



Milwaukee Police Department
Police Administration Building
749 West State Street
Milwaukee, Wisconsin 53233
<http://www.milwaukee.gov/police>

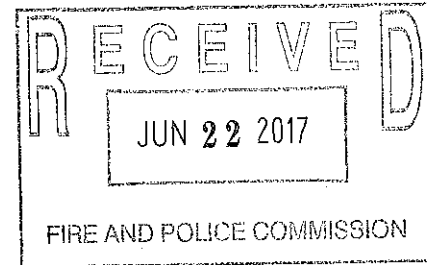
Edward A. Flynn
Chief of Police

(414) 935-7200

June 20, 2017

Executive Director MaryNell Regan
Milwaukee Fire and Police Commission
200 East Wells Street - Room 706
Milwaukee, WI 53202

RE: VEHICLE PURSUITS



Dear Executive Director Regan:

Pursuant to Chairman Steven DeVougas' request, please find responses to the June 1, 2017 letter from Alderman Michael Murphy and Alderman Jose Pérez relating to vehicle pursuits. As you are aware, the Milwaukee Police Department made a presentation at the June 7th Fire and Police Commission Committee on Policies and Standards, and I am grateful for the thoughtful discussion around this important topic from both the commissioners and Aldermen Murphy and Pérez. As many of the items raised in the Council members' letter were discussed in open session, I hope that this correspondence will serve to memorialize relevant parts of the discussion and provide further clarification. Please do not hesitate to contact me should you wish to receive further information on any of these responses. For your convenience, I have enclosed the PowerPoint presented at the June 7th meeting.

1. In 2015 alone, 51 different stolen vehicles were "not pursued" on multiple occasions, according to the graph on page 7 of the Addendum Report. Why are stolen vehicles not being pursued?

Stolen vehicles are not pursued because the gravity of the crime and the potential benefit of apprehending the offender does not justify the risk of death or bodily injury to civilians or police officers. According to Milwaukee Police Department Standard Operating Procedure 660 - Vehicle Pursuits, stolen vehicles may only be pursued if an occupant has committed or is about to commit a violent felony; if the stolen vehicle was used or taken during the attempt or commission of a violent felony; or the occupants present a clear and present danger to the health or safety of others. In addition to the Milwaukee Police Department (MPD), cities across the United States such as Baltimore, Boston, Dallas, Orlando, Philadelphia, and San Francisco have adopted policies that require a violent felony or felony involving death or serious bodily injury to initiate a police pursuit. The MPD policy is considered "best practice in the country" according to the Executive Director of the Police Executive Research Forum (PERF)¹.

The Milwaukee Police policy was designed to reduce the number of crashes, injuries, and fatalities associated with vehicle pursuits. MPD must weigh the safety of residents and officers

¹ Luthern, A. (2017). When Should Police Chase Fleeing Cars? *Milwaukee Journal Sentinel*. Retrieved from: <http://www.jsonline.com/story/news/crime/2017/06/07/when-should-police-chase-fleeing-cars/355857001/>.

against the potential benefit of pursuing a stolen vehicle and apprehending offenders. In 2016, 29% of police pursuits resulted in a crash in the City of Milwaukee². Law enforcement officers and citizens have been killed in accidents involving vehicle pursuits. According to the Bureau of Justice Assistance, between 1996 and 2015, over 7,000 people were killed in vehicle pursuits nationally³. In 2009, a student at the University of Wisconsin-Madison was killed in Milwaukee by a driver who fled from the police. The following day, two more citizens would lose their lives to a drunk driver who fled police in a stolen car. In total, four citizens in Milwaukee were killed in three incidents involving vehicle pursuits within a three-month time period. Two of those incidents involved stolen vehicles. These incidents remind us of the dangers and public safety concerns of pursuing stolen vehicles or vehicles that have committed traffic violations. When developing this policy, I weighed the value of apprehension against the risks incurred to both officers and the public.

Individuals have suggested that amendments to SOP 660, which would make the policy less restrictive and allow more vehicle pursuits, would reduce auto thefts. However, MPD arrest data from 2011 to 2016 indicates that the 2010 policy change did not have an impact on our ability to arrest offenders for Operating an Auto without Owner's Consent (OAWOOC). Despite the policy change, arrests for OAWOOC increased nearly every year.

