



# **PORTLAND MAINE**

## **POLICE DEPARTMENT**

### **OFFICE OF INTERNAL AFFAIRS**

### **PREVENTABLE CRASHES**

### **ANNUAL REPORT**

**2019**

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## Table of Contents

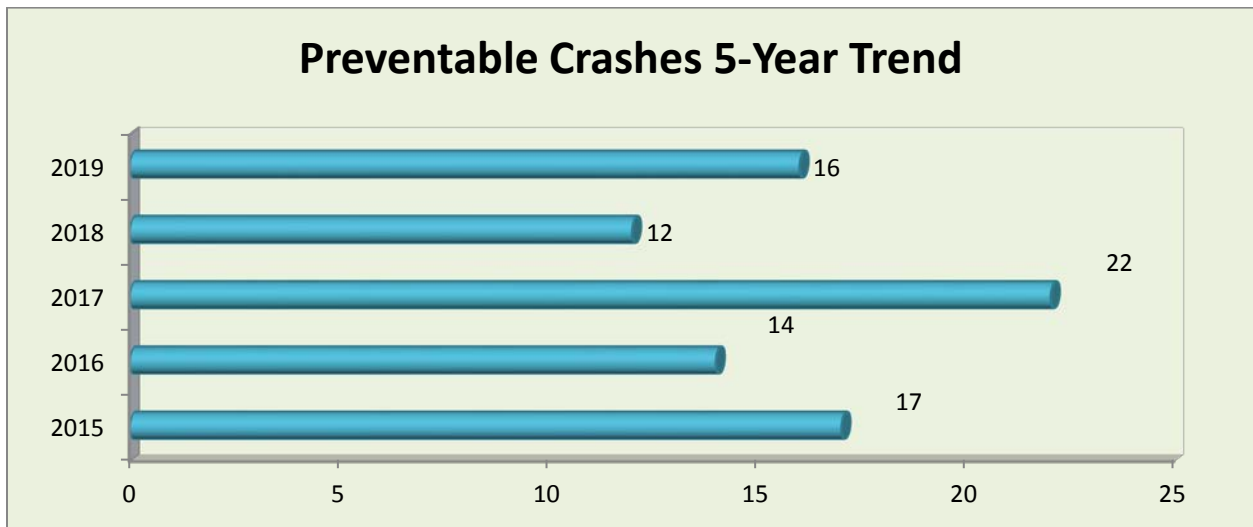
I.	Preventable Crashes.....	Page 2
II.	5 Year Crash Data .....	Page 2
III.	Team Comparison .....	Page 3
IV.	Month Comparison .....	Page 4
V.	Time of Day Comparison .....	Page 5
VI.	Causation Factors .....	Page 6
VII.	Discipline.....	Page 7
VIII.	EVOC (Training) .....	Page 8
IX.	Recommendations.....	Page 8

