



**Testimony on Assembly Bill 365**  
**Assembly Committee on Local Government**  
**October 16, 2019**

Chairman Novak and members of the Assembly Committee on Local Government, thank you for holding a public hearing on Assembly Bill 365 (AB365), 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 the committee members -- Representatives' Cindi Duchow and Ken Skowronski, -- for co-sponsoring this important legislation and my co-author Chairman Novak for bringing this issue before us today.

All Wisconsinites deserve to feel safe on our roads. That is why I introduced AB365, 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.

As a community, it is time that we focus on prevention, not punishment. 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, to proactively prevent individuals from reckless driving, and ensuring safer roadways throughout the city, and therefore, the state.

Specifically, AB365 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



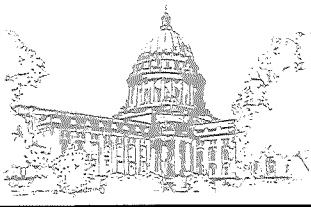
the posted speed limit. Once again, only pictures of the rear license plate will be taken for speed enforcement cameras, ensuring individual civil liberties are protected.

It was also brought to our attention that there was a mismatch on the bill, and so I have drafted a technical amendment correcting that oversight. Section 3 of the bill clearly states that the Department of Transportation cannot assess demerit points for violations captured by these cameras. However, Section 4 contains no such prohibition, and DOT is currently authorized to assess demerit points for ordinances. This amendment corrects that language mismatch and brings both sections in line with the intent of the bill, and prohibits DOT from assessing points for violations captured by the camera at all.

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. More importantly, these cameras focus on prevention and not on punishment. Passing this legislation would mean that more people will think twice before engaging in reckless driving, thus ensuring more people 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.

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# STATE SENATOR LaTonya Johnson

WISCONSIN STATE SENATE

6<sup>TH</sup> DISTRICT

**Assembly Committee on Local Government  
Testimony on Assembly Bill 365  
October 16, 2019**

Good morning members of the committee,

Thank you for holding this hearing on Assembly Bill 365 (AB 365), a bill which is critically necessary for the health and safety of the residents of my district. In recent years, reckless driving, excessive speed, and the running of red lights and stop signs has become an increasingly deadly public safety issue.

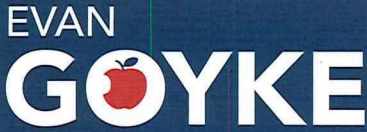
**In 2018 alone, there were 16,338 crashes in Milwaukee, including 51 fatal crashes. Between 2015 and 2018 traffic fatalities and incapacitating injuries increased by 88%.**

Nearly everyone I know has been impacted by this growing threat on our streets—parents are afraid to let their children play outside, seniors are afraid to do something as simple as go to the grocery store or the pharmacy, and everyone trusts our traffic signals and right of ways a little less each time they read about one of these senseless tragedies. These fears can paralyze a community, and we must restore people's sense of safety so that they can go about their daily business and live their lives.

AB 365 would create a five year pilot program for first class cities to use automated traffic enforcement technologies. These include both red-light and automated speed enforcement cameras. These systems would be placed, after a period of community engagement and public notification, in high-risk intersections and highways as determined by MPD's current crash and traffic data.

We must take action to reduce reckless driving in our community, not only to protect our children and their families, but also to protect the men and women who have sworn an oath to keep us safe. In June 2018, Milwaukee Officer Charles Irvine Jr. died when the squad car in which he was a passenger crashed on the city's northwest side while in pursuit of a reckless driver. His partner, Officer Matthew Schulze, who was driving, was also was injured. Just this past summer, on June 18th, Officer Kou Her was killed when his car was struck by a suspected drunken driver who police say sped through a red light at North 60th Street and West Capitol Drive. Officer Her was on his way home from his shift at the District 4 police station when the crash occurred.

AB 365 provides law enforcement with an additional tool to help enforce our traffic laws, and I hope that you will support allowing my community to take this reasonable step to reduce the reckless driving that is plaguing our city. I would like to thank my co-author, Representative Crowley for his leadership on this bill, and thank you, committee members, for your consideration of this proposal.



STATE REPRESENTATIVE  
18th ASSEMBLY DISTRICT

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**October 16, 2019**

**Written Testimony of State Representative Evan Goyke**

**Re: Assembly Bill 365 - Safe Roads Save Lives**

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Mr. Chairman and Members of the Assembly Committee on Local Government,

Thank you for this opportunity to submit written testimony in support of Assembly Bill 365 – the “Safe Roads Save Lives” legislation. This bi-partisan legislation is vital in providing an important tool to fight against reckless driving in Milwaukee and those who endanger our neighbors by not following the law.

Similar legislation was introduced last session by Rep. Crowley and received a public hearing in the Assembly Committee on Criminal Justice and Public Safety where I served as the Ranking Member. Chairman Novak was also a member of the committee at that time and I am pleased that a hearing is being held today in this committee.

As a legislator from the Central City of Milwaukee I can personally attest to the dangerous driving practices documented and presented here today. I am confident municipalities in your respective districts could provide similar examples. Not a day goes by that I do not witness at least one example of the driving habits described in this hearing. In 2018 the City of Milwaukee witnessed over 16,000 crashes. These crashes resulted in 57 deaths including 17 pedestrian fatalities. It is time for this reality to come to an end.

When I go door to door in my community and publish legislative surveys, this issue is overwhelmingly one of the top priorities of my constituents. In fact, 76% of respondents to my fall 2019 legislative survey support this policy. The request from my neighbors is simple – please ensure that we have safe roads and can travel safely within our own community.

Assembly Bill 365 proposes to authorize a 5-year pilot program to allow the City of Milwaukee to use these traffic cameras and demonstrate to the State through data driven results their merits. If proven successful, municipalities in your district may want such a program as well. These cameras have worked in cities across the country and have proven effective.

I support this bill, as do my constituents. I look forward to the bill advancing in the legislature as our session continues.

Thank you for your consideration and support of this important legislation.

Please feel free to contact my office with any questions related to my testimony.

State Representative Evan Goyke  
18<sup>th</sup> Assembly District



Mayor's Office  
mayor@westalliswi.gov  
414.302.8292

October 16, 2019

Subject: Assembly Bill 365

Good afternoon Chairman Novak and members of the Assembly Committee on Local Government:

Thank you for allowing me to submit written testimony today on the importance of Assembly Bill 365.

My name is Dan Devine, and I am the proud Mayor of West Allis. As I meet with constituents, one of the greatest concerns in our community is the safety of our streets and roadways. Careless driving, speed limit violations, and disregard for pedestrians and cyclists are negatively impacting the safety of our residents.

Currently, the act to amend statute 346.01 (2) and create statutes 346.575, 346.60 (6) and 349.107 relating to the use of automated speed enforcement systems and traffic control photographic systems specifies the application of these statutes to first class cities. The current draft limiting the use of such systems to first class cities will negatively impact second and third class cities in our state.

As a second class city, the City of West Allis is not immune to the reckless operation of motor vehicles on our roads, which regularly threaten the safety of our residents and are increasingly causing residents concern. Adding cities of the second class to the legislation would permit the City of West Allis to utilize cameras to enforce traffic signals and speed limits, and assist the West Allis Police Department's efforts to enforce traffic regulations such as speeding and running of red lights.

Furthermore, as home to more than 60,000 residents and host to the annual Wisconsin State Fair, millions of motorists traverse West Allis streets each year, and the City and our public safety officials are committed to leveraging the latest technology to ensure the safety of our citizens and visitors alike. Passage of this act with the inclusion of second class cities will allow us to support the safety of all motorists and pedestrians who travel our roadways as they contribute to the social and economic strength of our community.

I support the overall premise of the bill but recommend allowing second class cities to also implement their own pilot programs. On behalf of the honorable residents of West Allis, the West Allis Common Council and I urge the sponsors of this legislation to add second class cities to the act, and encourage the Wisconsin State Legislature to pass the act with this change included.

Sincerely,

Mayor Dan Devine



# LAKESHIA MYERS

Wisconsin State Representative • 12th Assembly District

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HERE TO SERVE YOU!

10/16/2019

## Written Testimony in Support of AB 365

Chairman Novak and members of the Committee on Local Government, I offer this written testimony in favor of AB 365 which would allow the use of speed enforcement cameras in the City of Milwaukee. Across the county there has been an uptick in collisions and reckless driving which has caused alarm for many residents, including those in my district.

The people of the 12<sup>th</sup> assembly district have advocated openly for speed enforcement cameras to be used in the city of Milwaukee. They believe having enforcement cameras, would discourage individuals from disobeying posted traffic signals and curb reckless driving. Having also lived in other cities where speed enforcement cameras were very prominent, I understand their ability to force the general public to slow down or face a fine for vehicular disobedience.

I would also like to point out that this recommendation has not only been offered by just the City of Milwaukee, it has also been offered by many other municipalities in Milwaukee County. I have also attached a letter from the Mayor of West Allis, WI, who has asked that AB 365 be amended to include second-class cities as well. As we all want the best traffic enforcement in our communities. I applaud the authors of this legislation and I support the use of electronic traffic enforcement.



Rep. LaKeshia Myers  
12<sup>th</sup> Assembly District



Mayor's Office  
mayor@westalliswi.gov  
414.302.8292

September 13, 2019

Members of Committee on Judiciary and Public Safety  
and Sponsors of 2019 Senate Bill 385  
State of Wisconsin  
Madison, Wisconsin

Subject: 2019 Senate Bill 385 relating to the use of automated speed enforcement systems  
and traffic control photographic systems in a first class city

Dear Committee Members and Bill Sponsors:

Enclosed is a copy of our Common Council Resolution No. R-2019-0525, adopted on July 16, 2019. The resolution requests the sponsors of Senate Bill 385 add second class cities as authorized users of these systems.

As the City's legislation points out, second class cities like West Allis are not immune to the reckless operation of motor vehicles which regularly threatens the safety of its residents. Adding second class cities to the legislation would permit us to use cameras to enforce traffic signals and speed limits and assist our police department in its efforts to enforce traffic regulations such as speeding and running of red lights.

We encourage the sponsors of Senate Bill 385 to add cities of second class to the bill, and the Judiciary and Public Safety Committee endorse this action and recommend passage of the bill to the State Legislature.

Thank you for your consideration and attention to our request.

If you have any questions, please feel free to contact me or City Administrator Rebecca Grill.

Sincerely,

Dan Devine  
Mayor

DD:RG:jfw

cc: Governor Evers  
West Allis Senators and Representatives  
Alderpersons  
Rebecca Grill, City Administrator  
Patrick Mitchell, West Allis Police Chief  
League of Wis. Municipalities

MYRICORR\SB385.2019



# City of West Allis

Resolution: R-2019-0525

File Number: R-2019-0525

Final Action:

Sponsor(s): Advisory Committee

JUL 16 2019

Resolution supporting the passage of legislation by the Wisconsin State Legislature relating to the use of automated speed enforcement systems and traffic control photographic systems; and requesting that cities of second class be added as authorized users of such systems.

WHEREAS, an act to amend 346.01 (2); and to create 346.575, 346.60 (6) and 349.107 of the statutes; relating to: the use of automated speed enforcement systems and traffic control photographic systems in a first class city and providing a penalty, was recently drafted; and

WHEREAS, the current draft limits the use of such systems to cities of the first class and as a second class city the City of West Allis is not immune the reckless operation of motor vehicles on its roads which regularly threatens the safety of its residents; and

WHEREAS the addition of cities of second class to the legislation would permit the City of West Allis to utilize cameras to enforce traffic signals and speed limits and assist in the West Allis Police Department's efforts to enforce traffic regulations such as speeding and running of red lights; and

BE IT FURTHER RESOLVED that the Common Council of West Allis requests the sponsors add cities of second class to the act and that the Wisconsin State Legislature passes the act with that change.

BE IT FURTHER RESOLVED that copies of this resolution be provided to the draft requestor, the City's two State Senator's, three State Representatives, Governor Evers, the chair(s) of the appropriate committee(s) where legislation may be assigned, and the Wisconsin League of Municipalities.

