



Legislation Details (With Text)

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Title: Resolution directing the Intergovernmental Relations Division – Department of Administration to seek introduction and passage of state legislation authorizing cities of the first class to enact an ordinance permitting the use of traffic photo enforcement systems.

Sponsors: ALD. MURPHY, PUBLIC SAFETY COMMITTEE

Indexes: MOTOR VEHICLES, STATE LEGISLATION, TRAFFIC CONTROL REGULATIONS

Attachments: 1. Fiscal Note.PDF, 2. Chief Jones Letter.PDF, 3. Legis Reference Analysis.PDF, 4. Safety Commission Letter.PDF, 5. Cmmdr. Collins Research.PDF

Date	Ver.	Action By	Action	Result	Tally
10/12/2001	0	COMMON COUNCIL	ASSIGNED TO		
10/18/2001	0	PUBLIC SAFETY COMMITTEE	HEARING NOTICES SENT		
10/18/2001	0	PUBLIC SAFETY COMMITTEE	HEARING NOTICES SENT		
10/25/2001	0	PUBLIC SAFETY COMMITTEE	RECOMMENDED FOR ADOPTION AND ASSIGNED	Pass	5:0
10/25/2001	0	JUDICIARY & LEGISLATION COMMITTEE	HEARING NOTICES SENT		
10/25/2001	0	JUDICIARY & LEGISLATION COMMITTEE	HEARING NOTICES SENT		
10/29/2001	0	JUDICIARY & LEGISLATION COMMITTEE	RECOMMENDED FOR ADOPTION	Pass	4:0
11/6/2001	0	COMMON COUNCIL	ADOPTED	Pass	15:0
11/15/2001	0	MAYOR	SIGNED		

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ORIGINAL

ALD. MURPHY and THE PUBLIC SAFETY COMMITTEE
Resolution directing the Intergovernmental Relations Division - Department of Administration to seek introduction and passage of state legislation authorizing cities of the first class to enact an ordinance permitting the use of traffic photo enforcement systems.

This resolution directs the Intergovernmental Relations Division - Department of Administration to seek introduction and passage of state legislation authorizing cities of the first class to enact an ordinance permitting the use of traffic photo enforcement systems to deter and detect motor vehicles that fail to stop at red traffic signals or speed. Under current state law, a municipality may not enact a traffic ordinance unless the ordinance strictly conforms to current state traffic law or the law expressly authorizes the ordinance.

Whereas, Motor vehicle crashes are the leading cause of death among Americans 1-34 years old with a total of 41,611 people having died in motor vehicle crashes in 1999; and

Whereas, According to the National Highway Traffic Safety Administration, speeding is one of the most prevalent reported factors associated with crashes and is a factor in 30% of all fatal crashes, killing an average of 1,000 Americans every month; and

Whereas, Drivers who run red lights are responsible for an estimated 260,000 crashes each year, of which approximately 750 are fatal, which is an 18% increase between 1992 and 1998, far outpacing the 6% rise in all other fatal crashes; and

Whereas, According to City of Milwaukee 2000 Crash Trends, the disregard of a traffic signal accounted for 12% of all crashes, a 71% increase since 1993, and speed-related crashes accounted for 11% of all crashes; and

Whereas, Because the number of drivers and vehicle miles traveled have risen faster than the availability of officers whose routine duties include traffic law enforcement, additional automated enforcement techniques to deter and detect motor vehicles that fail to stop at red traffic signals or speed are needed in many places so that limited police manpower can be efficiently allocated; and

Whereas, Traffic photo enforcement systems can help police enforce traffic laws in dense urban areas where traffic pursuits and stops can be dangerous to officers and to other motorists and pedestrians; and

Whereas, Driving is a regulated activity on public roads, and courts have ruled that there is no privacy interest in what is routinely and regularly displayed in public; and

Whereas, A survey sponsored by the Insurance Institute for Highway Safety revealed that 66% of people polled said they favor the use of traffic photo enforcement systems and a survey by the Insurance Research Council found that the highest support for traffic photo enforcement systems was in large cities, where 83% of respondents supported their use; and

Whereas, Under current state law, the governing body of a municipality may not enact a traffic ordinance unless the ordinance strictly conforms to current state traffic law or the ordinance is expressly authorized by law; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the Intergovernmental Relations Division - Department of Administration is directed to seek introduction and passage of state legislation authorizing cities of the first class to enact an ordinance permitting the use of traffic photo enforcement systems.

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RGP
9/12/01