## Preventable Crashes

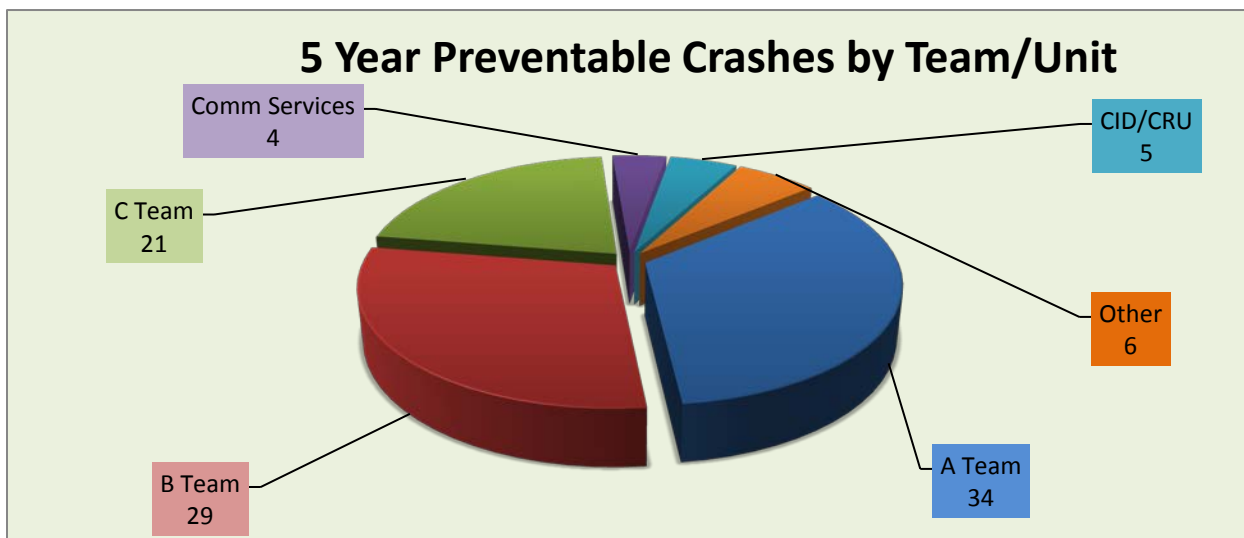
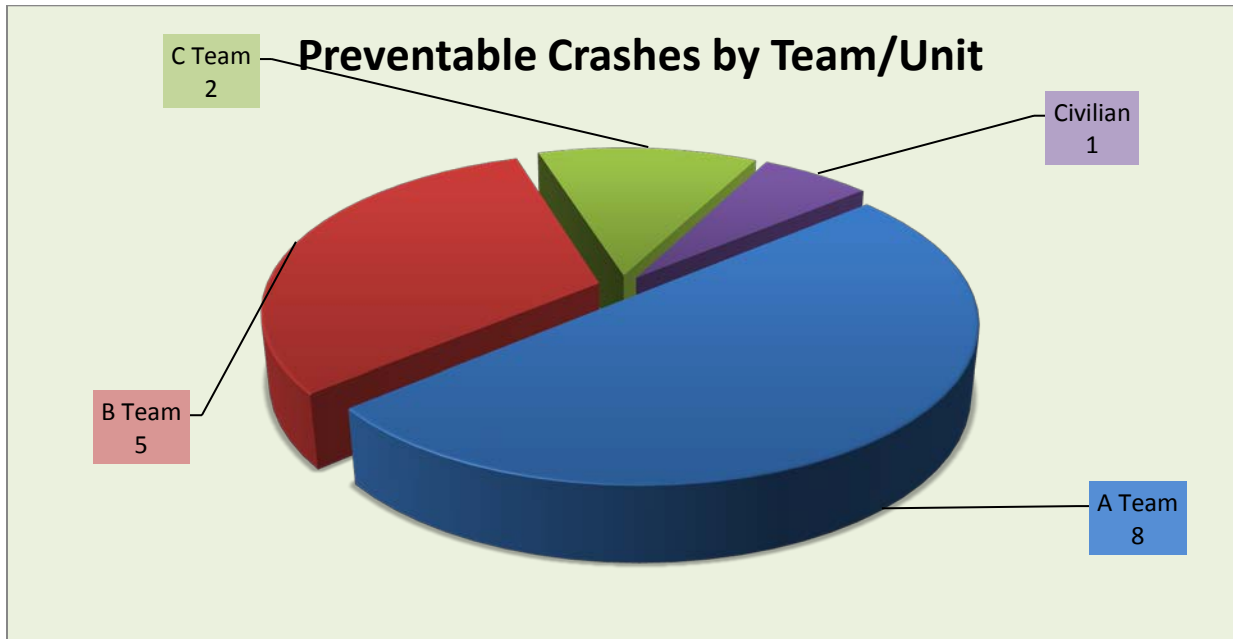
All traffic collisions involving Portland Police Department vehicles are reviewed by an Accident Review Committee to determine if the collision was preventable on the part of the employee. The Accident Review Committee consists of the Major, Patrol Operations Lieutenant, Traffic Sergeant, and two officers from the Traffic Unit. The Insurance Claims Administrator from the City of Portland also often attends the committee meetings. The Traffic Sergeant acts as committee chairman. All crashes that are determined preventable are forwarded to Internal Affairs for an IA complaint and further review.

In 2019, members of the Department were involved in 20 crashes. Of these, 16 crashes were deemed preventable after review by the Committee.

