

2013 - 2015

PURSUIT ANALYSIS



COMPILED AND WRITTEN BY: CAPTAIN JEFF HINRICHS and
ADMINISTRATIVE ASSISTANT MEAZA RIDLEY

INTRODUCTION

This Pursuit Analysis was completed using Albany Police Department pursuit data from 2013, 2014, and 2015. The Albany Police Department took part in five vehicle pursuits in 2013, seven in 2014, and twenty in 2015. We graphed and charted the following:

- Initiating Event Breakdown and Comparison (what initiated each pursuit)
- Total Distance of Each Pursuit in Miles
- Total Distance (Time) of Each Pursuit in Minutes
- Road Conditions During Each Pursuit
- Suspect Speed During Each Pursuit (may be estimated)
- Pursuit Terminations (why each pursuit was ended)
- General Outcome of Each Pursuit
- Collision Data for Each Pursuit (most serious event only)
- Collision Data for Each Pursuit (total of all damage and injury)
- Pursuits Ending in Collision Based on Speed
- Pursuits Ending in Collision Based on Distance in Miles
- Pursuits Ending in Collision Based on Road Conditions

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. Knowing this, we must realize that changes in the data, positive or negative, are not always an accurate indicator of a trend or a result of our actions.

The following things occurred in 2015:

- 60% of pursuits were less than five miles in distance.
- 70% of pursuits were five minutes or less in duration.
- 75% of pursuits resulted in the arrest of the driver.

Consistently, 29-40% of all pursuits involve a collision. This is important information to remember when evaluating the decision to pursue or continue a pursuit, and is a component of ongoing pursuit and E.V.O.C. training.

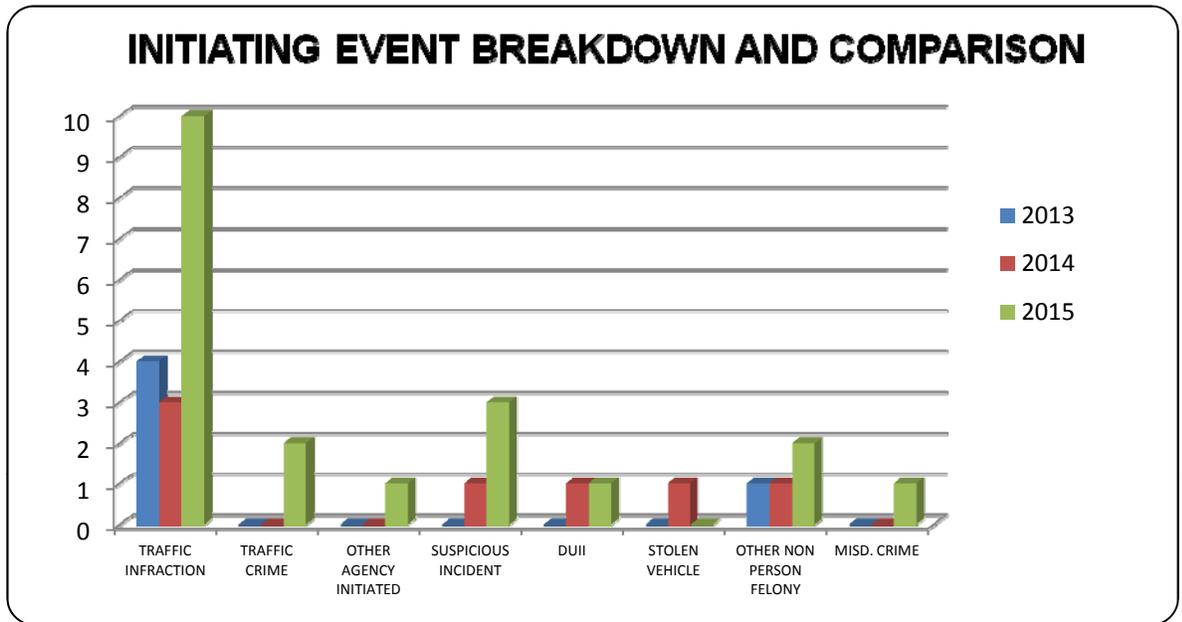
Other than snow, conditions resulting in increased risk of a collision during a pursuit in the last three years, there is no obvious correlation between collisions and either speed, distance, or road conditions.

In 2008, we trained and implemented Pursuit Intervention Technique (P.I.T.). P.I.T. gave us one more option to end a pursuit to avoid collisions and injuries. However, with new anti-collision technology in vehicles, P.I.T. is no longer a consistently viable option. During 2016, our E.V.O.C. instructors will need to identify and train alternatives.

Pursuits continue to be a necessary part of effective law enforcement. Making rational and informed decisions to initiate, continue, or terminate pursuits is critical. Officers and supervisors must constantly evaluate the benefit of capturing the suspect vs. the risks to the public, officers, and suspects; especially as pursuits increase in both distance and speed. In all cases, safety of the community, our officers, and the offenders is the most important consideration.

INITIATING EVENT BREAKDOWN AND COMPARISON

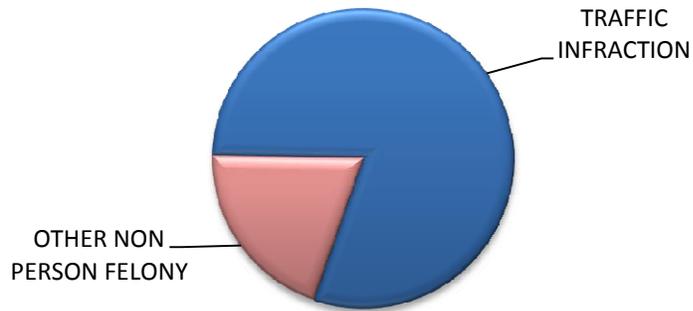
INITIATING EVENT	2013	2014	2015		2013	2014	2015
TRAFFIC INFRACTION	4	3	10		80%	43%	50%
TRAFFIC CRIME	0	0	2		0%	0%	10%
OTHER AGENCY INITIATED	0	0	1		0%	0%	5%
SUSPICIOUS INCIDENT	0	1	3		0%	14%	15%
DUII	0	1	1		0%	14%	5%
STOLEN VEHICLE	0	1	0		0%	14%	0%
PERSON FELONY	0	0	0		0%	0%	0%
OTHER NON PERSON FELONY	1	1	2		20%	14%	10%
MISD. CRIME	0	0	1		0%	0%	5%
TOTAL PURSUITS	5	7	20		100%	100%	100%



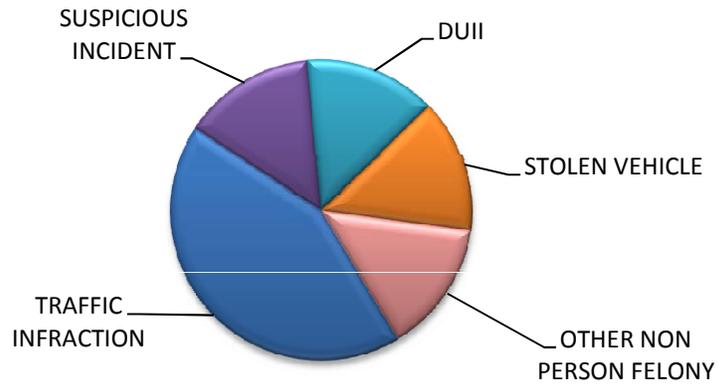
CONSISTENTLY ALMOST ONE-HALF OR MORE OF ALL PURSUITS ARE INITIATED BECAUSE OF A TRAFFIC INFRACTION. CONTINUATION OF INFRACTION-INITIATED PURSUITS SHOULD BE CAREFULLY CRITIQUED AND MONITORED.

INITIATING EVENT BREAKDOWN AND COMPARISON BY PERCENTAGE

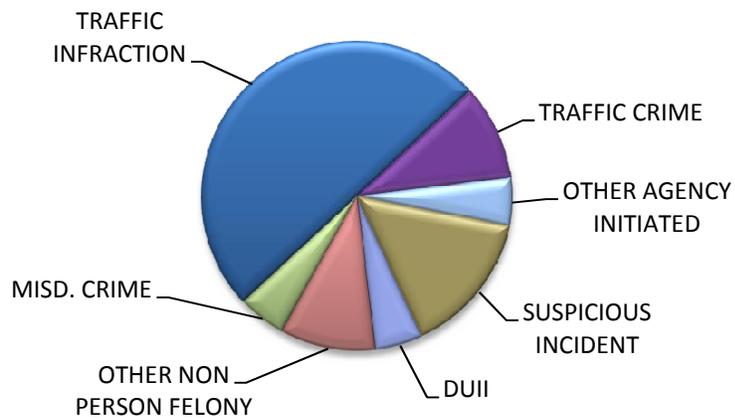
2013



2014

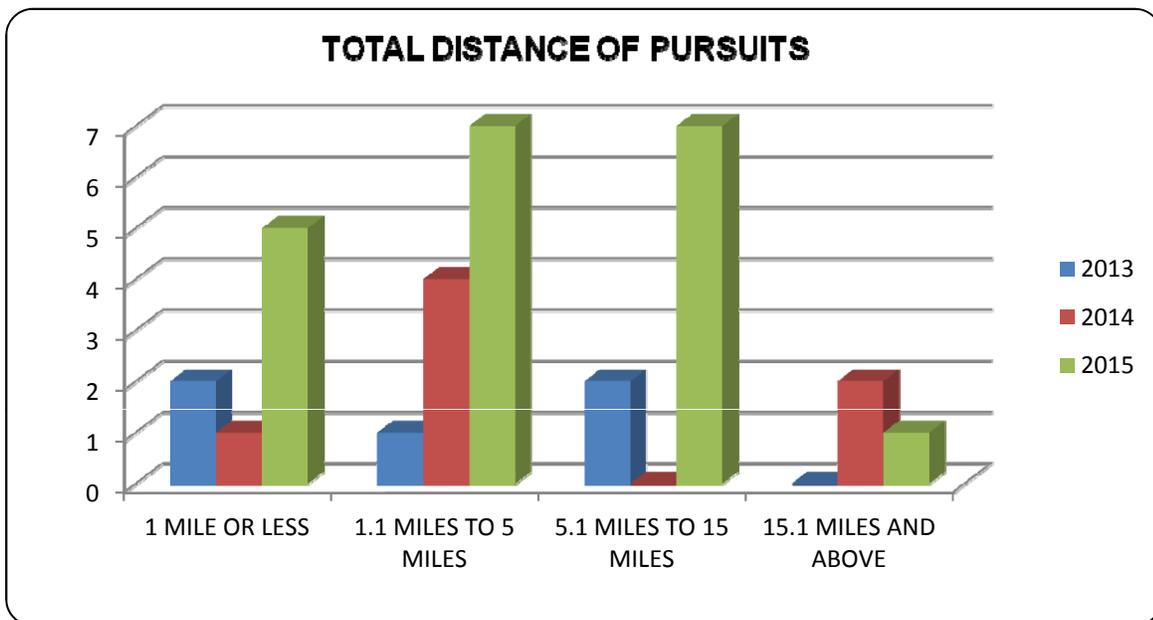


2015



TOTAL DISTANCE OF PURSUITS

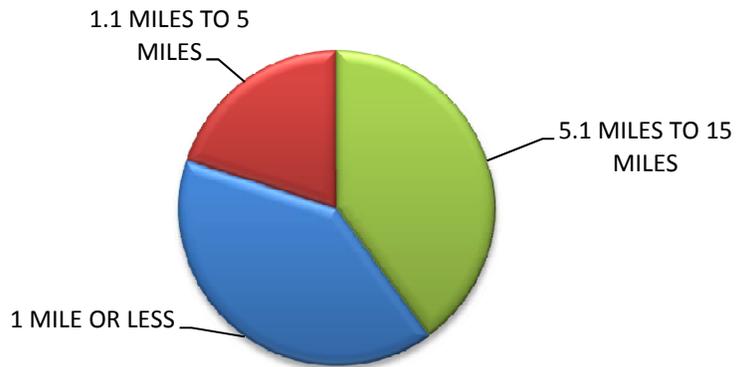
TOTAL DISTANCE	2013	2014	2015		2013	2014	2015
1 MILE OR LESS	2	1	5		40%	14%	25%
1.1 MILES TO 5 MILES	1	4	7		20%	57%	35%
5.1 MILES TO 15 MILES	2	0	7		40%	0%	35%
15.1 MILES AND ABOVE	0	2	1		0%	29%	5%
TOTAL	5	7	20		100%	100%	100%



