

Testimony on Assembly Bill 859
Assembly Committee on Criminal Justice and Public Safety
February 14, 2018

Chairman Spiros and members of the Assembly Committee on Criminal Justice and Public Safety, thank you for holding a public hearing on Assembly Bill 859 (AB859), which would create a 5-year pilot program to allow the City of Milwaukee to use automated speed enforcement systems and traffic control photographic systems. Special recognition to my fellow committee members -- Representatives' Todd Novak, Evan Goyke, Fred Kessler, and JoCasta Zamarripa -- for co-sponsoring this important legislation.

All Wisconsinites deserve to feel safe on our roads. That is why I introduced AB859, The Safe Roads Save Lives Act. This bill would provide law enforcement in Wisconsin's biggest city with the 21st century tools and technology needed to ensure safer roads, leading to a safer and more positive experience for residents and the millions of tourists visiting Milwaukee each year.

Reckless driving in the City of Milwaukee has risen to epidemic levels which necessitates swift and innovative action. Over the last eight years, traffic related fatalities have risen 75%. The Milwaukee Police Department simply does not have the resources to focus on complete traffic enforcement while simultaneously keeping violent crime rates down. Studies show that as enforcement of traffic laws increases, so does compliance. This bill is necessary to increase compliance with our traffic laws, making our roadways safer throughout the city, and therefore, the state.

Specifically, AB859 would provide the authority necessary to allow the City of Milwaukee to use automated speed enforcement, including the use of red light running safety cameras and stationary speed enforcement cameras to deter reckless driving throughout the city. This would be implemented in the form of a limited scope, five-year pilot program with rigorous privacy protections, a robust public education campaign, and thorough analysis of the program's efficacy. The systems will only be placed at high-risk intersections and roads as determined by the City of Milwaukee Department of Public Works' data.

For the red light cameras, tickets will only be issued if the vehicle enters the intersection after the traffic light has already turned red. The legislation allows only for a photograph of the rear license plate, ensuring the privacy of the driver and any passengers. For the stationary speed enforcement cameras, tickets will be issued for vehicles recorded traveling twenty miles per hour or more over



the posted speed limit. Once again, only pictures of the rear license plate will be taken for speed enforcement cameras, ensuring individual civil liberties are protected.

Mr. Chairman, every day that I drive through the city in which I have lived my entire life, there is an elevated risk that I will not make it home safely to my family. I have personally witnessed Milwaukee drivers run red lights daily, with no concern for the safety of themselves or others. The blatant disregard of our laws is a unique challenge for law enforcement, who are already overworked and under-resourced due to increasing fiscal constraints. Speed limits are ignored and lives are constantly put in danger. Cities that have installed red-light cameras have seen a 21% decrease in fatal red-light running accidents and have 14% fewer crashes of all types at signalized intersections. Passing this legislation would mean that more people will arrive home safely, keeping families together, and our streets safer.

Thank you again for taking the time to hear why the committee should move forward with this critical legislation. I would be happy to answer any questions that you have at this time.



STATE SENATOR
LaTonya Johnson

WISCONSIN STATE SENATE

6TH DISTRICT

Testimony of State Senator LaTonya Johnson
Assembly Bill 859
Assembly Committee on Criminal Justice & Public Safety
Wednesday, February 14, 2018

Thank you Chairman Spiros, and members of the committee for holding a public hearing on Assembly Bill 859.

Every citizen deserves to enjoy a basic quality of life, supported and maintained by the brave men and women in our public safety and law enforcement services.

We are here today in support of AB 859 because our community, my community, is being robbed of one of these basic necessities for a peaceful life. The safety of the public in my district is being stolen by repeated, senseless acts of reckless driving.

In 2016 alone, there have been 1,242 crashes involving the disregard of a traffic signal, resulting in 576 injuries and eight deaths.

These numbers are staggering, but they underrepresent the true cost of these tragedies. For every person harmed by these reckless drivers, in addition to grieving families and friends, there are thousands of Milwaukeeans who have had their sense of peace and safety taken from them as well. I cannot count how many of my constituents have voiced their concern about red light-runners and high speed joyriding on our residential streets. People have stopped driving unless absolutely necessary--it makes you feel trapped in your own home when you're afraid to get into the car for fear of becoming another innocent victim.

It may be hard for some of you to imagine how scary it is to see people run red lights, to avoid a deadly crash by mere chance, or worse, see someone get "t-boned" at high speed for no reason except they believed that a "Green" still meant "Go." If we can't trust our traffic signals to control traffic and for motorists to follow these basic rules, our streets, our cities, and our lives come to a standstill.

For those of you who commute to the Capitol, imagine if every time you got on the interstate, there was a good chance that you'd have a dodge someone driving on I-94 going the wrong way—you'd be terrified to go to work. That is what it is like to drive on streets where red lights and speed limits are regularly ignored. You dread going to the grocery store or pharmacy, and choosing safety might mean you're neglecting important visits to the doctor or to see loved ones.

This fear and isolation leads to the further deterioration of community, and we cannot afford for the recent spate of reckless driving to erode the hard work we are all doing in Milwaukee every day to restore peace and build community.



STATE SENATOR
LaTonya Johnson

WISCONSIN STATE SENATE

6TH DISTRICT

I will let the police department speak to the efficacy of red light cameras, but for me, as an elected representative for thousands of hard working, law-abiding Milwaukeeans, this is a no-brainer. Red light cameras won't stop the most reckless, but they will give some pause, and preventing even one horrific traffic fatality on our city streets will be money well spent.

My community has already seen too much heartbreak over this issue, so I would ask the committee members to please consider this common sense proposal. I believe that all Wisconsinites want to provide a good quality of life for their families. Restoring safety to my city's streets with the help of this law enforcement tool will help move us closer to that being a reality for the people in my community.



JOEL KITCHENS

STATE REPRESENTATIVE • 1ST ASSEMBLY DISTRICT

Testimony for the Assembly Committee on Criminal Justice and Public Safety

Assembly Bill 859

Thursday, February 15, 2018

Thank you Chairman Spiros and committee members for holding a public hearing on Assembly Bill 859. This bill will allow law enforcement agencies in the city of Milwaukee to use an automated speed enforcement system (ASES) and will also allow the city common council to enact an ordinance that will permit the use of a traffic control photographic system (TCPS) on highways under the jurisdiction of the city.

