



# **PORTLAND MAINE**

## **POLICE DEPARTMENT**

### **OFFICE OF INTERNAL AFFAIRS**

### **PREVENTABLE CRASHES**

### **ANNUAL REPORT**

**2020**

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## Table of Contents

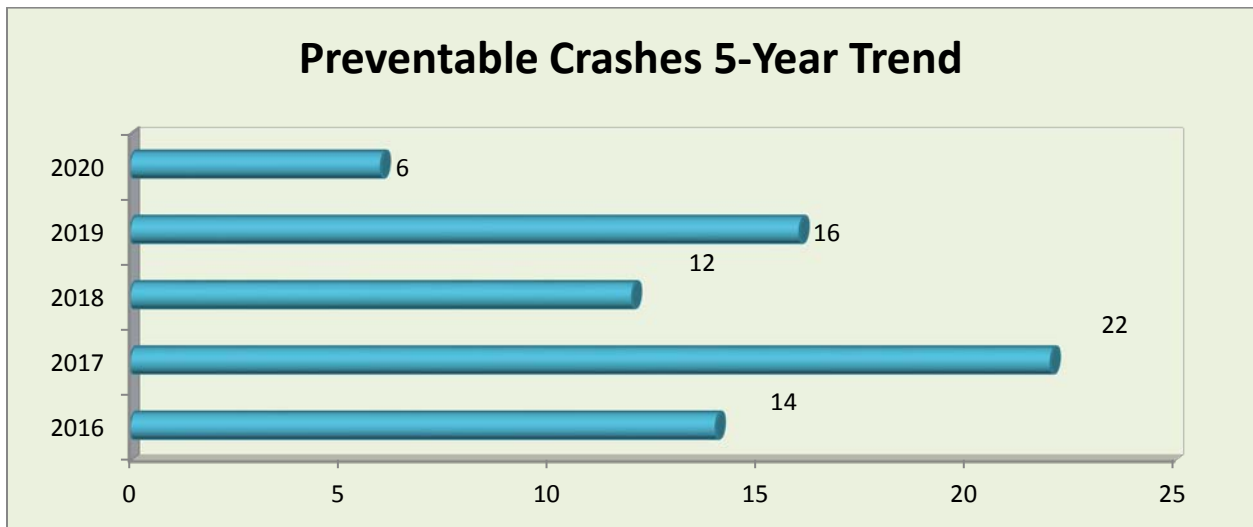
I.	Preventable Crashes.....	Page 2
II.	5 Year Crash Data .....	Page 2
III.	Team Comparison .....	Page 3
IV.	Month Comparison .....	Page 4
V.	Time of Day Comparison .....	Page 5
VI.	Causation Factors .....	Page 6
VII.	Discipline.....	Page 7
VIII.	EVOC (Training) .....	Page 8
IX.	Recommendations.....	Page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