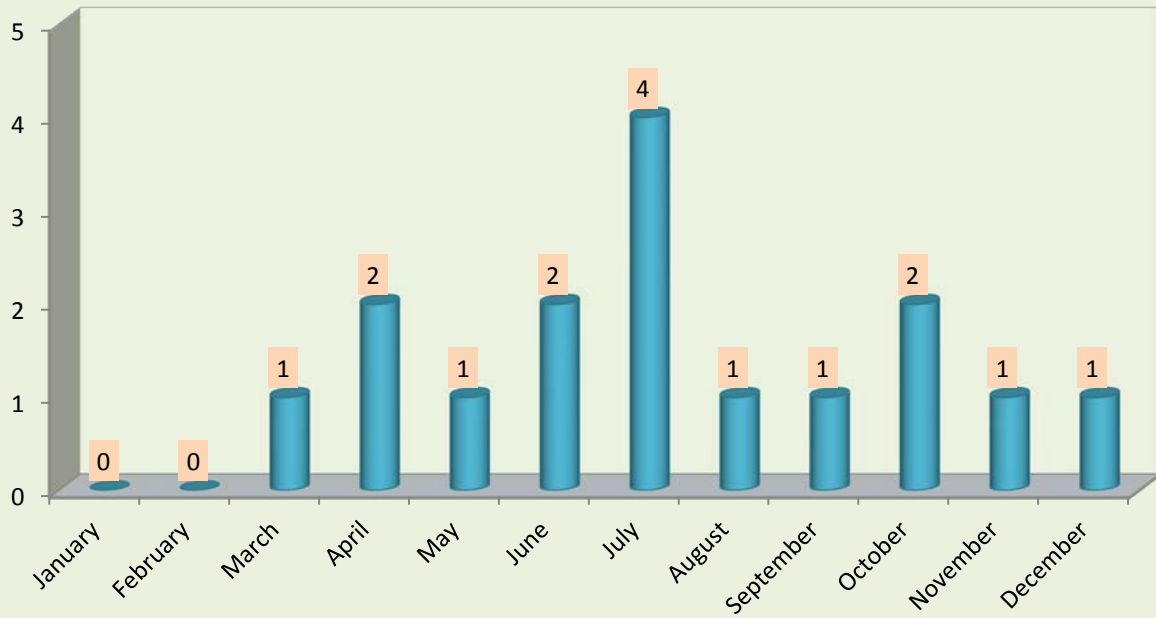
Between January 1, 2015 and December 31, 2019 there have been a total of 81 preventable crashes by Department employees.



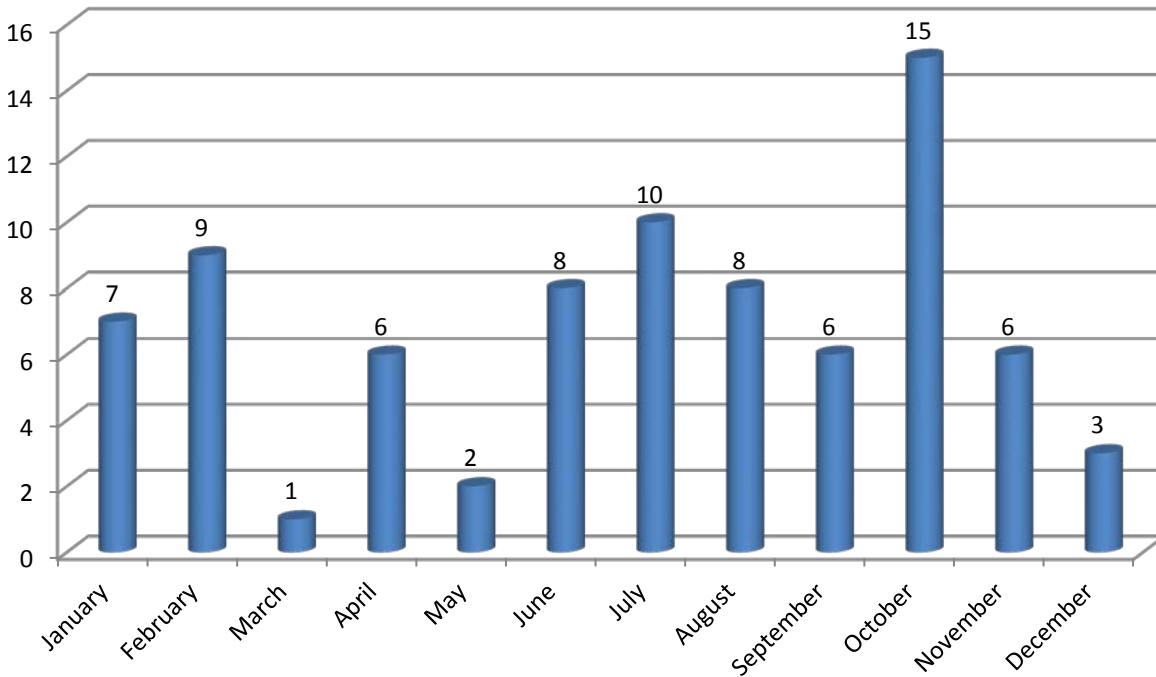
The Patrol Division is primarily divided into three teams providing twenty four hour a day uniformed patrol services. These are A-Team, covering from 6:30am until 5:30pm. B-Team, covering from 4:00pm until 2:00am, and C- Team which works from 9:00pm until 7:00am.

