



MPD VEHICLE PURSUIT AUDIT

City of Milwaukee Fire & Police Commission (FPC)

AUDIT #2024-0102

8/14/24

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EXECUTIVE SUMMARY

As part of the City of Milwaukee Fire and Police Commission’s (FPC) mission, the FPC strives to enhance public safety for its residents and promote accountability and public trust. FPC Executive Director Leon Todd requested the Audit Unit to audit the Milwaukee Police Department’s (MPD) vehicle pursuits. The goal of the audit is to increase transparency with all stakeholders and ensure and determine compliance with MPD’s Standard Operating Procedure (SOP) 660 – *Vehicle Pursuits and Emergency Vehicle Operations*. MPD SOP 660 is the foundational document to test for compliance with this audit.

Vehicle pursuits have been characterized by the United States Department of Justice as “possibly the most dangerous of all ordinary police activities.”¹ Given the inherent risk of high-speed pursuits, compliance with SOP 660 by department members is of the utmost importance. The audit scope includes vehicle pursuits initiated by MPD from January 1, 2023, to June 30, 2023. The fieldwork for the audit was conducted between January 22, 2024, and March 18, 2024.²

Purpose

As part of the FPC’s 2024 Annual Audit Schedule, an audit of vehicle pursuits will be conducted to review compliance with the Milwaukee Police Department’s SOP 660—*Vehicle Pursuits and Emergency Vehicle Operations*.

Prior Audits / Background

This is the first vehicle pursuit audit conducted by the FPC’s Audit Unit. This audit was comprised of six (6) key objectives that included a review of required notifications, documentation, supervision, body-worn cameras (BWC) and in-car camera systems, and adherence to SOP 660.

The FPC issues separate annual vehicle pursuit reports. Those reports provide statistical measures of all MPD vehicle pursuits; they are not audits that measure policy and other compliance rates. Those reports can be located on the FPC’s [website](#).

¹ U.S. Department of Justice Restrictive Policies for High-Speed Police Pursuits (1990).

² The findings described in this report are accurate as of March 18, 2024, the date field work was completed. Because of the delay between the completion of the field work and the publication of this report, it is likely that some vehicle pursuit reports that were in open status at the time have now been completed/closed. Given that the field work was completed over eight (8) months after the end point of the audit sample time period, which is far longer than any time period/deadline assessed herein, this delay does not affect the validity of the audit findings.

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Audit Population

The FPC Audit Unit obtained an electronic call for service log of the Computer Aided Dispatch (CAD) system completed “*Vehicle Pursuits*” assignments from the Tiburon WebQuery. That service log comprised a time period from January 1, 2023, to June 30, 2023.

A population of 506 vehicle pursuits was identified. The Audit Unit selected a statistically valid stratified random sample of **81** vehicle pursuits from the population. The sample was calculated using a one-tail test with a 95% confidence level and +/- 4% error rate. Research Randomizer (randomizer.org) was used to select the sample vehicle pursuits. The 81 audit samples can be located in the appendix.

RECOMMENDATIONS

The Audit Unit believes MPD would benefit from creating a *Vehicle Pursuit Committee*. MPD currently has a Use of Force Committee but lacks a committee for vehicle pursuits.

The committee could focus on, among other matters, the following:

1. Appropriateness of vehicle pursuits by department members, including members who engage in high-frequency of vehicle pursuits.
2. Proper field supervision and supervisory review of vehicle pursuits.
3. Application and effectiveness of department policies and procedures related to SOP.
4. Proper use and effectiveness of vehicle pursuits and tactics.
5. Effectiveness of vehicle pursuit training.
6. Identification of training needs and opportunities for department members.
7. Effectiveness of using technology (StarChase, Flock, Tire Deflation, etc.) to help reduce vehicle pursuits and/or the apprehension of suspect(s).
8. Provide additional oversight of vehicle pursuit reports.
9. Review and approve MPD vehicle pursuit and non-pursuit audits.
10. Review and implement FPC audit findings.
11. Identify potential issues at an early stage for the Early Intervention Program (EIP), policy reminders, remedial training, and training examples for In-service and other training.
12. Refer members for investigation for violation of SOP 660.

The following additional recommendations are based on the audit findings. They offer an opportunity for improvement in MPD’s vehicle pursuits.

Recommendations	Due Date	Objective Number
Recommendation 1: MPD should engage with the community on vehicle pursuits and reckless driving in multiple ways, including, but not limited to, monthly crime and safety meetings, town hall meetings, and reaching out to city leaders and community stakeholders.	12/15/2024	1 – 6

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Recommendation 2: MPD Administration should hold the Internal Affairs Division (IAD) accountable for reviewing and approving Vehicle Pursuit reports as required by SOP (within 14 days).	12/15/2024	6
Recommendation 3: IAD should work to reduce the backlog of vehicle pursuit reports that are still open to ensure compliance with Wis. Stat. §85.07(8) (b).	12/15/2024	1 – 6
Recommendation 4: MPD should create a Vehicle Pursuit Committee similar to the Use of Force Committee. The committee should meet regularly and review vehicle pursuits to identify potential issues at an early stage. The committee can help identify members for the Early Intervention Program (EIP), policy reminders, remedial training, and training examples for in-service and other training. See UOF Committee SOP 460.55.	12/15/2024	1 – 6
Recommendation 5 MPD should consider updating the deadline in SOP 660.20(P)(4) to allow supervisors to complete the vehicle pursuit report in the AIM system in a timelier manner.	12/15/2024	6
Recommendation 6: MPD’s Office of Risk Management – Compliance Management Section, which already conducts audits, should do annual audits on vehicle pursuits. These audits can provide transparency through annual reports.	12/15/2024	1 – 6
Recommendation 7: MPD should train supervisors how to categorize the body-worn camera and mobile data as a “Vehicle Pursuit” in the Axon system.	12/15/2024	5
Recommendation 8: MPD IAD should review the improperly documented use of force under CAD 230070169 / Sample 5.	12/15/2024	Other Related Matters
Recommendation 9: MPD IAD should add “Arrest” as an option for the vehicle pursuit report’s Details – Outcome of Pursuit field. This field currently has only the following options: Other, Terminated Fields, Violator Escape, and Violator Vehicle Failure. This additional statistical information would be beneficial.	12/15/2024	1 and 3
Recommendation 10: IAD review and investigate Samples 35 and 78.	12/15/2024	3

SUMMARY OF FINDINGS

Audit Findings

- In 98.76% (80/81) of the reviewed vehicle pursuits, the initiation of the pursuit was justified under SOP 660.20(C).
- In 91.83% (45/49) of applicable cases, MPD members terminated pursuits as required by SOP 660.20(H)(3).
- In 81 out of 81 pursuits (100%), the street supervisor filed a vehicle pursuit report in the IAD’s Administrative Investigations Management (AIM) system.
- Sixty-four (64) of the 81 pursuits (79%) were for “Reckless Driving.”
- Almost 15% of the vehicle pursuits resulted in an accident (12/81).

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- None of the samples resulted in death.
- Almost 60% (48/81) of the AIM vehicle pursuit reports were still in open status with IAD.
- MPD terminated 58.02% (47/81) of vehicle pursuits.
- A large plurality of the vehicle pursuits occurred in MPD’s District Seven.
 - 35.8% (29/81).
- The maximum speed for any single-vehicle pursuit was 117 miles per hour (mph).

DETAILED FINDINGS

Objective 1 – Justification for the Vehicle Pursuit

Vehicle pursuit initiations are at the department member's sole discretion, however, MPD’s policy and procedure limit this discretion. For a vehicle pursuit to be justified, it must meet the standards under SOP 66.20(C).

Criteria for Objective 1

MPD SOP 66.20(C)– Which states, “*Vehicle pursuits are justified when the police member knows or has probable cause to believe:*”

Objective:	MPD Standard Operating Procedure:
1.1	<i>1. The occupant(s) has committed, is committing, or is about to commit a violent felony (e.g., armed robbery, recklessly endangering safety, and other crimes against a person in which violence is an element to the felony offense) or</i>
1.2	<i>2. The specific vehicle was used in or taken during the attempt or commission of a violent felony (e.g., armed robbery, recklessly endangering safety, and other crimes against a person in which violence is an element to the felony offense); or</i>
1.3	<i>3. The vehicle or occupant(s) present a clear and immediate threat to the safety of others, and therefore, the necessity of immediate apprehension outweighs the level of danger created by the vehicle pursuit (e.g., misdemeanor shots fired incident in which a specific vehicle is described as being involved); or</i>
1.4	<i>4. The occupant(s) of the vehicle are engaged in drug dealing proximate in time to the initiation of the vehicle pursuit; or</i>
1.5	<i>5. The necessity of immediate apprehension outweighs the level of danger created by the vehicle pursuit, as in the case of the vehicle engaging in reckless driving.</i>
SOP Note:	<i>Members may initiate a vehicle pursuit for either (1) reckless driving observed by the member prior to the initiation of a traffic stop or (2) if the suspect vehicle flees while driving in a reckless manner after an attempted traffic stop for any state law or ordinance violation.”</i>

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Methodology

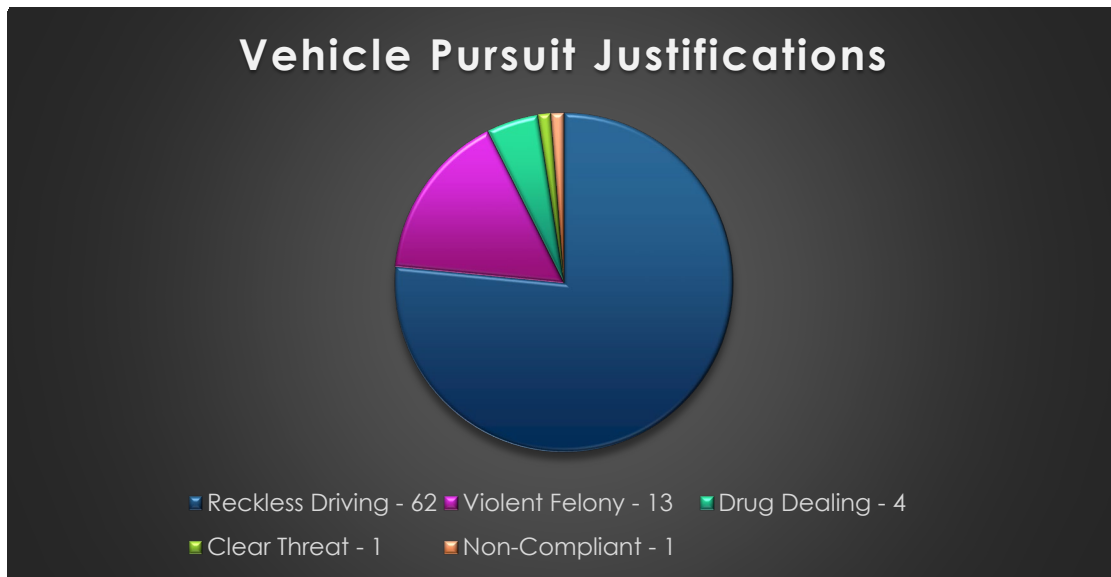
The BWC in-car video system, and/or CAD were used to determine if the department member knew they had probable cause to believe the vehicle pursuit was justified under MPD SOP 660.20(C).

The Audit Unit reviewed all 81 samples for Objective 1. Out of the 81 pursuits, 80 passed, one (1) failed, and zero (0) were not applicable, for a success rate of 98.77% (**80/81**). The reason for the one (1) failure is listed below:

Sample / CAD:	Reason for Failure:
45 / 230891588	A supervisor observed a firearm and narcotics in plain view. The member did not articulate drug dealing (Objective 1.4). The member ‘chirped’ their sirens, pursued with only their squad lights on, and drove through a red light.
<u>Authority Source:</u>	SOP 660.10: Statutory Guidelines: <i>“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.”</i>
MPD:	MPD was aware of this vehicle pursuit and conducted a counseling session with the member.

Note: The MPD member’s higher-ranked supervisor immediately terminated this pursuit.

The 81 sample justifications are broken down in the chart below:



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Results for Objective 1.1:

After reviewing the 81 vehicle pursuit samples, we determined they all applied to something other than this objective. No police member conducted a vehicle pursuit under this objective.

Results for Objective 1.2:

After reviewing the 81 vehicle pursuit samples, 13 passed, 68 were not applicable, and zero (0) failed, for a success rate of 100% (13/13). The 68 were not applicable because the police member did not conduct a vehicle pursuit under this objective.

Results for Objective 1.3:

After reviewing the 81 vehicle pursuit samples, one (1) passed, 80 were not applicable, and zero (0) failed, for a success rate of 100% (1/1). The 80 were not applicable because the police member did not conduct a vehicle pursuit under this objective.

Results for Objective 1.4:

After reviewing the 81 vehicle pursuit samples, four (4) passed, 77 were not applicable, and zero (0) failed, for a success rate of 100% (4/4). The 77 were not applicable because the police member did not conduct a vehicle pursuit under this objective.