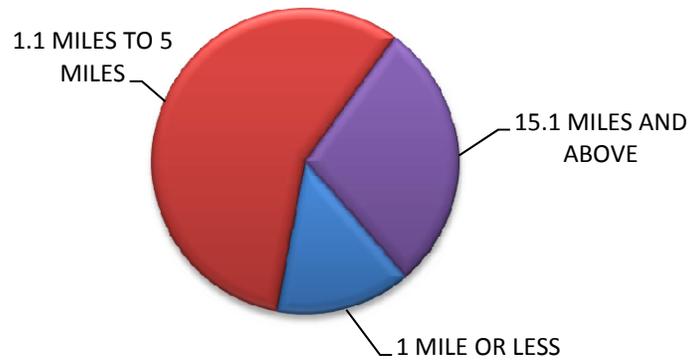
60% OF PURSUITS IN 2015 TRAVELED FIVE MILES OR LESS.

TOTAL DISTANCE OF PURSUITS BY PERCENTAGE

2013



2014

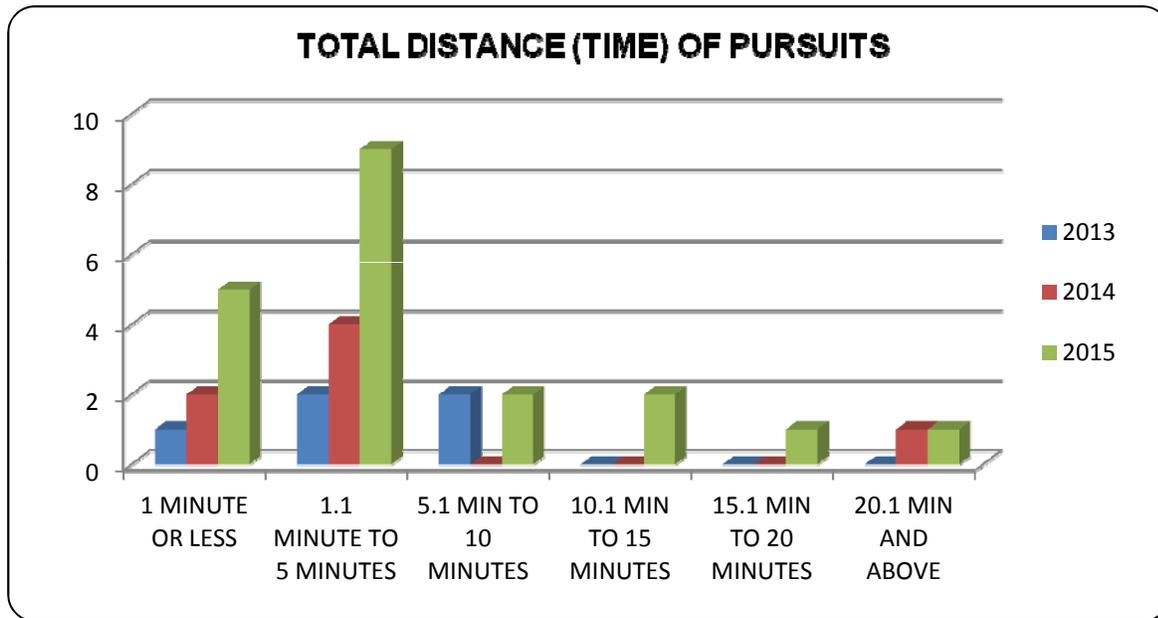


2015



TOTAL DISTANCE (TIME) OF PURSUITS

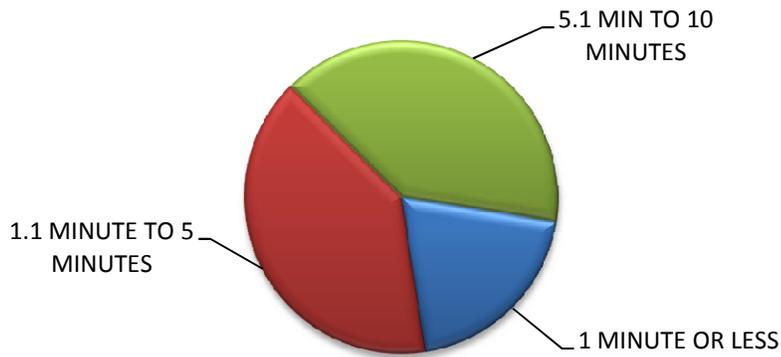
TOTAL TIME DISTANCE	2013	2014	2015		2013	2014	2015
1 MINUTE OR LESS	1	2	5		20%	29%	25%
1.1 MINUTE TO 5 MINUTES	2	4	9		40%	57%	45%
5.1 MIN TO 10 MINUTES	2	0	2		40%	0%	10%
10.1 MIN TO 15 MINUTES	0	0	2		0%	0%	10%
15.1 MIN TO 20 MINUTES	0	0	1		0%	0%	5%
20.1 MIN AND ABOVE	0	1	1		0%	14%	5%
TOTAL	5	7	20		100%	100%	100%



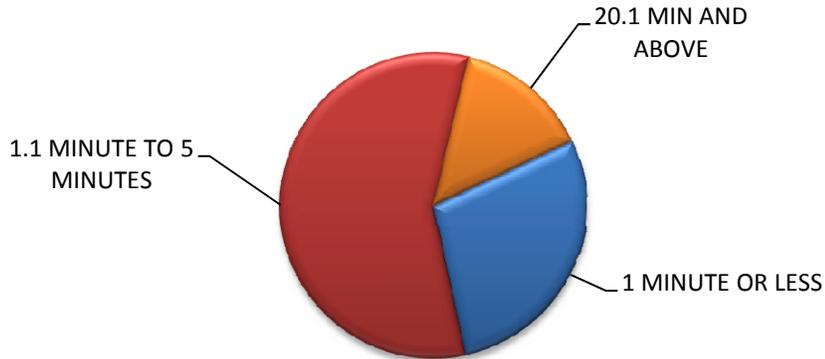
70% OF PURSUITS IN 2015 WERE FIVE MINUTES OR LESS.

TOTAL DISTANCE (TIME) OF PURSUITS BY PERCENTAGE

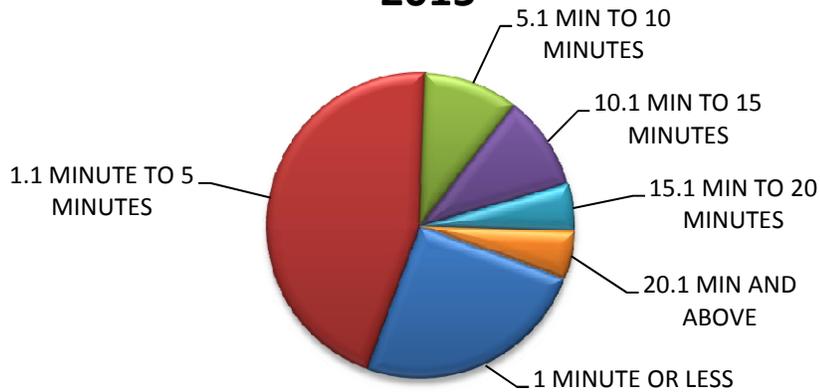
2013



2014

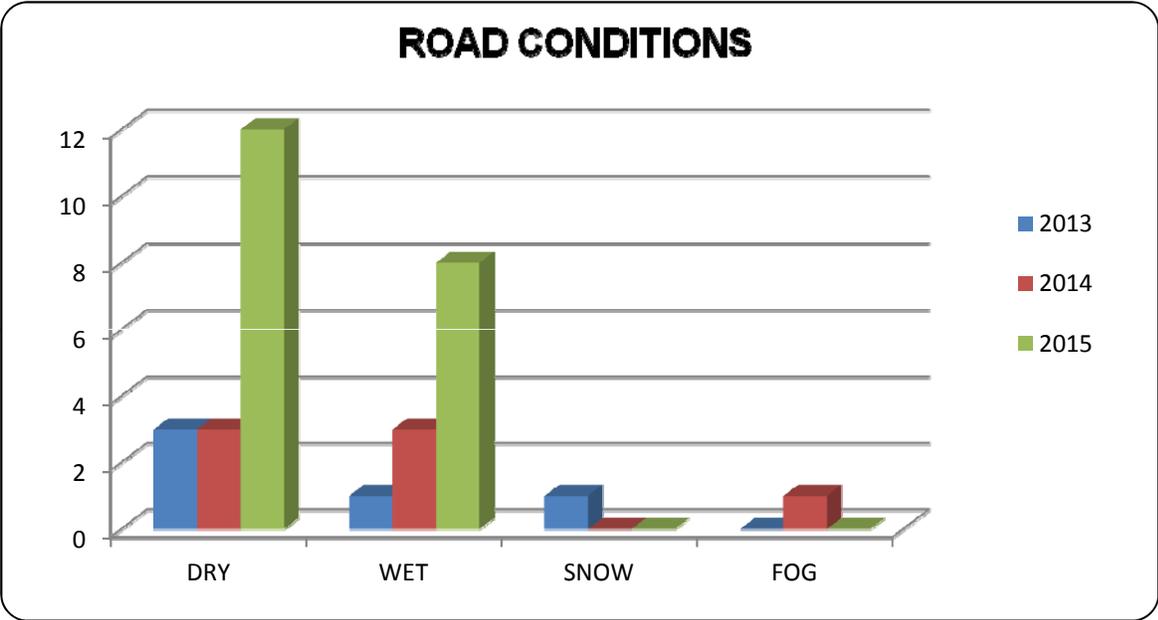


2015



ROAD CONDITIONS

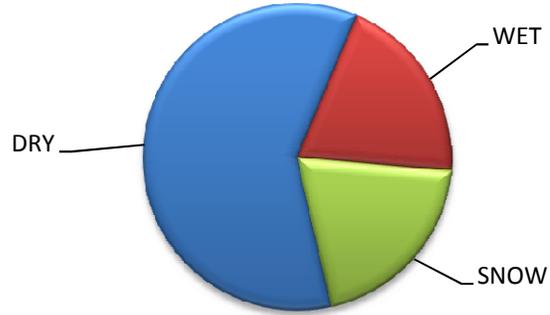
CONDITION	2013	2014	2015		2013	2014	2015
DRY	3	3	12		60%	43%	60%
WET	1	3	8		20%	43%	40%
SNOW	1	0	0		20%	0%	0%
ICE	0	0	0		0%	0%	0%
FOG	0	1	0		0%	14%	0%
TOTAL	5	7	20		100%	100%	100%



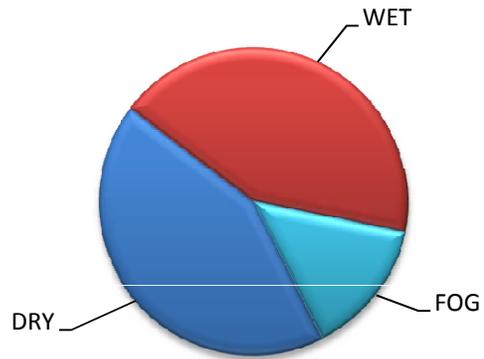
ROAD CONDITION STATISTICS FROM 2013 TO 2015 ARE CONSISTENT.