ADOPTED 7-16-19

APPROVED 7/18/19

Steven A. Braatz, Jr., City Clerk

Dan Devine, Mayor





Department of Administration  
Intergovernmental Relations Division

Tom Barrett  
Mayor

Sharon Robinson  
Director of Administration

Kimberly Montgomery  
Director of Intergovernmental Relations

**City of Milwaukee Testimony on Assembly Bill 365: Relating to: the use of automated speed enforcement systems and traffic control photographic systems in a first class city and providing a penalty.**

**October 16, 2019**

**Assembly Committee on Local Government**

Good morning Chairman Novak and members of the Assembly Committee on Local Government: thank you for allowing testimony before you today on the importance of Assembly Bill 365. I am Nikiya Dodd, Alderwoman of the 5<sup>th</sup> District of Milwaukee. Combatting reckless driving is an ongoing public safety challenge within my district and throughout the City of Milwaukee. I am here today to ask the state to provide the City of Milwaukee with additional tools and the necessary local authority to allow us to confront this ongoing dilemma. As a former state senator, I assure you it is in the best interest of the state to grant cities the tools we need to address local challenges. I assure you this legislation has been crafted in a thoughtful and effective way, legislation which incorporates maximum privacy protections and ensures the community has adequate opportunity to provide feedback on the pilot program, a right many of my constituents have already been exercising.

In my district, alone, this past April two people were killed at the intersection of N. 80<sup>th</sup> Street and W. Congress in a two-vehicle crash. Last school year, two Milwaukee School of Languages (MSL) students were plowed down by a reckless driver speeding on W. Lisbon Avenue while walking to school. That is not to mention the two car crashes that have resulted in the loss of a retired couple just a few blocks away from their home when a reckless driver ran through a stop sign on W. Nash Street a couple of years ago. And this summer, again, on W. Lisbon Avenue a two-vehicle crash resulted in one car landing in the lobby of a storefront business and the other cars engine in the middle of the intersection. Recently, a mother, correctional officer, and citizen were shot and killed in front of her teenage son after a fender bender with another driver, while teaching him how to drive. A couple of days later a teenage girl was shot after being in fender bender.

In closing, as a city we have taken steps to address reckless driving with initiatives such as the taskforce on reckless driving, take it EZ Milwaukee pilot, road diets, and bike lanes. However, they are not enough to ensure citizens safety. Now, we need your help to reduce the number of reckless drivers on Milwaukee's roads.

ALBERT ROBBINS  
9403 WEST LISBON AVENUE  
MILWAUKEE, WI 53222  
OCTOBER 16, 2019

Reckless driving has affected me and my family. Recently my car was totaled in September of 2019 by a hit and run driver in Milwaukee. A few months ago, my Mother in-law was rear ended and seriously injured in the town of Brookfield, on her way to work. A dear friend of mine was struck by a reckless driver while walking and was nearly decapitated in Milwaukee. My wife was injured in a bad car accident last November. At the time she and I were expecting a child. Weeks later she had a miscarriage.

With all that being said, I believe reckless driving is a major public health issue. Something must be done. We are here today to ask our legislators to amend the law regarding red light traffic cameras.

Though I am a passionate advocate for community safety, I am also just as much of a fan of public privacy. I believe Wisconsinites can have both.

The proposed five-year pilot program for red light cameras is a tool that may help curb certain reckless driving behaviors but is by no means a permanent solution for such a big problem. I would go as far as to say five years may be too long to implement such a program without knowing how of an effective strategy it will be for Wisconsin. From my research, I have found red light traffic cameras to indeed deter people from running lights, but also cause just as many rear end crashes in certain municipalities.

I would like to see the red-light camera program introduced for up to 3 years. During that time steps must be taken to find real community solutions to decrease reckless driving behaviors. I don't believe more police are needed. But I do believe some of our current policing resources need to be moved towards traffic safety solely, just as it is for parking enforcement in the City of Milwaukee. Thank you for your time and consideration.

**To the Honorable Chairman Novak**

Thank you for allowing me the opportunity to come before you today to lend my voice in strong support for Assembly Bill 365.

My name is Ken Karr and I am President and co-owner of Highland Investment Advisors LLC, a Wisconsin based registered investment advisory firm. I currently reside in Milwaukee's Historic Concordia neighborhood where I have lived for over 22 years.

In my previous profession I was a police officer in Arlington, Texas for 15 years. During my tenure as a police officer I issued an untold number of traffic tickets, but I have never witnessed such a blatant disregard for traffic laws as I now see in Milwaukee. I am appalled by the rampant disregard of basic traffic laws and dangerous driving behaviors in the city and have personally had several close calls with reckless drivers over the past year.

The most common violations I see are; red light violations, illegal passing and speeding. These traffic violations evidence the Milwaukee Police Department's inability to serve as the sole deterrent of aberrant behavior of Milwaukee drivers.

In lieu of hiring more police officers, reallocating already stretched patrol resources to address traffic violations, or potentially increasing the likelihood of more police pursuits, I strongly support the adoption and use of safe, cost effective, electronic traffic control systems to monitor and document violations as proposed in Assembly Bill 365.

Authorizing the use of electronic traffic enforcement against reckless drivers, can hopefully reduce the incidents of such reckless behavior and thereby spare police officers, innocent motorists and pedestrians from injury or death, and lessening property damage.

Despite my overall support for Assembly Bill 365, I do object to the Bill's prohibition on issuing speeding tickets for any speeding violation less than 20 miles per hour over the posted limit. It should not be unexpected to discover Milwaukee drivers would ultimately learn of this 20 mph buffer and take advantage of it.

Because many surface streets in Milwaukee have speed limits of 35 or 30 mph, giving speeders a 20 mph variance before a citation can be issued is unwarranted. Having a 20 mph buffer allows someone to drive 50 mph before they risk receiving a ticket. Going 50 mph in a 30 mph zone is nearly a 70% increase over the posted speed limit.

Instead of arbitrarily setting 20 mph as a triggering mechanism before a speeding citation can be issued, AB 365 should instead set the activation speed as a percent of the posted speed limit wherever a speed measuring device is deployed.

For example: Assuming 30% as the percent for activating ticket issuance, in a 35 mph posted speed zone a motorist would need to exceed 46 mph before a citation would be issued ( $35 \times 1.3 = 45.5$ ). In a 55 mph posted speed zone, someone would need to go 72 mph to exceed the triggering speed ( $55 \times 1.3 = 71.5$ ).

Respectfully submitted,

Kenneth Karr



Department of Administration  
Intergovernmental Relations Division

Tom Barrett  
Mayor

Sharon Robinson  
Director of Administration

Kimberly Montgomery  
Director of Intergovernmental Relations

## Community Testimony from Wisconsin Residents on AB 365

Gathered by the City of Milwaukee

October 16, 2019

Assembly Committee on Local Government

**Laura Gille, City of Grafton, WI**

On March 10, 2019 at about 12 AM, driving home from the airport, my daughter, her boyfriend, and I were hit on Highway 43 near the Holt Street Bridge by a reckless and assumed drunk driver. Our car was totaled in the far left lane of the highway. Luckily, all of our airbags had deployed, we had no obvious injuries, and we were able to exit the car (with oncoming traffic approaching), scared and holding hands, and run across three lanes of interstate where we were met by an officer arriving on the scene. The driver and the two occupants of the other car, which upon impact had been catapulted about 500 hundred feet backgrounds across all lanes of traffic, left their vehicle too – but instead, they fled up the Holt St. ramp. One of the occupants of that car, too drunk to walk, was quickly located by officers; he identified his brother as the driver and the other occupant as the car owner. However, because this witness was drunk he was deemed an “unreliable” witness. Because of this, my belief is the Milwaukee County Sheriff’s Department made only a minimal effort to locate the purported driver the next day, and made no attempt to locate the owner of the car and cite her for having both an unlicensed and uninsured vehicle; I have also made my belief known to the Sheriff’s Department. The Holt St. Bridge is a major traffic access point. If there had been any type of surveillance systems in place, it is possible law enforcement might have been able to identify the car into which the purported driver and car owner got into as they were picked up by friends in their efforts to escape the

absence of any additional means of identifying these people, the purported driver of the car was only cited and convicted on two civil forfeiture charges (for which he did not have to appear in court), with fines totaling about \$550, which of course, he has not paid. \$550 is about the amount of my deductible paid out-of-pocket. His license was suspended for non-payment of these fines – he’s probably driving about as you listen to this testimony. Per my Wisconsin CCAPS research, he is a three-time OWI – this would be number four, a sex offender, and owes the State of Wisconsin about \$25,000 through all of his legal incursions over the years. But he’s doing just fine. My daughter, on the other hand, and particularly her boyfriend, are still dealing with back and spine issues from the accident. This is particularly devastating for her boyfriend, as he has dreams of becoming a firefighter and he is concerned he may be prevented from pursuing his dream. My heart went back into AFib about one week after the accident; luckily, that has since corrected.

For those people concerned about so-called invasion of privacy due to surveillance systems – please then immediately turn off your phones, your TV, and the internet – because your privacy is being invaded right now in much more insidious ways than through traffic surveillance.

Surveillance allows law enforcement to catch more bad guys, like my bad guys. Please help them do their jobs so you will have less stories like mine to tell."

Thank you,

Laura

Laura A. Gille  
1890 Maple Road  
Grafton, WI 53024  
Email: [lgille@gmail.com](mailto:lgille@gmail.com)  
Cell: (262) 853-9671

**Emmey Malloy, City of Milwaukee**

I cannot be at the meeting because I have to work but I want to express my support for cameras at dangerous intersections in Milwaukee, and elsewhere. Even slowing some drivers down would be helpful. I have seen this intervention improve driving in Chicago and I am desperate for improved driving safety in Milwaukee.

When I was a child in Washington D.C. every intersection had signs up that said "Don't block the box" to discourage drivers from pulling into the intersection when the light turned yellow. The driving situation is so bad in Milwaukee, we have to try to improve it.

Thanks for working on it!

Emmey Malloy, CNM, APNP, IBCLC

Certified Nurse-Midwife

Milwaukee, WI

**Mick Hatch, City of Milwaukee**

I applaud your support of this bill.

I walk to and from work downtown and often between meetings, and every day, I see multiple cars running red lights and often accelerating to dangerous speeds to do so.

I suspect that the intersections where I walk are probably not among the most dangerous based on actual accidents, but I would welcome cameras wherever they might help deal best with this problem.

Many thanks,

Mick

*This Wisconsinite has asked to remain anonymous, City of Milwaukee*

Hello Mr. Johnson:

I received your letter this week as I am in your alder-manic district. I am definitely on board for cameras at stop lights.

I live on 91st & Mill. Last summer we had 2 accidents in one day on our corner with a car tipped on its side in one of them. It was the same day as a police officer's funeral for senselessness in the city. We had another accident that summer too. I take a bus and see cars fly through yellow/red lights all the time. I also see a lot of people on phones texting. People fly around other cars on the right and left. I back away from the curb while waiting, ready to run if they come onto the sidewalk.

I am all for any way to stop these reckless idiots who are putting good, innocent people in danger, because they are in a hurry to go nowhere or get away from someone. I truly hope this bill gets passed. I am tired of hearing sirens all the time. I am tired of seeing cars running into houses, pedestrians other drivers on a weekly basis on the news.

**Bob Driscoll, City of Milwaukee**

Brown Deer Road and North 76th Street are two of the most dangerous streets in the City. Running red lights is a particular problem. Installing surveillance cameras at intersections along those streets might do a lot to reduce the problem of running red lights.

Bob Driscoll  
7450 W Glenbrook Rd #306  
Milwaukee WI 53223  
(414) 355-9889  
[milwaukeeemick@yahoo.com](mailto:milwaukeeemick@yahoo.com)

**Richard Schabo, City of Appleton**

done to fix reckless driving.  
[Mysty4@sbcglobal.net](mailto:Mysty4@sbcglobal.net)

**Doug Berna, City of Milwaukee**

My name is Douglas Berna I own the home I live in at 741 N. 34th St. and have lived in the neighborhood for 18 years. The two main intersections by my home are 35th and Wisconsin Avenue and 35th and W. Wells St. I continue to here accidents and avoided accidents from people running red lights. On Sunday, October 7 I had someone run the red light at the intersection of 35th and Wells Street. Had I not stopped to check the intersection the person would have driven right into my vehicle.