Results for Objective 1.5:

After reviewing the 81 vehicle pursuit samples, 62 passed, 19 were not applicable, and zero (0) failed for a success rate of 100% (62/62). The 19 were not applicable because the police member did not conduct a vehicle pursuit under this objective.

Reckless Driving (1.5)

MPD SOP 660.15 (F) defines reckless driving as follows: *“No person may endanger the safety of any person or property by the negligent operation of a vehicle. Criminal negligence means the creation of a substantial and unreasonable risk of death or great bodily harm to another, of which the actor should be aware.”*

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The Audit Unit identified 62 samples classified as reckless driving. The Audit Unit further identified if the reckless driving pursuits were for either (1) reckless driving observed by the member prior to the initiation of a traffic stop or (2) if the suspect vehicle fled while driving in a reckless manner after an attempted traffic stop for any state law or ordinance violation.

- 22 of the 62 (35.48%) samples classified as “reckless driving” were for reckless driving observed prior to the initiation of a traffic stop.
- The remaining 40 (64.52%) samples involved an attempted traffic stop before the reckless driving occurred.

The chart below shows a breakdown of the 62 samples:

Sample:	VP CAD #:	Reckless Driving under Objective 1.5:
1	#230012331	No Plates
2	#230021198	Known Stolen Auto
3	#230040161	Reckless - going through a red light.
4	#230061630	No Plates
6	#230071503	No Plates
7	#230101636	Disregard red (stop) traffic light
8	#230101732	Equipment (Tint)
9	#230111476	Equipment (Tint)
10	#230130242	Reckless (70mph/30zone & in bike lane)
11	#230131537	Reckless (Sped out of gas station upon sight of police)
14	#230231314	Equipment (Tint)
17	#230340154	Reckless (Sped out of gas station upon sight of police)
18	#230341620	Reckless (Over 80mph)
19	#230360107	Tint (Pulling out of gas station)
20	#230370176	Disregard red (stop) traffic light
21	#230391453	Disregard red (stop) traffic light
22	#230460041	Reckless (50mph/25zone; wrong lane; stop violation)
23	#230460109	Reckless (Stolen driving recklessly)
24	#230470025	Reckless (High speed; stop violation)
25	#230511523	Red traffic light and almost crashed into two cars
28	#230590126	Red traffic signal
29	#230590995	Reckless (speed and wrong lane)
30	#230600811	Reckless (swerving back and forth)
31	#230601762	Reckless (weaving and running lights)
32	#230611534	Reckless (speeding and squealing tires)
33	#230620103	Red traffic signal (stop)
34	#230621493	Red traffic light

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37	#230700851	Speed (50mph/30zone)
38	#230721384	High rate of speed and no plates
40	#230801341	No plates and disregarded a stop sign
41	#230811564	No plates
43	#230851500	Known auto that fled from police five times
44	#230881326	Reckless (Wrong way on one way and speeding)
46	#230961121	Stolen Auto
47	#230990096	Speeding
49	#231010903	No plates and excessive speed
50	#231021783	Tint
52	#231031627	There are no plates, and red light
53	#231071508	Reckless (swerving / 60mph)
54	#231081589	Tint
56	#231180178	Speeding
57	#231191365	Burglary (not a violent felony).
59	#231240544	Reckless (drove at an officer & nearly hit them) Reckless (go through a stop sign at a high rate of speed)
60	#231310129	
62	#231431590	High Rate of speed.
63	#231440043	Red light violation.
64	#231441647	Fled from officers previously; then 60mph/25zone
65	#231451548	Swerving almost caused an accident.
66	#231470197	Dispatched to reckless auto racing.
68	#231621572	Reckless (speeding and going through multiple stop signs)
70	#231660195	Reckless (70mph/30zone and stop red light violation)
71	#231670034	Reckless (No headlamps, 60mph, passing)
72	#231670079	Almost struck a pedestrian
73	#231671469	Reckless (bike lane; 65-70mph, passed bus).
74	#231671506	Squealed tires and drove a high rate of speed
75	#231671513	“Suspicious” and tint
76	#231700171	Reckless and matched description of pointing and aiming a week ago
77	#231721714	Pulled away from a known drug house
78	#231780215	Reckless (90mph, red stop light, and swerving
79	#231811688	Dealer Plate w/o buying guide (window sticker)
80	#231811821	Speed (50mph/30 zone) and plates were stolen.
81	#231811864	Speeding

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Objective 2 – Pursuit Procedures

Criteria for Objective 2

MPD SOP 660.20(E) – States, “The police member initiating a pursuit shall notify the Technical Communications Division as soon as reasonably possible that a pursuit is underway and provide the following information:

Objective:	MPD Standard Operating Procedure:
2.1	a. Police unit identification
2.2	b. Location, speed, and direction of travel
2.3	c. Reason for the pursuit
2.4	d. Pursued vehicle description, including license number, if known
2.5	e. Number of occupants
2.6	f. Road conditions
2.7	g. Traffic density.”

Methodology

The BWC and/or in-car video system were used to determine if the department member initiating a pursuit notified the Technical Communications Division (TCD) that a pursuit was underway. It should be noted that Axon (the specific BWC utilized by MPD) has a pre-event buffer that does not include audio during the first 30 seconds. It is possible that a member could have provided this information to TCD during this time. The Audit Unit also utilized the CAD system as an additional way to determine if TCD documented the vehicle pursuit details. Additionally, the length of the time of the pursuit can impact the information.

Results for Objective 2.1 – 2.7:

After a review of the 81 vehicle pursuit samples, 79 passed, one (1) was not applicable, and one (1) failed, for a success rate of 98.75% (79/80). The reason for the one (1) being not applicable is that the member did not have a body-worn camera (BWC) and no in-car video existed to prove or disprove the member provided the above-listed information to the TCD. The reason for the one (1) failure is listed below:

Sample / CAD Number:	Reason for Failure:
29 / 230590995	The member said the roads were “dry,” but the car video system showed them to be wet.
Authority Source:	SOP 660.2(E)(1)(f): The police member initiating a pursuit shall notify the Technical Communications Division as soon as reasonably possible that a pursuit is underway and provide the following information: Road conditions

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SOP 660.20(E)(3):

Police members shall, as often as practicable, provide updated information to the dispatcher, such as the speed and direction of the suspect vehicle and the police vehicle, traffic density, and any other pertinent information.

Objective 2.2 – Speeds

The Audit Unit also reviewed the speeds of the 81 samples. The in-car video camera system and/or the AIM system vehicle pursuit report contain the vehicle speeds.

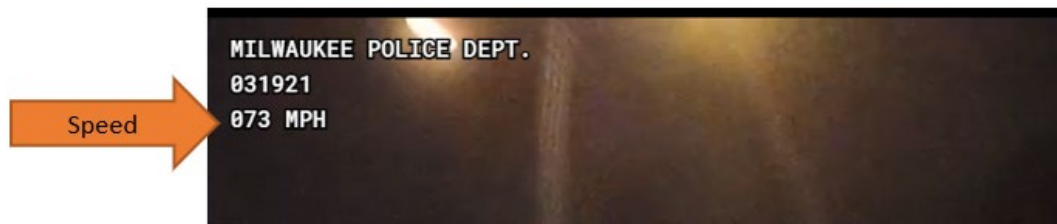
AIM Vehicle Pursuit Report

Supervisors will document the maximum speed in the AIM vehicle pursuit report's Details tab and Notes section.

Member Deceased:	No
Number of Officers:	4
Time Pursuit Started (Military Ti	21:36:57
Time Pursuit Ended (Military Tir	21:38:36
Maximum Speed:	97
Third Party Injured:	No
Reported to State:	Yes
State Report #:	06M1HG5WRC
IAS Investigation (IAD USE ON	No
IAS File # (IAD USE ONLY):	

In-Car Video Camera System

The in-car video camera system also documents the speeds of the vehicle pursuit.



It should also be noted that SOP 660.20(H)(3)(d) states that a vehicle pursuit shall be terminated by the pursuing police member or supervisor under the following circumstances:

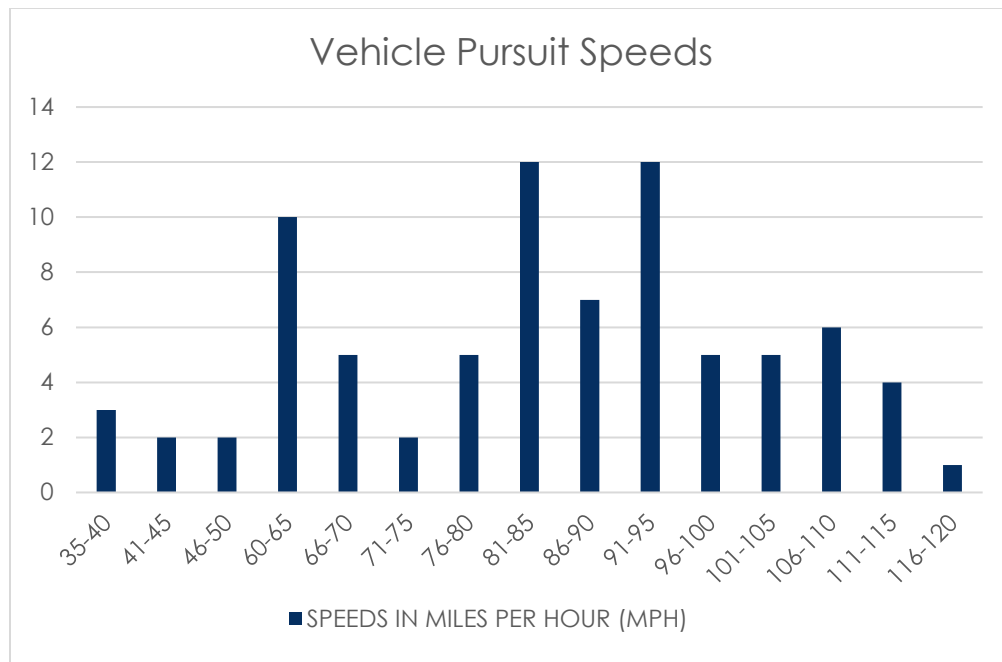
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*“If the pursued vehicle's location is no longer known or the distance between the police member and suspect is such that, **in order to continue the pursuit, it would require exceptional speeds that would place the police member and public in serious danger.**”*

Additionally, MPD SOP, Wisconsin State Statutes, and the Internal Association of Chiefs of Police (IACP) Model Policy Guidelines on vehicle pursuits state that the department member shall consider the speed and evasive tactics the suspect employs when deciding to initiate or continue a vehicle pursuit.

81 Speed Samples:

The Audit Unit broke down the maximum speed of the 81 MPD vehicle pursuits. The chart below shows the number of vehicle pursuits and the ranges of the maximum speeds.



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Objective 3 – Decision to Terminate the Pursuit

Criteria for Objective 3:

MPD SOP 660.20(H)(3) – States, “A vehicle pursuit shall be terminated by the pursuing police member or supervisor under any of the following circumstances:

Objective:	MPD Standard Operating Procedure:
3.1	<i>a. If the reason(s) for the pursuit do not meet the established criteria in section 660.20 of this policy.</i>
3.2	<i>b. If the suspect's identity has been established to the point that later apprehension can be accomplished and there is no longer any exigent need for immediate apprehension.</i>
3.3	<i>c. If the prevailing traffic, roadway, or environmental conditions so enhance the risk involved in continuing the pursuit that termination is warranted.</i>
3.4	<i>d. If the pursued vehicle's location is no longer known or the distance between the police member and suspect is such that, in order to continue the pursuit, it would require exceptional speeds that would place the police member and public in serious danger.</i>
3.5	<i>e. If the pursuing police member knows that the fleeing vehicle is being operated by a juvenile who is driving in such an unsafe manner that it is obvious the juvenile does not have the maturity to deal with the danger involved.</i>
3.6	<i>f. If the pursuing police member's vehicle or emergency equipment malfunctions.</i>
3.7	<i>g. If it is necessary to stop and render aid to one or more injured persons and no other unit is available to do so.</i>
3.8	<i>h. If directed to terminate the pursuit by a member of higher rank. (WILEAG 6.1.4.5)”</i>

Methodology

The BWC, in-car video system, and/or CAD were used to determine if the vehicle pursuit complied with MPD SOP 66.20(H)(3).

Results for Objective 3.1:

After a review of the 81 vehicle pursuit samples, zero (0) passed, 80 were not applicable, and one (1) failed for a success rate of 0% (0/1). The reason for the one (1) failure is listed below:

Sample / CAD:	Reason for Failure:
45 / 230891588	A supervisor observed a firearm and narcotics in plain view. The pursuit does not meet the established criteria in section 660.20 for this policy and was not terminated by the member in accordance with this part of the SOP.

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Note:	It should be noted that an MPD supervisor later terminated this vehicle pursuit under Objective 3.8.
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Results for Objective 3.2:

After a review of the 81 vehicle pursuit samples, 0 passed, 80 were not applicable, and one (1) failed for a success rate of 0% (0/1). The reason for the one (1) failure is listed below:

Sample / CAD:	Reason for Failure:
2 / 230021198	The driver was known, and the vehicle was being tracked. Since the suspect's identity had been established so that later apprehension could be accomplished and there was no longer any exigent need for immediate apprehension, this pursuit should have been terminated.

