

2016 NEW JERSEY STATE POLICE
PURSUIT ANALYSIS REPORT
REFERENCE CALEA STANDARD 41.2.2(J) & 41.2.2(K)
Compiled by the NJSP Traffic & Public Safety Office

INDEX

- I. INTRODUCTION**
- II. PURPOSE**
- III. OBJECTIVE**
- IV. STATISTICAL BREAKDOWN**
- V. DISCIPLINARY ACTION**
- VI. TRAINING**
- VII. BEST PRACTICES**
- VIII. RECOMMENDATIONS**

ANNEX A PURSUIT INCIDENT REPORT

Completed by all involved members immediately following incident.

ANNEX B PURSUIT SUMMARY

Annual submittal. Completed by each respective Troop Traffic Office or Section.

2016 NEW JERSEY STATE POLICE

PURSUIT ANALYSIS REPORT

I. INTRODUCTION - S. O. P. F-15, VEHICULAR PURSUIT POLICY:

Deciding whether to pursue a motor vehicle is among the most critical decisions made by members. It is a decision which must be made quickly and under difficult, often unpredictable circumstances. In recognition of the potential risk to public safety created by vehicular pursuits, no member or supervisor shall be criticized or disciplined for a decision **not** to engage in a vehicular pursuit or to **terminate** an ongoing vehicular pursuit based on the risk involved, even in circumstances where this policy would permit the commencement or continuation of the pursuit. Likewise, members who conduct pursuits consistent with this policy will be strongly supported by the Division of State Police in any subsequent review of such actions.

The primary purpose of this policy is to secure a balance between the protection of the lives and safety of the public, members and other police officers, and law enforcement's duty to enforce the law and apprehend violators. Since there are numerous situations which arise in law enforcement that are unique, it is impossible for this policy to anticipate all possible circumstances. Therefore, this policy is intended to guide a member's discretion in matters of vehicular pursuit.

National police pursuit records provide interesting statistics. First, the majority of police pursuits involve a stop for a traffic violation. Second, statistically, one person dies every day as a result of a police pursuit.

II. PURPOSE:

This 2016 Pursuit Analysis Report is in addition to pursuit statistical reports which are generated annually in accordance with the Attorney General's guidelines concerning the "New Jersey Police Vehicular Pursuit Policy" and is mandated through CALEA standard 41.2.2(J) & 41.2.2(K). The following information involved State Police personnel and occurred between January 1, 2016 and December 31, 2016.

III. OBJECTIVE:

To compile and analyze all statistical data as they relate to all New Jersey State Police involvement in motor vehicle pursuits in identifying **TRENDS, TRAINING ISSUES, DISCIPLINARY ACTION** and creating **BEST PRACTICES** in addressing these topics.

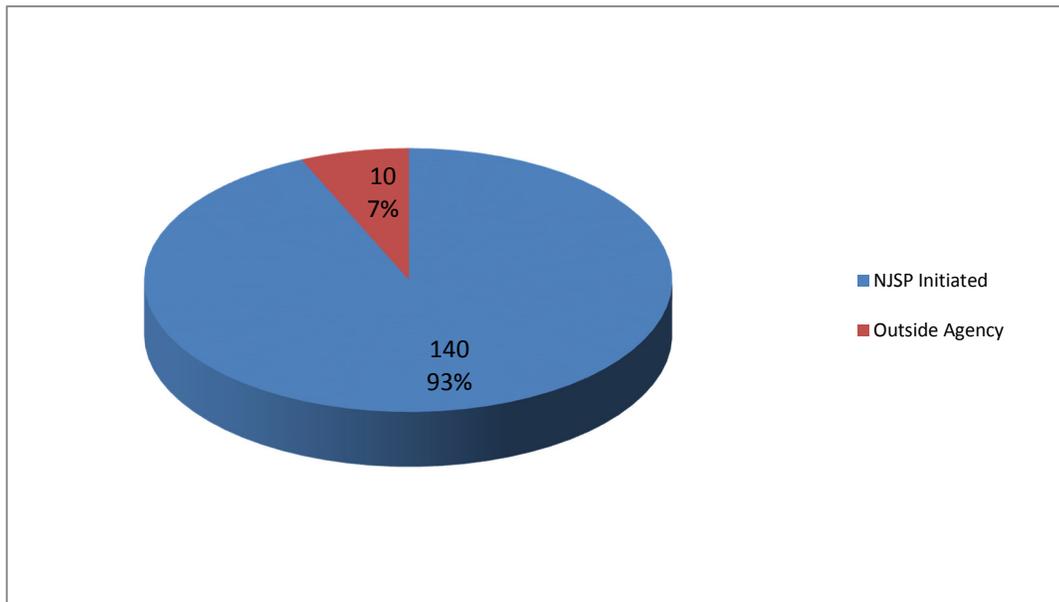
IV. **STATISTICAL BREAKDOWN:** The following statistical information is provided based upon the New Jersey Attorney General "Pursuit Policy" guidelines.

