

2021 Police Pursuits

Analysis and Recommendations

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Accreditation
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I. Introduction

In accordance with Woonsocket Police Department (WPD) Policy 320.01, this report presents an annual analysis of all reported Police Pursuits. This report is intended to provide an overview of the incidents involving Police Pursuits, as well as to identify trends or training issues that should be addressed.

The information in this report was obtained from all officer-completed Vehicle Pursuit (VP) Reporting Forms for the calendar year 2021. According to policy (WPD 320.01), a Police Pursuit reporting form is required whenever a police pursuit is initiated.

List of all documented police pursuits and their associated police report case number

Benchmark VP21-1-1	21-64-AR
Benchmark VP21-1-2	21-260-OF
Benchmark VP21-1-3	21-81-AR
Benchmark VP21-1-4	21-102-AR
Benchmark VP21-1-5	21-456-OF
Benchmark VP21-2-6	21-658-OF
Benchmark VP21-2-7	21-175-AR
Benchmark VP21-3-8	21-1198-OF
Benchmark VP21-3-11	21-1246-OF
Benchmark VP21-3-12	21-420-AR
Benchmark VP21-3-13	21-1609-OF
Benchmark VP21-4-14	21-1854-OF
Benchmark VP21-4-15	21-545-AR
Benchmark VP21-4-16	21-545-AR
Benchmark VP21-5-17	21-708-AR
Benchmark VP21-5-18	21-2510-OF
Benchmark VP21-6-19	21-3135-OF
Benchmark VP21-6-20	21-855-AR
Benchmark VP21-6-21	21-3483-OF
Benchmark VP21-6-23	21-968-OF
Benchmark VP21-6-24	21-979,980-AR
Benchmark VP21-7-25	21-3838-OF

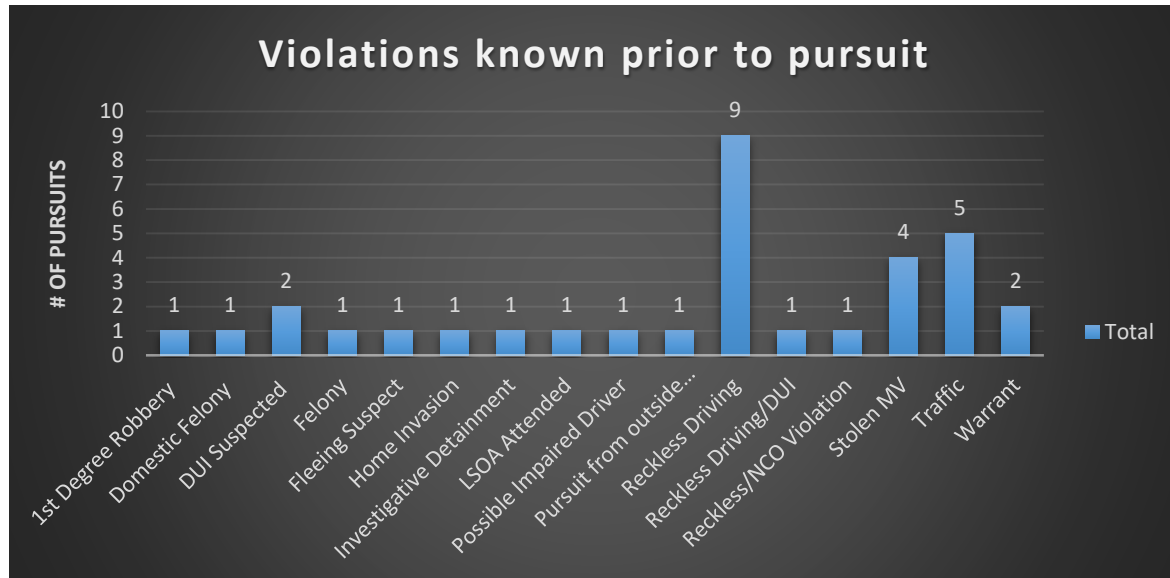
Benchmark VP21-7-26	21-4157-OF
Benchmark VP21-7-27	21-4405-OF
Benchmark VP21-8-28	21-1292-AR
Benchmark VP21-9-29	21-5465-OF
Benchmark VP21-9-30	21-1424-OF
Benchmark VP21-9-31	21-1431-OF
Benchmark VP21-9-32	21-1486-AR
Benchmark VP21-10-33	21-6132-OF
Benchmark VP21-10-34	21-6350-OF
Benchmark VP21-10-35	21-1661-AR
Shield VIPR VP-21-001	21-7326-OF
Shield VIPR VP-21-002	21-7564-OF
Shield VIPR VP-21-003	21-7763-OF

- The Woonsocket Police Department used a police vehicle pursuit platform company, Benchmark Analytics to document and collect data regarding police pursuits in years 2020 and most of 2021. After comparison to similar platforms and research, a change was made to LEFTA System Shield for the documentation and data collection as it better fits the Department's needs.