My partner was hit in his vehicle at the intersection of 35th and Wells Street. This was due to someone running a red light.

About three years ago at the intersection of 35th and Wells Street a car was run off the road and directly into the front of the sandwich shop by someone running a red light. Had operational cameras been in place during these incidents I feel it's fair to assume the offenders would have been apprehended. The presence of cameras at the most dangerous intersections will remind the public to obey current traffic laws and drive safely.

[dberna@wi.rr.com](mailto:dberna@wi.rr.com)

**Michael Primakow, City of Mequon**

I frequently drive into the city to manage the properties that I own on Mitchell Street and Forest Home Avenue. Over the past few years, it seems as if the violations of traffic laws have become more prevalent and dangerous. It feels as if the roads are lawless. Red light cameras could have a great impact to make the roads safer again.

**Susan Stern, City of Milwaukee**

I know the discussion ended four days ago, but I would like to share my story. I am all in favor of cameras to catch reckless drivers. Back in February, I was driving home from work on my way to the bank. I was traveling West on Capital Drive in the far left lane. A woman who was at a controlled stop sign on 53rd Street proceeded into oncoming traffic on Capital Drive. People were beeping, swerving and braking, but she continued to weave her way into traffic until she hit me in the far left lane. I cannot even begin to tell you the horrors of what this accident has cost me physically, financially and emotionally. Even though the accident report clearly showed that she was at fault and failed to yield the right of way, her insurance company, the General, contested it and it went to arbitration. I am still suffering the losses and I believe that had there been cameras in that area that I would not be in this position today. Many people have been

Thanks for listening.

414-303-8700



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Common Council President

1<sup>st</sup> District Alderman

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**Ashanti Hamilton**  
*City of Milwaukee Common Council*

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October 14<sup>th</sup>, 2019

Honorable Members of the Assembly Local Government Committee,

I am writing this letter in support of Assembly Bill 365. For the past couple years, no issue has been a higher priority for the residents of my district than reckless driving. It is a topic of discussion at every Community Meeting, District Office hour, and event that I go to, as well as being the subject of many calls and emails to my office. People in Milwaukee are tired of turning on the news and seeing car crashes take the lives of their fellow residents. Milwaukeeans are fearful every time they are on the road and this cannot be a new normal for our City.

Those very fears and concerns were validated in my own life this past Friday, October 11<sup>th</sup>. While leaving a radio interview, my car was struck by an individual who had run through a red light. Not only was my vehicle totaled, but sustained minor injuries that I still feel the effects of today. I consider myself very lucky to have walked away from that incident relatively unscathed, especially when similar events take lives far too often. However, it was further confirmation to me that we need to take more action against this crisis.

The ability to utilize red-light cameras as a tool to combat the epidemic of reckless driving in our City is critical to assuaging the fear that residents experience on the road and, more importantly, to making our streets safer. I ask that the committee passes this bill.

In Service,

A handwritten signature in black ink, appearing to read "Ashanti Hamilton".

Ashanti Hamilton  
1<sup>st</sup> District Alderman  
President of the City of Milwaukee Common Council



October 16, 2019

To Whom It May Concern:

The Near West Side Partners, a community and economic development organization focused and operating in the Near West Side of the City of Milwaukee, has had major concerns with the very active and destructive reckless driving in the Near West Side and around the City of Milwaukee. In the past 3 years the Near West Side Partners have heard from our residents about their concerns and even their suffering from traffic incidents including the most unfortunate circumstances leading to death.

In response, we have implemented several initiatives that encourage both active promotion of safer driving as well as support of the City of Milwaukee's safe driving campaign. In the past 18 months our organization has printed and distributed 1,500 yard signs to the local community under our "Drive Safe Campaign". In addition to the printed yard signs, NWSP contracted Mueller Communications to assist with an online promotional campaign with the support of Chief Alfonzo Morales, Sheriff Earnell Lucas and, District Attorney John Chisholm. Videos featuring all three men were used to encourage people to drive safer and report any reckless behavior.

NWSP will continue to support such initiatives and believe the Red Light Cameras to be another layer of defense in light of such reckless driving. We asked the the State Legislature to seriously consider the use of these cameras as the plan outlined and described by our local elected officials seems to be well organization and intentional as to not target certain communities or groups.

Thank you for your thoughtful consideration on this matter.

Sincerely,

Keith Stanley  
Executive Director Near West Side Partners/BID #10  
director@nearwestsidpartners.org

## COMMITTEE ASSIGNMENTS

### **VICE CHAIR**

- Community and Economic Development
- Judiciary and Legislation

### **MEMBER**

- Public Works Committee
- Administrative Review and Appeals Board
- League of Wisconsin Municipalities
- Redevelopment Authority - City of Milwaukee



## **CAVALIER JOHNSON** ALDERMAN, 2ND DISTRICT

October 11, 2019

The Honorable Todd Novak  
Wisconsin State Capitol Room 310 North  
Post Office Box 8953  
Madison, Wisconsin 53708

Dear Chairman Novak —

Before I took office in April of 2016, residents of the city of Milwaukee and indeed the Milwaukee region have been under siege due to the scourge of reckless driving. The good people that I have the honor to represent have reported feeling like prisoners in their own homes because of the brazen actions of irresponsible motorists that get behind the wheel. Naturally, these concerned citizens are reaching out to their local elected officials to solve the issue.

Unfortunately, and as you may be aware, Milwaukee's city budget is stretched and the proposed 2020 executive budget eliminates 60 police officers by attrition. This, as the men and women serving our city in uniform face tens of thousands of calls for service each year — so far in 2019, more than 12,000 calls for service have been made in my district alone and I don't even represent the district with the most requests for police service.

One of the most common complaints that we receive on the local level is about reckless driving which has caused too many lives to be lost on our streets. We need additional tools to help us provide for the monitoring of motorists who endanger the greater public safety of our residents and the proposal calling for red light and speed enforcement cameras will assist with just that — especially in the face of fewer officers on the street to enforce traffic law and fewer dollars flowing back to Milwaukee and other local governments to pay for such services.

We are deeply concerned about public safety and hope that your committee will help us to address it. I want to sincerely thank you Mr. Chairman for your leadership in supporting the efforts outlined in Assembly Bill 365 that aim to make streets safer in Milwaukee and therefore the entire region.

In Service,

A handwritten signature in black ink, appearing to read "Cavalier Johnson".

Cavalier Johnson  
2nd District Alderman

Cc: State Representative David Crowley, State Senator La Tonya Johnson

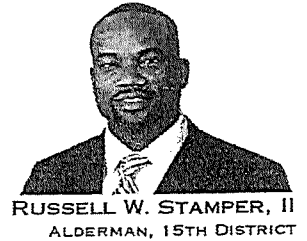
**COMMITTEE ASSIGNMENTS**

**CHAIR**

- Community and Economic Development

**MEMBER**

- Finance and Personnel
- Zoning, Neighborhoods, and Development
- Steering and Rules



**RUSSELL W. STAMPER, II**  
ALDERMAN, 15TH DISTRICT

October 16, 2019

Wisconsin State Assembly  
Committee on Local Government  
Madison, WI

Re: City of Milwaukee Testimony on Assembly Bill 365:

Re: Deliberation of Assembly Bill 365, an Act concerning the City of Milwaukee, relating to the City of Milwaukee's authority to regulate the use of motor vehicles on city streets, and providing a penalty.

and providing a penalty.

Good morning Chairman Novak and members of the Assembly Committee on Local Government: thank you for allowing me to testify before you today on the importance of Assembly Bill 365. My name is Alderman Russell W. Stamper II and I proudly represent the 15<sup>th</sup> district of Milwaukee. Combatting reckless driving is an ongoing public safety challenge within my district and throughout the City of Milwaukee. I am here today to ask the state to provide the City of Milwaukee with the required enabling authority to allow us to tackle this multifaceted crisis. As a lifelong Sherman Park resident, I am tired of my neighborhood being decimated by reckless driving, including people speeding dangerously and callously running red lights.

The City urgently needs the partnership of the state in order to make our streets safer.

Sincerely,

A handwritten signature in black ink, appearing to read "Russell W. Stamper, II".

Russell W. Stamper, II  
Alderman, 15th District



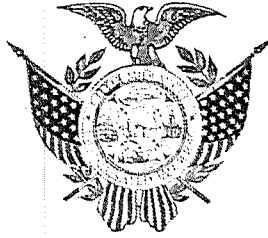
## COMMITTEE ASSIGNMENTS

### **CHAIR**

- Public Safety and Health

### **MEMBER**

- Community and Economic Development
- Steering and Rules
- Anti-Graffiti Policy



**ROBERT G. DONOVAN**

ALDERMAN, 8TH DISTRICT

October 11, 2019

Mr. Chairman and Members:

Thank you very much for taking testimony on this matter.

In over my 20 years of public service, I have learned the hard way that you can't always take the road you'd like to get where you're going. Sometimes you have to take the best path you can find.

This is how I feel about the legislation being considered by your honorable body to authorize the City of Milwaukee to install red-light cameras.

I would much rather that the City of Milwaukee had enough money to hire all the police officers it so desperately needs. Crime, fear, and disorder are all too high and we have far too few officers available to undertake the traffic enforcement patrols that would reduce the incidence of red-light running and other forms of reckless driving.

I also wish that former Police Chief Ed Flynn had not made the ill-fated decision not to pursue a wide range of offenders. This clearly encouraged lawless and

policy, it may take years to undo the damage done. The fact is that too many residents enter even controlled intersections with a legitimate fear that other drivers feel no obligation to obey the law.

The installation of red-light cameras will not solve these problems; I doubt any one thing could. You have before you, however, a well-considered and well-drafted piece of legislation and it has certainly made me feel more comfortable in both supporting it and urging its passage. For one thing, each citation would be reviewed by a Milwaukee police officer before being issued to ensure accuracy. For another, the proceeds of these citations would be directed to the police department for traffic enforcement.

City Hall Room 205 • 200 East Wells Street • Milwaukee, WI 53202

PHONE (414) 286-3533 FAX (414) 286-3456 E-MAIL [rdonov@milwaukee.gov](mailto:rdonov@milwaukee.gov) WEBSITE [www.milwaukee.gov/district8](http://www.milwaukee.gov/district8)



This is a sound measure, deserving of your support, and I would ask for your recommendation.

Thank you for your time and consideration in this matter.

Respectfully,

*Robert G. Donovan*

Ald. Robert G. Donovan  
8th District



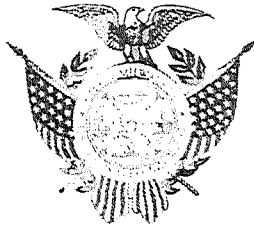
## COMMITTEE ASSIGNMENTS

### VICE CHAIR

- Finance and Personnel Committee

### MEMBER

- Licenses Committee
- Public Safety and Health Committee
- Milwaukee Commission on Domestic Violence and Sexual Assault
- National League of Cities Community and Economic Development Federal Advocacy Committee
- National League of Cities Energy, Environment and Natural Resources Committee
- Milwaukee Continuum of Care
- Ethics Advisory Committee – Children's Hospital of Wisconsin



**CHANTIA LEWIS**  
ALDERWOMAN, 9TH DISTRICT

Good afternoon Chairman Novak and members of the Assembly Committee on Local Government, thank you for allowing me to speak today on the importance of Assembly Bill 365. My name is Alderwoman Chantia Lewis and I represent the 9<sup>th</sup> 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

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.

