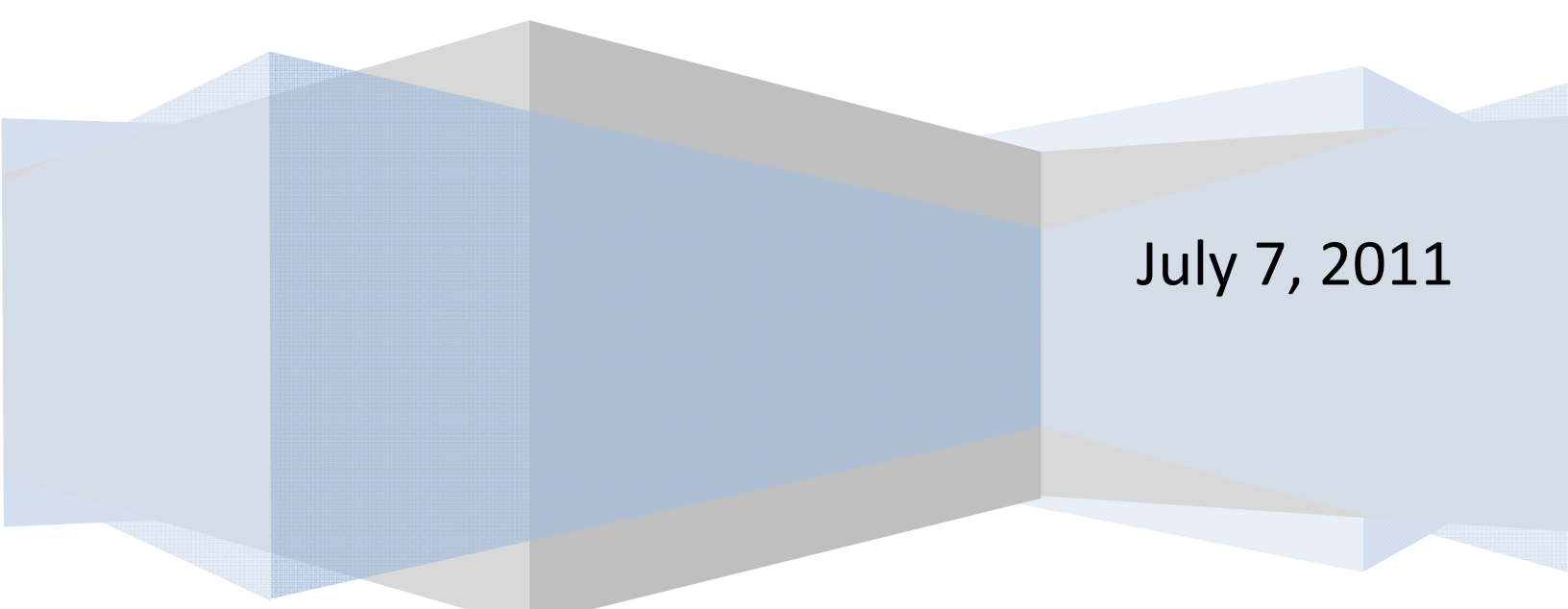


Milwaukee Fire and Police Commission

Analysis of 2010 Vehicle Pursuits and March 26, 2010 Policy Revision

Kristin Kappelman



July 7, 2011

This report presents analyses of vehicle pursuits initiated by the Milwaukee Police Department in 2010 and the March 26, 2010 vehicle pursuit policy revision. While both components are distinct and separate issues, the amount of overlap between the two allow for one comprehensive review. Both the annual review and revision analysis are presented in their entirety.

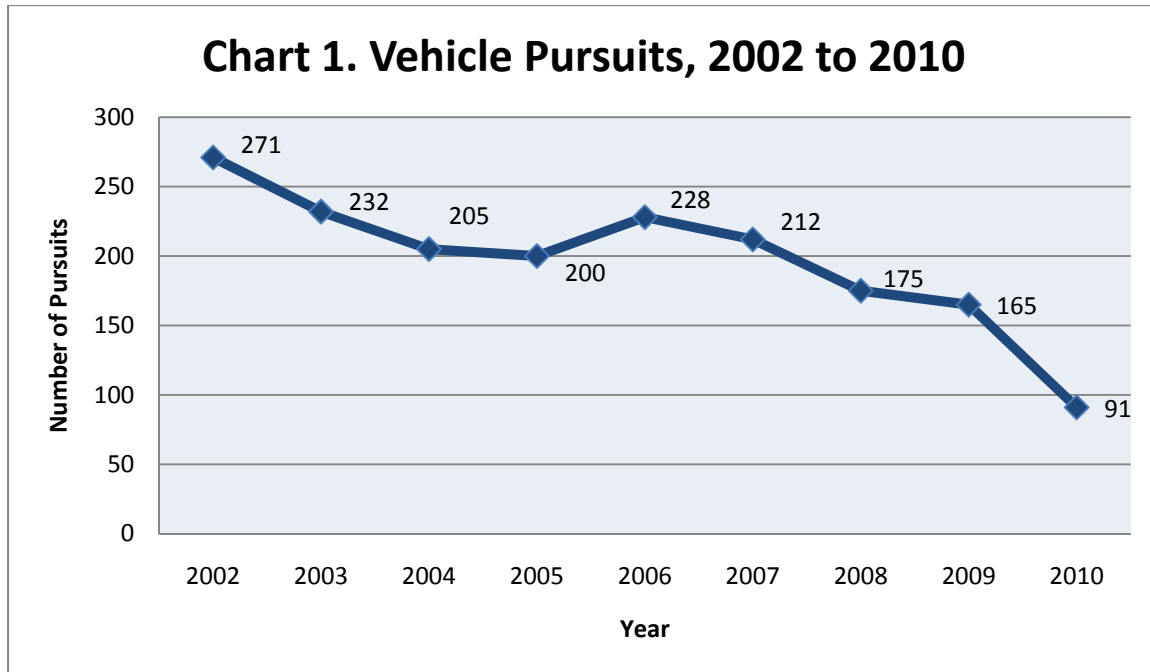
ANALYSIS OF 2010 VEHICLE PURSUITS

The purpose of this study is to review all vehicle pursuits conducted by the Milwaukee Police Department (MPD) between January 1, 2010 and December 31, 2010. Analyses conducted provide measurements as to the frequency and circumstances surrounding vehicle pursuits conducted by MPD. Data presented in the report were obtained from the MPD AIM (Administrative Investigations Management) system and converted into PASW (Predictive Analytic SoftWare) for analysis.

Between January 1, 2010 and December 31, 2010, officers of MPD initiated a total of 91 vehicle pursuits, which represents the fewest number of pursuits in the past nine years¹ (see Chart 1). The greatest number of vehicle pursuits occurred in 2002², with 271 vehicle pursuits. Between 2002 and 2010, vehicle pursuits decreased by 180 incidents, a 66.4% decrease. Vehicle pursuits decreased by 74 (44.8%) between 2009 and 2010. Overall, vehicle pursuits conducted by MPD have steadily declined since 2002, except for an increase between 2005 and 2006.

¹ MPD's Standard Operating Procedure (SOP) for Vehicle Pursuits was amended on March 26, 2010. The SOP revision required an officer to have probable cause, instead of reasonable suspicion, that a violent felony has occurred or is about to occur in order to begin a vehicle pursuit.

² 2002 is the first year that vehicle pursuit data is available electronically.

