

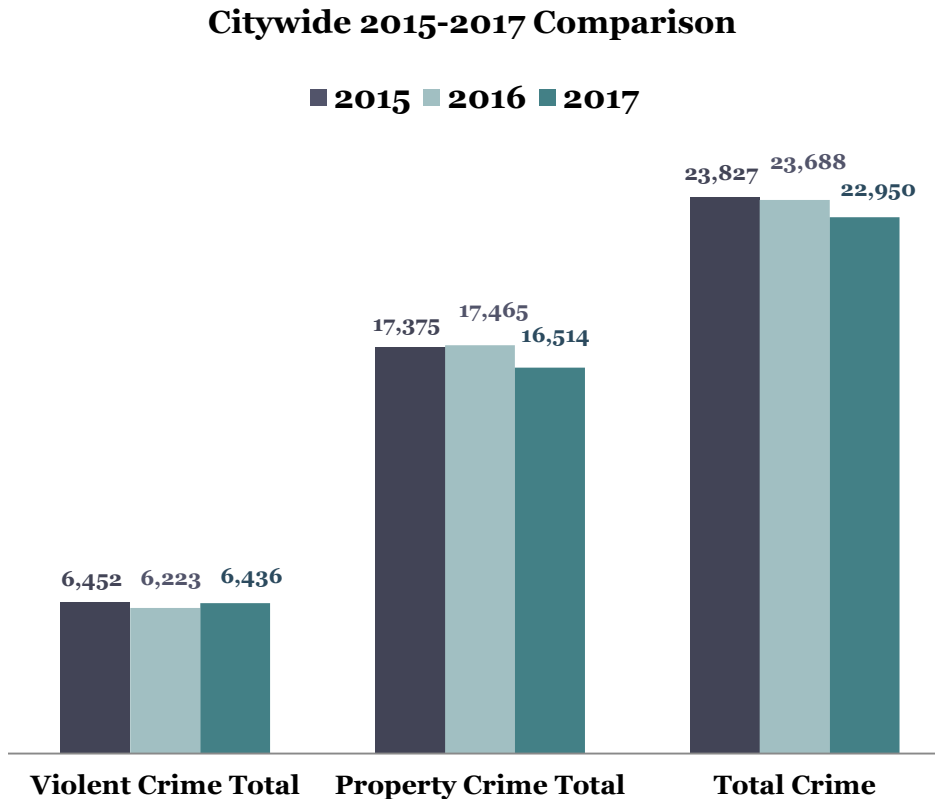
# Milwaukee Police Department Traffic Safety Initiative

Assistant Chief James Harpole  
Milwaukee Police Department



# Citywide Part 1 Crime (January 1 - October 2, 2015-2017)

Citywide Crime	2015	2016	2017	2016-2017 % Change
Homicide	113	98	93	-5%
Rape	271	292	270	-8%
Robbery	2,772	2,431	2,167	-12%
Aggravated Assault	3,296	3,402	3,906	13%
Burglary	4,205	4,179	4,325	3%
Auto Theft	5,159	4,662	4,128	-13%
Theft	7,829	8,373	7,813	-7%
Arson	182	251	248	-1%
<b>Violent Crime</b>	<b>6,452</b>	<b>6,223</b>	<b>6,436</b>	<b>3%</b>
<b>Property Crime</b>	<b>17,375</b>	<b>17,465</b>	<b>16,514</b>	<b>-6%</b>
<b>Total Crime</b>	<b>23,827</b>	<b>23,688</b>	<b>22,950</b>	<b>-3%</b>



