestrians walking on the streets. That's why we decided that in this street there should be more high visibility crosswalks. When cars are driving and people are crossing the drivers could see pedestrians walking. High visibility crosswalks are different than the normal crosswalk because this crosswalk is more visible for drivers to see. Sometimes the drivers don't listen to the traffic signs, they ignore them. This is why the streets are so dangerous for all pedestrians that walk, bike, and also to the drivers because this increases car crashes. To avoid car accidents and so that cars can see when pedestrians are walking there should be a crossing island. If there is a crossing island, cars will go slower and they will be able to see all pedestrians walking. The bad part is that this street is narrow and nothing big could really be added. On this street there could also be a three-dimensional crosswalk so drivers think they are going to crash with something forcing them to slow down and stop.

19th and Lincoln is also a street close to our school. On this street, there should be pedestrian beacons and a high visibility crosswalk so cars see the light flashing and know it means that someone

wants to cross the street. Hopefully, the cars will stop so the people could cross. In this street, there could also be an in-street pedestrian crossing sign so the drivers could see that people cross a lot in that area because there is a school. Additionally, there could be some school crossing signs that will say there is a school close by and drivers should be aware of when pedestrians are passing. If these things are added, the cars will slow down when they are driving on the streets close to our school. It will be safer for all pedestrians.

If you travel through 19th and Grant St. you will see it is also one of the streets that pedestrians use to get to school. If they are walking, in a car, or in any other types of transportation they should want this street to be safer. On this street, the cars go at high speeds. To stop this speeding there should be a traffic circle. If there is a traffic circle on this street, when cars are coming to school they will have to slow down because the traffic circle is going to be there. It will be safer for everybody. Between this street and the 18th St. and Lincoln Ave there should be an in-street pedestrian crossing sign. If there is an in-street pedestrian crossing sign, cars will slow down when they are close to the school and it will be safer for all the community. If these changes are being added, it will make our community safer and also cleaner because people are not going to use their cars and there would not be as much pollution. All cars will drive slower and pay more attention to see if pedestrians are crossing or not and this will also decrease the chances of car crashes.

If all of these changes happen our school community will be safer for all pedestrians. These are some of the few traffic controls that I think will help the community around the school. I hope all streets that are close to our school become safer for all pedestrians.

Thank you for your consideration,

**LINCOLN ELEMENTARY
SCHOOL
STUDENTS**

3-3-20

Dear Department of Public Works,

The people of Lincoln Avenue Community need safer routes for walkers, bikers and drivers to get to Lincoln Avenue School. I live in the neighborhood and I have seen lots of accidents happen. Recently, someone crashed into the corner store. Thankfully, no one was hurt, but the store was badly damaged. Something has to be done. One solution is to add additional infrastructures, We do not want these additional infrastructures, we need them

One of the problems is, there is too much speeding in the streets and that could cause a car crash or could get someone injured or even killed. Also, there is a lot of congestion in front of our school and all around the neighborhood that could cause accidents or risk the safety of pedestrians trying to cross the street. Additionally, there is illegal parking at the end of the day or in the morning. There are cars parked where school busses are trying to pick up or drop off students and this interferes with the bus drivers ability to get kids to school safely or get them home. Cars are parking where buses are supposed to be and consequently, the kids are usually late to class.

We have to fix that. One solution is to add 4 high visibility crosswalks on 20th Street and Lincoln Avenue, 16th Street and Lincoln Avenue, 19th Street and Lincoln Avenue and 18th Street and Lincoln Avenue. This would gets driver's attention and consequently, warn people to stop or to slow down. In addition, 2 crossing islands should be added on 18th Street and Grant and 20th Street and Grant. This would allow pedestrians to be more visible in the middle of the street and as a result, allow pedestrians to cross safely. Another infrastructure that would be helpful would be 1 speed hump on 16th street between Lincoln Avenue and grant. Speed humps are useful because if people do not slow down their car will get damaged or they can get injured. Another necessary infrastructure is In-Street Pedestrian Crossing Signs. These would be

needed at Lincoln Avenue and 16th Street, 18th Street, 19th Street, and 20th Street and Lincoln Avenue. The purpose would be to have the drivers slow down because since they are in the middle of the road, drivers will see the crossing signs in the middle of the road and know this spot is a place for people to cross.

We need all of these infrastructures to have a safer community so all people can move around without the fear for their safety. This is our community. Let's make it safe for everyone.

Sincerely,

**LINCOLN ELEMENTARY
SCHOOL
STUDENTS**

Dear Alderman Perez ,

I want safer routes for walkers, bikers, and drivers to get to Lincoln Avenue School. I want to change the streets because there can be an accident around my school. There are four people in my class that walk to school and I don't want them to be involved in an accident. If we make the correct changes and make our streets close to Lincoln Avenue School safer, that will be avoided.

There are three areas that my team and I would like to be fixed. One of the concerns is 18th St. and 19th St. because there are many cars that speed on these streets and it is dangerous for people crossing. It would be helpful to have a traffic circle to slow down the drivers. This could be built on 19th Street and Hayes Ave. Drivers would have to go around it which will make them have to slow down. To stop speeding even more in the area, after the traffic circle on 19th Street, we could add a speed bump. A pedestrian beacon could help let drivers know that people are crossing the road. It eliminates the risk of getting hit by a car. Therefore, we would like one to be added to 18th Street and Hayes Av. These changes would stop the speeding drivers in 18th and 19th street.

Another area that we see that has a problem is the intersection of 18th street and Lincoln Avenue. It is dangerous to cross because there are a lot of cars passing by. It would help if we added four highly visible crosswalks so drivers can see them more clearly on 18th street and Lincoln Ave. If we could put more school crossing signs all around the school, it would help let the drivers know to slow down because they are in a school zone. The changes on these streets will help people who walk because it would be safer to cross to the sidewalks.

Lincoln Avenue is the last area that we would like some changes. It is hard to cross Lincoln Avenue because there are cars coming from both sides. You risk getting run over. A crossing island would be helpful for people crossing on Lincoln Avenue because they can stop there to wait for the cars to pass. In-street pedestrian signs would be a good reminder to drivers that people are crossing and to be more aware. We recommend these be installed on Lincoln Avenue and 18th Street and another one on Lincoln Avenue and 19th Street. With all the modifications it will help the drivers be more alert and aware of the people walking, creating a safer area.