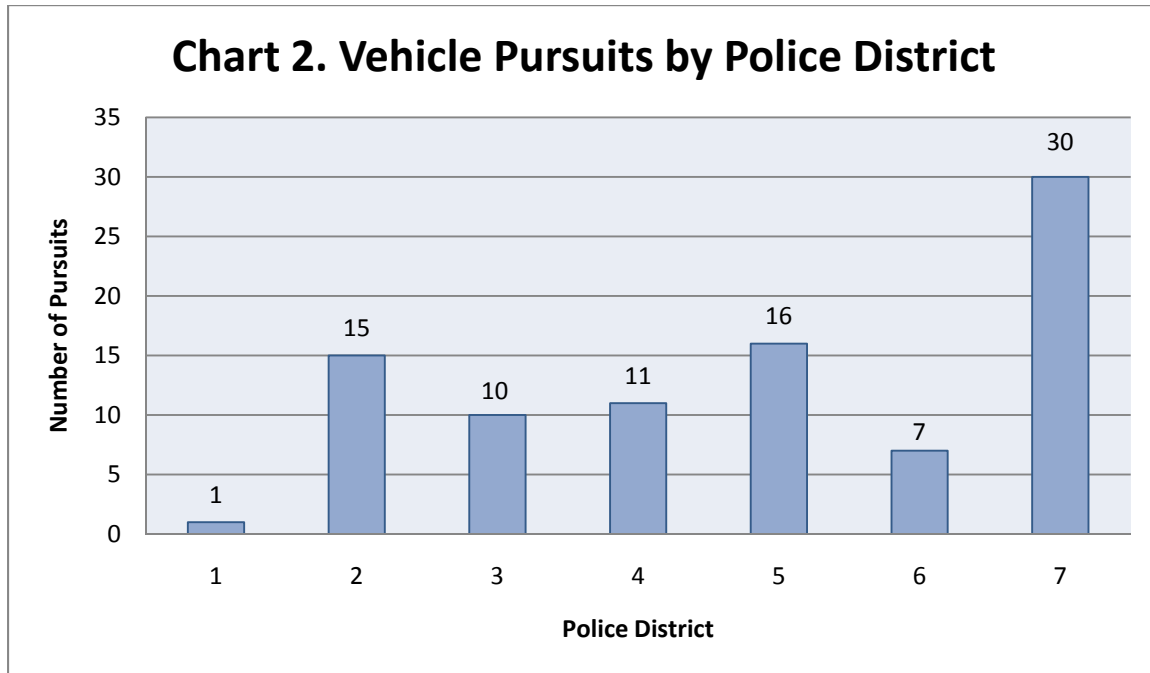


In 2010, the highest number of vehicle pursuits occurred in January (17 pursuits, 18.7%) and May (10 pursuits, 11.0%), while the fewest number of pursuits occurred in April (4 pursuits, 4.4%) (see Table 1). Just over 50% of pursuits (46 pursuits, 50.6%) occurred in the first five months of 2010, between January and May.

Table 1. Vehicle Pursuits by Month

Month	Number of Pursuits	Percentage
January	17	18.7%
February	7	7.7%
March	8	8.8%
April	4	4.4%
May	10	11.0%
June	7	7.7%
July	5	5.5%
August	6	6.6%
September	9	9.9%
October	5	5.5%
November	8	8.8%
December	5	5.5%
Total	91	100.0%

As seen in Chart 2, the greatest number of vehicle pursuits originated in Police District 7 (30 pursuits, 33.3%), while the fewest number of pursuits originated in Police District 1³ (1 pursuit, 1.1%). The majority of vehicle pursuits originated in Police Districts 7, 5, or 2 (61 pursuits, 67.8%).



The greatest percentage of vehicle pursuits originated in Aldermanic District 6, with 14 pursuits (15.6%), and Aldermanic District 7, with 13 pursuits⁴ (14.4%) (see Table 2). Aldermanic District 11, with no pursuits, had the lowest total.

³ Note: 1 missing case

⁴ Note: 1 missing case

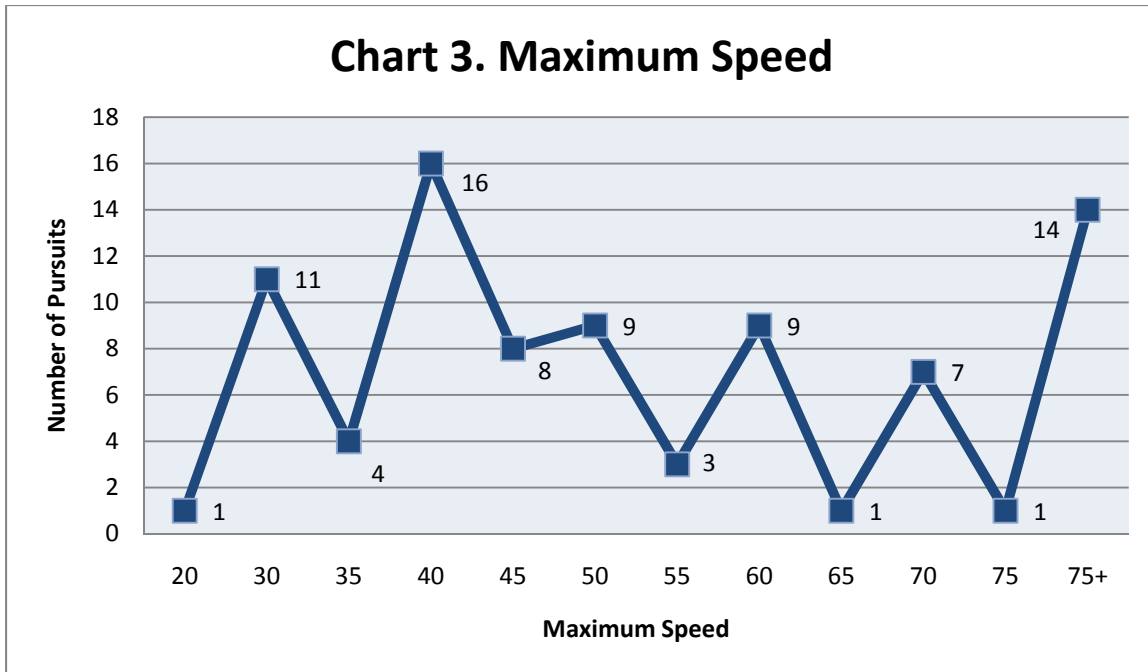
Table 2. Vehicle Pursuits by Aldermanic District

Aldermanic District	Number of Pursuits	Percentage
1	8	8.9%
2	4	4.4%
3	4	4.4%
4	4	4.4%
5	3	3.3%
6	14	15.6%
7	13	14.4%
8	6	6.7%
9	5	5.6%
10	4	4.4%
11	0	0.0%
12	7	7.8%
13	6	6.7%
14	3	3.3%
15	9	10.0%
Total	90	100.0%