ROAD CONDITIONS BY PERCENTAGE

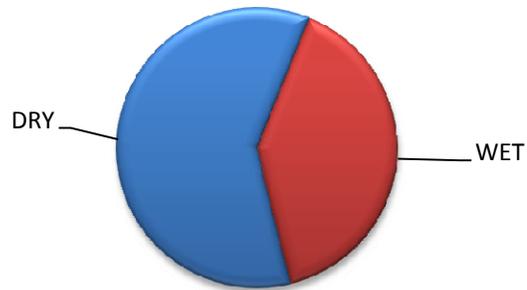
2013



2014

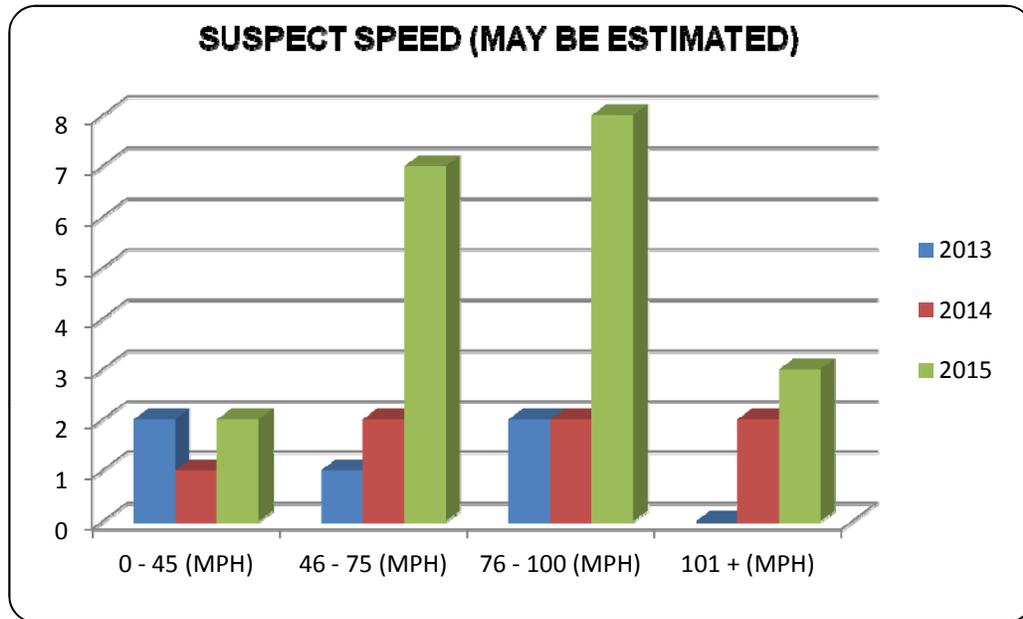


2015



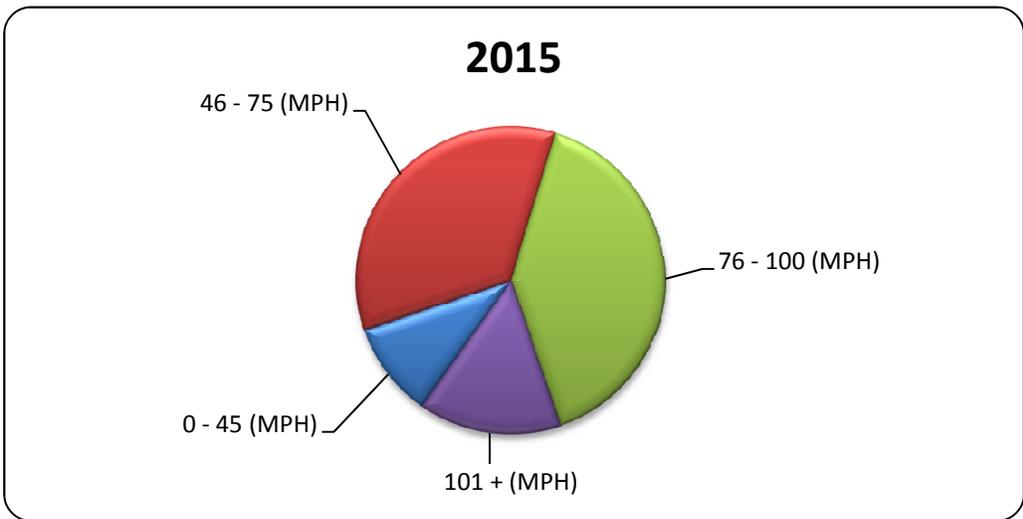
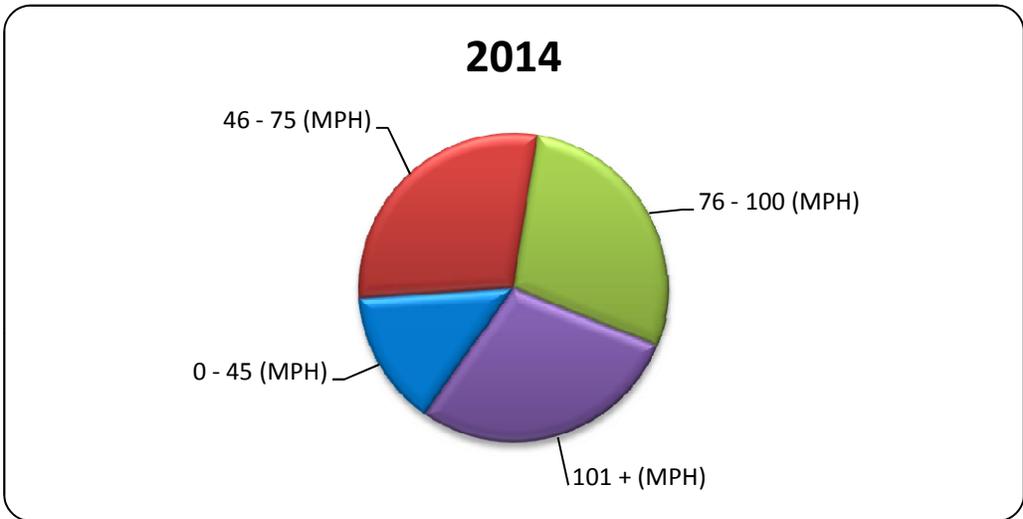
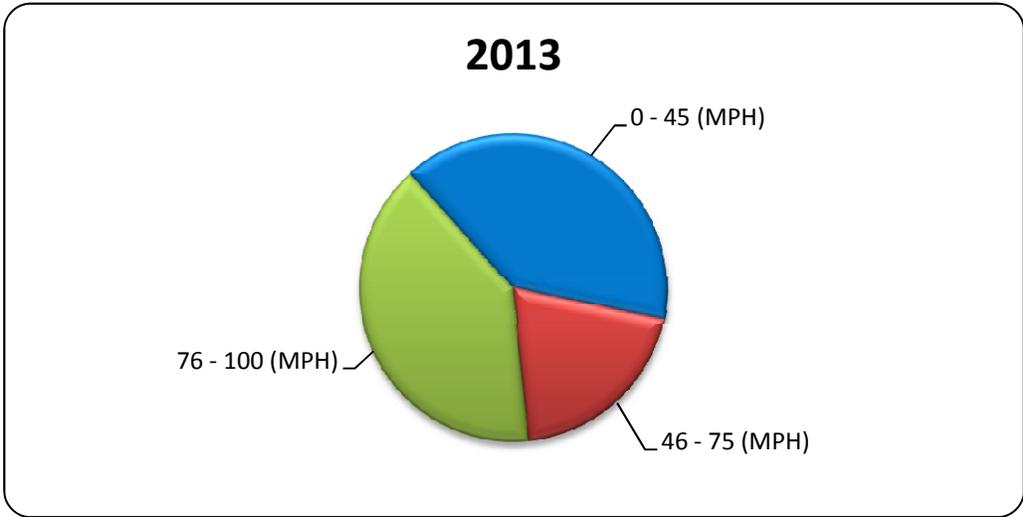
SUSPECT SPEED IN MPH (MAY BE ESTIMATED)

SPEED (MPH)	2013	2014	2015		2013	2014	2015
0 - 45 (MPH)	2	1	2		40%	13%	10%
46 - 75 (MPH)	1	2	7		20%	29%	35%
76 - 100 (MPH)	2	2	8		40%	29%	40%
101 + (MPH)	0	2	3		0%	29%	15%
TOTAL	5	7	20		100%	100%	100%



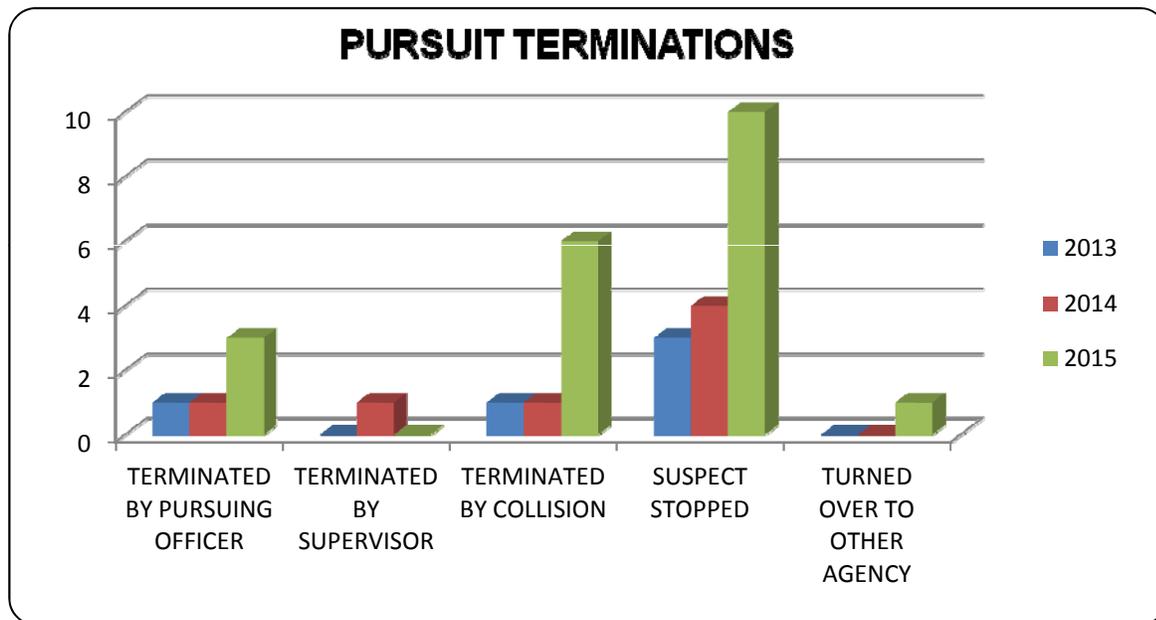
SUSPECT SPEED STATISTICS FROM 2013 TO 2015 ARE CONSISTENT.

