

2020 Annual Pursuit Analysis

Albany Police Department



Report prepared by:

Captain Alan Lynn and Accreditation Manager Merab Smith

Approved by: _____

Chief of Police

Date: _____

Introduction

The 2020 Albany Police Department Pursuit Analysis uses data from the past three years to compare trends. In 2020, Albany Police Department officers were involved in three vehicle pursuits. Information in this analysis reviews and compares the pursuits from the current year to the two previous years. The data is broken down into sections, which include specific analysis of speed, distance, road conditions, pursuit termination, outcome of pursuits and reasons for the elude. Each section will describe details surrounding the pursuits the department was involved in.

Policy Review

The Vehicle Pursuit Policy 280 was reviewed by Operations Captain Alan Lynn. No discrepancies were found in the policy relating to our procedures. No changes were recommended at the time of this report. The pursuit reporting procedures outlined in section 280.8 were reviewed and remain accurate. On November 1, 2019, the pursuit policy was reviewed and revised. The revision included strict policy regarding initiating and engaging in pursuits. Officers are no longer able to initiate a pursuit for traffic violations. Additionally, officers are no longer able to initiate or participate in pursuits when the suspect vehicle is a motorcycle or off-road vehicle. The new restrictions have significantly decreased pursuits in the past year.

In accordance with the Vehicle Pursuit Policy 280, the operations captain convenes a periodic Pursuit Review Board. The board includes at the minimum the following personnel: operations captain, EVOG (emergency vehicle operator course) instructor, patrol sergeant and patrol officer. The board is tasked with reviewing all pursuits to determine whether the pursuits were in compliance with department policy and make recommendations to the police chief regarding policy, training, debriefs, commendations or correction. The pursuit review board requirement was added to the policy on March 13, 2019. The pursuit review board met once in 2020 due to the low number of pursuit incidents.

Vehicle pursuits pose a high risk for the community and the pursuing officers. It is the policy of the Albany Police Department to exercise good judgement and give consideration to public safety in the decision to pursue, continue, or terminate vehicle pursuits and to use sound tactics during

those pursuits to ensure safe resolution. The policy is consistent with new police best practices across the United States.

Training

Emergency Vehicle Operator Course (EVOC) training was conducted for all sworn employees in November and December 2020. The training consisted of policy review, classroom session (MDT), drive time and scenarios. This training is conducted once every two years. Due to COVID-19 restrictions, training provided this year consisted of more classroom style training with online videos and reading and less drive time. However, scenarios were still conducted, and officers performed several maneuvers with instructor assistance from outside of the vehicle. It is valuable to have the officers drive the patrol vehicles in a secure environment where they can learn and improve their driving techniques. Officers train in roadblocks and spike strip deployment as well.

Overall Summary of Data

Due to the relatively low number of pursuits each year, small differences can indicate a large percentage change in the data. This is especially true with only three pursuit this year. Changes in the data, positive or negative, are not always an accurate indicator of a trend or a result of our actions.

The following statistics are important to note from our pursuit data:

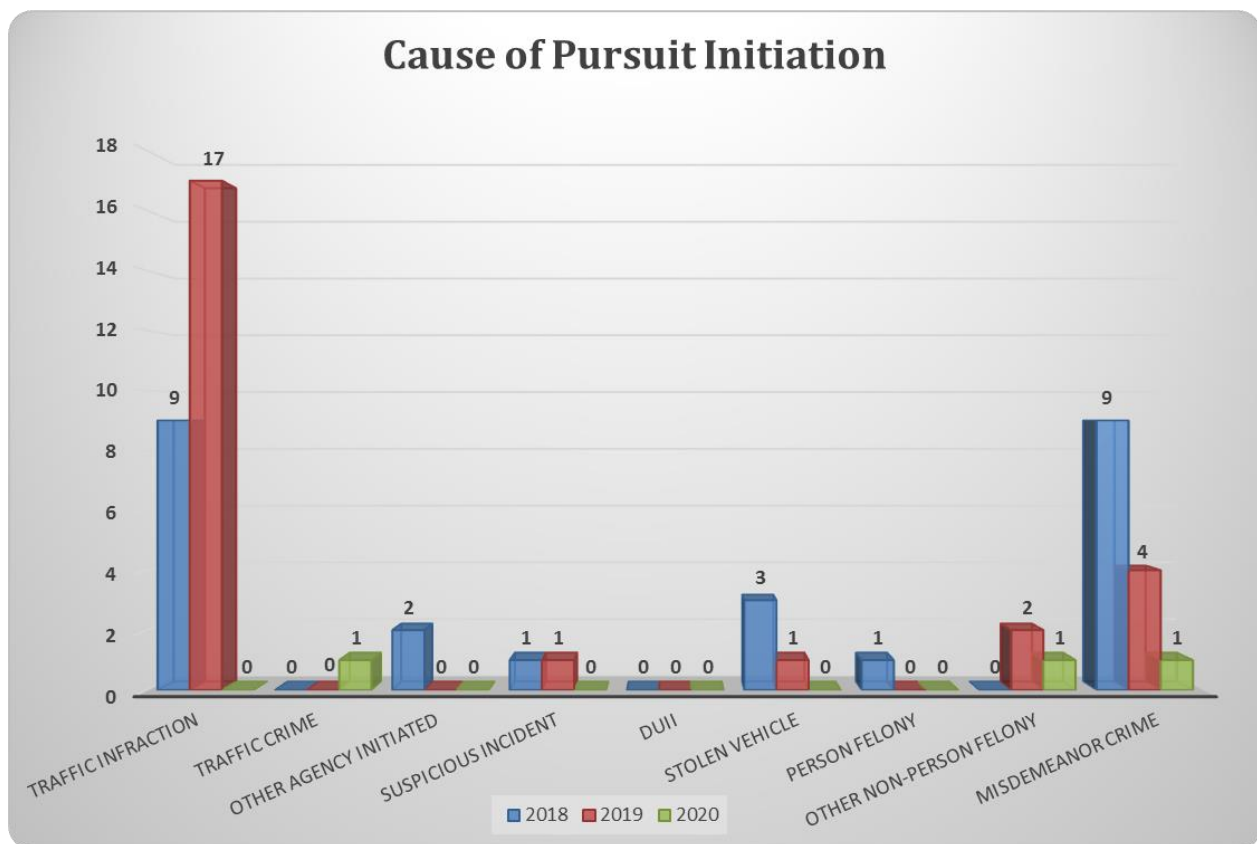
- Traffic infractions no longer remain the top factor as the reason for initiating a pursuit.
- Pursuits in 2020 were initiated primarily under dry road conditions (100%).
- 100% of pursuits in 2020 were terminated during the pursuit by judgement of the officer or the supervisor advising termination.
- Zero pursuits ended in collision in 2020.
- More pursuits (66%) resulted in the suspect successfully fleeing either on foot or in their vehicle.
- All three of the pursuits (100%) in 2020 were terminated within five minutes.
- Only one of the pursuits in 2020 reaching speeds over 101 mph and was quickly terminated by the pursuing officer.

Cause of Pursuit Initiation

Traffic infractions were a top factor in the initiation of pursuits in previous years. In 2020, there were zero pursuits initiated due to traffic infractions because of the policy update at the of 2019.

Cause of Pursuit Initiation

Initiating Event	2018	2019	2020	2018	2019	2020
Traffic Infraction	9	17	0	36%	68%	0%
Traffic Crime	0	0	1	0%	0%	33%
Other Agency Initiated	2	0	0	8%	0%	0%
Suspicious Incident	1	1	0	4%	4%	0%
DUII	0	0	0	0%	0%	0%
Stolen Vehicle	3	1	0	12%	4%	0%
Person Felony	1	0	0	4%	0%	0%
Other Non-Person Felony	0	2	1	0%	8%	33%
Misdemeanor Crime	9	4	1	36%	16%	33%
Total Pursuits	25	25	3	100%	100%	100%

