



MILWAUKEE POLICE DEPARTMENT

STANDARD OPERATING INSTRUCTION

TRAFFIC SAFETY UNIT

ISSUED: August 5, 2026

EFFECTIVE: August 5, 2026

REVIEWED/APPROVED BY:
Assistant Chief Steven Johnson
DATE: July 1, 2026

ACTION: Amends SOI (November 14, 2024)

WILEAG STANDARD(S): 6.1.2

I. PURPOSE / POLICY

The Traffic Safety Unit (TSU) is committed to a community partnership with the goal of creating a safer Milwaukee by enforcing traffic laws (Enforcement), educating and partnering with the community in solving traffic problems (Education), and staying apprised of traffic-engineering changes (Engineering).

II. OBJECTIVES

- A. Deter and reduce reckless driving and traffic crashes by enforcing traffic laws through the use of letters, warnings, citations, arrests, and vehicle towing when applicable.
- B. Deter and reduce reckless driving through the use of high-visibility patrols and enforcement.
- C. Assist public media campaigns to stigmatize reckless driving and alert the public on the dangers of reckless driving.
- D. Educate the public on the dangers of reckless driving through community engagement and informing drivers of the dangers of reckless driving during traffic stops.
- E. Work with system partners (e.g., the Department of Public Works (DPW)) to improve traffic safety.

III. PERSONNEL ORGANIZATION

- A. The TSU is located within the Specialized Patrol Division (SPD) of the Milwaukee Police Department.
- B. The TSU is broken down into the following positions and responsibilities:
 - 1. Traffic commander will be staffed by the on duty shift commander and will command and supervise all members assigned to the unit.
 - 2. Traffic safety supervisors will be staffed by police sergeants, who will prepare and coordinate staffing, daily/weekly deployment plans, and all day-to-day unit operations. In the absence of a traffic safety supervisor, a SPD supervisor will assume the supervision duties.

3. Traffic safety officers who will be responsible for enforcing traffic safety laws and providing education to the public to ensure the safety of the community.
4. Training coordinator, which will be responsible for developing annual training goals and objectives for members, development and coordination of all training provided to members, and maintenance of all training records and related documents.
5. Traffic analyst, which will be staffed by a civilian crime analyst. The analyst will be responsible for providing analytical support and coordinating efforts with supervisors to make data-driven decisions.

IV. EQUIPMENT (WILEAG 6.1.2)

- A. The TSU will be assigned squad cars, and shall be responsible for the traffic safety equipment assigned to each officer (e.g., traffic vests, traffic wands, Guardian Angel).
- B. Police squad cars shall be equipped with emergency lights, siren, camera, radio, traffic laser (LiDAR), and computer and printer. The squads shall be outfitted with other equipment and supplies necessary to conduct police business (e.g., First Aid-Kit, fire extinguisher).
- C. Each officer will be assigned equipment related to traffic safety including but not limited to Hi-Vis traffic vests, traffic wands, Guardian Angel, and other equipment that may be deemed necessary.

V. TRAINING

- A. A designated training coordinator will be responsible for coordinating training for members assigned to the TSU. The training coordinator shall develop annual training goals and objectives, and maintain all training records and related documents.
- B. Members of the TSU will review and refer to SOP 085 Citizen Contacts, Field Interviews, Search and Seizure with a focus on SOP 085.30 Vehicle Contacts.
- C. The respective training sessions necessary for members shall include, but are not limited to a refresher on the proper use of TraCS, operating while intoxicated investigations, and vehicle contacts.

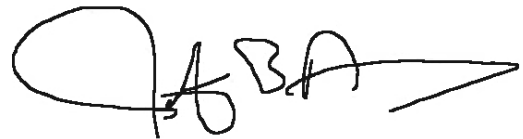
VI. UNIT DEPLOYMENT PLAN

- A. The TSU analyst will create weekly intelligence and data-driven deployment plans to help reduce reckless driving and traffic crashes based on:
 1. a Data-Driven Approaches to Crime and Traffic Safety (DDACTS) analysis;
 2. identified district micro hot spot areas;
 3. aldermanic complaints, citizen complaints, and police district complaints;

4. traffic crashes;
 5. and other data and information that may be available to identify problem areas.
- B. Traffic complaints taken by the respective district shall be entered by the member receiving the complaint into the TSU SharePoint site. The TSU sergeants and analyst will assess district-level complaints for weekly deployments.
- C. Traffic complaints taken by SPD members via telephone or other means shall be evaluated by the member receiving the complaint and entered into the TSU SharePoint site. The TSU sergeants and analyst will assess complaints for weekly deployments.
- D. TSU officers will monitor the talk groups for the district in which they are assigned for each deployment. Traffic officers are responsible for traffic enforcement but may be dispatched to other calls for service at the discretion of SPD supervisors.

VII. REVIEW

The traffic commander and TSU sergeants will evaluate all policies, procedures, and tactics annually to determine if any changes or additions need to be made to improve the unit's effectiveness. In addition, major events or incidents that occurred over the year may also be examined and evaluated as determined by the TSU commanding officer.



JEFFREY B. NORMAN
CHIEF OF POLICE

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