SUSPECT SPEED (MAY BE ESTIMATED) BY PERCENTAGE



PURSUIT TERMINATIONS

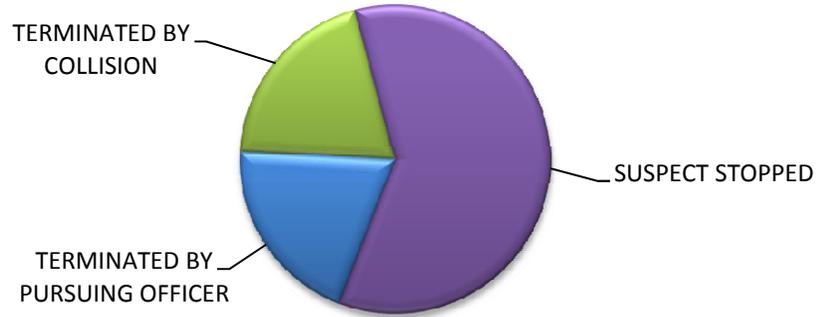
PURSUIITS	2013	2014	2015		2013	2014	2015
TERMINATED BY PURSUING OFFICER	1	1	3		20%	14%	15%
TERMINATED BY SUPERVISOR	0	1	0		0%	14%	0%
TERMINATED BY COLLISION	1	1	6		20%	14%	30%
SUSPECT STOPPED	3	4	10		60%	58%	50%
TURNED OVER TO OTHER AGENCY	0	0	1		0%	0%	5%
TOTAL	5	7	20		100%	100%	100%



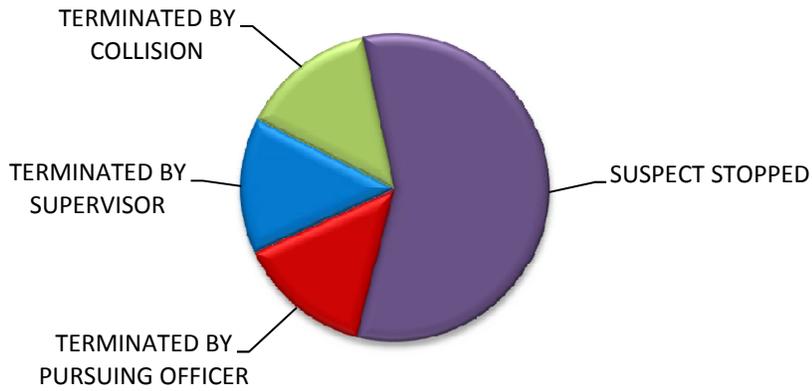
THE PERCENTAGE OF PURSUIITS TERMINATED BY COLLISION HAVE INCREASED FROM 14% IN 2014, TO 30% IN 2015.

PURSUIT TERMINATIONS BY PERCENTAGE

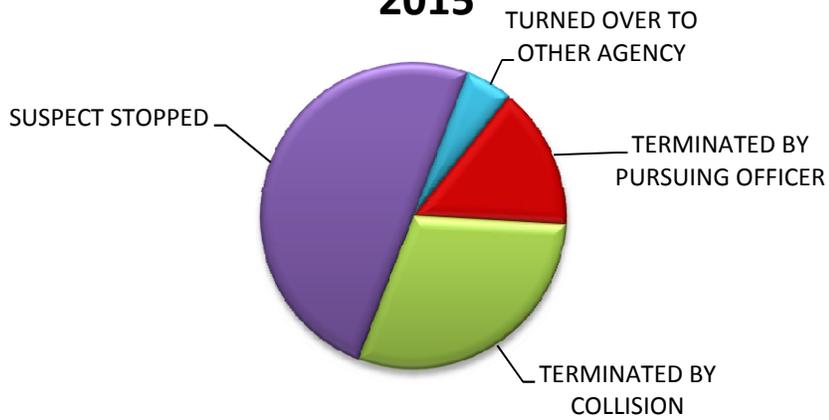
2013



2014

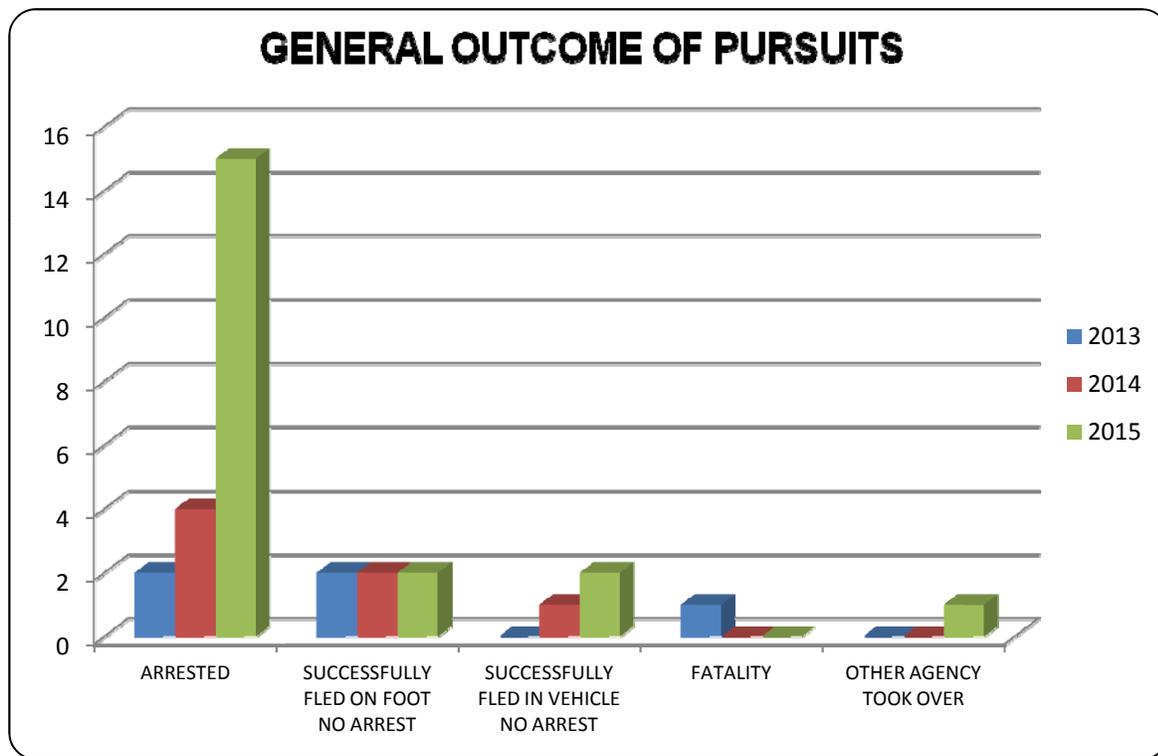


2015



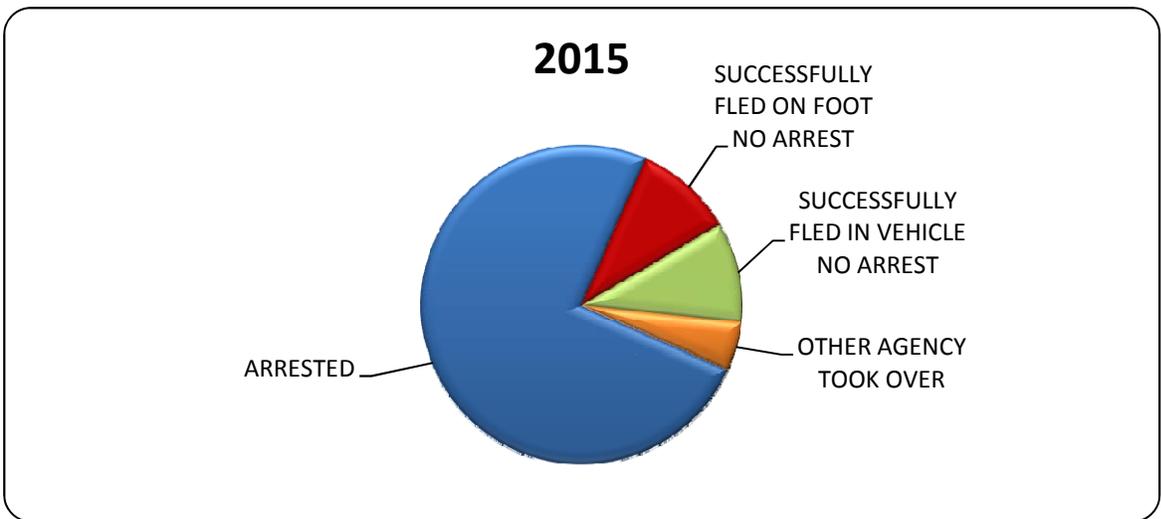
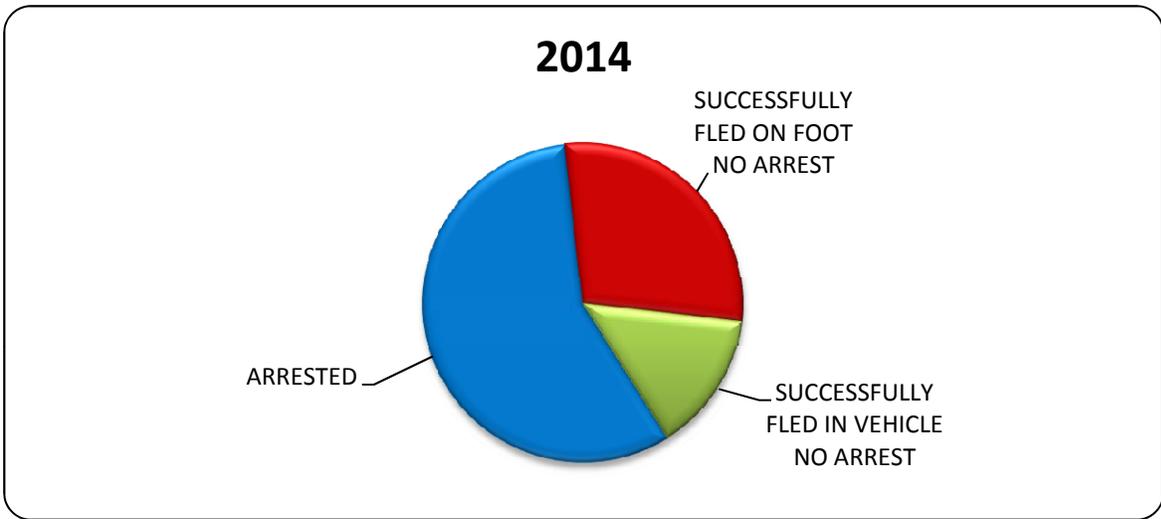
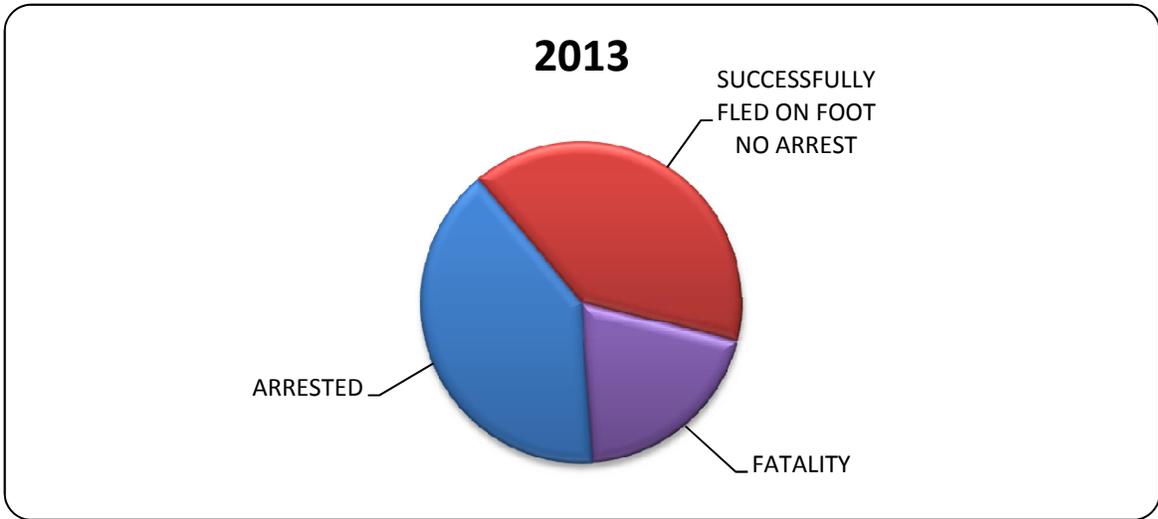
GENERAL OUTCOME OF PURSUITS