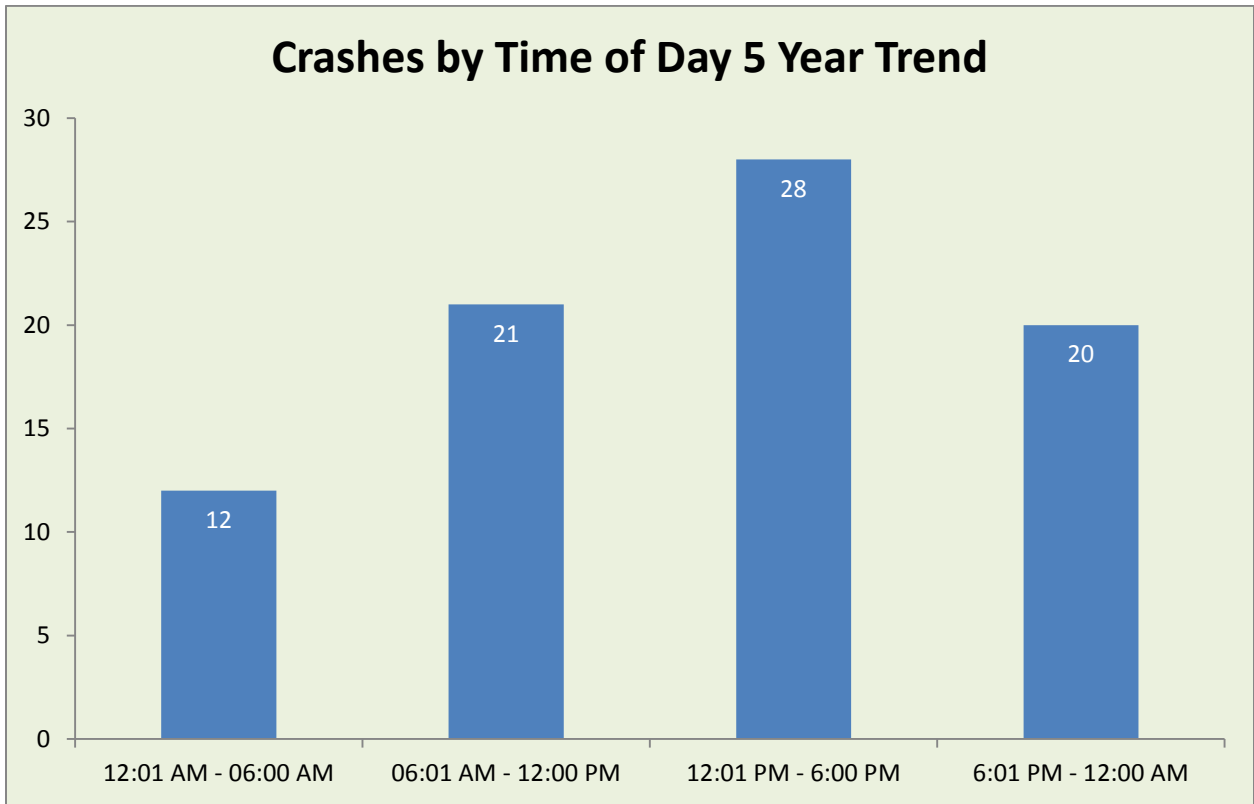