There was a 242% increase in juveniles arrested for OAWOOC from 2011 to 2016. Unfortunately, many of these cases do not result in felony charges and recidivism remains problematic. One quarter of juvenile offenders arrested in 2016 for OAWOOC had a prior arrest for OAWOOC in 2014 or 2015. There must be consequences for individuals that continually steal vehicles but do not receive adequate sanctions.

It should be noted that the pre-2010 policy included a directive to terminate a pursuit if the member is aware the driver is a juvenile who committed a traffic violation, misdemeanor, or non-violent felony and is driving in an unsafe manner⁴.

Auto theft rates (2010 to 2013) were the lowest in ten years following the adoption of the more restrictive 2010 policy change and implementation of current data-driven traffic safety strategies.

2. In 2015, roughly 900 vehicles with known license plate numbers fled the scene and were not pursued. Since the police knew the license plate numbers, why were fewer than 200 citations issued?

There are a number of limitations in attempting to utilize license plate data to issue citations. For example, the license plate affixed to the fleeing vehicle may not belong to the make and model of the vehicle that fled, as stolen license plates are sometimes affixed to vehicles that flee from police. Additionally, officers may not correctly read the license plate off of the fleeing

² Regan, M. (2017). 2016 Fire and Police Commission Vehicle Pursuit Report. Retrieved from: <http://city.milwaukee.gov/ImageLibrary/Groups/cityFPC/Reports/Vehicle-Pursuit-Reports/2016VehiclePursuitReport.pdf>.

³ Reaves, B.A. (2017). Police Vehicle Pursuits, 2012-2013. Special Report. U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance. Retrieved from: <https://www.bjs.gov/content/pub/pdf/pvp1213.pdf>.

⁴ Milwaukee Police Department. (2009). Standard Operating Procedure 660 Vehicle Pursuits.

vehicle based on speed or distance from the officers. Further, an owner of a vehicle that was seen fleeing from the police is not automatically cited, as they may be attempting to aid in the investigation.

Additionally, according to Wisconsin State Statute 346.175, a citation for vehicle owner's liability for fleeing a traffic stop must be issued within 96 hours (4 days) of the violation⁵. This does not provide an adequate amount of time for MPD to investigate an incident and determine if a citation is warranted, and it is the only type of violation that mandates a time limit for investigation. As I suggested at the June 7th hearing, I propose a change in State law to address this limitation, which would increase the time limit for the issuance of these citations.

3. Given that the Fire and Police Commission is the oversight body of the Police Department, why doesn't the FPC have direct access to the CAD system?

It has been the long standing policy of the Office of Police Information Systems to deny direct access to the Milwaukee Police Department's core application systems by outside individuals or entities. This policy is consistent with the policies of every major city police department in the United States. There is not one major city law enforcement agency, including those with external oversight bodies, that provides direct access to their CAD systems by non-department personnel. All of them, as does MPD, fulfill requests for information.

There are major reasons that law enforcement agencies across the United States adhere to this policy. First, police core application systems are inherently complicated and fragile and inadvertent catastrophic failure of entire systems is a risk generated without extensive training and oversight by appropriate law enforcement personnel. Further, the data contained in CAD database systems are sensitive and frequently confidential, requiring that access be limited to personnel within the law enforcement agency.

The Milwaukee Police Department looks forward to continuing to exchange information with the Fire & Police Commission as the FPC responds to stakeholder inquiries or works to complete research studies or reports, and further to continue the current practice of discussing and vetting research findings in an effort to ensure that our shared stakeholders are provided the most accurate and relevant information possible. It should be noted that MPD has historically and does regularly provide data and information to external entities for purposes of developing extensive reports, and, as a matter of routine, fulfills data and information requests for academic partners, community organizations, elected stakeholders, media outlets, city department members, and individual citizens.

4. With Chief Flynn's vehicle pursuit policy in place since 2010, why are we seeing a 59% increase in non-pursuits from 2015 to 2016, with another 94% increase YTD from 2016 to 2017? Why such recent dramatic increases?

In March of 2017, Alderman Michael Murphy requested data pertaining to the number of traffic stops associated with fleeing over the past five years. The Milwaukee Police Department

⁵ Wisconsin State Legislature. (2017). Chapter 346, Rules of the Road, 346.175 Vehicle Owner's Liability for Fleeing a Traffic Officer. Retrieved from: <https://docs.legis.wisconsin.gov/statutes/statutes/346/II/175>.

provided data on vehicle pursuits and non-pursuits in response to his request. As is indicated by MPD in the response, full year data should not be compared due to changes in the reporting methods and practices related to vehicle pursuits and non-pursuits. Methods were modified to increase efficiency for officer reporting of non-pursuits from the AIM to the CAD system.