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 49 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,

Chantia Lewis  
Alderwoman, 9<sup>th</sup> District

City Hall Room 205 • 200 East Wells Street • Milwaukee, WI 53202

PHONE (414) 286-3767

FAX (414) 286-3456

E-MAIL [chantia.lewis@milwaukee.gov](mailto:chantia.lewis@milwaukee.gov)

WEBSITE [www.milwaukee.gov/district9](http://www.milwaukee.gov/district9)





**AMERICANS FOR  
PROSPERITY**

**WISCONSIN**

### **Testimony Regarding Assembly Bill 365**

Thank you, Chairman Novak, and the Assembly Committee on Local Government for the opportunity to provide comments on Assembly Bill 365, which would allow for the use of red-light and speed enforcement cameras in the city of Milwaukee. Americans for Prosperity – Wisconsin (AFP-WI) is concerned about the negative impacts of using these cameras in any jurisdiction.

Cities and states in America that have utilized red light or speed enforcement cameras have gone in the opposite direction, banning the devices, after concerns over how and why the equipment was being used. Traffic cameras are sold in jurisdictions across the country as a means to increase public safety.

Today, you will hear many claims about red light cameras reducing accidents from red light violations. However, these benefits need to be weighed alongside the recurring drawbacks we've seen across the country. Evidence from cities as varied as Los Angeles<sup>i</sup>, Chicago<sup>ii</sup>, Washington, D.C.<sup>iii</sup>, Portland<sup>iv</sup>, Philadelphia<sup>v</sup>, Corpus Christi<sup>vi</sup>, and Houston<sup>vii</sup> show that accidents increased after red light cameras were introduced, often from rear-end collisions of drivers stopping abruptly to avoid tickets. With a safety record that can be described as mixed-at-best, we need to look at the other consequences red light cameras bring.

In many cases, these cameras chief purposes are as sources of revenue for municipalities. Given red light cameras varied at best record of actually improving safety, we should be skeptical of advancing a policing practice with dubious benefits beyond serving as backdoor tax increases that disproportionately harm those least able to afford a surprise ticket.

Furthermore, red light camera revenues can too easily tip political incentives to encourage bad behavior. The red-light camera roll-out was so unsuccessful and corrupt in Chicago that there are currently efforts in the Illinois state legislature to ban the use of cameras in the entire state<sup>viii</sup>. Federal authorities raided or subpoenaed multiple Illinois state officials after evidence emerged that campaign contributions from red light camera monitoring companies influenced decisions about their placement. We're all well-aware of Illinois' culture of corruption. The last thing we should be doing is creating the conditions for it to come north. Multiple states see the practical pitfalls and public unpopularity of these cameras. Governor Greg Abbott in Texas signed a bill earlier this year that prohibits the use of red-light cameras<sup>ix</sup>, while New Jersey chose to discontinue the use of theirs after a five-year pilot program<sup>x</sup>

The goals of using red light and speed enforcement cameras are laudable; we all want to see an increase in safety; however, evidence suggests that red-light cameras are far from likely to achieve them while disproportionately harming the disadvantaged. The only thing AB 365 will accomplish is allowing the city of Milwaukee to levy an unapproved tax increase on its residents through these traffic cameras as a



revenue source. Furthermore, the bill only allows the use of these traffic cameras for five years and requires revenue collected to be used for police services in the city. After five years, the city will need to address the revenue gap that will occur when the traffic cameras are not authorized for use, which will likely lead to the need for other revenue sources to increase at the expense of taxpayers.

AB 365 is unlikely to increase public safety in Milwaukee, but it is likely to hurt Milwaukee's poorest the most. AFP – Wisconsin respectfully asks members of the Assembly Committee on Local Government to consider the negatives of allowing the use of red-light and speed enforcement cameras in the city of Milwaukee. Thank you for the opportunity to provide these comments today.

Sincerely,

Megan Novak  
Legislative Director  
Americans for Prosperity – Wisconsin

<sup>i</sup> <https://www.motorists.org/blog/la-red-light-cameras-increase-accidents/>

<sup>ii</sup> <https://www.chicagotribune.com/suburbs/lake-county-news-sun/ct-red-light-camera-safety-met-20141219-story.html>

<sup>iii</sup> <https://www.washingtonpost.com/archive/politics/2005/10/04/dc-red-light-cameras-fail-to-reduce-accidents/eb72bf0c-37f7-4089-bace-75e73043d60a/>

<sup>iv</sup> <https://www.motorists.org/issues/red-light-cameras/portland-oregon-red-light-cameras-3/>

<sup>v</sup> <https://www.motorists.org/issues/red-light-cameras/philadelphia-pennsylvania-red-light-cameras/>

<sup>vi</sup> <http://www.thenewspaper.com/news/27/2743.asp>

<sup>vii</sup> [https://papers.ssrn.com/sol3/papers.cfm?abstract\\_id=3078079](https://papers.ssrn.com/sol3/papers.cfm?abstract_id=3078079)

<sup>viii</sup> <http://ilga.gov/legislation/BillStatus.asp?DocNum=323&GAID=15&DocTypeID=HB&LegID=114471&SessionID=108&GA=101>

<sup>ix</sup> <https://www.dallasnews.com/news/politics/2019/06/03/gov-greg-abbott-signs-red-light-camera-ban-into-law/>

<sup>x</sup> <https://time.com/3636024/new-jersey-red-light-cameras->

<ending/#targetText=New%20Jersey's%20Red%20Light%20Camera%20Program%20is%20Going%20Dark,-A%20red%20light&targetText=But%20after%20Tuesday%2C%20New%20Jersey,reduce%20traffic%20accidents%20at%20intersections.>



Mayor's Office  
mayor@westalliswi.gov  
414.302.8292

October 16, 2019

Subject: Assembly Bill 365

Good afternoon Chairman Novak and members of the Assembly Committee on Local Government:

Thank you for allowing me to submit written testimony today on the importance of Assembly Bill 365.

My name is Dan Devine, and I am the proud Mayor of West Allis. As I meet with constituents, one of the greatest concerns in our community is the safety of our streets and roadways. Careless driving, speed limit violations, and disregard for pedestrians and cyclists are negatively impacting the safety of our residents.

Currently, the act to amend statute 346.01 (2) and create statutes 346.575, 346.60 (6) and 349.107 relating to the use of automated speed enforcement systems and traffic control photographic systems specifies the application of these statutes to first class cities. The current draft limiting the use of such systems to first class cities will negatively impact second and third class cities in our state.

As a second class city, the City of West Allis is not immune to the reckless operation of motor vehicles on our roads, which regularly threaten the safety of our residents and are increasingly causing residents concern. Adding cities of the second class to the legislation would permit the City of West Allis to utilize cameras to enforce traffic signals and speed limits, and assist the West Allis Police Department's efforts to enforce traffic regulations such as speeding and running of red lights.

Furthermore, as home to more than 60,000 residents and host to the annual Wisconsin State Fair, millions of motorists traverse West Allis streets each year, and the City and our public safety officials are committed to leveraging the latest technology to ensure the safety of our citizens and visitors alike. Passage of this act with the inclusion of second class cities will allow us to support the safety of all motorists and pedestrians who travel our roadways as they contribute to the social and economic strength of our community.

I support the overall premise of the bill but recommend allowing second class cities to also implement their own pilot programs. On behalf of the honorable residents of West Allis, the West Allis Common Council and I urge the sponsors of this legislation to add second class cities to the act, and encourage the Wisconsin State Legislature to pass the act with this change included.

Sincerely,

Mayor Dan Devine

Presented October 16, 2019

# Automated Traffic Enforcement in the City of Milwaukee: A Statewide Imperative

For more information, please contact the City of Milwaukee's  
Intergovernmental Relations Division:

Danielle Decker at [ddecke@milwaukee.gov](mailto:ddecke@milwaukee.gov); 414-286-5589



- AB-365 allows additional tools to combat the epidemic of reckless driving in the City of Milwaukee
- The City has been proactively combating reckless driving with increasingly constrained resources and has teamed up with state partners on Operation Take It EZ at four key intersections
- Carjacking & Reckless Driving Task Force
- MPD's social media efforts to engage the public on legal consequences of reckless driving
- Multijurisdictional, collaborative surges by our police department

# Overall Provisions and Eligibility

- The bill allows installation of a camera at an intersection with an annual crash rate of 1.0 and above; if enacted today, 52 intersections would be eligible for a camera
- The bill allows speed enforcement above at 20 MPH +
- The bill authorizes no more than 75 cameras throughout the City during the pilot (no more than 5 per aldermanic district)
- This bill is necessary to help curb the epidemic of reckless driving resulting in casualties: **in 2018, there were 16,338 crashes in the City of Milwaukee, a 14% increase from 2017 (14,056)**
- **These crashes resulted in 57 fatalities and 338 incapacitating injuries**

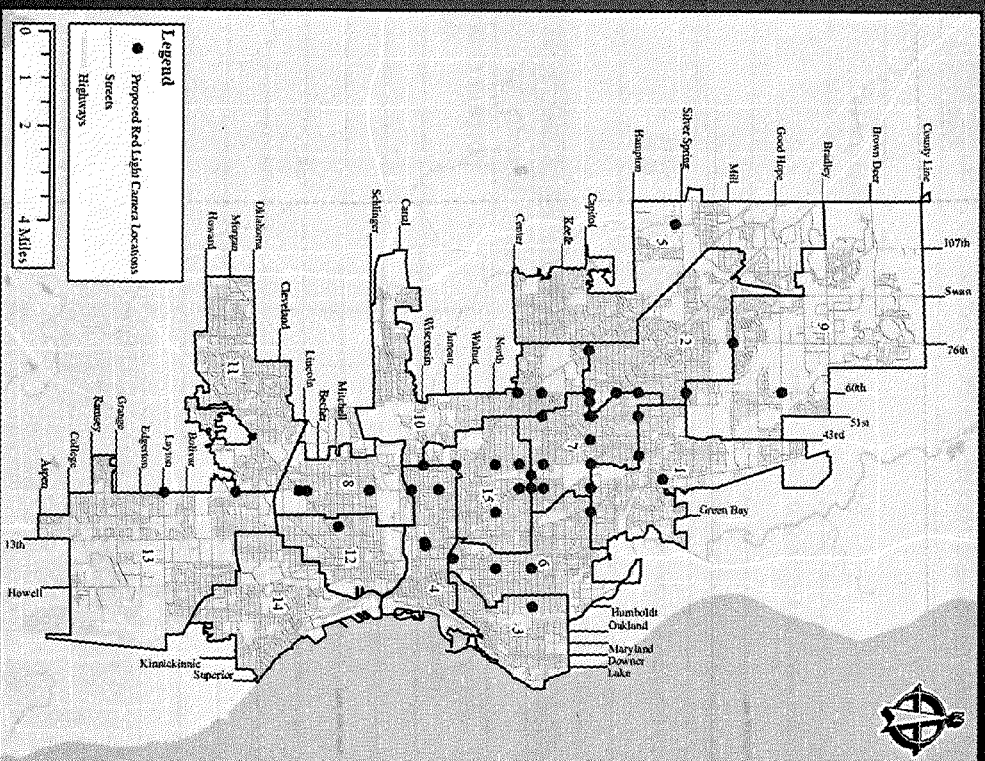
# Assembly Bill 365's Provisions

- Amends §346.01(2) and creates §§346.575, 346.60(6) and 349.107
- Enables the City of Milwaukee to implement a five-year pilot program to utilize two types of automated traffic enforcement tools – speeding and red light cameras
- 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 the most dangerous red light intersections
- Penalty for violations maintains existing fee schedule

# Assembly Bill 365's Provisions (continued)

- Provides an affirmative defense for stolen vehicles, lessors of vehicles, car dealerships, and if the non-owner driver admits operating the vehicle
- Public education campaign for a minimum of 30 days prior and warning notifications for 90 days prior to full implementation
- Any revenue will directly fund traffic enforcement
- Intended to change behavior and increase public safety

Proposed Red Light Camera Locations by Aldermanic District in Milwaukee



\*Source: Legislative Reference Bureau. (2018). 2017 Assembly Bill 859. State of Wisconsin, 2017-2018 Legislature, LRB-3994/A. 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 on high frequency crash locations identified by DPW with a crash rate of 1.0 or greater.

