



# City of Milwaukee

200 E. Wells Street  
Milwaukee, Wisconsin  
53202

## Meeting Agenda

### **CITY-COUNTY CARJACKING AND RECKLESS DRIVING TASK FORCE**

*Joana Polanco, Staff Assistant, 286-2366, [jpolan@milwaukee.gov](mailto:jpolan@milwaukee.gov)*

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**Monday, April 15, 2019**

**9:00 AM**

**Room 301-B, City Hall**

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1. **Roll Call.**
2. **Introduction of Members.**
3. **Election of Chair and Vice-Chair.**
4. **Open meetings and open records presentation by the City Clerk.**
5. **Discussion relative to the scope and responsibilities of the task force.**
6. **Complete Street Status Update.**
7. **Public comments.**
8. **Set next meeting date and time.**
9. **Adjournment.**

In the event that Common Council members who are not members of this committee attend this meeting, this meeting may also simultaneously constitute a meeting of the Common Council or any of the following committees: Community and Economic Development, Finance and Personnel, Judiciary and Legislation, Licenses, Public Safety and Health, Public Works, Zoning, Neighborhoods & Development, and/or Steering and Rules. Whether a simultaneous meeting is occurring depends on whether the presence of one or more of the Common Council member results in a quorum of the Common Council or any of the above committees, and, if there is a quorum of another committee, whether any agenda items listed above involve matters within that committee's realm of authority. In the event that a simultaneous meeting is occurring, no action other than information gathering will be taken at the simultaneous meeting.

Upon reasonable notice, efforts will be made to accommodate the needs of persons with disabilities through sign language interpreters or auxiliary aids. For additional information or to request this service, contact the City Clerk's Office ADA Coordinator at 286-2998, (FAX)286-3456, (TDD)286-2025 or by writing to the Coordinator at Room 205, City Hall, 200 E. Wells Street, Milwaukee, WI 53202.

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Persons engaged in lobbying as defined in s. 305-43-4 of the Milwaukee Code of Ordinances are required to register with the City Clerk's Office License Division. Registered lobbyists appearing before a Common Council committee are required to identify themselves as such. More information is available at <http://city.milwaukee.gov/Lobbying>.

Number  
181420  
Version  
SUBSTITUTE 2  
Reference

Sponsor  
ALD. MURPHY, ALD. COGGS AND ALD. LEWIS

Title  
Substitute resolution relating to the creation of a City-County Carjacking and Reckless Driving Task Force.

Analysis  
This resolution creates a City-County Carjacking Task Force to address the prevalence of carjacking and reckless driving in the city and county and to make recommendations and implement policies to reduce carjacking and reckless driving incidents.

The Task Force shall be comprised of the following 13 members:

1. The Mayor or the Mayor's designee.
2. Two Common Council members appointed by the Common Council President.
3. The Police Chief or the Chief's designee.
4. The District Attorney or the District Attorney's designee.
5. One representative from the Health Department appointed by the Health Commissioner.
6. Two community members appointed by the Common Council President.
7. One representative from the Milwaukee Municipal Court.
8. One representative from the Milwaukee County Circuit Court.
9. The Milwaukee County Sheriff or the Sheriff's designee.
10. One Youth Council member appointed by the Common Council President.
11. One representative from the Safety and Civic Commission.

Body

Whereas, Carjacking and reckless driving in the city and county have created significant risks to the health and safety of the community; and

Whereas, The Milwaukee Police Department reports that 410 carjackings occurred in 2017, and 334 carjackings have occurred to date in 2018; and

Whereas, From 2014 to 2017, there were 1,353 felony traffic and other offense cases filed in the Milwaukee County Circuit Court Criminal Division, as well as 532 felony cases filed for operating motor vehicles without owners' consent and 101 misdemeanor cases filed for operating vehicles without owners' consent; and

Whereas, From 2014 to the present, there have been 229,823 traffic offense cases, many of which would be considered reckless driving on City streets; and

Whereas, The City of Milwaukee recognizes a need for taking a proactive and prevention-oriented approach to decrease the number of carjacking and reckless driving incidents and cases; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that a City-County Carjacking and Reckless Driving Task Force is created consisting of:

1. The Mayor or the Mayor's designee.
2. Two Common Council members appointed by the Common Council President.
3. The Police Chief or the Chief's designee.
4. The District Attorney or the District Attorney's designee.
5. One representative from the Health Department appointed by the Health Commissioner.
6. Two community members appointed by the Common Council President.
7. One representative from the Milwaukee Municipal Court.
8. One representative from the Milwaukee County Circuit Court.
9. The Milwaukee County Sheriff or the Sheriff's designee.
10. One Youth Council member appointed by the Common Council President.
11. One representative from the Safety and Civic Commission.

; and, be it

Further Resolved, That the Carjacking and Reckless Driving Task Force is charged with investigating the issue of carjacking and reckless driving in the city and making recommendations to reduce the number of carjackings, theft of vehicles, reckless driving incidents and injuries, and mobile drug trafficking that all cause harm to the community and public and private property; and, be it

Further Resolved, That the members of the Carjacking and Reckless Driving Task Force shall appoint the Chair of the Task Force; and, be it



Further Resolved, That the Carjacking and Reckless Driving Task Force shall consider best practices from other communities as well as evidence-based research; and, be it

Further Resolved, That the Carjacking and Reckless Driving Task Force shall provide quarterly reports to the Common Council and report its final findings and recommendations to the Common Council within 7 months of the effective date of this resolution; and, be it

Further Resolved, That the City Clerk's Office shall provide staffing support to the Task Force; and, be it

Further Resolved, That all City departments are directed to support and cooperate with the work of the Carjacking and Reckless Driving Task Force.

Requestor

Drafter  
LRB172528-3  
Kari B. Gipson/DJZ  
1/4/19

**The Task Force shall be comprised of the following 13 members:**

**1. The Mayor or the Mayor's designee.**

Danielle Decker  
829 North Cass Street  
Milwaukee, WI 53202  
414-286-5589, Room 606

**2. Two Common Council members appointed by the Common Council President.**

Ald. Murphy  
Ald. Lewis

**3. The Police Chief or the Chief's designee.**

Asst. Chief Michael Brunson  
[MBRUNS@milwaukee.gov](mailto:MBRUNS@milwaukee.gov)  
414 935-7707

**4. The District Attorney or the District Attorney's designee.**

Asst. DA Joy Hammond  
[Joy.hammond@da.wi.gov](mailto:Joy.hammond@da.wi.gov)  
By Kent Lovern  
Chief Deputy DA

**5. One representative from the Health Department appointed by the Health Commissioner.**

Shana Kidd  
[Shana.Kidd@milwaukee.gov](mailto:Shana.Kidd@milwaukee.gov)  
Violence Prevention Coordinator  
City of Milwaukee Health Department  
Office: 414.286.6272

**6. Two community members appointed by the Common Council President.**

Bianca Williams 414- 552-5405  
Nicole Todd 414-745-9615

**7. One representative from the Milwaukee Municipal Court.**

Rep (designee) Court Administrator  
Sheldyn Himle  
414-286-3820

**8. One representative from the Milwaukee County Circuit Court.**

Chief Judge Maxine Aldridge White  
Office of the Chief Judge, First Judicial District  
Milwaukee County Courthouse  
901 North 9th Street, 609 CH  
Milwaukee, WI 53233  
Donna Anderson, Exc. Assistant  
[donna.anderson@wicourts.gov](mailto:donna.anderson@wicourts.gov)  
414-278-5116

**9. The Milwaukee County Sheriff or the Sheriff's designee.**

Dept. Inspector Daniel Hughes  
Milwaukee County Sheriff's Office  
821 W State Street, Room 209  
Milwaukee WI 53233  
414-278-5319

**10. One Youth Council member appointed by the Common Council President.**

Marvell Reed  
[Reedmarvell20@gmail.com](mailto:Reedmarvell20@gmail.com)

**11. One representative from the Safety and Civic Commission.**

Byron Marshall Jr. – Chair of Milwaukee Safety and Civic Commission 414-554-8682  
[byrongmarshalljr@yahoo.com](mailto:byrongmarshalljr@yahoo.com)



# MEMORANDUM

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## LEGISLATIVE REFERENCE BUREAU

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WWW.MILWAUKEE.GOV/LRB

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**To:** Ald. Michael Murphy  
**From:** Aaron J. Michelson – Legislative Fiscal Analyst-Lead  
**Date:** February 26, 2019  
**Subject:** Carjacking and Reckless Driving Arrests/Citations/Charges

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Pursuant to your request, the Legislative Reference Bureau is providing data regarding arrests, citations and charges for carjacking- and reckless-driving-related offenses within the City.

Data related to arrests, citations and charges for carjacking- and reckless-driving-related offenses were provided by the Milwaukee Police Department, the Milwaukee Municipal Court, and the Milwaukee County District Attorney's office. For the purposes of data gathering, all offenses related to reckless driving (i.e. speeding, red light running, reckless driving, etc.) were included in the data request.

### Arrests

Table 1 provides information on arrests made for carjacking- and reckless-driving-related offenses within the past four years, from 2015 to 2018. This information includes an age range and sex of the offenders. The highest numbers of arrests over the four-year period were 2,151 for operating vehicle without owner's consent (s. 943.23(3), Wis. Stats.). The highest number of arrests for this offense was in 2016, at 625, and the most common age-range for offenders was 17-21 years old. Other carjacking-related arrests with high numbers of offenders over the four-year period included operate vehicle without owner's consent, passenger, (s. 943.23(4m), Wis. Stats.) at 1,461 arrests, and take and drive vehicle without owner's consent (s. 943.23(2), Wis. Stats.) at 613 arrests.

The total number of arrests specifically for carjacking (s. 943.23(1g), Wis. Stats.) over the four-year period was 169, with the highest number of arrests in 2018, at 81. Offenders ages 17-21 years old had the highest frequency at 70 over the four-year period. The total number of arrests specifically for reckless driving (ss. 346.62(2) to 346.62(4), Wis. Stats.) over the four year time-period was 85, with the highest number of arrests for both 2017 and 2018 at 25 each year. Offenders ages 17-21 years old had the highest frequency at 34 over the four-year period.

Also attached is a map showing the locations of arrests for carjacking (s. 943.23(1g), Wis. Stats.) and operating without owner's consent (ss. 943.23(2) to 943.23(4m)) offenses from 2015 to 2018.

### Citations

Table 2 provides information on total citations issued for carjacking- and reckless-driving-related offenses within the past two years. It is possible for an offender to both be

arrested and issued a citation for a single incident. Citation data prior to 2017 were not readily available due to a change in the software utilized for tracking and reporting. This information also includes the age-range and sex of the offenders for which citations were issued. The highest numbers of citations over the two-year timeframe were 20,710 for exceeding the speed zone (s. 346.57(5), Wis. Stats.). The highest number of citations for this offense was in 2017, at 11,306, and the most common age-range for offenders was from 22-26 years old. Unreasonable and imprudent speed (s. 346.57(2), Wis. Stats.) and speeding on city highway (s. 346.57(4) (e), Wis. Stats.) are separate but related offenses for which 888 and 802 citations, respectively, were issued over the two-year period.

The total number of citations issued specifically for reckless driving (ss. 346.62(2) to 346.62(4), Wis. Stats.) over the two-year period was 545, with the highest number of citations issued in 2018, at 314. Offenders ages 17-21 years old had the highest frequency at 147 over the two-year period. Carjacking offenders (s. 943.23(1g), Wis. Stats.) are only arrested and not issued citations.

### **Criminal Charges**

Table 3 provides information on total criminal charges issued by the Milwaukee County District Attorney's office for carjacking- and reckless-driving-related offenses within the past four years. This information includes an age range and sex of the offenders. The highest number of criminal charges over the four-year period was 790 for operating vehicle without owner's consent (s. 943.23(3), Wis. Stats.). The highest number of criminal charges for this offense was in 2016, at 236, and the most common age-range for offenders was 16 years old and younger. Other carjacking-related criminal charges with high numbers of offenders over the four-year period included operate vehicle without owner's consent, passenger, (s. 943.23(4m), Wis. Stats.) at 488 criminal charges, and take and drive vehicle without owner's consent (s. 943.23(2), Wis. Stats.) at 462 criminal charges.

The total number of criminal charges specifically for carjacking (s. 943.23(1g), Wis. Stats.) over the four-year period was 36, with the highest number of criminal charges in 2016, at 15. Offenders ages 17-21 years old had the highest frequency at 21 over the four-year period. The total number of criminal charges specifically for reckless driving, causing bodily harm (s. 346.62(3), Wis. Stats.) and reckless driving, causing great bodily harm (s. 346.62(4), Wis. Stats.) over the four-year time-period was 42, with the highest number of criminal charges in 2017, at 19. Offenders ages 17-21 years old had the highest frequency at 18 over the four-year period. Reckless driving, endangering safety (s. 346.62(2), Wis. Stats.) is not considered a criminal offense, and charges for this offense are heard by the Milwaukee Municipal Court.

### **Non-Criminal Charges**

Table 4 provides information on total non-criminal charges issued by the Milwaukee Municipal Court for carjacking- and reckless-driving-related offenses within the past four years. This information includes an age range and sex of the offenders. The highest number of non-criminal charges over the four-year period was 30,274 for exceeding the speed zone (s. 346.57(5), Wis. Stats.). The highest number of non-criminal charges for this offense was in 2018, at 10,437, and the most common age-range for offenders was

22-26 years old. Unreasonable and imprudent speed (s. 346.57(2), Wis. Stats.) and speeding on city highway (s. 346.57(4)(e), Wis. Stats.) are separate but related offenses for which 1,576 and 935 non-criminal charges, respectively, were issued over the four-year timeframe.

The total number of non-criminal charges issued specifically for reckless driving, endangering safety (s. 346.62(2), Wis. Stats.) over the four-year period was 841, with the highest number of non-criminal charges issued in 2018, at 272. Offenders ages 17-21 years old had the highest frequency at 266 over the four-year period. Carjacking (s. 943.23(1g), Wis. Stats.), reckless driving, causing bodily harm (s. 346.62(3), Wis. Stats.) and reckless driving, causing great bodily harm (s. 346.62(4), Wis. Stats.) are both criminal charges heard by the Milwaukee County District Attorney's office.

If you have any questions regarding this information, please let me know.

LRB 173296-2



**Table 1**

Milwaukee Police Department Arrests for Various Carjacking- and Reckless-Driving-Related Offenses, 2015-2018													
Arrests	2015			2016			2017			2018			Total
	F	M	Total	F	M	Total	F	M	Total	F	M	Total	
<b>Carjacking 943.23(1g)</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>50</b>	<b>54</b>	<b>1</b>	<b>30</b>	<b>31</b>	<b>12</b>	<b>69</b>	<b>81</b>	<b>169</b>
Age <=16	0	1	1	3	19	22	1	10	11	6	18	24	58
17-21	0	1	1	1	21	22	0	13	13	4	30	34	70
22-26	0	1	1	0	6	6	0	4	4	2	17	19	30
27-31	0	0	0	0	2	2	0	1	1	0	2	2	5
32-36	0	0	0	0	1	1	0	1	1	0	0	0	2
37-41	0	0	0	0	1	1	0	1	1	0	1	1	3
>=42	0	0	0	0	0	0	0	0	0	0	1	1	1
<b>Drive / Operate Vehicle without Owner's Consent 943.23(3)</b>	<b>58</b>	<b>521</b>	<b>579</b>	<b>69</b>	<b>556</b>	<b>625</b>	<b>76</b>	<b>469</b>	<b>545</b>	<b>52</b>	<b>350</b>	<b>402</b>	<b>2,151</b>
Age <=16	15	187	202	31	187	218	18	122	140	13	80	93	653
17-21	21	203	224	18	230	248	28	196	224	13	140	153	849
22-26	8	77	85	8	71	79	9	78	87	5	54	59	310
27-31	9	24	33	4	31	35	8	33	41	5	29	34	143
32-36	1	11	12	4	10	14	5	18	23	8	20	28	77
37-41	3	5	8	2	10	12	4	10	14	5	14	19	53
>=42	1	14	15	2	17	19	4	12	16	3	13	16	66
<b>Exceeding Speed Zone 346.57(5)</b>	<b>1</b>	<b>11</b>	<b>12</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>42</b>
Age <=16	0	0	0	0	0	0	0	0	0	0	0	0	0
17-21	0	1	1	1	0	1	0	1	1	0	1	1	4
22-26	1	3	4	0	3	3	0	5	5	0	3	3	15
27-31	0	3	3	0	0	0	0	3	3	0	3	3	9
32-36	0	2	2	0	2	2	0	2	2	0	0	0	6
37-41	0	1	1	0	0	0	0	1	1	0	0	0	2
>=42	0	1	1	0	1	1	0	3	3	0	1	1	6

Arrests	2015			2016			2017			2018			Total
	F	M	Total	F	M	Total	F	M	Total	F	M	Total	
	2	4	6	1	4	5	0	3	3	2	3	5	
Age <=16	0	0	0	0	0	0	0	0	0	0	0	0	
17-21	1	1	2	0	0	0	1	1	0	0	0	3	
22-26	1	1	2	0	2	2	1	1	1	1	2	7	
27-31	0	1	1	0	1	1	0	0	0	1	1	3	
32-36	0	0	0	0	1	1	1	1	1	1	2	4	
37-41	0	1	1	1	0	1	0	0	0	0	0	2	
>=42	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Fail to Stop at Stop Sign 346.46(1)</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>36</b>	
Age <=16	0	0	0	0	0	0	0	0	0	0	0	0	
17-21	0	2	2	0	3	3	0	6	0	1	1	12	
22-26	0	2	2	1	3	4	0	2	1	1	2	10	
27-31	0	0	0	0	0	0	1	3	0	1	1	5	
32-36	0	0	0	0	0	0	0	0	0	0	0	0	
37-41	0	0	0	0	1	1	0	0	0	1	1	2	
>=42	0	2	2	0	3	3	0	1	0	1	1	7	
<b>Fail to Stop for Flashing Red Signal 346.39(1)</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	
Age <=16	0	0	0	0	0	0	0	0	0	0	0	0	
17-21	0	1	1	0	0	0	0	0	0	0	0	1	
22-26	0	2	2	0	0	0	0	0	0	1	1	3	
27-31	1	0	1	0	0	0	0	0	0	0	0	1	
32-36	0	0	0	0	1	1	0	0	0	0	0	1	
37-41	0	0	0	0	0	0	0	0	0	0	0	0	
>=42	0	0	0	0	1	1	0	0	0	0	0	1	