OUTCOME	2013	2014	2015	2013	2014	2015
ARRESTED	2	4	15	40%	57%	75%
SUCCESSFULLY FLED ON FOOT NO ARREST	2	2	2	40%	29%	10%
SUCCESSFULLY FLED IN VEHICLE NO ARREST	0	1	2	0%	14%	10%
FATALITY	1	0	0	20%	0%	0%
HOSPITALIZED - UNABLE TO ARREST	0	0	0	0%	0%	0%
OTHER AGENCY TOOK OVER	0	0	1	0%	0%	5%
TOTAL	5	7	20	100%	100%	100%



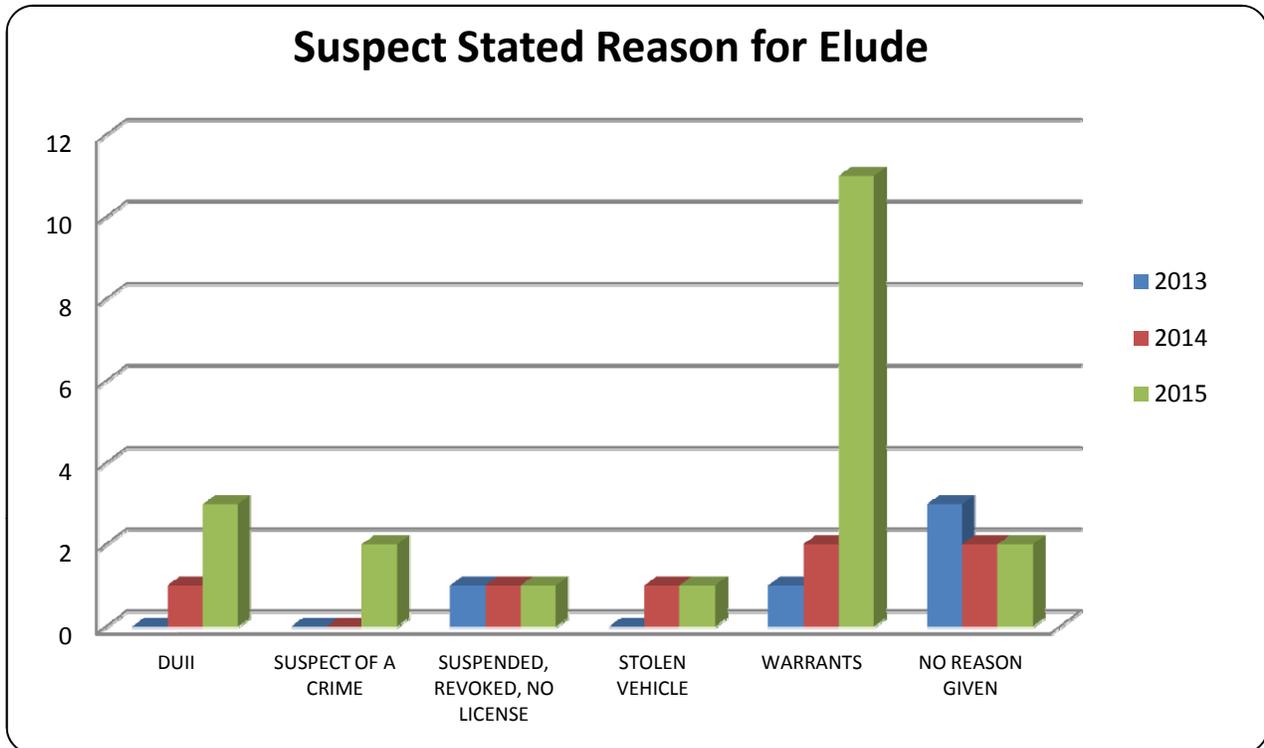
OUR ARREST RATE HAS INCREASED FROM 57% IN 2014, TO 75% IN 2015.

GENERAL OUTCOME OF PURSUITS BY PERCENTAGE



SUSPECT STATED REASON FOR ELUDE

SUSPECT STATED REASON FOR ELUDE	2013	2014	2015		2013	2014	2015
DUII	0	1	3		0%	14%	15%
SUSPECT OF A CRIME	0	0	2		0%	0%	10%
SUSPENDED, REVOKED, NO LICENSE	1	1	1		20%	14%	5%
PAROLE, PROBATION, VIOLATION	0	0	0		0%	0%	0%
STOLEN VEHICLE	0	1	1		0%	14%	5%
WARRANTS	1	2	11		20%	29%	55%
NO REASON GIVEN	3	2	2		60%	29%	10%
TOTAL	5	7	20		100%	100%	100%

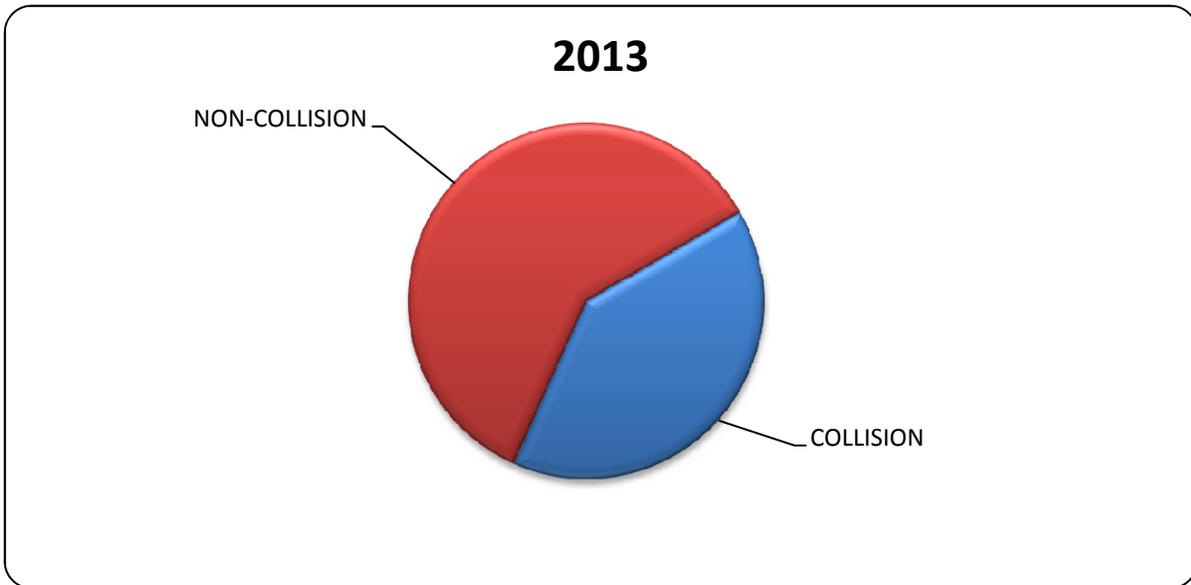


WARRANTS ARE THE SIGNIFICANT REASON SUSPECTS ELUDED OFFICERS IN 2015.

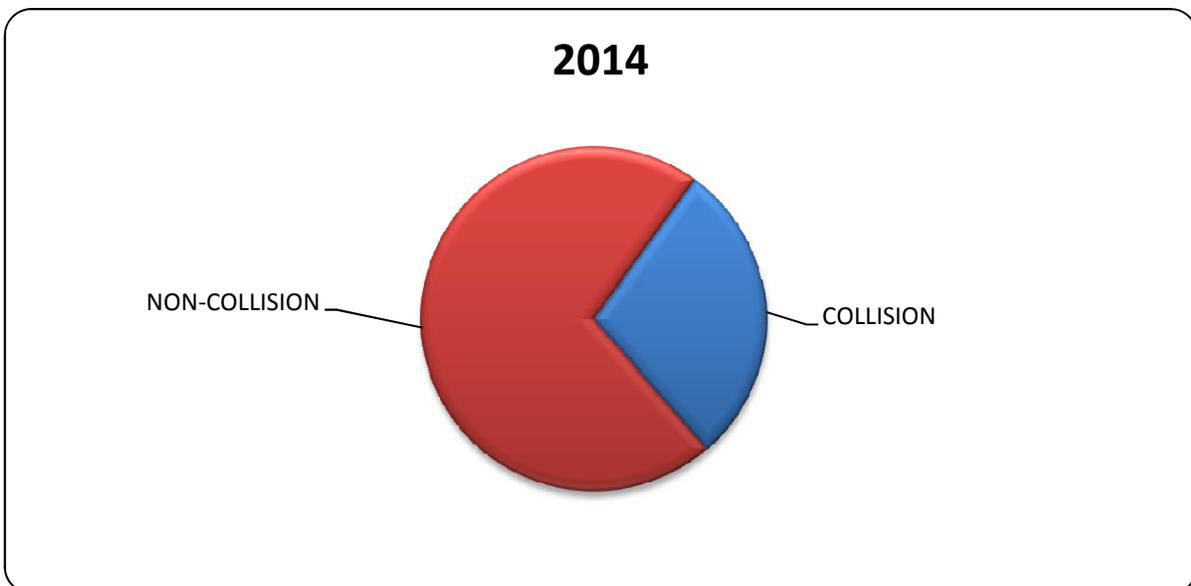
COLLISION DATA

COLLISION DATA	2013	2014	2015		2013	2014	2015
COLLISION	2	2	7		40%	29%	35%
NON-COLLISION	3	5	13		60%	71%	65%
TOTAL	5	7	20		100%	100%	100%