Results for Objective 3.3:

After reviewing the 81 vehicle pursuit samples, two (2) passed, 79 were not applicable, and zero (0) failed, for a success rate of 100% (2/2). The 79 were not applicable due to the pursuit not being terminated and/or terminated for other reasons.

Results for Objective 3.4:

After reviewing the 81 vehicle pursuit samples, 37 passed, 42 were not applicable, and two (2) failed, for a success rate of 94.87% (37/39). The 42 were not applicable due to the pursuit not being terminated and/or terminated under other reasons. The reasons for the two (2) failures are listed below.




Sample 35 / CAD 230680038

Sample 35 failed for the following reasons:



It was discovered that the department member intentionally turned off their camera nine (9) separate times. The camera automatically turns back on due to excessive speed. The member is observed driving without lights and sirens. This occurs before the vehicle pursuit. The member responds to an “*Investigation*” call that ultimately turns into a “*Vehicle Pursuit*.”

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Detailed Findings for Sample 35:

Video	Findings:	In-car Video:
11 seconds	<p>The member disregards the red traffic light with no lights and sirens on.</p> <p>When the member reaches 86 mph, they turn off their camera.</p>	
8 seconds	<p>The member's camera reactivates due to excessive speed. The member is driving 93 mph with no lights or sirens on. The member then turns their camera off.</p>	
19 seconds	<p>The member's camera reactivates due to excessive speed. They are observed going through a red traffic light without</p>	



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	lights or sirens while traveling 40 mph. The member then increases their speed to 82 mph and turns the camera off.	
6 seconds	The member's camera reactivates due to excessive speed and is observed traveling 86 mph. The member then turns their camera off.	
28 seconds	The member's camera reactivates due to excessive speed and is observed passing a citizen while doing 69 mph in a left-turn lane. The member then travels at 85 miles per hour without lights and sirens. The member then turns their camera off.	

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<p>9 seconds</p>	<p>The member's camera reactivates due to excessive speed. The member was observed traveling at 81 mph without lights and sirens. The member then turns their camera off.</p>	
<p>9 seconds</p>	<p>The member's camera reactivates due to excessive speed. The member was observed traveling at 73 mph and turned their camera off.</p>	
<p>24 seconds</p>	<p>The member's camera reactivates due to excessive speed. The member was observed passing a citizen at 65 mph without lights and sirens while in the bicycle lane. The</p>	

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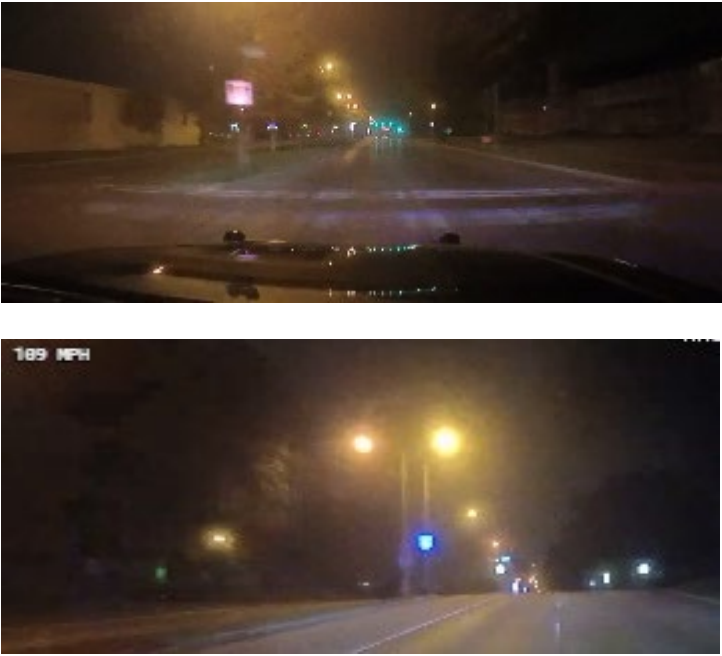
	<p>member travels to 75 mph and turns off their camera.</p>	
	<p>The member's camera reactivates due to excessive speed and is observed going through a stop sign at 73 mph. The member's lights and sirens are also off. The member then turns their camera off.</p>	
<p>4 minutes and 10 seconds</p>	<p>Pursuit Video: The member is observed traveling through a red stop light at 54 mph. During the pursuit, the subject's distance and speed placed the police member and the public in serious danger. The maximum speed for this vehicle</p>	 

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	pursuit was 117 mph.	
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Note: MPD terminated this pursuit.

Sample 78 / CAD 231780215

Reason for Failure:	Audit Evidence:
<p>The distance between the police member and the suspect was such that, in order to continue the pursuit, it required exceptional speeds that placed the police member and the public in serious danger.</p> <p>The speed of this pursuit reached 109 mph.</p>	<p>The video shows the distance between the officer and the subject and the exceptional speeds.</p> 

Note: MPD terminated this pursuit.

Results for Objective 3.5:

After reviewing the 81 vehicle pursuit samples, we determined that all 81 were not applicable because the pursuit was not terminated and/or terminated for other reasons.

Results for Objective 3.6:

After reviewing the 81 vehicle pursuit samples, we determined that none were applicable because the pursuing police member's vehicle or emergency equipment had no malfunctions.

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Results for Objective 3.7:

After reviewing the 81 vehicle pursuit samples, we determined that all 81 samples were not applicable because it was unnecessary to stop and render aid to one or more injured persons.

Results for Objective 3.8:

After a review of the 81 vehicle pursuit samples, six (6) passed, 75 were not applicable, and zero (0) failed, for a success rate of 100% (6/6). The 75 were not applicable due to the pursuit not being terminated and/or terminated for other reasons.

Objective 4 – Supervision

Criteria for Objective 4:

MPD SOP 660.20(E) – States:

Objective:	MPD Standard Operating Procedure:
4.1	<i>“4. <u>A field supervisor or higher authority must acknowledge that he/she is aware of and monitoring the pursuit as soon as practicable after a pursuit is initiated.</u></i>
4.2	<i>5. <u>If a supervisor fails to acknowledge the pursuit within a reasonable period of time after initiation, as determined by the <u>Technical Communications Division supervisor, he/she shall terminate the pursuit.</u>”</u></i>

Methodology

The BWC, in-car video system, and/or CAD were used to determine if the supervisor or higher authority acknowledged that he/she was aware of the vehicle pursuit. If the supervisor failed to acknowledge the vehicle pursuit, the Audit Unit used the body-worn camera (BWC), in-car video system, and/or CAD to determine if TCD terminated the pursuit.

Results for Objective 4.1:

After a review of the 81 vehicle pursuit samples, 79 passed, one (1) was not applicable, and one (1) failed, for a success rate of 98.75% (79/80). The reasons for the failure and not applicable are listed below:

Sample / CAD:	Reason for Failure:
27 / 230580156	<p>A field supervisor or higher authority did not acknowledge that he/she was aware of and monitoring the pursuit as soon as practicable after it was initiated.</p> <p>TCD supervisor canceled this pursuit within a reasonable period of time after initiation, as determined (<i>See Objective 4.2</i>).</p>

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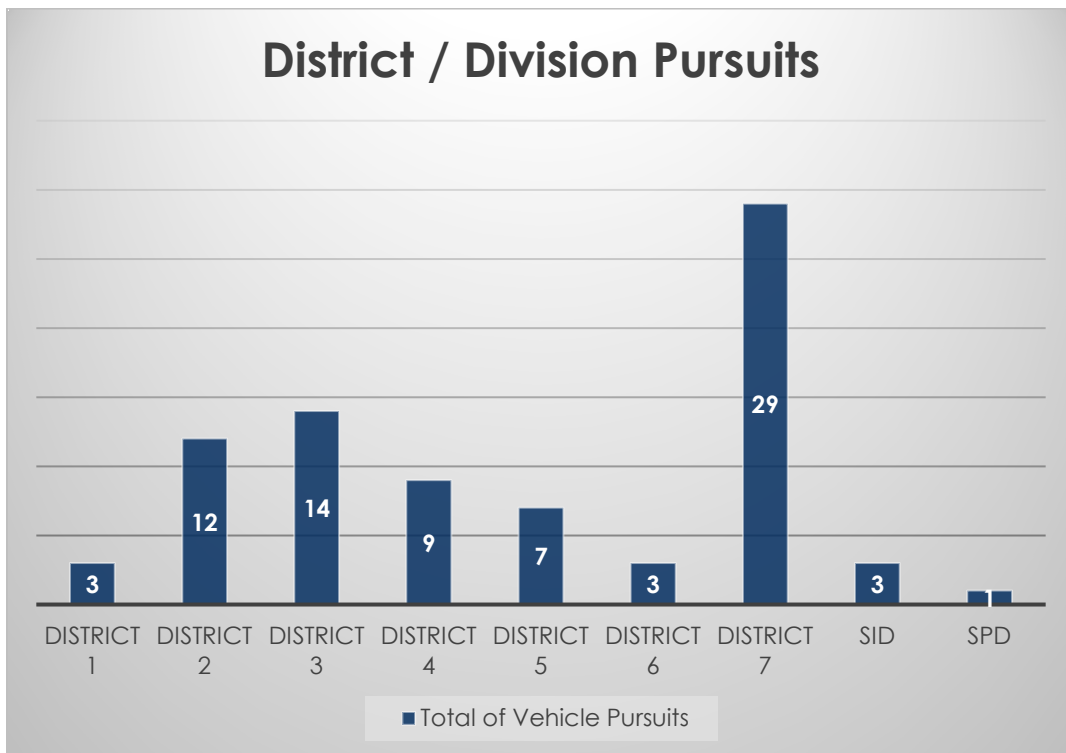
Sample / CAD:	Reason for Not Applicable:
37 / 230700851	The pursuit lasted approximately 30 seconds. The timing prevented a field supervisor from getting on the radio after the pursuit was initiated.

Results for Objective 4.2:

After a review of the 81 vehicle pursuit samples, one (1) passed, 80 were not applicable, and zero (0) failed, for a success rate of 100% (1/1). The reason for the 80 being not applicable was due to a field supervisor acknowledging that he/she is aware of and monitoring the pursuit as soon as practicable after the pursuit was initiated.

Pursuits by Districts/Divisions

The Audit Unit divided the 81 MPD vehicle pursuits into districts/divisions in which they occurred. The chart below shows the number of vehicle pursuits for each district.



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Objective 5 – Documentation

Criteria for Objective 5.1 (Supervisors)

MPD SOP 660.20(P)(3) – Which states: “*The **supervisor** shall document in the Notes section of the AIM report the following, but not limited to, information:*

Objective:	MPD Standard Operating Procedure:
5.1	<i>a. Reason for the initial stop.</i>
5.2	<i>b. Reason for the pursuit.</i>
5.3	<i>c. Location where the pursuit started.</i>
5.4	<i>d. Location where the pursuit was terminated.</i>
5.5	<i>e. Statements shall be separately obtained and documented from officers, witnesses, and suspects.</i>
5.6	<i>f. Review of body-worn camera video and mobile data video / audio recording equipment. Supervisors shall include a time stamp(s) in their report indicating the specific times of significant events captured by video. Supervisors shall verify the officer(s) statements reflect what occurred in the video evidence.</i>
5.7	<i>g. If video evidence of the pursuit is not available, document the route of the pursuit.</i>
5.8	<i>h. Suspect information including the suspect’s probation / parole status, driver license status, and any criminal charge(s) and ordinance violation(s) the suspect is being arrested for pursuant to the pursuit.</i>
5.9	<i>i. Evidence observed and/or collected at the scene.</i>
5.10	<i>8. The supervisor shall ensure the body-worn camera and mobile data video/audio recording video is categorized as a “Vehicle Pursuit” in the Axon system.””</i>

Methodology

The AIM system was used to locate the corresponding closed status vehicle pursuit report. The ‘notes’ section of the AIM report was then reviewed for the inclusion of the vehicle pursuit information under SOP 660.20(P)(3).

Results for Objective 5.1 to 5.8:

After reviewing the 81 vehicle pursuit samples, 33 passed, zero (0) were not applicable, and 48 failed, for a success rate of 40.74% (33/81). The reason for the 48 failures is that the AIM vehicle pursuit reports are in IAD open status.

Results for Objective 5.9:

After reviewing the 81 vehicle pursuit samples, 13 passed, 20 were not applicable, and 48 failed, for a success rate of 21.31% (13/61). The 48 failures are due to the AIM vehicle pursuit reports

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being in IAD open status. The 20 were not applicable due to the vehicle getting away and no evidence being obtained and/or collected.