Arrests	2015			2016			2017			2018			Total
	F	M	Total	F	M	Total	F	M	Total	F	M	Total	
	Operate Vehicle without Owner's Consent, Passenger 943.23(4m)	80	235	315	116	347	463	97	244	341	97	245	
Age <=16	45	123	168	64	184	248	46	106	152	54	103	157	725
17-21	29	83	112	29	126	155	39	96	135	26	104	130	532
22-26	5	17	22	12	26	38	9	24	33	11	22	33	126
27-31	1	8	9	6	5	11	0	12	12	3	8	11	43
32-36	0	1	1	2	3	5	3	5	8	1	4	5	19
37-41	0	0	0	1	0	1	0	0	0	2	1	3	4
>=42	0	3	3	2	3	5	0	1	1	0	3	3	12
Operating While Intoxicated 346.63(1)(a)	63	301	364	59	288	347	62	284	346	93	281	374	1,431
Age <=16	0	0	0	0	0	0	0	0	0	0	0	0	0
17-21	1	21	22	3	10	13	3	7	10	2	12	14	59
22-26	21	56	77	18	45	63	9	39	48	15	38	53	241
27-31	10	45	55	12	48	60	13	66	79	20	49	69	263
32-36	15	47	62	6	52	58	8	45	53	23	61	84	257
37-41	5	30	35	5	28	33	9	39	48	10	26	36	152
>=42	11	102	113	15	105	120	20	88	108	23	95	118	459
Operating While Intoxicated, Blood Alcohol Content 0.1%+ 346.63(1)(b)	37	127	164	28	114	142	15	81	96	10	35	45	447
Age <=16	0	0	0	0	0	0	0	0	0	0	0	0	0
17-21	4	4	8	1	3	4	0	4	4	0	0	0	16
22-26	8	26	34	9	16	25	3	16	19	1	4	5	83
27-31	6	33	39	6	30	36	3	23	26	1	7	8	109
32-36	4	22	26	4	18	22	2	12	14	0	7	7	69
37-41	4	10	14	3	8	11	2	9	11	5	5	10	46
>=42	11	32	43	5	39	44	5	17	22	3	12	15	124





Arrests	2015				2016				2017				2018				Total
	F	M	Total	F	M	Total	F	M	Total	F	M	Total	F	M	Total		
	4	10	14	3	9	12	2	14	16	0	16	16	0	16	16	58	
Reckless Driving, Endangering Safety 346.62(2)	0	1	1	0	1	1	0	0	0	0	0	0	0	1	1	3	
Age <=16	1	3	4	0	3	3	2	6	8	0	7	7	0	7	22		
17-21	0	1	1	0	3	3	0	2	2	0	4	4	0	4	10		
22-26	2	1	3	1	2	3	0	3	3	0	3	3	0	3	12		
27-31	0	2	2	1	0	1	0	1	1	0	0	0	0	0	4		
32-36	0	0	0	1	0	1	0	1	1	0	1	1	0	1	3		
37-41	1	2	3	0	0	0	0	1	1	0	0	0	0	0	4		
>=42	18	120	138	32	133	165	28	126	154	28	128	156	0	128	613		
Take and Drive Vehicle without Owner's Consent 943.23(2)	10	67	77	22	78	100	14	73	87	4	38	42	4	38	306		
Age <=16	3	25	28	5	33	38	3	30	33	10	54	64	10	54	163		
17-21	3	8	11	2	9	11	2	10	12	7	9	16	7	9	50		
22-26	1	8	9	0	4	4	5	5	10	5	7	12	5	7	35		
27-31	1	4	5	2	0	2	1	3	4	0	9	9	0	9	20		
32-36	0	3	3	1	4	5	0	1	1	1	5	5	0	5	14		
37-41	0	5	5	0	5	5	3	4	7	2	6	8	2	6	25		
>=42	2	10	12	1	2	3	2	4	6	0	6	6	0	6	27		
Unreasonable and Imprudent Speed 346.57(2)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Age <=16	0	5	5	0	1	1	1	1	2	2	2	2	0	2	10		
17-21	1	1	2	0	0	0	1	2	3	0	2	2	0	2	7		
22-26	0	3	3	0	1	1	0	0	0	0	0	0	0	0	4		
27-31	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1		
32-36	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1		
37-41	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
>=42	1	0	1	0	0	0	0	1	1	0	1	1	0	1	3		

Arrests	2015			2016			2017			2018			Total
	F	M	Total	F	M	Total	F	M	Total	F	M	Total	
	1	4	5	2	3	5	5	7	12	0	0	0	
Vehicle Owner Liability, Hit and Run 346.675(1)	0	0	0	0	0	0	0	0	0	0	0	0	
Age <=16	1	0	1	0	1	1	1	1	0	0	0	3	
17-21	0	1	1	1	0	1	1	1	0	0	0	3	
22-26	0	2	2	1	0	1	2	3	0	0	0	6	
27-31	0	1	1	0	1	1	1	1	0	0	0	3	
32-36	0	0	0	0	0	0	2	4	0	0	0	4	
37-41	0	0	0	0	1	1	2	2	0	0	0	3	
>=42	0	0	0	0	0	0	0	0	0	0	0	0	
Inattentive Driving 346.89(1)	0	0	0	0	0	0	0	0	0	0	2	2	
Age <=16	0	0	0	0	0	0	0	0	0	0	0	0	
17-21	0	0	0	0	0	0	0	0	0	0	0	0	
22-26	0	0	0	0	0	0	0	0	0	0	0	0	
27-31	0	0	0	0	0	0	0	0	0	0	0	0	
32-36	0	0	0	0	0	0	0	0	0	0	0	0	
37-41	0	0	0	0	0	0	0	0	0	0	0	0	
>=42	0	0	0	0	0	0	0	0	0	0	2	2	
<b>Total</b>	<b>271</b>	<b>1,368</b>	<b>1,639</b>	<b>321</b>	<b>1,542</b>	<b>1,863</b>	<b>294</b>	<b>1,318</b>	<b>1,612</b>	<b>296</b>	<b>1,163</b>	<b>1,459</b>	<b>6,573</b>



Table 2

Milwaukee Police Department Citations for Various Carjacking- and Reckless-Driving-Related Offenses, 2017-2018							
Citations	2017			2018			Total
	F	M	Total	F	M	Total	
<b>Exceeding Speed Zone 346.57(5)</b>	<b>4,221</b>	<b>7,085</b>	<b>11,306</b>	<b>3,681</b>	<b>5,723</b>	<b>9,404</b>	<b>20,710</b>
Age <=16	2	4	6	2	12	14	20
17-21	486	900	1,386	475	861	1,336	2,722
22-26	1,140	1,839	2,979	940	1,402	2,342	5,321
27-31	975	1,447	2,422	792	1,042	1,834	4,256
32-36	540	900	1,440	490	725	1,215	2,655
37-41	363	582	945	322	450	772	1,717
>=42	715	1,413	2,128	660	1,231	1,891	4,019
<b>Fail to Obey Traffic Officer / Signal 346.04(2)</b>	<b>237</b>	<b>430</b>	<b>667</b>	<b>268</b>	<b>503</b>	<b>771</b>	<b>1,438</b>
Age <=16	0	0	0	0	2	2	2
17-21	20	55	75	23	59	82	157
22-26	64	100	164	55	97	152	316
27-31	45	76	121	80	97	177	298
32-36	31	57	88	30	69	99	187
37-41	25	34	59	25	46	71	130
>=42	52	108	160	55	133	188	348
<b>Fail to Stop at Stop Sign 346.46(1)</b>	<b>373</b>	<b>924</b>	<b>1,297</b>	<b>434</b>	<b>948</b>	<b>1,382</b>	<b>2,679</b>
Age <=16	0	1	1	3	10	13	14
17-21	39	130	169	62	160	222	391
22-26	83	233	316	98	236	334	650
27-31	76	187	263	99	183	282	545
32-36	70	117	187	54	107	161	348
37-41	36	71	107	32	75	107	214
>=42	69	185	254	86	177	263	517
<b>Fail to Stop for Flashing Red Signal 346.39(1)</b>	<b>36</b>	<b>83</b>	<b>119</b>	<b>34</b>	<b>66</b>	<b>100</b>	<b>219</b>
Age <=16	0	0	0	0	2	2	2
17-21	6	7	13	5	13	18	31
22-26	11	25	36	5	15	20	56
27-31	10	18	28	10	12	22	50
32-36	3	12	15	3	9	12	27
37-41	2	6	8	4	5	9	17
>=42	4	15	19	7	10	17	36
<b>Operate Vehicle without Owner's Consent, Passenger 943.23(4m)</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
Age <=16	0	0	0	0	0	0	0
17-21	0	1	1	0	0	0	1
22-26	0	0	0	0	0	0	0
27-31	0	0	0	0	0	0	0
32-36	0	0	0	0	0	0	0
37-41	0	0	0	0	0	0	0
>=42	0	0	0	0	0	0	0

Citations	2017			2018			Total
	F	M	Total	F	M	Total	
<b>Operating While Intoxicated 346.63(1)(a)</b>	<b>151</b>	<b>513</b>	<b>664</b>	<b>199</b>	<b>552</b>	<b>751</b>	<b>1,415</b>
Age <=16	0	0	0	0	0	0	0
17-21	6	14	20	12	35	47	67
22-26	21	71	92	35	77	112	204
27-31	40	98	138	46	100	146	284
32-36	18	87	105	36	91	127	232
37-41	14	69	83	28	59	87	170
>=42	52	174	226	42	190	232	458
<b>Operating While Intoxicated, Blood Alcohol Content 0.1%+ 346.63(1)(b)</b>	<b>62</b>	<b>218</b>	<b>280</b>	<b>85</b>	<b>218</b>	<b>303</b>	<b>583</b>
Age <=16	0	0	0	0	0	0	0
17-21	4	7	11	6	15	21	32
22-26	6	36	42	19	37	56	98
27-31	16	39	55	17	37	54	109
32-36	8	28	36	15	37	52	88
37-41	4	32	36	11	30	41	77
>=42	24	76	100	17	62	79	179
<b>Operator Violate Red Traffic Light 346.37(1)(c)1</b>	<b>706</b>	<b>1,411</b>	<b>2,117</b>	<b>712</b>	<b>1,351</b>	<b>2,063</b>	<b>4,180</b>
Age <=16	1	0	1	4	2	6	7
17-21	65	191	256	95	197	292	548
22-26	142	309	451	175	310	485	936
27-31	151	266	417	155	255	410	827
32-36	96	182	278	98	165	263	541
37-41	67	121	188	60	111	171	359
>=42	184	342	526	125	311	436	962
<b>Reckless Driving, Cause Bodily Harm 346.62(3)</b>	<b>2</b>	<b>9</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>7</b>	<b>18</b>
Age <=16	0	0	0	0	0	0	0
17-21	0	4	4	1	2	3	7
22-26	1	1	2	1	0	1	3
27-31	1	2	3	1	1	2	5
32-36	0	2	2	0	1	1	3
37-41	0	0	0	0	0	0	0
>=42	0	0	0	0	0	0	0
<b>Reckless Driving, Cause Great Bodily Harm 346.62(4)</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>16</b>
Age <=16	0	0	0	0	0	0	0
17-21	0	5	5	0	2	2	7
22-26	0	0	0	0	3	3	3
27-31	0	2	2	0	1	1	3
32-36	0	0	0	0	1	1	1
37-41	0	0	0	0	2	2	2
>=42	0	0	0	0	0	0	0

Citations	2017			2018			Total
	F	M	Total	F	M	Total	
<b>Reckless Driving, Endangering Safety 346.62(2)</b>	<b>22</b>	<b>191</b>	<b>213</b>	<b>48</b>	<b>250</b>	<b>298</b>	<b>511</b>
Age <=16	0	1	1	2	12	14	15
17-21	3	45	48	11	74	85	133
22-26	8	58	66	7	67	74	140
27-31	4	41	45	10	43	53	98
32-36	4	21	25	9	27	36	61
37-41	1	12	13	2	5	7	20
>=42	2	13	15	7	22	29	44
<b>Unreasonable and Imprudent Speed 346.57(2)</b>	<b>105</b>	<b>323</b>	<b>428</b>	<b>113</b>	<b>347</b>	<b>460</b>	<b>888</b>
Age <=16	0	2	2	3	7	10	12
17-21	14	59	73	25	74	99	172
22-26	37	109	146	29	95	124	270
27-31	22	64	86	21	59	80	166
32-36	12	33	45	7	46	53	98
37-41	7	20	27	9	15	24	51
>=42	13	36	49	19	51	70	119
<b>Vehicle Owner's Liability, Hit and Run 346.675(1)</b>	<b>120</b>	<b>130</b>	<b>250</b>	<b>170</b>	<b>144</b>	<b>314</b>	<b>564</b>
Age <=16	0	0	0	0	0	0	0
17-21	13	16	29	21	14	35	64
22-26	20	23	43	37	37	74	117
27-31	35	24	59	32	18	50	109
32-36	10	15	25	24	9	33	58
37-41	13	8	21	16	16	32	53
>=42	29	44	73	40	50	90	163
<b>Inattentive Driving 346.89(1)</b>	<b>103</b>	<b>179</b>	<b>282</b>	<b>124</b>	<b>215</b>	<b>339</b>	<b>621</b>
Age <=16	0	0	0	0	0	0	0
17-21	11	18	29	17	34	51	80
22-26	24	34	58	27	44	71	129
27-31	21	36	57	21	37	58	115
32-36	6	24	30	15	24	39	69
37-41	10	21	31	16	20	36	67
>=42	31	46	77	28	56	84	161
<b>Speeding on City Highway 346.57(4)(e)</b>	<b>210</b>	<b>324</b>	<b>534</b>	<b>94</b>	<b>174</b>	<b>268</b>	<b>802</b>
Age <=16	0	0	0	0	0	0	0
17-21	16	29	45	7	20	27	72
22-26	55	78	133	24	32	56	189
27-31	38	54	92	19	36	55	147
32-36	27	52	79	12	29	41	120
37-41	18	42	60	11	15	26	86
>=42	56	69	125	21	42	63	188
<b>Total</b>	<b>6,348</b>	<b>11,828</b>	<b>18,176</b>	<b>5,965</b>	<b>10,504</b>	<b>16,469</b>	<b>34,645</b>



**Table 3**

Milwaukee County District Attorney, Charges for Various Carjacking- and Reckless-Driving-Related Offenses, 2015-2018													
Charges	2015			2016			2017			2018			Total
	F	M	Total	F	M	Total	F	M	Total	F	M	Total	
Carjacking 943.23(1g)&(1r)	0	7	7	3	12	15	0	5	5	0	9	9	36
Age <=16	0	1	1	0	0	0	0	1	1	0	1	1	3
17-21	0	4	4	3	7	10	0	1	1	0	6	6	21
22-26	0	2	2	0	3	3	0	3	3	0	1	1	9
27-31	0	0	0	0	2	2	0	0	0	0	1	1	3
32-36	0	0	0	0	0	0	0	0	0	0	0	0	0
37-41	0	0	0	0	0	0	0	0	0	0	0	0	0
>=42	0	0	0	0	0	0	0	0	0	0	0	0	0
Take and Drive Vehicle without Owner's Consent 943.23(2)	8	89	97	16	121	137	20	107	127	15	86	101	462
Age <=16	6	57	63	12	61	73	14	69	83	5	40	45	264
17-21	2	18	20	2	45	47	3	27	30	5	21	26	123
22-26	0	6	6	1	5	6	2	3	5	2	4	6	23
27-31	0	1	1	0	5	5	1	3	4	2	7	9	19
32-36	0	1	1	0	1	1	0	0	0	1	7	8	10
37-41	0	0	0	0	3	3	0	1	1	0	3	3	7
>=42	0	6	6	1	1	2	0	4	4	0	4	4	16
Drive / Operate Vehicle without Owner's Consent 943.23(3)	16	197	213	16	220	236	13	176	189	15	137	152	790
Age <=16	10	92	102	12	102	114	5	88	93	7	62	69	378
17-21	3	82	85	1	91	92	7	63	70	2	46	48	295
22-26	0	13	13	0	17	17	1	13	14	3	13	16	60
27-31	1	5	6	1	4	5	0	9	9	2	6	8	28
32-36	0	4	4	2	1	3	0	1	1	0	4	4	12
37-41	1	0	1	0	2	2	0	0	0	0	2	2	5
>=42	1	1	2	0	3	3	0	2	2	1	4	5	12

Charges	2015			2016			2017			2018			Total
	F	M	Total	F	M	Total	F	M	Total	F	M	Total	
	Drive / Operate Vehicle without Owner's Consent - Abandon Vehicle 943.23(3)&(3m)	0	7	7	4	7	11	2	2	4	1	4	
Age <=16	0	3	3	3	3	6	1	0	1	0	0	0	10
17-21	0	1	1	1	2	3	0	0	0	1	1	2	6
22-26	0	1	1	0	1	1	1	1	2	0	0	0	4
27-31	0	1	1	0	0	0	0	1	1	0	2	2	4
32-36	0	0	0	0	1	1	0	0	0	0	0	0	1
37-41	0	0	0	0	0	0	0	0	0	0	1	1	1
>=42	0	1	1	0	0	0	0	0	0	0	0	0	1
Operate Vehicle without Owner's Consent, Passenger 943.23(4m)	16	91	107	40	117	157	17	90	107	27	90	117	488
Age <=16	14	74	88	34	89	123	17	65	82	22	57	79	372
17-21	1	15	16	6	26	32	0	25	25	4	28	32	105
22-26	0	1	1	0	2	2	0	0	0	1	4	5	8
27-31	0	0	0	0	0	0	0	0	0	0	1	1	1
32-36	0	1	1	0	0	0	0	0	0	0	0	0	1
37-41	1	0	1	0	0	0	0	0	0	0	0	0	1
>=42	0	0	0	0	0	0	0	0	0	0	0	0	0
Reckless Driving, Cause Bodily Harm 346.62(3)	3	4	7	1	0	1	4	4	8	0	2	2	18
Age <=16	0	0	0	0	0	0	0	0	0	0	0	0	0
17-21	1	1	2	0	0	0	1	2	3	0	1	1	6
22-26	1	1	2	0	0	0	0	2	2	0	0	0	4
27-31	1	0	1	1	0	1	2	0	2	0	0	0	4
32-36	0	0	0	0	0	0	0	0	0	0	1	1	1
37-41	0	0	0	0	0	0	0	0	0	0	0	0	0
>=42	0	2	2	0	0	0	1	0	1	0	0	0	3



Charges	2015			2016			2017			2018			Total
	F	M	Total	F	M	Total	F	M	Total	F	M	Total	
	0	1	1	1	0	0	1	1	10	11	2	9	
Age <=16	0	0	0	0	0	0	0	0	0	0	0	0	0
17-21	0	0	0	0	0	0	0	8	8	2	2	4	12
22-26	0	0	0	0	0	0	0	2	2	0	2	2	4
27-31	0	1	1	0	0	0	1	0	1	0	1	1	3
32-36	0	0	0	0	0	0	0	0	0	0	1	1	1
37-41	0	0	0	1	0	1	0	0	0	0	2	2	3
>=42	0	0	0	0	0	0	0	0	0	0	1	1	1
<b>Total</b>	<b>43</b>	<b>396</b>	<b>439</b>	<b>81</b>	<b>477</b>	<b>558</b>	<b>57</b>	<b>394</b>	<b>451</b>	<b>60</b>	<b>337</b>	<b>397</b>	<b>1,845</b>