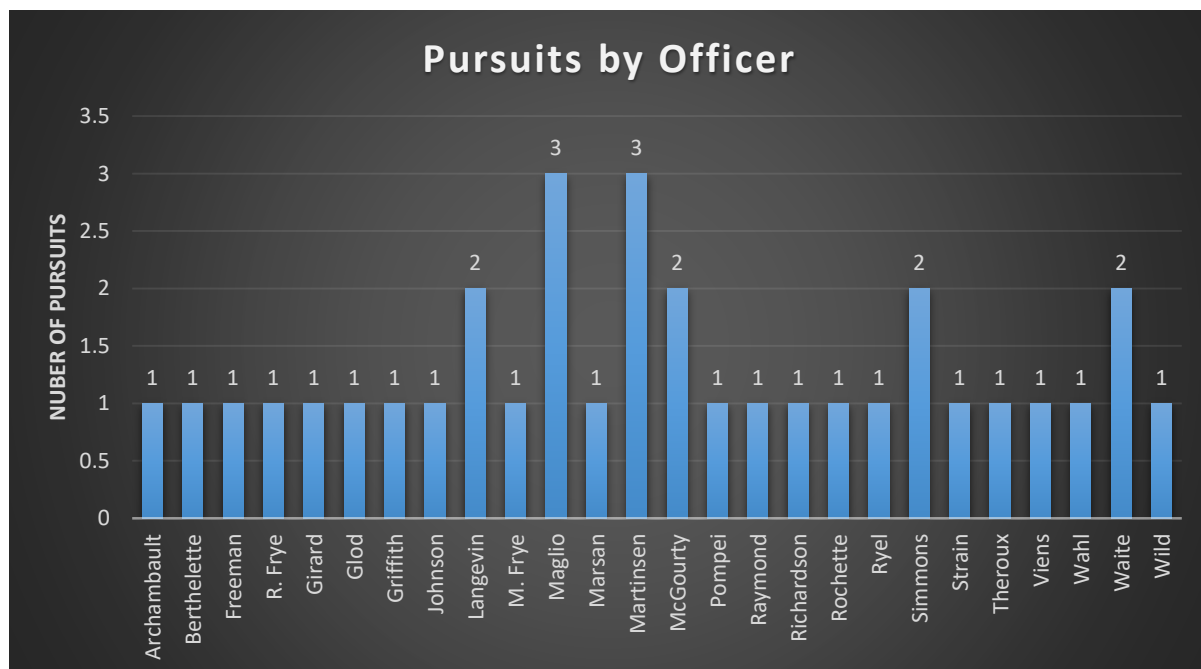
II. The Rate of Vehicle Pursuits in relation to Officer/Contacts/MV Contacts

In the reporting year, Officer's contact with citizens totaled 48,361. Out of 48,361 contacts 5759 initiated with some type of motor vehicle interaction. From all the contacts there were thirty-five (35) police vehicle pursuits reported.

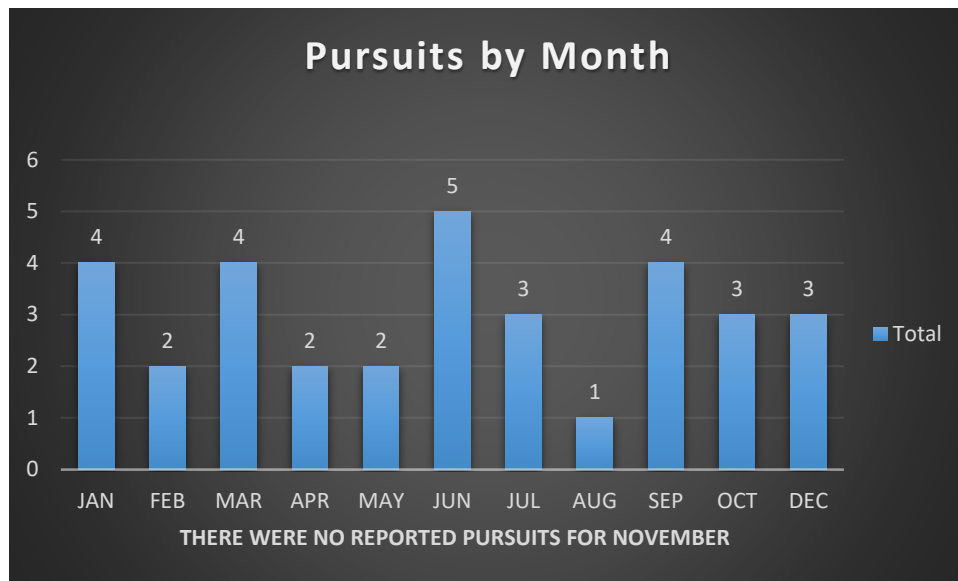
III. Reasons reported for Police Pursuits