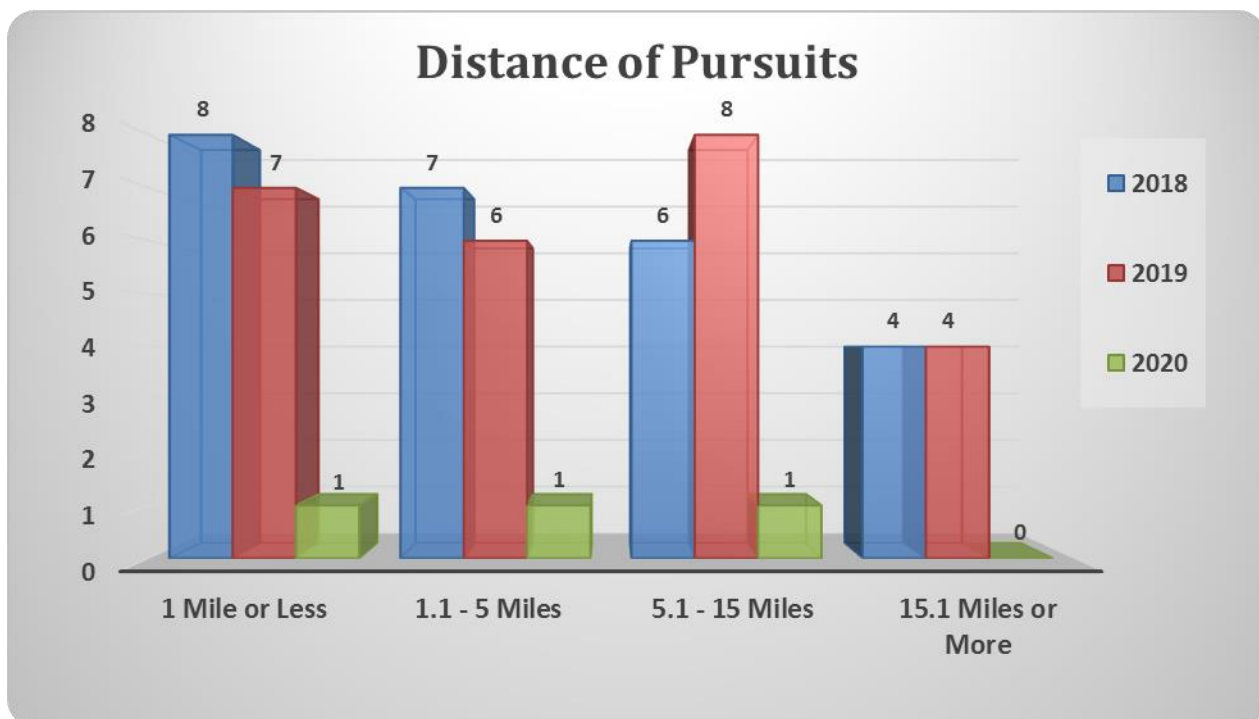


Total Distance of Pursuits

With the great reduction of pursuits in 2020, it can be difficult to compare data with previous years. While the numbers are much different the percentages are comparable to previous years.

Total Distance of Pursuits

Distance	2018	2019	2020	2018	2019	2020
1 Mile or Less	8	7	1	32%	28%	33%
1.1 - 5 Miles	7	6	1	28%	24%	33%
5.1 - 15 Miles	6	8	1	24%	32%	33%
15.1 Miles or More	4	4	0	16%	16%	0%
Total Pursuits	25	25	3	100%	100%	100%