**Table 4**

Charges	2015			2016			2017			2018			Total
	F	M	Total	F	M	Total	F	M	Total	F	M	Total	
	<b>Exceeding Speed Zone 346.57(5)</b>	<b>1,952</b>	<b>3,195</b>	<b>5,147</b>	<b>1,861</b>	<b>3,039</b>	<b>4,900</b>	<b>3,677</b>	<b>6,113</b>	<b>9,790</b>	<b>4,041</b>	<b>6,396</b>	
Age <=16	4	17	21	3	6	9	13	28	41	8	42	50	121
17-21	361	620	981	384	605	989	683	1,152	1,835	646	1,146	1,792	5,597
22-26	565	891	1,456	450	815	1,265	985	1,560	2,545	1,048	1,534	2,582	7,848
27-31	331	528	859	298	523	821	748	1,136	1,884	805	1,123	1,928	5,492
32-36	199	328	527	222	319	541	408	670	1,078	513	772	1,285	3,431
37-41	148	231	379	160	196	356	273	437	710	340	491	831	2,276
>=42	344	580	924	344	575	919	567	1,130	1,697	681	1,288	1,969	5,509
<b>Fail to Obey Traffic Officer / Signal 346.04(2)</b>	<b>269</b>	<b>479</b>	<b>748</b>	<b>185</b>	<b>392</b>	<b>577</b>	<b>190</b>	<b>380</b>	<b>570</b>	<b>310</b>	<b>557</b>	<b>867</b>	<b>2,762</b>
Age <=16	0	4	4	0	3	3	1	4	5	1	3	4	16
17-21	46	87	133	33	71	104	23	67	90	43	84	127	454
22-26	65	121	186	41	102	143	52	88	140	67	104	171	640
27-31	46	74	120	30	60	90	32	58	90	81	119	200	500
32-36	37	55	92	28	46	74	19	43	62	33	72	105	333
37-41	24	37	61	10	25	35	18	22	40	26	44	70	206
>=42	51	101	152	43	85	128	45	98	143	59	131	190	613
<b>Fail to Stop at Stop Sign 346.46(1)</b>	<b>251</b>	<b>563</b>	<b>814</b>	<b>183</b>	<b>417</b>	<b>600</b>	<b>335</b>	<b>821</b>	<b>1,156</b>	<b>456</b>	<b>997</b>	<b>1,453</b>	<b>4,023</b>
Age <=16	1	4	5	3	3	6	1	9	10	3	15	18	39
17-21	41	122	163	35	105	140	55	177	232	75	189	264	799
22-26	66	154	220	40	91	131	79	213	292	104	244	348	991
27-31	50	91	141	41	70	111	71	151	222	91	179	270	744
32-36	36	54	90	21	28	49	49	82	131	63	112	175	445
37-41	17	39	56	12	34	46	26	45	71	39	71	110	283
>=42	40	99	139	31	86	117	54	144	198	81	187	268	722

Charges	2015				2016				2017				2018				Total
	F	M	Total		F	M	Total		F	M	Total		F	M	Total		
Fail to Stop for Flashing Red Signal 346.39(1)	15	50	65		17	45	62		32	67	99		36	73	109		335
Age <=16	0	0	0		0	0	0		0	0	0		0	2	2		2
17-21	4	9	13		1	16	17		7	10	17		7	17	24		71
22-26	6	19	25		7	11	18		8	24	32		8	16	24		99
27-31	3	10	13		2	6	8		11	9	20		9	12	21		62
32-36	0	5	5		3	4	7		2	7	9		3	11	14		35
37-41	0	3	3		1	4	5		3	5	8		4	4	8		24
>=42	2	4	6		3	4	7		1	12	13		5	11	16		42
Operating While Intoxicated 346.63(1)(a)	128	492	620		112	323	435		110	342	452		140	367	507		2,014
Age <=16	0	1	1		0	0	0		1	1	2		0	0	0		3
17-21	13	46	59		9	29	38		12	31	43		12	38	50		190
22-26	42	97	139		35	57	92		24	68	92		28	60	88		411
27-31	20	84	104		21	67	88		20	62	82		28	58	86		360
32-36	13	67	80		14	44	58		8	42	50		26	66	92		280
37-41	15	33	48		7	23	30		12	41	53		14	40	54		185
>=42	25	164	189		26	103	129		33	97	130		32	105	137		585
Operating While Intoxicated, Blood Alcohol Content 0.1%+ 346.63(1)(b)	83	312	395		71	203	274		59	196	255		84	210	294		1,218
Age <=16	0	1	1		0	0	0		0	0	0		0	0	0		1
17-21	8	22	30		5	13	18		7	12	19		9	19	28		95
22-26	24	55	79		25	33	58		9	38	47		20	39	59		243
27-31	13	53	66		13	44	57		10	33	43		19	33	52		218
32-36	11	46	57		6	26	32		7	23	30		10	33	43		162
37-41	8	26	34		4	18	22		7	24	31		8	25	33		120
>=42	19	109	128		18	69	87		19	66	85		18	61	79		379



Charges	2015			2016			2017			2018			Total
	F	M	Total	F	M	Total	F	M	Total	F	M	Total	
	Operator Violate Red Traffic Light 346.37(1)(c)1	357	750	1,107	343	721	1,064	615	1,271	1,886	854	1,605	
Age <=16	2	2	4	2	8	10	5	7	12	5	10	15	41
17-21	58	137	195	59	142	201	90	232	322	138	282	420	1,138
22-26	90	206	296	95	175	270	153	292	445	209	345	554	1,565
27-31	67	122	189	52	130	182	107	241	348	159	286	445	1,164
32-36	51	76	127	39	80	119	75	141	216	117	194	311	773
37-41	22	44	66	25	41	66	47	79	126	66	138	204	462
>=42	67	163	230	71	145	216	138	279	417	160	350	510	1,373
Reckless Driving, Endangering Safety 346.62(2)	39	143	182	31	148	179	24	184	208	45	227	272	841
Age <=16	0	8	8	1	2	3	0	3	3	2	14	16	30
17-21	14	47	61	7	53	60	6	58	64	11	70	81	266
22-26	12	44	56	13	39	52	7	53	60	7	58	65	233
27-31	7	20	27	4	25	29	6	35	41	8	39	47	144
32-36	0	12	12	2	12	14	4	14	18	7	22	29	73
37-41	1	3	4	3	9	12	0	9	9	3	6	9	34
>=42	5	9	14	1	8	9	1	12	13	7	18	25	61
Unreasonable and Imprudent Speed 346.57(2)	66	274	340	77	289	366	104	314	418	106	346	452	1,576
Age <=16	0	1	1	0	2	2	0	2	2	4	7	11	16
17-21	18	73	91	21	85	106	22	84	106	25	81	106	409
22-26	21	77	98	19	85	104	38	103	141	31	90	121	464
27-31	12	48	60	13	44	57	15	51	66	19	67	86	269
32-36	6	28	34	13	26	39	10	25	35	7	41	48	156
37-41	2	13	15	2	16	18	8	19	27	6	18	24	84
>=42	7	34	41	9	31	40	11	30	41	14	42	56	178

Charges	2015				2016				2017				2018				Total
	F	M	Total	F	M	Total	F	M	Total	F	M	Total	F	M	Total		
	Vehicle Owner Liability, Hit and Run 346.675(1)	145	149	294	157	149	306	114	115	229	151	135	286	1,115			
Age <=16	0	0	0	0	0	0	0	0	0	1	0	1	1				
17-21	22	15	37	21	12	33	17	16	33	25	17	42	145				
22-26	31	27	58	37	30	67	30	24	54	39	35	74	253				
27-31	24	22	46	35	29	64	19	12	31	24	21	45	186				
32-36	20	29	49	16	17	33	12	15	27	17	8	25	134				
37-41	13	13	26	12	16	28	9	6	15	10	16	26	95				
>=42	35	43	78	36	45	81	27	42	69	35	38	73	301				
Inattentive Driving 346.89(1)	148	247	395	140	261	401	108	188	296	116	218	334	1,426				
Age <=16	1	4	5	1	0	1	0	1	1	1	3	4	11				
17-21	22	40	62	25	54	79	23	32	55	19	35	54	250				
22-26	39	63	102	40	49	89	23	36	59	33	50	83	333				
27-31	18	38	56	22	40	62	15	39	54	20	31	51	223				
32-36	22	21	43	12	37	49	10	22	32	10	27	37	161				
37-41	18	18	36	9	20	29	7	15	22	9	15	24	111				
>=42	28	63	91	31	61	92	30	43	73	24	57	81	337				
Speeding on City Highway 346.57(4)(e)	20	35	55	27	71	98	180	285	465	116	201	317	935				
Age <=16	0	0	0	0	2	2	0	1	1	0	0	0	3				
17-21	5	8	13	5	14	19	20	39	59	12	31	43	134				
22-26	4	12	16	5	19	24	53	73	126	29	36	65	231				
27-31	5	4	9	5	12	17	38	46	84	18	43	61	171				
32-36	1	3	4	2	10	12	17	42	59	11	25	36	111				
37-41	2	3	5	3	3	6	14	27	41	13	18	31	83				
>=42	3	5	8	7	11	18	38	57	95	33	48	81	202				
<b>Total</b>	<b>3,473</b>	<b>6,689</b>	<b>10,162</b>	<b>3,204</b>	<b>6,058</b>	<b>9,262</b>	<b>5,548</b>	<b>10,276</b>	<b>15,824</b>	<b>6,455</b>	<b>11,332</b>	<b>17,787</b>	<b>53,035</b>				

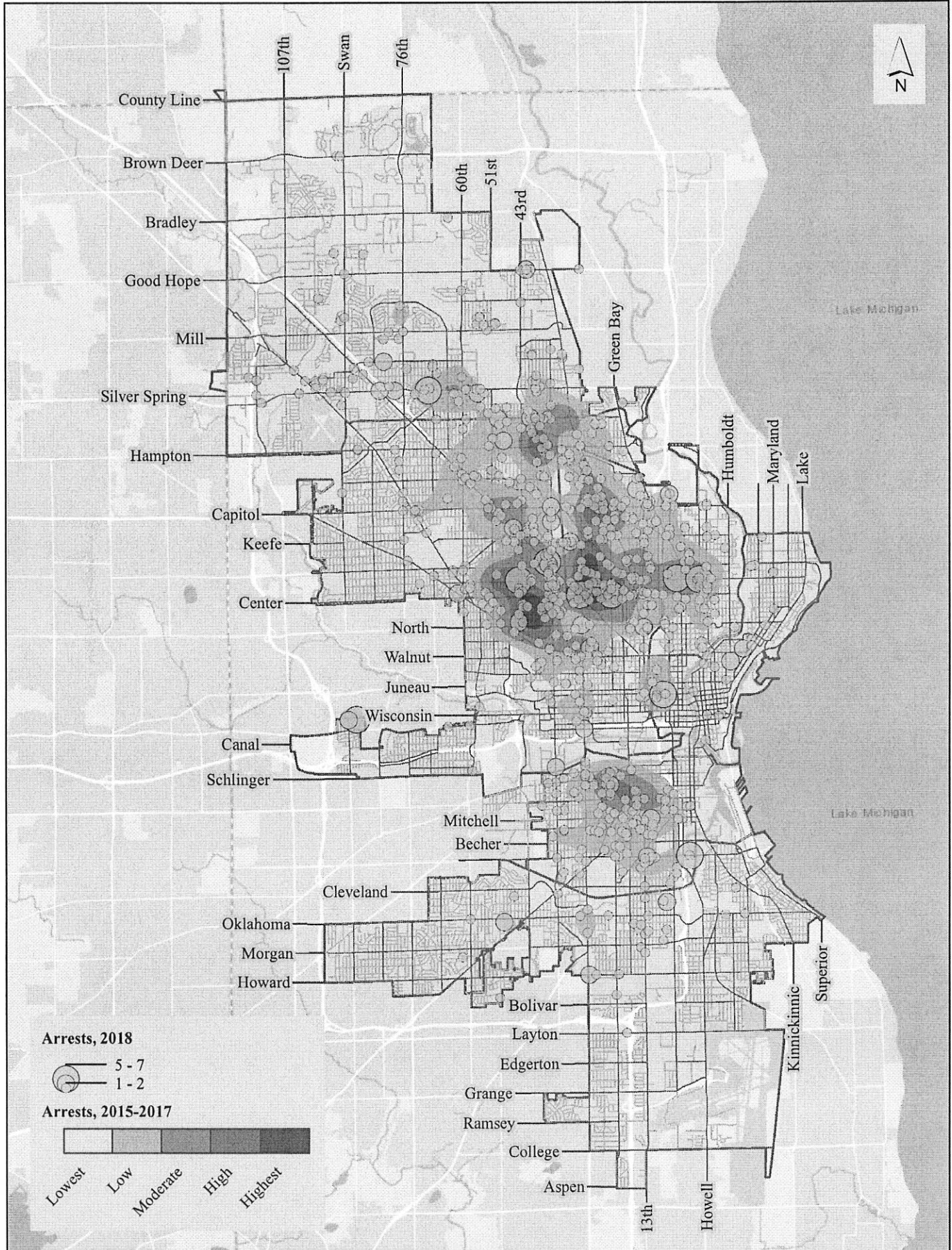




# Milwaukee Police Department

## Legislative Reference Bureau (LRB) Request - Arrests

### January 1 - December 31, 2015-2018



Location data includes arrests for carjacking (s. 943.23(1g)), take and drive vehicle without owner's consent (s. 943.23(2)) (only 2018 arrests), drive/operate vehicle without owner's consent (s. 943.23(3)), and operate vehicle without owner's consent - passenger (s. 943.23(4m)) offenses.



# MEMORANDUM

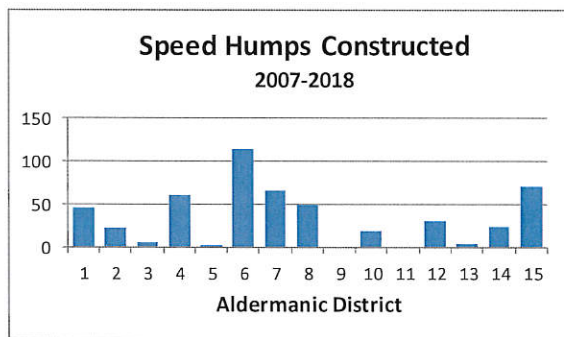
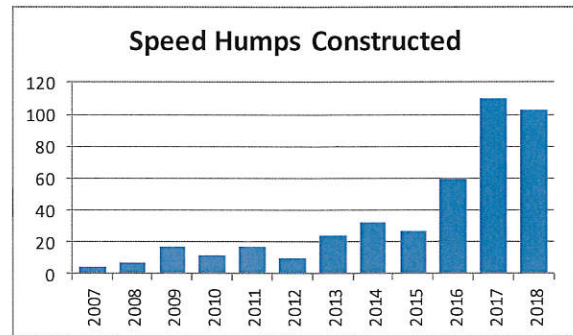
## LEGISLATIVE REFERENCE BUREAU

WWW.MILWAUKEE.GOV/LRB

**To:** Ald. Michael Murphy  
**From:** Kathleen Brengosz, Fiscal Planning Specialist, x3926  
**Date:** January 29, 2019  
**Subject:** Speed Hump Installation Summary

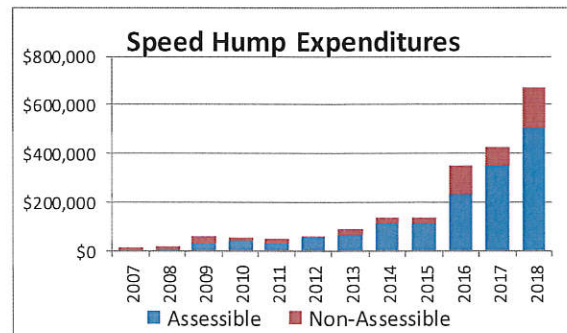
In response to your request for information regarding speed hump installation in the City, the Legislative Reference Bureau is providing the following information.

The Department of Public Works began installing speed humps in 2007. Between 2007 and 2018, 422 speed humps were installed on 272 projects. The installation of speed humps trended up slowly from 2007 through 2015 with a total of 150 speed humps constructed. Installations increased significantly in 2016 and again in 2017. Over 100 speed humps were installed each year in 2017 and 2018. In addition, speed tables have been installed at 3 locations. A list of speed hump locations is attached to this memo.



The majority of speed humps are found in 6 aldermanic districts. The 6<sup>th</sup> aldermanic district has 114 speed humps. Districts 4, 7 and 15 each have approximately 60 speed humps. Districts 1 and 8 have just over 40 speed humps each. Districts 3, 5, and 13 have fewer than 5 speed humps each. There are no speed humps in Districts 9 and 11. Speed tables are located in the 4<sup>th</sup>, 9<sup>th</sup> and 14<sup>th</sup> Aldermanic Districts.

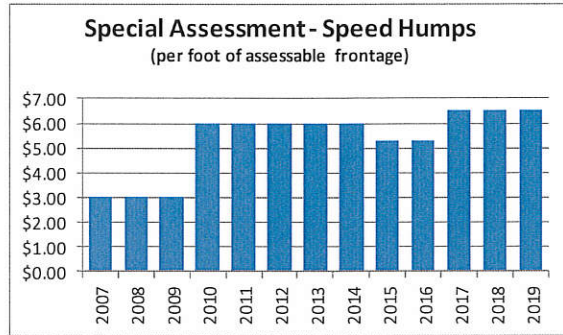
Since 2007, just over \$2 million has been expended on speed hump projects. Speed humps are constructed with a combination of assessable and non-assessable funding. The percentage of project costs which can be recovered through special assessments is highly variable among individual projects.





Overall, since 2007, approximately 75% of speed hump contract costs have been classified as assessable.

The 2019 special assessment rate for speed humps is \$6.50 per foot of assessable frontage. The initial special assessment rate for the construction of speed humps in 2007 was \$3.00 per foot. In 2010, the rate was increased to \$6 per foot. The rate was briefly lowered to \$5.30 before rising to \$6.50 in 2017.



Because speed tables require more extensive construction and cost significantly more than speed humps, in 2018, the Department of Public Works proposed a special assessment rate \$12.00 per assessable foot for speed table projects.