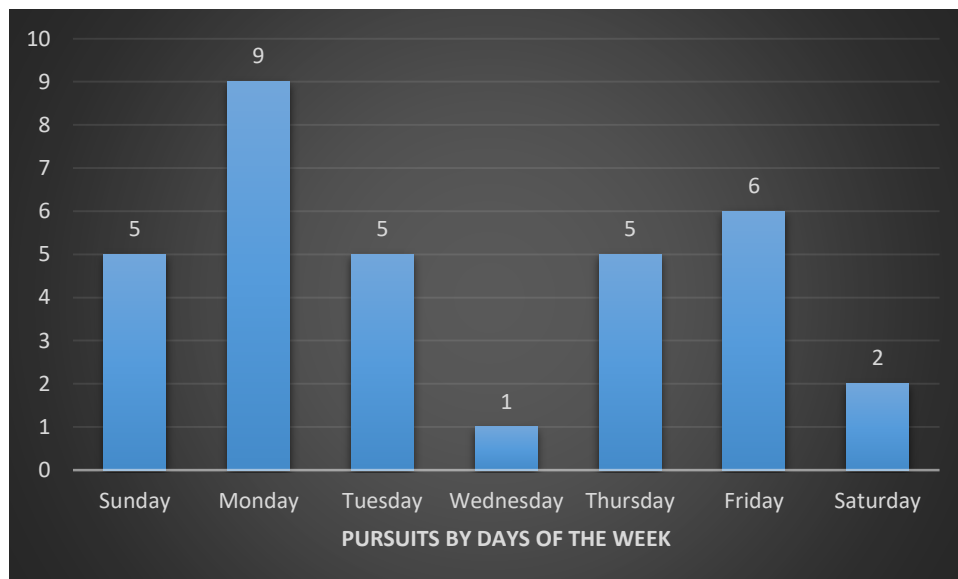
IV. Pursuits by Officer, 2021



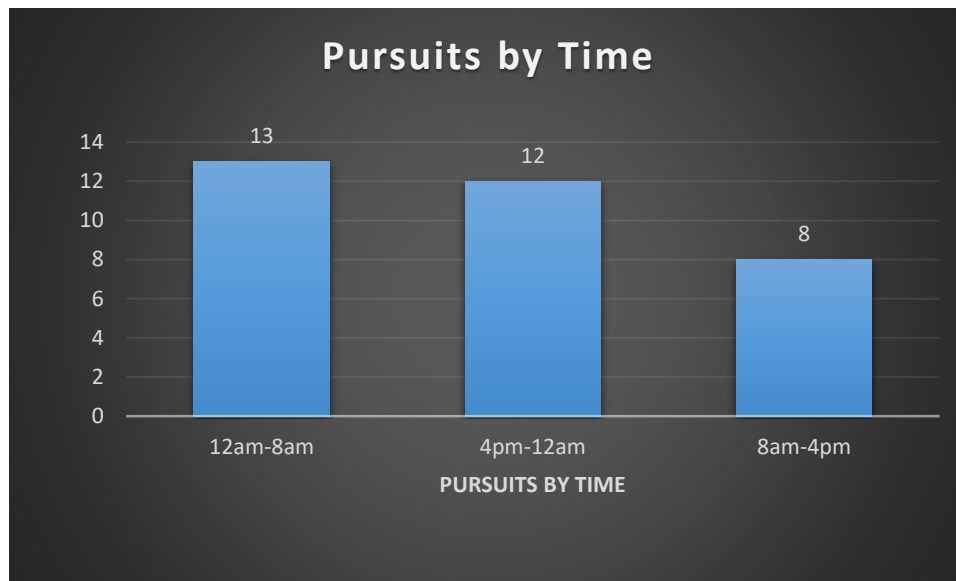
V. Police Pursuits by Month, 2021