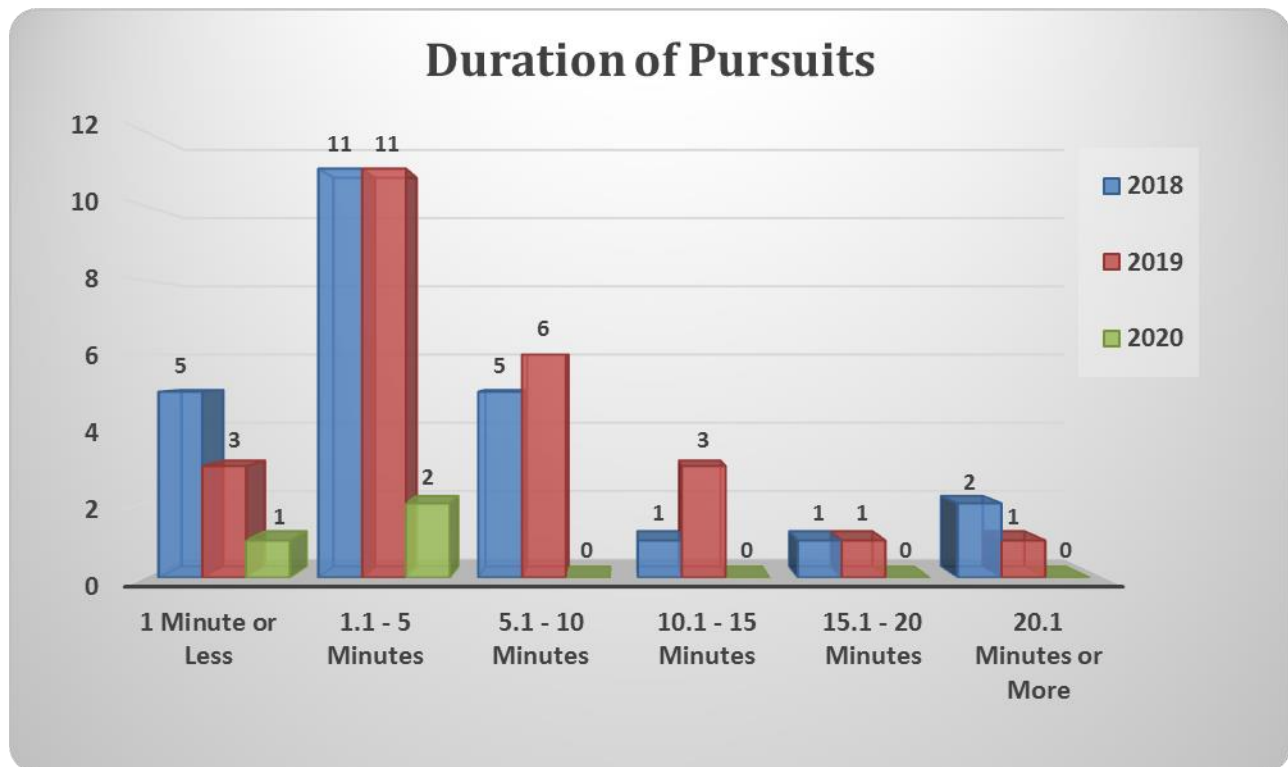


Total Duration (Time) of Pursuits

All three of the pursuits (100%) in 2020 were terminated within five minutes. Only two of the 25 pursuits in 2019 lasted longer than 15 minutes. The longer the pursuit is engaged, the more opportunity there is for an accident, injury, or property damage to occur. Later in this report, duration of pursuits and the time of day the pursuit was initiated is analyzed.

Total Duration (Time) of Pursuits

Pursuit Duration	2018	2019	2020	2018	2019	2020
1 Minute or Less	5	3	1	20%	12%	33%
1.1 - 5 Minutes	11	11	2	44%	44%	67%
5.1 - 10 Minutes	5	6	0	20%	24%	0%
10.1 - 15 Minutes	1	3	0	4%	12%	0%
15.1 - 20 Minutes	1	1	0	4%	4%	0%
20.1 Minutes or More	2	1	0	8%	4%	0%
Total Pursuits	25	25	3	100%	100%	100%



Road Conditions During Pursuits

Road conditions are an important factor when determining whether to engage in a vehicle pursuit. Weather, traffic and road conditions can substantially increase the danger of the pursuit, which can easily outweigh the worth of apprehending the suspect. Pursuits in 2020 were initiated under dry road conditions (100%), which is consistent with the two previous years.

Pursuit Road Conditions

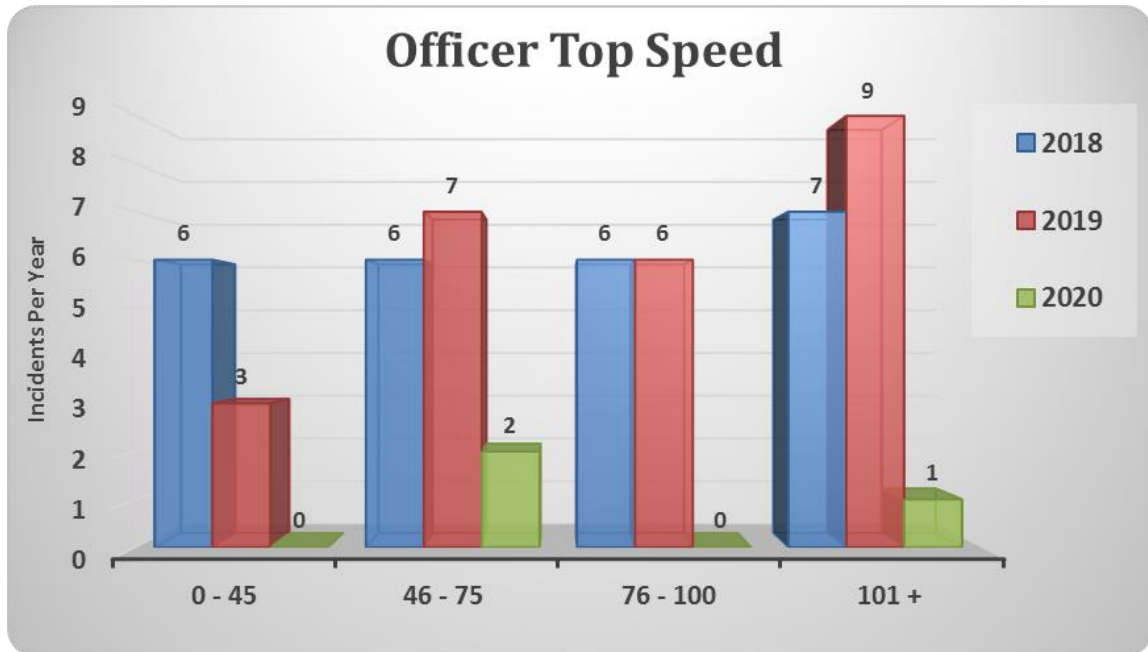
Condition	2018	2019	2020	2018	2019	2020
Dry	20	18	3	80%	72%	100%
Wet	5	7	0	20%	28%	0%
Snow	0	0	0	0%	0%	0%
Ice	0	0	0	0%	0%	0%
Fog	0	0	0	0%	0%	0%
Total	25	25	3	100%	100%	100%