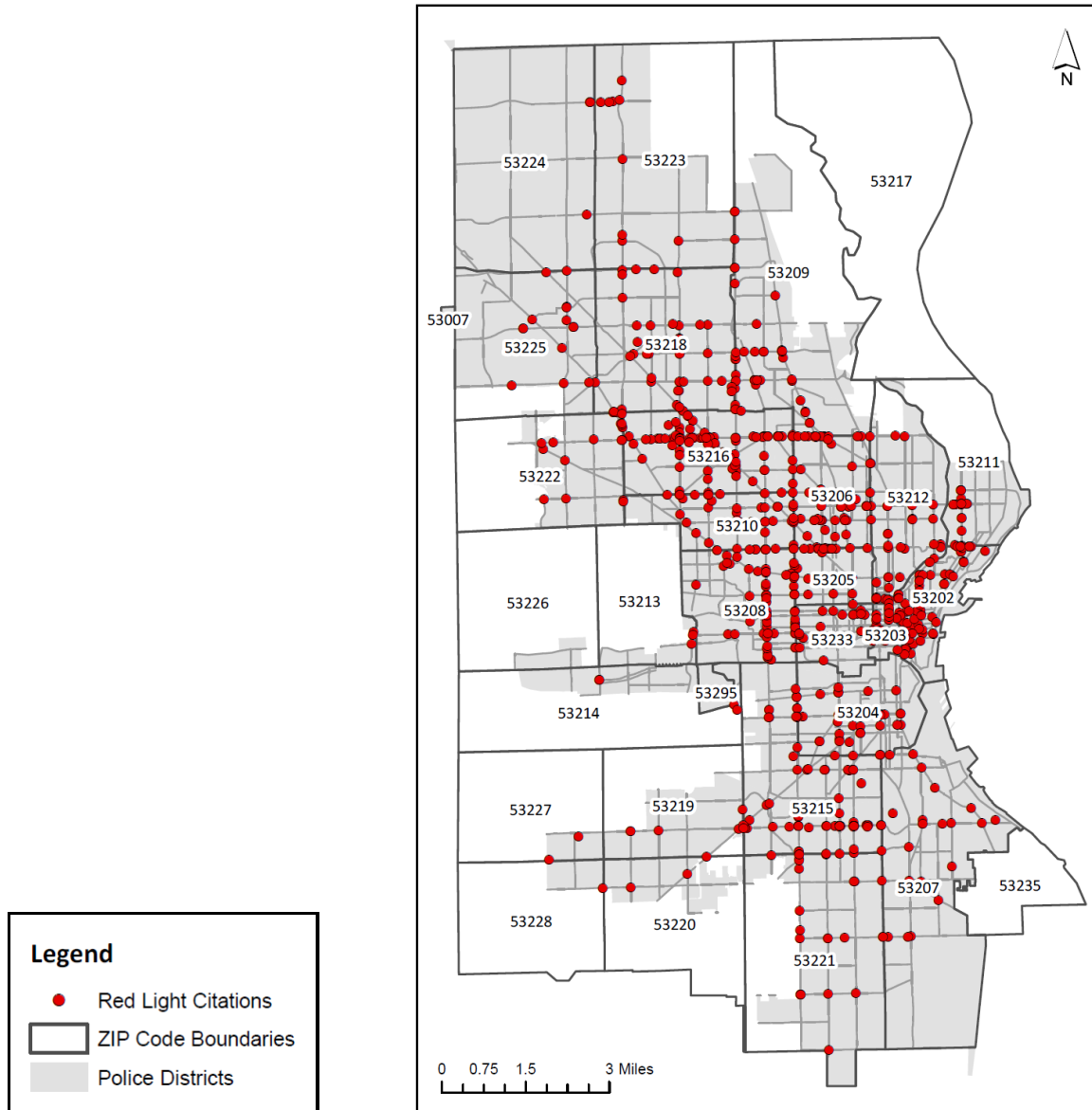
Part 1 Crime data counts distinct incidents for January 1 – October 2, 2015-2017. Violent crime includes homicide, rape, robbery and aggravated assault. Property crime includes burglary, auto theft, theft and arson. Total crime counts violent crime and property crime. Homicide data counts victims.

# Yearly Traffic Deaths

Year	Auto Driver	Auto Passenger	Motorcycle Driver	Motorcycle Passenger	Bicyclist	Pedestrian	Total
2017	16	10	5	0	1	15	47
2016	16	20	4	3	1	13	57
2015	20	15	9	1	1	18	64
2014	18	6	7	2	0	16	49
2013	13	2	8	0	0	7	30
2012	14	6	3	1	2	11	37
2011	10	5	5	0	1	12	33
2010	17	8	7	1	1	14	48
2009	9	9	8	0	0	5	31
2008	10	8	3	0	0	10	31
2007	7	5	5	0	0	17	34
2006	12	4	5	2	1	15	39
2005	14	6	3	0	0	11	34

Data provided by MPD's Crash Reconstruction Unit. Data for 2017 through October 2, 2017.