A. SUMMARY OF PURSUIT DATA

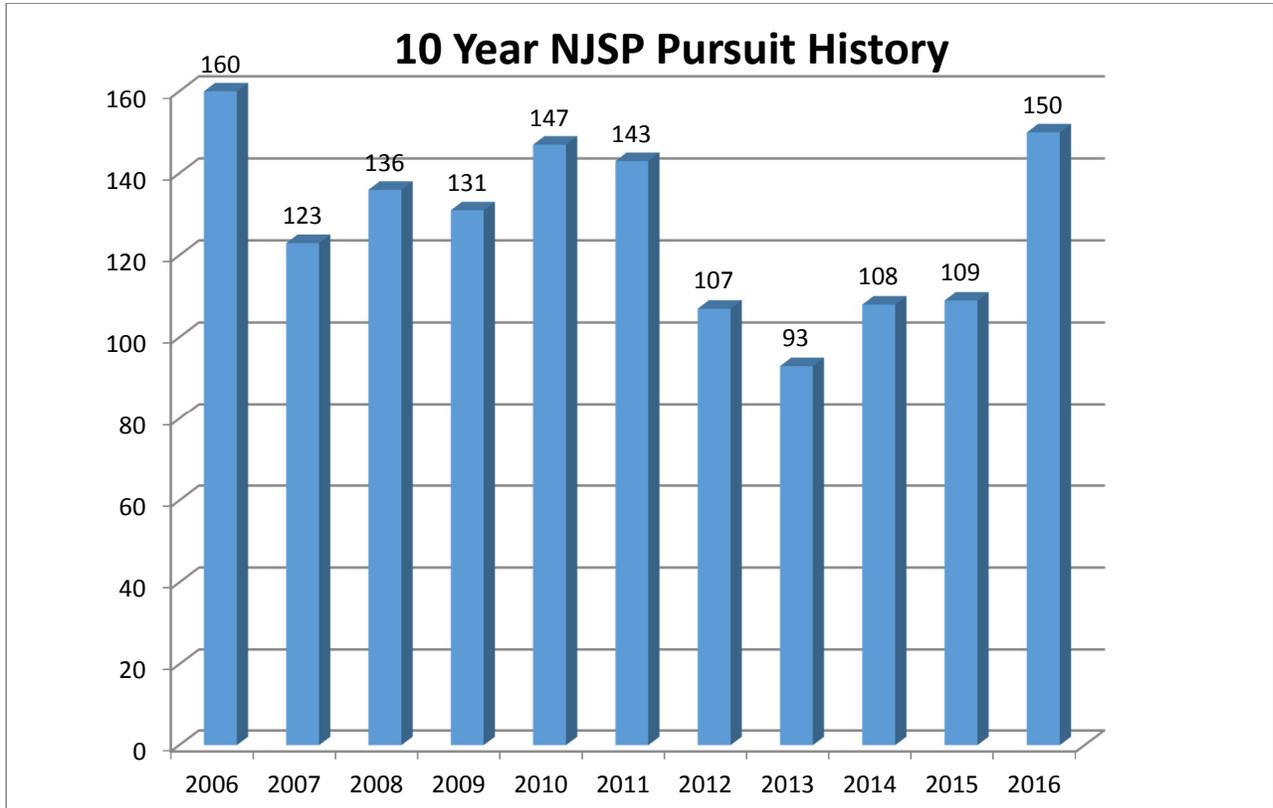
Total number of PURSUIT S	150
Number of Pursuits resulting in CRASHES	34
Number of Pursuits resulting in INJURIES	7
Number of Pursuits resulting in DEATHS	0
Number of Pursuits resulting in ARREST	65
Number of people ARRESTED (including passengers in pursued vehicles)	79
Number of Pursuits assisting OTHER AGENCIES	10
Number of Pursuits INITIATED by NJSP members	140

Trend: The 150 total pursuits in calendar year 2016 represented a 37.61% increase from 2015 when there were 109 total pursuits. The number of pursuits resulting in crashes increased 48% from 23 to 34 crashes. The number of pursuits resulting in injuries decreased from 10 in 2015 to 7 in 2016. In 2016 there were 0 fatalities resulting from NJSP pursuits. The number of persons arrested in pursuits increased from 78 in 2015 to 79 in 2016.