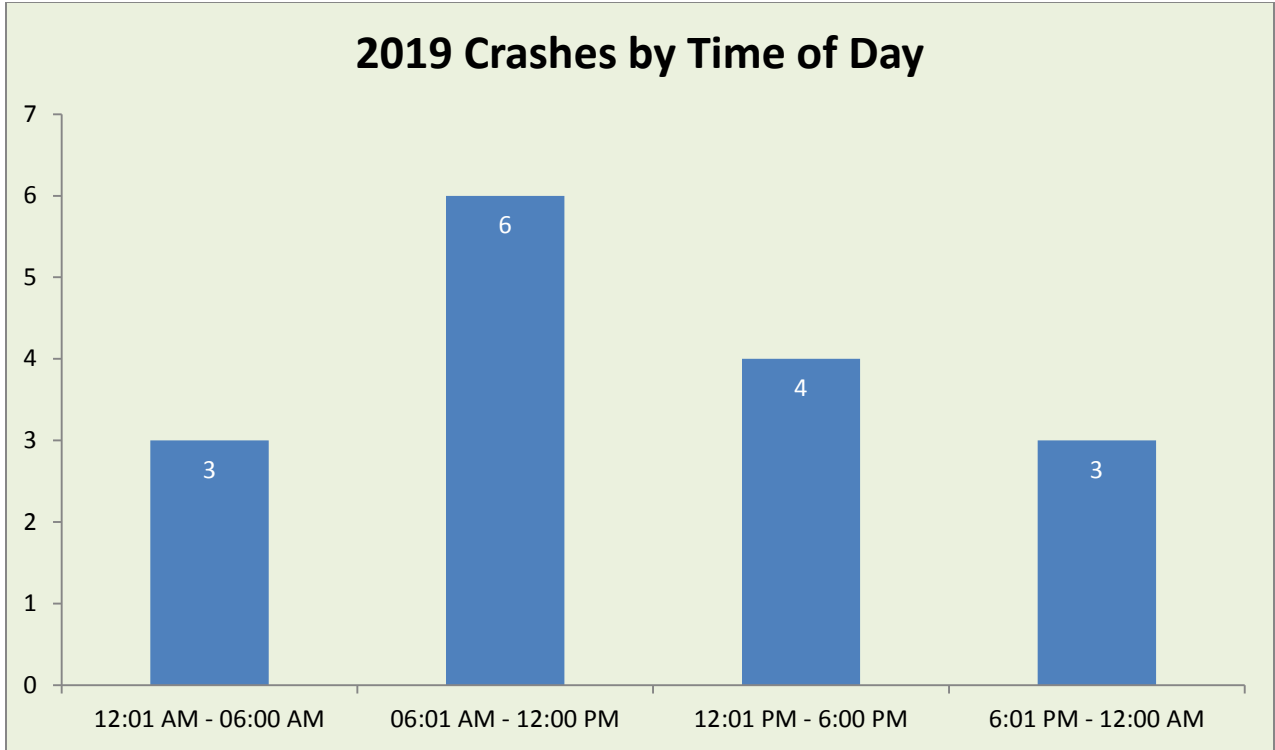