# Red Light Citations by ZIP Code (January 1 - September 24, 2017)

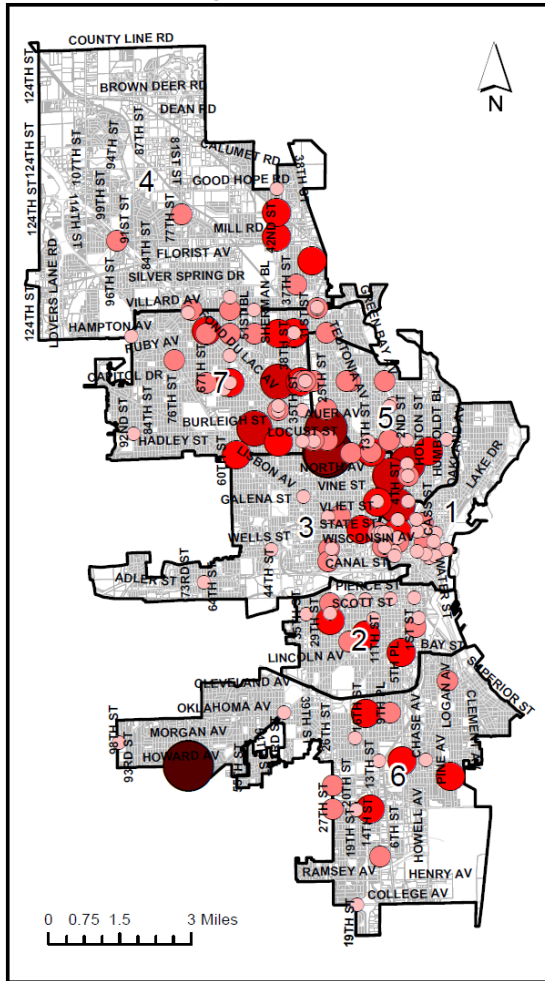


Citation 346.37(1)(c)1, for time period January 1-September 24, 2017, counted as distinct citations.

# Crashes with a Red Light Citation

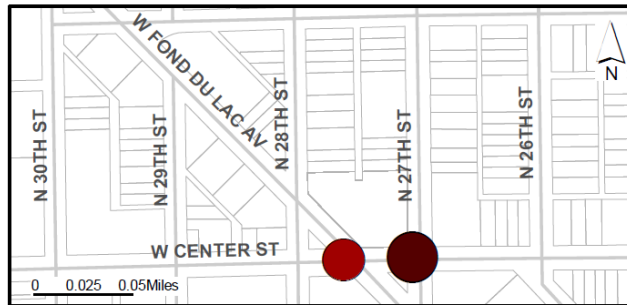
January 1 - September 24, 2017

City of Milwaukee

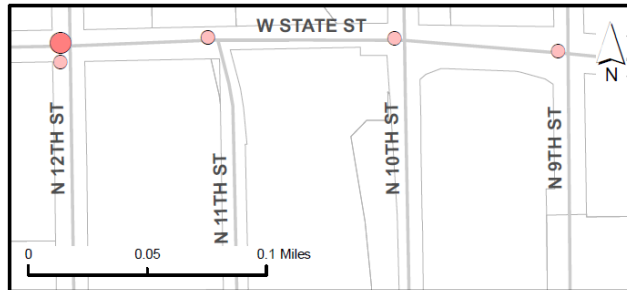


Notable Locations

W Center St. & W Fond Du Lac Av. / N 27th St.

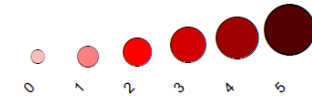


W State St. & N 9th St. / N 10th St. / N 11th St. / N 12th St.



