



Milwaukee Police Department
2013-2018 Q1 Hit and Run Crash Request

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Milwaukee Police Department
Police Administration Building
Office of Management, Analysis & Planning
749 West State Street, Room 713
Milwaukee, Wisconsin 53233
omap@milwaukee.gov | 414.935.7835



REQUESTOR:

Alderman Terry Witkowski

REQUEST:

Information related to hit and run crashes in the City of Milwaukee, including: Type of crash (I.e., injury or property damage only), and the severity of injury in such crashes.

DATA:

Crash data was obtained from the Wisconsin Transportation Portal (WisTransPortal) database for the time period of January 1, 2013 to March 31, 2018, for the purposes of allowing yearly quarter comparisons. (Quarters defined as: Q1, January 1 – March 31. Q2, April 1 – June 30. Q3: July 1 – September 30. Q4, October 1 – December 31.)

Crashes include the following location types: Intersections and non-intersections. Crashes exclude the following location types: Parking lot and private property (Deer related crashes are also excluded). 2013-2016 data is final data and represents the official closed WisDOT crash file for the given years. 2017-2018 data is preliminary and represents the latest set of available crash records for the current year. All preliminary data are subject to ongoing review and editing.

SUMMARY:

Hit and run crashes overall have increased every year from 2013 to 2017. Comparing 2018 Q1 to the 2013-2017 Q1 average there is a 12% increase in hit and run crashes.

Fatal injuries as a result of hit and run crashes, 2018 Q1 has no percentage difference compared to the 2013-2017 Q1 average and with 2 fatalities as a result of hit and run crashes is the lowest since 2014 Q1.

Incapacitating injuries as a result of hit and run crashes, comparing 2018 Q1 to 2013-2017 Q1 saw a 33% increase. While there was a decrease from 19 incapacitating injuries in 2017 to 12 in 2018, it was still the second highest Q1 in the 2013-2018 timeframe.

Non-incapacitating injures as a result of hit and run crashes, comparing 2018 Q1 to 2013-2017 Q1 saw a 7% increase, however 2018 Q1 saw the lowest number of incapacitating injuries from hit and run crashes in Q1 since 2014.

Possible injuries as a result of hit and run crashes, comparing 2018 Q1 to 2013-2017 Q1 saw an 8% increase, with the increase in such injuries from hit and run crashes in Q1 starting in 2014.

Property damage only incidents as a result of hit-and run crashes, comparing Q1 2018 to 2013-2017 Q1 saw a 13% increase.

Table 1: Examines hit and run crashes by year and by quarter.

Table 2: Offers comparison of hit and run crashes through a 2013-2017 average and 2018 Q1.

QUESTIONS:

Contact the Office of Management, Analysis and Planning at omap@milwaukee.gov



Table 1:

Hit and Run Crashes						
Year	Fatal Injury (K)	Incapacitating Injury (A)	Non-Incapacitating Injury (B)	Possible Injury (C)	Property Damage (PDO)	Hit and Run Crash Total
2013	7	50	194	383	2,587	3,221
Q1	0	8	38	86	678	810
Q2	1	16	48	97	625	787
Q3	3	13	54	107	579	756
Q4	3	13	54	93	705	868
2014	4	32	216	438	2,709	3,399
Q1	1	4	42	76	726	849
Q2	0	11	45	102	652	810
Q3	1	6	71	125	675	878
Q4	2	11	58	135	656	862
2015	21	42	252	540	3,289	4,144
Q1	3	6	61	118	900	1,088
Q2	7	8	52	138	717	922
Q3	2	18	79	138	821	1,058
Q4	9	10	60	146	851	1,076
2016	10	56	274	608	3,631	4,579
Q1	3	8	67	168	951	1,197
Q2	1	17	67	138	896	1,119
Q3	3	12	67	152	835	1,069
Q4	3	19	73	150	949	1,194
2017	23	83	353	511	3,785	4,755
Q1	5	19	70	121	879	1,094
Q2	11	18	88	152	993	1,262
Q3	2	26	103	122	946	1,199
Q4	5	20	92	116	967	1,200
2018	2	12	60	123	932	1,129
Q1	2	12	60	123	932	1,129
Grand Total	67	275	1,349	2,603	16,933	21,227

Table 2:

Hit and Run Crashes						
Average	Fatal Injury (K)	Incapacitating Injury (A)	Non-Incapacitating Injury (B)	Possible Injury (C)	Property Damage (PDO)	Hit and Run Crash Total
2013-2017 Q1	2	9	56	114	827	1,008
2013-2017 Q2	4	14	60	125	777	980
2013-2017 Q3	2	15	75	129	771	992
2013-2017 Q4	4	15	67	128	826	1,040
2018 Q1	2	12	60	123	932	1,129
2018 Q1 Change from Average Q1	0%	33%	7%	8%	13%	12%