There has been a concerted effort put forth by patrol commanders to ensure officers are reporting cars that flee from traffic stops but are not pursued. Greater emphasis has been placed on our Traffic Safety Plan implemented in June of 2016, and our revised Data-Driven Approaches to Crime and Traffic Safety (DDACTS) plan implemented in 2017. Therefore, some of the increase may be from improved compliance in reporting.

Part of the increase in non-pursuits may also be the result of the general increase in stolen cars, which did not meet the criteria for pursuit engagement. Despite the decline that was achieved in auto thefts this year compared to the same time period last year, auto thefts remain higher than they were for the first four years of the policy. Police departments around the nation have observed that, in general, there are more suspects resisting police physically or by fleeing. This seems to be attributed to recent high-profile police controversies emboldening suspects to increasingly challenge police.

5. 80% of non-pursuit incidents are for municipal ordinance violations. Since the vehicle fled without pursuit, are the citations for the ordinance violations mailed to the vehicle owner's home? Is an additional citation for fleeing an officer also being sent to the vehicle owner's home?

Owner's liability citations are limited through Wisconsin State Statute 346.175. In general, citations for speeding, equipment violations, and registration violations are not mailed, but served to the driver, since the driver of the vehicle is responsible for these violations. The most common owner's liability citations include: fleeing a traffic officer, failing to stop at the scene of an accident, and failing to yield the right of way to an emergency vehicle. Owner's liability citations may only be mailed to the owner via certified mail if the following occur: the driver at the time of the violation is not identified after an officer's investigation and the owner or family member of the owner cannot be located within the 96 hour time frame to serve the citation in person.

6. Chief Flynn instituted the non-pursuit policy stating that it would decrease accidents and fatalities caused by police pursuits. Yet while this non-pursuit policy has been in effect, the City has seen an increase in accidents and traffic fatalities. As a result of unintended consequences, is there a correlation between the increase in vehicle accidents and the increase in non-pursuits?

The Milwaukee Police Department implemented a vehicle pursuit policy that has become a national model based on best practices, professional experience, and research. In 2016, the Milwaukee Police Department engaged in the highest number of vehicle pursuits in 15 years, according to the 2016 Fire and Police Commission Vehicle Pursuit Report⁶. The City of Milwaukee has experienced an increase in the frequency of accidents associated with pursuits

⁶ Regan, M. (2017). 2016 Fire and Police Commission Vehicle Pursuit Report. Retrieved from: <http://city.milwaukee.gov/ImageLibrary/Groups/cityFPC/Reports/Vehicle-Pursuit-Reports/2016VehiclePursuitReport.pdf>.

since 2011. This is likely due to the increase in vehicle pursuits since 2011. From 2011-2016, vehicle pursuits increased 500% (51 to 306), while accidents from pursuits increased over 400% (17 to 89)⁷. Despite the increase in pursuits in 2016, this was the second lowest year in a decade for the percentage (29%) of pursuits involving an accident. Furthermore, there was one pursuit related fatality in 2016⁸. According to the FPC report; there is a statistically significant correlation ($r = .88$) between pursuit accidents and vehicle pursuits⁹. There is no data at this time which supports a correlation between vehicle accidents and non-pursuits. Data reflecting accidents associated with vehicle pursuits that were terminated by the Milwaukee Police Department is not included in the FPC report.

Pursuing vehicles for reckless driving or other traffic violations will not necessarily change the attitudes and behaviors to lessen the frequency of these types of driving habits, but it will further jeopardize the safety of pedestrians and motorists who we are attempting to protect from the dangerous driving habits that were initially observed. Consistent sanctions from the judicial system are important to deter crime and change criminal behavior.

An officer's discretionary decision to pursue or not pursue is a complex decision based on several variables that warrant consideration. There are some non-pursuits in which an officer would be justified based on circumstances to pursue, but decide not to pursue for various reasons. We cannot mandate that officers are required to pursue, thereby eliminating their decision making authority.