2016 Pursuits Initiated



The following chart illustrates the total number of State Police pursuits for the previous ten calendar years.



B. INVOLVED TROOP CAR MODEL YEAR

Up to 2009	2010	2011	2012	2013	2014	2015	2016
38	7	57	38	16	51	13	4

Trend: 80% of all NJSP vehicles involved in pursuits in 2016 were model year 2011 or newer.

C. NUMBER AND TYPE OF VEHICLES INVOLVED IN CRASHES

Type	Total
Police	8
Violator	30
Other	13

D. INDIVIDUALS INJURED OR KILLED

Type	Injured	Killed
Police	0	0
Violator	7	0
Pedestrian	0	0
Other	2	0
Total 2016	9	0
Previous Years		
Total 2015	14	2
Total 2014	15	0
Total 2013	8	0
Total 2012	9	1

Trend: In calendar year 2016 there were 9 total individuals injured as a result of pursuits. There were 0 pursuit fatalities in 2016.

E. WEATHER CONDITIONS OF PURSUITS

Clear	Rain	Snow	Other
142	8	0	0

Trend: 95% of all 2016 pursuits were conducted in “clear” weather conditions.

F. ROAD SURFACE CONDITIONS

Dry	Wet
138	12

Trend: 92% of 2016 pursuits were conducted when roadway surface condition was “dry.”

G. TRAFFIC CONGESTION DURING PURSUIT

Light	Medium	Heavy
119	27	4

Trend: Traffic conditions were reported as “light” in 79% of all 2016 pursuits.

H. GEOGRAPHICAL AREA

Residential	74	Parkway	24
Business	31	Rural	30
Interstate	51	Expressway	6
Highway	34	School	2
Turnpike	16	Other	2

Trend: Combined, highways, interstates, and toll roads constituted the majority of roadways used in pursuits.

I. REASON FOR INITIATING STOP

Criminal	7	Assist Other Agency	11
Traffic	121	DWI	0
Warrant	0	Stolen Car	7
Suspected Criminal	4	Other	0

Trend: 81% of the pursuits initiated, resulted from Troopers making “traffic” related stops.