Pursuit Top Speed

This section evaluates the top speed reported by the officer during the pursuit, which can be used to estimate the speed of the suspect vehicle. Speed continues to be a high-risk factor in the justification of terminating a pursuit.

Officer Top Speed During Pursuits

Speed (mph)	2018	2019	2020	2018	2019	2020
0 - 45	6	3	0	24%	12%	0%
46 - 75	6	7	2	24%	28%	67%
76 - 100	6	6	0	24%	24%	0%
101 +	7	9	1	28%	36%	33%
Total Pursuits	25	25	3	100%	100%	100%

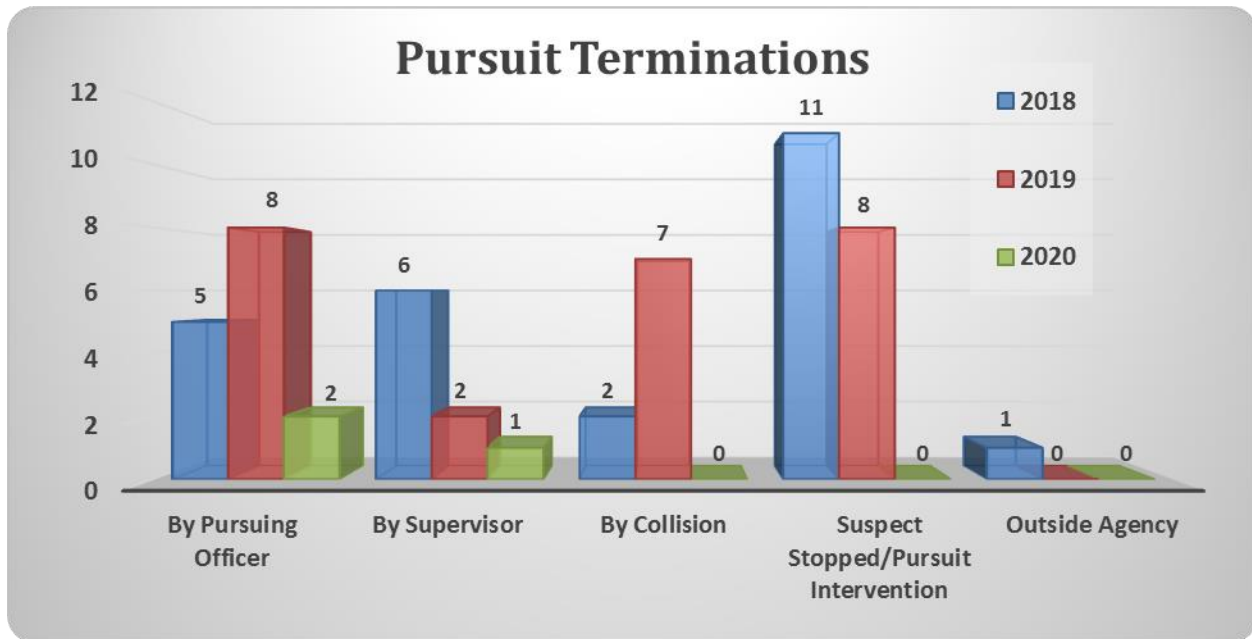


Pursuit Terminations

In 2019, 40% of the pursuits were terminated by judgement of the officer or supervisor. In 2020, 100% of the pursuits were terminated by judgement of the officer or supervisor. This shows good judgement by the officers involved in the pursuits. There was a large decrease in pursuits that ended in collisions in 2020. The reduction in collisions can be directly related to the policy change.