There are factors officers must evaluate before deciding to pursue:

1. Weather conditions
2. Roadway conditions including damaged pavement, construction, lighting, traffic, pedestrians, neighborhood configuration, topography, and more
3. Driver condition or actions including intoxication or impairment, youthfulness and/or inexperienced drivers
4. Vehicle conditions including both the suspect's car and officer's squad. Some of the vehicles that flee may be mechanically unsafe and could pose a danger driving at high speeds. A squad requiring maintenance may also pose a risk at high speeds
5. Officer's skill level (taking into account one's ability to engage in a pursuit based on current conditions and variables)

7. What policy and procedure changes are the FPC Commissioners proposing to quell the rash of people fleeing police? Or reckless driving? Or speeding? Has the FPC approved any changes to MPD's SOP 660 (Vehicle Pursuit Operations) since 2010?

There have been seven amendments to SOP 660 since 2010, including a notable change in 2015, wherein the revision clarified procedures regarding the pursuit of vehicles taken or used in the commission of a violent felony. Questions pertaining to changes in policy or procedure proposed (if any) by the FPC are deferred to the Fire and Police Commission.

⁷ Ibid, 2017.

⁸ Ibid, 2017.

⁹ Ibid, 2017

8. *MPD has piloted a vehicle-tracking program using the StarChase system. How many vehicles have been fitted with the device? How many times has it been deployed? How many times has it been deployed successfully? What is the cost associated with the deployment of StarChase? How many tickets have been issued or arrests made after the successful deployment of StarChase? What were the outcomes when StarChase was unsuccessfully deployed?*

As of May 31, 2017, the Milwaukee Police Department has 18 squad cars equipped with StarChase. In 2016, there were 20 squads equipped with StarChase and in 2015, there were six squads equipped with the device. Implementation began on November 1, 2015. Since November 1, 2015, StarChase has been successfully deployed 189 times. The cost of the device is \$4,000, which includes training and maintenance. The Milwaukee Police Department has made 78 arrests since its implementation. There are varying outcomes when StarChase was unsuccessful, as a stolen or fleeing vehicle may be found without the use of StarChase due to officer follow up, observations and/or witness statements.

9. *In the MPD CAD system, is there a separate license plate data field that can be easily sorted? If not, can a data field for license plates be added?*

There is no easily sorted or searchable license plate field in the current CAD system. License plate data is stored in CAD in several different areas. Officers and Emergency Communication Operators enter license plate data into different fields within the CAD system depending upon the call type. The ability to search and sort is limited because the data is stored in different fields. The current CAD system is obsolete and new fields cannot be added. The current CAD system was not designed for this type of analysis. A new CAD system could include more features for data analysis.

Thank you for the opportunity to have a thoughtful conversation on vehicle pursuits in the City of Milwaukee. As I have shared, the Milwaukee Police Department's current pursuit policy is based on personal experience, research, evidence-based findings, and the dangers posed to the community. It was the responsible decision based on preserving public safety in a densely populated urban city. The decision to engage in a vehicle pursuit creates as great a potential for loss of life as does a decision to use deadly force. Just because an officer is willing to risk his or her life on behalf of the community, does not absolve me from my responsibility as Chief of Police to impact the circumstances in which that risk is taken.

Sincerely,


EDWARD A. FLYNN
CHIEF OF POLICE

Enclosure

c: Alderman Michael Murphy
Alderman Jose Pérez

Presented June 7, 2017

Vehicle Pursuits in the City of Milwaukee

Milwaukee Police Department

Chief Edward A. Flynn

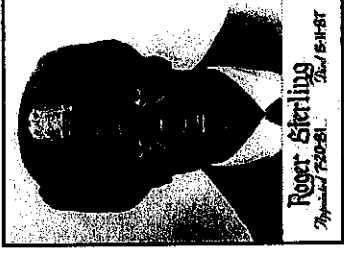


Overview of Discussion Items

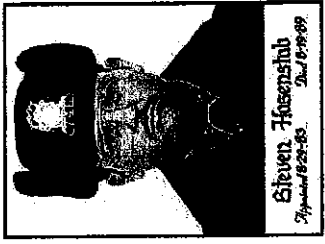
1. Fallen Officers & Citizens
2. National and Local Policy Perspectives
3. Police Pursuits in the Context of Crime & Enforcement in Milwaukee

Officer Roger Sterling, MPD

- Appointed to MPD on July 20, 1981
- Died in a police pursuit on May 11, 1987
- Responded as back-up to the area of N 32nd Street and W Center Street
- Sterling's squad collided with another squad car; Sterling died from his injuries
- Another officer was critically injured and was unable to continue his career as a police officer
- Additional responding officers received injuries in an attempted rescue of those inside a burning vehicle