## 2019 Crashes by Month of Occurrence

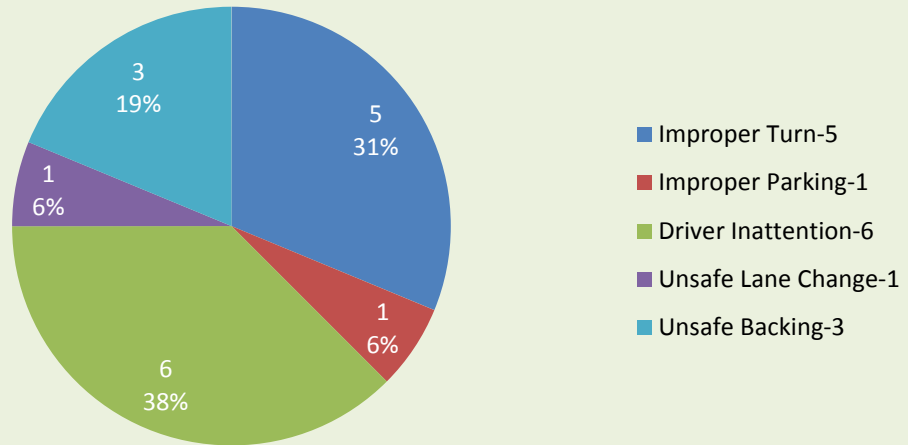


## Preventable Crashes by Month- 5 Year Trend



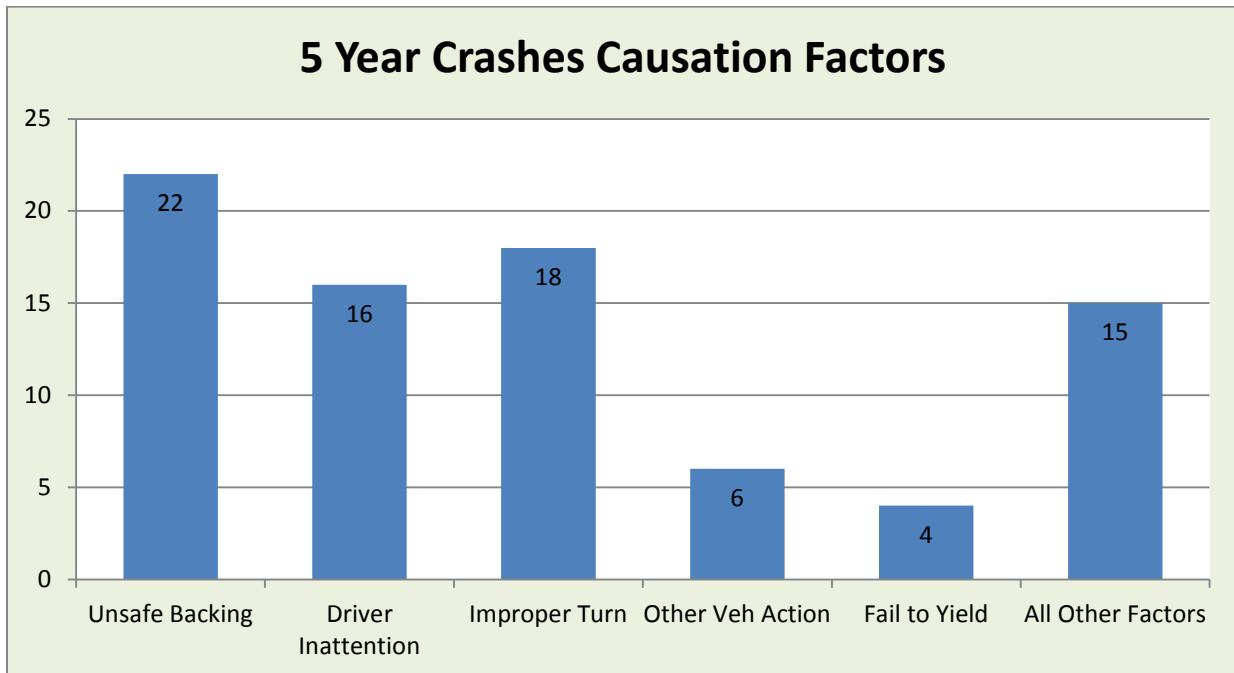


## 2019 Cause Factors for Crashes



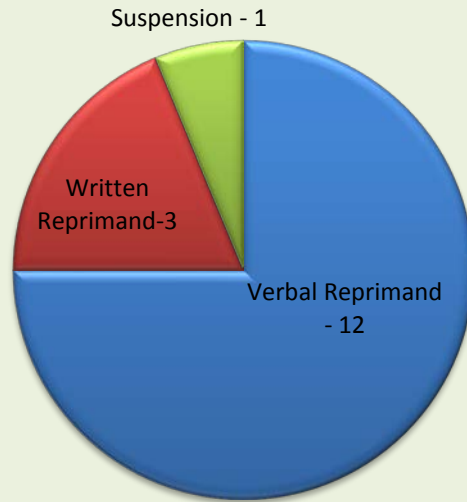
In 2019 there were 16 preventable crashes. Command review determined that all the crashes involve sustained policy violations and discipline was imposed. Driver Inattention was indicated as the primary factor in 6 (37.5%) of the 16 preventable crashes.