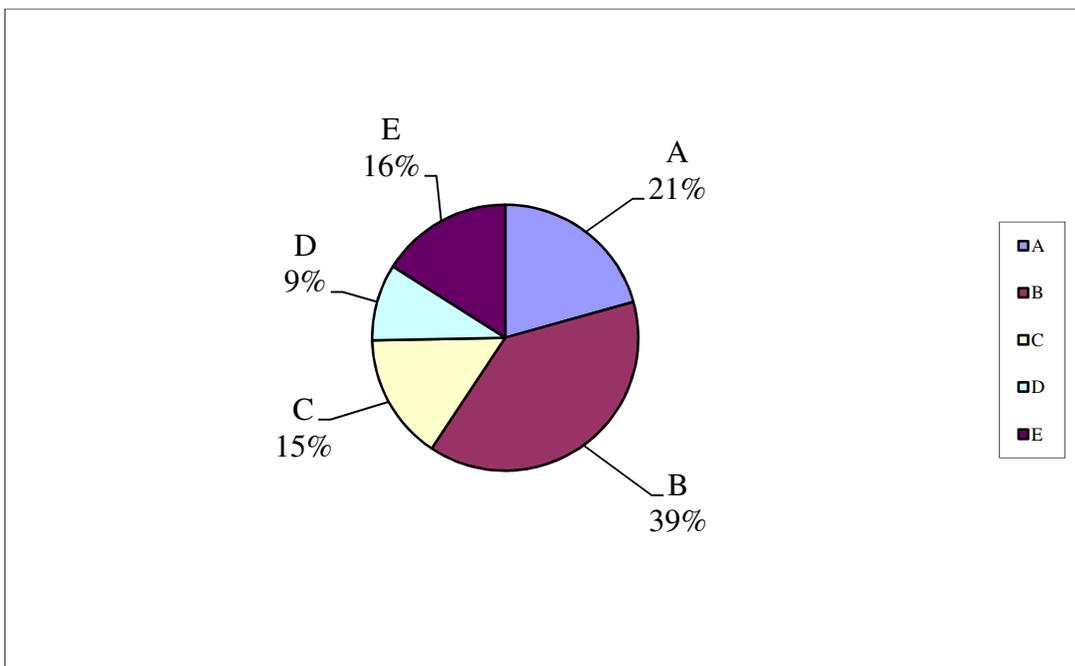
J. REASON PURSUIT TERMINATED

Pursued voluntarily stopped/surrendered	27
Pursued voluntarily stopped/attempted flight on foot	12
Pursued forced to stop/vehicle disabled	10
Pursued stopped in crash	23
Pursued escaped in vehicle	4
Officer Decision	24
Supervisor Decision	50
Officer vehicle in crash	0
Other	0

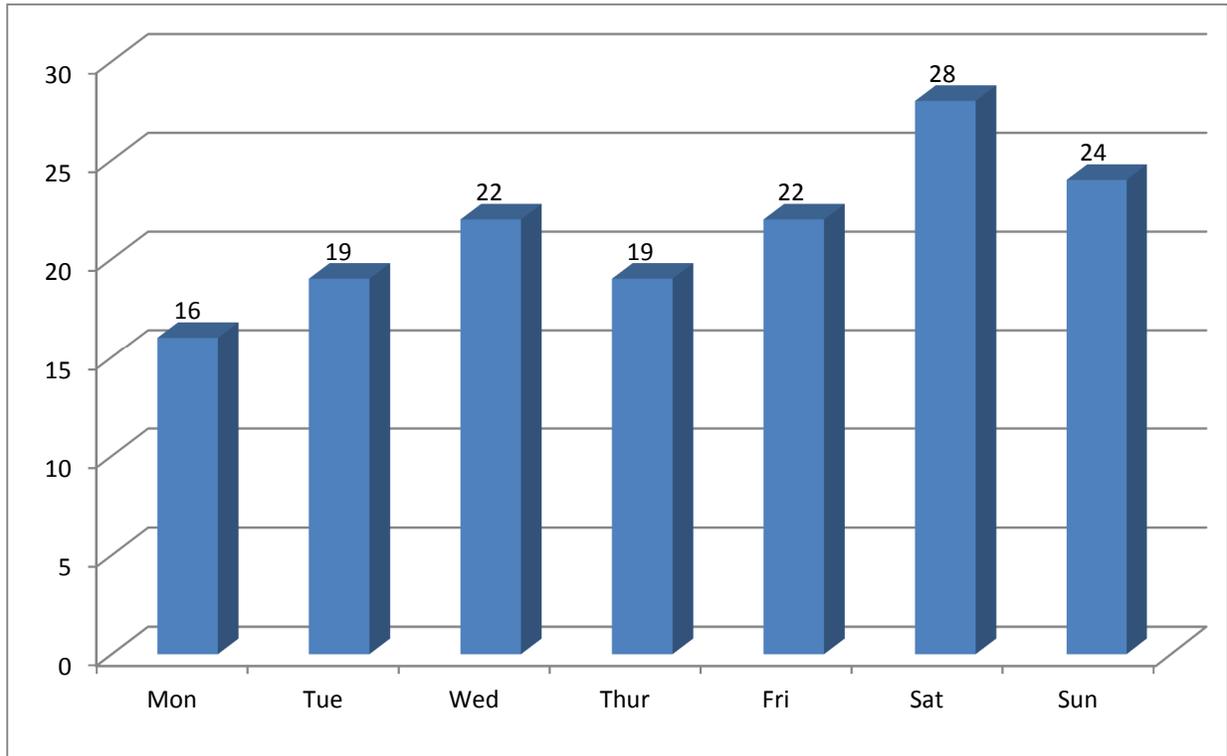
Trend: Analysis of “Reason Pursuit Terminated” reveals that “Supervisor Decision” and “Officer Decision” comprised 49% of all pursuit terminations. This percentage indicates restraint on behalf of both Supervisors and Troopers who are terminating almost one third of all pursuits based on their own judgment of the situation and related factors.