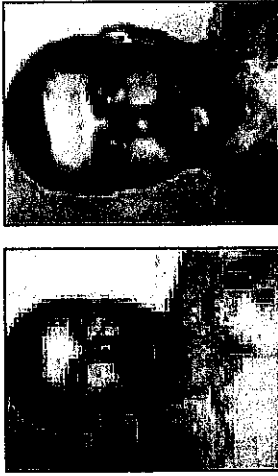
Officer Steven Hasenstab, MPD



- Appointed to MPD on August 29, 1983
- Died in a police pursuit of a stolen car on August 19, 1989
- Was involved in a crash related to the vehicle pursuit in the area of N 27th Street and W Vine Street
- Died from his injuries several days after the crash
- Hasenstab was survived by his wife and child

Source: City of Milwaukee. (n.d.). Officer Steven J. Hasenstab. Milwaukee Police Department Memorial Page. Retrieved from: <http://city.milwaukee.gov/Directory/police/About-MPD/Memorial-Page/Steven-Hasenstab.htm#.WTWdPuvysuU>.

Braintree Fallen Officers, BPD



Photos: Officer
Down Memorial
Page

- On March 6, 1991, a sergeant and lieutenant from the Braintree Police Department (BPD) were killed in a police pursuit accident.
- In pursuit of a 16 year old driver who fled police.
- Pursuit initiated for minor violation: an open can of beer.

Braintree bids farewell to 2 officers

City #wim #b0it

The Boston Globe (Boston, MA)
March 6, 1991 | David Arnold, Globe Staff and Kimberly B. Baker, Contributing Reporter |
C02w0d011



BRAINTREE -- As far as the eye could see they came, an estimated 2,000 police officers either marching or riding to the somber cadence of drummers to pay last respects to Lt. Gregory A. Principe and Sgt. Ernest DeCross, buried yesterday in a wind as raw as the incident that took their lives.

Principe and DeCross died last Friday when their patrol car struck a tree while they were pursuing a 16-year-old driver. The officers were each a husband, each a father, each a veteran. They had 28 years between them on the Braintree Police Department.

And so as the town offices closed for the day and flags began a 30-day bow at half-staff, officers from more than 92 municipal, university, state and federal law enforcement agencies came from throughout New England to honor two comrades on a day seemingly too cold for tears. ...

Source: Arnold, D. & Baker, K.B. (1991). Braintree bids farewell to 2 officers. The Boston Globe. Retrieved from: <https://www.highbeam.com/doc/1P2-7650101.html>.

Fallen Officers in the United States

Nationally, 475 police officers have been killed in a crash or while conducting a traffic stop/pursuit from 2006 to 2015.



Headlines in Milwaukee

- “UW Student Killed by Driver Fleeing Police” —Jesse Garza, Journal Sentinel, December 31, 2009
 - Killed on December 31, 2009 in Milwaukee by a driver who fled police
 - Driver stopped for missing front license plate; pursuit terminated prior to driver running red light and causing the crash
 - Boyfriend also sustained serious injuries
 - Adkins was a University of Wisconsin-Madison Student
 - Studied social work and worked as an intern with the developmentally disabled



Sherman Blvd & W Center Street

Photo: MPD

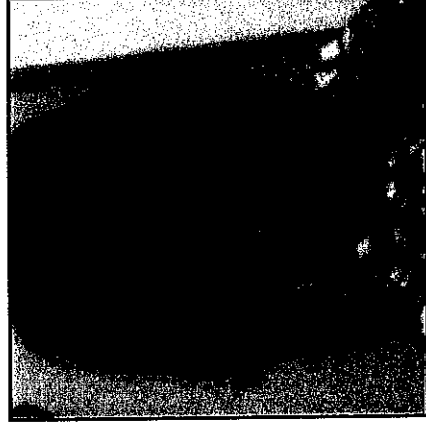


Photo:
Journal
Sentinel,
2009

Shanica Adkins

Source: Garza, J. (2009). UW student killed by driver fleeing police. Journal Sentinel. Retrieved from: <http://archive.jsonline.com/news/wisconsin/80453457.html>.