If these changes are made it will be a lot safer for people who walk because many of the problems they face will be decreased.

Thank you for your consideration,

**LINCOLN ELEMENTARY
SCHOOL
STUDENTS**

Dear Department of Public works,

The Lincoln Avenue Community need additional infrastructures that would provide safer routes for walkers, bikers, and drivers to get to and home from Lincoln Avenue School. I have seen many accidents near the school and we can get killed or severely injured. Nobody wants that.

I have some concerns regarding the safety of the people in this community and believe I have some solutions on how to make the streets safer. One solution is to add high visibility crosswalks on 18th and Lincoln avenue and 19th and Lincoln Avenue because it should get driver's attention and as a result, slow down speeding drivers. Another badly needed infrastructure is a crossing island on 17 street and Lincoln avenue street. Because Lincoln Avenue is two way traffic, crossing islands allow people to stop and check traffic while crossing the street. In addition, people would be visible to drivers. There is another area of concern which is on 19th and Hayes. There is also a lot of congestion, and many times we have found ourselves stuck in traffic. Traffic circles would improve the traffic by slowing traffic down and allowing a better flow of traffic. Traffic circles force drivers to slow down because cars are coming in from all sides. Since traffic circles force drivers to slow down, this is especially important during bad weather.

My plan provides infrastructures to make the streets safer for everyone in our Lincoln Avenue Community and people entering our community. It is obvious these are needed to improve our home. Consider my ideas as they were designed to do just that.

Sincerely,

**LINCOLN ELEMENTARY
SCHOOL
STUDENTS**

February 7, 2020

Dear Department of Public work,

I want safer routes for walkers, bikers, and drivers, and pets to get to Lincoln Avenue school so I stay safe through my journey to Lincoln Avenue School. As you know, people in America love cars like SUVs, some people love to drive trucks and larger cars. If pedestrians who walk get struck by a large vehicle they can get injured and get taken to the hospital.

The top 3 areas of concern around Lincoln Avenue School are 18th and Hayes street because this area has a lot of heavy traffic. The second area concern is both on 18th and 16th streets. These streets are always busy no matter what time of day. The last area of concern is out in front of my school on Lincoln Avenue because there are long lines of cars some are going to my school and some are not. The street is very narrow and does not leave space for parents to drop off their kids. Plus, we have several large and small yellow school busses bringing in students.

So, to increase safety on our main Lincoln Avenue out in front of my school we would need speed bump crosswalk and a upgraded curb extension and another curb extension that is not upgraded also a high visibility crosswalk for people to see when it is foggy. Also we will need to have a pedestrian beacon a traffic circle and a crossing island, also a street pedestrian crossing sign.

You should choose this infrastructure plan so we can keep kids safe at Lincoln Avenue school. Also so we can be alive and so people can stop speeding and crashing into kids or pets.

I hope you all consider my school's safety plan for 2020. This plan will make sure kids' families will have a safe future.

Thank you!

**LINCOLN ELEMENTARY
SCHOOL
STUDENTS**

Zelazny, Dana

From: Murphy, Michael (Alderman)
Sent: Sunday, December 22, 2019 9:12 PM
To: Norfolk, Tea
Subject: Fw: City-County Carjacking and Reckless Driving Taskforce Recommendations Meeting - 11/25/19

Tea,
Please see below.

Kailyn

From: Murphy, Michael (Alderman) <mmurph@milwaukee.gov>
Sent: Sunday, December 22, 2019 9:11 PM
To: JOEL SYS <sysjls@msn.com>
Subject: Re: City-County Carjacking and Reckless Driving Taskforce Recommendations Meeting - 11/25/19

Joel and El-Louise,

Thank you very much for your follow-up. It was a pleasure meeting you at the community meeting and I appreciate your participation.

I have submitted your comments to our research team and we will carefully consider your comments as we move forward in finalizing task force recommendations.

I hope you and your family have a lovely holiday season.

Sincerely,
Michael Murphy
Alderman, 10th District
414-286-3763

From: JOEL SYS <sysjls@msn.com>
Sent: Tuesday, November 26, 2019 12:48 PM
To: Murphy, Michael (Alderman) <mmurph@milwaukee.gov>
Cc: Coggs, Milele <mcoggs@milwaukee.gov>
Subject: City-County Carjacking and Reckless Driving Taskforce Recommendations Meeting - 11/25/19

Dear Ald. Murphy: It was a pleasure to briefly talk with you last night and to hear and read the Task Force's proposals. It was a public meeting that needed to happen and was well attended. Public input is necessary for good governance.

Most of the line item recommendations did have merit. I (we) did see and find that a number of the engineering recommendations were not a real good fit, at least for the

city of Milwaukee. Infrastructure additions are usually very costly and for the most part, have better application in milder and temperate climates do to maintenance issues.

I(we) believe that education for all drivers does have the most impact and goes a long way to curb reckless driving. Requirements for mandatory remedial education for adjudicated reckless drivers in order to keep or maintain their driver's licenses. My wife previously submitted her thoughts and recommendations to Alderwoman Coggs and several other City officials.

What was not really covered or discussed and is a very difficult subject to get ones arms around, is the sociopathic behavior of most of the chronic violators. Environmental, social and learned behavior driving the thinking of these drivers. They are folks who generally behave badly in society and also shows in their driving habits. These are people who cause the accidents, are involved in police chases and unfortunately.

I(we) do hope that the Task Force's recommendations are adopted by the City, County and State. Where monies are required that it is applied to those programs which are disserving and with the proper oversight of the expenditures.

Regards,

*Joel L and El-Louise Games Sys
7430 W Burleigh St
Milwaukee, WI 53210-1028
(414)455-3799*

Zelazny, Dana

From: Murphy, Michael (Alderman)
Sent: Friday, March 6, 2020 5:32 PM
To: Polanco, Joanna; Norfolk, Tea
Subject: FW: DPW Forestry Employee: workers struck on median

Hello,
Please add to file from today and Tea, please add to final report.