The Neighborhood Traffic Management Program (NTMP) in the Department of Public Works, helps residents deal with traffic safety problems on residential side streets. The program allows residents to request a traffic study by filling out an application and collecting signatures from at least 50% of the residents on the impacted block. The Traffic Engineering Division conducts the study and then works with residents to determine the best options for addressing traffic concerns. The NTMP uses a 2-phase approach. Phase 1 options include signage, pavement markings, temporary placement of digital speed trailers and targeted enforcement. Phase 2 involves making physical changes to the roadway to address traffic safety concerns which could not be effectively addressed with Phase 1 options. Aldermanic and property owner approval is required for the construction of speed humps or other traffic calming-measures. Information about the NTMP and the required application and petition forms can be found on the Department of Public Works' website. <https://city.milwaukee.gov/mpw/infrastructure/Neighborhood-Traffic-Management.htm#.XFNMp1VKiUk>



Year	Speed Hump Location	Ald. District	# of Humps
2007	29th St. - W. Kilbourn Av. to W. State St.	4	1
2007	32nd St. - W. Wisconsin Av. to W. Wells St.	4	1
2007	Kilbourn Av. - N. 27th St. to N. 29th St.	4	2
2008	25th St. - W. McKinley Av. to W. Vliet St.	4	1
2008	31st St. - W. Wisconsin Av. to W. Wells St.	4	1
2008	34th St. - W. Wells St. to W. Kilbourn Av.	4	1
2008	Kilbourn Av. - N. 25th St. to N. 27th St.	4	2
2008	McKinley Bl.- N. 32nd St. to N. 34th St.	4	2
2009	28th St. - W. Wells St. to W. Kilbourn Av.	4	1
2009	McKinley Av. - N. 24th Pl. to N. 26th St.	4	2
2009	Alley betw. W. Greenfield Av., W. Orchard St., S. 23rd St., S. 24th St.	8	1
2009	24th St. - W. Lapham St. to W. Orchard St.	8	1
2009	29th St. - W. Rogers St. to W. Burnham St.	8	1
2009	29th St. - W. Scott St. to W. National Av.	8	2
2009	Chambers St. - W. Appleton Av. to N. 64th St.	10	1
2009	Washington St. - S. 10th St. to S. 11th St.	12	1
2009	28th St. - W. Lisbon Av. to W. North Av.	15	5
2009	Wright St. - N. 17th St. to N. 19th St.	15	2
2010	Garfield Av. - N. Humboldt Av. to N. Weil St.	3	1
2010	Garfield Av. - N. Weil St. to N. Bremen St.	3	1
2010	Cambridge Av. - E. Locust St. to E. Kenwood Bd.	3	2
2010	26th St. - W. McKinley Av. to W. Vliet St.	4	1
2010	15th St. - W. Burleigh St. to W. Ring St.	6	1
2010	3rd St. - W. Concordia Av. to W. Keefe Av.	6	2
2010	Weil St. - E. Garfield Av. to E. North Av.	6	1
2010	21st St. - W. Greenfield Av. to W. Scott St.	8	1
2010	36th St. - W. Greenfield Av. to W. Scott St.	8	1
2010	Brisbane Av. - E. Deer Pl. to E. Clarence St.	14	1
2011	W. McKinley Bl. - N. 27th St. to N. 35th St. (Incl. 8 speed humps)	4	8
2011	103rd St. - W. Rae Av. to W. Birch Av.	5	1
2011	14th St. - W. Burleigh St. to W. Ring St.	6	2
2011	Randolph St. - N. 1st St. to N. 2nd St.	6	1
2011	21st St. - W. Scott St. to W. Mineral St.	8	1
2011	24th St. - W. Burnham St. to W. Rogers St.	8	1
2011	30th St. - W. Burnham St. to W. Mitchell St.	8	1
2011	17th St. - W. Burnham St. to W. Mitchell St.	12	1
2011	Clarke St. - N. 18th St. to N. 19th St.	15	1
2012	65th St. - W. Lancaster Av. to W. Villard Av.	2	1
2012	22nd St. - W. Hopkins St. to W. Townsend St.	6	1
2012	Hubbard St. - E. Meinecke Av. to E. Wright St.	6	1
2012	24th St. - W. Locust St. to W. Chambers St.	7	1
2012	29th St. - W. Melvina St. to W. Capitol Dr.	7	1
2012	28th St. - W. Greenfield Av. to W. Scott St.	8	1
2012	28th St. - W. Mitchell St. to W. Lapham St.	8	1
2012	Washington St. - S. 7th St. to S. 8th St.	12	1
2012	5th St. - W. Harrison Av. to W. Arthur Av.	14	1
2012	37th St. - W. Hadley St. to W. Locust St.	15	1
2013	Juneau Av. - N. 22nd St. to N. 24th St.	4	2
2013	4th St. - W. Concordia Av. to W. Keefe Av.	6	3
2013	9th St. - W. Burleigh St. to W. Keefe Av.	6	5
2013	52nd St. - W. Glendale Av. to W. Hampton Av.	7	3

Year	Speed Hump Location	Ald. District	# of Humps
2013	22nd St. - W. Greenfield Av. to W. Scott St.	8	1
2013	Vienna Av. - N. 66th St. to N. 68th St.	10	2
2013	14th St. - W. Becher St. to W. Rogers St.	12	2
2013	Clarence St. - S. Howell Av. to S. Austin St.	14	1
2013	5th Pl. - W. Arthur Av. to W. Hayes Av.	14	2
2013	Mound St. - E. Lincoln Av. to E. Bay St.	14	2
2013	42nd St. - W. Garfield Av. to W. North Av.	15	1
2014	83rd St. - W. Fairmount Av. to W. Villard Av.	2	3
2014	33rd St. - W. Wells St. to W. Highland Bl.	4	3
2014	23rd St. - W. Hopkins St. to W. Townsend St.	6	3
2014	49th St. - W. Parkway Dr. to W. Hampton Av.	7	4
2014	Melvina St. - N. 27th St. to N. 30th St.	7	2
2014	23rd St. - W. Greenfield Av. to W. Scott St.	8	1
2014	31st St. - W. Lapham St. to W. Greenfield Av.	8	3
2014	Vilter La. - S. 20th St. to S. Muskego Av.	8	2
2014	Alley betw. W. Madison St., W. Scott St., S. 9th St., S. 10th St.	12	1
2014	15th St. - W. Washington St. to W. Mineral St.	12	1
2014	9th St. - W. Lapham Bl. to W. Greenfield Av.	12	2
2014	7th St.-W. Lapham Bl. to W. Greenfield Av.	12	2
2014	8th St.-W. Lapham Bl. to W. Orchard St.	12	1
2014	Aldrich St. - E. Lincoln Av. to E. Bay St.	14	2
2014	Herman St. - E. Ohio Av. to E. Euclid Av.	14	1
2014	14th St. - W. North Av. to W. Meinecke Av.	15	1
2015	Leon Tr. - W. Armitage Av. to W. Hampton Av./W. Constance Av.	2	2
2015	Knapp St. - N. Jefferson St. to N. Milwaukee St.	3	1
2015	Alley betw. W. Highland Bd., W. Juneau Av., N. 29th St., N. 33rd St.	4	2
2015	26th St. - W. Wells St. to W. Kilbourn Av.	4	1
2015	Jefferson St. - E. Knapp St. to E. Ogden Av.	4	1
2015	52nd St. - W. Nash St. to W. Capitol Dr.	7	3
2015	55th St. - W. Vienna Av. to W. Melvina St.	7	1
2015	29th St. - W. Becher St. to W. Rogers St.	8	1
2015	Branting La. - S. 37th St. to S. 38th St.	8	1
2015	Hayes Av. - S. 28th St. to S. 29th St.	8	1
2015	Lapham St. - S. 37th St. to S. 38th St.	8	1
2015	10th St. - W. Lincoln Av. to W. Becher St.	12	2
2015	5th Pl. - W. Grant St. to W. Becher St.	12	1
2015	15th St. - W. Fond Du. Lac Av. to W. Lloyd St.	15	2
2015	36th St. - W. Hadley St. to W. Locust St.	15	1
2015	38th St. - W. Wright St. to W. Clarke St.	15	1
2015	40th St. - W. Center St. to W. Hadley St.	15	1
2015	45th St. - W. Wright St. to W. Clarke St.	15	1
2015	Kneeland St. - at a point west of N. 18th Ct.	15	1
2015	Clarke St. - N. 47th St. to N. 49th St.	7 & 15	2
2016	29th St. - W. Courtland Av. to W. Hampton Av.	1	1
2016	Fairmount Av. - N. Hopkins St. to N. Sherman Bd.	1	2
2016	Glendale Av. - N. 29th St. to N. 31st St.	1	2
2016	70th St. - W. Capitol Dr. to W. Fiebrantz Av.	2	1
2016	18th St. - W. Highland Av. to W. Vliet St.	4	3
2016	Juneau Av. - N. 17th St. to N. 20th St.	4	2
2016	Mt. Vernon Av. - N. 31st St. to N. 32nd St.	4	1
2016	1st St. - W. Clarke St. to W. Center St.	6	1
2016	24th St. - W. Hopkins St. to W. Townsend St.	6	1
2016	Buffum St. - E. Burleigh St. to E. Auer Av.	6	1

Year	Speed Hump Location	Ald. District	# of Humps
2016	53rd St. - W. Roosevelt Dr. to W. Keefe Av.	7	1
2016	53rd St. - W. Vienna Av. to W. Capitol Dr.	7	2
2016	20th St. - W. Rogers St. to W. Burnham St.	8	1
2016	29th St. - W. Burnham St. to W. Mitchell St.	8	1
2016	31st St. - W. Greenfield Av. to W. Scott St.	8	1
2016	33rd St. - W. Scott St. to W. National Av.	8	2
2016	Becher St. - S. Muskego Av. to S. 26th St.	8	3
2016	53rd St. - W. Lloyd St. to W. Garfield Av.	10	1
2016	59th St. - W. Chambers St. to W. Burleigh St.	10	1
2016	Chambers St. - N. 58th St. to N. 60th St.	10	2
2016	8th St. - W. Rogers St. to W. Burnham St.	12	1
2016	Pearl St. - W. Lapham St./W. Arrow St. to S. Cesar E. Chavez Dr.	12	1
2016	Ohio Av. - S. 24th St. to S. 27th St.	13	3
2016	5th St. - W. Arthur Av. to S. Chase Av.	14	1
2016	11th St. - W. Hadley St. to W. Locust St.	15	1
2016	18th St. - W. Lloyd St. to W. North Av.	15	2
2016	22nd St. - W. Cherry St. to W. Walnut St.	15	2
2016	28th St. - W. Elder Wallace Dr. to W. Locust St.	15	1
2016	39th St. - W. Center St. to W. Hadley St.	15	1
2016	39th St. - W. Lloyd St. to W. North Av.	15	2
2016	40th St. - W. Clarke St. to W. Center St.	15	1
2016	49th St. - W. Meinecke Av. to W. Wright St.	15	1
2016	9th St. - W. Meinecke Av. to W. Wright St.	15	1
2016	9th St. - W. North Av. to W. Meinecke Av.	15	1
2016	Grant Bl. - W. Meinecke Av. to W. Clarke St.	15	2
2016	Hi. Mount Bl. - W. Lloyd St. to W. North Av.	15	2
2016	Hadley St. - N. 20th St. to N. 22nd St.	15	1
2016	Hadley St. - N. 24th St. to N. 25th St.	15	2
2016	Medford Av. - N. 25th St. to N. 27th St.	15	2
2016	29th St. - W. Elder Wallace Dr./W. Hadley St. to W. Locust St.	15	1
2017	19th Pl. - W. Stark St. to W. Fairmount Av.	1	1
2017	19th St. - W. Hampton Av. to W. Stark St.	1	1
2017	19th St. - W. Stark St. to W. Fairmount Av.	1	1
2017	25th St. - W. Hope Av. to W. Roosevelt Dr.	1	1
2017	36th St. - W. Thurston Av. to W. Florist Av.	1	3
2017	38th St. - W. Villard Av. to W. Rohr Av.	1	1
2017	39th St. - W. Silver Spring Dr. to W. Florist Av.	1	4
2017	42nd St. - W. Thurston Av. to W. Florist Av.	1	2
2017	54th Bl. - W. Keefe Av. to W. Melvina St.	1	3
2017	Bobolink Av. - a point east of N. 29th St. to N. Teutonia Av.	1	2
2017	Congress St. - N. 22nd St. to N. Teutonia Av.	1	2
2017	75th St. - W. Beckett Av. to W. Marion St.	2	1
2017	83rd St. - W. Villard Av. to W. Sheridan Av.	2	2
2017	Medford Av. - W. Congress St. to W. Baldwin St.	2	2
2017	Spencer Pl. - W. Armitage Av. to W. Hampton Av.	2	1
2017	30th St. - W. McKinley Bd. to W. Vliet St.	4	1
2017	33rd St. - W. Juneau Av. to W. Mc. Kinley Bl.	4	1
2017	34th St. - W. Park Hill Av. to W. St. Paul Av.	4	2
2017	Juneau Av. - N. 27th St. to N. 28th St.	4	1
2017	Juneau Av. - N. 31st St. to N. 32nd St.	4	1
2017	Juneau Av. - N. 32nd St. to N. 35th St.	4	3
2017	McKinley Av. - N. 18th St. to N. 19th St.	4	1
2017	Mt. Vernon Av. - N. 33rd St. to N. 34th St.	4	1

Year	Speed Hump Location	Ald. District	# of Humps
2017	Buffum St. - E. Clarke St. to E. Center St.	6	1
2017	28th St. - W. Chambers St. to W. Burleigh St.	7	1
2017	28th St. - W. Locust St. to W. Chambers St.	7	1
2017	40th St. - W. Nash St. to W. Roosevelt Dr.	7	2
2017	40th St. - W. Roosevelt Dr. to W. Capitol Dr.	7	1
2017	42nd St. - W. Capitol Dr. to W. Fiebrantz Av.	7	1
2017	42nd St. - W. Marion St. to W. Congress St.	7	1
2017	44th St. - W. Hadley St. to W. Locust St.	7	1
2017	46th St. - W. Glendale Av. to W. Hampton Av.	7	2
2017	47th St. - W. Concordia Av. to W. Townsend St.	7	2
2017	49th St. - W. Center St. to W. Hadley St.	7	1
2017	50th St. - W. Keefe Av. to W. Nash St.	7	1
2017	Auer Av. - N. 50th St. to N. 51st Bl.	7	1
2017	Auer Av. - N. 51st Bl. to N. 52nd St.	7	1
2017	Chambers St. - N. 27th St. to N. 29th St.	7	2
2017	Concordia Av. - N. 50th St. to N. 52nd St.	7	2
2017	Hadley St. - N. 50th St. to N. 51st St.	7	1
2017	39th St. - W. Burleigh St. to W. Auer Av.	7	1
2017	30th St. - W. Hayes Av. to W. Lincoln Av.	8	1
2017	30th St. - W. Lapham Bl. to W. Orchard St.	8	1
2017	31st St. - W. Becher St. to W. Rogers St.	8	1
2017	31st St. - W. Grant St. to W. Becher St.	8	1
2017	33rd St. - W. Becher St. to W. Rogers St.	8	1
2017	36th St. - W. National Av. to W. Pierce St.	8	1
2017	Scott St. - S. 30th St. to S. 31st St.	8	1
2017	56th St. - W. Wright St. to W. Clarke St.	10	1
2017	8th St. - W. Madison St. to W. Scott St.	12	1
2017	Montana St. - S. Austin St. to S. Burrell St.	14	1
2017	Smith St. - S. Howell Av. to S. Burrell St.	14	2
2017	Wilson St. - S. Kinnickinnic Av. to S. Howell Av.	14	2
2017	11th St. - W. Oklahoma Av. to W. Montana St.	14	3
2017	12th St. - W. Holt Av. to W. Ohio Av.	14	1
2017	12th St. - W. Morgan Av. to W. Holt Av.	14	1
2017	Shore Dr. - E. Nock St. to E. Iron St.	14	1
2017	Taylor Av. - E. Norwich Av. to E. Howard Av.	14	1
2017	16th St. - W. Lloyd St. to W. North Av.	15	1
2017	19th St. - W. Wright St. to W. Clarke St.	15	1
2017	25th St. - W. Lisbon Av. to W. Brown St.	15	2
2017	33rd St. - W. Galena St. to W. Walnut St.	15	1
2017	34th St. - W. Center St. to W. Locust St.	15	2
2017	34th St. - W. Galena St. to W. Lisbon Av.	15	2
2017	45th St. - W. Lloyd St. to W. Lisbon Av.	15	1
2017	Grant Bl. - W. Clarke St. to W. Center St.	15	1
2017	54th St. - W. Roosevelt Dr. to W. Keefe Av.	7 & 10	2
2017	Melvina St. - N. 60th St. to N. 63rd St.	2 & 10	3
2017	Melvina St. - N. 65th St. to N. 66th St.	2 & 10	1
2017	19th St. - W. Burnham St. to W. Mitchell St.	8 & 12	1
2018	24th Pl. - W. Hope Av. to W. Atkinson Av.	1	1
2018	26th St. - W. Capitol Dr. to W. Hope Av.	1	2
2018	26th St. - W. Hope Av. to W. Roosevelt Dr.	1	2
2018	47th St. - W. Hampton Av. to W. Fairmount Av.	1	2
2018	48th St. - W. Villard Av. to W. Rohr Av.	1	1
2018	Fairmount Av. - N. 24th St. to N. 27th St.	1	4

Year	Speed Hump Location	Ald. District	# of Humps
2018	Fairmount Av. - N. Green Bay Av. to N. 24th St.	1	5
2018	Oriole Dr. - N. 27th St. to N. Teutonia Av.	1	2
2018	63rd St. - W. Capitol Dr. to W. Fiebrantz Av.	2	1
2018	64th St. - W. Hampton Av. to W. Villard Av.	2	4
2018	28th St. - W. St. Paul Av. to W. Clybourn St.	4	1
2018	30th St. - W. Clybourn St. to W. Michigan St.	4	1
2018	31st St. - W. Clybourn St. to W. Michigan St.	4	1
2018	33rd St. - W. Clybourn St. to W. Michigan St.	4	1
2018	34th St. - W. St. Paul Av. to W. Clybourn St.	4	1
2018	Clybourn St. - N. 29th St. to N. 35th St.	4	6
2018	16th St. - W. Burleigh St. to W. Ring St.	6	2
2018	1st St. - E. Vine St. to E. Reservoir Av.	6	1
2018	5th St. - W. North Av. to W. Wright St.	6	2
2018	Buffum St. - E. North Av. to E. Meinecke Av.	6	1
2018	Palmer St. - E. Vine St. to E. Reservoir Av.	6	1
2018	24th St. - W. Auer Av. to W. Concordia Av.	7	1
2018	25th St. - W. Melvina St. to W. Capitol Dr.	7	1
2018	26th St. - W. Auer Av. to W. Townsend St.	7	2
2018	28th St. - W. Auer Av. to W. Concordia Av.	7	1
2018	33rd St. - W. Auer Av. to point north of W. Auer Av.	7	1
2018	37th St. - W. Nash St. to W. Vienna Av.	7	1
2018	39th St. - W. Roosevelt Dr. to W. Fiebrantz Av.	7	2
2018	45th St. - W. Glendale Av. to W. Hampton Av.	7	3
2018	46th St. - W. Center St. to W. Hadley St.	7	1
2018	49th St. - W. Locust St. to W. Chambers St.	7	1
2018	53rd St. - W. Keefe Av. to W. Nash St.	7	1
2018	Elmhurst Rd. - W. Capitol Dr. to N. 39th St.	7	2
2018	Chambers St. - N. 26th St. to N. 27th St.	7	1
2018	44th St. - W. Townsend St. to W. Keefe Av.	7	1
2018	23rd St. - W. Clayton Crest Av. to W. Abbott Av.	8	2
2018	29th St. - W. Hayes Av. to W. Lincoln Av.	8	1
2018	29th St. - W. Lincoln Av. to W. Grant St.	8	1
2018	30th St. - W. Greenfield Av. to W. Scott St.	8	1
2018	30th St. - W. Hayes Av. to W. Arthur Av.	8	1
2018	31st St. - W. National Av. to W. Pierce St.	8	1
2018	31st St. - W. Scott St. to W. National Av.	8	2
2018	56th St. - W. Burleigh St. to W. Auer Av.	10	1
2018	Auer Av. - N. 55th St. to N. 56th St.	10	1
2018	Auer Av. - N. 56th St. to N. 58th St.	10	1
2018	14th St. - W. Arthur Av. to W. Hayes Av.	12	1
2018	18th St. - W. Arthur Av. to W. Hayes Av.	12	2
2018	18th St. - W. Hayes Av. to W. Lincoln Av.	12	1
2018	18th St. - W. Lincoln Av. to W. Grant St.	12	1
2018	19th St. - W. Lincoln Av. to W. Grant St.	12	1
2018	7th St. - W. Becher St. to W. Rogers St.	12	1
2018	7th St. - W. Lincoln Av. to W. Becher St.	12	2
2018	Rogers St. - S. 18th St. to S. 19th St.	12	1
2018	Walker St. - S. 14th St. to S. 15th St.	12	1
2018	7th St. - W. Holt Av. to W. Ohio Av.	14	1
2018	24th Pl. - W. Clarke St. to W. Center St.	15	1
2018	24th St. - W. Clarke St. to W. Center St.	15	1
2018	24th St. - W. Vliet St. to W. Cherry St.	15	1
2018	26th St. - W. Lisbon Av. to W. Vine St.	15	1