Results for Objective 5.10:

After a review of the 81 vehicle pursuit samples, 52 passed, one (1) was not applicable, and 28 failed, for a success rate of 65% (52/80). One (1) was not applicable because the member did not have a BWC or in-car video. The reasons for the 28 failures are listed below:

CAD	Reason for Failures:
#230012331	0/8 videos categorized
#230021198	0/19 videos categorized
#230040161	0/4 videos categorized
#230061630	0/48 videos categorized
#230101636	0/11 videos categorized
#230101732	0/44 videos categorized
#230170314	0/25 videos categorized
#230231314	0/4 videos categorized
#230271430	0/76 videos categorized
#230360107	0/6 videos categorized
#230370176	0/12 videos categorized
#230391453	0/45 videos categorized
#230460109	0/3 videos categorized
#230580156	0/7 videos categorized
#230590995	0/4 videos categorized
#230600811	0/13 videos categorized
#230601762	1/59 videos categorized
#230801341	0/26 videos categorized
#230811564	0/44 videos categorized
#230881326	0/9 videos categorized
#230891588	0/4 videos categorized
#231031089	0/93 videos categorized
#231151854	0/38 videos categorized
#231440043	0/4 videos categorized
#231641247	0/48 videos categorized
#231671513	1/11 videos categorized
#231700171	0/7 videos categorized
#231811864	1/34 videos categorized

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Criteria for Objective 5.2 (Commanding Officer)

MPD SOP 66.20(Q)(1) – Which states:

Objective:	MPD Standard Operating Procedure:
5.2	<i>The member's commanding officer shall review the AIM System Vehicle Pursuit Report and enter a recommendation under "Incident Tracking". These reports shall be forwarded through "Incident Tracking" and general information "Status" directly to the appropriate supervisor of the Internal Affairs Division – Risk Management.</i>

Methodology

The AIM system was used to locate the corresponding closed status vehicle pursuit report. The tracking section of the AIM report was then reviewed for recommendations. The recommendation in the tracking tab on the final disposition of the incident was reviewed for compliance.

Results for Objective 5.2:

After a review of the 81 vehicle pursuit samples, four (4) passed, zero (0) were not applicable, and 76 failed, for a success rate of 4.94% (4/81). The reasons for the 77 failures are listed below:

Sample:	CAD:	Reason for Objective 5.2 Failure:
3	#230040161	RECOMMENDATION BLANK
4	#230061630	RECOMMENDATION BLANK
5	#230070169	RECOMMENDATION BLANK
7	#230101636	FAILED BECAUSE REPORT STILL OPEN BY IAD
8	#230101732	RECOMMENDATION BLANK
9	#230111476	RECOMMENDATION BLANK
10	#230130242	RECOMMENDATION BLANK
11	#230131537	RECOMMENDATION BLANK
12	#230170314	RECOMMENDATION BLANK
13	#230231204	RECOMMENDATION BLANK
14	#230231314	RECOMMENDATION BLANK
15	#230271430	RECOMMENDATION BLANK
16	#230321358	RECOMMENDATION IS MARKED "OTHER" BUT NOTES DO NOT ARTICULATE OTHER.
17	#230340154	RECOMMENDATION BLANK
19	#230360107	RECOMMENDATION BLANK
20	#230370176	RECOMMENDATION BLANK
21	#230391453	RECOMMENDATION BLANK
22	#230460041	RECOMMENDATION BLANK
23	#230460109	RECOMMENDATION BLANK

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24	#230470025	RECOMMENDATION BLANK
25	#230511523	RECOMMENDATION BLANK
26	#230551117	RECOMMENDATION BLANK
27	#230580156	RECOMMENDATION BLANK
28	#230590126	RECOMMENDATION BLANK
29	#230590995	RECOMMENDATION BLANK
30	#230600811	RECOMMENDATION BLANK
31	#230601762	RECOMMENDATION BLANK
32	#230611534	RECOMMENDATION BLANK
33	#230620103	RECOMMENDATION BLANK
34	#230621493	RECOMMENDATION BLANK
35	#230680038	FAILED BECAUSE REPORT STILL OPEN BY IAD
36	#230691315	FAILED BECAUSE REPORT STILL OPEN BY IAD
37	#230700851	FAILED BECAUSE REPORT STILL OPEN BY IAD
38	#230721384	FAILED BECAUSE REPORT STILL OPEN BY IAD
39	#230760130	FAILED BECAUSE REPORT STILL OPEN BY IAD
40	#230801341	FAILED BECAUSE REPORT STILL OPEN BY IAD
41	#230811564	FAILED BECAUSE REPORT STILL OPEN BY IAD
42	#230820209	FAILED BECAUSE REPORT STILL OPEN BY IAD
43	#230851500	FAILED BECAUSE REPORT STILL OPEN BY IAD
44	#230881326	FAILED BECAUSE REPORT STILL OPEN BY IAD
45	#230891588	FAILED BECAUSE REPORT STILL OPEN BY IAD
46	#230961121	FAILED BECAUSE REPORT STILL OPEN BY IAD
47	#230990096	FAILED BECAUSE REPORT STILL OPEN BY IAD
48	#230990980	FAILED BECAUSE REPORT STILL OPEN BY IAD
49	#231010903	FAILED BECAUSE REPORT STILL OPEN BY IAD
50	#231021783	FAILED BECAUSE REPORT STILL OPEN BY IAD
51	#231031089	FAILED BECAUSE REPORT STILL OPEN BY IAD
52	#231031627	FAILED BECAUSE REPORT STILL OPEN BY IAD
53	#231071508	FAILED BECAUSE REPORT STILL OPEN BY IAD
54	#231081589	FAILED BECAUSE REPORT STILL OPEN BY IAD
55	#231151854	FAILED BECAUSE REPORT STILL OPEN BY IAD
56	#231180178	FAILED BECAUSE REPORT STILL OPEN BY IAD
57	#231191365	FAILED BECAUSE REPORT STILL OPEN BY IAD
58	#231211714	FAILED BECAUSE REPORT STILL OPEN BY IAD
59	#231240544	FAILED BECAUSE REPORT STILL OPEN BY IAD
60	#231310129	FAILED BECAUSE REPORT STILL OPEN BY IAD
61	#231351447	FAILED BECAUSE REPORT STILL OPEN BY IAD
62	#231431590	FAILED BECAUSE REPORT STILL OPEN BY IAD
63	#231440043	FAILED BECAUSE REPORT STILL OPEN BY IAD
64	#231441647	FAILED BECAUSE REPORT STILL OPEN BY IAD
65	#231451548	FAILED BECAUSE REPORT STILL OPEN BY IAD

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66	#231470197	FAILED BECAUSE REPORT STILL OPEN BY IAD
67	#231540222	FAILED BECAUSE REPORT STILL OPEN BY IAD
68	#231621572	FAILED BECAUSE REPORT STILL OPEN BY IAD
69	#231641247	FAILED BECAUSE REPORT STILL OPEN BY IAD
70	#231660195	FAILED BECAUSE REPORT STILL OPEN BY IAD
71	#231670034	FAILED BECAUSE REPORT STILL OPEN BY IAD
72	#231670079	FAILED BECAUSE REPORT STILL OPEN BY IAD
73	#231671469	FAILED BECAUSE REPORT STILL OPEN BY IAD
74	#231671506	FAILED BECAUSE REPORT STILL OPEN BY IAD
75	#231671513	FAILED BECAUSE REPORT STILL OPEN BY IAD
76	#231700171	FAILED BECAUSE REPORT STILL OPEN BY IAD
77	#231721714	FAILED BECAUSE REPORT STILL OPEN BY IAD
78	#231780215	FAILED BECAUSE REPORT STILL OPEN BY IAD
79	#231811688	FAILED BECAUSE REPORT STILL OPEN BY IAD
80	#231811821	FAILED BECAUSE REPORT STILL OPEN BY IAD
81	#231811864	FAILED BECAUSE REPORT STILL OPEN BY IAD

Objective 6 – Due Dates

Criteria for Objective 6:

MPD SOP 660.20(P) – Which states:

Objective:	MPD Standard Operating Procedure:
6.1	3. Vehicle Pursuit Reports are to be completed and tracked to the appropriate supervisor/shift commander within 3 days of the incident.
6.2	5. Reports shall be thoroughly completed and reviewed within thirty (30) days following the date the incident occurred and then tracked to the Internal Affairs Division – Risk Management.
6.3	6. Internal Affairs Division shall review the reports within fourteen (14) days following the receipt from the commanding officer of the work location.

Methodology

The AIM system was used to locate the corresponding *closed* status vehicle pursuit report. The tracking section of the AIM report was then reviewed for completed dates.

Results for Objective 6.1:

After a review of the 81 vehicle pursuit samples, 17 passed, zero (0) were not applicable, and 64 failed, for a success rate of 20.99% (17/81). The reasons for the failures are listed below.

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Sample:	CAD:	Reason for Failure:
4	#230061630	Tracking shows 1/6 to 1/12 (6 days)
5	#230070169	Tracking show 1/7 to 1/13 (6 days)
6	#230071503	Tracking shows 1/7 to 1/13 (6 days)
7	#230101636	REPORT STILL OPEN BY IAD
15	#230271430	Tracking shows 1/27 to 2/9 (13 days)
16	#230321358	Tracking shows 2/1 to 2/16 (13 days)
17	#230340154	Tracking shows 2/3 to 2/27 (24 days)
18	#230341620	Tracking show 2/3 to 2/9 (6 days)
19	#230360107	Tracking shows 2/5 to 2/10 (5 days)
20	#230370176	Tracking shows 2/6 to 2/12(6 days)
22	#230460041	Tracking shows 2/15 to 2/22 (7 days)
25	#230511523	Tracking shows 2/20 to 2/25 (5 days)
26	#230551117	Tracking shows 2/24 to 3/5 (9 days)
27	#230580156	Tracking shows 2/27 to 3/15 (16 days)
30	#230600811	Tracking shows 3/1 to 3/7 (6 days)
32	#230611534	Tracking shows 3/2 to 3/21 (19 days)
33	#230620103	Tracking shows 3/3 to 3/16 (13 days)
35	#230680038	REPORT STILL OPEN BY IAD
36	#230691315	REPORT STILL OPEN BY IAD
37	#230700851	REPORT STILL OPEN BY IAD
38	#230721384	REPORT STILL OPEN BY IAD
39	#230760130	REPORT STILL OPEN BY IAD
40	#230801341	REPORT STILL OPEN BY IAD
41	#230811564	REPORT STILL OPEN BY IAD
42	#230820209	REPORT STILL OPEN BY IAD
43	#230851500	REPORT STILL OPEN BY IAD
44	#230881326	REPORT STILL OPEN BY IAD
45	#230891588	REPORT STILL OPEN BY IAD
46	#230961121	REPORT STILL OPEN BY IAD
47	#230990096	REPORT STILL OPEN BY IAD
48	#230990980	REPORT STILL OPEN BY IAD
49	#231010903	REPORT STILL OPEN BY IAD
50	#231021783	REPORT STILL OPEN BY IAD
51	#231031089	REPORT STILL OPEN BY IAD
52	#231031627	REPORT STILL OPEN BY IAD
53	#231071508	REPORT STILL OPEN BY IAD
54	#231081589	REPORT STILL OPEN BY IAD
55	#231151854	REPORT STILL OPEN BY IAD
56	#231180178	REPORT STILL OPEN BY IAD
57	#231191365	REPORT STILL OPEN BY IAD

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58	#231211714	REPORT STILL OPEN BY IAD
59	#231240544	REPORT STILL OPEN BY IAD
60	#231310129	REPORT STILL OPEN BY IAD
61	#231351447	REPORT STILL OPEN BY IAD
62	#231431590	REPORT STILL OPEN BY IAD
63	#231440043	REPORT STILL OPEN BY IAD
64	#231441647	REPORT STILL OPEN BY IAD
65	#231451548	REPORT STILL OPEN BY IAD
66	#231470197	REPORT STILL OPEN BY IAD
67	#231540222	REPORT STILL OPEN BY IAD
68	#231621572	REPORT STILL OPEN BY IAD
69	#231641247	REPORT STILL OPEN BY IAD
70	#231660195	REPORT STILL OPEN BY IAD
71	#231670034	REPORT STILL OPEN BY IAD
72	#231670079	REPORT STILL OPEN BY IAD
73	#231671469	REPORT STILL OPEN BY IAD
74	#231671506	REPORT STILL OPEN BY IAD
75	#231671513	REPORT STILL OPEN BY IAD
76	#231700171	REPORT STILL OPEN BY IAD
77	#231721714	REPORT STILL OPEN BY IAD
78	#231780215	REPORT STILL OPEN BY IAD
79	#231811688	REPORT STILL OPEN BY IAD
80	#231811821	REPORT STILL OPEN BY IAD
81	#231811864	REPORT STILL OPEN BY IAD

Results for Objective 6.2:

After a review of the 81 vehicle pursuit samples, 27 passed, zero (0) were not applicable, and 54 failed, for a success rate of 33.33% (27/81). The reasons for the 54 failures are listed below:

Sample:	CAD:	Reason for Failure:
5	#230070169	Tracking shows 1/7 TO 3/5 (58 days)
7	#230101636	REPORT STILL OPEN BY IAD
9	#230111476	Tracking shows 1/19 to 9/4 (228 days)
12	#230170314	Tracking shows 1/17 to 2/8 (33 days)
13	#230231204	Tracking shows 1/23 to 2/27 (34 days)
16	#230321358	Tracking shows 2/1 to 3/6 (33 days)
20	#230370176	Tracking shows 2/6 to 5/8 (91 days)
35	#230680038	REPORT STILL OPEN BY IAD
36	#230691315	REPORT STILL OPEN BY IAD

