

**Police Department**  
**City of Keene, New Hampshire**

**Date:** January 24, 2017  
**To:** Brian Costa – Police Chief *CC #111*  
**Through:** Steven Stewart – Captain *SMS #106*  
**Through:** Steven Russo - Captain *SR-140*  
**From:** Steven Tenney Jr. - Lieutenant *ST #142*  
**Subject:** Annual Vehicle Operation Report, CY-2016

**SECTION I - PURSUITS:**

This section contains data compiled from Pursuit Reports (KPD Form 41-2) covering the time period as noted above, completed in accordance with Department Pursuit Policy 4104C, Section IX, Post Pursuit Actions.

**Number of Pursuits:**

Between the time periods of January 2016 through December 2016, Keene Police Officers were involved in two pursuits. Again this year, both pursuits were initiated by Keene Police Officers and were single officer pursuits. Also again this year there were no pursuits that originated in other jurisdictions that entered the city.

Suspect vehicles of both CY 2016 pursuits were reported as being passenger vehicles.

**Initial Contact:**

The reason/circumstances for each pursuit vary; therefore they will be broken down individually for better clarity on how/why they began.

**May 21st** – A two man, FTO car was traveling north on Main Street when a south bound vehicle passed them traveling at 41mph in a posted 30 mph zone. The officers turned their cruiser around and stopped behind the vehicle at a red light at the intersection of Main Street and Route 101. Once the light turned green, the officers attempted to initiate a motor vehicle stop on lower Main Street.

**November 25<sup>th</sup>** – An officer was sitting stationary in the Athens Pizza parking lot on Main Street when he observed a vehicle committing a Misuse of Power violation and speeding. The officer then fell in behind the vehicle as it traveled on Main Street and attempted to initiate a motor vehicle stop after it turned onto Water Street.

**Terminated:**

Both of CY2016's pursuits ended when the suspect vehicle stopped for the officers.

**May 21st** – A two man FTO car was patrolling on Main Street when they observed a vehicle committing a speeding violation. The officers turned the cruiser around and stopped behind the vehicle at a red light at the intersection of Main Street and Route 101. When the light turned green, the officers activated their emergency lighting and attempted to stop the vehicle as it cleared the intersection. The vehicle initially indicated that it was pulling over by activating it's blinker and pulling to the right. The vehicle then merged back into the roadway and increased it's speed. The officers now activated their siren in addition to the emergency lighting and the vehicle continued to attempt to elude them. They continued south on Lower Main Street, crossing into the town of Swanzey. The vehicle then turned onto Pasture Road and then onto Wilson Pond Road in Swanzey and pulled into a driveway where he then exited the vehicle and submitted to arrest without incident.

**November 25th** – A Keene Police officer was sitting in the Athens Pizza parking lot on Main Street when he observed a vehicle traveling south bound. The officer noted that the vehicle has been revving its engine excessively and traveling at a high rate of speed. The officer entered the roadway and began to try to follow the vehicle and catch up to it to initiate a motor vehicle stop. As the vehicle and officer turned onto Water Street, the officer noted that the vehicle again accelerated to a high rate of speed. At this time the officer activated his emergency lighting. The vehicle continued at a high rate of speed and increased its distance from the officer. The officer observed the vehicle turn onto Community Way. The officer lost sight of the vehicle briefly but ultimately located it again in parking lot off Community Way. The officer then pulled in behind the vehicle and the driver immediately took flight on foot.

The officer then engaged in a foot pursuit throughout the surrounding area. The driver was ultimately taken into custody by a responding perimeter unit.

**Apprehension:**

Both drivers of the reported incidents above were taken into custody at the conclusion of all reported incidents. Also, it was found that in addition to other multiple motor vehicle violations, that both drivers were impaired and charged with Driving While Intoxicated.

**Number of Officers:**

When we look at this piece of data, we're actually looking at two different items; number of officers actively involved in pursuing the offender, and the number of officers who assume tactical roles; such as the deployment of deflation devices. Our policy allows for two marked police units to be actively involved in the pursuit itself, but it allows any number of officers to assume peripheral roles in an attempt to help resolve it.