K. PURSUITS BY TROOP

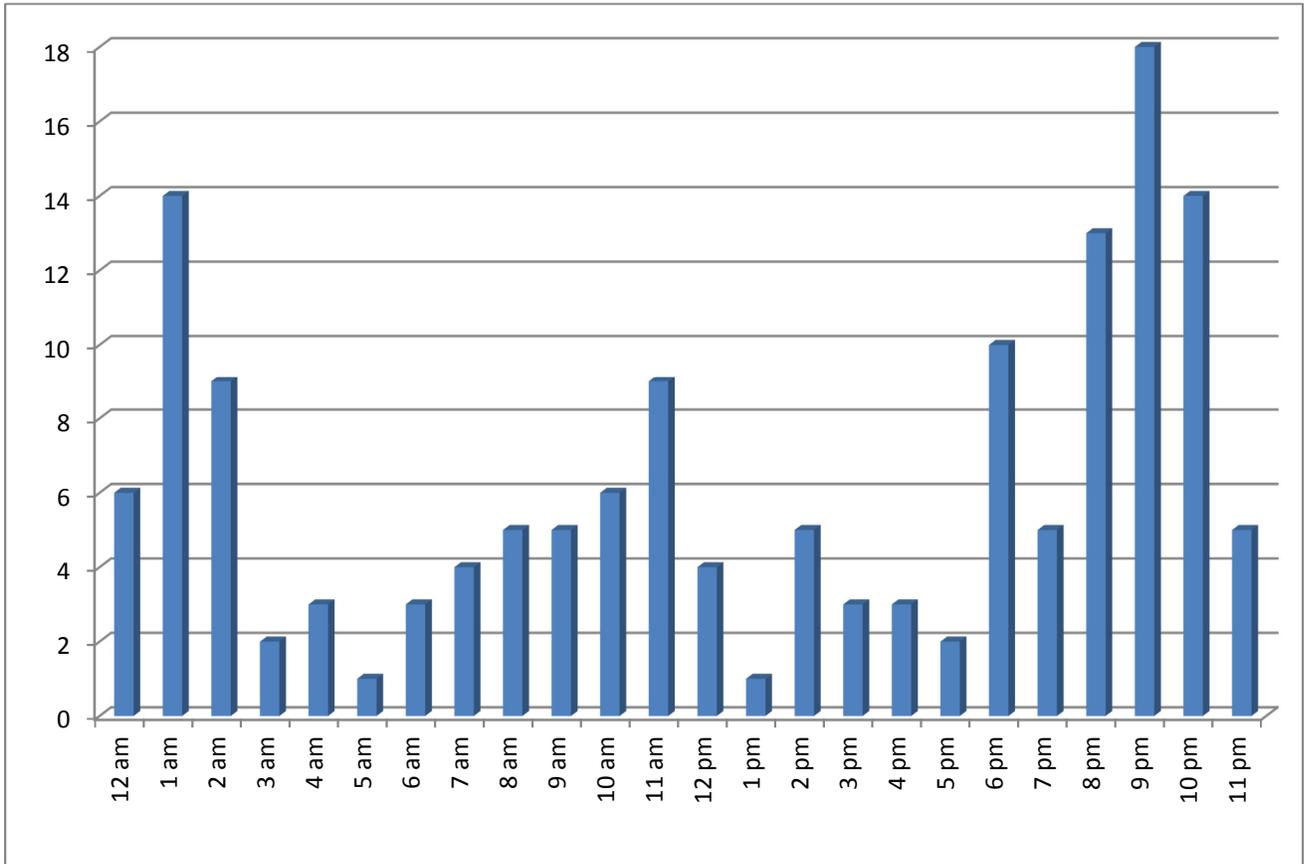
Year	Troop A HQ	Troop B	Troop C	Troop D	Troop E
2016	31 (21%)	58 (39%)	23 (15%)	14 (9%)	24 (16%)
2015	27 (25%)	35 (32%)	19 (17%)	15 (14%)	13 (12%)
2014	26 (24%)	38 (35%)	18 (17%)	12 (11%)	14 (13%)
2013	17 (18%)	34 (37%)	17 (18%)	11 (12%)	14 (15%)



L. 2016 PURSUITS BY DAY OF WEEK



M. 2016 PURSUITS BY TIME OF DAY



N. PURSUITS BY SUSPECT VEHICLE SPEED

Below 40 MPH	41-50 MPH	51-60 MPH	61-70 MPH	71-80 MPH	81-90 MPH	91-100 MPH	100+ MPH
11	20	11	12	16	22	17	41

Trend: 41 Pursuits involving suspect vehicles where known speeds exceeded 100 mph led this category again, comprising 27% of suspect vehicle speeds attained.