## Preventable Crashes

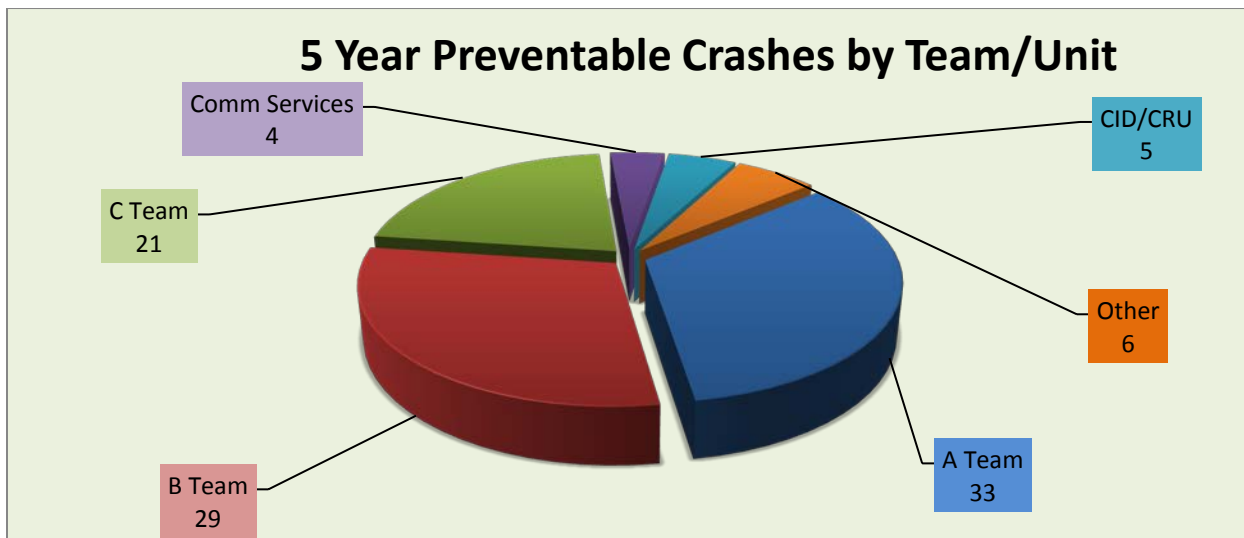
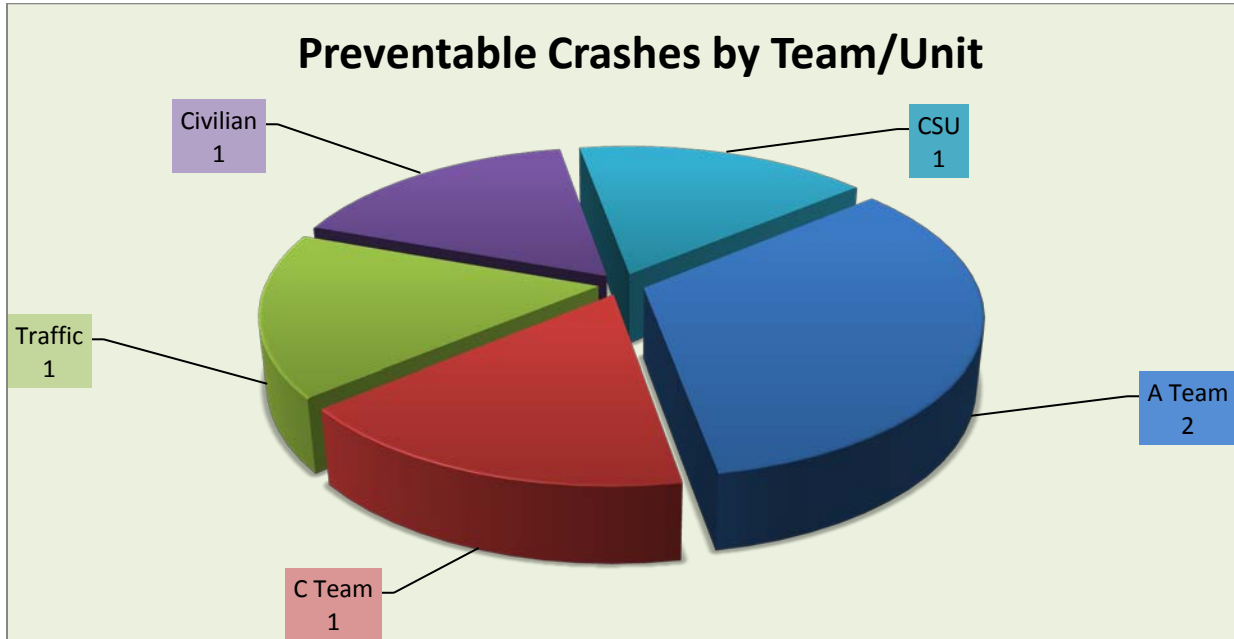
All traffic collisions involving Portland Police Department vehicles are reviewed by an Accident Review Committee to determine if the collision was preventable on the part of the employee. The Accident Review Committee consists of the Major, Patrol Operations Lieutenant, Traffic Sergeant, and two officers 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 2020, members of the Department were involved in 29 crashes. Of these, 6 crashes were deemed preventable after being reviewed by the Committee.