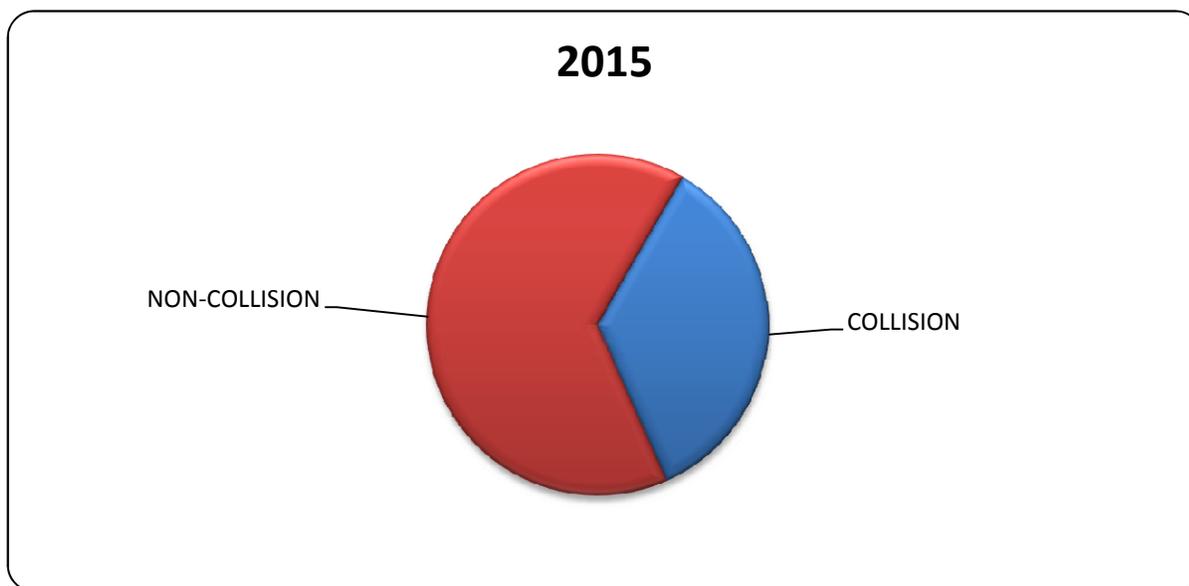
COLLISION DATA FOR 2013 BY PERCENTAGE



COLLISION DATA FOR 2014 BY PERCENTAGE



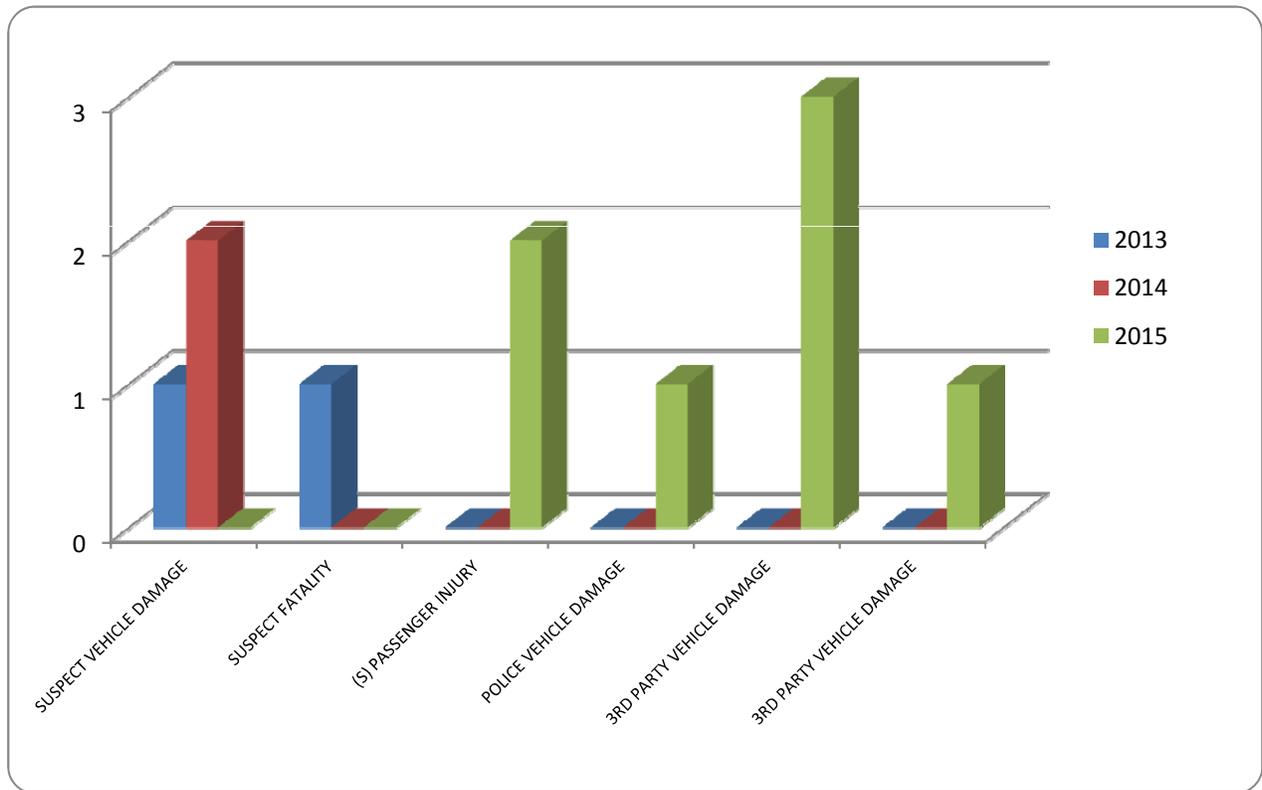
COLLISION DATA FOR 2015 BY PERCENTAGE



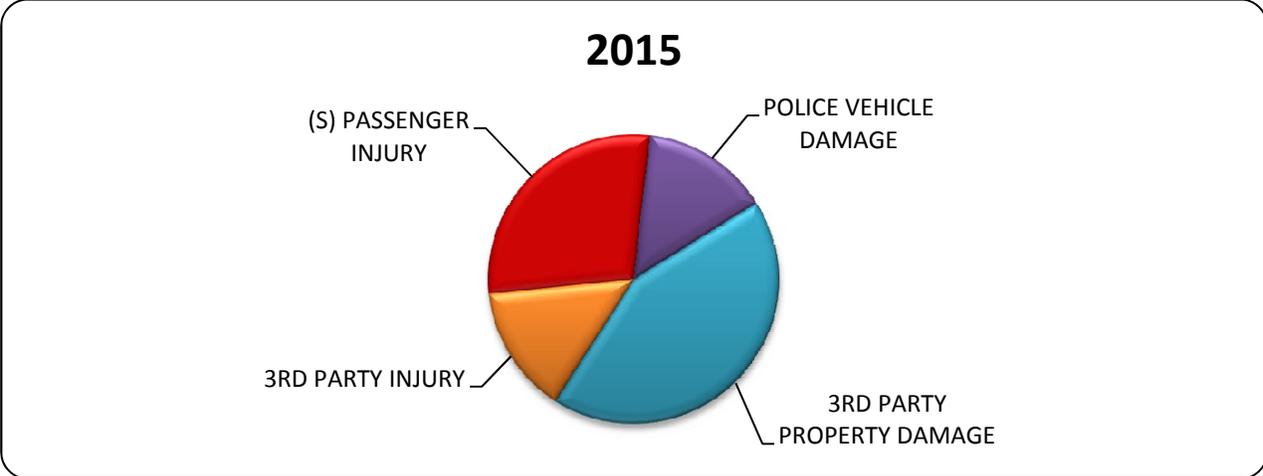
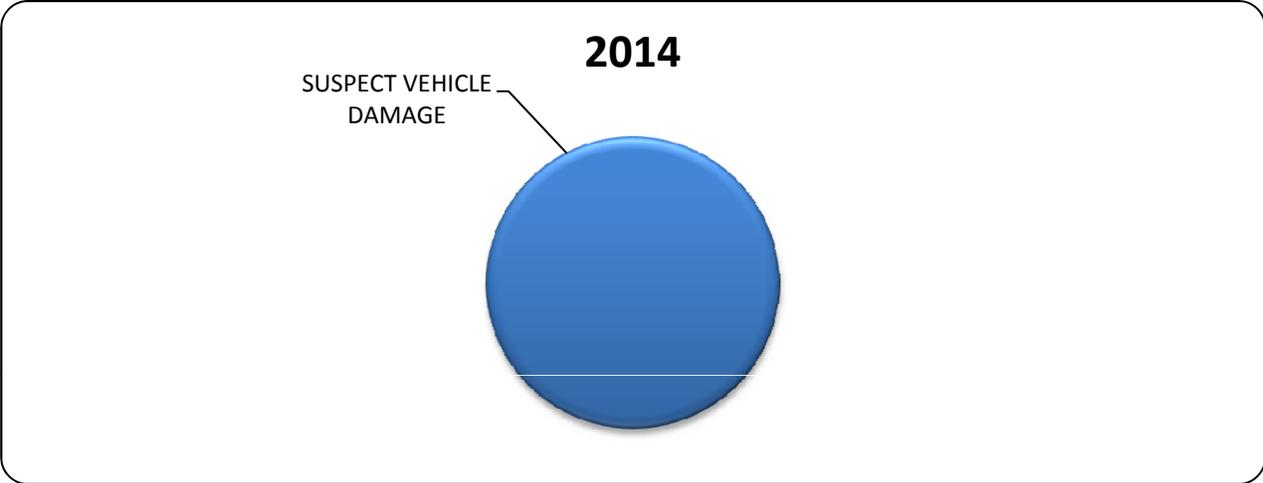
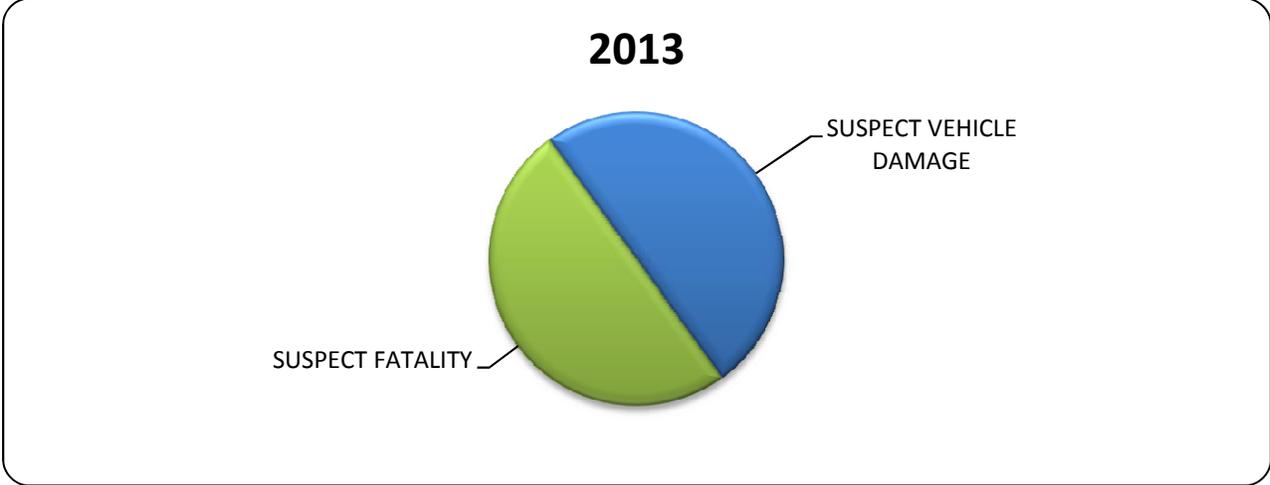
35% OF PURSUITS IN 2015 INVOLVED A COLLISION, IN COMPARISON TO 29% IN 2014 AND 40% IN 2013.