O. PURSUITS BY ALL INVOLVED TROOPERS VEHICLE SPEED

Below 30 MPH	31-40 MPH	41-50 MPH	51-60 MPH	61-70 MPH	71-80 MPH	81-90 MPH	91-100 MPH	100+ MPH
3	28	45	29	26	43	31	47	62

Trend: In 2016, 19% of involved Trooper vehicles exceeded 100 mph during a pursuit.

P. MECHANINCAL DEVICES DEPLOYED

None	Stop Stick	Other
148	2	00

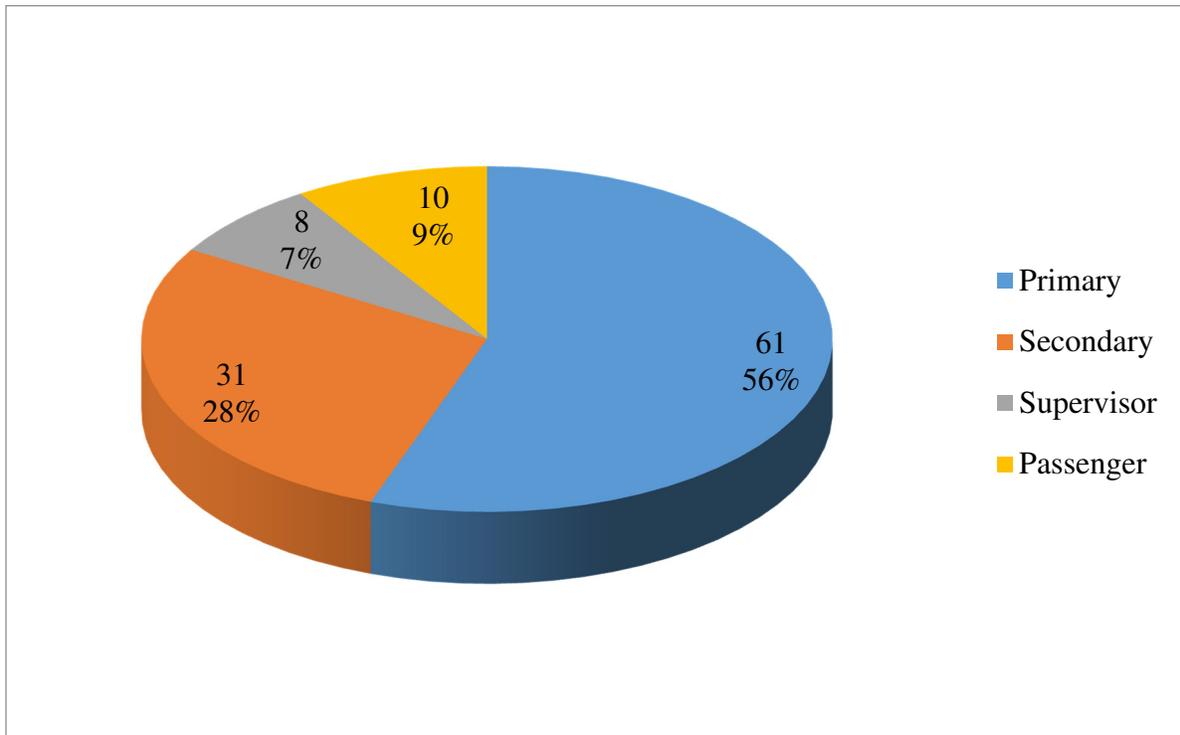
V. DISCIPLINARY ACTION:

Year	# Involved Troopers	Verbal Counseling	Counseling Perf. Notice	Training	Internal Investigation	No Violation & Percentage
2016	472	95	10	4	1	359 (76%)
2015	323	68	0	0	0	251 (78%)
2014	343	37	18	1	1	286 (83%)
2013	302	34	4	0	0	264 (87%)
2012	418	44	8	1	0	365 (87%)
2011	464	54	6	2	0	402 (87%)
2010	420	68	8	2	0	342 (81%)
2009	300	47	7	4	0	242 (80%)

There were a total of 472 Troopers involved in all of the 150 pursuits documented in 2016. This number includes all Primary and Secondary Troopers, Supervisors, and Passengers involved. The percentage of those committing no violations of the pursuit policy, S.O.P. F-15 for 2016 was 76%.

Statistical comparison of the discipline for the 110 involved members who were determined to have violated S.O.P. F-15 reveals that 83% of those violating pursuit policy were either Primary or Secondary pursuers, followed by Supervisors who comprised 7% of violations.