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37	#230700851	REPORT STILL OPEN BY IAD
38	#230721384	REPORT STILL OPEN BY IAD
39	#230760130	REPORT STILL OPEN BY IAD
40	#230801341	REPORT STILL OPEN BY IAD
41	#230811564	REPORT STILL OPEN BY IAD
42	#230820209	REPORT STILL OPEN BY IAD
43	#230851500	REPORT STILL OPEN BY IAD
44	#230881326	REPORT STILL OPEN BY IAD
45	#230891588	REPORT STILL OPEN BY IAD
46	#230961121	REPORT STILL OPEN BY IAD
47	#230990096	REPORT STILL OPEN BY IAD
48	#230990980	REPORT STILL OPEN BY IAD
49	#231010903	REPORT STILL OPEN BY IAD
50	#231021783	REPORT STILL OPEN BY IAD
51	#231031089	REPORT STILL OPEN BY IAD
52	#231031627	REPORT STILL OPEN BY IAD
53	#231071508	REPORT STILL OPEN BY IAD
54	#231081589	REPORT STILL OPEN BY IAD
55	#231151854	REPORT STILL OPEN BY IAD
56	#231180178	REPORT STILL OPEN BY IAD
57	#231191365	REPORT STILL OPEN BY IAD
58	#231211714	REPORT STILL OPEN BY IAD
59	#231240544	REPORT STILL OPEN BY IAD
60	#231310129	REPORT STILL OPEN BY IAD
61	#231351447	REPORT STILL OPEN BY IAD
62	#231431590	REPORT STILL OPEN BY IAD
63	#231440043	REPORT STILL OPEN BY IAD
64	#231441647	REPORT STILL OPEN BY IAD
65	#231451548	REPORT STILL OPEN BY IAD
66	#231470197	REPORT STILL OPEN BY IAD
67	#231540222	REPORT STILL OPEN BY IAD
68	#231621572	REPORT STILL OPEN BY IAD
69	#231641247	REPORT STILL OPEN BY IAD
70	#231660195	REPORT STILL OPEN BY IAD
71	#231670034	REPORT STILL OPEN BY IAD
72	#231670079	REPORT STILL OPEN BY IAD
73	#231671469	REPORT STILL OPEN BY IAD
74	#231671506	REPORT STILL OPEN BY IAD
75	#231671513	REPORT STILL OPEN BY IAD

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76	#231700171	REPORT STILL OPEN BY IAD
77	#231721714	REPORT STILL OPEN BY IAD
78	#231780215	REPORT STILL OPEN BY IAD
79	#231811688	REPORT STILL OPEN BY IAD
80	#231811821	REPORT STILL OPEN BY IAD
81	#231811864	REPORT STILL OPEN BY IAD

Results for Objective 6.3:

After a review of the 81 vehicle pursuit samples, six (6) passed, zero (0) were not applicable, and 75 failed, for a success rate of 7.41% (6/81). The reasons for the 75 failures are listed below:

Sample:	CAD:	Notes
1	#230012331	Tracking shows 1/13 to 2/10 (28 days)
2	#230021198	Tracking show 1/13 to 2/27 (45 days)
3	#230040161	Tracking shows 1/19 to 8/14/23 (207 days)
4	#230061630	Tracking shows 1/31 to 8/16 (197 days)
6	#230071503	Tracking shows 1/18 to 8/17 (211 days)
7	#230101636	REPORT STILL OPEN BY IAD
8	#230101732	Tracking shows 1/20 to 8/30 (232 days)
10	#230130242	Tracking shows 1/19 to 9/1 (225 days)
11	#230131537	Tracking shows 2/2 to 8/31 (210 days)
12	#230170314	Tracking shows 2/19 to 8/30 (192 days)
14	#230231314	Tracking shows 2/10 to 8/25 (196 days)
17	#230340154	Tracking shows 2/27 to 9/28 (213 days)
18	#230341620	Tracking shows 2/19 to 9/29 (222 days)
19	#230360107	Tracking shows 2/12 to 9/29 (229 days)
20	#230370176	Tracking shows 5/8 to 10/22 (167 days)
21	#230391453	Tracking shows 2/16 to 10/22 (248 days)
22	#230460041	Tracking shows 2/24 to 10/2 (229 days)
23	#230460109	Tracking shows 2/24 to 10/25 (243 days)
24	#230470025	Tracking shows 3/4 to 9/28 (208 days)
25	#230511523	Tracking shows 3/11 to 9/22 (195 days)
26	#230551117	Tracking shows 3/18 to 9/8 (174 days)
27	#230580156	Tracking shows 3/17 to 9/7/23 (174 days)
28	#230590126	Tracking shows 3/14 to 9/6 (176 days)
29	#230590995	Tracking shows 3/4 to 9/5 (185 days)
30	#230600811	Tracking shows 3/11 to 11/9 (243 days)

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32	#230611534	Tracking shows 4/5 to 11/11 (214 days) IAD also did not put a closed date under the captain tracking.
33	#230620103	Tracking shows 4/5 to 12/23 (262 days)
34	#230621493	Tracking shows 3/11 to 12/22 (286 days)
35	#230680038	REPORT STILL OPEN BY IAD
36	#230691315	REPORT STILL OPEN BY IAD
37	#230700851	REPORT STILL OPEN BY IAD
38	#230721384	REPORT STILL OPEN BY IAD
39	#230760130	REPORT STILL OPEN BY IAD
40	#230801341	REPORT STILL OPEN BY IAD
41	#230811564	REPORT STILL OPEN BY IAD
42	#230820209	REPORT STILL OPEN BY IAD
43	#230851500	REPORT STILL OPEN BY IAD
44	#230881326	REPORT STILL OPEN BY IAD
45	#230891588	REPORT STILL OPEN BY IAD
46	#230961121	REPORT STILL OPEN BY IAD
47	#230990096	REPORT STILL OPEN BY IAD
48	#230990980	REPORT STILL OPEN BY IAD
49	#231010903	REPORT STILL OPEN BY IAD
50	#231021783	REPORT STILL OPEN BY IAD
51	#231031089	REPORT STILL OPEN BY IAD
52	#231031627	REPORT STILL OPEN BY IAD
53	#231071508	REPORT STILL OPEN BY IAD
54	#231081589	REPORT STILL OPEN BY IAD
55	#231151854	REPORT STILL OPEN BY IAD
56	#231180178	REPORT STILL OPEN BY IAD
57	#231191365	REPORT STILL OPEN BY IAD
58	#231211714	REPORT STILL OPEN BY IAD
59	#231240544	REPORT STILL OPEN BY IAD
60	#231310129	REPORT STILL OPEN BY IAD
61	#231351447	REPORT STILL OPEN BY IAD
62	#231431590	REPORT STILL OPEN BY IAD
63	#231440043	REPORT STILL OPEN BY IAD
64	#231441647	REPORT STILL OPEN BY IAD
65	#231451548	REPORT STILL OPEN BY IAD
66	#231470197	REPORT STILL OPEN BY IAD
67	#231540222	REPORT STILL OPEN BY IAD
68	#231621572	REPORT STILL OPEN BY IAD

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69	#231641247	REPORT STILL OPEN BY IAD
70	#231660195	REPORT STILL OPEN BY IAD
71	#231670034	REPORT STILL OPEN BY IAD
72	#231670079	REPORT STILL OPEN BY IAD
73	#231671469	REPORT STILL OPEN BY IAD
74	#231671506	REPORT STILL OPEN BY IAD
75	#231671513	REPORT STILL OPEN BY IAD
76	#231700171	REPORT STILL OPEN BY IAD
77	#231721714	REPORT STILL OPEN BY IAD
78	#231780215	REPORT STILL OPEN BY IAD
79	#231811688	REPORT STILL OPEN BY IAD
80	#231811821	REPORT STILL OPEN BY IAD
81	#231811864	REPORT STILL OPEN BY IAD

OTHER RELATED MATTERS

Sample 59 / CAD 231240544

The Audit Unit discovered the vehicle pursuit report for Sample 59 to have a “Closed” status. However, while reviewing the AIM tracking, it was found that the report was not reviewed and approved by IAD. The status should have been “Open – Forward IAD” for the status field. Once this was discovered, the Audit Unit notified MPD so IAD could adequately review and approve this report.

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Internal Affairs Division

The number of vehicle pursuit reports still open by IAD affects the results of this audit, particularly as it relates to documentation and due dates (Objectives 5 and 6). During the fieldwork for this audit, 59.26% (48/81) of vehicle pursuit reports were still open in IAD's AIM system. Most of the remaining 33 vehicle pursuits were also not approved in a timely manner. Out of the 33 vehicle pursuits, IAD only approved 18% (6/33) of the reports in the required timely manner. The most extended IAD approval for a vehicle pursuit report was **286** days.

As almost 60% of reports were still open, this limited the relevance, validity, and reliability of the audit with respect to Objectives 5 and 6. Due dates do not affect the validity of vehicle pursuits, however, MPD's IAD must nevertheless review and approve the vehicle pursuit reports as required by MPD's rules and procedures. IAD does not consistently adhere to its policy of completing vehicle pursuit investigations within 14 days (SOP 660.20(P)(6)).

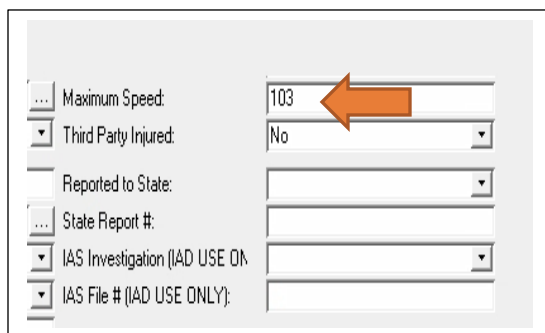
It is essential that IAD reviews and approves the vehicle pursuits promptly, as they are required to report any inter-agency pursuits to the Wisconsin Department of Transportation (State Patrol) by August 15 of each year. This requirement is contained in Wis. Stat. § 85.07(8)(b). At the time of this audit was conducted, there were 48 reports that did not have a TraCS Vehicle Pursuit Report.

Vehicle Pursuit Reports

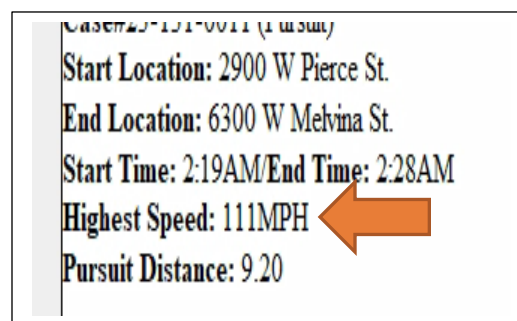
The Audit Unit also discovered administrative errors in the vehicle pursuit reports. Accurate information ensures the integrity of the collection and analysis of vehicle pursuit data.

Example 1:

The supervisor indicated the maximum speed was 103mph, but in their written narrative, the supervisor stated the maximum speed was 111mph.



A screenshot of a vehicle pursuit report form. The 'Maximum Speed' field is set to '103'. An orange arrow points to this field. Other fields include 'Third Party Injured' (No), 'Reported to State', 'State Report #', 'IAS Investigation (IAD USE ON)', and 'IAS File # (IAD USE ONLY)'.



A screenshot of a vehicle pursuit report narrative. The text reads: 'Start Location: 2900 W Pierce St.', 'End Location: 6300 W Melvina St.', 'Start Time: 2:19AM/End Time: 2:28AM', 'Highest Speed: 111MPH', and 'Pursuit Distance: 9.20'. An orange arrow points to 'Highest Speed: 111MPH'.

NOTE: MPD advised the FPC on August 14, 2024, that all 2023 reports have been reviewed and reported to the State of Wisconsin.

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Example 2:

The supervisor did not list an “Outcome of Pursuit.” This information is also used for data collection.

Reason for Initial Contact:	Traffic Stop	N
Reason for Pursuit:	Traffic Offense - Reckless Vehicle	T
Outcome of Pursuit:		T

IAD Review and Approval of Vehicle Pursuit Reports

It was also discovered that the IAD approves vehicle pursuit reports based on recommendations from the captain and does not review BWC or in-car videos.

Group:	IAD - IA Investigator	Assigned To:	HEV
Role:	Review & Close	Assigned By:	HEV
Assign Date:	12/23/2023	Due Date:	
Completion Date:	12/23/2023	Recommendation:	Oth
Notes:			
Report fields checked for completion - closed based on review and recommendation! Body worn camera /squad camera was not viewed by IAD.			

Use of Force

During the audit of Sample 5 / CAD 230070169, it was discovered that the department member chased after the vehicle pursuit suspect on foot with their firearm unholstered. The department member ordered the subject to “*get on the ground*” to effect an arrest of the subject. It was discovered that the supervisor failed to file a Use of Force (UOF) report as required by SOP 460.50(B)(J) – Use of Force Report (requiring a UOF report when a member “[d] “Draws or displays a firearm (including shotgun or rifle) to effect an arrest or seizure of a person.”).