The United States Department of Transportation – Federal Highway Administration conducted an evaluation of the red light cameras' efficacy within 7 jurisdictions:

Table 1. Combined results for seven jurisdictions

	Right-angle crashes		Rear end crashes	
	Total crashes	Definite injury	Total crashes	Definite injury
EB estimate of crashes expected in the after period without RLC	1,542	351	2,521	131
Count of crashes observed in the after period	1,163	296	2,896	163
Estimate of percentage change (standard error)	-24.6 (2.9)	-15.7 (5.9)	14.9 (3.0)	24.0 (11.6)
Estimate of the change in crash frequency	-379	-55	375	32

Table 2. Results for individual jurisdictions for total accidents.

Jurisdiction number* (in random order)	Percent change in right-angle crashes (standard error)	Percent change in rear end crashes (standard error)
1	-40.0 (5.4)	21.3 (17.1)
2	0.8 (9.0)	8.5 (9.8)
3	-14.3 (12.5)	15.1 (14.1)
4	-24.7 (8.7)	19.7 (11.7)
5	-34.3 (7.6)	38.1 (14.5)
6	-26.1 (4.7)	12.7 (3.4)
7	-24.4 (11.2)	7.0 (18.5)

Source: <https://www.fhwa.dot.gov/publications/research/safety/05049/>



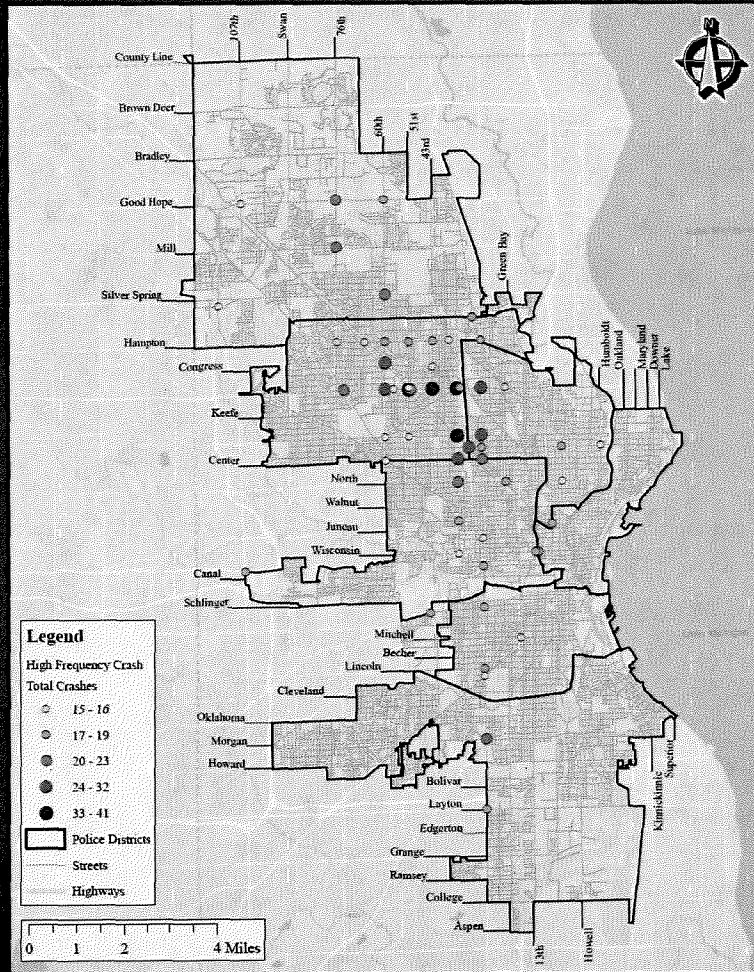
## Recent Red Light Running Crash Fatality: Milwaukee Police Department Officer Kou Her

- On Tuesday, June 18, 2019, Milwaukee Police Department Officer Kou Her was killed upon leaving District 4 station after his shift
- A driver ran a red light on 60<sup>th</sup> and West Capitol Drive and struck Officer Her
- The man arrested in connection in the death of Officer Kou Her is 34 years old and had four previous OWI convictions, including one in May 2017 for which he was still on probation\*

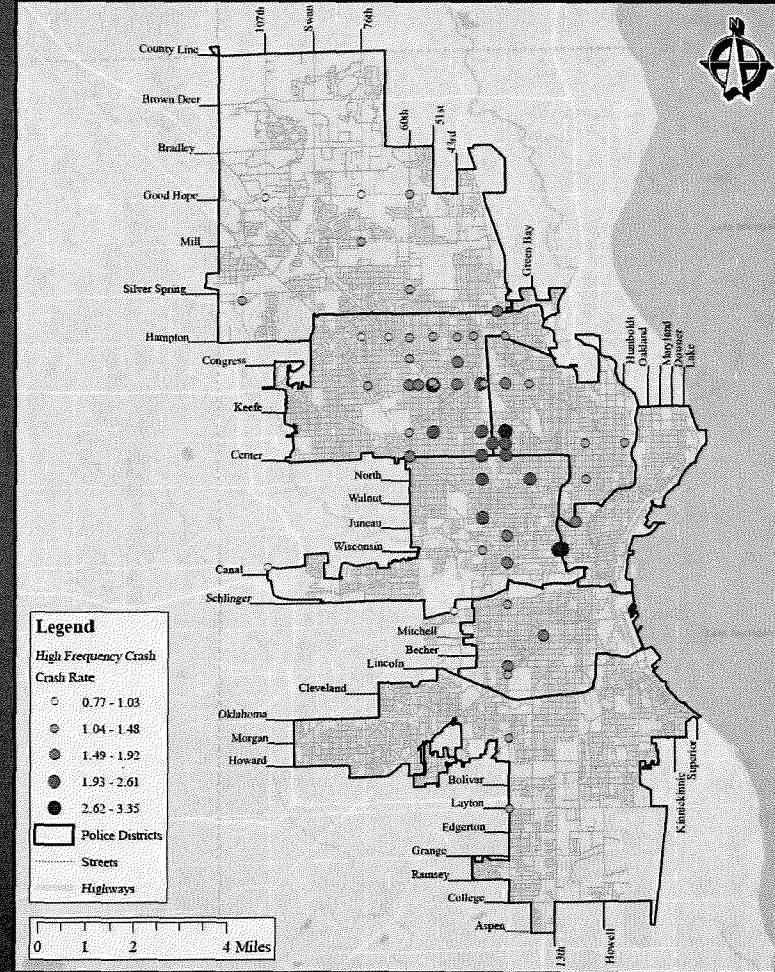
Source: <https://www.jsonline.com/story/news/crime/2019/06/19/driver-who-fatally-struck-mpd-officer-kou-her-identified/1498104001/>

# Milwaukee High Frequency Crash Locations\* \*2016 map

## High Frequency Crash Locations by Total Crashes



## High Frequency Crash Locations by Crash Rate

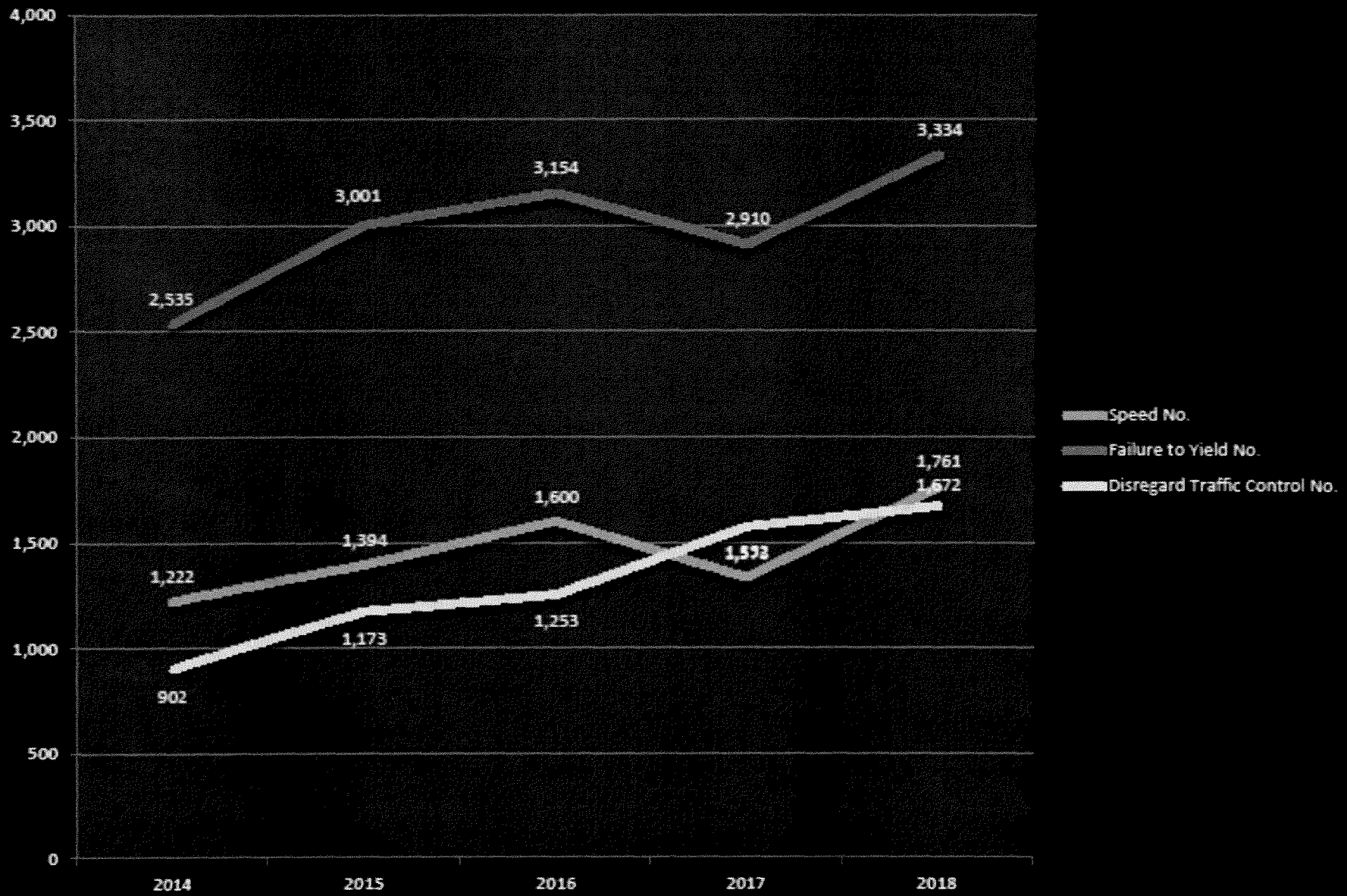


The data was obtained from the City of Milwaukee Department of Public Works (DPW) and is based on crashes that occurred within 50 feet of an intersection. The crash rate is determined by DPW based on the number of crashes as well as the intersection entering volume.