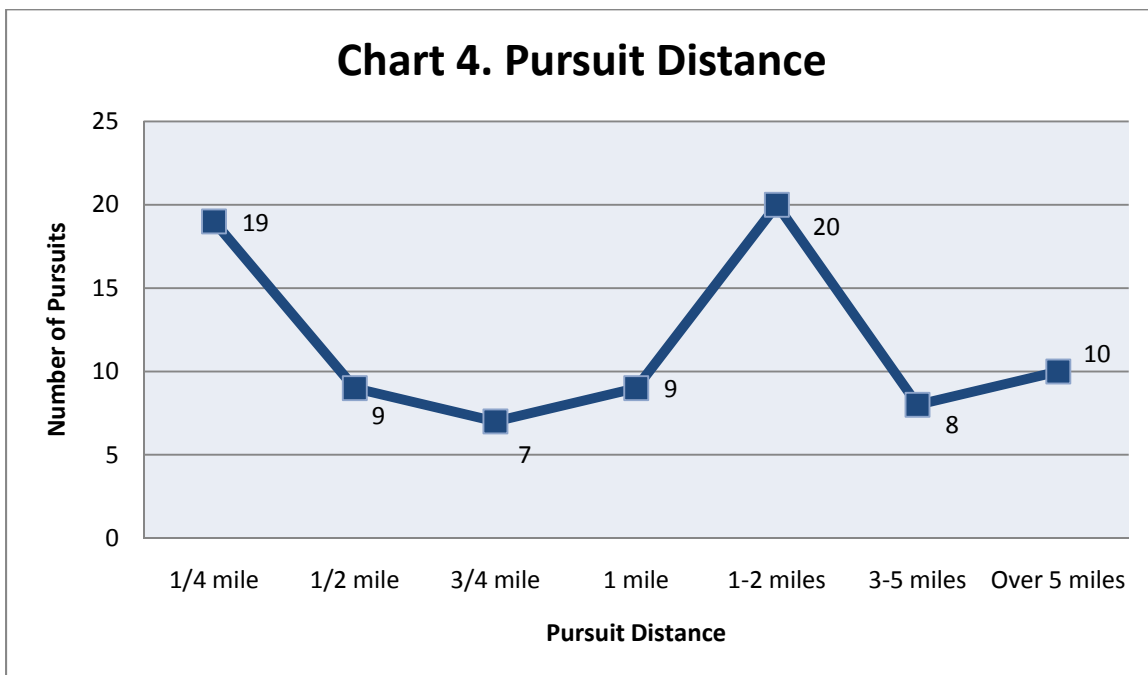
Maximum speed reached during the pursuit ranged from 20 miles per hour to over 75⁵ miles per hour⁶ (see Chart 3). The most common maximum speeds were 40 miles per hour (16 pursuits, 19.0%) and over 75 miles per hour (14 pursuits, 16.7%). The average maximum speed reached was 52 miles per hour, with a median of 50 miles per hour.

⁵ For pursuits where the maximum speed reached was listed as 75 miles per hour or greater, the data was recoded to 80 miles per hour for statistical purposes.

⁶ Note: 7 missing cases



Pursuit distance ranged from one-quarter of a mile to 5 miles or greater⁷ (see Chart 4). The most common distances were 1 to 2 miles (20 pursuits, 24.4%) and one-quarter of a mile (19 pursuits, 23.2%).



⁷ Note: 9 missing cases

Marked squads were utilized in 74 pursuits⁸ (84.1%). Fourteen pursuits (15.9%) utilized other vehicles (e.g., unmarked squads, wagon, motorcycle, etc.).

The outcome for pursuits included: the suspect stopped (35 pursuits, 38.5%), the pursuit was terminated because of a crash (23 pursuits, 25.3%), the pursuit was terminated by law enforcement (22 pursuits, 24.2%), the suspect escaped (7 pursuits, 7.7%), and vehicle failure/other (4 pursuits, 4.4%). Seventeen of the pursuits terminated by law enforcement were halted because the pursuit did not meet the criteria under the March 26, 2010 SOP revision.

The length of time for a pursuit ranged from less than 60 seconds to one hour, 28 minutes⁹. Twenty-two pursuits (25.3%) lasted two minutes, 19 pursuits (21.8%) lasted one minute, and 15 pursuits (17.2%) lasted 60 seconds or less. The mean amount of time a pursuit lasted was four minutes, with a median of 2 minutes and a mode of 2 minutes.

In 2010, 32 pursuits (35.2%) involved an accident. One of these accidents was fatal, resulting in the deaths of one suspect and one third-party bystander. Seven third-party bystanders were injured in vehicle pursuits. The majority of accidents involved property damage or personal injury. Eight pursuits listed an estimate for the amount of property damage. The cost of property damage ranged from \$500 to \$3,000, with a mean of \$1,250, a median of \$750, and a mode of \$500.

As the overall number of pursuits has decreased, the number of pursuits that involved an accident¹⁰ has also declined, from almost 50% in 2007 to 35% in 2010¹¹ (see Chart 5). In 2007¹², 100 vehicle pursuits (48.1%) resulted in an accident, while 108 pursuits (51.9%) did not. In 2010, 32 pursuits (35.2%) resulted in accident, while 59 pursuits (64.8%) did not.

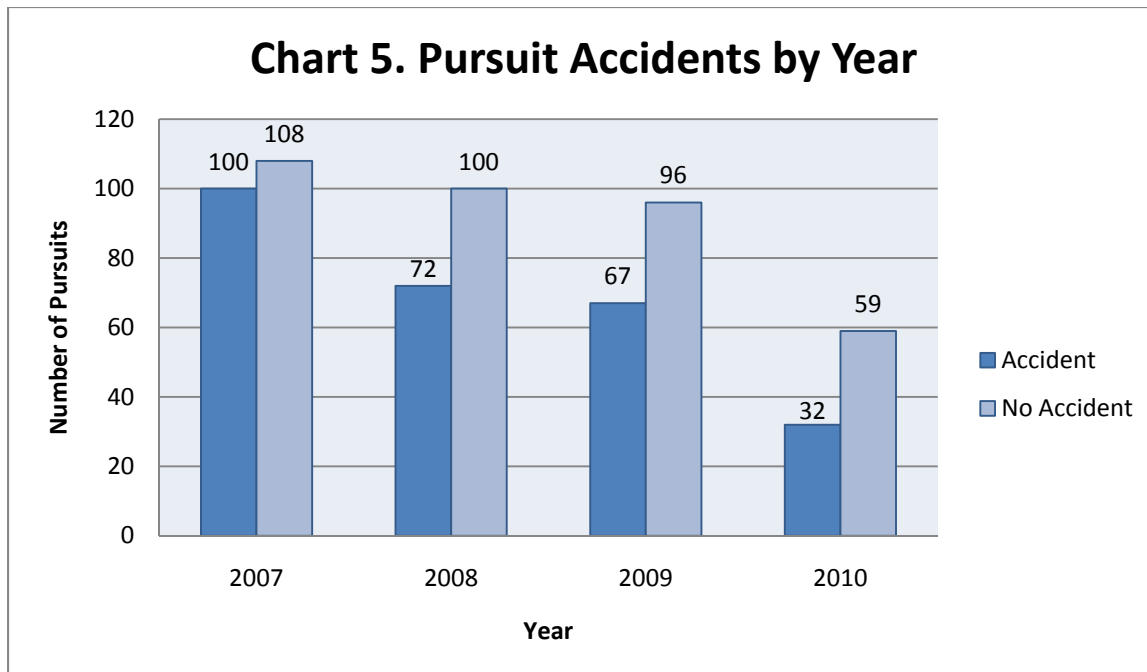
⁸ Note: 3 missing cases

⁹ Note: 4 missing cases

¹⁰ An accident is defined as involving a suspect vehicle, police vehicle, uninvolved/bystander vehicle, object, person, or structure, or any combination.

¹¹ Note: 4 missing cases in 2007, 3 missing cases in 2008, and 2 missing cases in 2009

¹² Due to the number of vehicle pursuit reports with missing data between 2002 and 2006, those years are not counted in the accident totals reported here. For example, 85 vehicle pursuit reports indicated that an accident occurred in 2002, but 186 reports gave no indication as to whether an accident occurred or not. By including the 85 reports in which an accident occurred and counting the 186 reports as missing data, the percentage of vehicle pursuits with an accident would be much higher than what is accurate. As the same time, it cannot be assumed that all 186 reports from 2002 did not have an accident. So, in order to present the most accurate data, only 2007 to 2010 is shown here.



OFFICER DEMOGRAPHICS¹³

Fifty-seven officers (87.7%) involved in vehicle pursuits in 2010 were male, and 12 officers (12.3%) were female¹⁴. Fifty officers (76.9%) were white, 13 officers (20.0%) were Hispanic, and two officers (3.1%) were black¹⁵.

Officer age ranged from 23 years old to 50 years old, with a mean of 35 years old, a median of 32 years old, and a mode of 32 years old¹⁶. Years of service ranged from one year to 19 years, with a mean of 8 years, a median of 8 years, and a mode of 9 years¹⁷.