Pursuit Terminations

Termination of Pursuits	2018	2019	2020	2018	2019	2020
By Pursuing Officer	5	8	2	20%	32%	67%
By Supervisor	6	2	1	24%	8%	33%
By Collision	2	7	0	8%	28%	0%
Suspect Stopped/Pursuit Intervention	11	8	0	44%	32%	0%
Outside Agency	1	0	0	4%	0%	0%
Total Pursuits	25	25	3	100%	100%	100%

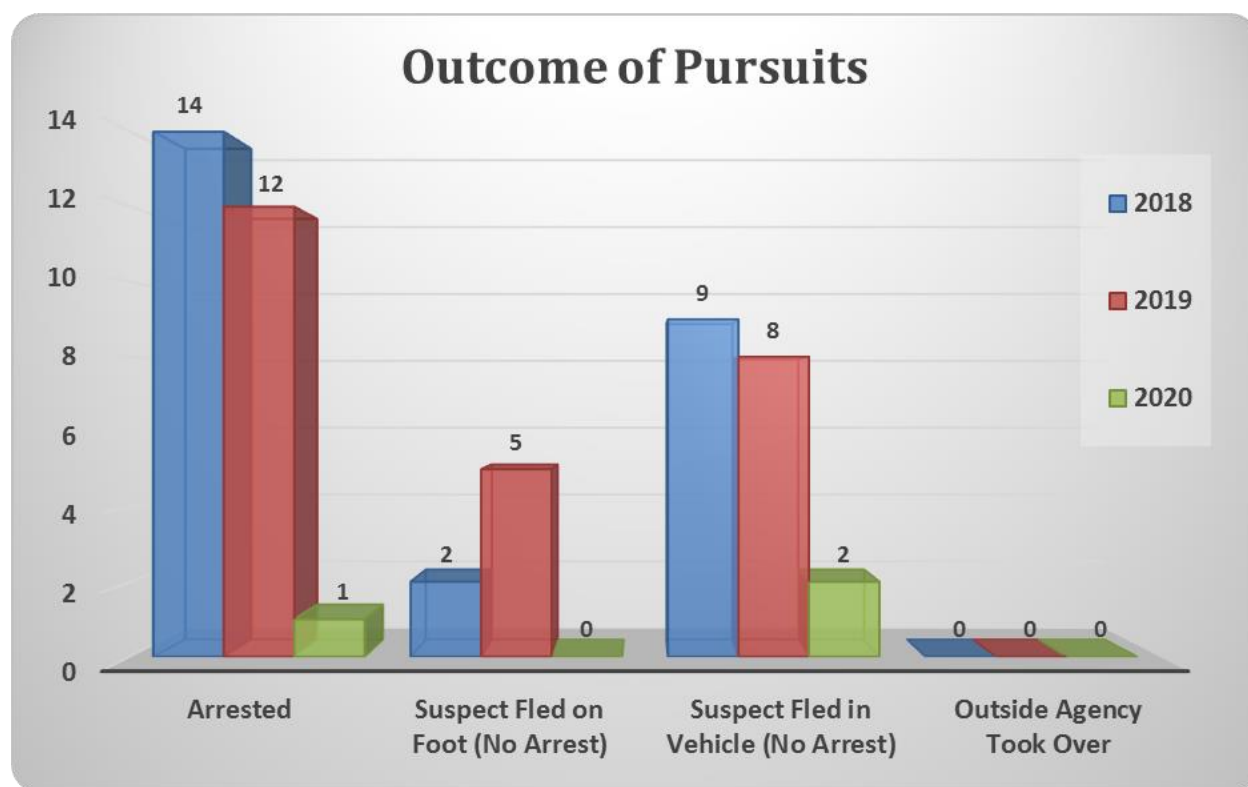


Outcome of Pursuits

In 2020, two of the three pursuits resulted in an arrest, but only one of those arrests are calculated in the data because it occurred during a separate incident. That arrest was made several hours later by identifying the vehicle and suspect. The other arrest was made immediately after the pursuit was terminated, when another officer found the vehicle and initiated a search for the suspect who was apprehended. Vehicle eludes are likely the result of the officer or supervisor advising termination of the pursuit. It should be noted that in 2020, all of the pursuits were terminated by officer or supervisor, which means there was less opportunity for an arrest; however a positive identification of the suspect assists in future arrest of the suspect(s).