VI. Pursuits by Day

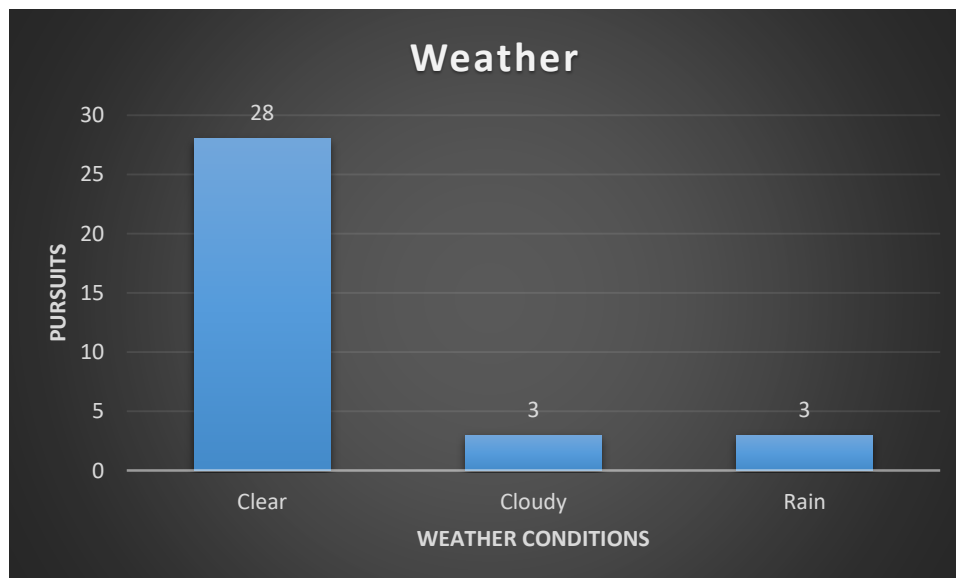


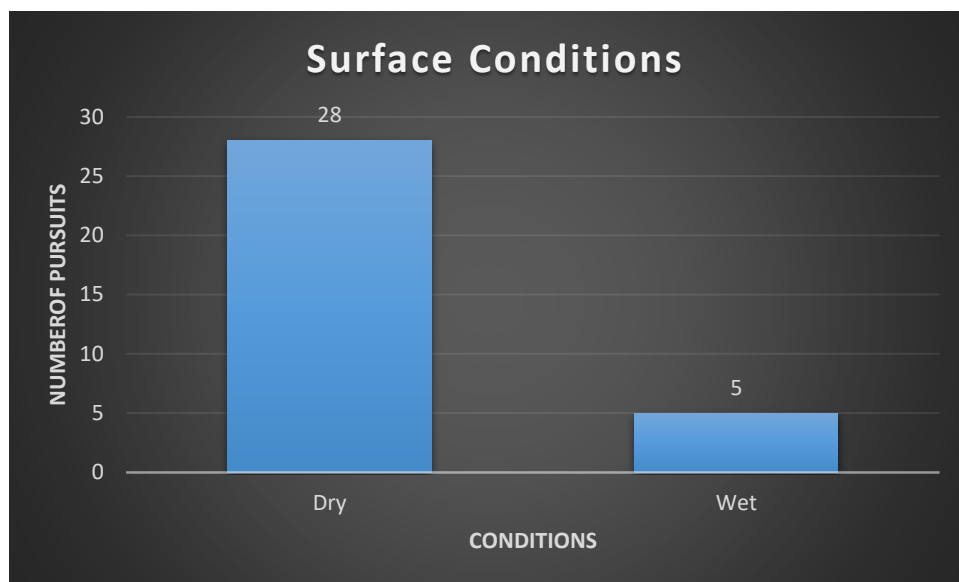
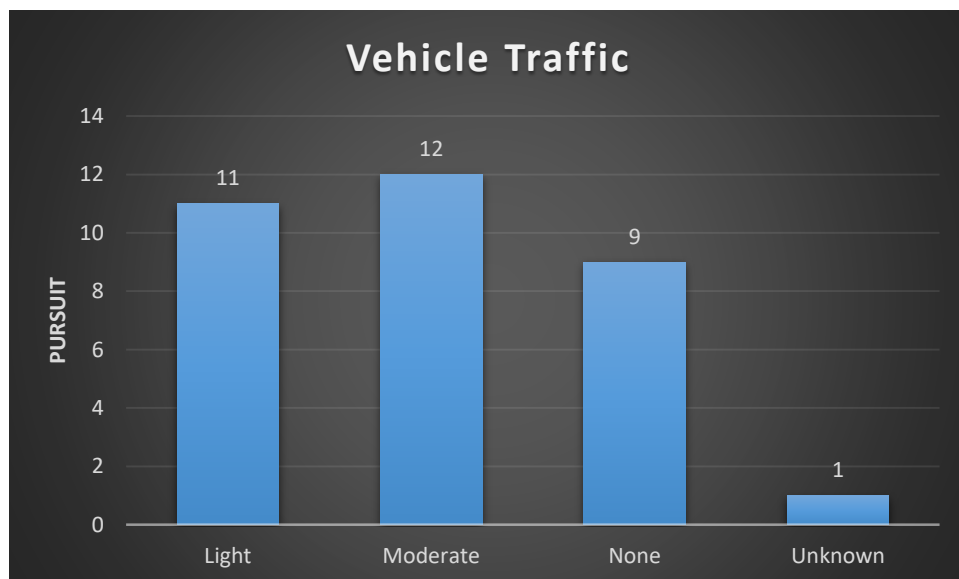
VII. Pursuits by Time