<b>Year</b>	<b>Speed Hump Location</b>	<b>Ald. District</b>	<b># of Humps</b>
2018	33rd St. - W. Lloyd St. to W. North Av.	15	2
2018	37th St. - W. Lloyd St. to W. Garfield Av.	15	1
2018	39th St. - W. Meinecke Av. to W. Wright St.	15	1
2018	40th St. - W. North Av. to W. Meinecke Av.	15	1
2018	44th St. - W. Meinecke Av. to W. Wright St.	15	1
2018	48th St. - W. Meinecke Av. to W. Wright St.	15	1
2018	48th St. - W. Wright St. to W. Clarke St.	15	1
2018	Cherry St. - N. 24th St. to N. 25th St.	15	2
2018	Clarke St. - N. 23rd St. to N. 24th St.	15	1
2018	50th St. - W. Clarke St. to W. Center St.	15	1
2018	53rd St. - W. Auer Av. to W. Concordia Av.	10 & 7	2

LRB173296





# MEMORANDUM

## LEGISLATIVE REFERENCE BUREAU

WWW.MILWAUKEE.GOV/LRB

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**To:** Ald. Michael J. Murphy  
**From:** Tea Norfolk, Legislative Fiscal Analyst – Lead  
**Date:** February 1, 2019  
**Subject:** Carjacking and Reckless Driving

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This memo is in response to your request regarding information on the following:

1. An updated version of a report that the Fire and Police Commission IT staff has previously prepared, comparing pursuits and non-pursuits, plus another copy of the original report.
2. Data for the last four years on the number of people ticketed/arrested/charged with carjacking and reckless driving offenses in Milwaukee.
3. Any data that is available similar to #2 in relation to juveniles, including Operating Without the Owners Consent, the lesser offense that is usually asserted against juveniles.
4. Copies of the relevant Wisconsin carjacking and reckless driving statutes, along with a memo summarizing policy changes and recently-passed legislation changing those statutes.
5. A national survey of the best practices in enforcement, education and traffic engineering solutions to carjacking and reckless driving.
6. A memo on what steps, if any, MPS has been taking to address these issues, including the funding/operation/results of driver's education programming.
7. A report on the City's expenditures on traffic humps and other traffic-calming engineering responses.
8. A report on the demographics, particularly ages, of individuals ticketed/arrested/charged with carjacking and reckless driving offenses in Milwaukee, including historical trends.

### FIRE AND POLICE COMMISSION REPORT

Attached to this memo is a copy of the 2017 Fire and Police Commission Vehicle Pursuit Report. The 2018 Report should be completed mid-February.

offenses, taking a driving a vehicle without the owner’s consent, and driving or operation a vehicle without the owner’s consent.

This act went into effect on April 18, 2018.

Act 287

Passed on May 19, 2017

This act increased the felony classification for taking and driving any vehicle without the consent of the owner or driving or operating any vehicle without the consent of the owner if the vehicle is a commercial vehicle. The act also makes stealing property with a value that exceeds \$100,000 a Class F felony and requires a person who causes damage to a commercial vehicle to pay restitution.

The act went into effect on April 18, 2018.

**Reckless Driving**

Wis. 346.62 – Reckless driving

This Wisconsin state statute defines the specific scenarios that qualify as “reckless driving” – all of which are instances of endangering the safety of any person or property by the negligent operation of a vehicle. This statute has not been amended since 1998.

Below is a list of other state statutes that while not specifically called reckless driving, many would consider to be endangering to the public.

**Charge Description**

- 346.57(5) Exceeding Speed Zones/Posted Limits
- 346.37(1)(c)1 Violate Red Traffic Light
- 346.46(1) Fail to Stop at Stop Sign
- 346.04(2) Fail to Obey Traffic Officer/Signal
- 346.63(1)(a) Operating While Intoxicated
- 346.57(2) Unreasonable and Imprudent Speed
- 346.89(1) Inattentive Driving
- 346.63(1)(b) Operating While Intoxicated - Blood Alcohol Content .1%+
- 346.675(1) Vehicle Owner Liability - Hit and Run
- 346.57(4)(e) Speeding on City Highway
- 346.39(1) Fail to Stop for Flashing Red Signal

**Summary**

The statutory changes made in the last year were, for the most part, bundled in a series of measures to expand and toughen legal responses to criminal behavior. The definition of “serious violent crime” was expanded, and the felony classification for carjacking



crimes was elevated. Attached to this memo are relevant statutes and accompanying memos from the state level that further explain each statute and specifically how the legislation amends it.

## **NATIONAL SURVEYS**

Attached to this memo are the following national studies related to best practices in enforcement, education, and traffic engineering solutions to carjacking and reckless driving:

1. Safety Study: Reducing Speeding-Related Crashes Involving Passenger Vehicles by National Transportation Safety Board, July 25, 2017.
2. Street Racing: Guide No. 28 by Kenneth J. Peak & Ronald W. Glensor for Arizona State University Center for Problem-Oriented Policing, 2004.
3. Aggressive Driving: Guide No. 61 by Colleen Laing for Arizona State University Center for Problem-Oriented Policing, 2010.
4. Vehicle Crimes Committee Auto Theft Educational Awareness Report by International Association of Chiefs of Police, May 2017.
5. Motor Vehicle Theft: A Relationship to Other Crimes by Robert D. Force for International Association of Chiefs of Police, July 19, 2016.

## **MILWAUKEE PUBLIC SCHOOLS**

During the 2017-18 school year, 1,813 students received driver's education through the Milwaukee Public Schools Drivers Education Special Purpose Account (MPS Drive) at 12 locations. Driver education classes were offered at Bradley Tech, James Madison Academic Campus, Milwaukee High School of the Arts, Milwaukee Marshall, North Division, Obama SCTE, Pulaski, Riverside, Ronald Reagan, Rufus King, South Division and Washington. The program model allows any MPS high school student between the ages of 15 ½ and 17 ½ to enroll in the program at any location it is offered – enrollment is not restricted to students that attend a particular MPS school during the day.

Of the 1,813 served in the program, 1,791 (99%) passed the permit test, and 1,657 (91%) have received their temporary permits. Students have to hold their permit for 6 months before they are eligible to take their road test and obtain probationary drivers' licenses. To date, 261 students from the 2017-18 school year received their probationary driver's license; this number increases weekly as more students become eligible to take the road test. There are 969 Year Two MPS Drive students that took the course, but are not eligible to take their road test yet because of the six-month waiting

period after obtaining their temporary permits. More than 1,130 students have received their drivers' licenses through MPS Drive since the program pilot in the Spring of 2016. The \$50,000 support from the City funded the participation of 161 students.

MPS intends to maintain program capacity at 2,400 students for the 2018-19 school year, but has expanded from 12 locations to 16 to increase program accessibility. The additional 4 locations are Bay View, Hamilton, Milwaukee School of Languages and Vincent. The anticipated cost for the coming school year is \$945,000. There is currently a funding gap of \$216,000 for the 2018-19 school year which extends beyond MPS funds, contributions made by the City of Milwaukee, and private grants received to date. Without the \$50,000 from the City, MPS would serve 161 fewer students.

### **CITY EXPENDITURES ON TRAFFIC CALMING MEASURES**

For information related to speed hump installation, please see the attached memo from Kathleen Brengo.

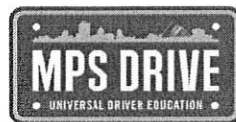
### **DEMOGRAPHICS ON ARRESTS**

For information related to demographics on arrests, please see attached memo from Aaron Michelson.

LRB173296  
Attachments

# MPS DRIVE

## Universal Driver Education



*Going places.*

MPS DRIVE PROVIDES FREE DRIVER EDUCATION TO MPS STUDENTS AND CONSISTS OF TWO PROGRAMS:

**Restorative:** Driver's license recovery for young people with court-ordered driver's license suspensions. Students are connected with the Center for Driver's License Recovery and Employability who assist them in regaining driving eligibility.

**Traditional:** Driver education classes and behind-the-wheel instruction for students eligible to receive their driver's license.

Equity | Workforce development | Public safety

MPS Drive is Redefining the MPS Experience by empowering students to come self-reliant adults. A driver's license means so much more than the right to operate a motor vehicle. It means freedom. It means independence. And, combined with a high school diploma, it means a world of opportunity. MPS can proudly say to every graduate: "Go anywhere. Be anything. You have the education and MPS has put you right where you deserve to be: the driver's seat."

### PROGRAM DATA

**4002** students served since February 2016 – program to expand incrementally until it reaches an annual capacity of 6,000 students by the year 2020.

**98%** passing rate on temporary permit test.

**1,203** students have earned a probationary driver's license to date – this number increases weekly.

**115** students served through ESL-supported driver education classes with 10 native languages represented.

### SUPPORTING THE NEED

- Milwaukee's 53206 zip code has the lowest driver's licensing rate in Milwaukee County for 18-year-olds (12%), yet one of the highest rates of incarceration in the nation with 62% of adult males having spent time in a state correctional facility.
- 75% of full-time job openings in Milwaukee County are in the suburbs --most beyond bus lines.
- 34% of African American 18-year-olds and 33% of Latino 18-year-olds in the State of Wisconsin have a valid driver's license - compared to 75% of Caucasian 18-year-olds.

### EXAMPLES OF SUPPORT NEEDED

- \$410** Driver Education and behind the wheel lessons for 1 student
- \$5,000** Drivers license recovery for 10 students
- \$10,000** Driver Education and behind the wheel lessons for 25 students (one class)
- \$20,000** Driver's license recovery program for 40 students
- \$62,000** Driver Education and behind the wheel lessons for 150 students (one site for one complete year)





2017 CITY OF  
MILWAUKEE FIRE AND  
POLICE COMMISSION  
VEHICLE PURSUIT  
REPORT

MaryNell Regan, Executive Director





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## Introduction

The purpose of this study is to provide an independent review of all vehicle pursuits conducted by the Milwaukee Police Department (MPD) during the year 2017. The goal is to provide the public with an objective measure of the frequency and circumstance of vehicle pursuits engaged in by MPD officers. Vehicle pursuits have been characterized by the US Justice Department as "... possibly the most dangerous of all ordinary police activities".<sup>1</sup> Given the inherent risk of high-speed reckless driving to both the public and the officers, these police actions are generally under heightened scrutiny. Against that backdrop, this report is intended as a factual, informational, and unbiased tool for the public and policy makers to reference when examining this important topic.

Vehicle pursuits are formally defined in MPD Standard Operating Procedure (SOP) 660 as:

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.*

It should be noted that it is not considered a pursuit if the officer does not actively attempt to apprehend the suspect. For instance, if a squad activates its lights and/or siren attempting to pull over a vehicle and the vehicle flees, it will not be considered a pursuit until/unless the initiating officer decides to attempt apprehension of the occupants in the fleeing vehicle. Instances such as this are classified as non-pursuits.

Decisions to attempt apprehension are also guided by MPD SOP 660. SOP section 660.20(C) currently states:

*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*
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.*

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<sup>1</sup> U.S. Department of Justice *Restrictive Policies for High-Speed Police Pursuits* (1990)

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.*

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

Even if a pursuit is justified, officers and their field supervisors have the ability to use their discretion regarding the choice to initiate or continue a pursuit depending on a number of factors. Section 660.10(F)(4) details the considerations that the involved officer and their field supervisor shall take when deciding to initiate or continue a pursuit:

- a. *The seriousness of the offense;*
- b. *Necessity of pursuit by vehicle;*
- 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.*

## **Policy Evolution**

Vehicle pursuits initiated before March of 2010 were under the guidance of a previous version of SOP 660, which stated that vehicle pursuits were authorized only when the law enforcement officer knew or had reasonable grounds to believe that:

1. *The suspect presents a clear and immediate threat to the safety of others;*
2. *The suspect has committed or is attempting to commit a serious offense; or*
3. *The necessity of immediate apprehension outweighs the level of danger created by the vehicle pursuit, as in the case of a serious traffic violation such as OWI, reckless driving, etc.*

In response to a number of pursuit related fatalities, a revision to the policy was adopted in March of 2010 that said that an officer must have *probable cause that a violent felony has occurred or is about to occur* instead of reasonable suspicion that a suspect has committed or is attempting to commit a serious offense.<sup>2</sup> A key objective of this revision to the pursuit policy was to regulate officers' decisions to initiate or continue a dangerous high-speed pursuit with someone who is not an immediate threat to the public. This policy change indeed significantly curtailed the department's engagement in vehicular pursuit.

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<sup>2</sup> 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.

An additional update to the SOP occurred in June of 2015 in response to increases in the number of vehicles taken in armed robberies (also known as “carjackings”). This policy change expanded permitted pursuits beyond persons involved in certain crimes to also include the vehicles involved in those crimes. Under the previous policy the officer engaging in the pursuit would have had to know that a person in the subject vehicle was involved in a violent felony in order to engage in a vehicle pursuit. Under the 2015 policy revision the department member would only have to know that the *vehicle itself* was involved in a violent felony (for instance, if it was taken during a carjacking) in order to engage in a vehicle pursuit.

The exact wording of the change to SOP 660.20 highlighted here:

*B. Vehicle pursuits are justified only when the police member knows or has probable cause to believe:*

*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).*

In September of 2017 another significant revision to the policy was enacted, wherein the categories of permitted vehicle pursuits were again expanded. These revisions were undertaken in an effort to address growing community concerns surrounding reckless driving and vehicle-based drug dealing. In compliance with a directive issued on July 13, 2017 from the board of Fire and Police Commissioners to Chief Edward Flynn, the revised SOP allowed for department members to engage in a vehicle pursuit if the vehicle is engaged in reckless driving, as defined by Wis. Stat. § 346.62(2) and 939.25 or if the occupants of the vehicle are engaged in drug dealing.

The exact text of the change to SOP 660.20 is highlighted here:

*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*

*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.*

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

When comparing year-to-year historical data in this report the above mentioned revisions should be kept in mind.

## **Incident Reporting**

The vehicle pursuit data for this study was obtained from the Administrative Investigations Management (AIM) software system which MPD uses to manage internal incident investigations and reports. The non-pursuit data examined in this report was obtained from the Computer Aided Dispatch (CAD) database. As an oversight agency for the MPD, the FPC has independent and unencumbered access to these databases. Data used in this report is current as of March 2, 2018.

Per MPD SOP 660, a vehicle pursuit report must be completed in the AIM system by a supervisory officer of a higher rank than the member(s) engaged in the pursuit within three days of the incident. After review and correction by the shift commander/commanding officer these reports undergo subsequent review by the Internal Affairs Division (IAD). Also per MPD SOP 660, if a non-pursuit occurs the department member on scene shall provide an Emergency Communications Operator II in the Technical Communications Division (TCD) information about the incident for documentation in the CAD database.

Over the years, software improvements have been made to the AIM system, and those improvements impacted the data which was available for this report. The earliest vehicle pursuit data available in the system dates back to 2002 but the array of data collected has changed over time; therefore not all data available now is available for all years. Thus, the choices of time span in the various data presentations has been guided by either availability of data or clarity of presentation.

## **Pursuit Data**

### **Number of Pursuits**

The MPD engaged in 369 vehicle pursuits in 2017, a 21% increase from the previous year and the most pursuits engaged in by the Department since at least 2002 (Figure 1). The number of pursuits underwent a fast decrease beginning in 2010 and reached a low of 50 pursuits in 2012. After 2012 there was a doubling in the number of pursuits by 2014 (from 50 to 99) and an additional sharp increase in the number of vehicle pursuits beginning in 2015.

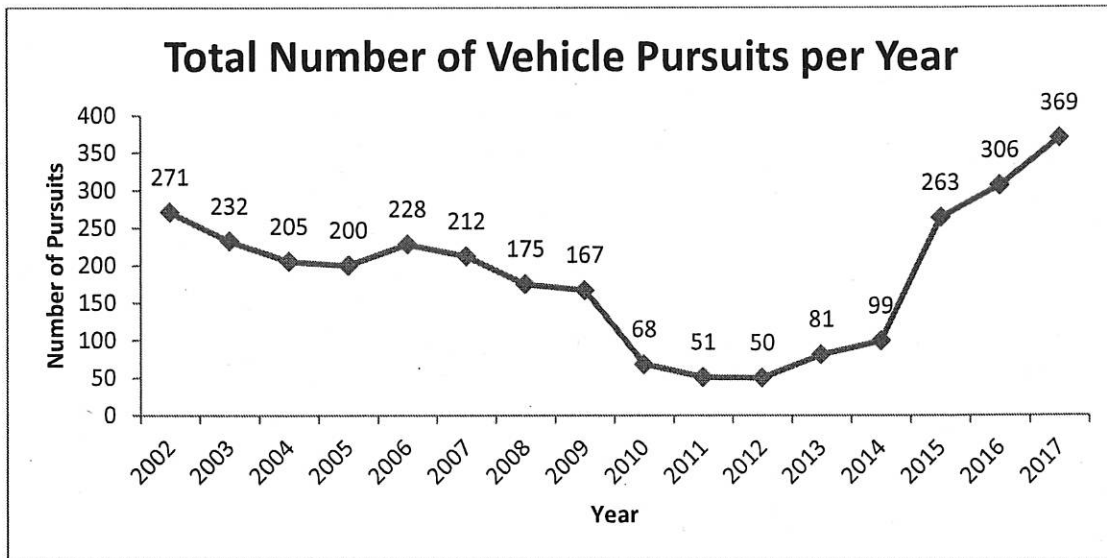


Figure 1

### Time and Place

The time of day each pursuit was initiated in 2017 is detailed in Figure 2. During the 8 hours between 5:00 PM and 1:00 AM nearly 64% of the total number of pursuits were initiated.