COLLISION RESULTS (MOST SERIOUS EVENT ONLY) FOR 2013 - 2015

Collision Results (Most Serious Event Only)	2013	2014	2015		2013	2014	2015
SUSPECT VEHICLE DAMAGE	1	2	0		50%	100%	0%
SUSPECT INJURY	0	0	0		0%	0%	0%
SUSPECT FATALITY	1	0	0		50%	0%	0%
(S) PASSENGER INJURY	0	0	2		0%	0%	29%
(S) PASSENGER FATALITY	0	0	0		0%	0%	0%
POLICE VEHICLE DAMAGE	0	0	1		0%	0%	14%
POLICE OFFICER INJURY	0	0	0		0%	0%	0%
POLICE OFFICER FATALITY	0	0	0		0%	0%	0%
POLICE PASSENGER INJURY	0	0	0		0%	0%	0%
POLICE PASSENGER FATALITY	0	0	0		0%	0%	0%
3RD PARTY VEHICLE DAMAGE	0	0	0		0%	0%	0%
3RD PARTY PROPERTY DAMAGE	0	0	3		0%	0%	43%
3RD PARTY INJURY	0	0	1		0%	0%	14%
3RD PARTY FATALITY	0	0	0		0%	0%	0%
OFFICER INITIATED CRASH	0	0	0		0%	0%	0%
TOTAL MOST SERIOUS EVENTS	2	2	7		100%	100%	100%



COLLISION RESULT (MOST SERIOUS EVENT ONLY) BY PERCENTAGE

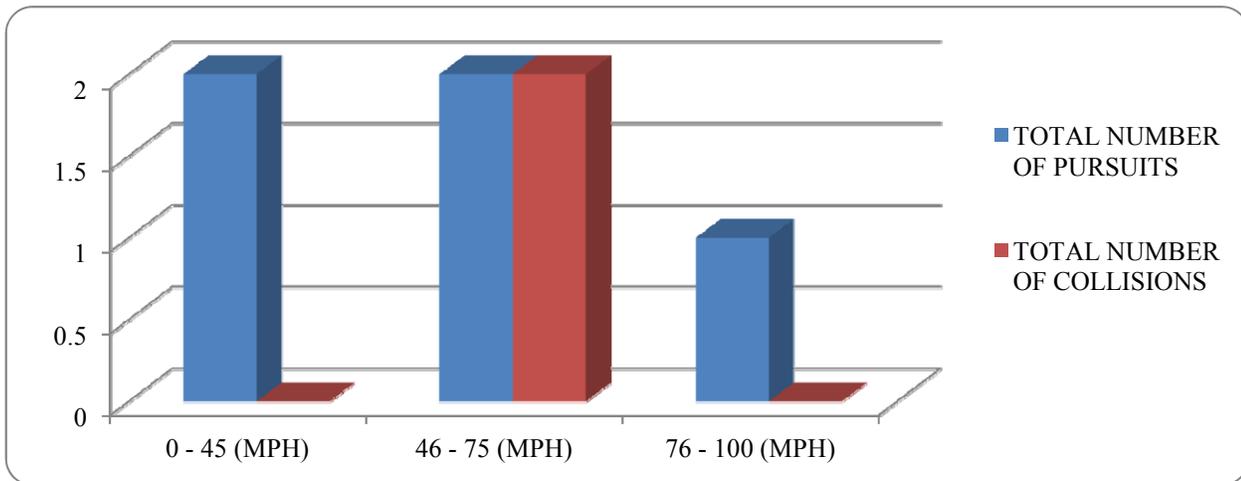


2013 COLLISION DATA FOR SPEED					
SPEED (MPH)	TOTAL NUMBER OF PURSUITS	% PURSUITS BASED ON SPEED	TOTAL NUMBER OF COLLISIONS	% PURSUITS RESULTING IN COLLISION BASED ON SPEED	TOTAL % OF PURSUITS RESULTING IN COLLISION BASED ON SPEED
0 - 45 (MPH)	2	40%	0	0%	0%
46 - 75 (MPH)	2	40%	2	100%	40%
76 - 100 (MPH)	1	20%	0	0%	0%
101 + (MPH)	0	0%	0	0%	0%
TOTAL	5	100%	2		40%

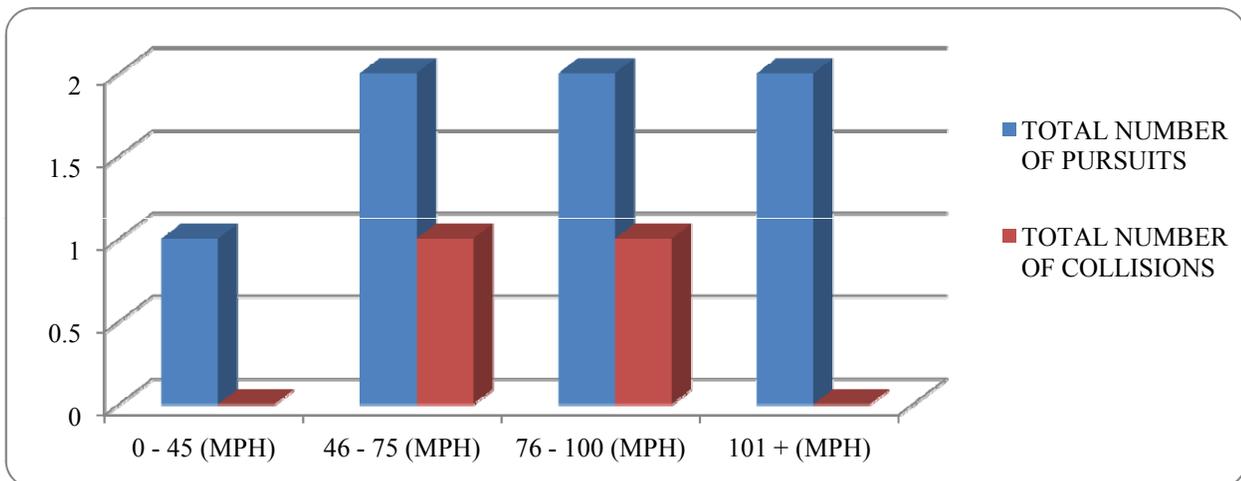
2014 COLLISION DATA FOR SPEED					
SPEED (MPH)	TOTAL NUMBER OF PURSUITS	% PURSUITS BASED ON SPEED	TOTAL NUMBER OF COLLISIONS	% PURSUITS RESULTING IN COLLISION BASED ON SPEED	TOTAL % OF PURSUITS RESULTING IN COLLISION BASED ON SPEED
0 - 45 (MPH)	1	13%	0	0%	0%
46 - 75 (MPH)	2	29%	1	50%	14%
76 - 100 (MPH)	2	29%	1	50%	14%
101 + (MPH)	2	29%	0	0%	0%
TOTAL	7	100%	2		28%

2015 COLLISION DATA FOR SPEED					
SPEED (MPH)	TOTAL NUMBER OF PURSUITS	% PURSUITS BASED ON SPEED	TOTAL NUMBER OF COLLISIONS	% PURSUITS RESULTING IN COLLISION BASED ON SPEED	TOTAL % OF PURSUITS RESULTING IN COLLISION BASED ON SPEED
0 - 45 (MPH)	2	10%	0	0%	0%
46 - 75 (MPH)	7	35%	3	43%	15%
76 - 100 (MPH)	8	40%	3	38%	15%
101 + (MPH)	3	15%	1	33%	5%
TOTAL	20	100%	7		35%

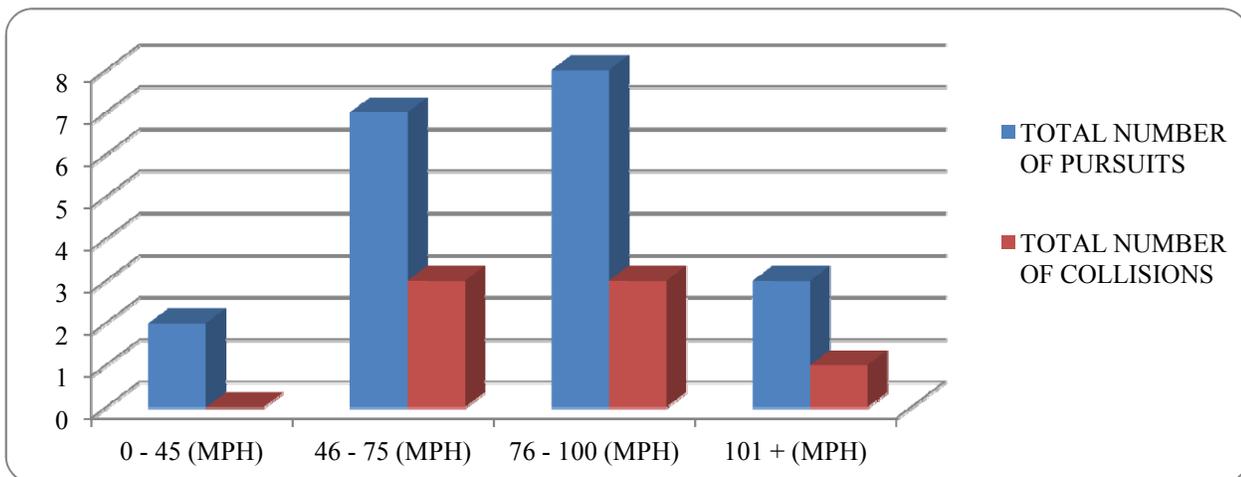
2013 SPEED VERSUS NUMBER OF PURSUITS AND COLLISION



2014 SPEED VERSUS NUMBER OF PURSUITS AND COLLISION



2015 SPEED VERSUS NUMBER OF PURSUITS AND COLLISION



2013 COLLISION DATA FOR DISTANCE

TOTAL DISTANCE	TOTAL NUMBER OF PURSUITS	% PURSUITS BASED ON DISTANCE	TOTAL NUMBER OF COLLISIONS	% OF PURSUITS RESULTING IN COLLISION BASED ON DISTANCE	TOTAL% PURSUITS RESULTING IN COLLISION BASED ON TOTAL DISTANCE
1 MILE OR LESS	2	40%	1	50%	20%
1.1 TO 5 MILES	1	20%	0	0%	0%
5.1 TO 15 MILES	2	40%	1	50%	20%
15.1 MILES +	0	0%	0	0%	0%
TOTAL	5	100%	2		40%

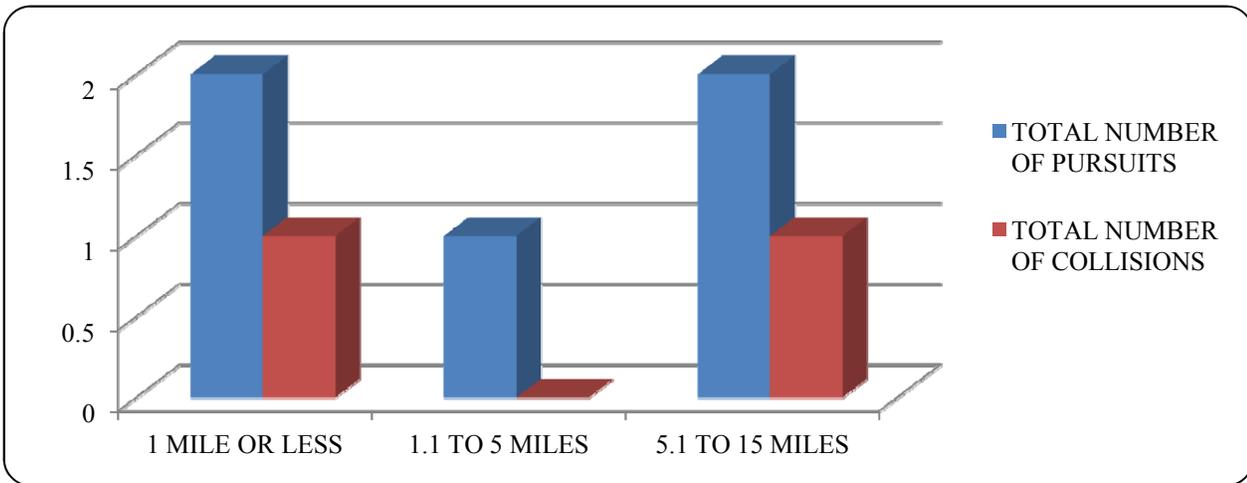
2014 COLLISION DATA FOR DISTANCE

TOTAL DISTANCE	TOTAL NUMBER OF PURSUITS	% PURSUITS BASED ON DISTANCE	TOTAL NUMBER OF COLLISIONS	% OF PURSUITS RESULTING IN COLLISION BASED ON DISTANCE	TOTAL% PURSUITS RESULTING IN COLLISION BASED ON TOTAL DISTANCE
1 MILE OR LESS	2	29%	1	50%	14%
1.1 TO 5 MILES	3	43%	1	33%	14%
5.1 TO 15 MILES	1	14%	0	0%	0%
15.1 MILES +	1	14%	0	0%	0%
TOTAL	7	100%	2		28%