Safety equipment¹⁸ was utilized by 84 officers (95.5%), while 4 officers (4.5%) did not use safety equipment¹⁹. Only one officer was injured during the course of a pursuit in 2010²⁰, which was categorized as minor (see Chart 6). Six officers were injured (all minor) in 2008 and seven

¹³ Officer demographic data focuses only on the driver of the first pursuit vehicle.

¹⁴ Note: 26 missing cases

¹⁵ Note: 26 missing cases

¹⁶ Note: 26 missing cases

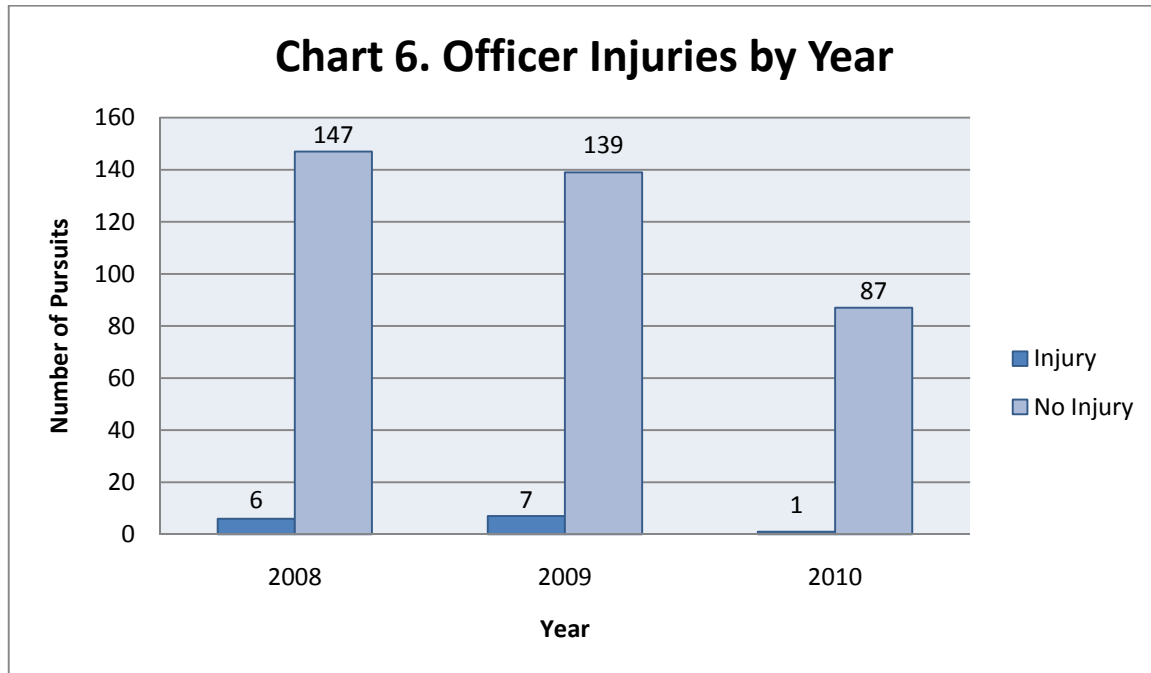
¹⁷ Note: 26 missing cases

¹⁸ According to MPD Standard Operating Procedure 660-Vehicle Pursuits, officers do not have to use emergency lights and sirens when obtaining evidence of a speed violation or when responding to a call which the officer reasonably believes a felony is in progress and the officer reasonably believes that knowledge of the officer's presence may endanger the safety of another person, cause the suspected violator to evade apprehension, cause the suspect to destroy evidence, or cause the suspect to cease the commission of a suspected felony.

¹⁹ Note: 3 missing cases

²⁰ Note: 3 missing cases

officers were injured (6 minor, 1 major) in 2009. No MPD law enforcement personnel died as the result of a vehicle pursuit during this time period.



SUSPECT DEMOGRAPHICS²¹

The majority of suspects were male (69 suspects, 97.2%), while 2 suspects (2.2%) were female²². Fifty-one suspects (73.9%) were black, 11 suspects (15.9%) were white, 6 suspects (8.7%) were Hispanic, and 1 suspect (1.4%) was Asian²³. Suspect age ranged from 16 years old to 52 years old, with a mean of 27 years old, a median of 26 years old, and a mode of 19 years old²⁴.

Eleven suspects (13.3%) were injured, while 72 suspects (86.7%) were not²⁵. Of these 11 injuries, 6 were listed as minor, 3 were classified as complaint of pain, and 2 were considered major.

Forty-seven suspects (52.8%) fled because of a felony, 18 (20.2%) because of a traffic violation, 7 (7.9%) for warrants, 5 (5.6%) for an ordinance/misdemeanor violation, and 12 (13.5%) for other reasons²⁶. Suspects were apprehended in 71 pursuits (78.0%).

²¹ Suspect demographic data focuses on the driver of the pursued vehicle.

²² Note: 20 missing/unknown cases

²³ Note: 22 missing cases

²⁴ Note: 19 missing cases

²⁵ Note: 8 missing cases

SUMMARY

A total of 91 vehicle pursuits were conducted by the Milwaukee Police Department in 2010, the lowest number recorded in the past nine years. In general, vehicle pursuits were most likely to have:

- Originated in Police District 7 or Aldermanic Districts 6 or 7;
- Reached an average maximum speed of 52 miles per hour;
- Covered an average of 1.6 miles;
- Lasted an average of four minutes;
- Been stopped by the suspect;
- Been conducted by a white, male police officer, with an average age of 35 years old and an average of 8 years of service, who utilized safety equipment; and
- Involved a black, male suspect, with an average age of 27 years old, who was fleeing because of a felony.

This report provides data on the frequency and circumstances surrounding vehicle pursuits conducted by the Milwaukee Police Department in 2010. This study can be utilized as a baseline measurement for future analyses of vehicle pursuits and to assess the implications of MPD policy, procedures, and training.

²⁶ Note: 2 missing cases

ANALYSIS OF MARCH 26, 2010 VEHICLE PURSUIT POLICY REVISION

On March 26, 2010, the Milwaukee Police Department (MPD) revised its vehicle pursuit policy²⁷ in order to address concerns related to citizen and officer safety. The policy prior to March 26, 2010 stated that vehicle pursuits were authorized only when the law enforcement officer knew or had reasonable grounds to believe:

- 1) The suspect has committed or is attempting to commit a serious offense; or
- 2) 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.

The *current* policy was updated to state that vehicle pursuits are authorized only when the law enforcement officer knows or has probable cause to believe:

- 1) The occupant(s) has committed, is committing, or is about to commit a violent felony (i.e., armed robbery, recklessly endangering safety, and other crimes against a person in which violence is an element to the felony offense); or
- 2) The occupant(s) presents a clear and immediate threat to the safety of others and therefore the necessity of immediate apprehension outweighs the level of danger created by a vehicle pursuit.

A primary difference between the two policies is that the revised procedure recognizes that an officer has probable cause (the facts and circumstances within the arresting officer's knowledge are sufficient to warrant a prudent person to believe that a suspect has committed, is committing, or is about to commit a crime), instead of reasonable suspicion (an assessment based on all of the circumstances that would lead one to believe that a crime may have occurred), that a violent felony has occurred or is about to occur. A key objective of the 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 danger to the public.