## 5 Year Crashes Causation Factors



In the last 5 years there have been 81 reported cruiser crashes. The leading causation factor indicated is Unsafe Backing. This accounted for 27.2% (22) of the crashes. The second leading causation is Improper Turn with 22.2% (18) crashes.

## Discipline for Cruiser Crashes in 2019



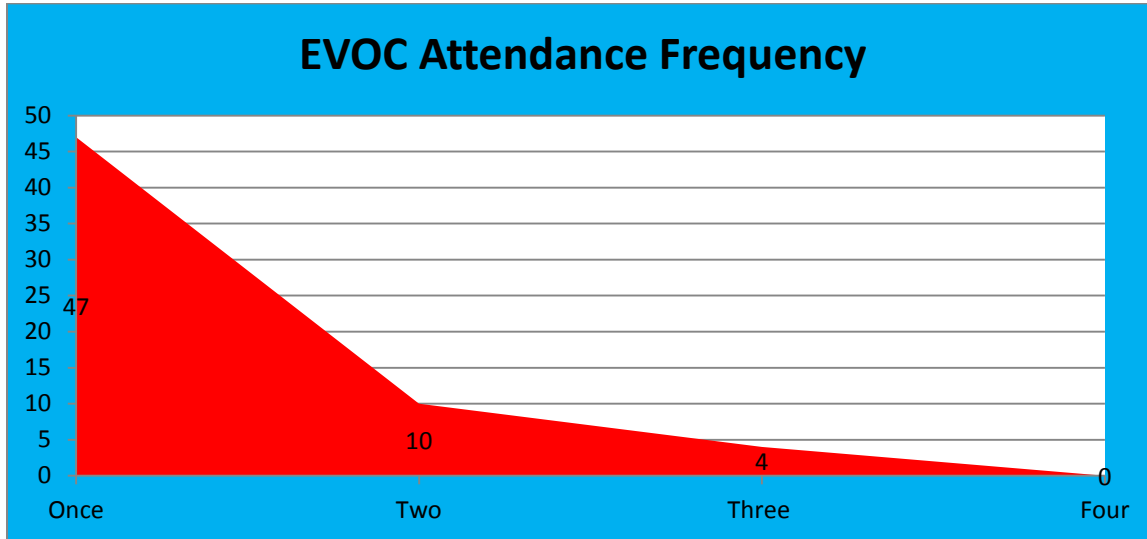
In all 16 sustained complaints, the involved employee had either recently attended or was ordered to attend driver training (EVOC).

## 5 Year Trend Discipline for Crashes





As a result of a Preventable Crashes, most officers are required to attend training. The EVOC (Emergency Vehicle Operations Course) is a slow speed vehicle operations course that instructs officers on the proper operation and maneuvering of patrol vehicles. Whenever practical, the EVOC is completed in a similar vehicle that the employee was operating at the time of the crash.



Between January 2015 and December 2019, 63 different employees have attended or been scheduled EVOC. During that time period, 10 (15.87%) were assigned two classes, 4 (6.35%) were assigned to three classes.

19 (30.16%) of the 63 employees are no longer employed with the Department. These 19 employees accounted for 25 (30.86%) of the 81 crashes during that 5 year time period.

It should be noted that EVOC training was conducted in April 2019 and completed the mandatory training for individuals from 2018. The next scheduled EVOC training was for March 31, 2020. All 16 of the members were scheduled to attend. However, due to the COVID-19 pandemic, the class was cancelled and is being rescheduled.

**Recommendations:**

There were no observed trends, characteristics, or behaviors that would have a recommendation for immediate action.

It is recommended that the Department increase the frequency of EVOC and defensive driving training. At this time, most driver training takes place only after a member has been involved in a preventable crash.

It is also recommend that the Department continue to evaluate crash avoidance and warning technology when considering the purchase of vehicles for the Department.

Lt. Clifford Strout