This bill will provide support to local law enforcement on two fronts at no cost to the state. ASES cameras will provide law enforcement with a supplementary tool to ensure that they are able to efficiently and effectively enforce speed limit laws on the books enacted for public safety. This will help curb reckless driving that takes up the valuable time of law enforcement officers and causes tragic fatalities.

The TCPS is a proven, cost-effective solution to detect vehicles that fail to stop at red lights at intersections. In 2016, the City of Milwaukee saw over 1,000 crashes due to disregard of a traffic signal, leading to over 550 injuries. 28% of these injuries occurred at the same six intersections. This is unacceptable. Other cities comparable in size to Milwaukee, such as Columbus, Ohio, who have implemented TCPS have seen a decrease in traffic light violation incidents by 74%.

Milwaukee is the largest city in our state and it is important we provide it with the tools it needs locally to keep its citizens safe. Milwaukee law enforcement should have access to technology that will aid them in performing their duties to the public.

Thank you for taking the time to read my testimony and I hope you will support AB 859.



JESSIE RODRIGUEZ

STATE REPRESENTATIVE ★ 21ST ASSEMBLY DISTRICT

AB 859: Automated Speed Enforcement Pilot Program
Testimony of State Representative Jessie Rodriguez
Assembly Committee on Criminal Justice and Public Safety
February 14, 2018

Chairman Spiros and committee members, thank you for the opportunity to provide testimony on Assembly Bill 859, legislation that would allow for the implementation of automated speed enforcement systems in Milwaukee.

Over the last few years, reckless driving and traffic injuries in Milwaukee have risen steadily. In areas of the city where speed enforcement has been a challenge, reckless drivers recognize this deficiency and consistently take advantage of the lack of enforcement. This dangerous scenario has fueled the increase in violent accidents and jeopardizes public safety in areas throughout the city.

The legislation before you today will allow the city of Milwaukee to adopt automated traffic enforcement technologies, otherwise known as red light cameras as part of a five year pilot program. The systems will be placed at high-risk intersections based on traffic data collected by the Department of Transportation. The program will help the city better enforce speeding and prevent careless drivers from needlessly endangering thousands of citizens that travel through the Milwaukee area on a regular basis.

Our main priority, is to create a safe environment throughout the Milwaukee area. People should not have to fear injury and death near their home because of reckless drivers who are unwilling to follow the law. Passage of this legislation will create another option for speed enforcement in Milwaukee to deter unsafe driving practices that place innocent people in dangerous situations.

Thank you for your time. I encourage your support for this legislation.

COMMITTEE ASSIGNMENTS

VICE CHAIR

• Finance and Personnel Committee

MEMBER

• Public Safety and Health Committee



CHANTIA LEWIS

ALDERWOMAN, 9TH DISTRICT

City of Milwaukee Testimony on AB 859: Relating to: the use of automated speed enforcement systems and traffic control photographic systems in the city of Milwaukee and providing a penalty
Committee on Criminal Justice and Public Safety

February 14, 2018

Good afternoon Chairman Spiros and members of the Assembly Committee on Criminal Justice and Public Safety, thank you for allowing me to speak today on the importance of Assembly Bill 859. My name is Alderwoman Chantia Lewis and I represent the 9th district of the City of Milwaukee. The City has requested this legislation after too many years of losing community members to reckless driving. We are grateful for the bill's bipartisan support ranging not only from Milwaukee-area representatives, but representatives from across the state committed to supporting a commonsense solution to an increasingly deadly dilemma.

As a veteran and small business owner, I have had the privilege of engaging a variety of constituents from across the community, and one concern these groups all have in common is a shared desire for safer streets and ask that their elected officials deploy any available tool and technology to improve our neighborhood security. This consistent feedback is why I believe the installation of automated traffic enforcement cameras is not only wise, but urgent, and will ultimately lead to a safer community and safer state.

I know firsthand about wanting safer streets while driving and the pain the reckless driving has inflicted on families. On Wednesday May 10, 2017, my cousin Philip Franklin was hit by a stolen Audi on his way home from work, and died on the scene after his car was mangled and on fire. It was a tragic unnecessary loss that our family is still dealing with today. The driver of the vehicle was not identified until recently after he was arrested of another crime months later.

It is critical that the city provide a safe experience for our tourists who contribute to statewide economic vibrancy. According to Visit Milwaukee, over 23 million tourists visit Milwaukee each year, and we eagerly anticipate this number rising with our new state-of-the-art Bucks arena. Our local tourism supports over 51,000 jobs throughout the Greater Milwaukee area and generates \$5.2 billion annually to the Greater Milwaukee area. I share these numbers to demonstrate the urgency in enacting these cameras as not only a public safety imperative, but an economic and workforce development one.

This legislation simply provides the necessary enabling authority to give the City the ability to adopt an ordinance installing the cameras at 45 key intersections. Camera installation would be preceded by a robust public information campaign, including the issuance of warning notices for the first ninety days of system activation. As well, the cameras would only capture the rear license plate, ensuring civil liberties' protections.

If approved, the Common Council intends to quickly adopt this ordinance and will initiate a transparent public-private partnership to install these cameras at dangerous intersections. It is our belief that this action will greatly improve public safety in our community. Thank you for your consideration. Please do not hesitate to contact me at (414) 286-2221 if you would like to discuss further.

Sincerely,

A handwritten signature in cursive script that reads "Chantia Lewis".

Chantia Lewis
Alderwoman, 9th District



Department of Administration
Intergovernmental Relations Division

Tom Barrett
Mayor

Sharon Robinson
Director of Administration

La Keisha W. Butler
Director of Intergovernmental Relations

Assembly Bill 859: Relating to: the use of automated speed enforcement systems and traffic control photographic systems in the city of Milwaukee and providing a penalty.

Assembly Committee on Criminal Justice and Public Safety

February 14, 2017

Good afternoon, my name is Lieutenant Derrick Harris and I serve as commander of the Milwaukee Police Department's Neighborhood Task Force, which oversees the motorcycle unit and is charged with investigating severe and fatal vehicular crashes. Thank you, Chairman Spiros and committee members, for holding this public hearing today on Assembly Bill 859.

During my long service on the force, I have seen too many crashes caused by red light running and speeding which have shattered families and brought unnecessary pain unto entire neighborhoods. I can share that during my service I have seen the sheer brazenness of this reckless driving only grow, and the officers who serve in my division are already overextended in our ongoing attempts to combat this phenomenon.