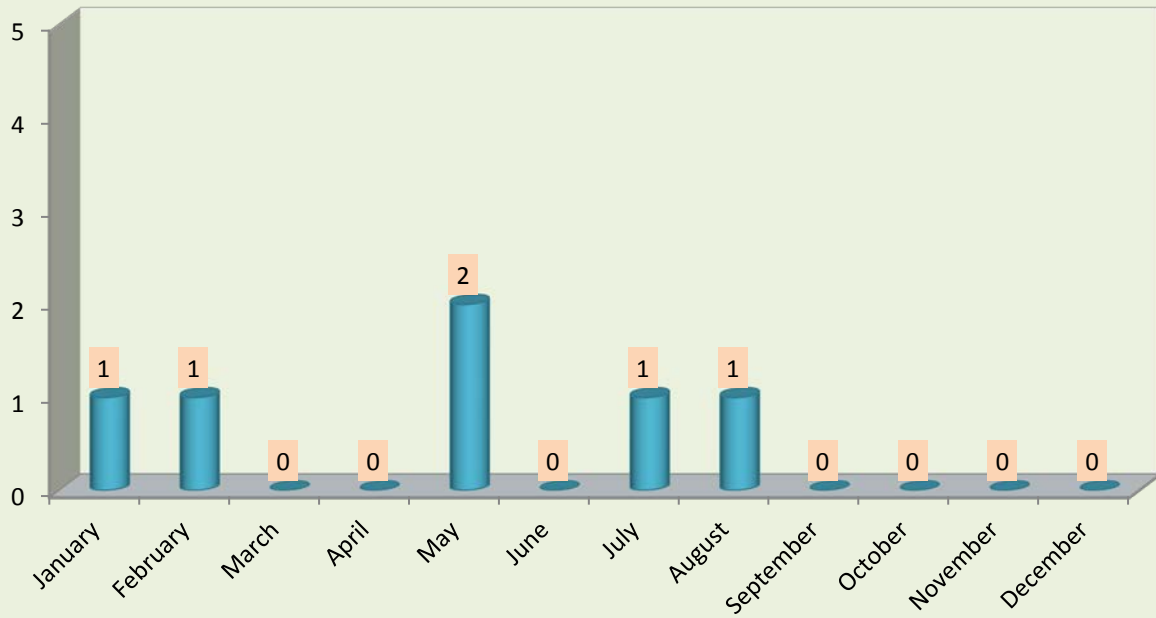
Between January 1, 2016, and December 31, 2020, there have been a total of 70 preventable crashes by Department employees.



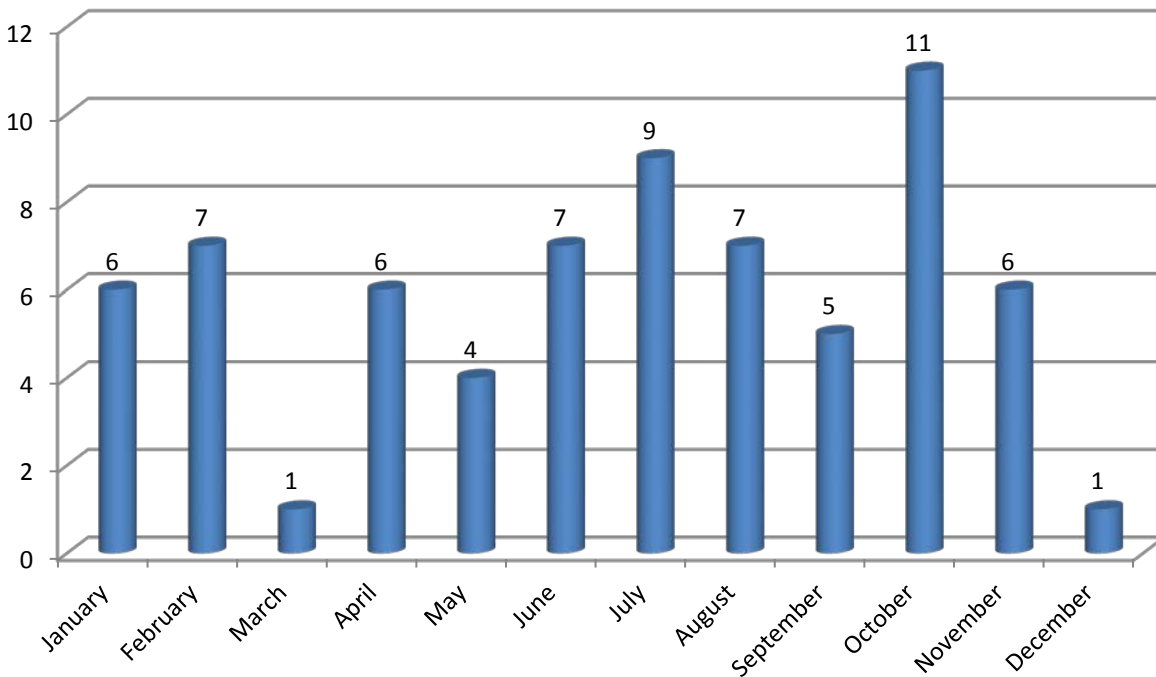
The Patrol Division is primarily divided into three teams providing twenty-four hour a day uniformed patrol services. These are A-Team, covering from 6:30 am until 5:30 pm. B-Team, covering from 4:00 pm until 2:00 am, and C- Team which works from 9:00 pm until 7:00 am.