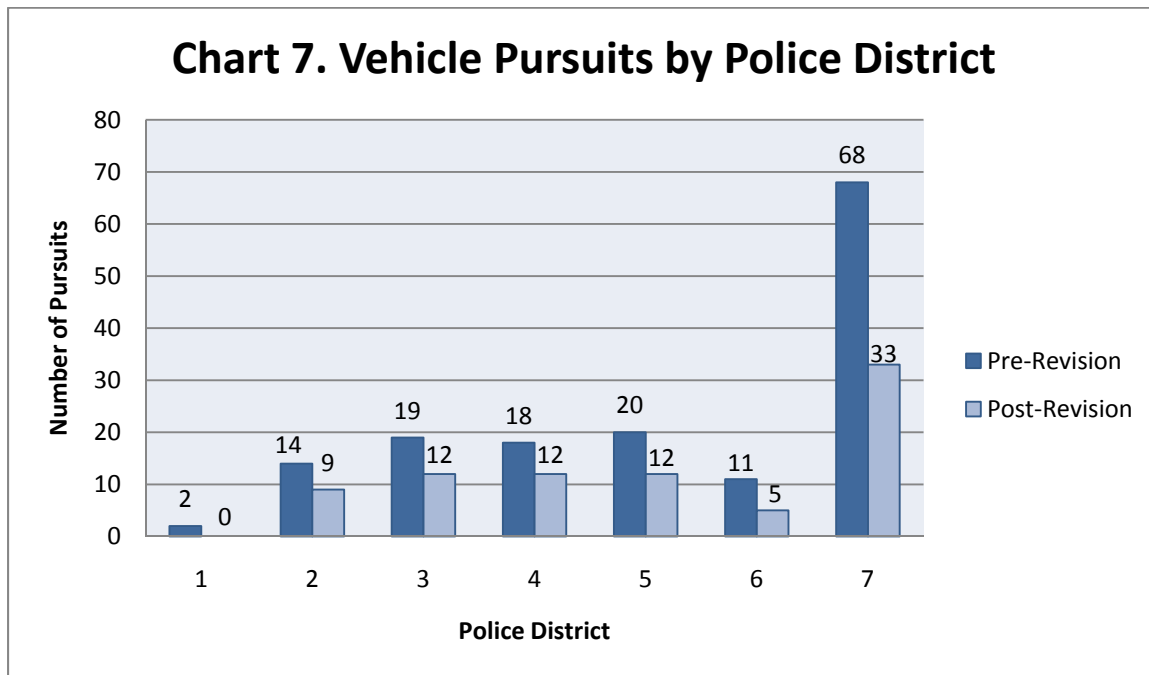
This report²⁸ presents an analysis of the March 26, 2010 vehicle pursuit revision of MPD. Data was collected from two distinct twelve-month periods, March 26, 2009 to March 25, 2010 and March 26, 2010 to March 25, 2011. The analyses presented here are designed to show the effects, if any, that the policy revision has had on pursuits conducted by the Milwaukee Police Department.

²⁷ The following paragraphs contain excerpts from Standard Operating Procedure 660: Vehicle Pursuits and do not reflect the entire document.

²⁸ The FPC previously released a six-month comparison report on November 15, 2010, which is available at <http://www.milwaukee.gov/fpc/reports>.

A total of 152 vehicle pursuits were conducted between March 26, 2009 and March 25, 2010²⁹. Between March 26, 2010 and March 25, 2011, 86 vehicle pursuits were initiated by MPD. Sixty-six fewer pursuits, 43.4% decrease, were conducted in the 12-months following the vehicle pursuit policy revision.

As seen in Chart 7, Police District 7 reported the most police pursuits during both time periods, with 101 total pursuits³⁰. Police District 1, with two pursuits, reported the fewest. All seven Aldermanic Districts reported a decrease in the number of vehicle pursuits after the March 26th revision.



Aldermanic District 11, with zero pursuits during both time periods, reported the least number of pursuits (see Table 3). Aldermanic District 15, with 23 pursuits (15.1%), and Aldermanic District 1, with 21 pursuits (13.8%), reported the greatest number of pursuits pre-revision. Post-revision, Aldermanic District 7, with 16 pursuits (19.3%), reported the greatest number of pursuits. Aldermanic District 2 experienced the greatest decrease in pursuits, from 16 to 3 pursuits, an 81.3% decrease. Aldermanic District 3 reported a slight increase in pursuits, from 2 pre-revision to 3 post-revision. Otherwise, all Aldermanic Districts reported a decrease or remained constant in the number of pursuits.

²⁹ In order to differentiate between the two time periods, data from March 26, 2009 to March 25, 2010 will be referred to as “pre-revision” and data from March 26, 2010 to March 25, 2011 will be “post-revision.”

³⁰ Note: 3 missing cases for post-revision data

Table 3. Vehicle Pursuits by Aldermanic District

Aldermanic District	Pre-revision	Percentage	Post-revision	Percentage	Difference	Percent Change
1	21	13.8%	10	12.0%	-11	-52.4%
2	16	10.5%	3	3.6%	-13	-81.3%
3	2	1.3%	3	3.6%	+1	+50.0%
4	7	4.6%	5	6.0%	-2	-28.6%
5	8	5.3%	3	3.6%	-5	-62.5%
6	16	10.5%	9	10.8%	-7	-43.8%
7	20	13.2%	16	19.3%	-4	-20.0%
8	10	6.6%	5	6.0%	-5	-50.0%
9	10	6.6%	6	7.2%	-4	-40.0%
10	4	2.6%	4	4.8%	0	0.0%
11	0	0.0%	0	0.0%	0	0.0%
12	7	4.6%	5	6.0%	-2	-28.6%
13	5	3.3%	2	2.4%	-3	-60.0%
14	3	2.0%	2	2.4%	-1	-33.3%
15	23	15.1%	10	12.0%	-13	-56.5%
Total	152	100.0%	83³¹	100.0%	-69	-45.4%

Pre-revision, more pursuits were conducted in January (18 pursuits, 11.8%) than any other month, with the fewest number of pursuits occurring in February and June (9 pursuits, 5.9%) (see Table 4). Post-revision, the greatest number of pursuits occurred in May and September (10 pursuits, 11.6%), with the fewest number of pursuits occurring in April (4 pursuits, 4.7%). While there is no discernible pattern in pursuits by month, every month recorded a decrease in pursuits.

³¹ Note: 3 missing cases

Table 4. Vehicle Pursuits by Month

Month	Pre-revision	Percentage	Post-revision	Percentage	Difference	Percent Change
January	18	11.8%	9	10.5%	-9	-50.0%
February	9	5.9%	8	9.3%	-1	-11.1%
March	11	7.2%	8	9.3%	-3	-27.3%
April	14	9.2%	4	4.7%	-10	-71.4%
May	15	9.9%	10	11.6%	-5	-33.3%
June	9	5.9%	7	8.1%	-2	-22.2%
July	14	9.2%	5	5.8%	-9	-64.3%
August	12	7.9%	7	8.1%	-5	-41.7%
September	14	9.2%	10	11.6%	-4	-28.6%
October	11	7.2%	5	5.8%	-6	-54.5%
November	11	7.2%	8	9.3%	-3	-27.3%
December	14	9.2%	5	5.8%	-9	-64.3%
Total	152	100.0%	86	100.0%	-66	-43.4%

The length of time for pre-revision pursuits ranged from less than 60 seconds to 55 minutes, with a mean of 4 minutes, a median of 2 minutes, and a mode of 2 minutes (53 pursuits, 35.6%)³². Post-revision, the length of time ranged from less than 60 seconds to 30 minutes, with a mean of 2 minutes, a median of 1 minute, and a mode of 1 minute (23 pursuits, 29.1%)³³. The lengthiest pursuit time decreased 25 minutes from pre- to post-revision, and the average pursuit time decreased by 2 minutes.

Pre-revision, the maximum speed reached during the pursuit ranged from 30 miles per hour to over 75 miles per hour³⁴, with a mean of 58 miles per hour, a median of 60 miles per hour, and a mode of greater than 75 miles per hour³⁵ (32 pursuits, 21.3%) (see Chart 8). Post-revision, the maximum speed reached ranged from 20 miles per hour to over 75 miles per hour, with a mean of 48 miles per hour, a median of 45 miles per hour, and a mode of 40 miles per hour³⁶ (15 pursuits, 19.5%). Post-revision, pursuits were generally slower, averaging 10 miles per hour less than pre-revision pursuits. The number of pursuits that reached a maximum speed of greater than 75 miles per hour decreased from 32 to 9, a 71.9% decline.