I believe modern policing should utilize every available tool and technology to best protect the community we have pledged to serve, which is why we have been closely involved in this bill's drafting and circulation, and why we believe this proposal will lead to a safer City and State.

Assembly Bill 859 would permit the City of Milwaukee to install automated traffic enforcement cameras in a five-year pilot program at the most dangerous intersections across the City. Not only does the growing epidemic of reckless driving endanger drivers, it threatens the lives of pedestrians, bicyclists, and our law enforcement members who pursue the irresponsible drivers who disregard our laws.

This bill would provide our department with a critical public safety tool to support our law enforcement mission of building safer streets. Utilizing these cameras would have the added benefit of allowing our officers to focus on combating violent crime, as well as directing resources to the proactive community policing efforts our members first entered the force to focus on. I will now share some data demonstrating the urgent need for this bill, and following my presentation would be pleased to answer any questions you may have.

Red Light Cameras in the City of Milwaukee

Milwaukee Police Department
Chief Edward A. Flynn



Overview

- Reckless driving in the City of Milwaukee
- Hit and runs
- High frequency crash locations
- Potential for accidents and serious injury resulting from red light violators at high risk intersections
- Pose a threat to the safety and well-being of pedestrians and residents
- Milwaukee has received national attention in the media regarding the number of hit and runs resulting in serious and/or fatal injuries

Milwaukee Crash News Headlines

3 Chicago women killed in Milwaukee hit-and-run crash; driver surrenders

Source: ABC 7 Eyewitness News, Chicago, IL, October 24, 2016.

Milwaukee leaders want red light cameras after deadly day on the roads

Source: Today's TMJ 4, Milwaukee, WI, November 15, 2017

Driver charged but remains at large in hit-and-run crash that killed woman returning from church

Source: Journal Sentinel, Milwaukee, WI, February 6, 2018.

Hit-and-run killer, 34, who caused another car crash on parole flees the accident and freezes to death after hiding in bush

Source: The Daily Mail.com, United Kingdom, January 4, 2018.

Surveillance video shows hit-and-run crash that killed man, 2 suspects sought

Source: Fox6 Now.com, Milwaukee, WI, November 2, 2017.

Arrest in Red Light Runner Fatal Crash

Police arrest teen suspected of fleeing from fatal car crash in Milwaukee.

Sources: U.S. News & World Report & The Associated Press, October 5, 2017.

The results are in: Milwaukee's most troublesome intersections

Sources: Fox6 Now.com, Milwaukee, WI, November 8, 2014.

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Recent Fatal Hit and Run Collision

November 1, 2017 – 2111 S. Muskego Avenue

- ❖ Two unknown actors travelling at 93 mph with a posted speed limit of 30 mph disregarded a traffic signal and struck another vehicle, which became engulfed in flames (the suspects fled the scene).
- ❖ The victim sustained burns covering 40% to 50% of his body and died in the hospital from his injuries.
- ❖ The primary actor has been charged in this offense and was apprehended by law enforcement on February 13, 2018.
- ❖ <http://fox6now.com/2017/11/02/35-year-old-man-dies-at-hospital-after-being-struck-by-hit-and-run-driver-in-milwaukee/>

Warning: Video contains graphic images and may not be suitable for some audiences.

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High Frequency Crash Locations in 2016

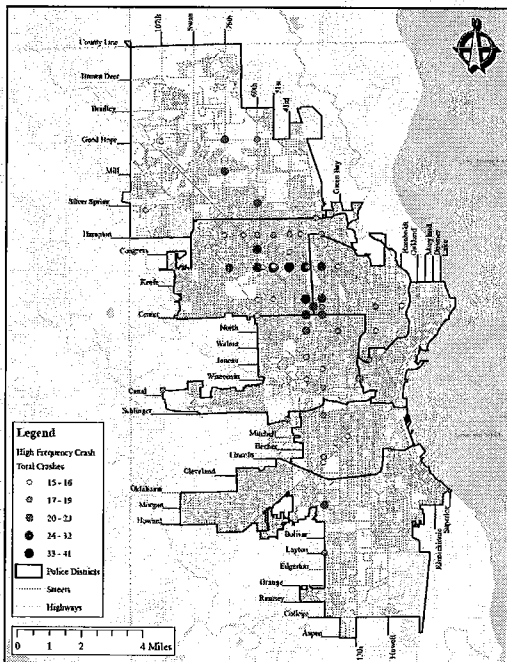
- The Department of Public Works identified 56 high frequency crash locations in the City of Milwaukee in 2016. Of those, 49 locations had a crash rate of 1.0 or above.
- In 2015, DPW identified 34 high frequency crash locations with a crash rate of 1.0 or above, thus, there was a 44% increase in 2016.
- In 2016, there were 998 crashes at these 49 intersections.
- Each of these intersections reported between 15 and 41 total crashes in 2016.
- DPW reported 606 injuries resulting from crashes at these locations in 2016.

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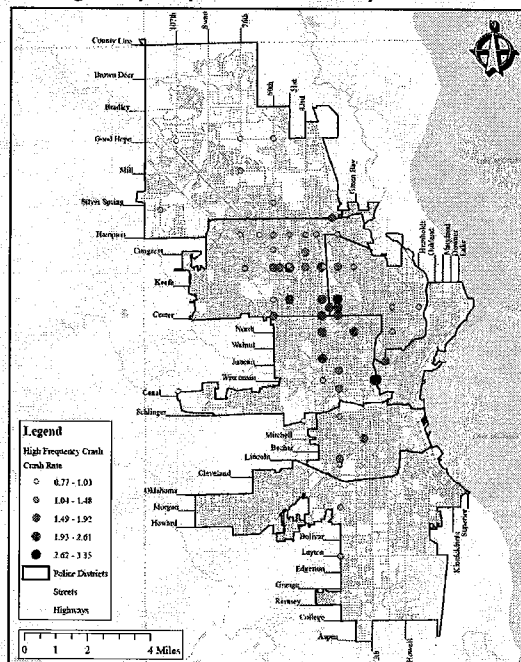
Source: City of Milwaukee Department of Public Works (2017). City of Milwaukee 2016 High Frequency Crash Locations by Crash Frequency, pp. 1-2. City of Milwaukee Department of Public Works (2016). 2015 High Frequency Crash Locations by Crash Frequency, p. 1.