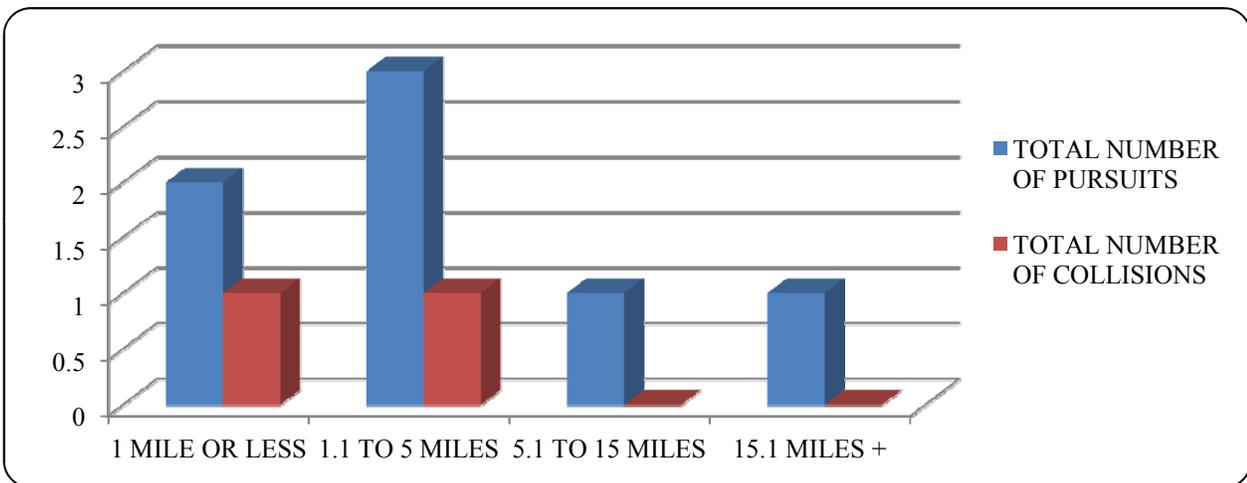
2015 COLLISION DATA FOR DISTANCE

TOTAL DISTANCE	TOTAL NUMBER OF PURSUITS	% PURSUITS BASED ON DISTANCE	TOTAL NUMBER OF COLLISIONS	% OF PURSUITS RESULTING IN COLLISION BASED ON DISTANCE	TOTAL% PURSUITS RESULTING IN COLLISION BASED ON TOTAL DISTANCE
1 MILE OR LESS	5	25%	1	20%	5%
1.1 TO 5 MILES	7	35%	3	43%	15%
5.1 TO 15 MILES	7	35%	2	29%	10%
15.1 MILES +	1	5%	0	0%	0%
TOTAL	20	100%	6		30%

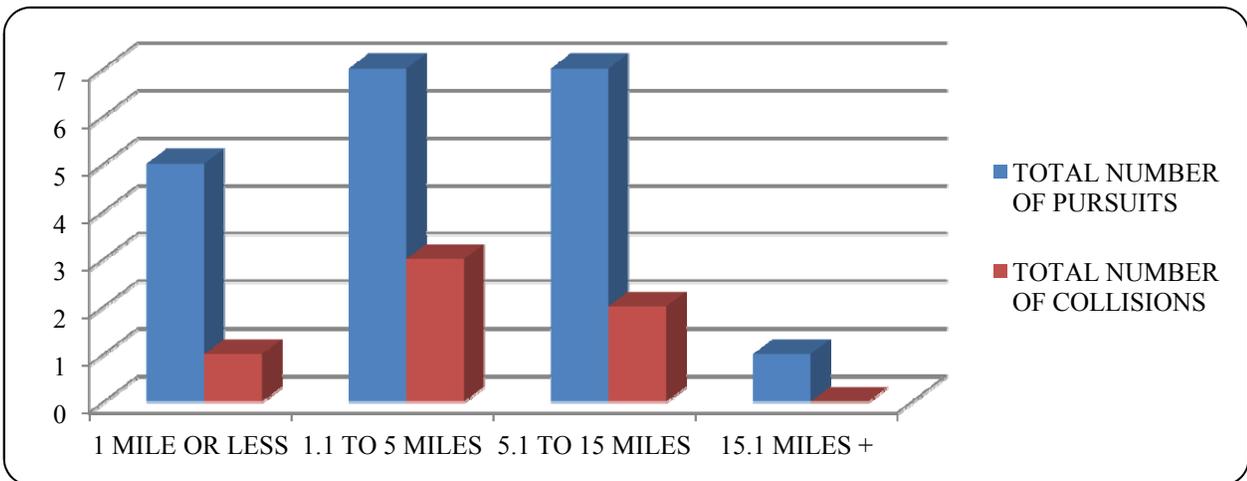
2013 DISTANCE VERSUS PURSUITS AND COLLISION



2014 DISTANCE VERSUS PURSUITS AND COLLISION



2015 DISTANCE VERSUS PURSUITS AND COLLISION



2013 COLLISION DATA FOR ROAD CONDITION

CONDITION	TOTAL NUMBER OF PURSUITS	% PURSUITS BASED ON ROAD CONDITION	TOTAL NUMBER OF COLLISIONS	% OF PURSUITS RESULTING IN COLLISION BASED ON ROAD CONDITION	TOTAL % PURSUITS RESULTING IN COLLISION BASED ON TOTAL ROAD CONDITION
DRY	3	60%	1	33%	20%
WET	1	20%	0	0%	0%
SNOW	1	20%	1	100%	20%
ICE	0	0%	0	0%	0%
FOG	0	0%	0	0%	0%
TOTAL	5	100%	2		40%

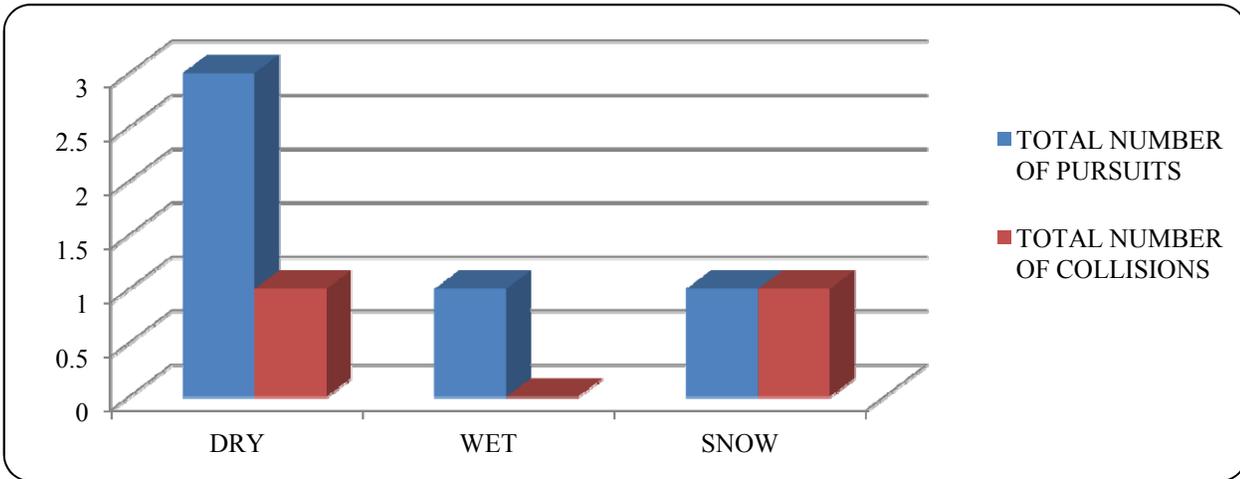
2014 COLLISION DATA FOR ROAD CONDITION

CONDITION	TOTAL NUMBER OF PURSUITS	% PURSUITS BASED ON ROAD CONDITION	TOTAL NUMBER OF COLLISIONS	% OF PURSUITS RESULTING IN COLLISION BASED ON ROAD CONDITION	TOTAL % PURSUITS RESULTING IN COLLISION BASED ON TOTAL ROAD CONDITION
DRY	3	43%	1	33%	14%
WET	3	43%	1	33%	14%
FOG	1	14%	0	0%	0%
TOTAL	7	100%	2		28%

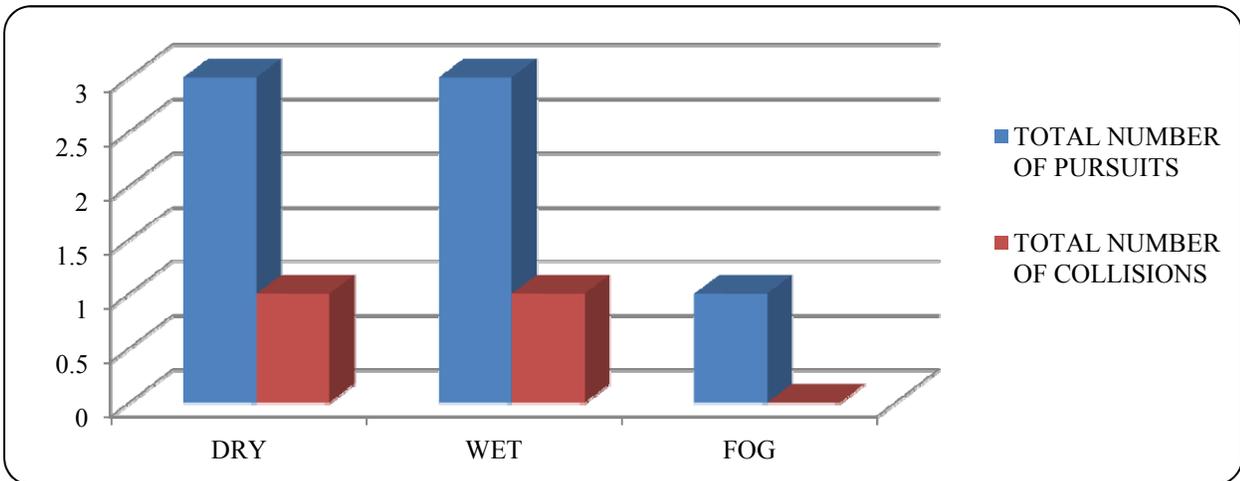
2015 COLLISION DATA FOR ROAD CONDITION

CONDITION	TOTAL NUMBER OF PURSUITS	% PURSUITS BASED ON ROAD CONDITION	TOTAL NUMBER OF COLLISIONS	% OF PURSUITS RESULTING IN COLLISION BASED ON ROAD CONDITION	TOTAL % PURSUITS RESULTING IN COLLISION BASED ON TOTAL ROAD CONDITION
DRY	12	60%	4	33%	20%
WET	8	40%	2	25%	10%
TOTAL	20	100%	6		30%

2013 ROAD CONDITIONS VERSUS PURSUITS AND COLLISION



2014 ROAD CONDITIONS VERSUS PURSUITS AND COLLISION



2015 ROAD CONDITIONS VERSUS PURSUITS AND COLLISION