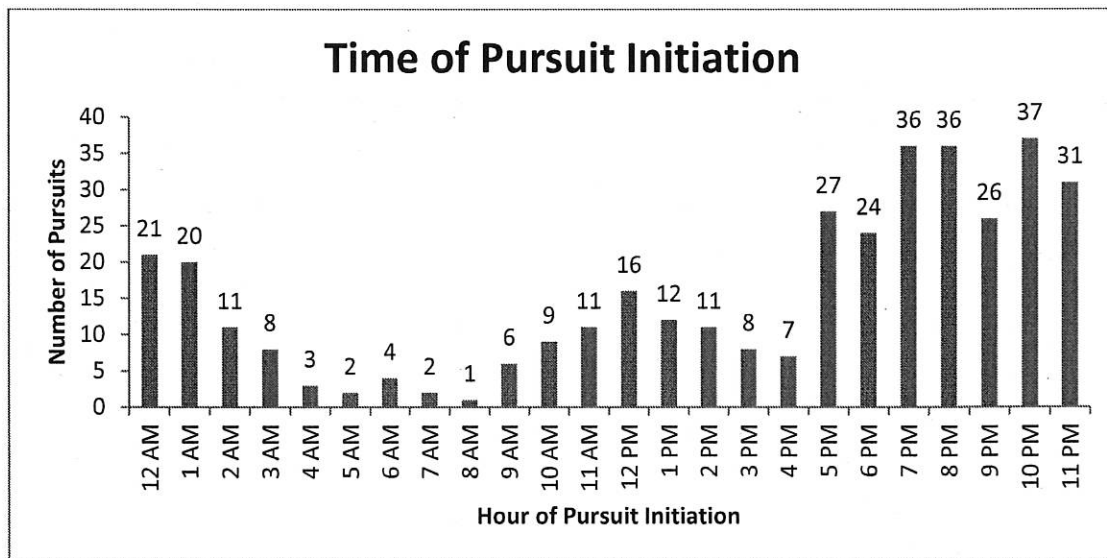


Figure 2

The duration of each pursuit is detailed in Table 1. Seventeen pursuits (4.6%) lasted less than one minute and the majority of pursuits (265; 71.8%) lasted 5 minutes or less. The average pursuit was 5.2 minutes long in 2017. The longest pursuit duration during 2017 was 70 minutes; in that incident the pursuit was of a vehicle taken in an armed robbery. That pursuit terminated with the subject vehicle stopping, the vehicle occupants running from the vehicle and the apprehension of the driver and a passenger.

Number of minutes	less than 1	1	2	3	4	5	6-10	11 - 15	16 - 20	21 - 40	41 - 59	60 - 70
Number of pursuits	17	70	73	47	34	24	64	20	11	6	0	3
Percent of pursuits	4.6%	19.0%	19.8%	12.7%	9.2%	6.5%	17.3%	5.4%	3.0%	1.6%	0%	0.8%

Table 1: Pursuit Duration

A summary of the number of pursuits per month 2016 and 2017 is shown in Figure 3. While the year 2016 saw a decrease in the number of pursuits during the summer months, the year 2017 began with relatively low numbers of pursuits and saw a large increase in the number of pursuits beginning in October, coinciding with the official change in pursuit policy enacted in late September of 2017.

Of the 201 pursuits engaged in after the SOP change on Sept. 22, 2017, 51 occurred for offenses directly related to the SOP change; 46 (23%) were initiated after witnessing reckless driving and 5 (2%) were initiated after witnessing drug related offenses. Removing those 51 pursuits from the yearly total number of pursuits results in 318 pursuits, very close to the 306 pursuits engaged in during 2016. This indicates that the bulk of the increase in the number of pursuits in 2017 was due to the expansion of the permitted pursuable offenses.

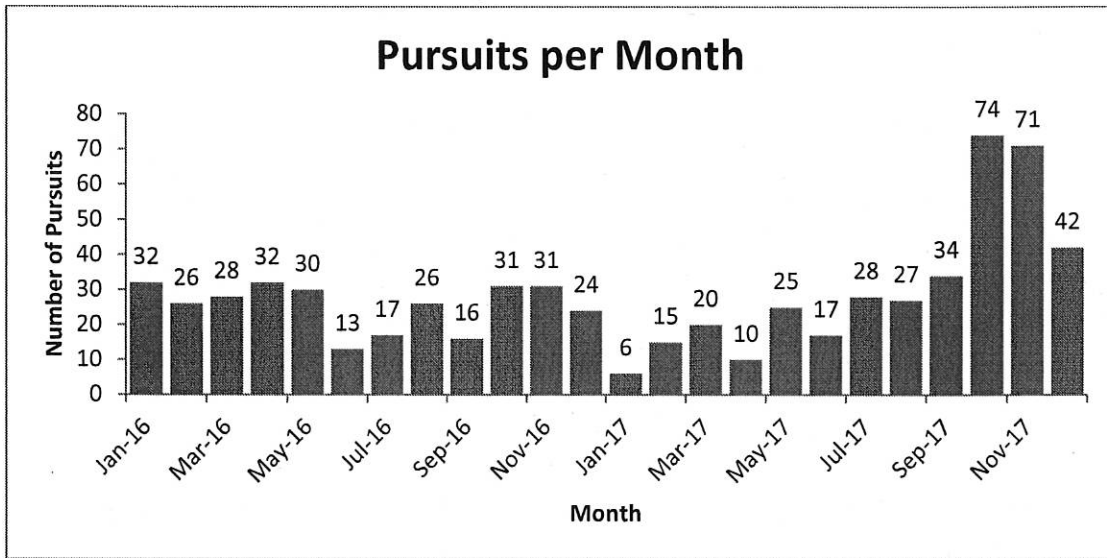


Figure 3

The number of vehicle pursuits per Police District since 2015 is shown in Figure 4.<sup>3</sup> The number of vehicle pursuits generally increased in Districts 2, 3, 4 and 5 while the number of pursuits remained relatively constant in Districts 1, 6 and 7. As in prior years, Police Districts 6 and 1 were involved in far fewer pursuits than the other Districts during 2017.

<sup>3</sup> There were 4 incidents not represented in this figure because the data did not indicate which police district it occurred in.

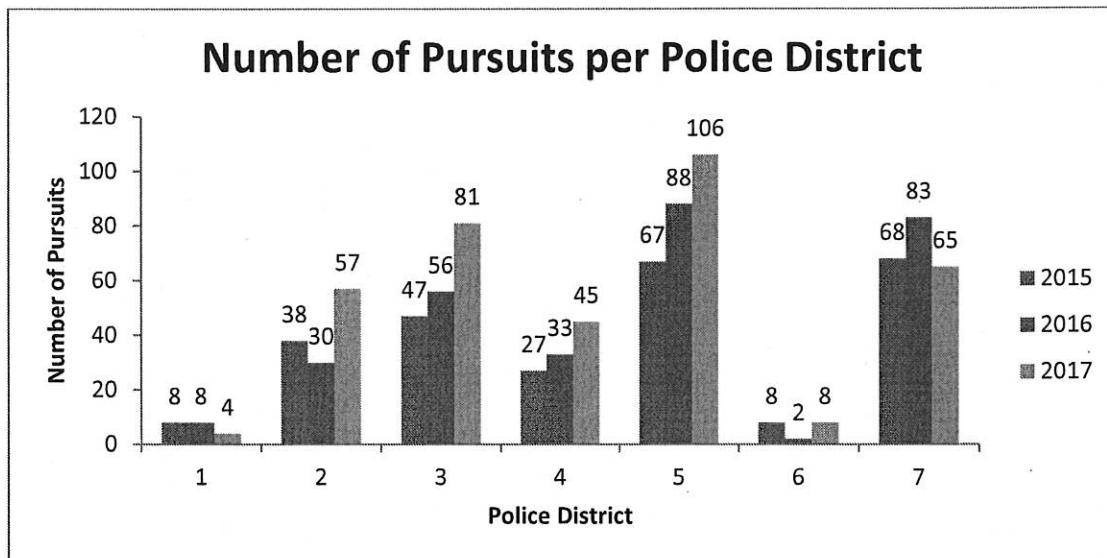


Figure 4

### Speed of pursuits

The maximum speed of each pursuit in 2017 is shown in Figure 5. Almost half (49%) of the pursuits in 2017 reached speeds in excess of 75 miles per hour (mph), and over 80% reached speeds at or above 60 mph. These proportions are almost identical to the 2016 data. It is a relatively recent phenomenon for such a large percentage of pursuits to reach such high speeds (Figure 6). From 2007 to 2012 the proportion of pursuits which reached speeds greater than 75 mph was relatively constant between 10% and 20%. There was a modest increase in the years 2013 and 2014 followed by substantial additional increases in 2015 through 2017.

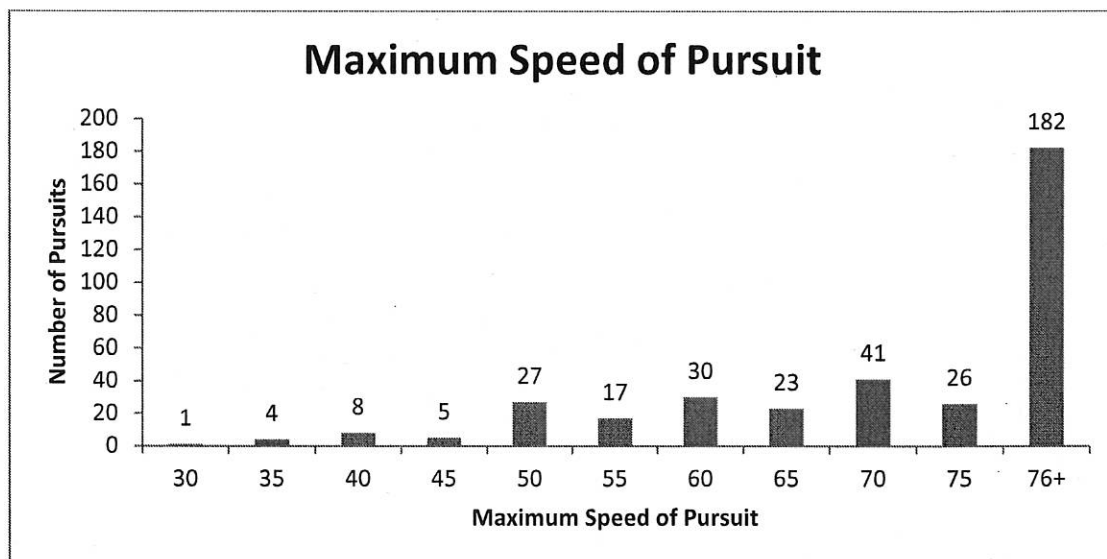


Figure 5



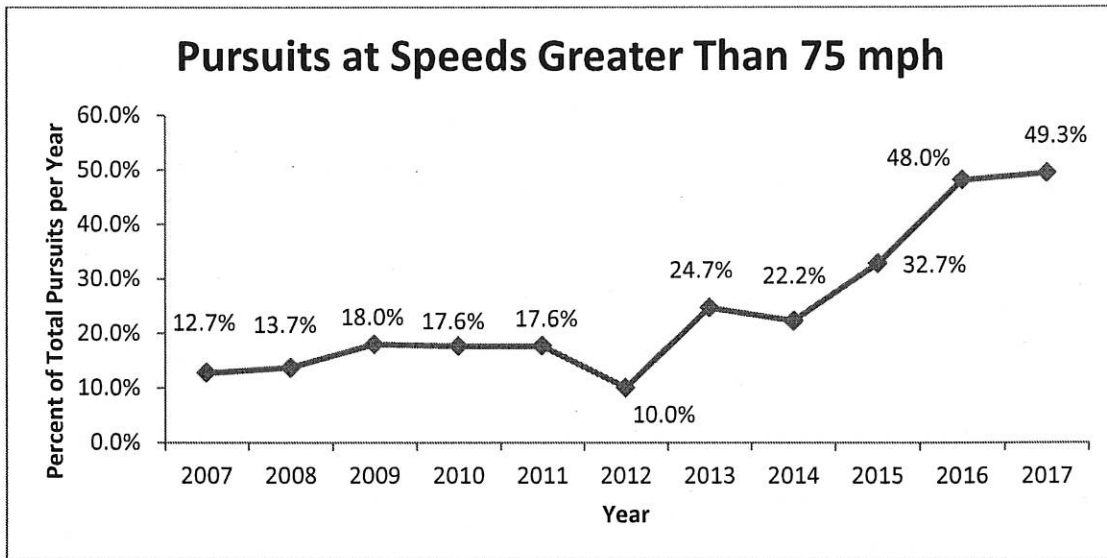


Figure 6

### Pursuit Accidents and Injuries

The number of pursuits resulting in vehicle accidents per year since 2007 are shown in Figure 7. The blue bars represent the actual number of pursuit accidents and correspond to the left axis. The red line represents the percent of pursuits each year which resulted in accident and corresponds to the right axis. Though the percent of pursuits resulting in accident has gone up and down year-to-year, the general trend of this data has been a decrease during this time span. In 2007, 47.2% of vehicle pursuits resulted in an automobile accident, while in 2017 the figure was 23.0%; this is the lowest percentage occurrence of pursuit accidents since at least 2007.

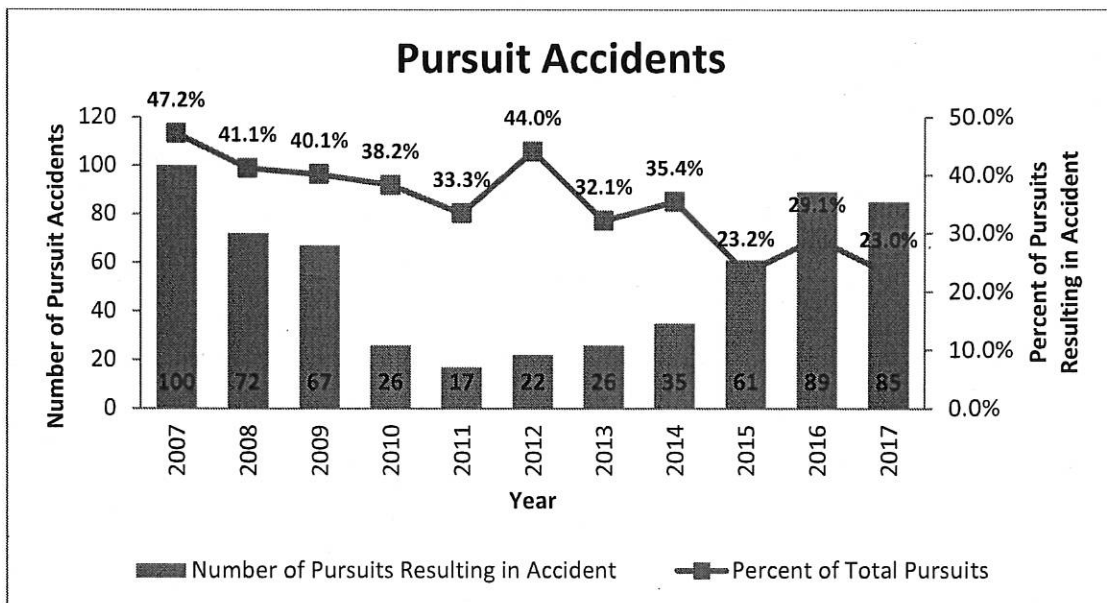


Figure 7

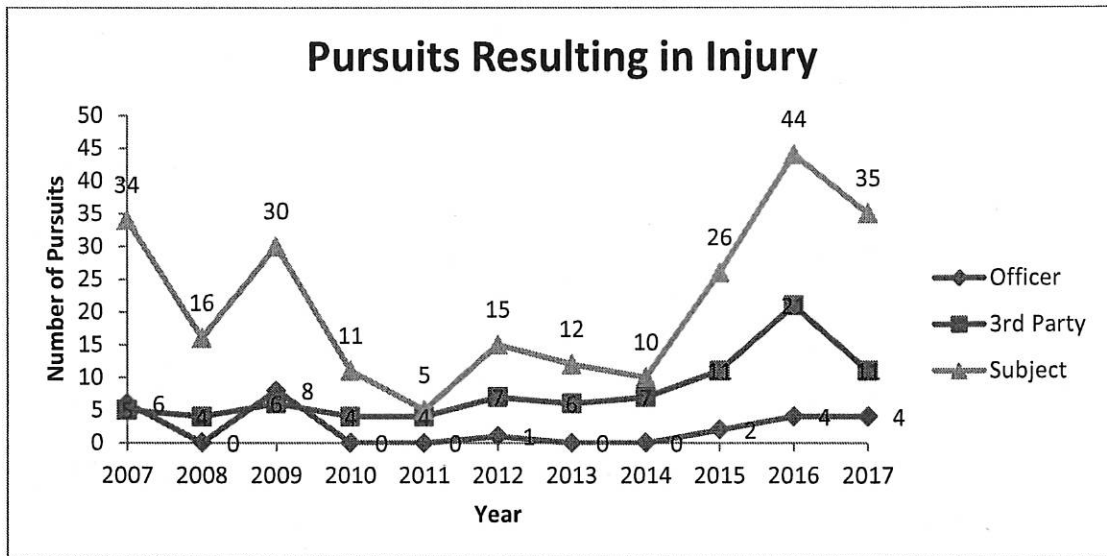


Figure 8

In 2017 there were 4 pursuits resulting in department employee injury (1% of all pursuits), 11 resulting in 3<sup>rd</sup> party injury (3% of all pursuits), and 35 resulting in pursuit subject injury (9% of all pursuits). The number of pursuits resulting in subject and 3<sup>rd</sup> party injuries during 2017 both declined when compared to 2016 while the number resulting in officer injury remained the same (Figure 8). The account of accidents and injury in this report is limited to those occurring during an active pursuit. Accidents and injuries occurring after pursuits have been terminated or after non-pursuits are not included. Accidents and injuries occurring peripheral to active pursuits are also not included; for example, an accident occurred while a squad was on the way to a position in which it might be helpful in an ongoing pursuit. In that accident one officer reported an injury of pain. That injury is not included in these totals.

In the 37 pursuits which resulted in subject injury 50 individual subject injuries were recorded. Three subject injuries were fatal, 1 injury was classified as major, 5 injuries were classified as moderate and the remaining 41 injuries were classified as minor. Of the non-fatal injuries, 2 are described as bruises or contusions, 5 as broken bones or teeth, 8 as abrasions, cuts or lacerations, and the remaining 32 were complaints of pain.