### Legend

Persons Injured in a Crash



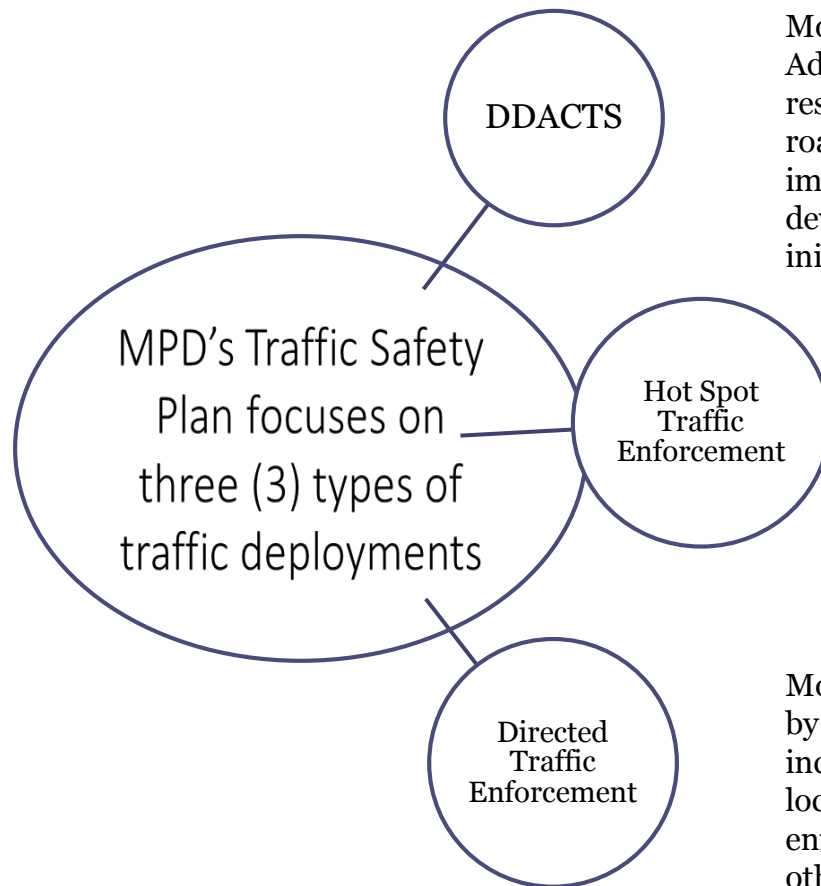
Police Districts  
Streets

City of Milwaukee	
Crashes with Red Light Citation	153
Crashes Resulting in Fatality	0
Crashes Resulting in Injury	79
Single Crash	
1 Person Injured	46
2 Persons Injured	24
3 Persons Injured	5
4 Persons Injured	2
5 Persons Injured	2

Notable Locations			
W Center St. & N 27th St.			
Crashes	1	Injuries	5
W Center St. & W Fond Du Lac Av.			
Crashes	1	Injuries	4
W Capitol Dr. & N 34th St.			
Crashes	5	Injuries	3
W State St. & N 9th St.			
Crashes	1	Injuries	0
W State St. & N 10th St.			
Crashes	1	Injuries	0
W State St. & N 11th St.			
Crashes	2	Injuries	0
W State St. & N 12th St.			
Crashes	2	Injuries	1
W Center St. & N Teutonia Av.			
Crashes	3	Injuries	4
W Villard Av. & N Teutonia Av.			
Crashes	3	Injuries	1
W Hampton Av. & N Hopkins St.			
Crashes	3	Injuries	4
<b>Total - Notable Locations</b>			
<b>Crashes</b>	<b>22</b>	<b>Injuries</b>	<b>22</b>

Crash data for time periods January 1-September 24, 2017, counted as distinct incidents. Persons injured resultant from a crash are represented by the larger and darker shaded red graduated symbols. Red light citation data, citation 346.37(1)(c), counted as distinct citations. Notable locations not also individually mapped occurred within stated cross intersection.

# MPD Traffic Safety Plan



Model designed by the National Traffic Highway Safety Administration. DDACTS deploys highly visible police resources to reduce crime, reduce crashes, create safe public roadways, and educate the public about traffic safety. MPD implements the guiding principles of DDACTS including developing governmental partnerships and evaluation of the initiative.

Tool that is a data driven and researched based model. Designed to provide a highly visible police presence in locations with high levels of violent crime and disorder. The Department's Traffic Enforcement Policy guides these deployments. This deployment method is designed not only to improve roadway safety, but also to reduce crime and disorder. Officers are encouraged, when appropriate, to give warnings over citations as a preferred outcome.

Model designed to provide traffic enforcement as directed by district commanders based upon a number of factors, including high crash locations that are not high crime locations, enforcement based on citizen complaints, enforcement based on Aldermanic Service Requests, and other circumstances as determined by district commanders.