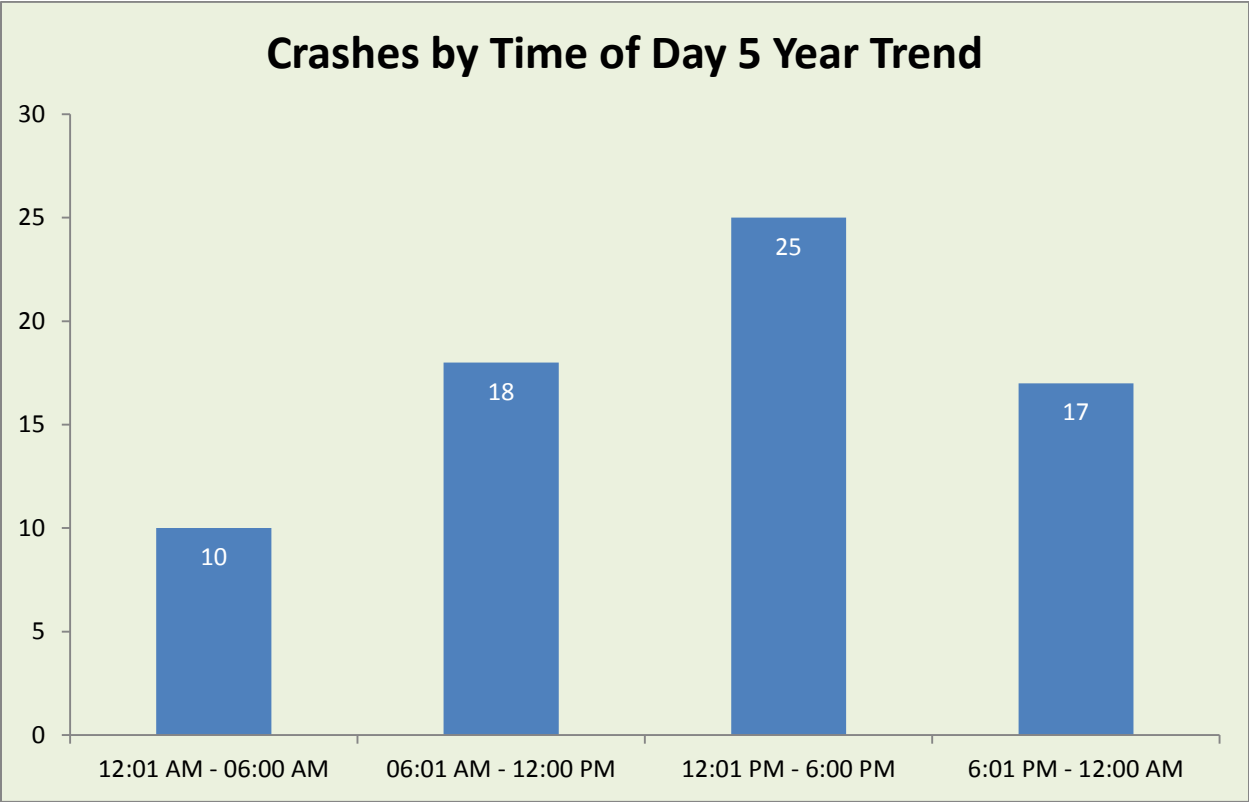