MPD Audits

MPD SOP 660.25(C) states, “*The Administration Bureau shall be responsible for conducting random audits of recordings made regarding non-pursuits by utilizing Evidence.com at the discretion of the commanding officer of the Administration Bureau or the Chief of Police.*” The Audit Unit requested any vehicle pursuit and non-pursuit audits from MPD. MPD notified the Audit Unit that the last vehicle pursuit audit was conducted in 2019, and MPD was unaware of any requests for random audits. *See FPC Recommendation.*

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APPENDIX

FPC Audit Population

Sample#:	VP CAD#	IAD AIM#
1	#230012331	PM-2023-0001
2	#230021198	PM-2023-0004
3	#230040161	PM-2023-0013
4	#230061630	PM-2023-0022
5	#230070169	PM-2023-0052
6	#230071503	PM-2023-0026
7	#230101636	PM-2023-0040
8	#230101732	PM-2023-0043
9	#230111476	PM-2023-0045
10	#230130242	PM-2023-0053
11	#230131537	PM-2023-0056
12	#230170314	PM-2023-0061
13	#230231204	PM-2023-0079
14	#230231314	PM-2023-0077
15	#230271430	PM-2023-0094
16	#230321358	PM-2023-0100
17	#230340154	PM-2023-0106
18	#230341620	PM-2023-0112
19	#230360107	PM-2023-0117
20	#230370176	PM-2023-0120
21	#230391453	PM-2023-0124
22	#230460041	PM-2023-0136
23	#230460109	PM-2023-0135
24	#230470025	PM-2023-0140
25	#230511523	PM-2023-0154
26	#230551117	PM-2023-0161
27	#230580156	PM-2023-0167
28	#230590126	PM-2023-0172
29	#230590995	PM-2023-0173
30	#230600811	PM-2023-0177
31	#230601762	PM-2023-0182
32	#230611534	PM-2023-0183
33	#230620103	PM-2023-0188

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34	#230621493	PM-2023-0190
35	#230680038	PM-2023-0201
36	#230691315	PM-2023-0206
37	#230700851	PM-2023-0207
38	#230721384	PM-2023-0213
39	#230760130	PM-2023-0235
40	#230801341	PM-2023-0253
41	#230811564	PM-2023-0258
42	#230820209	PM-2023-0263
43	#230851500	PM-2023-0562
44	#230881326	PM-2023-0278
45	#230891588	PM-2023-0285
46	#230961121	PM-2023-0297
47	#230990096	PM-2023-0307
48	#230990980	PM-2023-0310
49	#231010903	PM-2023-0318
50	#231021783	PM-2023-0324
51	#231031089	PM-2023-0326
52	#231031627	PM-2023-0327
53	#231071508	PM-2023-0334
54	#231081589	PM-2023-0343
55	#231151854	PM-2023-0360
56	#231180178	PM-20230367
57	#231191365	PM-2023-0371
58	#231211714	PM-2023-0374
59	#231240544	PM-2023-0382
60	#231310129	PM-2023-0395
61	#231351447	PM-2023-0400
62	#231431590	PM-2023-0426
63	#231440043	PM-2023-0433
64	#231441647	PM-2023-0431
65	#231451548	PM-2023-0439
66	#231470197	PM-2023-0444
67	#231540222	PM-2023-0460
68	#231621572	PM-2023-0477
69	#231641247	PM-2023-0481

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70	#231660195	PM-2023-0485
71	#231670034	PM-2023-0488
72	#231670079	PM-2023-0486
73	#231671469	PM-2023-0489
74	#231671506	PM-2023-0490
75	#231671513	PM-2023-0492
76	#231700171	PM-2023-0499
77	#231721714	PM-2023-0518
78	#231780215	PM-2023-0528
79	#231811688	PM-2023-0541
80	#231811821	PM-2023-0542
81	#231811864	PM-2023-0543

**City of Milwaukee Fire & Police Commission (FPC)
MPD VEHICLE PURSUIT AUDIT**

MPD SOP 660 – Vehicle Pursuits and Emergency Vehicle Operations

	MILWAUKEE POLICE DEPARTMENT	
	STANDARD OPERATING PROCEDURE 660 – VEHICLE PURSUITS AND EMERGENCY VEHICLE OPERATIONS	
GENERAL ORDER: 2022-27 ISSUED: July 22, 2022	EFFECTIVE: July 22, 2022	REVIEWED/APPROVED BY: Assistant Chief Nicole Waldner DATE: March 16, 2022
ACTION: Amends General Order 2019-19 (May 17, 2019)		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:

1. [Wis. Stat. § 346.03\(4\)\(a\)](#) Officers may exceed the speed limit without giving audible and visual signals when obtaining evidence of a speed violation.
2. [Wis. Stat. § 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:
 - a. Knowledge of the officer's presence may endanger the safety of a victim or other person.
 - b. Knowledge of the officer's presence may cause the suspected violator to evade apprehension.

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- c. Knowledge of the officer's presence may cause the suspected violator to destroy evidence of a suspected felony or may otherwise result in the loss of evidence of a suspected felony.
- d. Knowledge of the officer's presence may cause the suspected violator to cease the commission of a suspected felony before the officer obtains sufficient evidence to establish grounds for arrest.

D. [Wis. Stat. § 346.03\(5\)](#)

The exemptions granted the operator of an authorized emergency vehicle by Wisconsin statute do not relieve such operator from the duty to drive or ride with due regard under the circumstances for the safety of all persons, nor do they protect such operator from the consequences of his or her reckless disregard for the safety of others.

E. [Wis. Stat. § 346.04\(3\)](#)

No operator of a vehicle, after having received a visual or audible signal from a traffic officer, federal law enforcement officer, or marked or unmarked police vehicle that the operator knows or reasonably should know is being operated by a law enforcement officer, shall knowingly flee or attempt to elude any officer by willful or wanton disregard of such signal so as to interfere with or endanger the operation of the police vehicle, the traffic officer, the law enforcement officer, other vehicles or pedestrians, nor shall the operator increase the speed of the operator's vehicle or extinguish the lights of the vehicle in an attempt to elude or flee.

(WILEAG 6.1.4.2)

F. [Wis. Stat. § 346.03\(6\)](#) and International Association of Chiefs of Police Model Policy Guidelines

1. Pursuit is authorized only if the officer has a reasonable belief that the suspect, if allowed to flee, would present a danger to human life or cause serious injury. In general, pursuits for minor violations are discouraged.
2. The decision to initiate a pursuit must be based on the pursuing officer's conclusion that the immediate danger to the officer and the public created by the pursuit is less than the immediate or potential danger to the public should the suspect remain at large.
3. Unless a greater hazard would result, a pursuit should not be undertaken if the subject(s) can be identified with enough certainty that they can be apprehended at a later time.
4. In deciding whether to initiate or continue a pursuit, the officer shall take the following into consideration:
 - a. The seriousness of the offense;
 - b. Necessity of pursuit by vehicle;

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- c. Known information on the suspect;
- d. Road conditions and configuration (e.g. interstate, divided highway, work zone);
- e. Physical location and population density (e.g. residential area, school zone, business district);
- f. Existence of vehicular and pedestrian traffic;
- g. Lighting and visibility;
- h. Weather and environmental conditions;
- i. The relative performance capabilities of the pursuit vehicle and the vehicle being pursued;
- j. Officer training and experience;
- k. Available equipment;
- l. Speed and evasive tactics employed by the suspect;
- m. The presence of other persons in the police and suspect vehicle; and
- n. Any other condition or situation that would create an unreasonable risk.

660.15 DEFINITIONS (WILEAG 6.1.4)

A. VEHICLE PURSUIT

1. Eluding / Fleeing

An active attempt by one or more law enforcement officers to apprehend a suspect who is either an occupant of or operating a motor vehicle, during which time the operator of the motor vehicle is attempting to avoid capture by using high speed driving or other evasive tactics such as driving off a highway, or making sudden or unexpected maneuvers.

2. Refusal to Stop

An active attempt by one or more law enforcement officers to stop a motor vehicle by use of emergency lights and siren, during which time the operator of the motor vehicle is driving at a reasonable speed (e.g., at or below the established speed limit), but willfully refusing to pull over and stop.

B. PRIMARY PURSUING UNIT

The police unit that initiates a pursuit or any unit that actively assumes control of a pursuit by placing their vehicle in a "primary unit position" in relation to the suspect vehicle.

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C. SECONDARY PURSUING UNIT

The police unit that actively participates in a pursuit and is positioned behind the primary unit. A vehicle will only be considered a "secondary unit" once acknowledged by the dispatcher as such. Additional secondary units may be approved by a supervisory officer.

D. PROBABLE CAUSE

Probable cause is the quantum of evidence which would lead a reasonable police officer to believe that the defendant committed a crime. It is more than a hunch or suspicion, but less than the evidence required to convict at trial.

E. DUE REGARD

Due regard is the degree of care that a reasonably careful person, performing similar duties, and acting under similar circumstances would show. There is no exception to the requirement that officer's demonstrate due regard for the safety of others. Failing to drive with due regard may subject a police member to civil and/or criminal liability in addition to other administrative consequences.
(WILEAG 6.1.4.2)

F. RECKLESS DRIVING ([Wis. Stat. § 346.62\(2\)](#) and [939.25](#))

No person may endanger the safety of any person or property by the negligent operation of a vehicle. Criminal negligence means the creation of a substantial and unreasonable risk of death or great bodily harm to another, of which the actor should be aware.

660.20 VEHICLE PURSUITS (WILEAG 6.1.4, 6.2.11)

- A. Police members are empowered to disregard certain traffic laws when they are attempting to apprehend actors for a violation of the law. It is imperative that police members do so in a safe manner and the necessity of apprehending the offender outweighs the risks of the pursuit. [Wis. Stat. § 346.03](#) explicitly states the statutory requirements for vehicle pursuits.
- B. Justification for engaging in a vehicle pursuit must be based on facts known by the police member when the decision is made to engage in a pursuit. Information not established as fact at the time the pursuit was initiated cannot be considered later in determining whether the pursuit was justified. In all instances of vehicle pursuits, the initiating officer must be able to clearly articulate the reason(s) why a pursuit was initiated.
- C. Vehicle pursuits are justified when the police member knows or has probable cause to believe:
 - 1. The occupant(s) has committed, is committing, or is about to commit a violent felony (e.g., armed robbery, recklessly endangering safety, and other crimes against a person in which violence is an element to the felony offense); or

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2. The specific vehicle was used in or taken during the attempt or commission of a violent felony (e.g., armed robbery, recklessly endangering safety, and other crimes against a person in which violence is an element to the felony offense); or
3. The vehicle or occupant(s) present a clear and immediate threat to the safety of others and therefore the necessity of immediate apprehension outweighs the level of danger created by the vehicle pursuit (e.g., misdemeanor shots fired incident in which a specific vehicle is described as being involved); or
4. The occupant(s) of the vehicle are engaged in drug dealing proximate in time to the initiation of the vehicle pursuit.
5. The necessity of immediate apprehension outweighs the level of danger created by the vehicle pursuit, as in the case of the vehicle engaging in reckless driving.

Note: Members may initiate a vehicle pursuit for either (1) reckless driving observed by the member prior to the initiation of a traffic stop or (2) if the suspect vehicle flees while driving in a reckless manner after an attempted traffic stop for any state law or ordinance violation.

6. A "refusal to stop" pursuit, as previously defined within this policy, may be initiated and maintained for a lesser offense than described above.
(WILEAG 6.1.4.2)

D. DECISION TO INITIATE VEHICLE PURSUITS

1. The decision to initiate a vehicle pursuit, which is limited by this policy, rests in the sole discretion of the individual police member. In order to diminish the likelihood of a pursuit, police members intending to stop a vehicle should, when practical, be within close proximity to the vehicle prior to activating the emergency lights and siren.
2. During the course of enforcement activities, incidents may escalate to a "refusal to stop" pursuit or to an "eluding / fleeing" pursuit. In either instance, vehicle pursuit policy and procedures apply.
(WILEAG 6.1.4.2)

E. PURSUIT PROCEDURES

1. The police member initiating a pursuit shall notify the Technical Communications Division as soon as reasonably possible that a pursuit is underway and provide the following information:
 - a. Police unit identification
 - b. Location, speed, and direction of travel
 - c. Reason for the pursuit
 - d. Pursued vehicle description, including license number, if known

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- e. Number of occupants
 - f. Road conditions
 - g. Traffic density
2. Failure to provide the above information may be cause for the field supervisor to order termination of the pursuit. Police members involved in pursuits shall take necessary steps (e.g., roll windows up, operate the siren on "automatic") to ensure the dispatcher understands their radio transmissions.
 3. Police members shall, as often as practicable, provide updated information to the dispatcher, such as the speed and direction of the suspect vehicle and the police vehicle, traffic density, and any other pertinent information.
 4. A field supervisor or higher authority must acknowledge that he/she is aware of and monitoring the pursuit as soon as practicable after a pursuit is initiated.
 5. If a supervisor fails to acknowledge the pursuit within a reasonable period of time after initiation, as determined by the Technical Communications Division supervisor, he/she shall terminate the pursuit.
 6. The primary unit shall bear operational responsibility for the pursuit unless relieved by a supervisor.
 7. No pursuits may be undertaken by a civilian operator or by a department vehicle containing a citizen occupant, including but not limited to, arrestees, victims, witnesses, or civilian department members.
 8. Unmarked police vehicles (provided the vehicle is equipped with emergency light(s) and siren) may initiate a vehicle pursuit. Whenever a marked vehicle becomes available to take over the pursuit as the primary unit, the unmarked vehicle shall withdraw from active pursuit.
 9. Police motorcycles may participate in a vehicle pursuit only until a marked vehicle becomes available to take over the pursuit as the primary unit. The motorcycle shall then withdraw from active pursuit.
 10. Seat belts shall be worn at all times, except when doing so would endanger the safety of the operator or another, or when he/she has provided medical certification that he/she is unable to do so.
(WILEAG 6.1.4.1, 6.1.4.2, 6.1.4.3)

F. DECISION TO CONTINUE PURSUIT

1. The authority of the primary unit to continue the pursuit is, at all times, subordinate to the command of:
 - a. The watch commander, if on duty.