General Outcome of Vehicle Pursuits

Pursuit Outcome	2018	2019	2020	2018	2019	2020
Arrested	14	12	1	56%	48%	33%
Suspect Fled on Foot (No Arrest)	2	5	0	8%	20%	0%
Suspect Fled in Vehicle (No Arrest)	9	8	2	36%	32%	67%
Fatality	0	0	0	0%	0%	0%
Hospitalized - Unable to Arrest	0	0	0	0%	0%	0%
Outside Agency Took Over	0	0	0	0%	0%	0%
Total Pursuits	25	25	3	100%	100%	100%

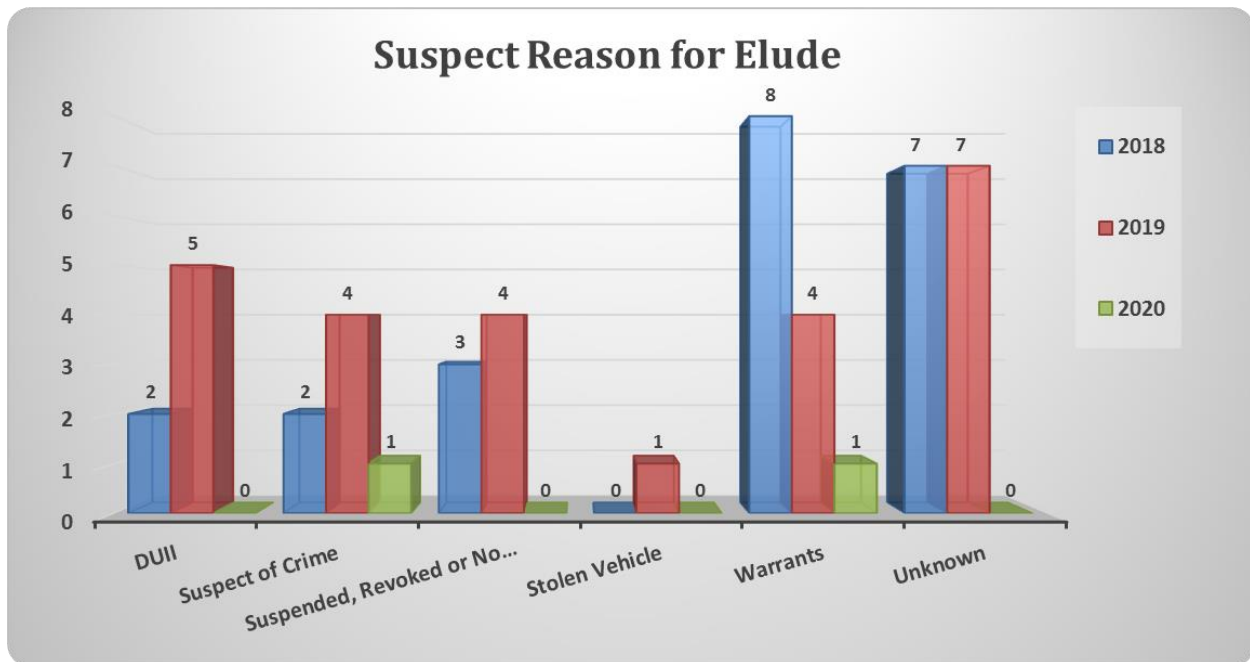


Suspect Reason for Elude

Suspects elude police officers for various reasons. It is difficult to compare this data to previous years with only three pursuits and a different reason for each pursuit.