# DDACTS Overview

- Data Driven Approaches to Crime and Traffic Safety (DDACTS) is a philosophy in which a city centered deployment model can be created.
- Effective DDACTS models will pull from best practices in crime analysis, hot spot policing, evidence based policing, and problem oriented policing.
- The overall goal is to reduce crime, traffic crashes and fatalities, which are often co-located.
- MPD developed its own model which is tailored to the dynamics of the city:
  - DDACTS zones were selected based on high crime and crash patterns. NTF also selected areas to add additional traffic enforcement.
  - DDACTS integrates location-based crime and traffic data to establish effective and efficient methods for deploying MPD resources.
  - Collection of real time and accurate data.
  - Use of traffic enforcement strategies that play a dual role in fighting crime and reducing crashes.
  - Use of geo-mapping to identify areas that have high incidences of crime and crashes.

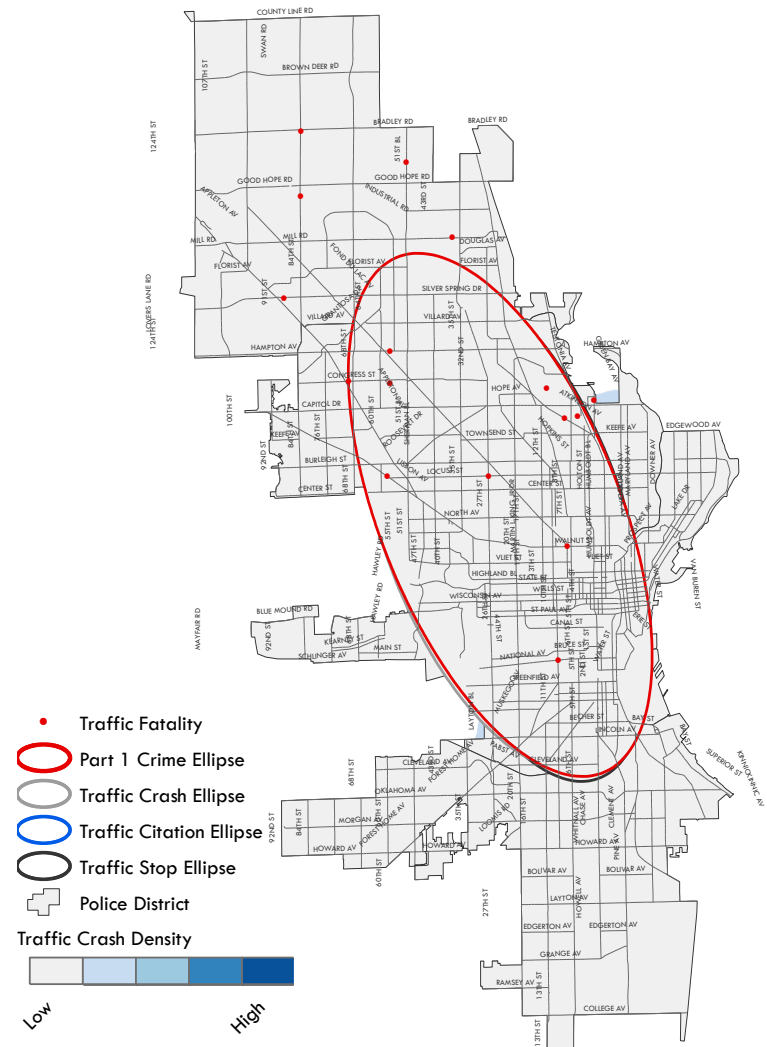
# Data-Driven Approaches to Crime and Traffic Safety (DDACTS)

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.