In the 11 pursuits which resulted in 3<sup>rd</sup> party injury there were 19 recorded injuries. One unrestrained vehicle passenger suffered abdominal bruising and potential internal bleeding, 1 person suffered a broken ankle, 2 people had injuries described as “minor”, 4 people suffered abrasions, and 11 people reported pain.

In the 4 pursuits which resulted in officer injury there were 5 department members injured. One member suffered a partial dislocation of a shoulder, one member suffered a broken clavicle, one member suffered a contusion to the head and neck pain, and two members suffered pain (shin and arm).

**Circumstance of Subject Fatalities**

On January 20<sup>th</sup> a pursuit was initiated by a marked MPD squad of a vehicle taken in an armed robbery earlier that day. The subject vehicle disregarded a red light and was struck by an oncoming vehicle. Both the driver and passenger of the subject vehicle were found pulseless at the scene. Responding officers were able to revive one of the subjects at the scene, however the subject succumbed to injuries while under treatment at the hospital. The driver of the other vehicle involved in the crash suffered a broken ankle.

On August 27<sup>th</sup> a pursuit was initiated by a marked MPD squad of a vehicle taken in an armed robbery two and half hours earlier. The subject vehicle, after driving against traffic in the wrong lane, quickly turned and lost control, resulting in the vehicle striking a pole. The responding officers found a passenger of the subject vehicle trapped underneath the vehicle. With assistance from Milwaukee County Transit System personnel, the responding officers were able to lift the vehicle off of the occupant, however responding Milwaukee Fire Department (MFD) personnel attempted life saving measures with negative results.

**Pursuit Outcomes**

The subject apprehension rate of vehicle pursuits is charted in Figure 9. In 2010 62 of the 68 pursuits (91.2%) which were engaged in resulted in subject apprehension. The year 2017 recorded the lowest apprehension rate since at least 2007, in which 113 of the 369 pursuits (30.6%) resulted in subject apprehension.

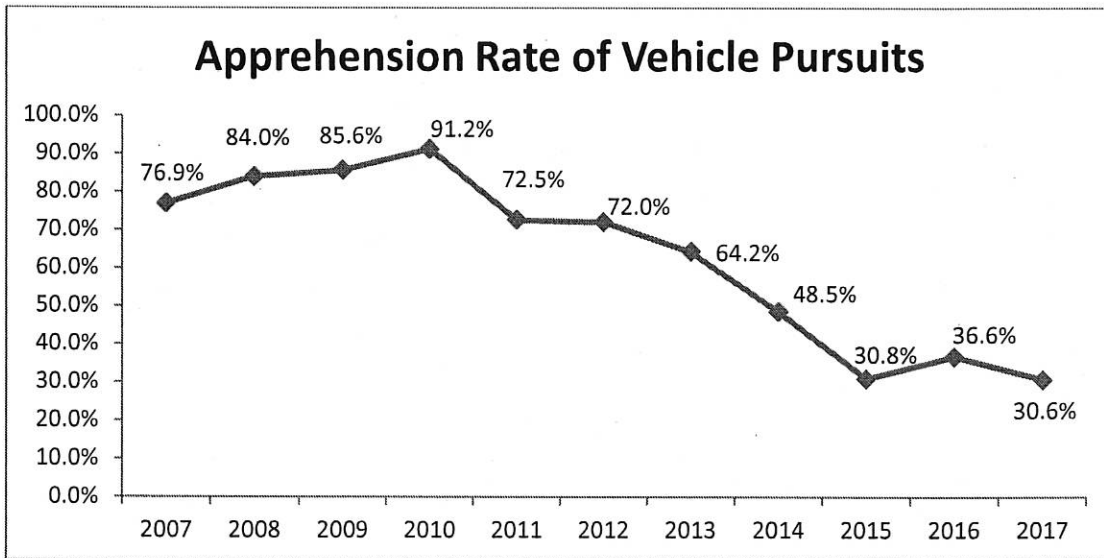


Figure 9

The apprehension rate of vehicle pursuits can be better understood by examining the reported outcomes of the pursuits, detailed for 2017 in Table 2. Pursuits in which the suspect is not apprehended are often terminated by the MPD, and 169 (46%) pursuits were terminated by MPD in 2017 for a variety of reasons which are further detailed in Table 3. Because more than one reason may be listed as a

reason for pursuit termination, the numbers in Table 3 do not add to 169. The most common reason for terminating a pursuit was the subject’s vehicle location or distance.

Outcome of Pursuit	Number of Pursuits
Other	14
Terminated - By Law Enforcement	169
Terminated - Crash	54
Terminated - Violator Stopped	35
Violator Escape	84
Violator Vehicle Failure	13

Table 2: Outcomes of Pursuits

Reason for Law Enforcement Termination	Number of Pursuits
Department Equipment Malfunction	2
Did not meet Criteria under SOP 660	13
Directed by Higher Rank	26
Suspect Vehicle Location/Distance	121
Suspect's Identity Established	1
Traffic, Roadway, Environment Conditions	26

Table 3: Reasons for Pursuit Termination

Figure 10 shows the most common pursuit outcomes since 2007 as a percentage of pursuits for each year. In the years between 2007 and 2010 the various pursuit outcomes were relatively flat. Since 2010, the percentages of pursuits terminating in a crash or the subject stopping have both declined while the percentage of pursuits terminated by Law Enforcement or where the violator escapes have risen.

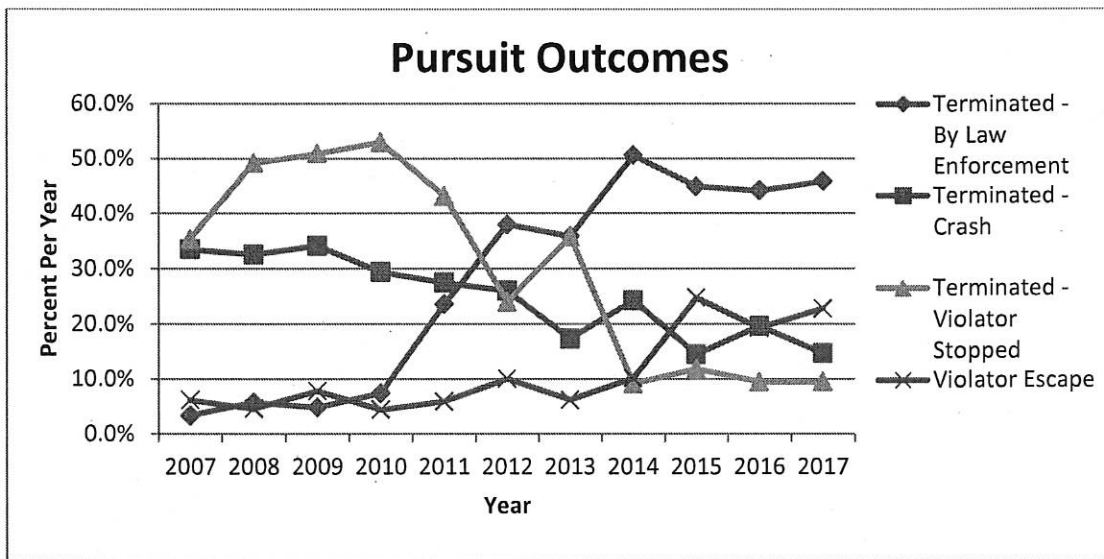


Figure 10



## Pursuit Subject Age

The 369 vehicle pursuits that occurred in 2017 involved 258 identified and 321 unidentified subjects. Exactly half of the known pursuit subjects (including drivers and passengers) were age 18 or younger, resulting in a median age of pursuit subjects of 18.5. This median age is relatively unchanged when compared to 2015 and 2016, and remains much lower than in previous years (Figure 11).<sup>4</sup>

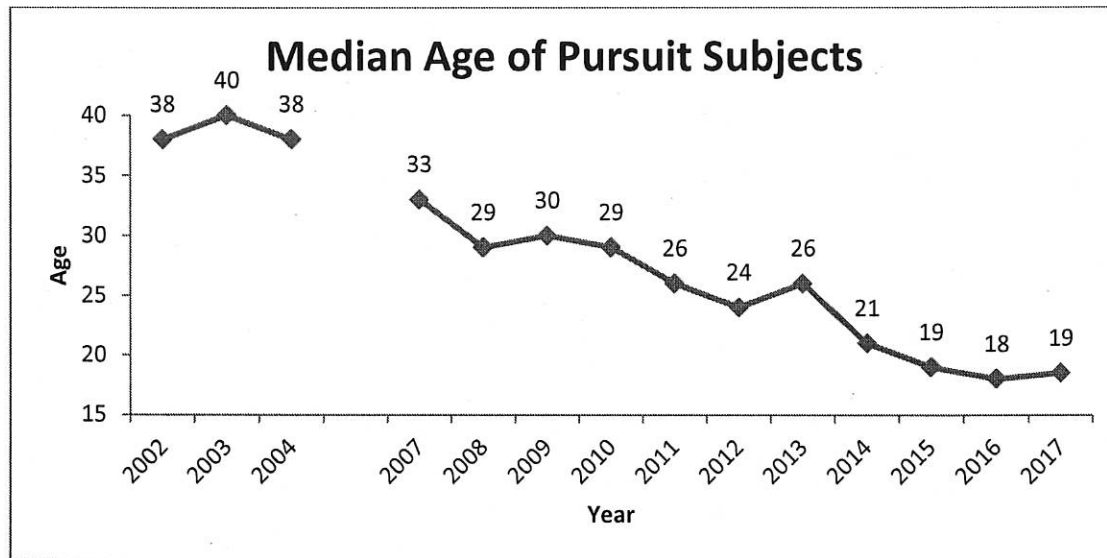


Figure 11

## Non-Pursuits

Non-pursuits are incidents in which a stop is attempted, the vehicle continues, and a pursuit is not initiated. Upon the request of members of the Milwaukee Common Council, the FPC released its [first comprehensive review of non-pursuit incidents](#) in concert with the release of the 2016 Vehicle Pursuit Report. The Board of the FPC also directed the Chief to present to them an update on the topic in late 2017. At the [October 5, 2017 FPC meeting](#) Assistant Chief James Harpole and Lieutenant Shannon Seymer-Tabaska provided the Board with updated non-pursuit data and informed the Board of plans to modify the department's approach to non-pursuit incidents.

The non-pursuit report for 2016 analyzed a number of data elements since there was a period of time in 2014 and 2015 in which these events were recorded in detail in the AIM system. However, beginning in late 2015 non-pursuit events were no longer recorded in the AIM system and instead were recorded in the CAD database. Recording the events in the CAD database allows for faster and easier record keeping for department members but limits the detail of and analysis potential for the data. Information regarding the subject vehicle license plate, vehicle description, stolen status, etc. (when known) is contained in a narrative field, which while easy to examine on a case by case basis is not easily analyzed in bulk.

<sup>4</sup> Age data for the years 2005 and 2006 was unavailable.

Figure 12 details the number of non-pursuit events each month from August 2014 through December 2017. The average number of non-pursuits per month during 2017 was 709. There had been a general rise in the number of non-pursuit events from August 2014 (80 non-pursuits) through August 2017 (1016 non-pursuits). The decreases in frequency seen beginning in September 2017 are a notable trend coincident with the expansion of the pursuit policy in late September 2017. These decreases in non-pursuit occurrences appear to be persisting into the year 2018 according to preliminary data for January and February.

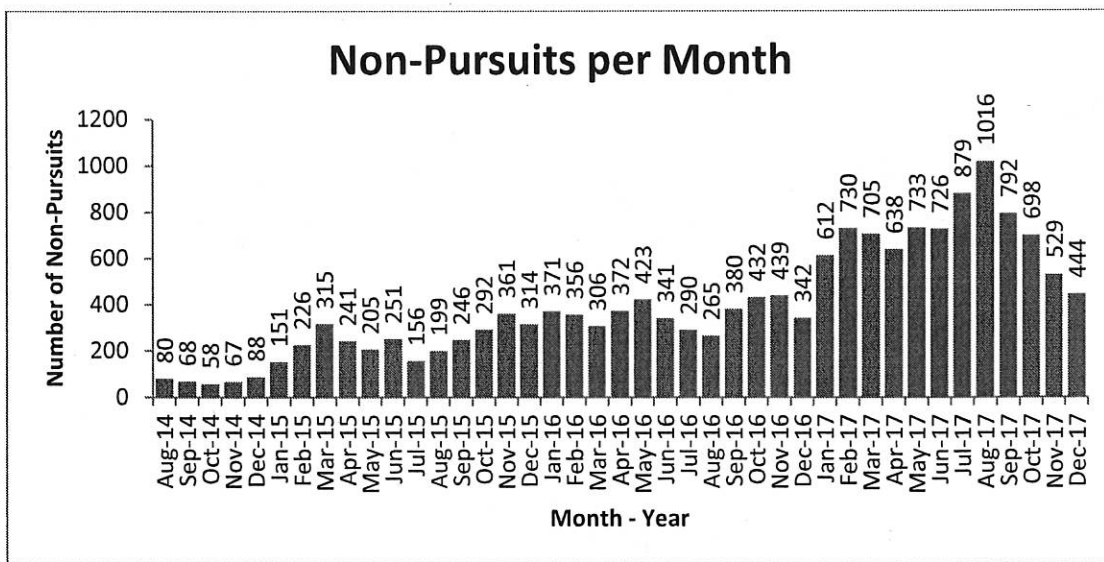


Figure 12

### Propensity to Flee

Table 4 details the monthly total number of traffic stops, pursuits and non-pursuits and uses that data to compute the total number of vehicles fleeing traffic stops and total vehicular flight as a percent of the number of traffic stops.<sup>5</sup> Examining that percentage indicates how likely subjects have been to flee rather than pull over, and Figure 13 plots that percentage by month.

The first 6 months of 2016 had a consistent rate of vehicular flight between 2 and 3 percent of all traffic stops. From July 2016 through August 2017 there were increases in the percentage of traffic stops which resulted in the flight of the subject vehicle, reaching a maximum of 8.7% in July 2017. Beginning in October 2017 a rapid decrease in this percentage was seen, culminating in a rate of 3.4% of all traffic stops in December 2017.

<sup>5</sup> There is some minor imperfection in these calculations because small numbers of pursuits and non-pursuits are included in the traffic stop totals. For instance, of the 150,616 traffic stops in 2017 there were 217 incidents which were recorded as a traffic stop but ultimately ended as a pursuit or non-pursuit. Given the scale of the number of traffic stops overall, however, discrepancies of this size do not materially impact the results of the analysis.

Month - Year	Number of Traffic Stops	Number of Pursuits	Number of Non-Pursuits	Total Vehicular Flight	Percent of Stops Resulting in Flight
Jan-16	13519	32	371	403	3.0%
Feb-16	16616	26	356	382	2.3%
Mar-16	14294	28	306	334	2.3%
Apr-16	20373	32	372	404	2.0%
May-16	18454	30	423	453	2.5%
Jun-16	15640	13	321	334	2.1%
Jul-16	9227	17	290	307	3.3%
Aug-16	7900	26	265	291	3.7%
Sep-16	11016	16	380	396	3.6%
Oct-16	9819	31	432	463	4.7%
Nov-16	9845	31	439	470	4.8%
Dec-16	8738	24	342	366	4.2%
Jan-17	12164	6	612	618	5.1%
Feb-17	13558	15	730	745	5.5%
Mar-17	14537	20	705	725	5.0%
Apr-17	11245	10	638	648	5.8%
May-17	10340	25	733	758	7.3%
Jun-17	10386	17	726	743	7.2%
Jul-17	10437	28	879	907	8.7%
Aug-17	12340	27	1016	1043	8.5%
Sep-17	10917	34	792	826	7.6%
Oct-17	14804	74	698	772	5.2%
Nov-17	15625	71	529	600	3.8%
Dec-17	14263	42	444	486	3.4%

Table 4: Traffic Stop and Vehicular Flight Data

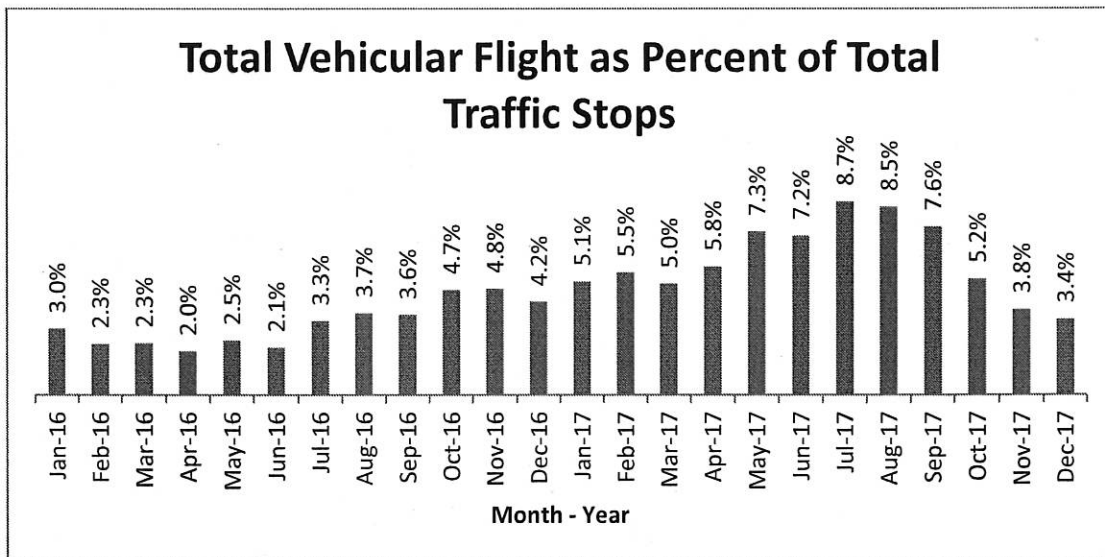


Figure 13

## Summary

In 2017 the MPD engaged in 369 vehicle pursuits; this is the highest total number of vehicle pursuits since at least 2002. This was a 21% increase compared to 2016, and most of the increase was due to additional vehicle pursuits engaged in after the implementation of changes to SOP 660 on September 22, 2017 which allowed for department members to pursue vehicles engaged in reckless driving or drug dealing. Along with this increase in the number of pursuits there was a decrease in both the number of non-pursuit incidents and the overall percentage of vehicles fleeing from traffic stops after September 2017.

The percentage of pursuits resulting in an accident has continued a ten year downward trend; in 2017 23% of pursuits resulted in an accident. The number of pursuits resulting in injury reversed the upward trends seen during 2015 and 2016. In 2017 there were 4 pursuits resulting in Department employee injury (the same as 2016), 11 resulting in 3<sup>rd</sup> party injury (down from 21 in 2016), and 35 resulting in pursuit subject injury (down from 44 in 2016).

The number of pursuits reaching high speeds continues to be high; like 2016, almost half of all pursuits in 2017 reached speeds greater than 75 miles per hour. The age of pursuit subjects also continues to be low; like 2016, about half of all pursuit subjects were aged 18 or younger. The apprehension rate of vehicle pursuits continues to be lower than in past years; in 2017 the percentage of pursuits resulting in subject apprehension was 30.6% while in 2010, 91.2% of pursuits resulted in subject apprehension.