Milwaukee High Frequency Crash Locations in 2016

High Frequency Crash Locations by Total Crashes



High Frequency Crash Locations by Crash Rate



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The data was obtained from the City of Milwaukee Department of Public Works (DPW) and is based on crashes that occurred within 50 feet of an intersection. The crash rate is determined by DPW based on the number of crashes as well as the intersection entering volume.

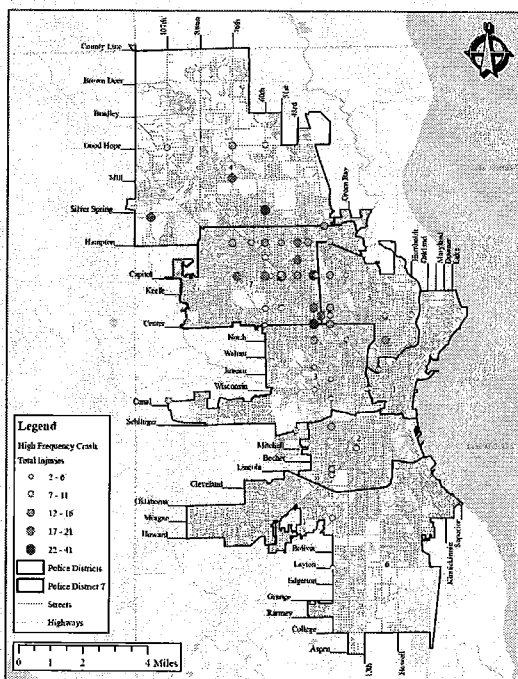
Center Street Corridor High Frequency Crash Locations

- The Center Street Corridor is part of the Public Safety Partnership initiative established by the U.S. Department of Justice due to its high concentration of violent crime and firearm related offenses*.
- The Center Street Corridor is 2.3 square miles (Milwaukee = 96.8 square miles).
- Co-location of crime and high frequency crash locations.
- In 2016 (998), 21% of the total crashes associated with the high frequency crash locations occurred in the Center Street Corridor.
- Nine of the 49 high frequency crash intersections are located in the Center Street Corridor.
- Nine of the 13 worst high frequency crash intersections were located in the Center Street Corridor, including the top location (N 27th Street/W Burleigh Street)**.



Sources: City of Milwaukee Department of Public Works (2017). City of Milwaukee 2016 High Frequency Crash Locations by Crash Frequency, pp. 1-2. *For example, in 2017, 18% of all non-fatal shootings in Milwaukee occurred within the Center Street Corridor. **Top crash location based on the crash rate.

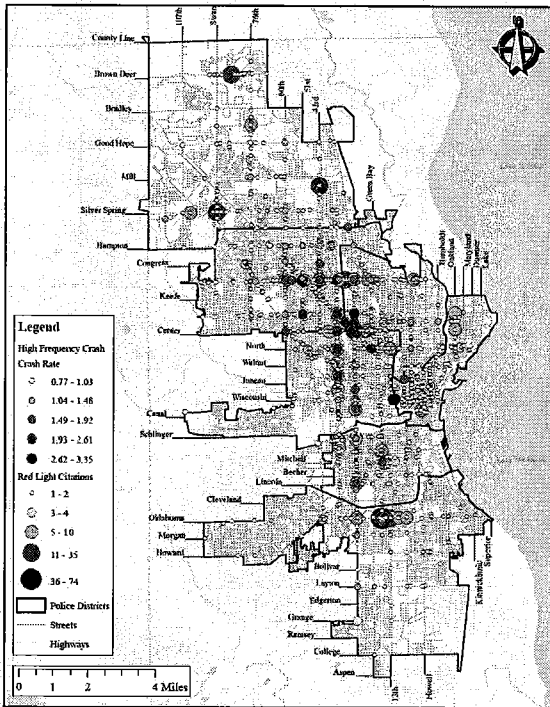
High Frequency Crash Locations by Total Injuries in 2016



- The dark orange areas reflect the high frequency crash locations that experienced the greatest number of injuries.
- Police District 7 contains the greatest frequency of high crash locations and total injuries. District 7 is 13.3 square miles and has a population exceeding 110,000.
- Crash fatality rate is not spatially associated with high frequency crash locations.

The data was obtained from the City of Milwaukee Department of Public Works (DPW) and is based upon the traffic intersection entering volume and total crashes that occurred within 50 feet of an intersection.

Red Light Citations in 2017 & High Frequency Crash Locations in 2016



- The dark red areas reflect the greatest frequency of red light citations in 2017, while the darker green points reflect the high frequency crash intersections based on the crash rate.
- Co-location of crashes and red light citations, particularly along Capitol Drive and Fond du Lac Avenue.
- In 2017, there were 2,043 red light citations issued by the Milwaukee Police Department.

The data was obtained from the City of Milwaukee Department of Public Works (DPW) and is based upon the traffic intersection entering volume and total crashes that occurred within 50 feet of an intersection in 2016. Red light citations counts distinct citations for the time period of January 1 – December 31, 2017.

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MPD Traffic Surge Next Steps

- The MPD traffic surge began on October 12, 2017 and has reported success in increased traffic violation enforcement and a reduction in crime.
- Despite achievements, there are significant challenges with maintaining public police presence in impacted areas:
 - Not a permanent solution
 - Total quarterly cost: \$600,000
 - Resource allocation – removes resources citywide from districts to solely focus on traffic enforcement
- Red light cameras supplement police department strategies and allows MPD to reallocate resources more effectively for community engagement and crime control.
- Red light cameras are part of a comprehensive traffic enforcement strategy.

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Proposed Legislation

- Amends 346.01(2) and creates 346.575, 346.60(6) and 349.107
- Pertains to the use of automated speed enforcement systems (ASES) and the use of traffic control photograph systems (e.g. red light cameras) in the City of Milwaukee
- Authorizes the Common Council to create an ordinance which allows the use of traffic control photographic system (TCPS) and the issuance of citations for failure to stop at red light intersections
- Penalty for red light violation maintains existing fee schedule

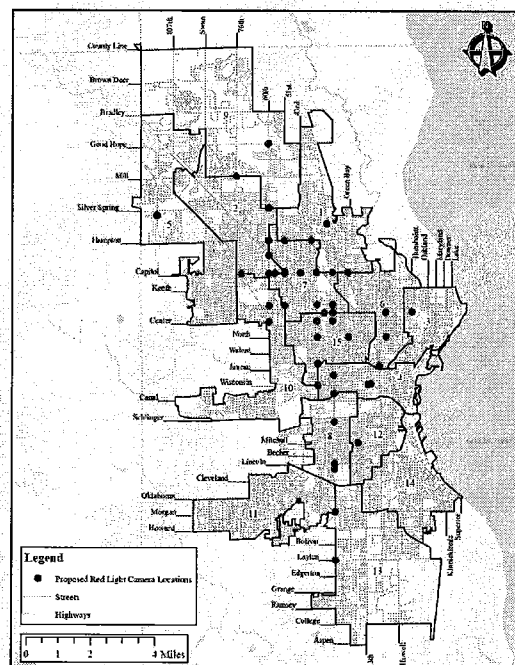
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Source: Legislative Reference Bureau. (2018). 2017 Assembly Bill 859. State of Wisconsin, 2017-2018 Legislature, LRB-3994/1. An Act to Amend 346.01(2) and to create 346.575, 346.60(6), and 349.107, pp. 1-14.