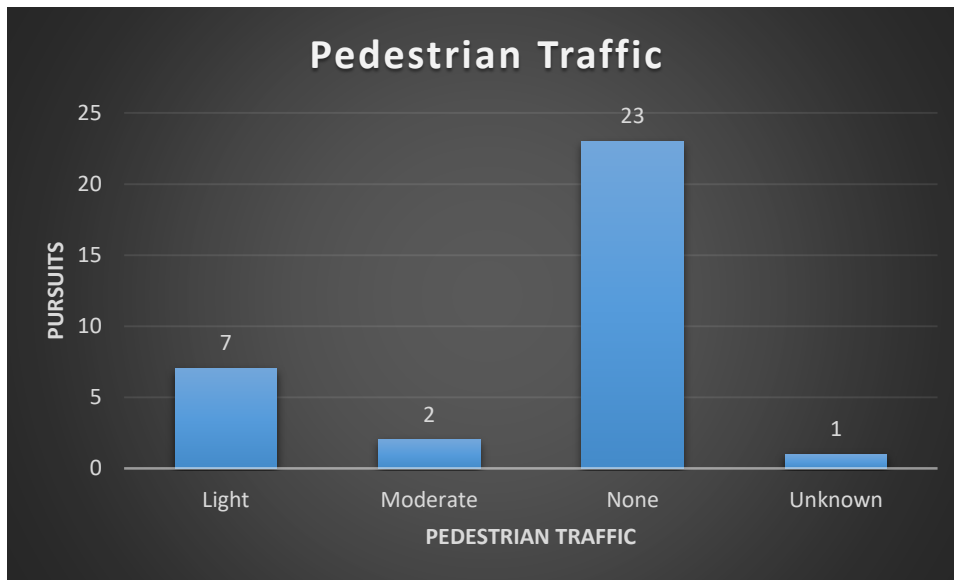
VIII. Conditions During Pursuits

A. Weather



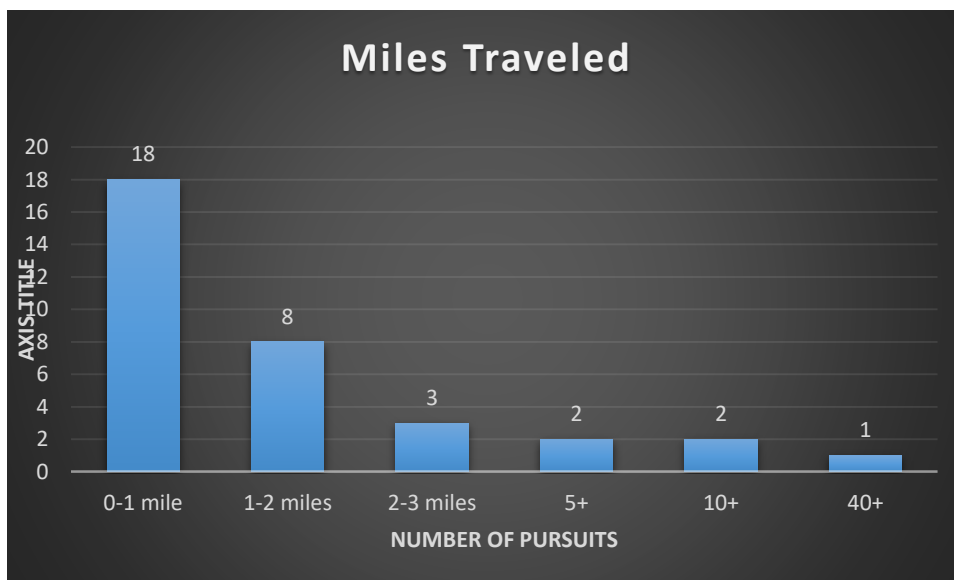
B. Road Surface Conditions**C. Motor Vehicle Traffic During Pursuit**