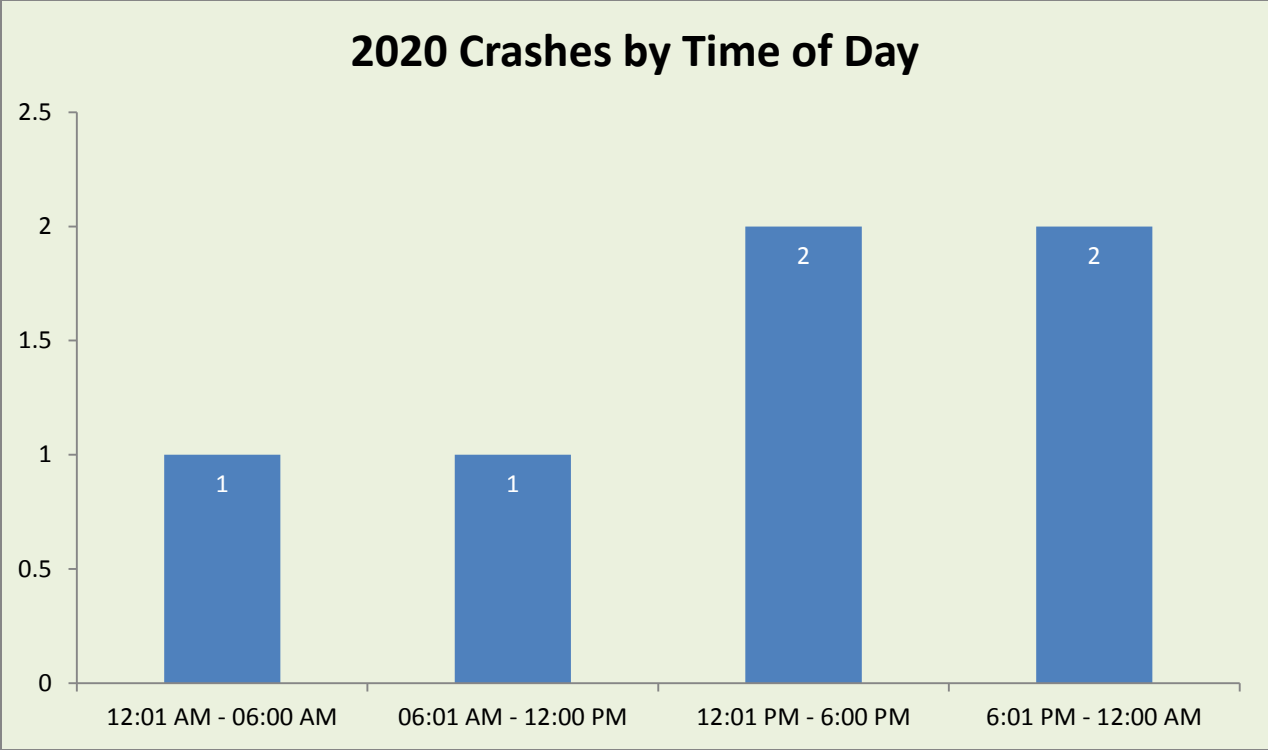