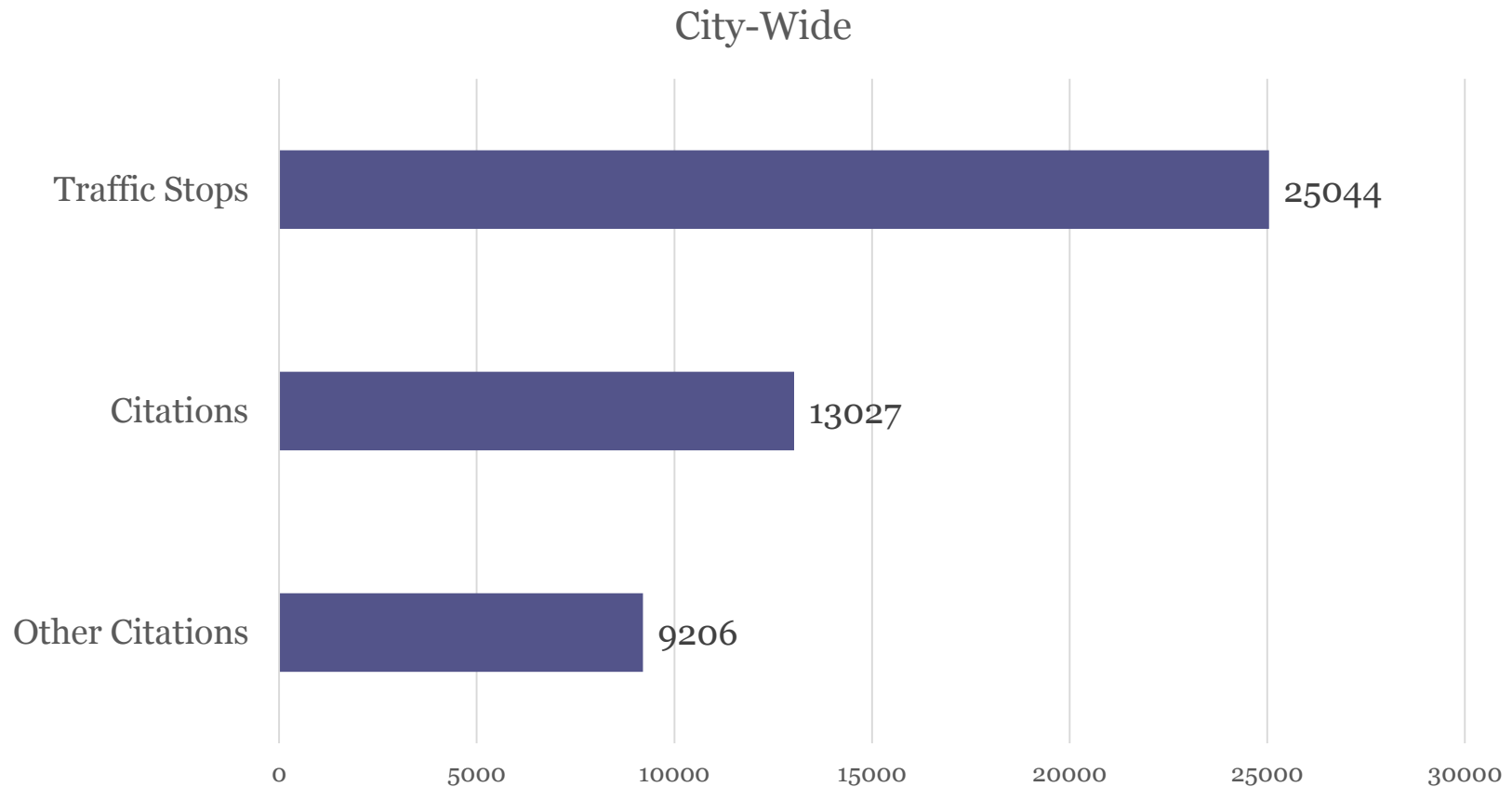


# Evaluation

- Evaluation of the Department's traffic enforcement efforts will be conducted through:
  - Analysis of enforcement activity
  - Crime and crash trends
  - Deployment locations
- Deployment areas may be modified based on findings