D. Pedestrian Traffic during pursuit

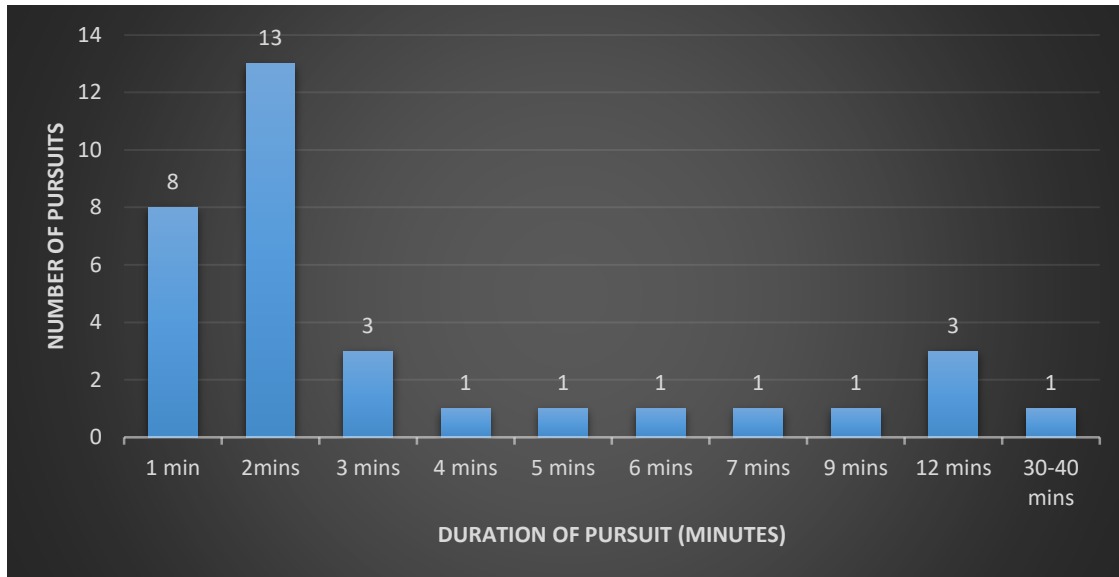


IX. Duration of Pursuits

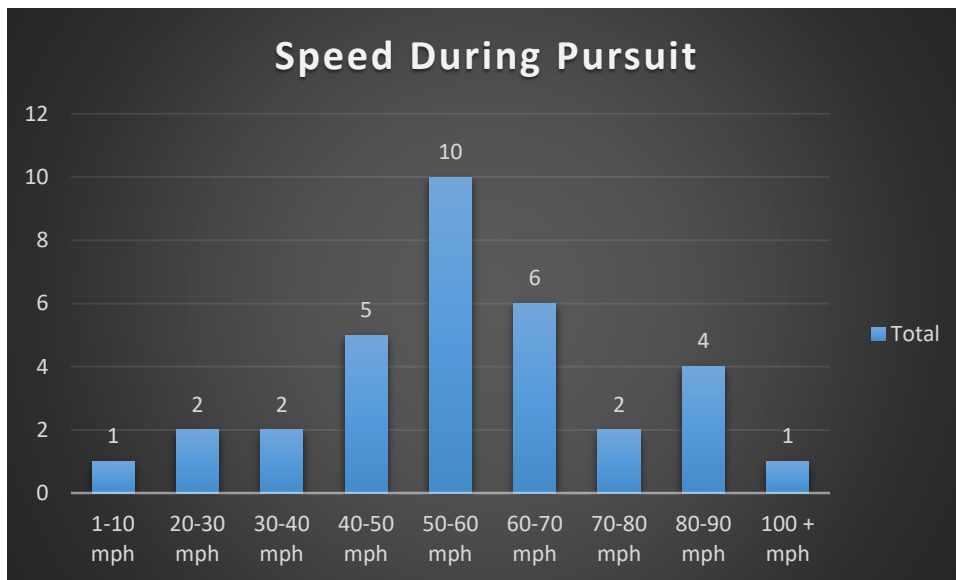
A. Miles Traveled



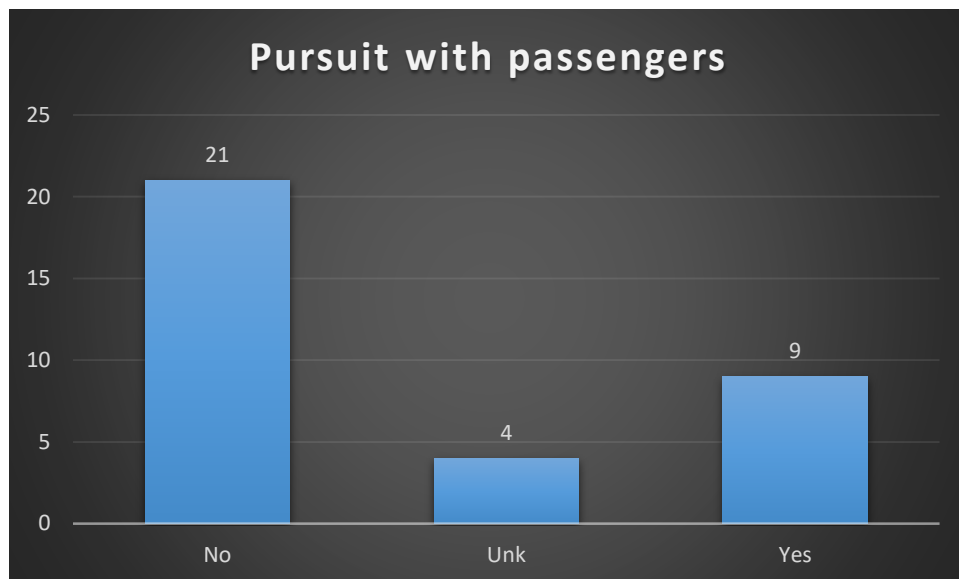
B. Minutes of Pursuits