# MPD Traffic Surges

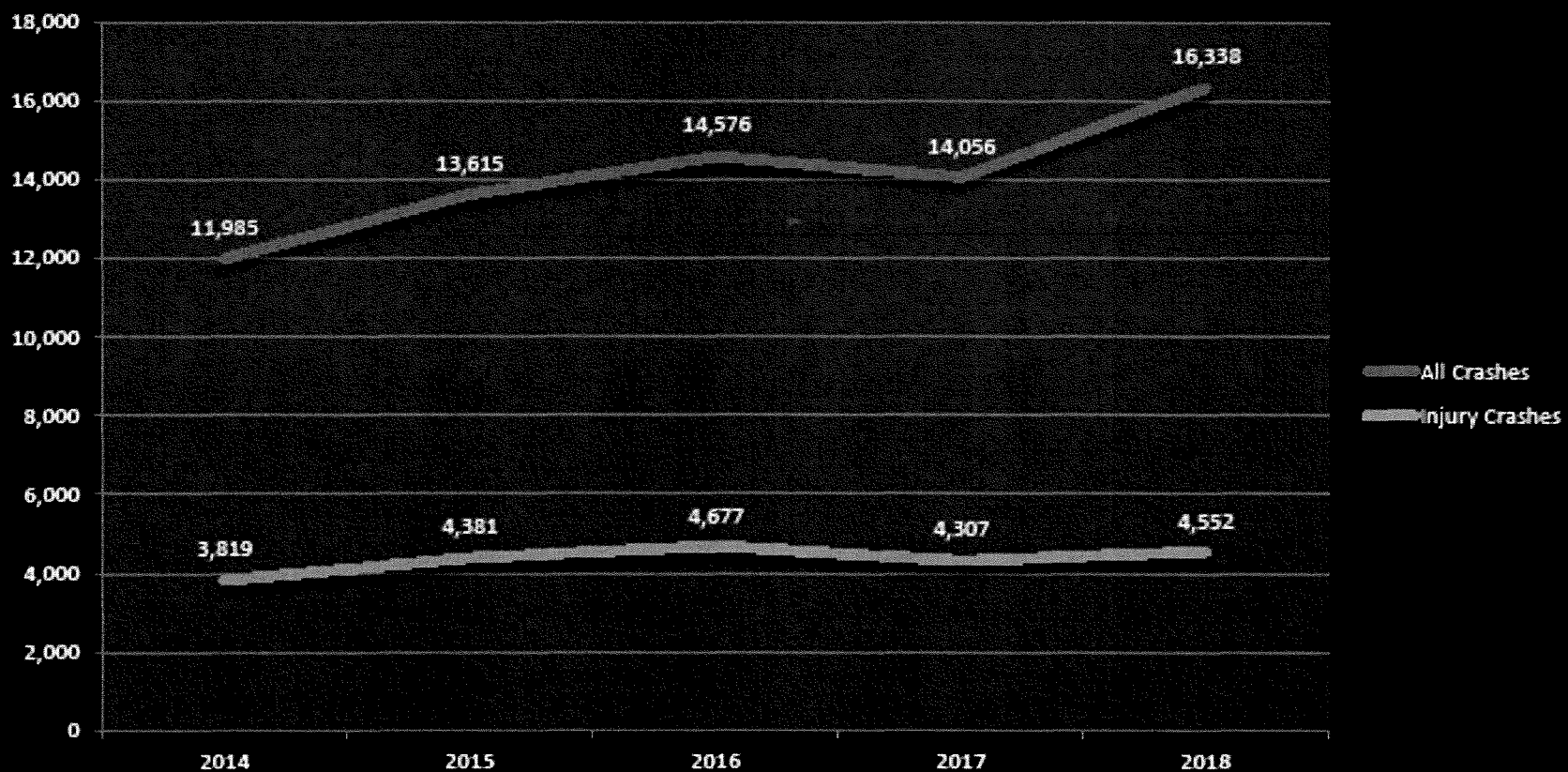
- MPD periodic traffic “surges” have reported success in increased traffic violation enforcement and a reduction in crime
- Despite the surges’ proven achievements, there are significant challenges with maintaining police presence in impacted areas:
  - Not a permanent solution
  - Total quarterly cost: \$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
- Automated traffic enforcement cameras are part of a comprehensive traffic enforcement strategy at no cost to the State

# CRASHES BY DRIVER FACTORS 2014-2018



# TOTAL CRASHES AND INJURY CRASHES

## TOTAL CRASHES AND INJURY CRASHES 2014-2018



# CITY OF MILWAUKEE CRASHES 2008-2018

## Crashes - General

Year	All Crashes	Injury Crashes	Fatal Crashes	Pedestrian Fatalities
2008	12,975	3,845	30	10
2009	10,811	3,320	29	4
2010	10,622	3,467	44	13
2011	10,593	3,354	31	12
2012	10,989	3,600	35	11
2013	11,614	3,688	28	7
2014	11,985	3,819	46	14
2015	13,615	4,381	59	18
2016	14,576	4,677	46	12
2017	14,056	4,307	59	18
2018	16,338	4,552	51	17

From TOPS, 2008-2018 data for the City of Milwaukee, Intersection and Non-Intersection crashes, highway class U CITY and U STH only (not U IH).

# City of Milwaukee Crashes 2008-2018

(All Crashes, Fatalities, Incapacitating Injuries, Non-Incapacitating Injuries, Possible Injuries and Total Injuries)

Crashes - Fatalities and Injuries						
Year	All Crashes	Fatalities (Total Killed)	Incapacitating Injuries	Non- Incapacitating Injuries	Possible Injuries	Total Injuries
2008	12,975	31	219	1,579	3,760	5,558
2009	10,811	31	214	1,442	3,165	4,821
2010	10,622	48	188	1,431	3,348	4,967
2011	10,593	33	147	1,306	3,387	4,840
2012	10,989	37	182	1,478	3,512	5,172
2013	11,614	30	204	1,556	3,643	5,403
2014	11,985	49	173	1,618	3,894	5,685
2015	13,615	64	180	1,901	4,584	6,665
2016	14,576	57	267	2,082	4,772	7,121
2017	14,056	64	359	2,286	3,687	6,332
2018	16,338	57	338	2,316	4,083	6,737

From TOPS: 2008-2018 data for the City of Milwaukee, Intersection and Non-Intersection crashes, highway class U CITY and U STH only (not U IH).  
 From Milwaukee Police Department Specialized Patrol Division Crash Reconstruction Unit Data Base 2018-2008.

# CRASHES BY DRIVER FACTORS

Crashes - Driver Factors												
Year	Alcohol		Speed		Failure to Yield		Inattentive Driving		Disregard Traffic Control		Hit and Run	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
2008	430	3.3%	1552	12.0%	2,598	20.0%	2,281	17.6%	1,207	9.3%	3,796	29.3%
2009	412	3.8%	1009	9.3%	2,296	21.2%	2,066	19.1%	853	7.9%	2,961	27.4%
2010	357	3.4%	831	7.8%	2,228	21.0%	1,967	18.5%	832	7.8%	2,684	25.3%
2011	356	3.4%	937	8.8%	2,226	21.0%	1,936	18.3%	844	8.0%	2,726	25.7%
2012	402	3.7%	885	8.1%	2,330	21.2%	2,156	19.6%	886	8.1%	2,791	25.4%
2013	405	3.5%	1159	10.0%	2,513	21.6%	2,081	17.9%	890	7.7%	3,008	25.9%
2014	326	2.7%	1,222	10.2%	2,535	21.2%	2,166	18.1%	902	7.5%	3,178	26.5%
2015	292	2.1%	1,394	10.2%	3,001	22.0%	2,600	19.1%	1,173	8.6%	3,874	28.5%
2016	327	2.2%	1,600	11.0%	3,154	21.6%	2,859	19.6%	1,253	8.6%	4,313	29.6%
2017	404	2.9%	1,332	9.5%	2,910	20.7%	684	4.9%	1,573	11.2%	4,480	31.9%
2018	493	3.0%	1,761	10.8%	3,334	20.4%	788	4.8%	1,672	10.2%	5,246	32.1%

From TOPS: 2008-2018 data for the City of Milwaukee, Intersection and Non-Intersection crashes, highway class U CITY and U STH only (not U IH).

Alcohol is ALFLAG, Hit and Run is HITRUN, and Speed is SPEEDFLAG (not DRVRPCFLAG SPD, which does not include if a driver received a citation for speeding).

Note: Percentage is represented by total crashes / Driver Factor. Ex. 2018 (16,338 total crashes / 493 total alcohol crashes = 3.0 %)



CITY OF MILWAUKEE 2017 HIGH CRASH INTERSECTIONS  
BY CRASH FREQUENCY

Rank	Intersection	Control	Entering Volume*	Crash Rate	2017					2016		
					Total Crashes	Total Fatalities	Total Injures	Pedestrian Crashes	Bicycle Crashes	Total Crashes	Total Fatalities	Total Injures
1	W. Capitol Dr. (STH 190) & N. Sherman Blvd	City Signal	58,350	2.07	44	1	38	1	0	34	0	13
2	W. Capitol Dr. (STH 190) & N. 35th St	City Signal	49,250	2.00	36	3	12	0	0	40	0	41
3	W. Center St & N. 27th St	City Signal	35,000	2.66	34	0	25	2	1	22	0	14
4	W. Capitol Dr. (STH 190) & N. 51st Blvd	City Signal	48,950	1.68	30	0	18	0	0	40	0	33
5	W. Hampton Ave. & N. Teutonia Ave.	City Signal	41,400	1.92	29	1	21	1	0	19	0	11
6	W. Hampton Ave. & N. Hopkins St	City Signal	33,100	2.32	28	1	12	3	0	17	0	12
7	W. Capitol Dr. (STH 190) & N. 34th St	City Signal	51,500	1.44	27	0	18	0	0	18	0	9
8	N. Teutonia Ave. & W. Willard Ave.	City Signal	29,950	2.38	26	1	13	1	0	18	0	16
9	W. Capitol Dr. (STH 190) & N. 76th St (STH 181)	City Signal	52,450	1.36	26	0	19	1	0	14	0	7
10	W. Capitol Dr. (STH 190) & N. Teutonia Ave.	City Signal	54,300	1.21	24	0	11	1	0	11	0	10
11	W. Center St & W. Lisbon Ave. & N. 60th St	City Signal	31,550	2.00	23	0	7	0	0	18	0	5
12	W. Hope Ave. & W. Hopkins St & N. 35th St	Stop Sign	14,250	4.23	22	0	28	0	0	6	0	0
13	W. Capitol Dr. (STH 190) & N. 26th St	Stop Sign	36,600	1.65	22	0	17	1	1	9	0	14
14	W. Fond Du Lac Ave. (STH 145) & N. Sherman Blvd	City Signal	64,400	0.94	22	0	15	3	0	14	0	7
15	W. Burleigh St & W. Fond Du Lac Ave. (STH 145) & N. 35th St	City Signal	45,200	1.33	22	0	8	1	0	33	0	17
16	W. Fond Du Lac Ave. (STH 145) & W. Locust St	City Signal	29,150	1.97	21	1	14	0	0	25	0	18
17	W. Capitol Dr. (STH 190) & N. 60th St	City Signal	51,250	1.12	21	0	18	2	1	26	0	17
18	W. Hampton Ave. & N. Sherman Blvd	City Signal	53,050	1.08	21	0	15	1	0	21	0	18
19	W. North Ave. & N. 27th St	City Signal	26,350	2.18	21	0	14	1	0	14	0	11
20	W. Fond Du Lac Ave. (STH 145) & N. 27th St	City Signal	31,450	1.83	21	0	11	0	0	12	0	10
21	W. Fond Du Lac Ave. (STH 145) & W. Hampton Ave.	City Signal	56,700	0.97	20	0	15	0	0	17	0	11
22	W. Highland Ave. & W. Highland Blvd & N. 27th St	City Signal	26,400	2.08	20	0	13	1	0	6	0	2
23	W. Fond Du Lac Ave. (STH 145) & N. 68th St	City Signal	41,800	1.31	20	0	12	0	0	5	0	2
24	W. Capitol Dr. (STH 190) & W. Fond Du Lac Ave. (STH 145)	City Signal	72,850	0.75	20	0	10	0	0	25	0	13
25	W. Layton Ave. & S. 27th St (STH 241)	State Signal	52,500	0.99	19	1	5	0	0	22	0	8
26	W. Townsend St & N. 27th St	City Signal	15,500	3.36	19	0	18	0	0	9	0	3
27	W. Locust St & N. Martin L King Jr Dr.	City Signal	43,250	1.20	19	0	17	0	1	19	0	14
28	W. Appleton Ave. (STH 175) & W. Capitol Dr. (STH 190)	City Signal	71,650	0.73	19	0	16	0	0	22	0	20
29	W. Lisbon Ave. & N. 35th St	City Signal	27,250	1.91	19	0	16	0	1	14	0	10
30	W. Hampton Ave. & N. 60th St	City Signal	48,000	1.13	19	0	15	0	0	21	0	15
31	W. Silver Spring Dr. & N. 91st St	County Signal	48,050	1.08	19	0	13	0	0	14	0	10
32	W. National Ave. (STH 59) & S. 35th St	City Signal	32,300	1.61	19	0	11	2	0	6	0	3
33	W. Vliet St & N. 27th St	City Signal	24,950	2.09	19	0	11	0	0	10	0	1
34	W. Willard Ave. & N. 60th St	City Signal	32,300	1.61	19	0	10	0	0	14	0	11
35	W. Capitol Dr. (STH 190) & N. 27th St	City Signal	51,000	1.02	19	0	3	1	0	26	0	18