Best,

Kailyn

Kailyn Kenney

Legislative Assistant to Alderman Michael J. Murphy
10th District
200 East Wells Street – 2nd Floor | Milwaukee, WI 53202
414.286.2074 (office) | 414.286.3456 (fax)
kailyn.kenney@milwaukee.gov (email)



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From: Perez, Jose
Sent: Friday, March 06, 2020 10:03 AM
To: Murphy, Michael (Alderman)
Subject: FW: DPW Forestry Employee: workers struck on median

Ald. Murphy,

Is this email going to be part of the reckless driving task force record?

JP

From: Jacob Gunville [<mailto:rhubarbfarms2014@gmail.com>]
Sent: Friday, March 6, 2020 7:32 AM
To: Perez, Jose
Subject: Re: DPW Forestry Employee: workers struck on median

Alderman Perez, please feel free to share with whom ever you feel should see it. I did send the same email to every alderperson.

Thanks and have a great day

Sent from my iPhone

On Mar 6, 2020, at 7:14 AM, Perez, Jose <JoseG.Perez@milwaukee.gov> wrote:

Thank you for the email. Can I share your email with the Reckless Driving and anti Car Jacking task force? I believe it should be part of the record and folded into the recommendations.

Sincerely,

Ald. Perez

Sent from my iPhone

On Mar 5, 2020, at 10:22 PM, Jacob Gunville <rhubarbfarms2014@gmail.com> wrote:

Dear Alderman Perez,

My name is Jacob Gunville, I am a DPW Forestry arborist Apprentice out of the north district office on Industrial Road. Yesterday afternoon round 1:30 p.m. two of our forestry team members were struck by a reckless driver near 52nd and Hampton while picking trash on the boulevards. Our two team members received non life threatening injuries, and both made it home last night. While I am not completely aware of the severity of their injuries at this point, I know each one of them is going to have a long road ahead of them both mentally and physically. I am so beyond thankful, that they both were able to make it home to their families, partners and children. As you can imagine, the news of this incident hit our forestry family at Industrial road like a ton of bricks. It wasn't just a coworker getting injured, it was family getting injured.

I'm reaching out to you and your office because WE as a city have to address the reckless driving. Its gotten to the point where its more surprising to not see a vehicle run a red light than to do so. Speeds in excess of thirty miles a hour over posted limits is a normal. While yesterdays incident may not be a regular occurrence, I know its only going to continue to become more commonplace if something is not done. I couldn't imagine having to be the supervisor that had to call a significant other of a staff member to say that they were not coming home, because they were trying to keep our streets clear of trash.

Something has to be done to counter act the amount of reckless driving and littering that has plagued our city. No ones life is worth a bag full of trash.

We need to have more community outreach, we need more community involvement, we need to remember we are all members of this greater community and we need to start caring for our neighbors again.

Thank you for your time,

Jacob Gunville
DPW Forestry Arborist Apprentice
3223 N. 86th St.
(970)819-1316

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retention requirements. See City of Milwaukee full e-mail disclaimer at www.milwaukee.gov/email_disclaimer

Zelazny, Dana

From: Himle, Sheldyn
Sent: Wednesday, September 25, 2019 3:33 PM
To: Norfolk, Tea
Subject: FW: MATC Traffic Safety program

Tea,

Meighan, who is the lead Assistant City Attorney working within OED – Ordinance Enforcement Division – was able to respond to me, sooner than anticipated.

=====

Hello Sheldyn,

Generally speaking, if a defendant is requesting some type of reduction on a speeding citation and the defendant does not have a clean driving record, the ACAs will recommend that a defendant complete the MATC Defensive Driving Class in order to receive a reduction. If appropriate, it also could be offered for other moving violations. Regarding point reduction, the ACAs have to use their discretion based upon the facts presented and of course any recommendation is subject to the court's approval. Thank you,

Meighan

Zelazny, Dana

From: Murphy, Michael (Alderman)
Sent: Wednesday, February 19, 2020 3:57 PM
To: Amsden, Mike; Norfolk, Tea
Subject: FW: Reckless driving

FYI

Tea, please add to our records for community feedback.

Best,

Kailyn

Kailyn Kenney

Legislative Assistant to Alderman Michael J. Murphy

10th District

200 East Wells Street – 2nd Floor | Milwaukee, WI 53202

414.286.2074 (office) | 414.286.3456 (fax)

kailyn.kenney@milwaukee.gov (email)



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From: Sandra Liederbach [<mailto:sandraliederbach@sbcglobal.net>]

Sent: Friday, February 07, 2020 4:26 PM

To: Murphy, Michael (Alderman)

Subject: Reckless driving

Dear Alderman Murphy:

I was born and raised in the city of Milwaukee - 58 + years. I still live in the city and love this city. Regarding reckless driving: I believe we should have similar intersection structures as in other cities, where at the intersections the corners extend (out further than the sidewalk) so a car cannot pass in the right lane. I would recommend these be updated to intersections in the most severe of areas where reckless driving takes place, and continually added as necessary. I don't believe these are needed at all intersections in the city. I also understand bus stop areas would need to be moved about 25 ft in some cases to accommodate bus traffic.

I know a proposal will be presented soon, so I wanted to send you my idea.

Sandra Liederbach
6283 North River Trail Drive
Milwaukee, WI 53225
414-353-2365

Zelazny, Dana

From: Kenney, Kailyn
Sent: Friday, December 13, 2019 4:50 PM
To: Norfolk, Tea
Subject: FW: Reckless Driving Follow-up

Good Morning Tea,

Below are a few of the major topics that came up last night during the UWM presentations. I know we've already looked into Vision Zero, if you could just cross check that we've considered the resources outlined below.

James Hannig from DPW also suggested that we consider opening a city DOT department as the institutional partner for our efforts, if you could look at the case studies below.

I will forward you the student papers as we have them.

Many Thanks

-Kailyn

Kailyn Kenney

Legislative Assistant to Alderman Michael J. Murphy
10th District

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From: Hannig, James
Sent: Friday, December 13, 2019 8:52 AM
To: Kenney, Kailyn
Subject: Reckless Driving Follow-up

Hi, Kailyn-

I just wanted to follow up with a couple of items from yesterday's presentation. I'm sure you've seen many of these already...