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# **Vehicle Crimes Auto Theft Educational Awareness Report**

May 2017





### Purpose

The goal of the Auto Theft Educational Awareness Working Group of the International Association of Chiefs of Police (IACP) Vehicle Crimes Committee is to educate law enforcement executives, their departments, and the general public as to the importance of and connection between vehicle crime and subsequent violent crime. This awareness is important to prevent violent crime sprees and their repercussions and to ignite support vital to the sustainability and longevity of auto theft investigative and prosecutorial units across the globe. Law enforcement needs to re-engage internal and external audiences to highlight crimes that have a tremendous impact on our communities, and we must work together to detect and thwart it. Our tactical goals are to do the following:

- Articulate the connection between auto theft and violent crime.
- Preserve and encourage funding for auto theft and vehicle crime.
- Define the understanding of vehicle crimes and their impact.
- Engage in predictive policing, community awareness, and hardening targets.

### Background

#### Funding and support are in jeopardy:

Auto theft prevention funding in many areas of the United States is on the decline. Auto theft prevention authorities or similar counterparts in Florida, Illinois, Michigan, Minnesota, and Texas have had their state legislatures divert funding to non-auto theft use.<sup>1</sup>

Auto theft has declined in the U.S. over the past few decades, leading legislators and others to argue support and resources are unnecessary. However, auto theft has not been eradicated. In fact, both individual thieves and crime rings continue to evolve using increasingly sophisticated means to steal cars and cause a ripple effect of criminal activity.

#### Investigative scope broadens:

Today, auto theft investigators and law enforcement officers are tasked with solving a growing

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<sup>1</sup> Randy Wallace, "Law Enforcement Officials Reveal where \$2 Insurance Surcharge Really Goes", Fox 26 Houston, April 6, 2017, <http://www.fox26houston.com/news/247118281-story>; Brandi Grissom, "Lawmakers Propose Raiding Auto Theft Fund," *Texas Tribune*, 01 Feb 2011, <https://www.texastribune.org/2011/02/01/texas-lawmakers-propose-raiding-auto-theft-fund/>; Matt Buedel, "Stripped of funding, Illinois auto theft task forces are shutting down", *Peoria Journal Star*, 28 March 2015, <http://www.pjstar.com/article/20150328/NEWS/150329126>; "Senator Haine Working to Keep Auto Theft Task Force from Being Dissolved," 12 May 2015, <http://www.senatorhaine.com/news/9-news/128-senator-haine-working-to-keep-auto-theft-task-force-from-being-dissolved/>; "Budget Cuts Threaten Auto Theft Unit," *Macomb Daily*, 3 June 2007, <http://www.macombdaily.com/article/MD/20070603/NEWS01/306039999>; Joy Powell, "Auto Theft Surcharge Rankles Enforcers," *Star Tribune*, 3 Nov 2012, <http://www.startribune.com/auto-theft-surcharge-rankles-enforcers/177045231>; "AATA Budget Cuts Impact Auto Theft Reduction Programs," *Arizona Auto Theft Authority News & Updates Newsletter* (October 2009).



list of vehicle-related crimes. Additionally, new technology and resources are needed to remain equipped to stay current on new crime trends. Therefore, it makes sense to broaden the definition to explain the modern-day reality of our crime prevention efforts.

For instance, the emerging threat to motor vehicle cybersecurity requires new skills and training for investigators. As defined by the National Highway Transportation and Safety Administration (NHTSA): “Cybersecurity, within the context of road vehicles, is the protection of automotive electronic systems, communication networks, control algorithms, software, users, and underlying data from malicious attacks, damage, unauthorized access, or manipulation” (National Highway Traffic Safety Administration, “Overview,” Automotive Cybersecurity, <https://www.nhtsa.gov/crash-avoidance/automotive-cybersecurity>).

Law enforcement needs to identify, prepare, and train resources to combat this and other highly technical, emerging threats to millions of vehicles, people, and property.

IACP renamed its Vehicle Crimes Committee to better align with the role of today’s auto theft investigators, who are required to conduct investigations on all auto-related crimes including the following:<sup>2</sup>

- Brand avoidance
- Curbstone enforcement
- Burglaries to vehicles
- Business inspections
- Cargo theft
- Construction equipment theft
- Export of stolen vehicles
- Fraudulent vehicle purchases
- Insurance fraud
- NMVTIS violations
- Odometer frauds
- Staged accidents
- Tag agency title clerk corruption
- Title washing
- Terrorism
- Tow and storage or mechanic lien fraud
- Pirate towing
- Unlawful rebuilding of salvage vehicles
- Unlawful subleasing or rentals
- Vehicle title fraud
- Vessel theft
- VIN verifications

IACP explains the following:

Many of these auto-related crimes frequently overlap into traditional criminal activity. For example, an investigation involving stolen vehicles with altered identification numbers may lead to a corruption case involving car titles at a Department of Motor Vehicles (DMV). Through further investigation of what appears to be a simple theft of a car can open up a larger investigation of a DMV clerk accepting bribes in order to process counterfeit titles to use with stolen/altered vehicles. Or while conducting business inspections, an investigator may identify an active chop shop where vehicle parts are being removed from stolen vehicles for the purpose of rebuilding salvage vehicles that are subsequently titled fraudulently with clean

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<sup>2</sup> Attachment A of the *Auto Related Crimes Investigated by IACP Auto Theft Investigators*. See attached document that was submitted by Chris McDonold in July 2015 requesting name change of the committee.

non-banded titles.<sup>3</sup>





This quote is based on the experience of several of the committee members.

### Public misconception:

According to a 2014 Gallup poll, 58 percent of Americans rarely or never worry that their car will be stolen or broken into.<sup>4</sup> However the gradual decline of auto theft does not spark widespread outrage, fear, or spur action as it did decades ago. Modern threats like domestic and international terrorism rightfully dominate the headlines and budgets. However, even there, the link remains. Auto theft is frequently a component of these high-impact crimes.

For example,

- In 1993, a stolen van was linked to the bombing of the World Trade Center.
- In April 2013, the Boston Marathon bombing suspects carjacked a driver at gunpoint;<sup>5</sup>
- In April of 2016, thieves used a stolen car to smash into businesses and steal shoes and apparel in Indianapolis.<sup>6</sup>
- In May 2016, a couple's SUV was stolen and then used to commit other crimes in Hawaii. The victim said, "Nobody wants to hear that their car was stolen first of all -- and then to find out that somebody was using it as a tool to go do more bad stuff is frustrating."<sup>7</sup>
- In December of 2016, an Arkansas man stole a car from a hotel valet parking lot and then used it to commit several other crimes by driving through the entrances of two stores and robbing them.<sup>8</sup>
- In December of 2016, teenagers were arrested for an armed carjacking and robberies in Chicago.<sup>9</sup>
- In January 2017, thieves stole a truck to use it to steal other trucks in Albuquerque, New Mexico.<sup>10</sup> Albuquerque ranks as one of the highest auto theft cities in the United States; investigators are seeing vehicles used to commit burglaries involving guns and drugs.<sup>11</sup>
- In January 2017, police say the suspect in a drive-by shooting used a stolen car to commit the crime in Greeley, Colorado.<sup>12</sup>

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<sup>3</sup> Ibid.

<sup>4</sup> Rebecca Riffkin, "Hacking Tops List of Crimes Americans Worry About Most", [www.gallup.com](http://www.gallup.com), 27 Oct 2014, <http://www.gallup.com/poll/178856/hacking-tops-list-crimes-americans-worry.aspx>.

<sup>5</sup> [www.boston.cbslocal.com](http://www.boston.cbslocal.com), "Carjacking Victim Describes 'Horrorifying' Night depicted in 'Patriots Day'", *CBS 4 Boston*, 20 Dec 2016, <http://boston.cbslocal.com/2016/12/20/patriots-day-movie-boston-marathon-bombings-carjacking-victim-danny-meng>.

<sup>6</sup> Jesse Wells, "Thieves Use Stolen Cars as Battering Rams to Break into East Side Business," *Fox 59 WXIN*, April 14, 2016, <http://fox59.com/2016/04/14/thieves-use-stolen-cars-as-battering-rams-to-break-into-east-side-business>.

<sup>7</sup> Mileka Lincoln, "Couple: Thieves stole their car, used it to commit more crimes", *Hawaii News Now KHLN/KGMB*, 31 May 2016, <http://www.hawaiinewsnow.com/story/32107806/stolen-car-used-in-crime-spree>.

<sup>8</sup> "Hot Springs Man Drives Stolen Car through Local Businesses, then Robs Them," *KTHV 11*, December 12, 2016, [http://www.thv11.com/news/local/hot-springs-man-drives-stolen-car-through-local-businesses-then-robs-them/368665\\_497](http://www.thv11.com/news/local/hot-springs-man-drives-stolen-car-through-local-businesses-then-robs-them/368665_497).

<sup>9</sup> Alisa Hauser, "Teens On Crime Spree Caught in Bucktown Gassing Up Stolen Car, Police Say," *DNA info*, December 21, 2016, <https://www.dnainfo.com/chicago/20161221/west-town/teens-robbery-bucktown-caught-in-stolen-car-after-theft>.

<sup>10</sup> Caleb James, "Stolen Tow Truck Being Used to Steal Vehicles, Victim Says", *KOB 4*, January 13, 2017, <http://www.kob.com/albuquerque-news/stolen-tow-truck-being-used-steal-vehicles-albuquerque-owner-joe-cruz-police-apd-crime/4369685>.

<sup>11</sup> Gabrielle Burkhart, "Neighborhood Breakdown: Where Stolen Cars Are Reported Most in Albuquerque," *KRQE News 13*, February 8, 2017, <http://krqe.com/2017/02/08/neighborhood-breakdown-where-stolen-cars-are-reported-most-in-albuquerque>.

<sup>12</sup> Tommy Simmons, "Greeley Man Police Say Took Part in Jan. 9 Shooting Used Stolen Car and Fled Police," *The Tribune*, January 24, 2017, <http://www.greeleytribune.com/news/crime/greeley-man-police-say-took-part-in-jan-9-shooting-used-stolen-car-and-fled-police>.



- In March 2017, thieves rammed a stolen car through a storefront in Fresno, California.<sup>13</sup>
- In March 2017, a car used in an alleged bomb threat near the White House was stolen in Roanoke, Virginia days before.<sup>14</sup>

### Weak data:

Many crime sprees begin with a stolen car. While anecdotal evidence abounds, uniform data collection about vehicle crimes is notoriously weak. Current data collection by law enforcement varies and vehicle crime data is often not a requirement by many agencies and police departments. Without data to prove links and trends, our argument lacks power.

### Emerging evidence:

Forward-thinking police executives and other stakeholders are beginning to document the link between auto theft/vehicle crime and general violent crime. Despite data collection challenges, a study facilitated by the Colorado Auto Theft Prevention Authority and the Colorado Auto Theft Intelligence Coordination Center found a strong connection between auto theft and a wide range of other crimes:

- Ninety-seven percent of motor vehicle thieves were also charged with other crimes.
- Auto theft offenders were associated with arson, drug trafficking, controlled substance violations, kidnapping, financial fraud, burglary, robbery, weapons violations, and criminal mischief.<sup>15</sup>

In analyzing the study, IACP Vehicle Crimes Committee member and Director of the Colorado Auto Theft Prevention Authority, Robert D. Force concludes,

Law enforcement executives should be encouraged to elevate the prioritization of vehicle theft events (report incident to the recovery incident) in order to do the following:

- Increase forensic evidence collection (e.g., DNA, fingerprints, and hair) that can be used to identify and substantiate individuals who may be involved with other crimes
- Increase the ability of law enforcement and prosecutors to establish the criminal predicates of offenders engaged in a pattern or series of criminal behavior beyond property crime

Elevate intelligence and information gathering to associate criminal enterprises engaged in pattern or organized crimes such as home

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<sup>13</sup>Tommy Patrick Nelson, "Stolen car used to break into storefront," [www.yourcentralvalley.com](http://www.yourcentralvalley.com/news/stolen-car-used-to-break-into-storefront/677650729); 21 March 2017, <http://www.yourcentralvalley.com/news/stolen-car-used-to-break-into-storefront/677650729>

<sup>14</sup>Tiffany Holland, "Car Used in Alleged White House Bomb Threat Was Stolen in Roanoke," *The Roanoke Times*, March 20, 2017.

<sup>15</sup>The Colorado Auto Theft Intelligence Coordination Center (ATICC) is housed in the Colorado Information Analysis Center (CIAC) and purposed to collect, centralize, analyze, and disseminate law enforcement information on the incidence of statewide auto theft. Scott Casey, *Auto Theft and Its Connection and Role in the Furtherance in Other Crimes – Colorado Case Studies 2013–2015*, report to the Colorado Automobile Theft Prevention Authority (Colorado Auto Theft Intelligence Coordination Center, 2015).





- invasions, burglaries, robberies, drug cartels, identity theft, homicide, and arson<sup>16</sup>

### **Predictive policing:**

If we can control the initial auto theft, we can reduce crime in many other areas. Collecting and analyzing data, we can use predictive policing to identify trends, likely targets, and hot spots for theft and related crimes.

Vehicle crime is often a high-impact crime also involving the following crimes; in many instances, a stolen vehicle is either driven while committing some crimes or is the nexus of others:

- Robbery or burglary
- Home invasion
- Shootings
- Homicide
- Drug trafficking
- Arson
- Terrorism
- Identity theft
- Fraud and insurance schemes
- Title fraud
- Tow truck schemes

## **Recommendations**

### **Define and use “vehicle crimes”:**

We must clearly define the crime for ourselves, police executives, and the public for accurate use and understanding. We must encourage use of the term. A suggested definition of vehicle crime follows:

A vehicle crime is any crime involving the theft as a whole or parts; fraudulent sale, purchase, insurance or identification; or burglary of a car, truck, motorcycle tractor trailer, ATV, heavy equipment, any other motorized vehicle, or its cargo or contents.

### **Data collection:**

The starting point is data collection. More accurate, uniform, and specific data need to be collected at the local, state, regional, national, and international level to further document and track the connection between vehicle crime and auto theft and additional violent crime. The needs are actually rather limited—the following data should be collected:

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<sup>16</sup>Robert D. Force, “Motor Vehicle Theft: A Relationship to Other Crimes,” *The Police Chief* 83 (July 2016): 32–38.



- What is the number of vehicle crimes committed in a municipality on a monthly basis?
- Was the vehicle unlocked?
- Were the keys left inside?
- Why was the vehicle or property within the vehicle stolen? (i.e. for owner give-up, to sell for drugs, international trafficking.)
- What was the result of the theft? (i.e. subsequent criminal activity)

### Education for law enforcement executives:

Law enforcement executives need to be introduced to the term “vehicle crimes” and understand why they should use it within their agencies and within their communities. We hope to increase national awareness of the importance of vehicle crime as it relates to community safety and the larger picture of predictive policing. Preventing auto theft leads to decreasing the opportunity or occurrences of other crime. *Vehicle crimes* impact us all—from the tedious work and time consumed by responding to property theft from neighborhood cars to insurance fraud to carjackings, a good portion of crime fighting touches vehicle-related crime on a daily basis.

The change in language will also then require a change in the department’s training and data collection.

Police executives need to understand how auto theft and vehicle crimes “drive” other crimes in their jurisdictions. Armed with that information based on accurate data, crime control strategies can be developed which include:

- The prevention of auto theft, which often is the precursor to “other” serious and violent crimes (much like attacking the availability of crystal methamphetamine by preventing access to the precursor chemicals used to clandestinely manufacture the drug). This can be done with good prevention strategies including public awareness via community engagement, training for patrol officers on how to detect possible auto thefts, and “hardening” targets of auto theft by identifying the types of vehicles stolen and providing information and hardware to make those vehicles less susceptible to auto theft.
- Treating auto crimes “seriously” by directing patrol officers to take full and complete reports; while on patrol, paying attention to indicators of stolen vehicle activity; and providing investigative expertise and resources to quickly follow up on reports of vehicle theft and related crimes. Police agencies have to move away from the “Here’s your report number, call your insurance company” model often used when a vehicle is reported stolen. We need to collectively adopt a proactive, or “quickly” reactive model realizing that a stolen vehicle might be the start of a crime spree.
- Agencies need to actively engage the public in target-hardening efforts and in efforts to change behavior and instill prevention habits, e.g., “Lock your car – take your keys – every time.” Police executives, crime prevention officers, and PIOs need





to emphasize the fact that a stolen vehicle was used to commit crime X, Y, or Z and show tangible reasons why the public should pay attention to preventing auto theft. It is important that agency heads—police executives—lead the way on this, as the rank and file, and the community, need to see visible signs of support from the top.

- Police executives need to support auto theft initiatives in the budgeting process and engage community, corporate, and other governmental agencies in the effort.

Funding is at stake. If we raise public awareness and collect data to provide evidence of our need, funding is more easily saved and secured. We must advocate for ourselves. *We must find ways to communicate our relevancy and the importance of our efforts.* Public relations campaigns are advantageous in clearly communicating our priorities and persuading stakeholders to support us.

### **Public relations campaigns:**

We recommend launching two public relations campaigns: one, for internal use by law enforcement, and a second, for the general public's consumption.

#### **Law enforcement PR campaign:**

A public relations campaign for police executives and for internal use in their departments would aim to do the following:

- Introduce the definition of vehicle crimes
- Raise awareness about why these crimes are important
- Form the basis for why new data collection needs to occur and spur discussion about changing the data collection criterion and process
- Remind, reinforce, and engage police executives and their departments as to sharing information and finding ways to support predictive policing
- Open communication with other departments and develop resources in combatting vehicle-related crime (“vehicle crimes”) and explore funding options working in other states
- Provide foundational knowledge to launch their own PR campaigns within their communities to influence stakeholders, community leaders, policy makers, legislators, municipal leaders, and the general public

Suggested materials and channels for an internal PR campaign include the following:

- Campaign message (example: “It all starts with a stolen car...”) that defines vehicle crimes and their ripple effect
- Training for auto theft detection and altered VINs
- Training on how to handle vehicle crimes and identification of resources for further information and support
- Posters (for display within the department) to clearly articulate key points and to remind officers of what to look for
- Talking points for officers to use in community policing
- Giveaway items to distribute in the community



### **General PR campaign:**

A public relations campaign for the general public would aim to do the following:

- Educate the public about vehicle crimes prevention
- Inform community leaders and legislators as to the importance vehicle crime plays in community safety and its relationship to high-impact, violent crime

Suggested materials and channels for an external PR campaign include the following:

- Campaign message that defines vehicle crimes and their ripple effect
- Infographics that convey the crimes' impact re: vehicle theft, leaving keys in car, percentage of stolen cars used in violent crimes
- Posters
- Social media posts and graphics; #vehiclecrime
- Website content (graphics and copy)
- Earned media news pitches re: vehicle crime and predictive policing and what it means to your community
- Radio scripts for public service announcements
- IACP blog

The driver of these campaigns and user of these assets be either individual police departments across the globe or the IACP.