Proposed Legislation & Camera Locations

- Provides an affirmative defense for stolen vehicles, lessor of vehicles, and car dealerships*
- Education campaign and warning notifications prior to full implementation*
- Expected to net \$1 million in revenue the first full year of implementation (revenue must be used for public safety initiatives)
- Intended to change behavior and increase public safety

Proposed Red Light Camera Locations by Aldermanic District in Milwaukee



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*Source: Legislative Reference Bureau. (2018). 2017 Assembly Bill 859. State of Wisconsin, 2017-2018 Legislature, LRB-3994/1. An Act to Amend 346.01(2) and to create 346.575, 346.60(6), and 349.107, pp. 1-14. Proposed red light camera locations based high frequency crash locations identified by DPW with a crash rate of 1.0 or greater.

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries
1	10	W. Burleigh St. & N. 27 th St.	19,600	3.35	24	0	16
2	1	W. Capitol Dr. & N. 51 st Bl.	37,000	3.04	41	0	34
3	26	W. Wisconsin Av. & N. 10 th St.	17,150	2.88	18	0	6
4	28	W. Wisconsin Av. & N. 11 th St.	18,850	2.62	18	0	4
5	5	W. Fond du Lac Av. & W. Locust St.	30,050	2.55	28	0	18
6	25	W. Locust St. & N. 27 th St.	19,550	2.52	18	0	8
7	7	W. Center St. & N. 35 th St.	30,200	2.45	27	0	22
8	2	W. Burleigh St. & W. Fond du Lac Av. & N. 35 th St.	46,550	2.41	41	0	21
9	17	W. Center St. & N. 27 th St.	25,000	2.30	21	0	13
10	3	W. Capitol Dr. & N. 35 th St.	46,850	2.28	39	0	41
11	14	W. North Av. & N. 35 th St.	26,650	2.26	22	0	16
12	45	W. Burleigh St. & N. 51 st Bl.	20,200	2.17	16	0	9
13	37	W. North Av. & N. 20 th St.	21,600	2.16	17	0	6
14	27	W. Vliet St. & N. 35 th St.	25,600	1.93	18	0	5
15	56	W. State St. & N. 27 th St.	21,850	1.88	15	0	2
16	4	W. Capitol Dr. & N. Sherman Bl.	49,450	1.83	33	0	13
17	53	W. Center St. & W. Lisbon Av. & N. 60 th St.	24,900	1.76	16	0	3
19	38	W. St. Paul Av. & N. 27 th St.	27,750	1.68	17	1	6
20	21	W. Fond du Lac Av. & W. McKinley Av. & N. 6 th St.	32,150	1.62	19	2	11
21	54	S. Cesar E. Chavez Dr. & W. Historic Mitchell St. & S. 16 th St.	25,550	1.61	15	0	10
22	29	N. Teutonia Av. & W. Villard Av.	29,000	1.61	17	0	16
23	8	W. Capitol Dr. & N. 60 th St.	45,600	1.56	26	0	17
24	35	S. Layton Bl. & W. Lincoln Av. & S. 27 th St.	29,850	1.56	17	0	9
25	9	W. Capitol Dr. & N. 27 th St.	46,650	1.53	26	0	16
26	55	W. Capitol Dr. & N. 56 th St.	27,600	1.49	15	0	3
27	50	W. Forest Home Av. & S. 27 th St.	29,700	1.48	16	0	7
28	11	W. Morgan Av. & N. 27 th St.	43,500	1.45	23	0	10

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries
29	6	W. Fond du Lac Av. & N. 60 th St.	52,950	1.45	28	0	10
30	31	W. Hampton Av. & N 51 st Bl.	32,350	1.44	17	0	11
31	42	N. Martin L. King Jr. Dr. & W. North Av.	31,050	1.41	16	0	12
32	51	W. Wisconsin Av. & N. 35 th St.	31,300	1.40	16	0	6
33	43	W. Hampton Av & N. Hopkins St.	32,300	1.36	16	0	12
34	46	W. Burleigh St. & W. Roosevelt Dr. & N. 60 th St.	32,550	1.35	16	0	9
35	20	W. Hampton Av. & N. 60 th St.	38,900	1.34	19	0	15
36	13	W. Mill Rd. & N. 76 th St.	45,900	1.31	22	0	17
38	49	W. Fond du Lac Av. & N. 51 st Bl.	34,200	1.28	16	0	8
40	30	S. Layton Bl. & W. National Av.	37,000	1.26	17	0	13
41	34	W. Good Hope Rd. & N. 60 th St.	36,950	1.26	17	1	10
42	12	W. Appleton Av. & W. Capitol Dr.	47,700	1.26	22	0	20
43	39	N. Lovers Lane Rd. & W. Silver Spring Dr.	35,000	1.25	16	0	17
44	32	W. Locust St. & N. Martin L. King Jr. Dr.	38,200	1.22	17	0	11
45	48	N. Humboldt Bl. & E. Locust St.	37,600	1.17	16	0	8
47	52	W. Capitol Dr. & N. 20 th St.	39,250	1.12	16	0	4
48	18	W. Silver Spring Dr. & N. 60 th St.	49,250	1.11	20	0	22
49	36	W. Layton Av. & S. 27 th St.	45,000	1.04	17	0	6

Note:

Intersections with Crash Rate Rank 18, 37, 39 and 46 are omitted due to criteria of five (5) proposed red light cameras per Aldermanic District.