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- b. His/her immediate district/division commander.
 - c. His/her immediate shift commander.
 - d. His/her immediate field supervisor.
 - e. The field supervisor assigned by Technical Communications Division in the event there is no district field supervisor available from the primary unit's district or division. The Technical Communications Division shall assign the most readily available field supervisor to monitor and supervise the vehicle pursuit.
 - f. Any supervisor of a higher rank.
2. The primary unit may maintain pursuit as long as it is safe to do so; until the primary unit determines to terminate the pursuit; until directed to terminate the pursuit by a supervisor; or until the suspect vehicle is stopped.
- G. If the suspect voluntarily stops their vehicle during the vehicle pursuit or if the suspect crashes their vehicle at the conclusion of a vehicle pursuit, members shall conduct a high risk vehicle contact in accordance with SOP 085.30 (Vehicle Contacts). Members shall not approach the vehicle without determining that is reasonably safe to do so.
- H. DECISION TO TERMINATE THE PURSUIT
1. Police members who are engaged in a pursuit, and the field supervisor must continually evaluate the risk assessment criteria listed in SOP 660.10(F)(4) and determine whether the seriousness of the incident justifies continuing the pursuit.
2. When a decision is made to terminate a pursuit, police members shall:
- a. Immediately pull over, turn off their emergency lights and siren, radio their position to the dispatcher, and verbally acknowledge the order to terminate the pursuit.
 - b. No longer follow the suspect vehicle, nor may they violate any traffic laws in an effort to catch up to, or parallel the suspect vehicle.
 - c. Remain at the termination point for the responding field supervisor so that a debrief may occur and the field supervisor can collect the necessary information in order to complete a pursuit report.
3. A vehicle pursuit shall be terminated by the pursuing police member or supervisor under any of the following circumstances:
- a. If the reason(s) for the pursuit do not meet the established criteria in section 660.20 of this policy.
 - b. If the suspect's identity has been established to the point that later apprehension can be accomplished and there is no longer any exigent need for immediate apprehension.

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- c. If the prevailing traffic, roadway, or environmental conditions so enhance the risk involved in continuing the pursuit that termination is warranted.
- d. If the pursued vehicle's location is no longer known or the distance between the police member and suspect is such that, in order to continue the pursuit, it would require exceptional speeds that would place the police member and public in serious danger.
- e. If the pursuing police member knows that the fleeing vehicle is being operated by a juvenile who is driving in such an unsafe manner that it is obvious the juvenile does not have the maturity to deal with the danger involved.
- f. If the pursuing police member's vehicle or emergency equipment malfunctions.
- g. If it is necessary to stop and render aid to one or more injured persons and no other unit is available to do so.
- h. If directed to terminate the pursuit by a member of higher rank.
(WILEAG 6.1.4.5)

I. MEMBER LOSES SIGHT OF SUSPECT VEHICLE

- 1. If the member simply loses sight of the suspect vehicle and the pursuit was not terminated because the suspect's driving is so reckless that continuing the pursuit would put the officers and public in unnecessary danger, the member may check the immediate area where the suspect vehicle was last seen for a reasonable period of time to determine if the suspect vehicle crashed or was abandoned.
- 2. The member must turn off their emergency lights and siren and shall not operate as an emergency vehicle while checking the immediate area and must advise the dispatcher of the address/area where they last observed the suspect vehicle, that they are no longer in pursuit of the suspect vehicle, and that they are checking the area for the suspect vehicle.
- 3. Upon completing their search for the suspect vehicle, the member shall return to the termination point for the responding field supervisor so that a debrief may occur and the field supervisor can collect the necessary information in order to complete a pursuit report.

J. PASSENGER RESPONSIBILITIES

Any officer involved as a passenger in the primary unit of a vehicle pursuit who personally observes the driver of the department vehicle to not be in compliance with this policy shall reasonably attempt to convey this concern to the driver, if the observing officer is in a position to do so, and if any such intervention does not jeopardize safety. Any such passenger officer shall promptly report their observations, along with his/her own intervening actions to a supervisor. A failure to intervene when a member observes a violation of this policy, when there is an opportunity to do so is a violation of the Code of Conduct.

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K. SECONDARY UNIT RESPONSIBILITY

1. Assistance will be coordinated by the Technical Communications Division. The field supervisor and primary unit will be advised of the identity and location of the secondary unit(s) who can assist.
2. The active pursuit will normally involve no more than two units, the primary unit and one secondary unit. If more assistance is specifically requested, the amount will be determined by:
 - a. The nature of the offense.
 - b. The number of suspects.
 - c. Whether the participating units have more than one officer.
 - d. Other clear and articulated facts that would warrant the increased number of units.
3. A supervisor may authorize more than two units to be in active pursuit. All other available units shall remain aware of the direction and progress of the pursuit but shall not actively participate, and shall not respond to or parallel the pursuit on adjacent streets unless specifically authorized to do so.
4. The secondary unit, upon joining the pursuit, shall as soon as practicable notify the Technical Communications Division of its identity. If the primary unit is a one-officer unit, the secondary unit should assume radio communications responsibility, allowing the primary unit to devote full attention to driving.
5. The secondary unit(s) shall maintain a safe distance behind the primary unit, but be close enough to render backup assistance if required.
6. The secondary unit(s) shall avoid intersecting the path of a high-speed vehicle.
7. If the primary unit becomes disabled, the secondary unit shall become the primary unit. The Technical Communications Division shall advise the field supervisor and other approved units that a new secondary unit is needed and the next unit to join the pursuit will be designated the secondary unit.
(WILEAG 6.1.4.2)

L. TECHNICAL COMMUNICATIONS DIVISION RESPONSIBILITIES

1. Receive and record all incoming information on the pursuit and the pursued vehicle.
2. Notify the field supervisor of the pursuing police member that a pursuit has been initiated.
3. Patch the pursuit channel to the "OACHASE" talk group to facilitate communications with other jurisdictions.

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4. Clear the pursuit channel of any unnecessary traffic and broadcast "ATTENTION ALL UNITS, MILWAUKEE POLICE SQUAD # ____ IS IN PURSUIT." The dispatcher shall then broadcast the following information:
 - a. Location, speed, and direction of travel.
 - b. Description of vehicle and occupants.
 - c. Reason for the pursuit.
 - d. Identity of primary unit, secondary unit, and additional squads, if authorized.
5. Control all radio communications during the pursuit.
6. Coordinate assistance under the direction of the field supervisor or higher authority, if applicable.
7. Continue to monitor the pursuit until it has been terminated.
8. Dispatch a supervisor to the termination point of the pursuit if one has not responded.
9. Notify neighboring agencies, if applicable.
(WILEAG 6.1.4.6)
10. Notify adjoining district (if not on same radio frequency) if chase is nearing or entering that district.
11. Notify the command and management staff via "CityWatch" of all pursuits that exceed five minutes in length. Additional "CityWatch" updates shall be sent every 5 minutes until the pursuit has been terminated.
(WILEAG 6.1.4.2)

M. FIELD SUPERVISOR'S RESPONSIBILITIES

1. The primary responsibility of the field supervisor is to direct the primary and secondary unit(s) in a pursuit and, most importantly, in the decision whether or not to terminate the pursuit.
2. The field supervisor shall assess the necessity of the pursuit in progress, using the considerations regarding continuation of the pursuit, and should give strong and continuing consideration to terminating the pursuit, if, in his/her judgment, the necessity of apprehension is outweighed by the level of danger. Upon being notified of the pursuit, the field supervisor shall verify the following:
 - a. That no more than the required or necessary units are involved in the pursuit.
 - b. That the proper radio frequency is being used.
3. The field supervisor shall continue to direct the pursuit, approve, or order those

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alternative tactics that he/she is authorized to approve, and maintain control until the pursuit is terminated. In the absence of adequate information from the primary or secondary unit, the field supervisor should order termination of the pursuit.

4. The assigned field supervisor shall immediately proceed to the termination point to provide guidance and necessary supervision. The supervisor shall then complete a *Vehicle Pursuit Report*, via the AIM system, regardless of how the pursuit was terminated. If the field supervisor is unable to proceed to the termination point and orders the officer(s) to another location to report the pursuit, the supervisor shall document in the Notes section of the *Vehicle Pursuit Report* the reason(s) why they could not proceed to the termination point.
(WILEAG 6.1.4.1, 6.1.4.2)

N. SHIFT COMMANDER'S RESPONSIBILITIES

1. The shift commander shall notify the Criminal Investigation Bureau (CIB) at extension [REDACTED] of a vehicle pursuit under the following circumstances:
 - a. When an occupant of the fleeing vehicle is taken into custody;
 - b. When a fleeing vehicle is recovered (regardless if any occupants are taken into custody); or
 - c. When a vehicle published on the Felony Vehicle Bulletin is pursued (regardless if the vehicle was recovered or if any occupants are taken into custody).
2. A CIB supervisor shall make the determination if a CIB response is required. The CIB supervisor shall consider available CIB resources, the nature of the pursuit, the type of offense the vehicle and/or occupants are involved in, the evidence recovered (e.g., firearms, large quantities of controlled substances), and the criminal history of the suspects taken into custody when making a determination on a CIB response.

O. LIMITATIONS ON EMERGENCY VEHICLE PURSUITS AND TACTICS

1. Police Vehicle Speed

Pursuing members must at all times recognize the threat to the general public represented by a high-speed pursuit. The suspect vehicle's speed does not automatically justify a police member matching that speed. The pursuing member(s) and field supervisor shall consider the established risk assessment criteria listed in SOP 660.10(F)(4), giving preeminent consideration to the danger created by continuing the pursuit. This applies to all units engaged in or responding to the pursuit.

2. Intervention Options

In the course of a vehicle pursuit, deliberate contact between vehicles or forcing the pursued vehicle into parked cars, ditches, or any other obstacle, boxing in, heading off, ramming, driving alongside the pursued vehicle while it is in motion, or the use of roadblocks is prohibited.

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Note: Members who have been trained in the administration of stationary vehicle containment, vehicle assault techniques, and stationary vehicle blocking maneuvers may only employ these tactics as trained if they are currently assigned to or supervise a division, unit, or task force within the CIB that has been authorized by the assistant chief or inspector of the CIB to employ these tactics.
(WILEAG 6.1.4.4, 6.2.11.3)

3. Passing

Passing of field units involved in the pursuit is prohibited unless the operator of the passing vehicle receives specific permission from the primary unit or the field supervisor.

4. Distance

Spacing, whether the vehicle in front of the unit is the suspect vehicle or another police vehicle, shall be at a distance that will allow for proper braking and reaction time in the event the lead vehicle stops, slows, or turns.

5. Direction (Wrong Way)

Police members shall not pursue suspects the wrong way on interstate or other controlled access highways or divided highways unless specifically authorized by the field supervisor or higher authority.

6. Suspect's Driving

Reckless or hazardous driving maneuvers by the suspect vehicle shall not be duplicated by any pursuing vehicle.

P. VEHICLE PURSUIT REPORT REQUIRED

1. The pursuit report shall be completed by a supervisory officer of a higher rank than the member(s) engaged in the pursuit, except for supervisors assigned to the Internal Affairs Division – Risk Management who can investigate and complete a *Vehicle Pursuit Report* for any department member.
2. The supervisor responsible for filing a *Vehicle Pursuit Report* shall obtain a number in the AIM system prior to securing from duty on the date in which the incident occurred. The member(s) and subject(s) names, date, time and location of the incident shall also be entered on the same date the number was generated.
3. The supervisor shall document in the Notes section of the AIM report the following, but not limited to, information:
 - a. Reason for the initial stop.
 - b. Reason for the pursuit.