X. Speeds of Pursuits

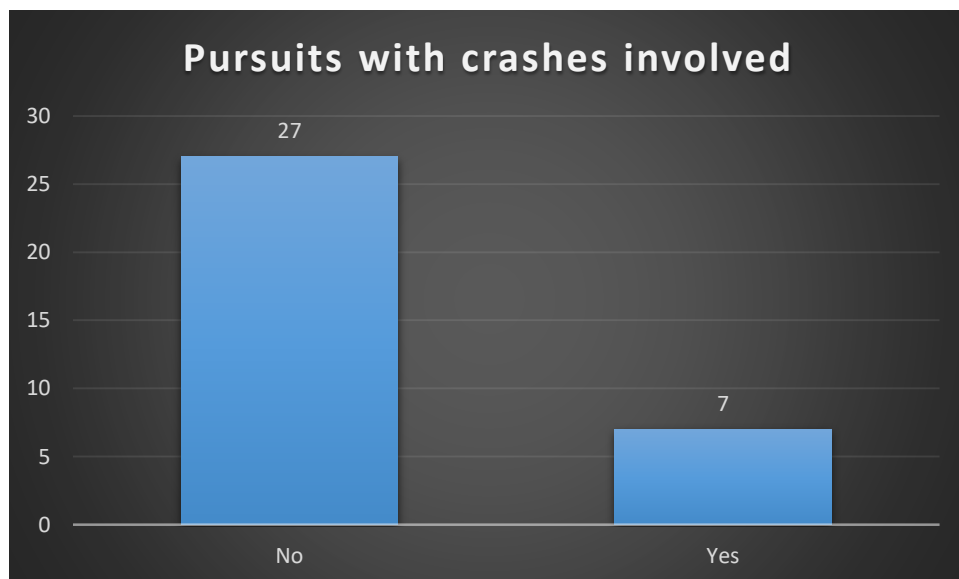


XI. Pursuit with or without passengers

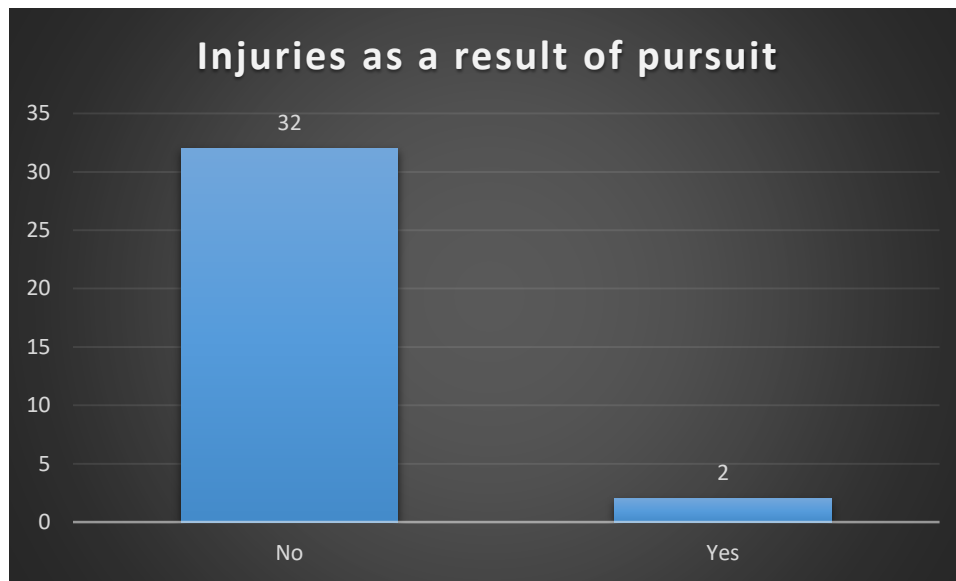


- Unknown passengers were due to the evasion of suspect and/or termination of pursuit.