Aldermanic District 1

Total Intersections: 9

Exclusive Intersections: 2

Shared Intersections: 7

with Aldermanic District 6: 1

with Aldermanic District 7: 6

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Proposed Red Light Cameras
10	3	W. Capitol Dr. & N. 35th St.	46,850	2.28	39	0	41	Camera 1
22	29	N. Teutonia Av. & W. Villard Av.	29,000	1.61	17	0	16	Camera 2
25	9	W. Capitol Dr. & N. 27th St.	46,650	1.53	26	0	16	Camera 3
30	31	W. Hampton Av. & N. 51st Bl.	32,350	1.44	17	0	11	Camera 4
33	43	W. Hampton Av. & N. Hopkins St.	32,300	1.36	16	0	12	Camera 5
37	22	W. Hampton Av. & N. Teutonia Av.	37,700	1.31	18	0	10	X
39	24	W. Capitol Dr. & N. 34th St.	38,850	1.27	18	0	9	X
46	19	W. Hampton Av. & N. Sherman Bl.	45,250	1.15	19	0	17	X
47	52	W. Capitol Dr. & N. 20th St.	39,250	1.12	16	0	4	Aldermanic District 6: Camera 4

Aldermanic District 2

Total Intersections: 8

Exclusive Intersections: 0

Shared Intersections: 8

with Aldermanic District 7: 5

with Aldermanic District 9: 2

with Aldermanic District 10: 1

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Proposed Red Light Cameras
23	8	W. Capitol Dr. & N. 60th St.	45,600	1.56	26	0	17	Camera 1
26	55	W. Capitol Dr. & N. 56th St.	27,600	1.49	15	0	3	Camera 2
29	6	W. Fond du Lac Av. & N. 60th St.	52,950	1.45	28	0	10	Camera 3
35	20	W. Hampton Av. & N. 60th St.	38,900	1.34	19	0	15	Camera 4
36	13	W. Mill Rd. & N. 76th St.	45,900	1.31	22	0	17	Aldermanic District 9: Camera 1
38	49	W. Fond du Lac Av. & N. 51st Bl.	34,200	1.28	16	0	8	Camera 5
42	12	W. Appleton Av. & W. Capitol Dr.	47,700	1.26	22	0	20	X
48	18	W. Silver Spring Dr. & N. 60th St.	49,250	1.11	20	0	22	X

Aldermanic District 3

Total Intersections: 1

Exclusive Intersections: 1

Shared Intersections: 0

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Proposed Red Light Cameras
45	48	N. Humboldt Bl. & E Locust St.	37,600	1.17	16	0	8	Camera 1

Aldermanic District 4

Total Intersections: 6

Exclusive Intersections: 3

Shared Intersections: 3

with Aldermanic District 8: 1

with Aldermanic District 10: 1

with Aldermanic District 15: 1

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Proposed Red Light Cameras
3	26	W. Wisconsin Av. & N. 10th St.	17,150	2.88	18	0	6	Camera 1
4	28	W. Wisconsin Av. & N. 11th St.	18,850	2.62	18	0	4	Camera 2
14	27	W. Vliet St. & N. 35th St.	25,600	1.93	18	0	5	Camera 3
15	56	W. State St. & N. 27th St.	21,850	1.88	15	0	2	Camera 4
19	38	W. St. Paul Av. & N. 27th St.	27,750	1.68	17	1	6	Camera 5
32	51	W. Wisconsin Av. & N. 35th St.	31,300	1.40	16	0	6	Aldermanic District 10: Camera 3

Aldermanic District 5

Total Intersections: 1

Exclusive Intersections: 1

Shared Intersections: 0

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Proposed Red Light Cameras
43	39	N. LoverS. Lane Rd. & W. Silver Spring Dr.	35,000	1.25	16	0	17	Camera 1

Aldermanic District 6

Total Intersections: 4

Exclusive Intersections: 3

Shared Intersections: 1

with Aldermanic District 1: 1

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Proposed Red Light Cameras
20	21	W. Fond du Lac Av. & W. McKinley Av. & N. 6th St.	32,150	1.62	19	2	11	Camera 1
31	42	N. Martin L. King Jr. Dr. & W. North Av.	31,050	1.41	16	0	12	Camera 2
44	32	W. Locust St. & N. Martin L. King Jr. Dr.	38,200	1.22	17	0	11	Camera 3
47	52	W. Capitol Dr. & N. 20th St.	39,250	1.12	16	0	4	Camera 4

Aldermanic District 7

Total Intersections: 19

Exclusive Intersections: 5

Shared Intersections: 14

with Aldermanic District 1: 6

with Aldermanic District 2: 5

with Aldermanic District 10: 1

with Aldermanic District 15: 2

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Proposed Red Light Cameras
1	10	W. Burleigh St. & N. 27th St.	19,600	3.35	24	0	16	Camera 1
2	1	W. Capitol Dr. & N. 51st Bl.	37,000	3.04	41	0	34	Camera 2
5	5	W. Fond du Lac Av. & W. Locust St.	30,050	2.55	28	0	18	Camera 3
6	25	W. Locust St. & N. 27th St.	19,550	2.52	18	0	8	Aldermanic District 15: Camera 2
8	2	W. Burleigh St. & W. Fond du Lac Av. & N. 35th St.	46,550	2.41	41	0	21	Camera 4
10	3	W. Capitol Dr. & N. 35th St.	46,850	2.28	39	0	41	Aldermanic District 1: Camera 1
12	45	W. Burleigh St. & N. 51st Bl.	20,200	2.17	16	0	9	Aldermanic District 10: Camera 1
16	4	W. Capitol Dr. & N. Sherman Bl.	49,450	1.83	33	0	13	Camera 5
18	40	W. CongresS. St. & N. Sherman Bl.	25,100	1.75	16	0	17	X

23	8	W. Capitol Dr. & N. 60th St.	45,600	1.56	26	0	17	Aldermanic District 2: Camera 1
25	9	W. Capitol Dr. & N. 27th St.	46,650	1.53	26	0	16	Aldermanic District 1: Camera 3
26	55	W. Capitol Dr. & N. 56th St.	27,600	1.49	15	0	3	Aldermanic District 2: Camera 2
29	6	W. Fond du Lac Av. & N. 60th St.	52,950	1.45	28	0	10	Aldermanic District 2: Camera 3
30	31	W. Hampton Av. & N. 51st Bl.	32,350	1.44	17	0	11	Aldermanic District 1: Camera 4
33	43	W. Hampton Av. & N. Hopkins St.	32,300	1.36	16	0	12	Aldermanic District 1: Camera 5
35	20	W. Hampton Av. & N. 60th St.	38,900	1.34	19	0	15	X
38	49	W. Fond du Lac Av. & N. 51st Bl.	34,200	1.28	16	0	8	X
39	24	W. Capitol Dr. & N. 34th St.	38,850	1.27	18	0	9	X
46	19	W. Hampton Av. & N. Sherman Bl.	45,250	1.15	19	0	17	X