2016 SOP F-15 Violation Comparison



When discipline is warranted, it is determined during the review process and may be administered at the initial review level at the recommendation of the respective Station Commander. At the next review level, the Troop Commander may concur or amend earlier findings. When the case is heard before the Motor Vehicle Accident and Vehicular Pursuit Review Board, disciplinary actions may be agreed upon, changed or reversed. Progressive discipline is given based on a tier system and will be administered in the following ascending order:

1. **Verbal Counseling** - A verbal review of the pursuit and pursuit policy by a supervisor with the involved trooper to address violations committed during the commencement and end of the pursuit where violations were minor in nature. This intervention is accomplished after the first violation of a non - egregious manner.

2. **Counseling / Performance Notice** - A written intervention documented into MAPPs after a trooper's second pursuit infraction of a non-egregious manner. A further review of the pursuit in question and Division pursuit policy.

3. **Remedial Training** - The purpose of the Remedial Training Program is to provide personnel with the opportunity to develop the skills, knowledge and abilities necessary to successfully meet the Division's primary mission as a service oriented law enforcement agency. It is the supervisor's responsibility to monitor all aspects of the subordinate's work performance and recognize when to provide appropriate training at the proper time to ensure that the subordinate is able to perform tasks in a satisfactory manner. Remedial Training is the third tier of discipline and is the next step after a Counseling / Performance Notice intervention. This tier of discipline is administered after a trooper's third pursuit infraction of a non-egregious manner but may be administered at any time there is a violation of the Division's Pursuit Policy as deemed necessary by the Motor Vehicle Accident and Vehicular Pursuit Review Board.

4. **Internal Investigation** - The final tier of discipline administered after a trooper's fourth pursuit infraction of a non-egregious manner but may be initiated at any time a pursuit results in a violation of an egregious magnitude. The initial investigation will be conducted by the Traffic & Public Safety Office.

An egregious violation is defined as follows: a vehicular pursuit violation committed by an enlisted member of such a glaring, grossly negative, and flagrant manner as to purposely ignore mandated pursuit policies where there existed endangerment to themselves or that of the public and which has been determined to require immediate intervention.

If the respective Troop Commander determines the violation as egregious, the Traffic & Public Safety Office will be notified and if deemed necessary, will respond on behalf of the Board to the appropriate Troop. If both parties jointly agree that an internal investigation be immediately initiated for violations of F-15, the Traffic & Public Office will initiate the complaint.

VI. TRAINING ISSUES:

During Academy training, which takes place at the National Guard Training facility in Sea Girt; recruits are schooled in lessons of practical pursuit driving and tested in their knowledge of the Attorney General Pursuit Policy guidelines. The recruit will be able to:

1. Recite the definitions listed in S.O.P. F-15.
2. Recite the primary purpose of the Vehicular Pursuit Policy.
3. Explain when a member has the authority to stop a motor vehicle according to Title 39 Chapter 5 and S.O.P. F-15
4. Explain the conditions that must exist in order for a pursuit to continue.
5. Explain the factors that may make a Trooper terminate a pursuit.
6. Explain when a Trooper must terminate a pursuit.
7. Explain what equipment must be activated in the vehicle when involved in a pursuit.
8. Explain the information must be relayed to the dispatcher when involved in a pursuit.
9. Recite the vehicular pursuit restrictions.
10. Explain what a roadblock is and the restriction of its use.
11. Explain if or when a Trooper may fire a weapon from or at a moving vehicle.

12. Explain that notification to another jurisdiction that a pursuit is about to enter their patrol area is not an invitation to join the pursuit.

13. Explain the pursuit incident reporting requirements.

When a member attends remedial training to address pursuit policy shortcomings, training aids include Power Point presentations and video tapes from State Police pursuits the member was involved in and cited for violations. The training consists of a 4 hour block of instruction in order to accomplish the following objectives:

1. Understand the definitions listed in S.O.P. F-15.
2. Understand the primary purpose of the Vehicular Pursuit Policy.
3. Understand when a member has the authority to stop a motor vehicle according to Title 39 Chapter 5 and S.O.P. F-15.
4. Understand the conditions that must exist in order for a pursuit to continue.
5. Understand the factors that may make a Trooper terminate a pursuit.
6. Understand when a Trooper must terminate a pursuit.
7. Understand what equipment must be activated in the vehicle when involved in a pursuit.
8. Understand the information that must be relayed to the dispatcher when involved in a pursuit.
9. Understand vehicular pursuit restrictions.