Suspect Reason for Elude

Suspect Reason for Elude	2018	2019	2020	2018	2019	2020
DUII	2	5	0	9%	20%	0%
Suspect of Crime	2	4	1	9%	16%	33%
Suspended, Revoked or No License	3	4	0	14%	16%	0%
Parole, Probation or Violation	0	0	1	0%	0%	33%
Stolen Vehicle	0	1	0	0%	4%	0%
Warrants	8	4	1	36%	16%	33%
Unknown	7	7	0	32%	28%	0%
Total Pursuits	22	25	3	100%	100%	100%

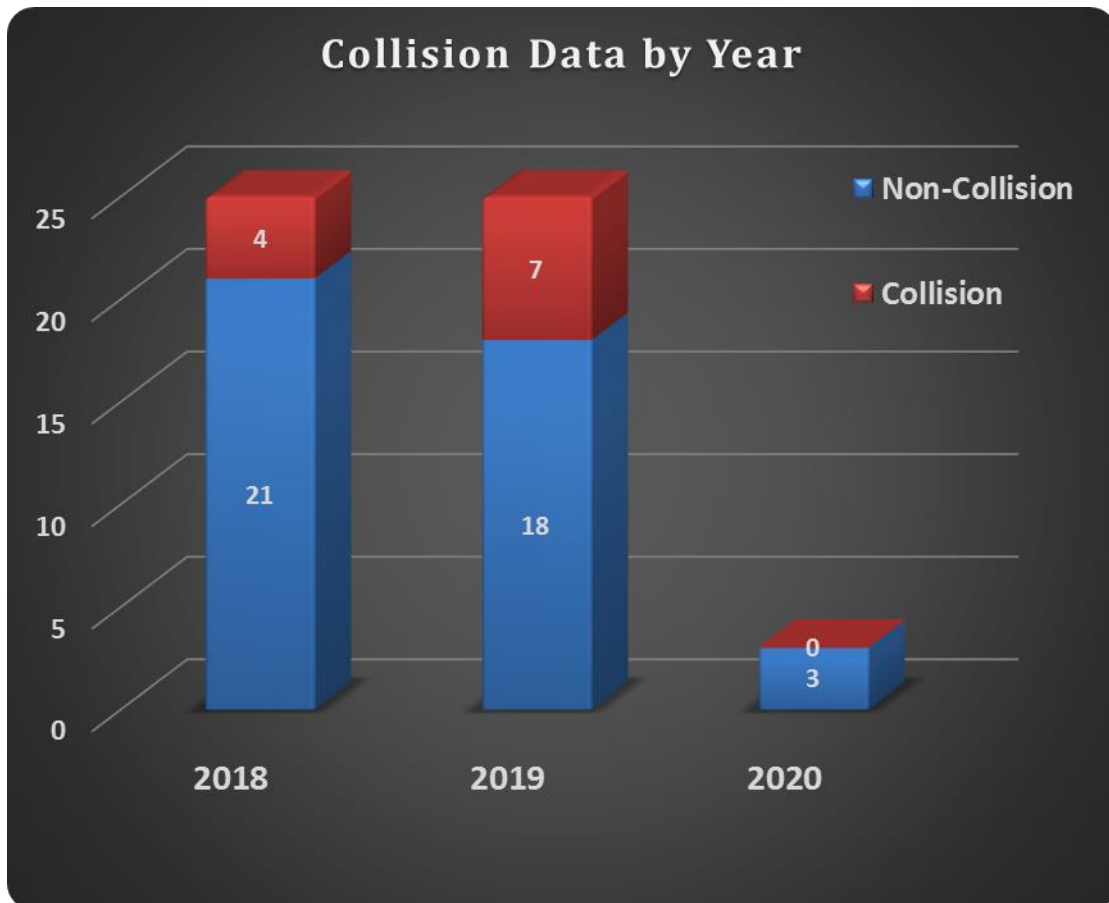


Pursuit Collision Results

No pursuits in 2020 resulted in collision. This is a direct result of officers and supervisors using their judgement to terminate pursuits. The new policy restrictions greatly reduced the number of pursuits officers were involved in as well.

Pursuit Collision Data

Collision Data	2018	2019	2020	2018	2019	2020
Collision	5	4	0	23%	16%	0%
Non-Collision	17	21	3	77%	84%	100%
Total Pursuits	22	25	3	100%	100%	100%



Data Excluded from This Report

Due to the extremely low number of incidents in 2020, it is not beneficial to compare collision data in depth with previous years data. There were no collisions in 2020 to compare. Sections of this report that have been excluded this year include:

- Pursuit Collision Results
- Collision Data Related to Speed
- Collision Data Related to Distance
- Collision Data and Road Conditions
- Pursuit Distance and Termination Made by Officer/Supervisor
- Time of Day and Duration of Pursuit
- Pursuit Speed and Suspect Apprehension
- Pursuit Speed and Officer/Supervisor Termination