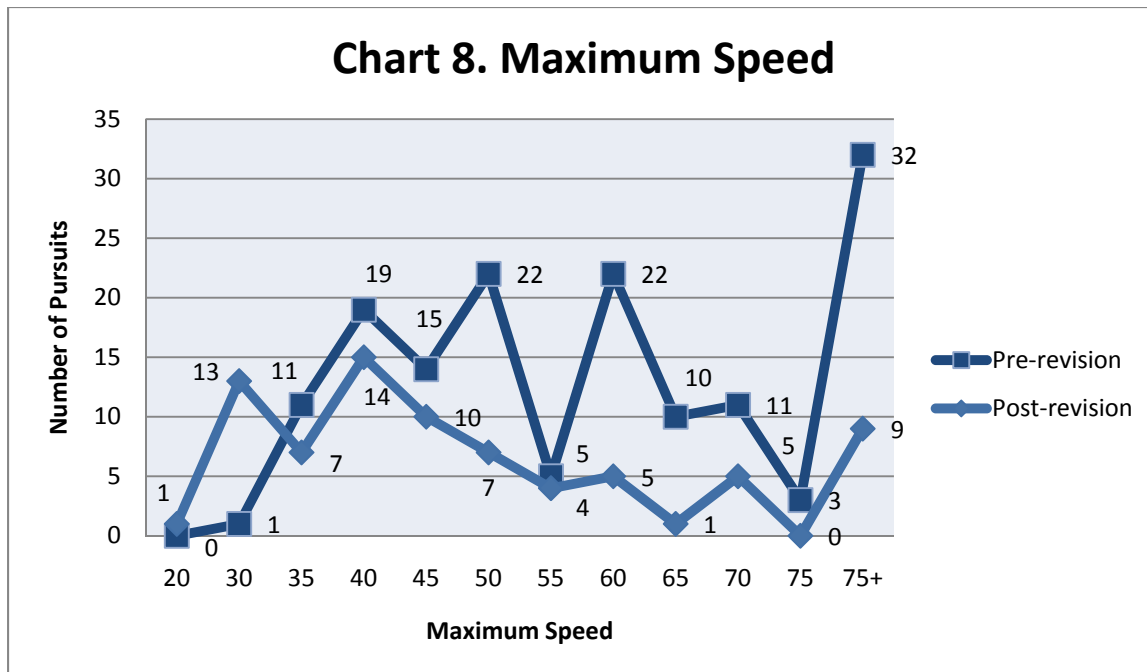
³² Note: 3 missing cases

³³ Note: 7 missing cases

³⁴ For statistical purposes only, the maximum speed category of 75+ was recoded into 80 miles per hour.

³⁵ Note: 2 missing cases

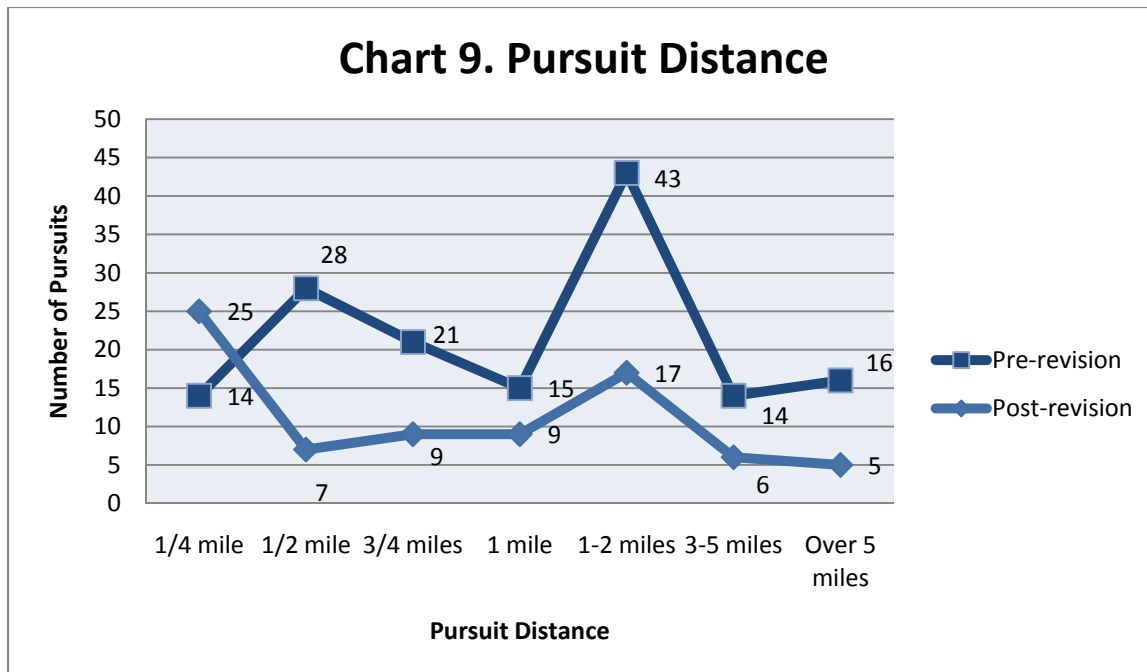
³⁶ Note: 9 missing cases



Pursuit distance, for both pre- and post-revision pursuits ranged from ¼ of a mile to over 5 miles (see Chart 9). For pre-revision pursuits, the most common distance was 1 to 2 miles³⁷ (43 pursuits, 28.5%), while the most common distance for post-revision pursuits was ¼ of a mile³⁸ (25 pursuits, 32.1%).

