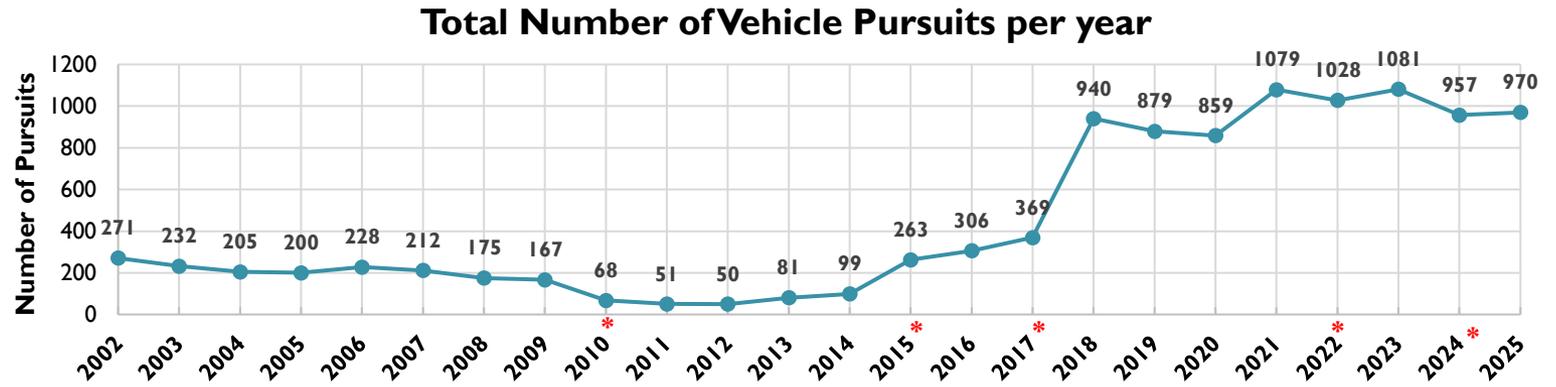


2025 Milwaukee Police Department Vehicle Pursuit Summary



January 22, 2026

Vehicle Pursuits (2002-2025)



Years with * reflect a pursuit policy change.

Pursuits by Work Location

Work Location	2024	2025	2024-2025 % Change
District 1	24	29	21%
District 2	183	184	1%
District 3	133	127	-5%
District 4	98	122	24%
District 5	177	206	16%
District 6	50	57	14%
District 7	288	241	-16%
CIB	68	52	-24%
SPD	21	59	181%
Other/Unknown	3	1	-67%
Total	957	970	1%

Pursuits

Month	2024	2025	2024-2025 % Change
January	76	108	42%
February	104	80	-23%
March	95	93	-2%
April	76	95	25%
May	85	67	-21%
June	81	78	-4%
July	58	87	50%
August	72	120	67%
September	78	74	-5%
October	87	76	-13%
November	69	63	-9%
December	76	29	-62%
Total	957	970	1%

Non-Pursuits

Month	2024	2025	2024-2025 % Change
January	136	132	-3%
February	140	125	-11%
March	122	92	-25%
April	100	89	-11%
May	114	130	14%
June	108	93	-14%
July	65	115	77%
August	139	88	-37%
September	127	97	-24%
October	74	67	-9%
November	78	45	-42%
December	80	31	-61%
Total	1,283	1,104	-14%

Reason

Reason	2024	2025	2024-2025 % Change
Traffic Offense - Reckless Vehicle	614	742	21%
Violent Felony	275	162	-41%
Wanted (Felony Crime)	0	19	NA
Drug Offense	32	17	-47%
Non-Violent Felony	19	14	-26%
Refusal to Stop	8	12	50%
Warrant	4	2	-50%
Misdemeanor Offense	3	2	-33%
Traffic Offense - Other	2	0	-100%
Total	957	970	1%

Outcome

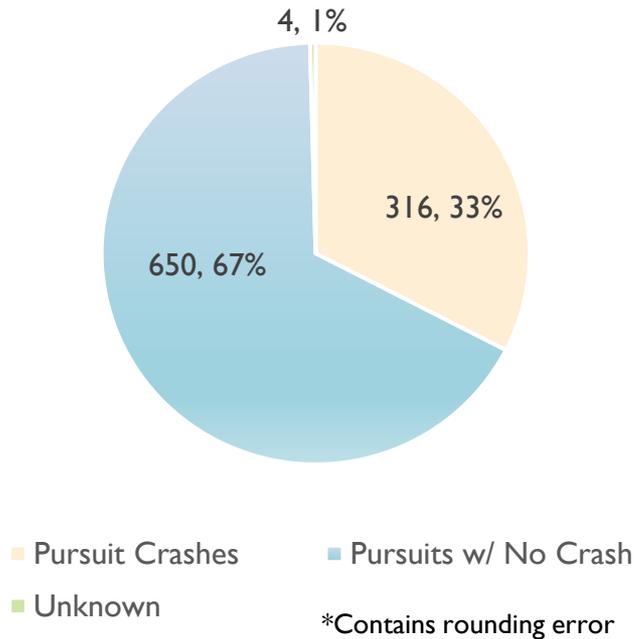
Outcome	2024	2025	2024-2025 % Change
Terminated - By Law Enforcement	311	270	-13%
Terminated - Violator Stopped	204	251	23%
Terminated - Crash	214	233	9%
Violator Escape	173	192	11%
Violator Vehicle Failure	55	24	-56%
Grand Total	957	970	1%