Headlines in Milwaukee

- “After 4 deaths, Milwaukee police pursuit policy changed” —Jesse Garza, Journal Sentinel, March 29, 2010
 - Four deaths from pursuit related accidents in 3 months
 - December 31, 2009: Shanica Adkins
 - January 1, 2010: Don Hamilton & Donte Pearson killed by a drunk driver who fled police in a stolen car
 - March 1, 2010: Melinda Moore struck by a drunk driver in a stolen vehicle

March 1, 2010 Scene

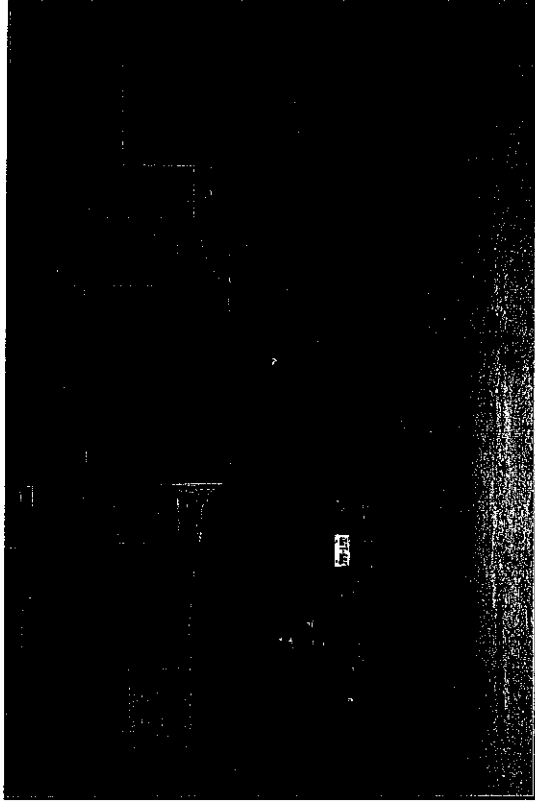


Photo: Milwaukee Police Department

Source: Garza, J. (2010). After 4 deaths, Milwaukee police pursuit policy changed. Journal Sentinel. Retrieved from: <http://archive.jsonline.com/news/milwaukee/89484172.html>.

National & Local Policy Perspectives

Examples of Major Cities Pursuit Policies

The following major cities police departments have implemented policies that require a violent felony or felony involving death or serious bodily injury to initiate a pursuit*:

- Albuquerque
- Baltimore
- Boston
- Columbus
- Dallas
- Louisville Metro
- Orlando
- Philadelphia
- San Francisco
- San Jose
- Pinnellas County, FL
- Tampa
- Broward County, FL
- Rockdale County, GA

*Note this list is not exhaustive.

National Pursuit Policy Perspective

- From 1996 to 2015, there were more than 7,000 vehicle pursuit fatalities nationally (Reaves, 2017).
- National Pursuit Data 2009 to 2013 from IACP (Reaves, 2017) compared to the Milwaukee Police Department (2016):

	National (2009-2013)	Milwaukee Police (2016)
Speeds exceeding	45% (70MPH)	48% (>75MPH)
Terminated by law enforcement	25%	44%
Initiated due to traffic violation	69%	6%
Pursuits ending in crashes	15%	29%

Sources: Reaves, B.A. (2017). Police Vehicle Pursuits, 2012-2013. Special Report. U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Statistics. Retrieved from: <https://www.bjs.gov/content/pub/pdf/pvp1213.pdf>. Pursuit data obtained from the 2016 Fire and Police Commission Vehicle Pursuit Report by MaryNell Regan, 2017.

MPD Pursuit Policy

- According to the Bureau of Justice Assistance, there is an average of 355 vehicle pursuit related deaths per year, or approximately 1 death per day in the United States (1996-2015) (Reaves, 2017).
- The Milwaukee Police Department Pursuit Policy is a national model based on best practices.
- Primary reasons for enacting the change in policy to vehicle pursuits:
 - Personal experience
 - Research and evidence based policing
 - Perils
 - Balance for a densely populated urban city
 - Responsible decision

MPD 2009 Vehicle Pursuit Policy

- Reasonable grounds to believe:
 - Suspect presents threat to public safety
 - Has attempted to commit or is about to commit a serious offense
 - Apprehension outweighs the threat of danger created by pursuit (e.g. OWI, reckless driving, etc.)
 - *A vehicle pursuit shall be terminated if the member is aware the driver is a juvenile who committed a traffic violation, misdemeanor, or non-violent felony, and who is driving in an unsafe manner...(SOP 660, March 12, 2009)*