Rank	Intersection	Control	Entering Volume*	2017						2016		
				Crash Rate	Total Crashes	Total Fatalities	Total Injuries	Pedestrian Crashes	Bicycle Crashes	Total Crashes	Total Fatalities	Total Injuries
36	W. Burleigh St. & W. Roosevelt Dr. & N. 60th St.	City Signal	33,850	1.46	18	0	12	0	1	16	0	9
37	W. College Ave. & S. 13th St.	County Signal	42,150	1.17	18	0	8	0	1	17	0	11
38	W. Fond Du Lac Ave. (STH 145) & W. Mc Kinley Ave. & N. 6th St.	City Signal	29,450	1.67	18	0	8	0	0	22	2	13
39	W. Layton Ave. & S. 13th St.	City Signal	38,050	1.30	18	0	8	1	0	13	0	6
40	S. Layton Blvd. & W. Lincoln Ave. & S. 27th St.	City Signal	39,100	1.26	18	0	7	2	0	18	0	13
41	W. Silver Spring Dr. & N. 64th St.	City Signal	52,300	0.94	18	0	7	1	0	6	0	3
42	W. Burleigh St. & N. 27th St.	City Signal	26,850	1.73	17	0	22	1	0	24	0	16
43	W. North Ave. & N. 35th St.	City Signal	32,650	1.43	17	0	16	2	0	22	0	16
44	W. Wisconsin Ave. & N. 11th St.	City Signal	18,850	2.47	17	0	12	0	0	14	0	2
45	W. Center St. & N. 35th St.	City Signal	84,700	0.55	17	0	11	0	0	27	0	22
46	W. Locust St. & N. 8th St.	City Signal	25,300	1.84	17	0	10	0	0	12	0	6
47	W. Becher St. & S. 6th St. (STH 38)	City Signal	24,400	1.91	17	0	4	0	0	8	0	3
48	W. Center St. & W. Fond Du Lac Ave (STH145)	City Signal	29,600	1.48	16	0	13	0	0	16	0	15
49	W. Locust St. & N. Sherman Blvd.	City Signal	29,950	1.46	16	0	13	0	0	11	0	4
50	W. Greenfield Ave. & S. Layton Blvd.	City Signal	38,100	1.15	16	0	11	2	1	10	0	2
51	W. Good Hope Rd. (CTH PP) & N. 60th St.	County Signal	41,700	1.05	16	0	8	0	0	17	1	10
52	W. Villard Ave. & N. 51st Blvd.	City Signal	25,850	1.70	16	0	4	0	0	14	0	16
53	W. Wisconsin Ave. (USH 18) & N. 35th St.	City Signal	31,300	1.31	15	0	17	0	0	17	0	6
54	W. Hampton Ave. & N. 37th St.	City Signal	33,100	1.24	15	0	13	1	0	10	0	5
55	W. Locust St. & N. 35th St.	City Signal	22,000	1.87	15	0	11	0	0	14	1	7
56	W. Florida St. & S. 2nd St.	Stop Sign	8,600	4.78	15	0	8	0	0	6	0	2
57	S. Layton Blvd. (STH 57) & W. National Ave. (STH 59)	City Signal	37,000	1.11	15	0	7	2	0	17	0	11
58	W. Center St. & N. Martin L King Jr Dr.	City Signal	21,450	1.92	15	0	7	0	0	13	0	11
59	W. Fond Du Lac Ave. (STH 145) & N. 51st Blvd.	City Signal	56,650	0.73	15	0	7	0	0	18	0	9
60	W. Hampton Ave. & N. 76th St (STH 181)	City Signal	51,800	0.79	15	0	6	0	0	17	0	15
61	W. Grantosa Dr. & N. 76th St. (STH 181)	City Signal	43,500	0.94	15	0	5	0	0	12	0	4
62	W. Good Hope Rd. (CTH PP) & N. 76th St. (STH 181)	State Signal	66,850	0.61	15	0	3	0	0	21	0	14
63	W. Wisconsin Ave. & N. 10th St.	City Signal	20,800	1.98	15	0	3	0	0	18	0	6
64	W. Locust St. & N. 7th St.	City Signal	35,100	1.17	15	0	2	0	0	12	0	5



State of Wisconsin  
2019 - 2020 LEGISLATURE

LRBa0638/1  
EVM:amn

**ASSEMBLY AMENDMENT ,  
TO ASSEMBLY BILL 365**

1 At the locations indicated, amend the bill as follows:

2 **1.** Page 2, line 1: before that line insert:

3 “**SECTION 1m.** 343.32 (2) (bu) of the statutes is created to read:

4 343.32 (2) (bu) The scale adopted by the secretary may not assess any demerit  
5 points for a violation of an ordinance enacted under s. 349.107.”.

6 (END)

BUDGET + TAX

# ILLINOIS RED-LIGHT CAMERAS HAVE COLLECTED MORE THAN \$1B FROM DRIVERS SINCE 2008

*By Austin Berg, Ben Szalinski, Tivas Gupta*



Illinois local governments generated more than \$1 billion in red-light camera revenue from 2008 to 2018, according to new analysis by the Illinois Policy Institute.

Each red-light camera ticket in Illinois costs drivers up to \$100, depending on the municipality.

Chicago has long been a poster child for red-light camera abuse. The city is home to the nation's highest count of red-light cameras, a former high-ranking transportation official

serving jail time for taking bribes from a red-light camera company, and a pricey settlement for drivers who a judge ruled did not receive proper notifications in the ticketing process.

But the first-ever comprehensive look at red-light camera revenue across Illinois shows Chicago is far from alone.

In fact, when taken together, smaller local governments outside the city have installed almost as many red-light cameras as Chicago and collect nearly as much revenue. Further, federal investigations are raising questions of whether pay-to-play politics played a part in their proliferation.

### **CAMERA CASH**

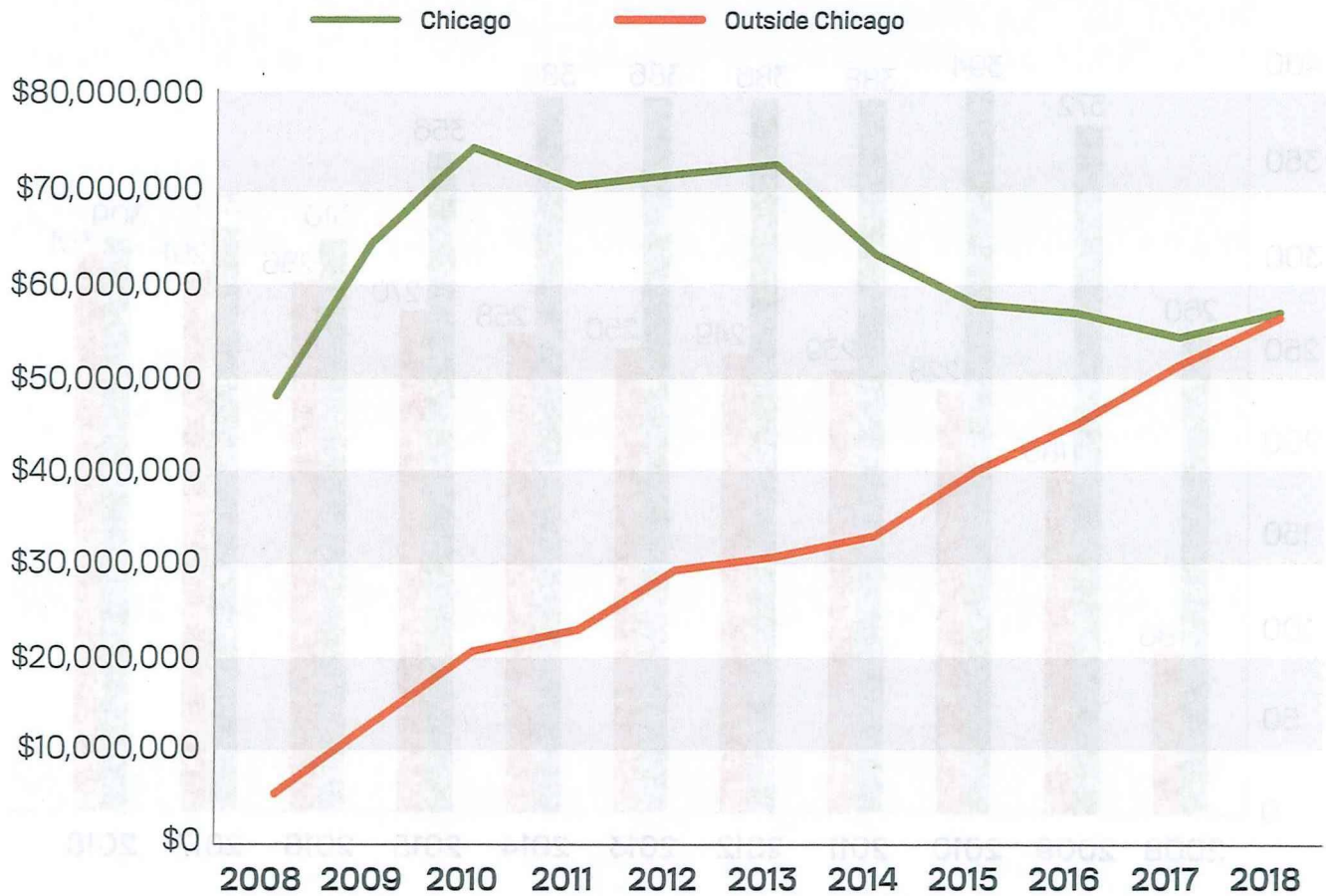
The annual haul from red-light camera tickets statewide has more than doubled over the decade, with local governments collecting more than \$113.2 million in 2018 compared with \$53.5 million in 2008.

Red-light camera revenue outside Chicago city limits drove almost all of that increase, with \$56.6 million generated in 2018 compared with \$5.4 million in 2008.

These collection figures generally reflect what motorists paid in fines, as local governments reported red-light camera revenue before subtracting payments to companies that operate those cameras, with some slight reporting differences.

## Red-light camera revenue outside Chicago grew rapidly over last decade

Annual red-light camera revenue collected by location, 2008-2018



Note: Revenue generated by each camera is reported before subtracting payments to red-light camera vendors, with some reporting differences across municipalities.