Arrests/Charges

Charge Category	2024	2025	2024-2025 % Change
Fleeing/Eluding	408	466	14%
Resisting/Obstructing	449	460	2%
Reckless Endangering Safety	357	402	13%
Operating w/o Consent	351	310	-12%
Drug Related Charges	219	240	10%
Weapon Related Charges	219	215	-2%
All Other Charges	154	171	11%
Traffic Related Charges	41	87	112%
Probation/Parole	67	87	30%
Total	719	747	4%

2025 Pursuit Crashes & Injuries

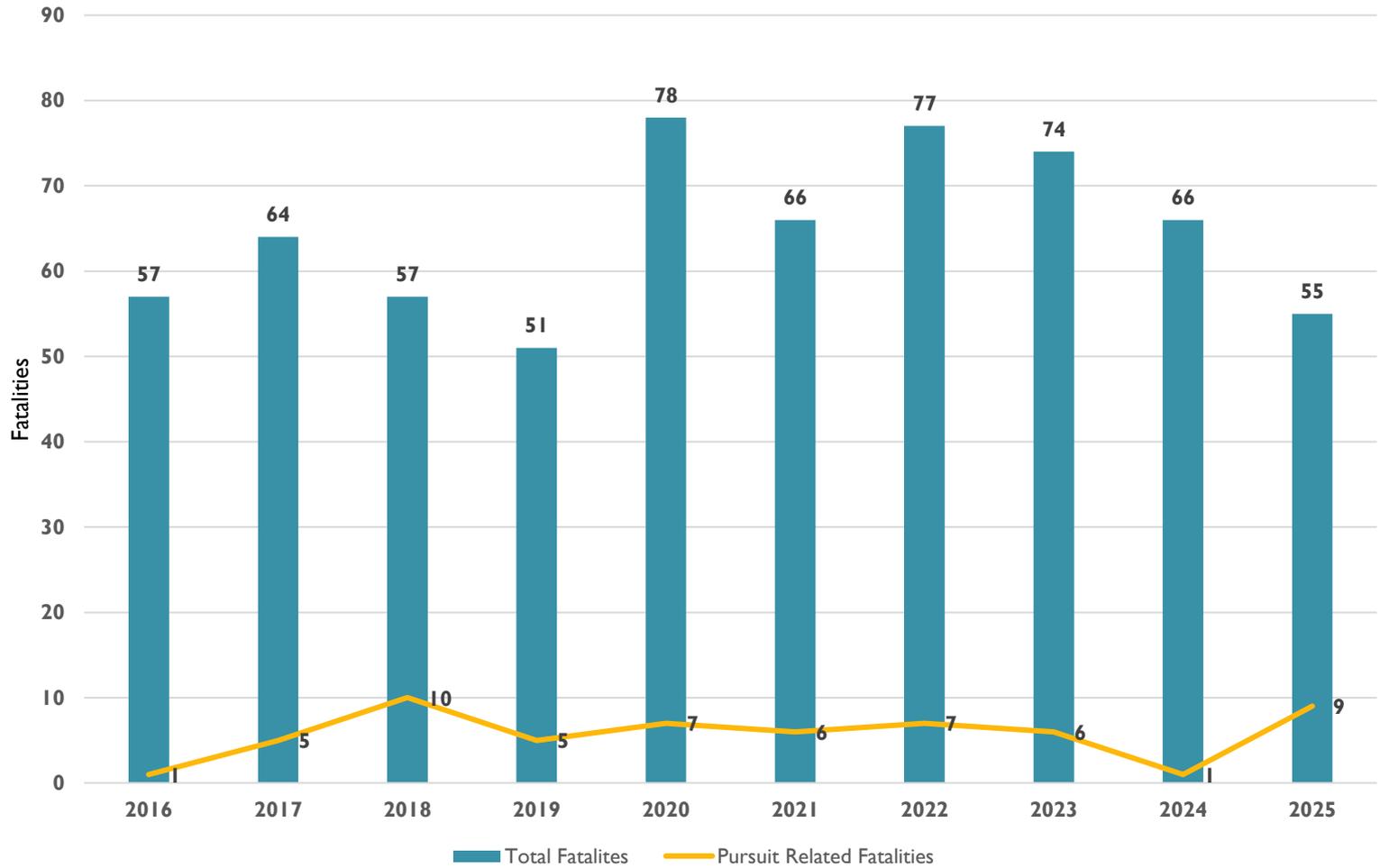
Pursuit Crashes in 2025*



- **33% (316) of incidents involved a crash**
 - 70% (222) of vehicles were pursued for reckless driving and 24% (77) for a violent felony