XII. Pursuits involving crashes with/without injuries.



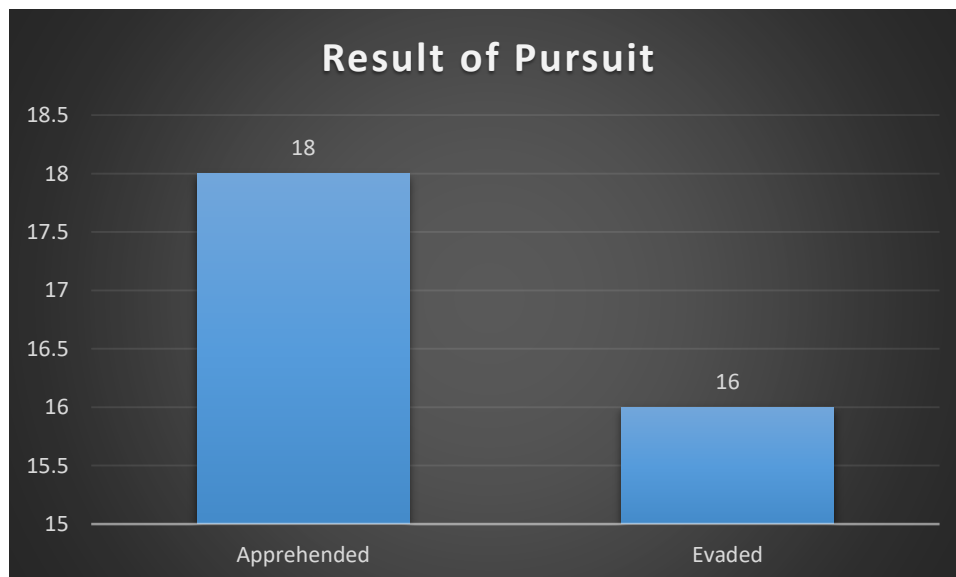
XIII. Injuries

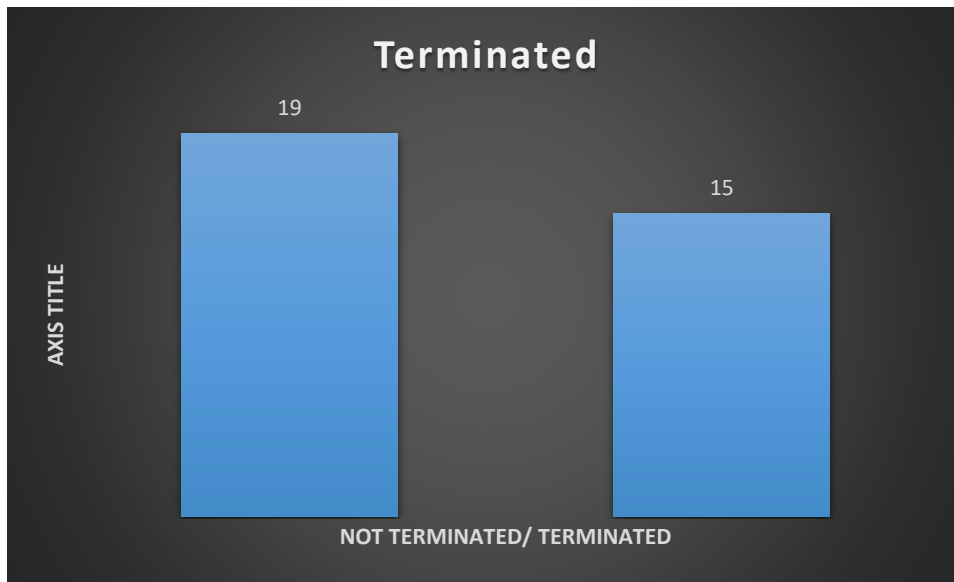
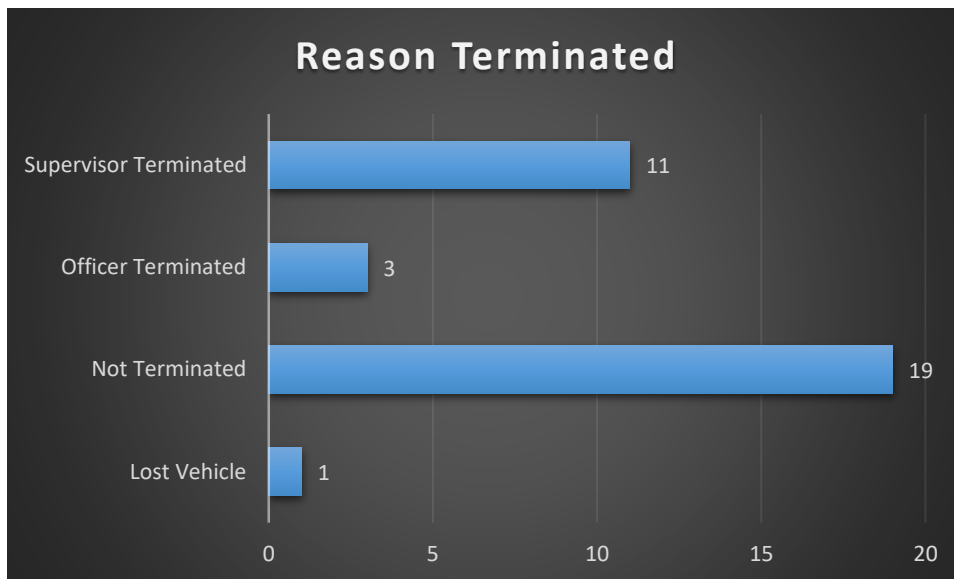


- There were no fatalities associated with pursuits for the year 2021.
- All injuries associated with pursuit crashes appeared relatively minor

XIV. Result of Pursuit

A. Suspect Evade or Apprehended



B. Pursuit Terminated or Continued**C. Reason for Termination**

X. Within/Outside Policy

- All reported Police Pursuits in 2021 complied to policy.

XV. Analysis

Analysis:

After analysis, research, and comparison to 2020, I've concluded several areas of improvement noticed. Additionally, 2021 saw an increase of police pursuits compared to 2020. There were twenty-four (24) police pursuits in year 2020 and in 2021 there were (35) thirty-five police pursuits.

From the statistics and police reports, I was able to notice that supervisors had become much more involved and used better judgement in either allowing the continuance of a pursuit or order its termination. I've also observed that officers began to use better judgement and called for its termination prior to a supervisor's involvement. Furthermore, the department increased its accountability from an administrative point of view by creating an OPS group. The OPS group is comprised of Internal Affairs, Accreditation and Training. These positions are tasked with review of every post pursuit report. During this review, they can notice trends, errors in the documentation, and/or training needs.

Further in my research, I've noticed some potential reasons for an increase in the amount of police pursuits compared to the past year. There was an increase in stolen motor vehicles that officers identified out in the field which resulted in several pursuits. This was later learned to be a group of juveniles that would enter parked, unsecured motor vehicles and locate a key. They would steal the motor vehicle and when noticed by police a police pursuit would ensue. Another area that could account for the spike is that officers appeared to have been on scene rather quickly after a reported crime and located the suspect motor vehicle fleeing from the area. Finally, better trained officers in the discipline of DRE/DUI officers were highly proactive in locating suspected impaired drivers which resulted in several police pursuits.

Accountability increased when the department switched platforms and began with LEFTA Shield which allows for the Real-Time statistics to help identify any trends or training issues that may need to be addressed. This platform incorporated police pursuits, use of force, internal affairs investigations, training, and police vehicle accidents. All of which is tracked and will yield early intervention warnings.

XVI: Recommendations:

- Additional training for patrol officers in the use and implementation of the tire deflation devices.
- Per department policy officers are authorized to utilize vehicular intervention Precision Immobilizing Technique (PIT) maneuver when lethal force is authorized, however have not attended any specialized training associated with this technique.
- An increase in the patrol level training conducted by patrol supervisors/Officer in Charge (OIC). Whether it be policy review and/or discussions on what circumstances needed for a continuation of a pursuit and what would be grounds for termination.