Vision Zero

[Here's a link to the Vision Zero Network website.](#) It includes a number of resources that communities can use to reduce fatal traffic crashes. It also includes the [criteria required to join the network](#) of communities from around the world:

- A clear goal of eliminating traffic fatalities and severe injuries has been set.
- The Mayor has publicly, officially committed to Vision Zero.
- A Vision Zero plan or strategy is in place, or the Mayor has committed to doing so in clear time frame.
- Key departments (including police, transportation and public health) are engaged.

The Milwaukee Pedestrian Plan also recommended integrating Vision Zero principles into implementing the Complete Streets policy ([p. 42](#)).

Municipal Departments of Transportation

A few cities have recently created DOTs to help organize transportation planning, design, and programming. It's not necessarily a one-stop-shop for addressing reckless driving since they are still separate departments. However, many cities have found that DOTs can be a proactive voice in addressing traffic safety and mobility problems. Ultimately, Vision Zero programs/efforts are most effective when they are administered at a mayoral level and collaborate across departments.

Here are a few recent examples of cities creating DOTs:

- [Oakland, CA](#) (recently announced a [\\$100 Million, equity-focused repaving plan](#))
- [Atlanta, GA](#)
- [Denver, CO](#)

Hope this helps. My supervisor, Mike Amsden, is a great resource if you have any questions about these.

Thank you for all the work you're doing!

James Hannig, AICP

Pedestrian & Bicycle Coordinator

City of Milwaukee Department of Public Works
841 N. Broadway, Room 920 | Milwaukee WI 53202
D 414.286.8750 | M 414.517.0732 | jhanni@milwaukee.gov

See my calendar and request a meeting at doodle.com/jhannig

Zelazny, Dana

From: Kenney, Kailyn
Sent: Tuesday, December 10, 2019 2:04 PM
To: Polanco, Joanna
Cc: Norfolk, Tea
Subject: FW: NWSP Anti-Reckless Driving Campaigns
Attachments: NWSP19-ReportCampaign-postcard.pdf; NWSP19-ReportCampaign-doorhanger.pdf; NWSP_BSDS Campaign Status_July 1 2019.pdf; 20191119_NWSP-Reckless-Driving-Efforts.pdf

Joanna,

Please send this out to taskforce members and make it a part of the record for the next taskforce meeting.

Tea, please review content and add to the report, if necessary.

Many Thanks

-Kailyn

Kailyn Kenney

Legislative Assistant to Alderman Michael J. Murphy

10th District

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kailyn.kenney@milwaukee.gov (email)



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From: Keith Stanley [<mailto:director@nearwestsidepartners.org>]

Sent: Wednesday, November 20, 2019 6:31 PM

To: Murphy, Michael (Alderman)

Cc: Lindsey St. Arnold Bell

Subject: NWSP Anti-Reckless Driving Campaigns

Ald. Murphy- attached is a letter outlining our Anti-Reckless Driving efforts.

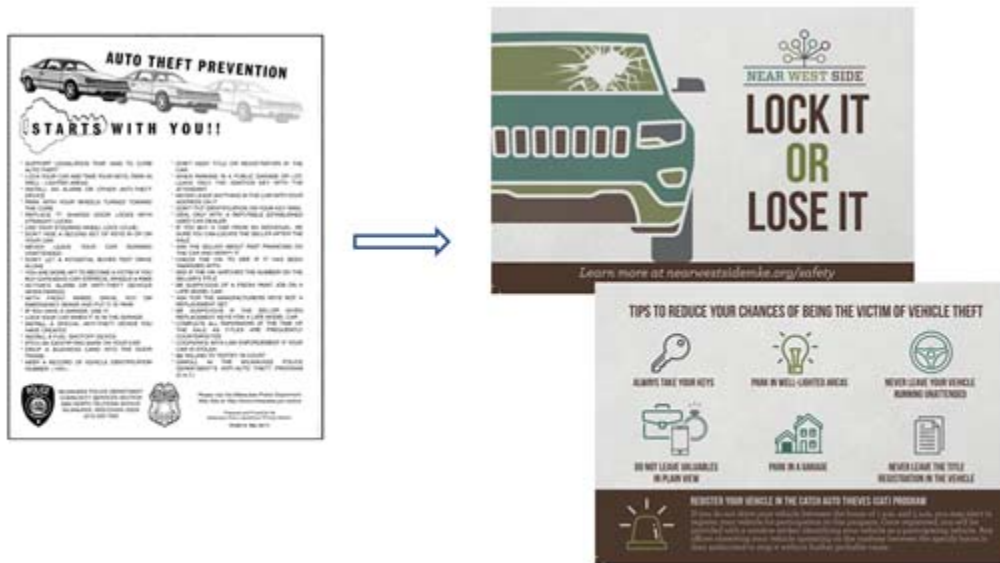
Also, attached are the following:

- A report on our online campaign from our partnership with Mueller Communications (NWSP_BSDS Campaign Status)
- NWSP branded marketing materials for our "Protect Our Families Initiative" campaign (door hangers and postcards)

Video and Website Link:

- <https://www.nearwestsidemke.org/drivesafe>

Also regarding the Milwaukee Police Department, we have had success with working with MPD to get materials in more consumable formats for our population of renters and homeowners. See the graphic below. We hired a local graphic designer and met with her regarding our needs to simplify and clean up the message.



If you have any questions do not hesitate to contact me.

Keith Stanley, Executive Director, Near West Side Partners//BID #10

Email: director@nearwestsidepartners.org | Tel: 414-933-0640 | Address: 624 N. 24th Street

Visit our [website](https://www.nearwestsidepartners.org) | Follow us on [Nextdoor](#), [Twitter](#), or [Facebook](#)

Subscribe to our [E-newsletter](#)

Zelazny, Dana

From: Peterson, Todd
Sent: Monday, December 16, 2019 8:41 AM
To: Norfolk, Tea
Subject: FW: Reckless Driving

From: Spiker, Scott
Sent: Monday, December 16, 2019 7:21 AM
To: Murphy, Michael (Alderman); Kenney, Kailyn
Cc: Peterson, Todd
Subject: Fwd: Reckless Driving

Todd: pass on to Tea Norfolk as well, please.

Scott (Spiker)

Sent from my iPhone

Begin forwarded message:

From: James Madlom <jmadlom@muellercommunications.com>
Date: December 15, 2019 at 8:46:13 PM CST
To: "Spiker, Scott" <Scott.Spiker@milwaukee.gov>
Subject: **Reckless Driving**

Ald. Spiker:

Thanks again for the time over coffee last week. I enjoyed connecting!