Aldermanic District 8

Total Intersections: 4

Exclusive Intersections: 3

Shared Intersections: 1

with Aldermanic District 4: 1

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Proposed Red Light Cameras
19	38	W. St. Paul Av. & N. 27th St.	27,750	1.68	17	1	6	Aldermanic District 4: Camera 5
24	35	S. Layton Bl. & W. Lincoln Av. & S. 27th	29,850	1.56	17	0	9	Camera 1
27	50	W. Forest Home Av. & S. 27th St.	29,700	1.48	16	0	7	Camera 2
40	30	S. Layton Bl. & W. National Av.	37,000	1.26	17	0	13	Camera 3

Aldermanic District 9

Total Intersections: 3

Exclusive Intersections: 1

Shared Intersections: 2

with Aldermanic District 2: 2

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Proposed Red Light Cameras
36	13	W. Mill Rd. & N. 76th St.	45,900	1.31	22	0	17	Camera 1
41	34	W. Good Hope Rd. & N. 60th St.	36,950	1.26	17	1	10	Camera 2
48	18	W. Silver Spring Dr. & N. 60th St.	49,250	1.11	20	0	22	Camera 3

Aldermanic District 10

Total Intersections: 5

Exclusive Intersections: 2

Shared Intersections: 3

with Aldermanic District 2: 1

with Aldermanic District 4: 1

with Aldermanic District 7: 1

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Proposed Red Light Cameras
12	45	W. Burleigh St. & N. 51st Bl.	20,200	2.17	16	0	9	Camera 1
17	53	W. Center St. & W. Lisbon Av. & N. 60th St.	24,900	1.76	16	0	3	Camera 2
32	51	W. Wisconsin Av. & N. 35th St.	31,300	1.40	16	0	6	Camera 3
34	46	W. Burleigh St. & W. Roosevelt Dr. & N. 60th St.	32,550	1.35	16	0	9	Camera 4
42	12	W. Appleton Av. & W. Capitol Dr.	47,700	1.26	22	0	20	Camera 5

Aldermanic District 11

Total Intersections: 1

Exclusive Intersections: 0

Shared Intersections: 1

with Aldermanic District 13: 1

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Proposed Red Light Cameras
28	11	W. Morgan Av. & N. 27th St.	43,500	1.45	23	0	10	Camera 1

Aldermanic District 12

Total Intersections: 1

Exclusive Intersections: 1

Shared Intersections: 0

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Proposed Red Light Cameras
21	54	S. Cesar E Chavez Dr. & W. Historic Mitchell St. & S. 16th St.	25,550	1.61	15	0	10	Camera 1

Aldermanic District 15

Total Intersections: 8

Exclusive Intersections: 4

Shared Intersections: 4

with Aldermanic District 4: 2

with Aldermanic District 7: 2

with Aldermanic District 10: 1

Crash Rate Rank	Total Crashes Rank	Intersection	Entering Volume	Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Proposed Red Light Cameras
5	5	W. Fond du Lac Av. & W. Locust St.	30,050	2.55	28	0	18	Aldermanic District 7: Camera 3
6	25	W. Locust St. & N. 27th St.	19,550	2.52	18	0	8	Camera 1
7	7	W. Center St. & N. 35th St.	30,200	2.45	27	0	22	Camera 2
9	17	W. Center St. & N. 27th St.	25,000	2.30	21	0	13	Camera 3
11	14	W. North Av. & N. 35th St.	26,650	2.26	22	0	16	Camera 4
13	37	W. North Av. & N. 20th St.	21,600	2.16	17	0	6	Camera 5
14	27	W. Vliet St. & N. 35th St.	25,600	1.93	18	0	5	Aldermanic District 4: Camera 3
32	51	W. Wisconsin Av. & N. 35th St.	31,300	1.40	16	0	6	Aldermanic District 10: Camera 3

Note:

Denotes that an intersection is shared between one or more Aldermanic Districts.

To the whom it may concern ;

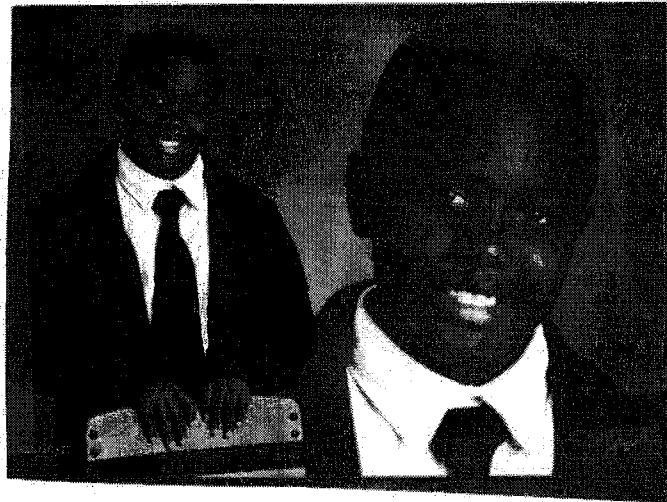
As of August 19,2017 our family life has changed forever physically emotionally and mentally. My Grandson Clayshon 10 years old. He has a traumatic brain injury as a result of a motor vehicle accident. When he was release 9/20/2017.

Clayshon require assistance with all activities of daily living (i.e) toileting feeding, dressing, bathing etc. Clayshon goes to speech, physical therapy several times throughout each week. Clayshon life has changed forever.

He's not able to play his favor sports. He love football and basketball was his life and that has been shatter because of the driver of the vehicle choose to drive at a high speed which was 90 miles in a 35 mile zone. He's struggling with short term memory lost and sometimes it affects his school work. It has affected me as the Grandmother because he has been staying with me for four years and I see him day in and day out trying to cope with the situation, knowing he can't do what his peers do or what he want to do. I hope this teaches all drivers that speeding doesn't always get you there sooner. It can causes someone's lives or their life.