This year we find that both incidents were reported to be single officer events. However, the reports associated with these events show that support officers began to respond and in the case of the incident on November 25th, took a role in the perimeter when the suspect fled on foot and were successful in locating him. Annual review of our driving and pursuit policies remains effective in this area and officers are reacting and attempting to respond accordingly and effectively.

Furthermore, due to the short duration of each incident, the use of the Stinger Spike mat system was not deployed in any of this year's pursuits.

**Distance:**

The distances traveled during the two pursuits are approximate figures, and noted in miles as follows:

1.6 miles  
0.4 miles

The average distance traveled was 1.0 miles. This is a decrease from CY 2015 pursuits, which was 1.97 miles. In looking at this decrease and in previous years in which there were higher averages in distances traveled, it can be suggested that the decrease was due in part to the incidents occurring on city streets as opposed to the highways that travel through our city. Our other data from previous years also shows that the distance traveled during pursuits lessens when the drivers are found to be impaired.

**Speed:**

Speeds being traveled during a pursuit are critical to their management and potential outcome.

In regards to safety and a deciding factor to terminate (or not), it would appear that speed was not a factor in any of the reported incidents this year.

**Weather/Pavement/Traffic:**

In reviewing each incident reported in CY2016, it would appear that weather/pavement/traffic was not a factor in the eventual outcome in any of the incidents.

**Other Data:**

There remains no pattern as to where and when pursuits occur within our City; CY 2016 saw only two incidents occur. Based on the low frequency of the pursuits and the varying times, and the unknown actions of individuals, it is not possible to predict or prevent a pursuit from occurring.

**Policy Compliance:**

All reported incidents in 2016 were within compliance of our General Order (GO 4104) Pursuits.

**Decision Making:**

It would appear that Officers are making good decisions relative to pursuits. Taking into consideration the environmental and traffic conditions, officers are continually evaluating the nature of the pursuits and making reasonable decisions concerning termination or continuation.

**Pursuit Reporting:**

It is currently the policy of the Keene Police Department that all pursuits shall be reported in an Offense or Arrest report and that no matter how long the pursuit was or how it was terminated, that a Pursuit Report (KPD form 41-2) be completed prior to the end of the officer's shift. These two methods have proven to be very effective in the collection of data and timeliness of the reporting.

**Conclusions:**

Officers appear to be responding appropriately when faced with pursuit situations and, by all accounts, are taking appropriate action as the circumstances may dictate. It can be reasonably concluded, that the established annual review of our pursuit policy is a reason why. The fact that the pursuit policy itself is drafted to a standard of reasonableness also plays a role.

In reviewing this year's reports and previous year's reports, it shows that officers, in general, are making sound decisions in regards to pursuits. It further shows that backup officers are deploying appropriately to assist in ensuring a successful resolution to a pursuit.

*(Addendum A)*

## PURSUIT REPORT

Date:

Time Pursuit Reported:

Day of Week:

Location Where Pursuit Began:

Location Where Pursuit Ended:

Approximate distance traveled:

Initial Basis of Pursuit:

This report submitted by:

Road Conditions:

Pavement: ( ) Dry ( ) Wet ( ) Ice ( ) Snow

Traffic: ( ) Light ( ) Medium ( ) Heavy

Weather: ( ) Rain ( ) Snow ( ) Ice ( ) Fog ( ) Clear ( ) Cloudy

Call Number:

Offense Number, and/or:

Arrest Number, and/or:

Accident Number (if any):

Officer Initiating Pursuit:

On-Duty Supervisor:

Other Officers Involved in Pursuit:

Pursuit was terminated (check the most appropriate response)

- ( ) At the discretion of the pursuing officer.
- ( ) At the discretion of the supervisor.
- ( ) When suspect vehicle stopped.
- ( ) When pursuing officer lost sight of suspect vehicle.
- ( ) Pursuit began and continued into another jurisdiction.
- ( ) When suspect vehicle crashed.
- ( ) When suspect vehicle ran over tire deflation device.
- ( ) Other (explain)

Suspect Data (check the most appropriate response):

- ( ) Suspect/Operator known to police when pursuit began.
- ( ) Suspect/Operator unidentified.
- ( ) Suspect developed not proven.
- ( ) Investigation pending.
- ( ) Suspect/Operator arrested at conclusion of pursuit.