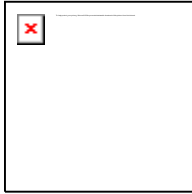
The discussion on reckless driving intrigued me and I had a few minutes this weekend to do a bit of research. Not sure how much of this is helpful (or if any of what's useful has already been reviewed as part of the City's work in this space), but for what it's worth, below are a few links:

- [New York's Vision Zero Ads Target Reckless Driving - CityLab](#): New York's approach - which combines target changes in traffic regulations and road engineering, along with public education - is modeled after [Sweden's effort](#), which has proven results, cutting traffic fatalities in half.
- [To build safe streets, we need to address racism in urban design](#)
- [Announcing the winners of the Safe Streets, Smart Cities Academy | Smart Growth America](#): Not sure their timing, but this organization is providing grants to communities across the country to explore potential solutions to pedestrian fatalities.
- [Why 12-Foot Traffic Lanes Are Disastrous for Safety and Must Be Replaced Now - CityLab](#)
- [What are some known solutions to risky driving? | NICHD - Eunice Kennedy Shriver National Institute of Child Health and Human Development](#)

- [Improving road safety: new results | The Behavioural Insights Team](#): This is a blog post about behavioral intervention techniques that were successful in the UK. Additional research support for behavioral intervention is [here](#).

Thanks!

James



JAMES MADLOM
Partner | Chief Operating Officer

Mueller Communications LLC
Office: 414.390.5500 | Mobile: 414.364.6103
Visit our [website](#) | Follow us on [LinkedIn](#) and [Twitter](#)

Zelazny, Dana

From: Murphy, Michael (Alderman)
Sent: Monday, December 16, 2019 3:44 PM
To: Norfolk, Tea
Subject: FW: Reckless Driving/Carjacking

Please see below.

Many Thanks

-Kailyn

Kailyn Kenney

Legislative Assistant to Alderman Michael J. Murphy
10th District

200 East Wells Street – 2nd Floor | Milwaukee, WI 53202

414.286.2074 (office) | 414.286.3456 (fax)

kailyn.kenney@milwaukee.gov (email)



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From: Debbie Johnson [<mailto:djohn10204@aol.com>]
Sent: Thursday, November 21, 2019 9:44 PM
To: Murphy, Michael (Alderman)
Subject: Reckless Driving/Carjacking

Dear Alderman Murphy,

Unfortunately, I am unable to attend the upcoming meeting regarding Reckless Driving and Carjacking. It is really sad that I am too afraid to drive at night in Milwaukee.

I do have some concerns, suggestions and ideas that I would like to express.

First of all we need more police - the primary duty of the Mayor and the other officials in any city should be the safety of it's citizens.

Secondly, why are citations not being written and/or filed? Traffic cases filed with Municipal Court are down 41% YTD through Oct. from last year. There seems to be a steady decrease in filings over the past 10 years. In 2009 there were over 111,000 traffic case filed. This year YTD through Oct. there are just under 36,000. Do the math - that's 9,250 per mo in 2009 vs. 3,600 per month in 2019.

Next, my suggestions. Anyone caught driving without a license, suspended, revoked, non registered vehicles, etc. should immediately have the vehicle towed. Mandatory. No exceptions. If an ordinance or law needs to be written, do it. People hate having their vehicles towed. Also, whoever owns the vehicle (unless of course, it is reported stolen) should be written a ticket for allowing an unauthorized person to drive their vehicle. This might discourage people from letting others drive their vehicle.

There needs to be something done about chronic offenders. I'm not sure what the answer to that would be, but I feel there should be some stiff penalties. They obviously don't care how many tickets they get, because they just keep repeating. Maybe jail time for 3rd or 4th offence and again, there may be legislation needed for this, but something has to be done.

Finally, carjacking. I was a victim of an armed carjacking 2 years ago. My car was eventually recovered, but I never heard another word about it. It seems that the carjackers are emboldened by the lack of prosecution in these cases, especially for juveniles. Anyone whatever their age should be charged as an adult if a gun is involved. And again, there needs to be stiff penalties.

I'm sick and tired of all the excuses, and so are other law abiding citizens in Milwaukee. People need to be held accountable, plain and simple. Something needs to be done and done now. Your panel or committee has been meeting for over 6 months and still nothing has been done except for some stupid signs. Do you really think that some punk cares about a sign saying "thank you for slowing down"? It's all been talk - NOW it is time for action or there will be no more law abiding citizens. We will leave.

Thank you for taking the time to read my long letter.

Debra Johnson

Zelazny, Dana

From: Murphy, Michael (Alderman)
Sent: Monday, January 6, 2020 1:15 PM
To: Norfolk, Tea
Subject: Fwd: Attn: Reckless Driving Task Force Fatality Report

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From: Caressa Givens <caressa@wisconsinbikefed.org>
Sent: Monday, January 6, 2020 12:27 PM
To: Murphy, Michael (Alderman)
Subject: Attn: Reckless Driving Task Force Fatality Report

Happy New Year!

The Reckless Driving Task Force has put out a report in 2019 providing recommendations for increasing safety in the public right of way. Thank YOU. This is a promising start, and it cannot be emphasized enough that the recommendations are shaping into

what is very similar to the elements of becoming a [Vision Zero City \(See City of Boston's Vision Zero's ACTION PLAN\)](#)

The Task Force has been recently provided funding through the 2020 budget proceedings to address serious injuries and fatalities caused by carjackings and reckless driving. The Task Force has the opportunity to take the critical steps of its 2019 report and put them into practice.

The Bike Fed and Milwaukee Safe & Healthy Streets urges the Task Force to *commit to Milwaukeeans by focusing the City's resources on proven strategies to eliminate fatal and serious traffic crashes with set measurable goals and a clear timeline for implementation.*

How will this be done?