In results for public safety. I think our city should put up cameras on the stop lights on main streets. Hoping it will cut down on the hit and runs the running red lights and wild driving. I appreciate your time for listening to my grandson's story.

Rainey Beamon





Clayshon in ICU in a coma



Department of Administration
Intergovernmental Relations Division

Tom Barrett
Mayor

Sharon Robinson
Director of Administration

La Keisha W. Butler
Director of Intergovernmental Relations

February 14, 2018

Dear Chairman Spiros and Committee Members:

Andrew Tyler, my father, known to the community as the Beloved Crossing Guard was brutally hit and left in the street by a driver who had no regard for human life this past December 2017. The impact of the hit was so significant that my father was tossed in the air three times before devastatingly falling to the ground. The person responsible for this crime won't even see 20 years in jail. This is such an enormous tragedy!

My father was a very gentle and kind man. He was respected by many and worked his entire life for his family and for the justice and safety of others. During his retirement he made the decision to become a crossing guard with the Milwaukee Police Department to protect the youth from unsafe traffic conditions. He would often speak about how dangerous it was as he expressed his concern for the children. I'll never forget the day I got the call to come to the hospital; that my father was in a very serious accident. I'll never forget how we sat in the hospital day after day hoping he would be okay. I'll never forget the day I sat with my dad as he took his last breath. Our family will forever be affected by this act of reckless driving. For such a good, hard working man to die in such a callous nature is so painful to even comprehend.

I ask everyone that has access to this letter to take a moment and consider our family's testimony today. We ask that you consider the urgency of this matter. Our family is in full support of the Assembly Bill 859. We must enforce legislation that will intervene and work on behalf of the safety of Milwaukee citizens. The driving conditions have elevated to alarming levels. If we utilize automated speed enforcement systems and traffic control photographic systems in the city of Milwaukee it will make a difference. Along with penalties that will deter these actions. Please consider how far reaching this matter goes. If passing this bill means saving even one person's life you will have saved many from a lifetime of mourning.

Sincerely,

Karin Tyler

COMMITTEE ASSIGNMENTS

VICE CHAIR

- Judiciary and Legislation

MEMBER

- Licenses Committee
- Administrative Review and Appeals Board
- Community and Economic Development
- League of Wisconsin Municipalities
- Milwaukee Public Library Board
- Redevelopment Authority - City of Milwaukee
- Early Education Task Force



CAVALIER JOHNSON
ALDERMAN, 2ND DISTRICT

February 14, 2018

State Representative John Spiros
Chair, Assembly Committee on Criminal Justice and Public Safety
Room 15 North, State Capitol
Madison, WI 53708

Dear Chairman Spiros and Members of the Committee on Criminal Justice and Public Safety:

As reckless driving continues, State Representative David Crowley's *Safe Roads Save Lives* legislation: Assembly Bill 859, equips local government with the tools to fight a problem that plagues our streets. This bill allows the Milwaukee Common Council to authorize the use of automated traffic enforcement technologies to deter reckless driving. A 73% increase in traffic related fatalities over the last eight-years requires immediate action. Unfortunately while fatalities increased, traffic citations decreased by 60%. Representative Crowley's bill empowers the Milwaukee Police Department to make our roadways safer by using additional technology not currently at their disposal.

Red-light cameras promise to decrease traffic fatalities and accidents of all kinds. According to a recent Insurance Institute for Highway Safety (IIHS) study, communities with red-light cameras had 21% fewer fatal red-light running accidents, and 14% fewer crashes of all kinds at signalized intersections. After a series of accidents caused by reckless and irresponsible drivers, the citizens of Milwaukee deserve safer streets. This effort to assist police officers enables the Milwaukee Police Department to track individuals who endanger our communities by using technology.

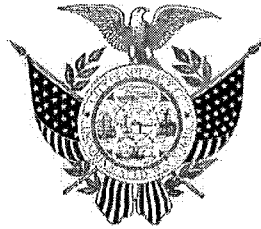
The Legislature should allow proactive policing efforts, with support from locally elected officials to better police the streets for reckless driving. Our neighborhoods require safe streets and our police officers deserve empowering technology. The cameras in Representative Crowley's bill continue the fight to keep Milwaukee's streets safe from reckless driving and irresponsible drivers.

This bipartisan bill is a response to grassroots needs and supports the efforts of policing by positively monitoring neighborhoods for reckless driving. The Legislature has a bill before it that supports building safer communities and empowers police officers to better monitor neighborhoods. I commend this common sense legislation initiated by Representative Crowley. The Legislature should act swiftly to support our neighborhoods, our police, and this bill.

Thanks,

Cavalier "Chevy" Johnson
Alderman, 2nd District | City of Milwaukee





CITY OF MILWAUKEE

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

February 13, 2018

The Honorable,
Members of the Assembly Committee on Criminal Justice and Public Safety

Honorable Members,

We write today in support of AB 859, relating to the use of automated speed enforcement systems and traffic control photographic systems in the city of Milwaukee and providing a penalty. We want to thank this bill's sponsors for their willingness to look for a new way to help Milwaukee and all Wisconsin municipalities solve old problems in new ways.

For us, and for many across the state, red-light running is not an abstract problem. Its incidence has increased in recent years and has resulted in property damage, personal injury, and even fatalities at a level far greater than any of us are willing to accept. It also creates a heightened sense of fear in those who have witnessed such blatant disregard and disorder in our community and our streets.

As any police officer will tell you, the Milwaukee Police Department is already limited in its capacity to respond to serious incidents and placing officers at intersections to wait for those running red lights is not a good use of their time and effort.

As you know, this bill authorizes only a five-year pilot program targeted to the 49 city intersections with the highest accident rates. It would be our intention to have this program carefully evaluated both during and after this pilot and make whatever revisions to it are necessary based on that experience.

We know that this bill is not a cure-all, but we think it is a reasonable step towards increasing the safety of the community we serve.

We urge you to support it.

Respectfully,



Ald. Ashanti Hamilton
1st District




Ald. Cavalier Johnson
2nd District



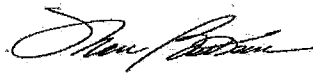
Ald. Robert J. Bauman
4th District



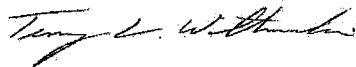
Ald. James A. Bohl
5th District



Ald. Khalif J. Rainey
7th District



Ald. Mark A. Borkowski
11th District



Ald. Terry L. Witkowski
13th District