If suspect was arrested list offenses charged.

9/9/16 – An officer was attempting to turn the cruiser around to initiate a motor vehicle stop on Court Street. In doing so, they scraped a telephone pole with the corner of the front bumper causing minor scuffing in the paint. There was no damage to the pole.

9/16/16 – An officer was driving through the parking lot of the Friendly’s parking lot when they came too close to the granite curbing and drove over it. This caused damage to the tire.

10/28/16 – An officer was performing their pre-shift cruiser check when they observed some minor scuffing on the front bumper of the cruiser. The circumstances of this damage are still unknown.

11/4/16 – An officer was traveling north on Main Street with emergency lights activated when they encountered a line of vehicles stopped in the right hand lane. The officer was traveling in the left hand lane and as they began to pass the group of stopped cars, the last one merged into the left lane without yielding. The cruiser sustained minor damage to the front corner of the bumper.

**Weather:**

It would appear that inclement weather did not have a factor in any of this year’s reported incidents.

**Policy Compliance**

There have been no gross deviations from the General Order governing Operation of Police Vehicles (GO4103A). It is the policy of this Department to issue Letters of Guidance to Officers/Employees when they become involved in a preventable motor vehicle accident. This practice serves to reinforce accountability. By the same token, one must take a step back and balance the fact that Officers routinely spend much greater amount of time on the road and thus the odds of becoming involved in a collision, however minor in nature, increase greatly. To bring this more into perspective, I offer the following CY 2016 mileage figures for the Department’s fleet, as provided by the City’s fleet services division:

Total miles driven by all police department vehicles -	334,285 miles
Total miles driven by marked police cruisers only -	273,550 miles

This year showed that all but one of the collisions reported were minor in nature, with most at slow or idle speeds. This is important to note due to the fact that vehicles did not require to be taken out of service until repairs could be made.

**SECTION III – CITIZEN COMPLAINTS**

This section contains data compiled from citizen complaints pertaining to police vehicle operation, as articulated to the Department by telephone, correspondence, or third party.

**Number and Nature of Complaints:**

This year, the department fielded three complaints of cruisers operation during regular patrol duties. One complaint alleged an officer was using his cell phone while driving, the second complaint was in regards to a cruiser speeding out of town and the third complaint alleged rapid acceleration and following too closely.

**Methods of Reporting:**

All three complaints were taken via phone by the on duty shift supervisor.

**Location/Date/Time of Complaints:**

Complaint #1 occurred on February 4<sup>th</sup> at approximately 2320hrs. It was reported that a Keene Police Officer was speeding while traveling out of town on Route 101 near the Marlboro/Dublin town line.

Complaint #2 occurred on March 20th at approximately 0230hrs. It was reported that an officer was using his cell phone while driving on Main Street and Cypress Street.

Complaint #3 occurred on August 22<sup>nd</sup> at approximately 2000hrs. The driver of a motor vehicle stopped subsequently called the supervisor to report that the officer who had stopped him was traveling too fast and tailgating while initiating the stop.

**Complaint Disposition:**

Complaint #1 was closed as "Not Sustained".

Complaint #2 was closed as "Exonerated".

Complaint #3 was closed as "Unfounded".

**Recommendations:**

- Continue to post this annual document to the Department's global information-sharing files for all officers to review and to the Department's web page for viewing by all citizenry.
- Periodic reminders, via roll call sessions, about the importance of driving safely and avoiding distractions. These reminders should include the importance of non-stress driving as well as emergency driving.
- Expanded in house driving training utilizing our department's driving instructors. Last year the department conducted department wide training in regards to the new powertrain platform. It is recommended that the department continues and adopt driver training as part of its annual training calendar and incorporate more routine courses in additional to emergency driving courses. It has been common that most of our accidents occur while turning around to respond to calls or stop MV violators
- Continue to review available options in regards to pursuit termination tools and stay on top of the leading technology as it becomes available.