- Ensure that more residents, transportation departments (county and city) are involved
- Utilize 2020 funding to connect with facilitators from the Vision Zero Network that focus on helping cities craft and adopt their own unique VZ initiative
- Utilize 2020 funding to support community organizations that can aid in drumming up support and establishing real community engagement that helps shape a Milwaukee VZ initiative
- Work in 2020 to ensure that the city of Milwaukee establishes Complete Streets and Vision Zero Capital Fund in perpetuity
- Advocate for the City of Milwaukee to create new jobs that closely monitor the data and progress of VZ goals and Complete Streets goals as well as support the internal enforcement of these goals

in all sectors that affect the public right of way (i.e. police, planning/engineering, edu institutions)

Lastly, attached below is your daily fatality report and in case you didn't see these articles on Oslo Norway's 1 traffic death in all of 2019.

They provide a policy map and are of comparable size to Milwaukee. Certainly none of the items would be popular in Milwaukee... but.

Oslo, Norway has a population of 690,335, a metro area population of 1,588,457 and a population density of 3,938 per sq. mi.

Milwaukee has a population of 592,025, a metro area population of 1,572,245 and a population density of 6,155, per sq. mi.

- Replace nearly all parking with bike lanes *and sidewalks*.
- Lower speed limits.
- Ban cars on streets around schools when school is starting or ending.
- Ban cars in the city center (we have a robust bus system, streetcar, and bike share system downtown)

<https://www.curbed.com/2020/1/3/21048066/oslo-vision-zero-pedestrian-cyclist-deaths?fbclid=IwAR2ZHUdcg9Yft3Izv4McCIF9c1xa3FHStwc1-hpxsMPu-fTeCdfXeLZWcxo>

https://www.fastcompany.com/90294948/what-happened-when-oslo-decided-to-make-its-downtown-basically-car-free?fbclid=IwAR05OBqYPG1VdSqO5c_eF6YqlyOF7NruG19byK52fRKXdKc9nwKIRKJihjM

<https://www.forbes.com/sites/tanyamohn/2019/11/30/norway-has-the-safest-roads-again/?fbclid=IwAR3qYJo2VXlvG5G6AKLv3BTKwe406AnW0r9RADs7MRmdDyadVp66z7nHZs>

Newly Reported Fatalities: 6 Crash(es) 10 Fatality(ies)

Date / Time	County	Location	Role	Age	Sex	Agency
12/6/2019 1:29 AM	MILWAUKEE	WATER ST N	DRIVER	26	M	MILWAUKEE PD
12/25/2019 11:55 PM	ROCK	ROCKPORT RD	DRIVER	19	M	ROCK CO SHERIFF
12/25/2019 11:55 PM	ROCK	ROCKPORT RD	PASSENGER	20	M	ROCK CO SHERIFF
12/27/2019 8:15 PM	MILWAUKEE	TOWNSEND ST W	DRIVER	29	M	MILWAUKEE PD
12/27/2019 8:15 PM	MILWAUKEE	TOWNSEND ST W	PASSENGER	0	M	MILWAUKEE PD
12/27/2019 8:15 PM	MILWAUKEE	TOWNSEND ST W	PASSENGER	2	F	MILWAUKEE PD
12/27/2019 8:15 PM	MILWAUKEE	TOWNSEND ST W	PASSENGER	22	F	MILWAUKEE PD

Newly Reported Fatalities: 6 Crash(es) 10 Fatality(ies)

Date / Time	County	Location	Role	Age	Sex	Agency
12/6/2019 1:29 AM	MILWAUKEE	WATER ST N	DRIVER	26	M	MILWAUKEE PD
12/25/2019 11:55 PM	ROCK	ROCKPORT RD	DRIVER	19	M	ROCK CO SHERIFF
12/25/2019 11:55 PM	ROCK	ROCKPORT RD	PASSENGER	20	M	ROCK CO SHERIFF
12/27/2019 8:15 PM	MILWAUKEE	TOWNSEND ST W	DRIVER	29	M	MILWAUKEE PD
12/27/2019 8:15 PM	MILWAUKEE	TOWNSEND ST W	PASSENGER	0	M	MILWAUKEE PD
12/27/2019 8:15 PM	MILWAUKEE	TOWNSEND ST W	PASSENGER	2	F	MILWAUKEE PD
12/27/2019 8:15 PM	MILWAUKEE	TOWNSEND ST W	PASSENGER	22	F	MILWAUKEE PD

--
 Caressa Givens
pronouns: she/her/hers
 MKE Community
 Projects Coord.
 Wisconsin Bike Fed

www.wisconsinbikefed.org

Tel:414-378-2063

*"Design creates culture.
Culture shapes values.
Values determine the
future."-Robert L.Peters*



Zelazny, Dana

From: Kenney, Kailyn
Sent: Monday, December 16, 2019 9:08 AM
To: Norfolk, Tea
Subject: FW: UWM Planning Policy Analysis Student Reports
Attachments: ElliottHennessyKrivichiPittner_ReducingRecklessDrivingInMilwaukee_121119.pdf;
BrownKuhnReynosoThao_MKEingMilwaukeesStreetsSafer_121119.pdf;
ClarkDavisTamlaRaiUebelacker_MilwaukeeRecklessDriving_121119.pdf

Tea,
Please see the student reports attached.

Many Thanks

-Kailyn

Kailyn Kenney

Legislative Assistant to Alderman Michael J. Murphy

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kailyn.kenney@milwaukee.gov (email)



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From: Robert James Schneider [<mailto:rjschnei@uwm.edu>]

Sent: Friday, December 13, 2019 4:50 PM

To: Murphy, Michael (Alderman)

Cc: Kenney, Kailyn

Subject: UWM Planning Policy Analysis Student Reports

Dear Alderman Murphy:

Thanks again for being a great client for my planning policy analysis class (and a great advocate for UWM). The issue of reckless driving is incredibly serious, and it was an excellent challenging topic for the students to grapple with. You were the perfect person to have as the client because of your leadership on this issue and your connections through the Task Force. I really appreciate you helping to connect us with fantastic guest speakers, speaking with our class on campus, and taking several hours last night to listen to the students present. It was a great experience for them, and I hope that their recommendations will be useful as you and the Task Force as you wrap up your work. Addressing this issue really will save lives.

Kailyn, many thanks to you for all of your help along the way, too.

