

# 2021 Annual Pursuit Analysis

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Albany Police Department

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Report prepared by:

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Approved by: \_\_\_\_\_

Chief of Police

Date: \_\_\_\_\_

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## **Introduction**

The 2021 Albany Police Department Pursuit Analysis uses data from the past three years to compare trends. In 2021, Albany Police Department officers were involved in twelve 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 Jerry Drum. 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 February 1, 2021, the pursuit policy was reviewed and revised. The revision included strict policy language regarding officers deactivating their overhead lights and siren, and immediately pulling to the side of the road upon termination of a pursuit.

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 semi-annually in 2021 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 law enforcement best practices across the United States.

## Training

Emergency Vehicle Operator Course (EVOC) training was conducted for all sworn employees in August 2021. The training consisted of policy review, classroom session (MDT), drive time and scenarios. This training is conducted at least 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 twelve pursuits 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:

- 67% of pursuits in 2021 were terminated during the pursuit by judgement of the officer or the supervisor advising termination.
- More pursuits (67%) resulted in the suspect successfully fleeing in their vehicle.
- 92% of the pursuits in 2021 were terminated within five minutes and in less than five miles.
- Pursuits in 2021 were initiated primarily under dry road conditions (83%).
- 92% of pursuit were initiated due to a traffic related reason (traffic crime, traffic violation, DUII, or stolen vehicle).

### Cause of Pursuit Initiation

There was not a significant trend for reasons of pursuit initiation. Traffic related incidents combined, include traffic infraction, traffic crime, DUII, and stolen vehicle, all of which accounted for 92% of the pursuits in 2021.

<b>Initiating Event</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
Traffic Infraction	17	0	4	68%	0%	33%
Traffic Crime	0	1	2	0%	33%	17%
Other Agency Initiated	0	0	0	0%	0%	0%
Suspicious Incident	1	0	0	4%	0%	0%
DUII	0	0	2	0%	0%	17%
Stolen Vehicle	1	0	3	4%	0%	25%
Person Felony	0	0	0	0%	0%	0%
Other Non-Person Felony	2	1	0	8%	33%	0%
Misdemeanor Crime	4	1	1	16%	33%	8%
<b>Total Pursuits</b>	<b>25</b>	<b>3</b>	<b>12</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### Total Distance of Pursuits

In 2021, 92% of the pursuits were terminated within five miles. The further distance the pursuit is engaged, the more opportunity there is for an accident, injury, or property damage to occur.

<b>Distance</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
1 Mile or Less	7	1	9	28%	33%	75%
1.1 - 5 Miles	6	1	2	24%	33%	17%
5.1 - 15 Miles	8	1	1	32%	33%	8%
15.1 Miles or More	4	0	0	16%	0%	0%
<b>Total Pursuits</b>	<b>25</b>	<b>3</b>	<b>12</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### Total Duration (Time) of Pursuits

In 2021, 92% of the pursuits were terminated within five minutes. The longer the pursuit is engaged, the more opportunity there is for an accident, injury, or property damage to occur.

<b>Pursuit Duration</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
1 Minute or Less	3	1	8	12%	33%	67%
1.1 - 5 Minutes	11	2	3	44%	67%	25%
5.1 - 10 Minutes	6	0	1	24%	0%	8%
10.1 - 15 Minutes	3	0	0	12%	0%	0%
15.1 - 20 Minutes	1	0	0	4%	0%	0%
20.1 Minutes or More	1	0	0	4%	0%	0%
<b>Total Pursuits</b>	<b>25</b>	<b>3</b>	<b>12</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### 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. In 2021, 83% of the pursuits were initiated under dry road conditions.

<b>Condition</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
Dry	18	3	10	72%	100%	83%
Wet	7	0	2	28%	0%	17%
Snow	0	0	0	0%	0%	0%
Ice	0	0	0	0%	0%	0%
Fog	0	0	0	0%	0%	0%
<b>Total</b>	<b>25</b>	<b>3</b>	<b>12</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## 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.

Speed (mph)	2019	2020	2021	2019	2020	2021
0 - 45	3	0	3	12%	0%	25%
46 - 75	7	2	6	28%	67%	50%
76 - 100	6	0	2	24%	0%	17%
101 +	9	1	1	36%	33%	8%
<b>Total Pursuits</b>	<b>25</b>	<b>3</b>	<b>12</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## Pursuit Terminations

In 2021, 67% of the pursuits were terminated by judgement of the officer or supervisor. This shows good judgement by the officers involved in the pursuits.

Termination of Pursuits	2019	2020	2021	2019	2020	2021
By Pursuing Officer	8	2	6	32%	67%	50%
By Supervisor	2	1	2	8%	33%	17%
By Collision	7	0	2	28%	0%	17%
Suspect Stopped/Pursuit Intervention	8	0	2	32%	0%	17%
Outside Agency	0	0	0	0%	0%	0%
<b>Total Pursuits</b>	<b>25</b>	<b>3</b>	<b>12</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## Outcome of Pursuits

In 2021, 67% of the pursuits resulted in the suspect continuing to flee from officers after the pursuit was terminated by the officer or supervisor. On February 1, 2021, the pursuit policy was reviewed and revised. The revision included strict policy regarding officers deactivating their overhead lights and siren, and immediately pull to the side of the road upon termination of a pursuit. This action is likely related to the reason suspects fled and no arrest was made.

Pursuit Outcome	2019	2020	2021	2019	2020	2021
Arrested	12	1	4	48%	33%	33%
Suspect Fled on Foot (No Arrest)	5	0	0	20%	0%	0%
Suspect Fled in Vehicle (No Arrest)	8	2	8	32%	67%	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%
<b>Total Pursuits</b>	<b>25</b>	<b>3</b>	<b>12</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## Suspect Reason for Elude

Suspects elude police officers for various reasons. When the suspect successfully flees, it is usually unknown to the officer as to why the suspect eluded. The policy restrictions put in place in 2020, require officers to terminate pursuits for several safety reasons. The result of those restrictions is likely why 58% of the pursuits resulted in unknown reason of the elude.

Suspect Reason for Elude	2019	2020	2021	2019	2020	2021
DUII	5	0	1	20%	0%	8%
Suspect of Crime	4	1	1	16%	33%	8%
Suspended, Revoked or No License	4	0	0	16%	0%	0%
Parole, Probation or Violation	0	1	0	0%	33%	0%
Stolen Vehicle	1	0	2	4%	0%	17%
Warrants	4	1	1	16%	33%	8%
Unknown	7	0	7	28%	0%	58%
<b>Total Pursuits</b>	<b>25</b>	<b>3</b>	<b>12</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## Pursuit Collision Results

Looking back at the pursuit outcome data there were four pursuits that resulted in arrest. Of those four pursuits, two of them ended in collisions followed by the apprehension of the suspect. Two of the non-collision incidents resulted in the successful stop and arrest of the suspect and the remaining eight pursuits were terminated prior to contact with the suspect.

<b>Collision Data</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
Collision	4	0	2	16%	0%	17%
Non-Collision	21	3	10	84%	100%	83%
<b>Total Pursuits</b>	<b>25</b>	<b>3</b>	<b>12</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>