Primary Pursuit Policy Changes

- March 2010: Restricted vehicle pursuits to probable cause occupants involved in a violent felony; suspect presents a clear and present danger, apprehension outweighs risk or danger associated with pursuit—public safety
- June 2015: Clarified policy and procedures surrounding vehicles involved or taken in the attempt or commission of a violent felony; vehicle presents an imminent threat to public safety; apprehension outweighs risk or danger associated with pursuit

Pursuit Training

- Wis. Stat. § 165.85(4)(a)(7) - A minimum of four (4) hours of vehicle pursuit training based on model standards established by the Wisconsin Law Enforcement Standards Board is required for certified law enforcement and tribal law enforcement officers biennially. The biennium starts and ends during odd numbered state fiscal years (i.e., July 1, 2013 to June 30, 2015, etc.).
- In-service training for proper use of stop sticks.

Police Pursuits in the Context of Crime and Enforcement in Milwaukee

Stolen Vehicles & Police Pursuits

- A stolen vehicle may not be pursued unless an occupant has committed or is about to commit a violent felony, or if the stolen vehicle was used or taken during the attempt or commission of a violent felony (SOP 660).
- A stolen vehicle may also be pursued if the vehicle and/or occupant(s) present a clear and present danger to the health or safety of others.
- A vehicle may not be pursued if the vehicle was stolen but did not meet at least one of the criterion listed above.
- The policy was designed to reduce the number of crashes and fatalities associated with vehicle pursuits. MPD must weigh the safety of residents and officers against the pursuit of a vehicle that was stolen, but does not present an imminent threat to public safety.

Operating a Vehicle Without Owner's Consent Arrestees

OAWOOC Arrestees	2011	2012	2013	2014	2015	2016	% Change 11-16	% Change 15-16
Juveniles	126	243	159	283	333	431	242%	29%
Adults	422	448	402	456	540	644	53%	19%
Total	547	683	559	734	866	1,056	93%	22%

- 11 juvenile offenders had 4 or more arrests for OAWOOC in 2016.
- Of the 431 unique juvenile offenders that were arrested in 2016, one quarter (25%) had prior arrests for OAWOOC in 2014-2015.

Arrest data was retrieved from the Corrections Management System (CMS) and counts unique offenders for the time period of January 1 – December 31, 2011-2016. A juvenile is defined as 16 or younger. Arrests for Operating a Vehicle Without Owner's Consent (OAWOOC) excludes 943.23(5), removal of a vehicle part. Totals may not sum since an offender may be arrested as both a juvenile and an adult in the same time period.

Carjackings & the Robbery Task Force

- Carjackings increased from 354 to 512 (45%) from 2014 to 2015.
- Due to the increase in carjackings, the Robbery Task Force (RTF) was established by MPD in December 2015.
- In 2016, the Robbery Task Force made 553 robbery arrests.
- Carjackings declined from 512 to 464 (9%) from 2015 to 2016.
- The RTF focuses on prolific, violent offenders and when appropriate, these cases are selected for federal prosecution.

Owner's Liability Citations

- Methodological limitations (did plates list to vehicle, was plate correct, plate can have more or less than 6 digits, follow-up investigation).
- SOP 070- Citation Procedures. Wisconsin State Statute 346.175 indicates that a citation for vehicle owners liability for fleeing a traffic officer for must be issued within 96 hours (4 days) of the violation.
 - Very short time period for investigation
 - Difficult to prove—cannot identify the driver
 - Cooperative owners do not receive citations
 - Only violation with time limitation
 - Recommend change in state law
- FPC Data: 176 (Owner's Citation) / 890 Non-Stolen Vehicles with Known License Plates = 22% Clearance Rate in 2015.
- Consistent with comparable city clearance rates for robbery in 2015 (21%), and significantly higher than comparable city clearance rates for burglary (9%) or auto theft (9%) in 2015.