I'm attaching the reports in the format that they were submitted to me. Please feel free to share them as you see fit!
Bob

Robert J. Schneider, PhD, Associate Professor
University of Wisconsin-Milwaukee
Department of Urban Planning
2131 E. Hartford Avenue
Milwaukee, WI 53211
United States
Phone: +1 (414) 229-3849
Fax: +1 (414) 229-6976
E-mail: rjschnei@uwm.edu

Zelazny, Dana

From: Murphy, Michael (Alderman)
Sent: Friday, January 24, 2020 12:19 PM
To: Norfolk, Tea
Subject: Fwd: Daily Traffic Fatality Report: Recommendations to the Reckless Driving Task Force

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From: Caressa Givens <caressa@wisconsinbikefed.org>
Sent: Tuesday, January 21, 2020 12:36:27 PM
To: Murphy, Michael (Alderman) <mmurph@milwaukee.gov>
Subject: Daily Traffic Fatality Report: Recommendations to the Reckless Driving Task Force

Good Afternoon,

Here is a daily traffic fatality report attached below. This has traditionally been shared with the Reckless Driving Task Force (RDTF), but with the group's intent to potentially sunset soon, I will be sharing this with Public Works Committee members, as well as the Health Department, and the Bike and Pedestrian Task Force.

As the RDTF prepares to finish and issue their report on this *public health crisis (Carjacking and Reckless Driving)* to the Public Safety Committee and then on to the Common Council, Milwaukee Safe & Healthy Streets (a Wisconsin Bike Fed coalition) fully supports the RDTF in urging the Mayor to act as a full *convenor* of the evidence in their report. We also agree that some improvements must be made to the report per public recommendation at the last RDTF meeting (Jan 16).

In addition, we urge the RDTF to recommend the adoption of a [Vision Zero](#) plan with heavy lifting from the Mayor's office, the DPW and Dep. of Health. When the time comes to act on Vision Zero, it will be imperative that we all provide for ourselves nothing short of a set of strategic goals, and a *timeline* to reach *zero traffic fatalities, with residents fully participating in the process*.

At the moment, the RDTF is heavily driven by an enforcement arm, which is yielding an improperly balanced approach to fully vetting and understanding the complex challenges that the community faces on this matter. Those challenges are the cause and effect of a highly punitive system here in our city Milwaukee. And without a doubt, if we continue on this approach to problem-solving, we are perpetuating harmful practices steeped in systemic racism, which we have set to abolish ([resolution 190090](#)).

With that said, we hope to see the Reckless Driving Task Force stick around for the year, seek additional members outside of public safety as well as hire a consultant to co-organize several *prescribed* round table public discussions with a diverse set of stakeholders ([see Milwaukee Collaborative Community Committee Research Findings on Milwaukee Community Responses to the U.S. Department of Justice report on the Milwaukee Police Department and City of Milwaukee Fire and Police Commission](#)) and then be shared with groups like the Equal Rights Commission, the Mayor's Bike and

Pedestrian Task Force, The Office of African American Affairs and the Coalition for Safe Driving *before* the report goes to the council for further action.

Who is helping and who is harming the narrative and actions of reckless driving?

[How Media Coverage of Car Crashes Downplays the Role of Drivers](#)

[Transportation Engineers Are Ethically Bound to Protect Public Safety. Too Many Do Not.](#)

Thank You,
Caressa Givens

Newly Reported Fatalities: 2 Crash(es) 2 Fatality(ies)

Date / Time	County	Location	Role	Age	Sex	Agency

1/16/2020 8:59 AM	WAUKESHA	CTH O	DRIVER	72	M	NEW BERLIN PD
1/17/2020 1:48 AM	MILWAUKEE	CONGRESS ST W	DRIVER	34	F	MILWAUKEE PD

--

Caressa Givens
pronouns: she/her/hers
MKE Community Program Manager
[Wisconsin Bike Fed](#)
Tel: 414-378-2063

*"Design creates culture.
Culture shapes values.
Values determine the
future." -Robert L. Peters*



Tuesday, November 26, 2019

To: Ashanti Hamilton

Re: City-County Carjacking and Reckless Driving Task Force

I have been a lifelong resident of the City of Milwaukee, spending the majority of my early adolescence and 17 years of adulthood residing in the 1st Aldermanic District. Since 1994, I have resided in the 9th Aldermanic District. I attended Milwaukee Public Schools as well as the University of Wisconsin Milwaukee. I am a 2004 retiree of the City of Milwaukee Police Department. I have been very active in the social scene of the Milwaukee Metro area, promoting as well as attending social events and activities through-out the region. In this regard, I created and launched the group M.A.P. (Milwaukee Ambassadors Project) a number of years ago, on the social media platform Facebook. Its purpose was and is to highlight a regular example of positive events, places, and people doing good works in the Milwaukee Area. I too, serve on the Board of Directors of Milwaukee Crime Stoppers, currently as the Vice President of the organization.

I give a brief overview of my history here only to indicate my dedication to This City and my Commitment to making a Better Milwaukee for Us All. That being said, I am truly concerned regarding the approach that the aforementioned Task Force is taking toward the reckless driving issues in the City of Milwaukee. The approach in my opinion, is too Reactive, rather than Proactive. It places the brunt of the changes on the masses of responsible drivers and extra tax dollar expenditures from taxpaying Citizens in funding street configuration changes etc., instead of placing the burden squarely on the Violators and their Facilitators. While I won't say that some of the proposed ideas such as narrowing lanes, road diets, roundabouts, red light cameras, speed bumps may not be somewhat effective, these as well as other proposals would be adhered to by those already largely abiding by current traffic rules and regulations. Violators whom have been shown to deliberately violate traffic regulations and even lead Police on often disastrous pursuits would not in my opinion, be even slightly swayed by many of the proposals given. The task force recommendations indicate that some of the proposals have shown effectiveness in other Metro areas, yet it is the adopting

the proposals from a former OUTside sourced, Milwaukee Police Chief, that set into motion the chaos that has occurred on OUR streets over the past few years!!! The adjacent Communities surrounding Milwaukee did not adopt the policies of the former Milwaukee Police Chief; they did not neuter effective traffic enforcement/ control as they did not hand-cuff their officers' ability to enforce traffic regulations. It is therefore not a coincidence that our adjacent communities didn't and don't, by and large have the issues of Milwaukee, even as we share many streets and thoroughfares. It is not lost on the Violators WHERE they can exploit traffic regulations and the law, as WE, the City of Milwaukee, had given them tacit permission to do so by accepting bogus and ill advised reasons NOT to enforce our existing laws. Wauwatosa, Shorewood, Glendale etc., are not changing a bunch of street configurations and adding unnecessary Tax burdens on its Citizens. They require their law enforcement officers to enforce the law, as the citizens expect and will not accept less!!! So why again is Milwaukee, seeking answers from others states and Metro areas when the more correct answers are adjacent to and completely surrounding us!