³⁷ Note: 1 missing case

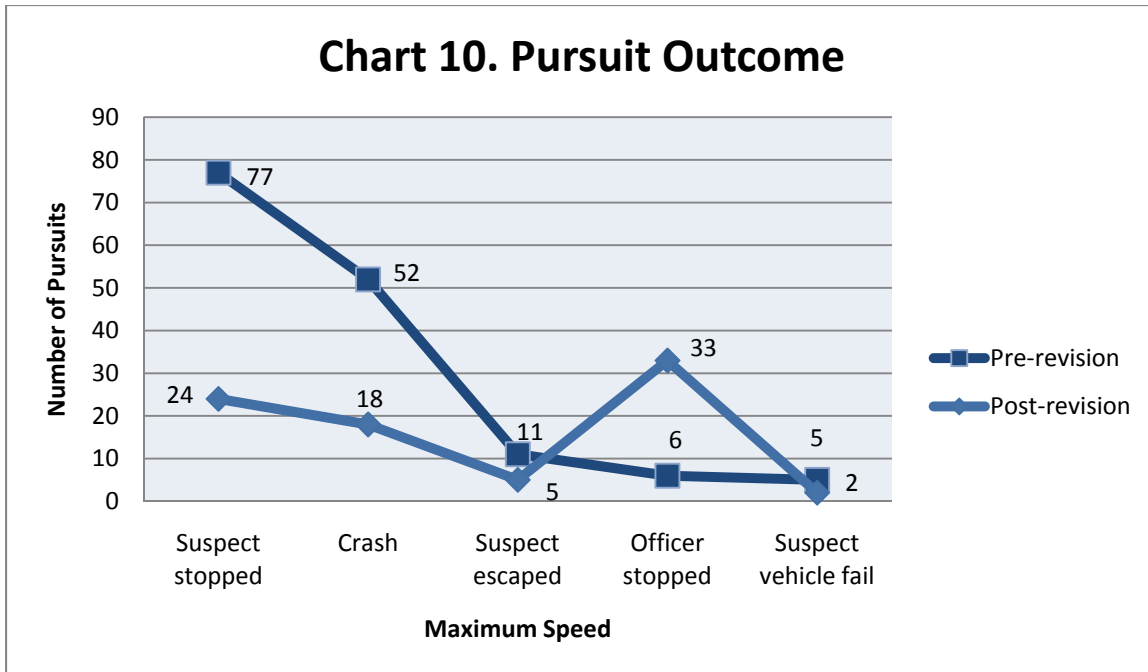
³⁸ Note: 8 missing cases



Seventy-seven pre-revision pursuits (51.0%) were terminated because the suspect stopped³⁹ (see Chart 10). Fifty-two pursuits (34.4%) were terminated by a crash, 11 pursuits (7.3%) ended because the suspect escaped, 6 pursuits (4.0%) were terminated by law enforcement, and 5 pursuits (3.3%) were terminated because the suspect’s vehicle failed. Post-revision, 33 pursuits (40.0%) were terminated by law enforcement, 24 pursuits (29.3%) were terminated because the suspect stopped, 18 pursuits (22.0%) were terminated by a crash, 5 pursuits (6.1%) were terminated because the suspect escaped, and 2 pursuits (2.4%) were terminated because the suspect’s vehicle failed⁴⁰. For the 33 post-revision pursuits stopped by law enforcement, 23 pursuits were terminated because the criteria under the revised pursuit policy were not met. The number of pursuits stopped by law enforcement personnel increased 450%, from 6 pre-revision to 33 post-revision pursuits.

³⁹ Note: 1 missing case

⁴⁰ Note: 3 missing cases

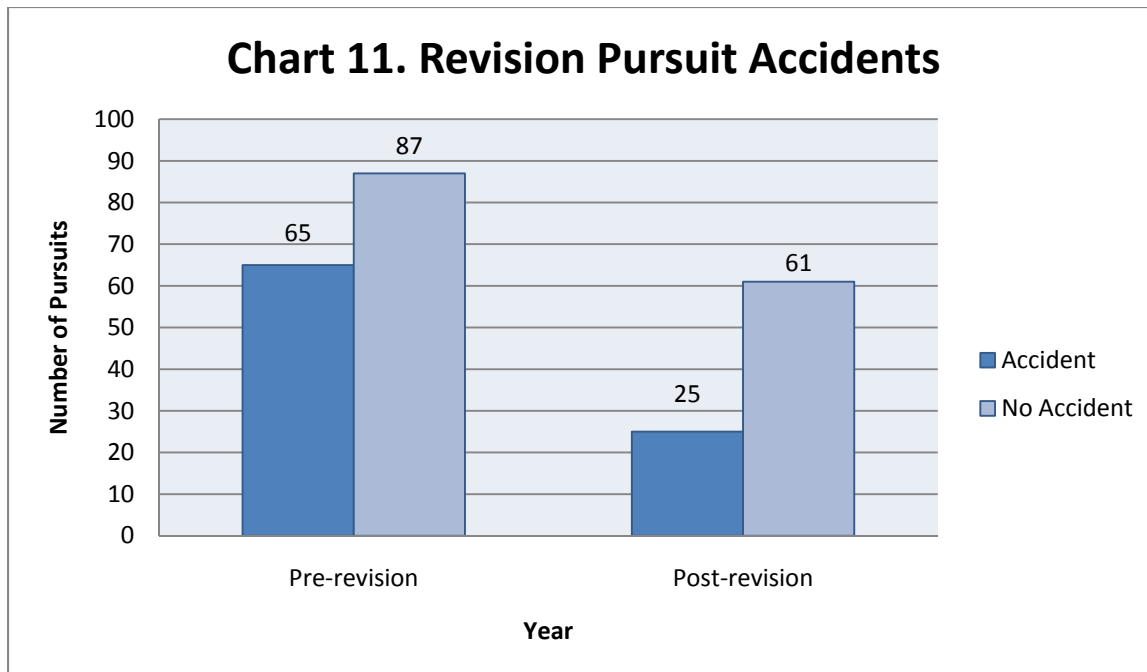


Sixty-five pre-revision pursuits (42.8%) involved an accident⁴¹, and 64 pursuits (42.4%) involved property damage⁴² (see Chart 11). Property damage ranged from \$50 to \$3000, with a mean, median, and mode of \$1000. Post-revision, 25 pursuits (29.1%) involved an accident, and 20 pursuits (23.5%) involved property damage⁴³. Property damage ranged from \$100 to \$3000, with a mean of \$1000, and a median and mode of \$500. Pursuits involving an accident decreased 65.5%, from 65 pursuits to 25 pursuits.

⁴¹ An accident is defined as involving a suspect vehicle, police vehicle, uninvolved/bystander vehicle, object, person, or structure, or any combination.

⁴² Note: 1 missing case

⁴³ Note: 1 missing case



Nine third-party bystanders (6.0%) were injured in pre-revision pursuits⁴⁴. Six third-party bystanders (7.0%) were injured in post-revision pursuits. Two pre-revision third-party bystanders died as a result of a pursuit, while no third-party bystanders died in post-revision pursuits. While three fewer bystanders were injured in post-revision pursuits, the total percentage is slightly higher due to the lower number of post-revision pursuits.

OFFICER DEMOGRAPHICS⁴⁵

Pre-revision, 123 officers (81.5%) involved in the pursuits were white, followed by 16 Hispanic officers (10.6%), 8 Black officers (5.3%), 3 American-Indian officers (2.0%), and 1 Asian officer (0.7%) (see Table 5). Post-revision, 37 officers (74.0%) were White, followed by 10 Hispanic officers (20.0%), 1 Black officer (2.0%), 1 Asian officer (2.0%), and 1 American-Indian officer (2.0%). A total of 146 officers (96.7%) involved in pre-revision pursuits were male, and 5 officers (3.3%) were female. Post-revision, 43 officers (86.0%) were male and 7 officers (14.0%) were female. The majority of pre-revision officers were at the rank of Police Officer (138 officers, 92.0%), followed by Police Sergeant (9 officers, 6.0%), Detective (2 officers, 1.3%), and Lieutenant (1 officer, 0.7%). The majority of post-revision officers were also at the rank of Police Officer (47 officers, 88.7%), followed by Police Sergeant (4 officers, 7.5%), and Detective (2 officers, 3.8%).

⁴⁴ Note: 2 missing cases

⁴⁵ Officer demographic data focuses only on the driver of the first pursuit vehicle.

Table 5. Officer Demographics

Demographic	Pre-revision	Percentage	Post-revision	Percentage
American-Indian	3	2.0%	1	2.0%
Asian	1	0.7%	1	2.0%
Black	8	5.3%	1	2.0%
Hispanic	16	10.6%	10	20.0%
White	123	81.5%	37	74.0%
Total	151 ⁴⁶	100.0%	50 ⁴⁷	100.0%
Male	146	96.7%	43	86.0%
Female	5	3.3%	7	14.0%
Total	151 ⁴⁸	100.0%	50 ⁴⁹	100.0%
Detective	2	1.3%	2	3.8%
Lieutenant	1	0.7%	0	0.0%
Police Officer	138	92.0%	47	88.7%
Police Sergeant	9	6.0%	4	7.5%
Total	150 ⁵⁰	100.0%	50 ⁵¹	100.0%

Pre-revision officer age ranged from 22 years old to 52 years old, with a mean of 33 years old, a median of 31 years old, and a mode of 31 years old⁵². Post-revision officer age ranged from 23 years old to 56 years old, with a mean of 34 years old, a median of 32 years old, and a mode of 29 years old⁵³.

Years of service for pre-revision officers ranged from less than 1 year to 19 years, with a mean, median, and mode of 7 years of service. Years of service for post-revision officers ranged from less than 1 year to 25 years of service, with a mean, median, and mode of 8 years of service⁵⁴.