10. Understand what a roadblock is and the restriction of its use.

11. Understand that notification to another jurisdiction that a pursuit is about to enter their patrol area is not an invitation to join the pursuit.

12. Understand the pursuit incident reporting requirements.

13. To reduce the number of S.O.P. F-15 violations being committed by the member.

VII. BEST PRACTICES:

Review of the Division's pursuit policy will continue to be ordered as a block of instruction during future spring and fall pistol qualification and training sessions in order to address policy changes, trends, and modifications. Academy staff involvement on the Pursuit Review Board and more effective training for road Troopers have made an apparent contribution to the increase percentage of involved members who are found to have committed no violations of the pursuit policy.

VIII. RECOMMENDATIONS:

All Troopers who are given authority to participate in vehicle pursuits must be trained properly before they are allowed to engage in pursuits, and they must receive in-service pursuit training on a regular basis. This training must include not only emergency vehicle handling, but also attitude development and decision making skills in pursuit situations, as well as knowledge of legal limitations and liabilities.

**NEW JERSEY STATE POLICE
Pursuit Incident Report**

ANNEX A

1. Station/Unit		2. Incident #		3. CAD #		4. Incident Date	
5. Trooper/Rank/Name #				6. Badge		7. Car Number/Make/Year	
8. Supervisor Notified #				9. Badge		10. Investigation Report No.	
11. Agency Status <input type="checkbox"/> Initiating Agency <input type="checkbox"/> Assisting Agency				12. Officer Status <input type="checkbox"/> Primary Officer <input type="checkbox"/> Secondary Officer			
13. Location Trooper Became Involved <input type="checkbox"/>				14. Date Initiated <input type="checkbox"/>		15. Time Initiated <input type="checkbox"/>	
16. Location Pursuit Terminated/Ended				17. Time Terminated/Ended		18. Highest Pursuit Speed Suspect mph Police mph	
19. Weather Clear Rain Snow Other							
20. Road Surface Dry Wet Ice or Snow Other							
21. Mechanical Device Mechanical Device None Unknown Other							
22. Traffic Light Medium Heavy							
23. Geographical Area - <i>Check all that apply</i> Residential Business Highway Rural Other Interstate Turnpike Parkway							
24. Reason for initiating stop (<i>Select one only.</i>) Criminal Charges _____ DWI Traffic Charges (<i>describe</i>) _____ Stolen Car Warrant (<i>describe</i>) _____ Assisting other agency (<i>name</i>) _____ Suspected criminal involvement (<i>describe</i>) _____							
25. Reason pursuit terminated (<i>Select one only.</i>) Pursued voluntarily stopped/surrendered Pursued stopped in crash Pursued voluntarily stopped/attempted flight on foot Pursued escaped in vehicle Apprehended Officer decision Escaped Officer vehicle in crash Pursued forced to stop/vehicle disabled Supervisor							
26. Number of people injured _____ Pursued vehicles _____ Police vehicles _____ Third party vehicles _____ Pedestrians				27. Number of fatalities _____ Pursued vehicles _____ Police vehicles _____ Third party vehicles _____ Pedestrians			
28. Number of vehicles in crashes _____ Pursued vehicles _____ Police vehicles _____ Third party vehicles				29. No. of people in pursued vehicle		30. Number of people arrested	

31. Brief Narrative (Describe why pursuit was initiated)

32. Rank/Name (Print or type)
Badge #

33.

34. Date of report

35. Reviewed by:

SP-133 (Rev. 02/17) (S.O.P. F15)

ANNEX B

NEW JERSEY STATE POLICE

PURSUIT SUMMARY

1. Station/Unit	2. Code
3. Reporting period	
4. Number of pursuits initiated	
5. Number of pursuits resulting in accidents	
6. Number of pursuits resulting in injuries (NO DEATHS)	
7. Number of pursuits resulting in deaths	
8. Number of pursuits resulting in arrest	
9. Number of vehicles in accidents	
a. Pursued vehicles	
b. Police vehicles	
c. Third party vehicles	
10. Number of people injured	
a. Pursued vehicles	
b. Police vehicles	
c. Third party vehicles	
d. Pedestrians	
11. Number of people killed	

a. Pursued vehicles		
b. Police vehicles		
c. Third party vehicles		
d. Pedestrians		
12. Number of people arrested		
13. Rank/Name		14. Badge Number
15. Date of Report:	16. Reviewed by:	

SP-134 (Rev. 6/94)