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- c. Location where the pursuit started.
 - d. Location where the pursuit was terminated.
 - e. Statements shall be separately obtained and documented from officers, witnesses, and suspects.
 - f. Review of body worn camera video and mobile data video / audio recording equipment. Supervisors shall include a time stamp(s) in their report indicating the specific times of significant events captured by video. Supervisors shall verify the officer(s) statements reflect what occurred in the video evidence.
 - g. If video evidence of the pursuit is not available, document the route of the pursuit.
 - h. Suspect information including the suspect's probation / parole status, driver license status, and any criminal charge(s) and ordinance violation(s) the suspect is being arrested for pursuant to the pursuit.
 - i. Evidence observed and/or collected at the scene.
3. *Vehicle Pursuit Reports* are to be completed and tracked to the appropriate supervisor/shift commander within 3 days of the incident.
 4. Each subsequent review by the shift commander/commanding officer shall be completed and tracked.
 5. Reports shall be thoroughly completed and reviewed within thirty (30) days following the date the incident occurred and then tracked to the Internal Affairs Division – Risk Management.
 6. Internal Affairs Division shall review the reports within fourteen (14) days following the receipt from the commanding officer of the work location.
 7. In addition to completing the *Vehicle Pursuit Report*, it is the field supervisor's responsibility to address any deficiencies in a timely manner in accordance with SOP 870.45 (Non-Disciplinary Corrective Action).
 8. The supervisor shall ensure the body worn camera and mobile data video / audio recording video is categorized as a "Vehicle Pursuit" in the Axon system.

Q. COMMANDING OFFICER'S REVIEW AND RECOMMENDATION

1. The member's commanding officer shall review the AIM System *Vehicle Pursuit Report* and enter a recommendation under "Incident Tracking". These reports shall be forwarded through "Incident Tracking" and general information "Status" directly to the appropriate supervisor of the Internal Affairs Division – Risk Management.
2. If there are serious injuries requiring admission to a hospital or if death occurs as a result of a pursuit, the commanding officer shall also forward the reports via the AIM

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system to their respective bureau commander. Commanding officers may forward pursuit reports to their bureau commander at any other time they believe notification is warranted.

3. Commanding officers shall contact the Internal Affairs Division in a timely manner if they recommend an internal investigation should be conducted to ensure there is not a significant delay between the incident and the internal investigation.

R. VEHICLE PURSUIT REPORT REQUIRED FOR CRITICAL INCIDENTS

A lieutenant from the Homicide Division will determine if the *Vehicle Pursuit Report* related to a critical incident will be filed by a Homicide Division supervisor or a district/division supervisor.

(WILEAG 6.1.4.7)

660.25 DECISION NOT TO PURSUE

- A. Vehicles that flee or otherwise attempt to elude officers shall not be pursued lacking the prerequisite knowledge or probable cause as outlined in section 660.20(C).
- B. In such instances where a stop is attempted, the vehicle continues, and a pursuit is not initiated, members shall do the following:

1. Immediately notify the dispatcher of the non-pursuit circumstances, to include a detailed description of the vehicle, license plate number (if there is one), and description of the vehicle's driver if the member was able to observe the driver prior to flight;
2. Report the circumstances of the event to a field supervisor who will confer with the member and provide further guidance as needed to commence an investigation;
3. If there is a license plate number obtained and it is a valid plate (not reported stolen), the officer will commence a full investigation within 72 hours for the violation of [Wis. Stat. § 346.175](#) (Vehicle Owner's Liability for Fleeing a Traffic Officer);

Note: If the vehicle does not have a license plate or the officer is unable to obtain any portion of the license plate, the officer shall notify the dispatcher accordingly. TCD shall update the CAD code to "NPNP" (non-pursuit no plate) and the member does not need to complete the requirements listed below or file a report. Otherwise, TCD shall update the CAD code to "NP" (non-pursuit), which will auto generate a case number for the officer to file the non-pursuit incident report.

4. If the investigating officer is able to identify the driver of the vehicle, the applicable citation(s) will be issued to the driver (not the owner of the vehicle). If the driver is not identified, the member shall issue the owner's liability citation to the registered owner of the vehicle pursuant [Wis. Stat. § 346.175](#) if all statutory requirements are met;

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5. The investigating officer will utilize every available internal data base and other available records to identify and locate the owner of the vehicle;
 6. If the investigation results in the identification of the driver, the investigating officer will issue the appropriate municipal citations, or when applicable, state criminal charges;
 7. If the investigation results in the issuance of a citation to the owner of the vehicle it must be issued with 96 hours of the incident;
 8. The investigating officer will make every effort to provide in-person service of an owner's liability citation, however, when not possible, the citation may be left at the owner's usual place of abode with a person age 14 or older, or as a last resort sent via certified mail to the owner's last known address (see statute for specific details); and
 9. Officers shall document their investigation in a *Non-Pursuit Report* in TriTech Inform RMS.
- C. The Administration Bureau shall be responsible for conducting random audits of recordings made regarding non-pursuits by utilizing Evidence.com at the discretion of the commanding officer of the Administration Bureau or the Chief of Police.

660.30 INTER-JURISDICTION VEHICLE PURSUITS (WILEAG 6.1.4)

A. PURPOSE

The purpose of this section is to establish guidelines for radio communications when it appears a Milwaukee Police Department (MPD) vehicle pursuit is approaching another jurisdiction or when an outside agency vehicle pursuit is approaching the city of Milwaukee.

B. GENERAL COMMUNICATIONS GUIDELINES

1. The Milwaukee County Sheriff Department (MCSO) has authorized the use of "OACHASE" on the Milwaukee County 800 MHz radio system as the communication frequency to be used during a vehicle pursuit that is likely to enter or has entered another jurisdiction.
2. Dispatching and the management of the incident shall remain the responsibility of the initiating agency, unless another jurisdiction has taken over the pursuit.
3. The MCSO Dispatch Center's responsibilities during a pursuit initiated by another agency will generally be limited to restricting the use of "OACHASE" by other users.
4. As soon as possible after the termination of the active pursuit stage, the use of "OACHASE" should conclude. Mobile units should return to their primary frequency, talk group channels, or one of the four countywide mutual aid talk groups.

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5. When "OACHASE" is being used for a pursuit, the primary contact point for initial inter-agency communications automatically switches to "County 1".
6. When involved in an inter-agency pursuit, police members shall begin each transmission with their agency name.
(WILEAG 6.1.4.6)

C. MPD VEHICLE PURSUIT ENTERING ANOTHER JURISDICTION

1. Should a MPD vehicle pursuit cross the city of Milwaukee boundary and enter into another jurisdiction, the primary and secondary unit(s), the managing supervisor, and the watch commander, if on-duty, are authorized to leave the city and continue the pursuit.
2. The Technical Communications Division shall initiate the "OACHASE" patch to initiate interoperable communications.
3. The pursuing police member shall begin radio transmissions with MILWAUKEE POLICE SQUAD # ___ and continue to broadcast the pursuit information as necessary with regard to changes in location, speed, direction of travel, and the reason(s) for the pursuit.
4. If the pursuit appears to be proceeding into another jurisdiction that is unaware of the pursuit, the Technical Communications Division shall contact the appropriate jurisdiction by telephone and notify them of the pursuit.
5. The MPD supervisor shall, at all times, remain in command of MPD personnel if the pursuit enters another jurisdiction. Supervisors from other agencies are responsible for their personnel and for following their individual agency's policies and procedures.
6. If, during the pursuit, the primary and secondary roles are relinquished to another jurisdiction, operational command of the pursuit shall also be turned over to a supervisor of that jurisdiction.
(WILEAG 6.1.4.6)

D. OUTSIDE AGENCY VEHICLE PURSUIT ENTERING THE CITY OF MILWAUKEE

1. Should another agency's vehicle pursuit enter into the city of Milwaukee, department members shall not actively engage in the pursuit unless the initiating agency requests our assistance. If assistance is requested, MPD supervisors shall have the final authority over the involvement, if any, of MPD members in outside agency pursuits. MPD members must have supervisory approval to actively participate in an outside agency vehicle pursuit occurring in the city of Milwaukee. Active participation in another jurisdiction's pursuit, whether as a primary or secondary unit, must be justified based upon the department's established pursuit guidelines (see section 660.20).
2. The Technical Communications Division will patch the pursuit channel/talk group to

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the "OACHASE" talk group to facilitate communications with the outside agency and the MPD.

3. Police members shall monitor the location of the pursuit and assist with traffic control along the path of an outside agency pursuit in order to promote public safety. In addition, police members shall provide assistance at the point of termination, to include suspect apprehension, accident investigation, perimeter containment, area searches, etc.
4. MPD supervisors may, at any time, withdraw MPD members from participation in a pursuit initiated by another jurisdiction.
(WILEAG 6.1.4.6)

E. COORDINATION AND REPORTING

1. Supervisory personnel from pursuing and assisting agencies shall coordinate the post-pursuit details and reporting.
2. It is the responsibility of the initiating agency to report any inter-agency pursuit to the Wisconsin Department of Transportation (State Patrol) no later than August 15 of each year, per [Wis. Stat. § 85.07\(8\)\(b\)](#).
(WILEAG 6.1.4.7)

660.35 EMERGENCY OPERATION PROCEDURES (WILEAG 6.1.3)

A. EMERGENCY DRIVING GUIDELINES

1. Department members shall consider the following factors when engaged in emergency operation of a department vehicle and responding to assignments of an emergency nature including, but not limited to:
 - a. The volume, type, speed and direction of the traffic.
 - b. The nature of the area, whether residential, commercial, school zone, open highway, etc.
 - c. The population density.
 - d. The weather and road conditions, e.g., the width and curves of the roadway, stopping and sight distances.
 - e. The police member's driving skills and condition of the police vehicle.
 - f. The incident/offense severity.
2. Department members shall exercise due regard for the safety of all persons when engaged in emergency operation of a department vehicle and responding to assignments of an emergency nature.

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B. EMERGENCY CALL RESPONSE MODES

Police members shall use emergency warning equipment in accordance with applicable statutes.

1. Technical Communications Division personnel assigning police members to respond to calls for assistance may, in addition to providing all other pertinent information, designate the response mode to notify the assigned police member of the seriousness of the situation.
2. The district commanding officer or watch commander may override the direction of Technical Communications Division personnel and order a police member to use a different response mode if deemed to be necessary under the circumstances.

C. REQUESTS FOR ADDITIONAL PATROL UNITS

1. When a police member in the field is involved in any situation where help is needed, they must be aware that a nonspecific request will result in an uncoordinated response. This may result in a greater hazard to life and property than the originating incident. This hazard may be minimized when possible by giving the following information:
 - a. Unit number.
 - b. Exact location.
 - c. Reason for the request.
 - d. Specify "emergency" if required (10-17).
 - e. Specify "backup" if required.
 - f. Number of units required to handle the situation.
 - g. Safe entry route.
 - h. Description of suspects and direction of travel.
2. The police member making the request shall remain near the radio long enough to determine if the call has been received by the Technical Communications Division. Additionally, the police member shall establish a radio command post as soon as possible to provide status reports, coordinate the efforts of arriving units, and confirm that adequate assistance actually arrives.
3. All responding units shall identify themselves to the dispatcher.
4. Primary response units shall proceed to the designated location/command post in accordance with the response mode specified. They shall give the Technical Communications Division an estimated time of arrival based on distance, traffic, and

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weather conditions.

5. Primary response units shall immediately notify the Technical Communications Division upon arrival at the scene and provide a status report as soon as possible.
6. Upon receipt of a termination notice, responding units shall discontinue emergency operation and return to their assigned area unless specifically requested to continue to the location under normal driving conditions.

D. TECHNICAL COMMUNICATIONS DIVISION RESPONSIBILITIES

1. Receive and record all incoming information on the call for assistance.
2. Dispatch appropriate field personnel and notify the field supervisor of action taken.
3. Control all radio communications during the emergency.
4. Coordinate assistance under the direction of the field supervisor.
5. Continue to monitor the situation until it has stabilized or terminated.

E. SUPERVISORY RESPONSIBILITIES

1. The field supervisor, upon notification of a request for emergency assistance, shall note the classification/designation assigned by the Technical Communications Division, and shall change the directed response mode if a different response mode is called for.
2. The field supervisor shall monitor the response until it has stabilized or terminated and assert control by directing specific units into or out of the response if necessary.
3. Upon being notified that an emergency response has been initiated, the field supervisor shall verify the following:
 - a. Proper response classification has been made.
 - b. No more than the required number of units is involved in the response.
 - c. The shift commander and affected allied agencies are being notified.

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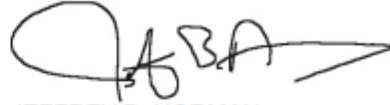
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660.40 ROUTINE NON-EMERGENCY CALLS (WILEAG 6.1.3)

Department members shall operate department vehicles in a safe manner, complying with applicable traffic laws when responding to calls for service of a non-emergency nature. Operators of department vehicles shall operate vehicles in a courteous manner even though prompt response is required for routine non-emergency calls for service.



JEFFREY B. NORMAN
CHIEF OF POLICE

JBN:mfk

End of Report

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Mission

Through independent, civilian oversight of Milwaukee's public safety departments, the Fire and Police Commission (FPC) strives to enhance public safety for our residents, promote accountability and public trust, increase diversity within the departments, and safeguard the constitutional rights of all people.

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