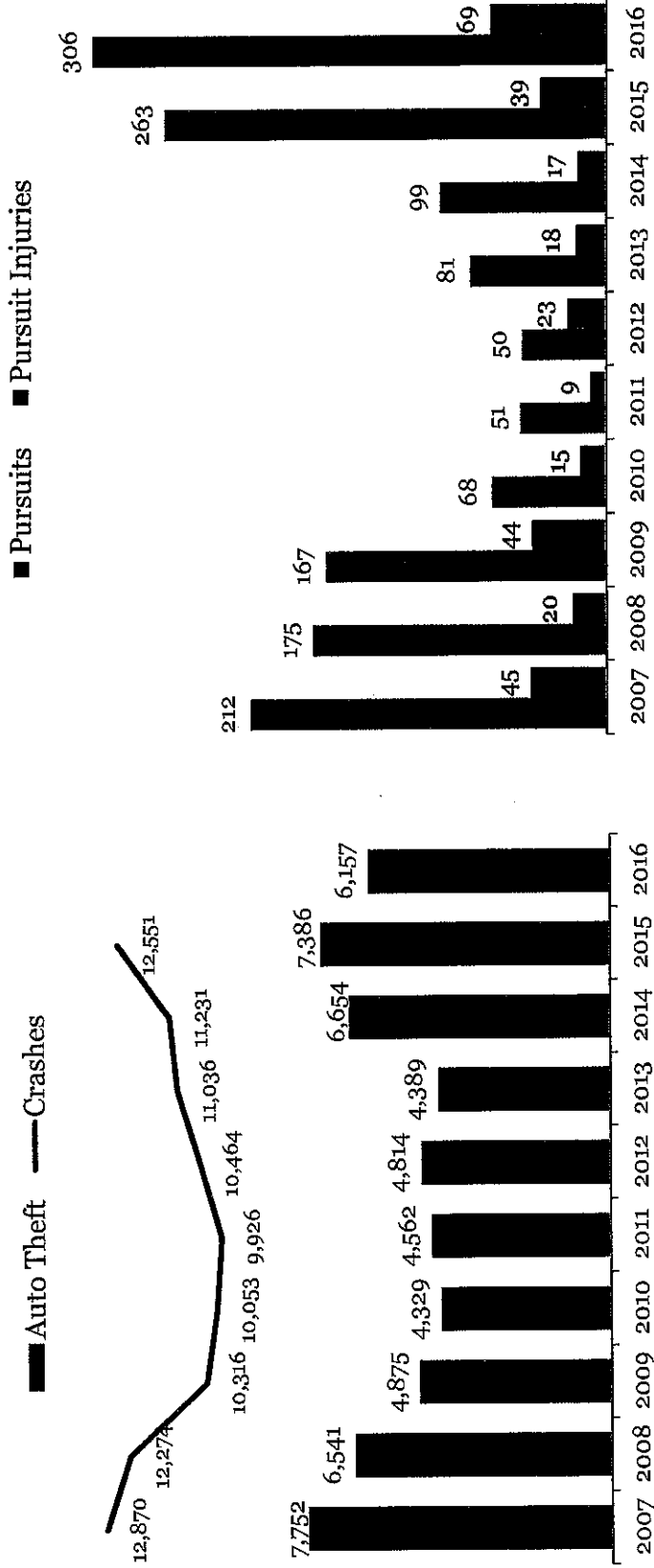
Owner's Liability Citations

- Citations for speeding, equipment violations, and registration violations are served to the driver.
- The most common owner's liability citations include: fleeing a traffic officer, failing to stop at the scene of an accident, and failing to yield to the right of way to an emergency vehicle.

Pursuits, Accidents, & Fatalities

- A ‘non-pursuit’ policy is a political statement, not a factual statement.
- 2016 (29.1%) was the second lowest year for percentage of pursuits involving an accident, and overall, has declined since 2007 (47.2%).
- In 2016, one vehicle pursuit involved a fatality.
- The pursuit policy was modified in 2010 for several reasons, most importantly, for public safety.

Auto Theft, Crashes, Pursuits, and Pursuit Injuries



Source: Pursuit data and pursuit related injuries obtained from the 2016 Fire and Police Commission Vehicle Pursuit Report, by MaryNell Regan (2017). Crash data was obtained from the MPD Public Safety Division for the City of Milwaukee. Auto thefts reflect preliminary UCR Summary Based Statistics from the WI Department of Justice for the time period of January 1, 2007 to December 31, 2016. Crash data for 2016 is not available.

Data-Driven Approaches to Crime and Traffic Safety (DDACTS)

Data-Driven Approaches to Crime and Traffic Safety (DDACTS) is a law enforcement operational model supported by a partnership among the Department of Transportation's National Highway Traffic Safety Administration and two agencies of the Department of Justice: the Bureau of Justice Assistance and the National Institute of Justice.

DDACTS integrates location-based traffic crash, crime, and other enforcement data to establish effective and efficient methods for deploying law enforcement resources.

DDACTS employs highly visible, targeted traffic enforcement to affect these areas.

This model affords communities the dual benefit of reducing traffic crashes and crime, thus reducing overall social harm.