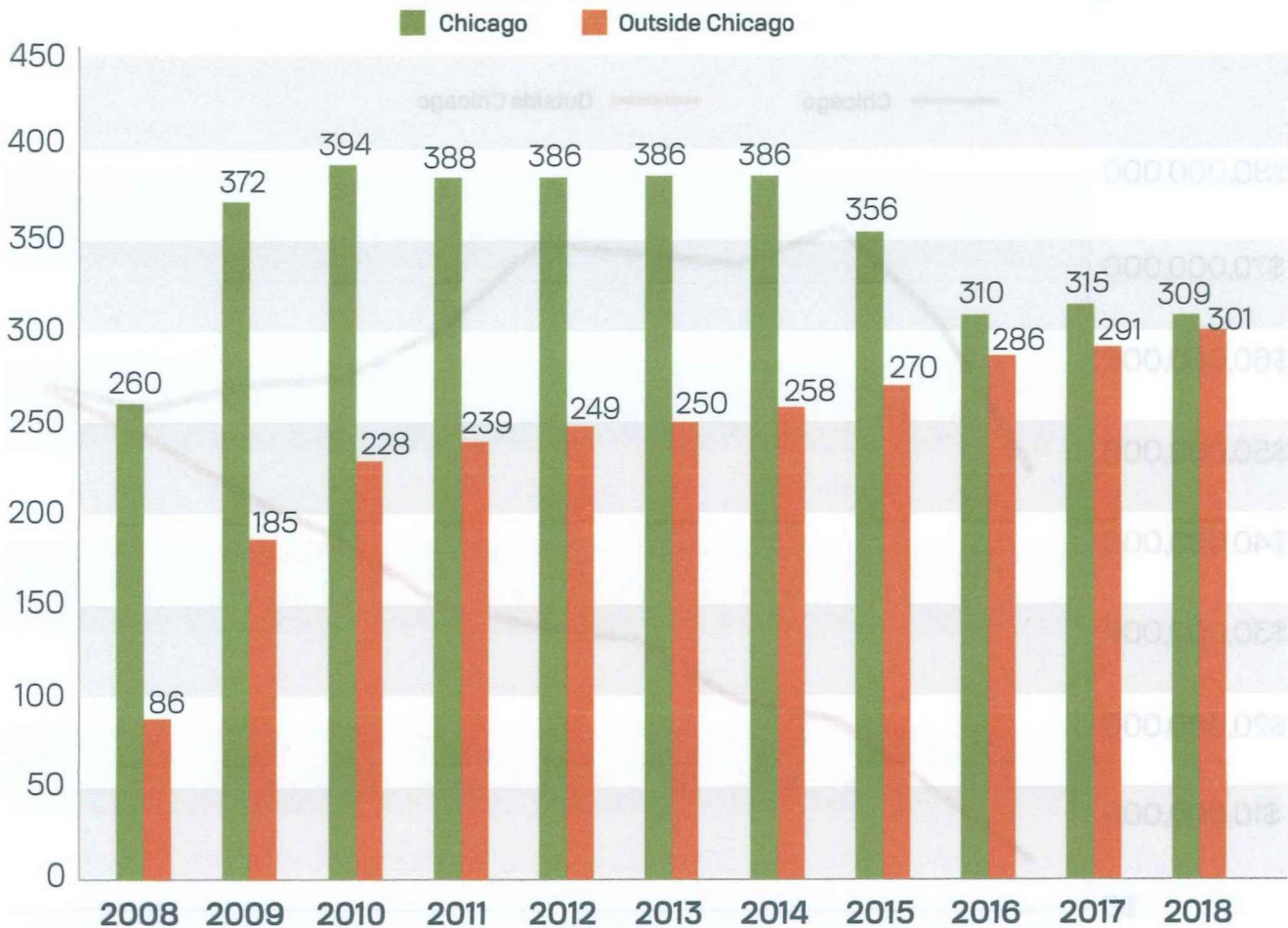
Source: Illinois Policy Institute research

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The number of cameras outside the city more than tripled from 2008-2018, to 301 from 86, nearly overtaking Chicago. At least 89 municipalities outside Chicago currently operate red-light camera programs.

## Red-light cameras outside Chicago have more than tripled since 2008

Red-light camera count by location, 2008-2018



Note: Outside Chicago camera count does not include East St. Louis and Lyons, pending response to Freedom of Information Act requests.

Source: Illinois Policy Institute research

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To see the full list of municipalities operating red-light cameras in Illinois, click [here](#). To see the revenue generated by municipality, click [here](#).

Although the number of cameras statewide has remained relatively flat since 2010, each camera on average is generating more revenue than ever. Revenue per camera in 2018 was

more than \$185,600, compared with less than \$150,000 in 2014, when the number of red-light cameras in Illinois was at its highest.

Almost all red-light cameras in Illinois are confined to Chicago and its suburbs, save for **Granite City** in Madison County, which has been operating two cameras since 2010, generating over \$1.6 million.

Red-light cameras in the Chicago suburbs have been a gold mine for local governments and a headache for drivers.

Well-traveled suburbs such as Elk Grove Village and Gurnee operate 10 and 15 cameras respectively. Southwest suburban Crestwood operates eight cameras, despite having only about 10,000 residents. Those Crestwood cameras have generated more than \$13 million since coming online in 2016.

The three municipalities outside Chicago that have generated the most red-light camera tickets are Berwyn, Country Club Hills and Lakemoor:

- Berwyn generated \$19.2 million from three cameras or less since 2009, the highest lifetime total of any municipality outside Chicago.
- Lakemoor positions three cameras at the busy intersection of IL Route 120 and US Route 12, which have generated \$19.2 million since 2012.
- Country Club Hills generated \$16.5 million with seven cameras since 2009.

Some suburbs continue to add new cameras to their existing collections. Alsip and Maywood have both added two cameras in recent years. Highland Park, Justice, Oakbrook Terrace and Wayne all installed their first red-light cameras over the last two years. Evergreen Park installed its first four cameras in 2018.

But not all suburbs have taken extra steps to squeeze money from drivers. Algonquin, Bolingbrook, Countryside, Geneva, Lake in the Hills, Naperville, and Warrenville have all removed their red-light cameras. **Schaumburg removed** its camera in 2009 after only nine months of operation, citing lack of improved safety at the intersection and backlash from the public.



Oakbrook Terrace is home to perhaps the most eye-popping numbers. Since installing two cameras in August 2017, the city of just over 2,000 residents has collected over \$9.3 million before vendor payments. Oakbrook Terrace's fiscal year 2019 revenue from red-light cameras was \$5.4 million, far more than any other suburb. The city made more than one-third of its total revenue in fiscal year 2018 from red-light cameras, according to **city budget documents**. The city paid red-light company SafeSpeed LLC \$1.5 million of the \$3.8 million it collected from the cameras that year.

The story of how those cameras came to be points to an appearance of pay-to-play politics in Illinois' red-light camera business.

### **CAMERA CORRUPTION**

Oakbrook Terrace obtained its cameras after state Sen. Martin Sandoval, D-Chicago, **lobbied** the Illinois Department of Transportation, or IDOT, to allow **SafeSpeed** to operate cameras in the city, even though the need for a camera had dropped significantly, according to a 2017 Chicago Tribune **report**.

IDOT had previously rejected red-light camera requests from Oakbrook Terrace Mayor Tony Ragucci, for whom SafeSpeed has long been a top political donor. But the agency repeatedly found the intersections to be sufficiently safe. IDOT reversed its denial and approved the camera installations at Sandoval's request, two months after the senator received a political contribution from SafeSpeed.

A year after IDOT reversed its decision on the Oakbrook Terrace cameras, Sandoval received the **largest political donation** in SafeSpeed's history, \$10,000. SafeSpeed investor Omar Maani **gave Sandoval \$5,000** around the same time, according to the Tribune, **on top of a \$10,000 contribution** from SafeSpeed parent company Triad Consulting, where Maani is a principal.

Sandoval is just one red-light connection in a run of recent federal raids.

In September, a **series of raids** involving the FBI and IRS targeted Sandoval's home and political offices, but also the village halls of Lyons, McCook and Summit. On Oct. 5, the Chicago Tribune **reported** federal agents were seeking information on **SafeSpeed**, "among other

companies and individuals.” The **search warrant** for Sandoval’s office at the Illinois State Capitol revealed FBI agents were instructed to find numerous documents relating to SafeSpeed officials and red-light cameras.

SafeSpeed maintains a red-light camera contract with Summit, and employs as a consultant Patrick Doherty, the chief of staff for Cook County Commissioner Jeff Tobolski, who also serves as mayor of McCook. As a consultant, Doherty receives a percentage of the revenue from tickets issued through SafeSpeed in municipalities where he lands the company contracts.

More recently, federal authorities **subpoenaed** Worth Township Supervisor John O’Sullivan, a former state lawmaker who also works as a consultant for SafeSpeed, to give a deposition in a lawsuit against the neighboring village of Crestwood over its red-light camera program. Crestwood Mayor Lou Presta in August **received \$1,000** in political contributions from O’Sullivan’s consulting company, according to the Sun-Times.

Worth has operated four cameras since 2008, generating more than \$5.6 million.

The Illinois Policy Institute confirmed the following municipalities contracted with SafeSpeed to operate red-light cameras, as of 2018: Summit, Matteson, Chicago Heights, Berwyn, Lakemoor, Hillside, Skokie, Westchester, Alsip, Oak Lawn, North Riverside, Country Club Hills, Crestwood, Tinley Park, Evergreen Park, Justice, Oakbrook Terrace and River Forest.

Authorities may find no wrongdoing in the spread of suburban red-light cameras. Regardless, the research is mixed at best regarding the cameras’ effects on traffic safety.

## **SAFETY DANCE**

Red-light cameras in Illinois have done little to improve safety, but plenty to take more money from residents.

The **2017 Tribune report** found over half of the intersections at which IDOT approved cameras were among the safest in the state, according to the department’s own study. Many permits were also given to intersections that had no red-light camera crashes in the previous three years.

Regardless of where they're installed, red-light cameras **lack clear-cut safety benefits**. A **2018 study** from Case Western Reserve University found red-light cameras likely do not increase traffic safety. Researchers looked at traffic accident data from Houston, which operated its red-light camera program from 2006 to 2010, and found that while T-bone collisions did indeed decrease during that time, non-angle collisions, such as rear-end crashes, actually increased. Moreover, rather than reducing traffic accidents, the study found that red-light enforcement cameras may have increased accidents overall.

A similar **study by the Tribune** in 2014 found the same results: rear-end crashes were up 22%. In some cases, the number of crashes at an intersection increased after the camera was installed. Many cameras in Chicago were also placed at intersections that already had few accidents.

Although a 2017 report **paid for by the Chicago Department of Transportation** recommended Chicago continue its red-light camera program, the university study's less favorable findings **follow that of other independent research** on red-light camera programs.

## **CAMERA REFORM**

As the body of research on the devices grows, communities across the country are increasingly deactivating their red-light cameras. Fewer than **350 communities nationwide** were using red-light cameras as of October 2019, according to the Insurance Institute for Highway Safety. That's a significant decrease from their peak in 2012, when around **540 communities** operated red-light cameras.

But while Illinois has been slow to follow the nation's hard turn away from red-light cameras, a recent push to ban the devices has found bipartisan support in the Statehouse.

In January, state Reps. David McSweeney, R-Barrington Hills, and Jonathan Carroll, D-Buffalo Grove, introduced **House Bill 323**, which would ban the use of red-light cameras statewide. On Oct. 4, state Reps. Rita Mayfield, D-Waukegan, and Sam Yingling, D-Grayslake, signed on as chief co-sponsors. On Oct. 7, state Reps. Grant Wehrli, R-Naperville, and Mark Batinick, R-Plainfield, introduced a separate proposal, **House Bill 3909**, which would restrict local governments' ability to install the devices.

Texas Gov. Greg Abbott signed a bill in June 2019 to **ban red-light cameras** throughout the state, joining seven other states nationwide that prohibit using red-light cameras to cite drivers (Maine, New Hampshire, West Virginia, South Carolina, Montana, South Dakota and Mississippi), while another three states ban red-light cameras altogether, (Wisconsin, New Jersey and Arkansas), according to the National Conference of State Legislatures.

Red-light camera programs **diminish trust** in local government, and impose **unfair financial burdens** on residents subject to questionable ticketing practices.

Whether or not they're proven to be part of the state's **culture of corruption**, Illinois should bring red-light camera programs to a full stop.

*Note: Through hundreds of Freedom of Information Act requests, the Illinois Policy Institute compiled every municipality believed to operate a red-light camera in the state, the **number of red light cameras operate**, and the revenue generated by year. The authors cannot guarantee every red-light camera in Illinois has been accounted for, as officials with the Illinois Department of Transportation confirmed the state does not keep a comprehensive list of municipalities that have installed red-light cameras. This report will be updated should any local governments report further red-light camera revenue. To report a municipality operating a red-light camera that does not appear on **this list**, email [RLCs@illinoispolicy.org](mailto:RLCs@illinoispolicy.org).*

*Illinois Policy Institute Intern Joe Barnas also contributed to this report.*