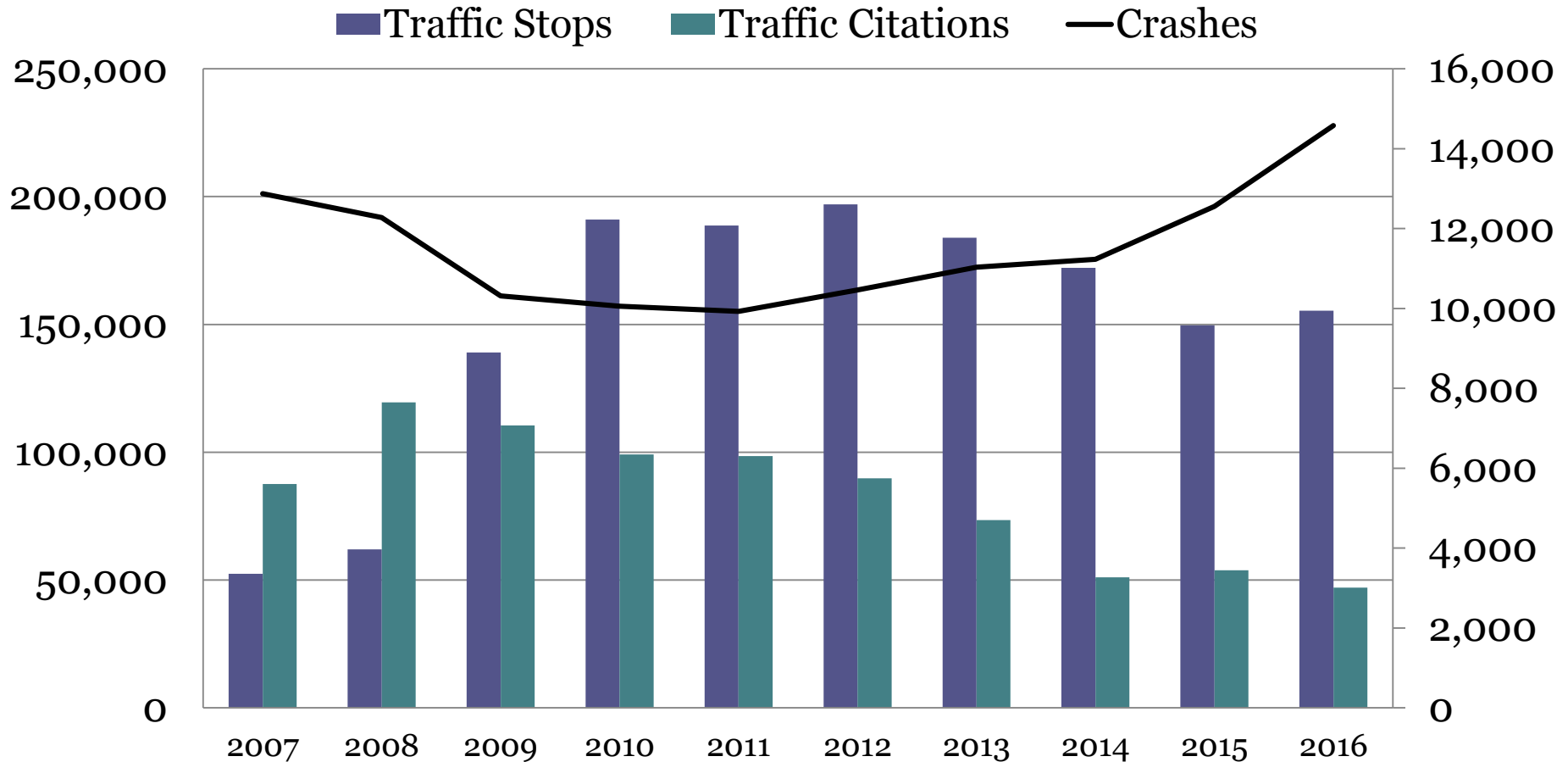
# DDACTS Data

(June 18 - September 23, 2017)



Data provided by the Neighborhood Patrol Bureau.

# Traffic Stops, Traffic Citations & Crashes



Data obtained from the MPD Traffic & Safety Division for the time period of January 1 – December 31, 2007-2016.

# Traffic Stops, Arrests & Citations

Disposition	2015	2015 % Traffic Stop	2016	2016 % Traffic Stop	2017*	2017* % Traffic Stop
Arrest	4,079	3%	3,141	2%	2,152	2%
Citation	25,897	17%	23,660	15%	19,668	19%
Arrest & Citation	29,976	20%	26,801	17%	21,820	21%

Total Traffic Stops	2015	2016	2017*
	149,721	155,441	106,236

Data obtained from the Computer Aided Dispatch and counts distinct traffic stops for the time period of January 1 – December 31, 2015 & 2016 and January 1 – October 2, 2017\*.

# Education - Traffic Safety

- Crime and Safety Meetings
- Community Block Watch Meetings
- Town Hall Meetings
- Media
- Next Door
- Community Action Days/ National Night Out
- Schools

# MPD's Proposed Engagement Efforts

- MPD is willing to work with City Traffic Engineers to analyze areas that are high in traffic accidents to develop joint solutions to address these issues.
- Invite City Traffic Engineers to attend Town Hall Meetings and Crime and Safety Meetings to listen and identify concerns of citizens and advise them on how to proceed.
- Based on citizen feedback and accident data, help facilitate their requests for “traffic calming”.