

APPOINTMENTS

DIRECTOR

- VISIT Milwaukee Board of Directors

COMMISSIONER

- Redevelopment Authority of the City of Milwaukee



COMMITTEE ASSIGNMENTS

VICE-CHAIR

- Public Works Committee
- Judiciary and Legislation Committee

LAMONT WESTMORELAND
ALDERMAN, 5TH DISTRICT

Reckless Driving Impoundment Ordinance: Eight-Month Update

**Statement from Alderman Lamont Westmoreland
July 15, 2026**

Eight months after Milwaukee's reckless driving impoundment ordinance (MCO 101-24.9), which I authored, took effect, the data shows this new accountability tool is being actively utilized.

Between November 5, 2025, and July 5, 2026, 221 vehicles were impounded for reckless driving violations. During the first four months, 100 vehicles were impounded, followed by an additional 121 impounds over the next four months.

In addition to removing vehicles from the streets, the ordinance has resulted in measurable outcomes:

- 1) Vehicle owners paid \$6,625.30 in outstanding citations before their vehicles were released.
- 2) \$42,945 in towing, storage, and non-insurance-related fees were collected, ensuring those responsible bore the financial costs associated with the impoundment.
- 3) 66 previously unregistered vehicles were brought into compliance by being properly registered before they could be released.
- 4) Only two vehicles were ultimately recycled after not being reclaimed.
- 5) Zero repeat impounds have occurred to date.

These numbers demonstrate that the ordinance is creating greater accountability by requiring reckless drivers to address financial obligations, registration requirements, and other compliance issues before getting their vehicles back. It has also helped in reuniting stolen vehicles with their owners.

The ordinance was made possible by a state law change (Wis. Stat. § 349.115 ACT 46) I fiercely and successfully advocated for and helped pass, creating the legal framework for municipalities to impound vehicles after a first reckless driving offense – regardless of vehicle ownership.

While Milwaukee was among the first to implement this authority, our work has extended far beyond our city. Communities across Wisconsin have since adopted or pursued similar ordinances, including Appleton, Brookfield, DeForest, Grand Chute, Green Bay, Waukesha, West Allis, and Whitefish Bay.

Does this mean we've solved reckless driving? No.

Eight months of data is not enough to declare victory, and I won't pretend otherwise. Whether this ordinance ultimately leads to fewer reckless driving incidents remains to be seen. What we do know is that municipalities now have a stronger accountability tool than they had before, and that tool is being used.

My hope is that through consistent enforcement, this ordinance will not only hold reckless drivers accountable after they endanger others, but also influence future behavior and contribute to safer streets over time. We will continue to monitor the data, evaluate its effectiveness, and make adjustments where necessary.

Public policy shouldn't be measured by headlines or political talking points - it should be measured by sustained results. This ordinance is an important piece of a broader strategy to improve safety on Milwaukee's streets, and I remain committed to ensuring we continue to use every available tool to protect our residents while creating new tools along the way.