I sincerely believe that just two things would have an immediate impact and effect, at minimum Taxpayer costs. First give Milwaukee Police Officers and the Milwaukee Chief the support as well as a mandate to enforce ALL current traffic and vehicle regulations/laws. Second, impound for a minimum of 72 hours any vehicle involved in reckless driving. After 72 hours, owners would be required to pay any applicable towing/ storage fees, outstanding vehicle citations, show proper vehicle registration and show proper insurance coverage as well. As these reckless vehicles are being used as dangerous weapons on our streets they should be regarded as same. In the past 2 years, I have personally had 2 friends killed and another hospitalized for an entire month as result of being struck by purposefully reckless drivers. We cannot afford to keep treating a cut artery with bandages!!! We need to be aggressive and deliberate in our approach. WE have to send a message that this reckless driving behavior is NOT, and Will NOT be acceptable in this community regardless of who's son, daughter, sister, brother, mother, father, cousin, neighbor or friend that it involves, PERIOD!

The means of reckless driving is the VEHICLE, the cause is the driver. Removing the offending Vehicle from the equation should be looked at no less than removing a firearm from someone arrested for or charged with reckless endangerment, attempted homicide and the like. Though it is warranted and necessary, there is a much longer process needed to reeducate the drivers. Removing an offending vehicle from the equation can have immediate effects. The impoundment is not necessarily permanent, but is for Public safety. As such, it would therefore not be an unjust denial of property. Moreover, it would place the burden on the driver or the vehicles owner if not owned by the driver to be responsible, and consider the consequences before the acts. It would place the burden on car owners to be more responsible in determining who they let use their vehicles. There too is already a precedent for such, as even a person can be detained for 72 hrs if he or she is deemed to be a danger to themselves or others. We too can remove firearms from the homes of domestic violence offenders, even if the offenses didn't involve firearms. The bottom line is, that the well being of the community and safety of its citizens should trump any inconvenience born by the violators and/ or those vehicle owners who may facilitate them. Regarding some who may question what, if the vehicle had been stolen? There can always be adjustments to the impoundment hold if investigations show that a proper stolen vehicle report was made, at which time said vehicle could be released within the aforementioned 72 hours with no penalties.

Again, while some of the committee's recommendations are warranted, others I believe are missing the core issue and too cause an unnecessary increase to the Tax burden of the general public. Some also unnecessarily affects the traffic flow/patterns of law abiding citizens driving on our city streets. We don't need to re-invent the wheel here, we just need to return to active and deliberate traffic enforcement, instituting a few deliberate inconveniences for those who purposely Violate Traffic Laws/ Rules of the Road while endangering this Community and the Public at Large.

Sincerely, Harrison D. Kern

From: Susan Lund <susan.c.lund@gmail.com>
Sent: Tuesday, November 26, 2019 6:23 PM
To: Norfolk, Tea
Subject: Reckless Driving Taskforce follow up research

Good evening,

Thank you for your important work on the Reckless Driving Taskforce! I was talking to Ms. Yunk Todd after the listening session last night about a stack of research I brought along with me to support my policy recommendations. She suggested that I forward the information to you by email, since we weren't able to find you after the meeting.

I am a civil legal aid attorney that specializes in helping Milwaukee County residents recover driver's licenses lost due to poverty. I have specialized in this practice area for six years and I live and work in the City of Milwaukee. I have a position on two items that I very strongly feel should be added to the state policy recommendations: 1) that Wisconsin discontinue the practice of suspending driver's licenses for nonpayment and only suspend driver's licenses for safety reasons and 2) that insurance companies be forced to consider driving record as the primary criteria for setting liability insurance rates.

Without incorporating these two very important policy positions into the recommendations, I think the Taskforce could miss a valuable opportunity to propose elegant and equitable solutions for our community. The support for these positions is as follows:

1. [60% of driver's licenses suspensions in Wisconsin are caused by nonpayment of tickets](#), which is 100% unrelated to safety and involved 250,000 orders for suspension in 2018 alone.
2. Operating After Suspension tickets are the [#1 ticket issued by Milwaukee Police Department](#).
3. DOT, law enforcement, and courts squander their limited resources when they focus enforcement efforts on people who are unable to pay instead of people who represent a safety hazard to our community: See AAMVA report on [Reducing Suspended Drivers and Alternative Reinstatement Best Practices](#); video executive summary is available here: <https://www.youtube.com/watch?v=sSOAt3sQmaw>.
4. Milwaukee-based studies show that a suspended driver's license is one of the [most significant barriers to employment](#) in our community. This barrier to employment makes it harder for the individual to pay the debt that caused the suspension, resulting in a cycle of poverty. Furthermore, driver's license suspensions negatively and disproportionately impact communities of color [nationwide](#) and in [Milwaukee](#). Additionally, anecdotally, when individuals get Operating After Suspension tickets, they are disqualified from employers who need to add them to employer insurance policies because rates skyrocket, regardless of whether the suspension was caused by poverty or safety.
5. Insurance rate setting policies result in [disproportionately high rates of insurance](#) for people of color.
6. [California mandated that auto insurance companies prioritize driving records](#) instead of zip code, gender, education level, and other potentially discriminatory bases of rate setting. Not only does this incentivize safe driving and discourage discriminatory pricing, insurance rates there have gone up slower than in the rest of the country.

Thank you for taking the time to consider this information and again for your work on this important Taskforce. I would certainly be very happy to discuss this information with you at any time.

Sincerely,
Susan Lund

Zelazny, Dana

From: Kenney, Kailyn
Sent: Monday, December 23, 2019 5:06 PM
To: Norfolk, Tea
Subject: Taskforce Recommendations Record

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Many Thanks

-Kailyn

Kailyn Kenney

Legislative Assistant to Alderman Michael J. Murphy

10th District

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