- 156 incidents that involved a subject who was injured
- Of all incidents, 5% (53) involved bystanders (3rd party) that were injured in 2025
 - 58% (31) of those incidents were initiated due to reckless driving. 36% (19) for violent felony
- 15 members were injured in vehicle pursuits this year (13 incidents)
 - Four incidents had two different members injured.
- 6 incidents involving 9 fatalities
 - Pursued due to reckless driving (4) and violent felony (2)

Crash Fatalities (2016-2025)



Crash fatalities were obtained from Inform RMS Central Square for the time period of 1/1/2016 – 12/31/2025

2025 Summary of Findings



AVERAGE PURSUIT DISTANCE WAS 3.71 MILES IN 2025, COMPARED TO 3.65 MILES IN 2024.



AVERAGE PURSUIT LASTED 4 MINUTES AND 34 SECONDS, COMPARED TO 4 MINUTES AND 35 SECONDS IN 2024.



AVERAGE MAXIMUM PURSUIT SPEED WAS 84.43 MPH IN 2025, COMPARED TO 84.01 MPH IN 2024

- Average age of a pursuit driver was 26 years old
- 22 subjects were involved in two or more vehicle pursuit incidents (39)
- 11 subjects (50%) were 17 yoa and younger
- Of those incidents 64% (25) were for reckless driving and 33% (13) were for a violent felony

Mitigation Tactics/Equipment

1. StarChase (GPS Solution)

2. HAAS Alert Safety Cloud

<https://www.cbs58.com/news/milwaukee-county-sheriffs-office-praises-new-system-to-alert-drivers-of-nearby-emergency-vehicles>

Tire Deflation Devices

- 2021 - 73 deployments
- 2022 - 55 deployments
- 2023 - 94 deployments
- 2024 - 88 deployments
- 2025 - 111 deployments
- 2026 - 5 deployments



SOP 660 Policy Changes

		
MILWAUKEE POLICE DEPARTMENT		
STANDARD OPERATING PROCEDURE		
660 – VEHICLE PURSUITS AND EMERGENCY VEHICLE OPERATIONS		
GENERAL ORDER: 2025-06 ISSUED: March 17, 2025	EFFECTIVE: March 17, 2025	REVIEWED/APPROVED BY: Assistant Chief Craig Sarnow DATE: December 23, 2024
ACTION: Amends General Order 2024-10 (June 3, 2024)		WILEAG STANDARD(S): 6.1.3, 6.1.4, 6.2.11

660.00 PURPOSE

The purpose of this standard operating procedure is to establish guidelines with regard to vehicle pursuits and emergency vehicle operations.

660.05 POLICY

All personnel operating department vehicles shall exercise due regard for the safety of all persons. There are no assignments or tasks of such importance that they justify the reckless disregard of the member's safety or the safety of other persons. Members must be mindful of the balance between achieving the goals of law enforcement while maintaining the public's safety.

660.10 STATUTORY GUIDELINES (WILEAG 6.1.3, 6.1.4)

A. All emergency vehicle operations shall be conducted in strict accordance with existing statutes. Police members engaged in emergency vehicle response shall simultaneously utilize both audible (siren) and visual (red/blue emergency light(s)) emergency warning equipment unless specifically exempted by statutes.

B. For maximum visibility at intersections and to avoid injuries, if the only emergency light for an unmarked police squad is a red strobe light, it shall be used only on the roof of the squad. It shall not be used in the interior of the vehicle.

C. Exemptions to the use of audible and visual emergency equipment are as follows:

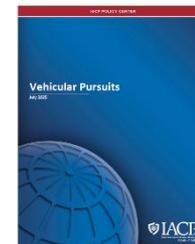
- [Wis. Stat. 6.346.03\(4\)\(a\)](#) Officers may exceed the speed limit without giving audible and visual signals when obtaining evidence of a speed violation.
- [Wis. Stat. 6.346.03\(4\)\(b\)](#) Officers may exceed the speed limit without giving audible and visual signals when responding to a call which the officer reasonably believes involves a felony in progress and the officer reasonably believes any of the following:
 - Knowledge of the officer's presence may endanger the safety of a victim or other person.
 - Knowledge of the officer's presence may cause the suspected violator to evade apprehension.

Policy can be found at:

[660-VEHICLEPURSUITSANDEMERGENCYVEHICLEOPERATIONS1.pdf](#)

660.20 (C)(5) - Additional requirements have been added for officers to initiate a vehicle pursuit for reckless driving. Vehicle speed in and of itself is not enough for a member to initiate a vehicle pursuit for reckless driving. At least one of the listed behaviors that show substantial and unreasonable risk is required as well:

- Collisions with other vehicles
- Forcing other vehicles to take evasive action to avoid collision
- Failure to stop at controlled intersections without slowing or stopping



Questions?