Seven pre-revision officers (4.7%) were injured in the pursuits, and 143 officers (95.3%) were not injured⁵⁵. All seven injuries were listed as minor. One post-revision officer (1.2%) was injured during pursuits, and 84 officers (98.8%) were not injured⁵⁶. The one injury was listed as minor. No officers, pre- or post-revision, died as the result of a vehicle pursuit.

⁴⁶ Note: 1 missing case

⁴⁷ Note: 36 missing cases

⁴⁸ Note: 1 missing case

⁴⁹ Note: 36 missing cases

⁵⁰ Note: 2 missing cases

⁵¹ Note: 33 missing cases

⁵² Note: 1 missing case

⁵³ Note: 36 missing cases

⁵⁴ Note: 36 missing cases

⁵⁵ Note: 2 missing cases

⁵⁶ Note: 1 missing case

A total of 148 pre-revision officers (98.0%) utilized their safety equipment⁵⁷ during the pursuits, while 3 officers (2.0%) did not⁵⁸. For post-revision officers, 78 officers (94.0%) utilized safety equipment, while 5 officers (6.0%) did not⁵⁹.

Overall, in terms of basic demographic data, there is little difference between pre- and post-revision officers involved in pursuits. While fewer officers utilized their safety equipment post-revision, the number of officers injured because of a pursuit decreased by 6.

SUSPECT DEMOGRAPHICS⁶⁰

The majority of pre-revision suspects were Black (106 suspect, 80.3%), followed by White (13 suspects, 9.8%), Hispanic (10 suspects, 6.6%), Asian (1 suspect, 0.8%), and other (2 suspects, 1.5%) (see Table 6). Post-revision, the majority of suspects were also Black (53 suspects, 81.5%), followed by White (6 suspects, 9.2%), Hispanic (3 suspects, 4.6%), Asian (1 suspect, 1.5%) and other (2 suspects, 3.0%). Of the pre-revision suspects, 130 suspects (96.3%) were male and 5 suspects (3.7%) were female. Sixty post-revision suspects (90.9%) were male, while 6 suspects (9.1%) were female.

Table 5. Suspect Demographics

Demographic	Pre-revision	Percentage	Post-revision	Percentage	Difference	Percent Change
Asian	1	0.8%	1	1.5%	0	0.0%
Black	106	80.3%	53	81.5%	-53	-50.0%
Hispanic	10	7.6%	3	4.6%	-7	-70.0%
White	13	9.8%	6	9.2%	-7	-53.8%
Other	2	1.5%	2	3.0%	0	0.0%
Total	132 ⁶¹	100.0%	65 ⁶²	100.0%	-67	-50.8%
Male	130	96.3%	60	90.9%	-70	-53.8%
Female	5	3.7%	6	9.1%	+1	+20.0%
Total	135 ⁶³	100.0%	66 ⁶⁴	100.0%	-6	-54.5%

⁵⁷ According to MPD Standard Operating Procedure 660-Vehicle Pursuits, officers do not have to use emergency lights and sirens when obtaining evidence of a speed violation or when responding to a call which the officer reasonably believes a felony is in progress and the officer reasonably believes that knowledge of the officer's presence may endanger the safety of another person, cause the suspected violator to evade apprehension, cause the suspect to destroy evidence, or cause the suspect to cease the commission of a suspected felony.

⁵⁸ Note: 1 missing case

⁵⁹ Note: 3 missing cases

⁶⁰ Suspect demographic data focuses on the driver of the pursued vehicle.

⁶¹ Note: 20 missing/unknown cases

⁶² Note: 21 missing/unknown cases

⁶³ Note: 17 missing/unknown cases

⁶⁴ Note: 20 missing/unknown cases

Pre-revision suspect age⁶⁵ ranged from 15 years old to 51 years old, with a mean of 26 years old, a median of 24 years old, and a mode of 18 years old. Post-revision suspect age⁶⁶ ranged from 15 years old to 51 years old, with a mean of 26 years old, a median of 25 years old, and a mode of 18 years old.

Twenty-three pre-revision suspects (16.8%) were injured in the pursuits, while 114 suspects (83.2%) were not⁶⁷. Of these 23 injuries, 20 injuries were listed as minor and 3 were listed as complaint of pain. Seven post-revision suspects (10.4%) were injured, while 60 suspects (89.6%) were not⁶⁸. Of these 7 injuries, 3 were listed as minor, 2 were listed as complaint of pain, and 2 were listed as major. One post-revision suspect died as a result of a pursuit.

Pre-revision suspects fled because of: felony (79 pursuits, 53.0%), criminal traffic violation (39 pursuits, 26.2%), warrants (13 pursuits, 8.7%), misdemeanor violation (9 pursuits, 6.0%), ordinance violation (1 pursuit, 0.7%), and other⁶⁹ (8 pursuits, 5.4%). Post-revision suspects fled because of: felony (40 pursuits, 48.8%), criminal traffic violation (14 pursuits, 17.1%), misdemeanor violation (5 pursuits, 6.1%), warrants (5 pursuits, 6.1%), ordinance violation (3 pursuits, 3.7%), and other⁷⁰ (15 pursuits, 18.3%). Pre-revision, 134 suspects (97.8%) were apprehended⁷¹. Post-revision, 59 suspects (86.8%) were apprehended⁷². While the number of suspects apprehended decreased by 75, the overall percentage of suspects apprehended compared to vehicle pursuits was an 11% decrease.

Overall, there is little difference between the demographics of pre- and post-revision suspects involved in vehicle pursuits. While one suspect died as a result of a post-revision pursuit, 16 fewer suspects were injured.

⁶⁵ Note: 17 missing/unknown cases

⁶⁶ Note: 18 missing/unknown cases

⁶⁷ Note: 15 missing/unknown cases

⁶⁸ Note: 19 missing/unknown cases

⁶⁹ Note: 3 missing cases

⁷⁰ Note: 4 missing cases

⁷¹ Note: 15 missing/unknown cases

⁷² Note: 18 missing/unknown cases

SUMMARY

On March 26, 2010, the Milwaukee Police Department revised its vehicle pursuit policy to require probable cause that a violent felony has occurred or is about to occur. Between March 26, 2009 and March 25, 2010, MPD initiated 152 vehicle pursuits, and between March 26, 2010 and March 25, 2011, MPD initiated 86 vehicle pursuits. The following variables had the most striking changes.

- Pursuits decreased 43.4%, from 152 to 86, in the year following the vehicle pursuit revision.
- Every Police District and Aldermanic District, except for Aldermanic District 3, reported a decrease in the number of vehicle pursuits post-revision.
- The most frequent pursuit distance decreased from 1 to 2 miles pre-revision to one-quarter of a mile post-revision.
- The average length of time spent on a pursuit decreased by 2 minutes, from 4 to 2 minutes.
- The average maximum speed reached during a pursuit declined by 10 miles per hour, from 58 to 48 miles per hour.
- The most common reason for a pursuit being terminated changed from the suspect stopping to the officer stopping.
- Accidents decreased by 40, from 65 to 25.
- Third-party bystander injuries decreased from nine to six.
- Seven pre-revision officers were injured, while only one post-revision officer was injured.
- A total of 23 pre-revision suspects were injured, while seven post-revision suspects were injured.
- Almost 98% of pre-revision suspects were apprehended, while approximately 87% of post-revision suspects were apprehended.

While the overall number of pursuits and suspects apprehended declined pursuant to the vehicle pursuit policy change, pursuits that did occur after the change could be deemed safer. The number of accidents and injuries to officers, suspects, and bystanders decreased, while the average speed and pursuit distance declined. The underlying cause of the pursuit policy revision was to ensure the safety of citizens and officers, and thus far, the policy revision has been successful.