## 2020 Crashes by Month of Occurrence

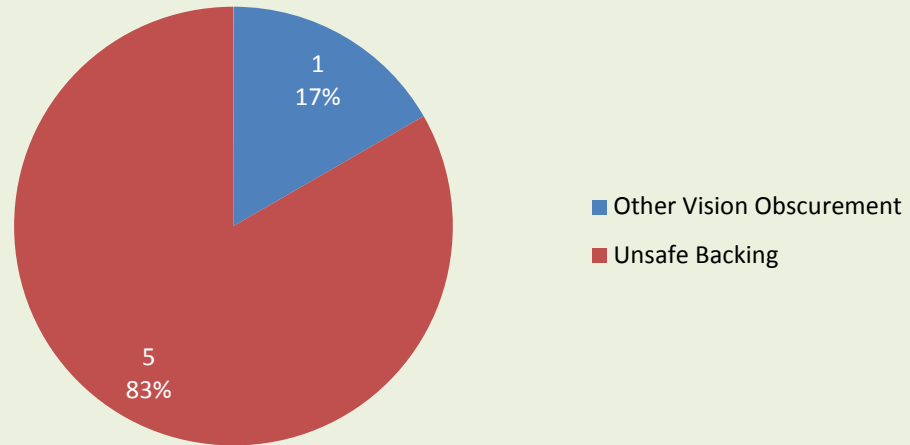


## Preventable Crashes by Month- 5 Year Trend



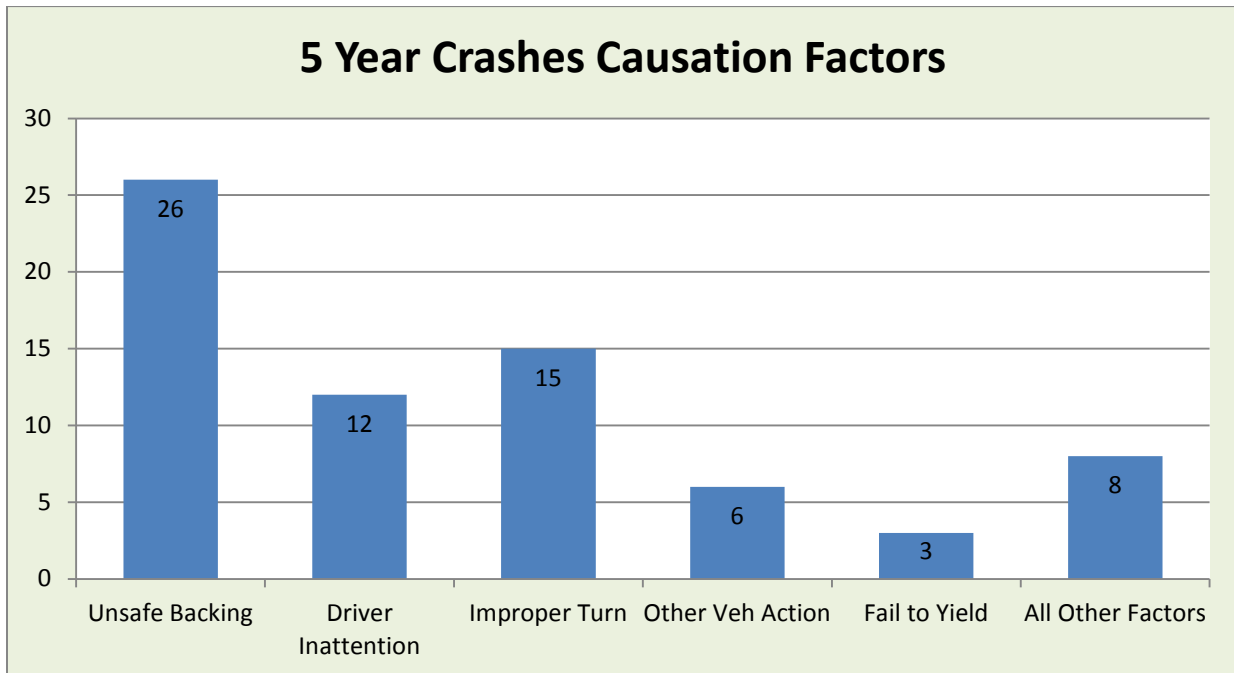


## 2020 Cause Factors for Crashes



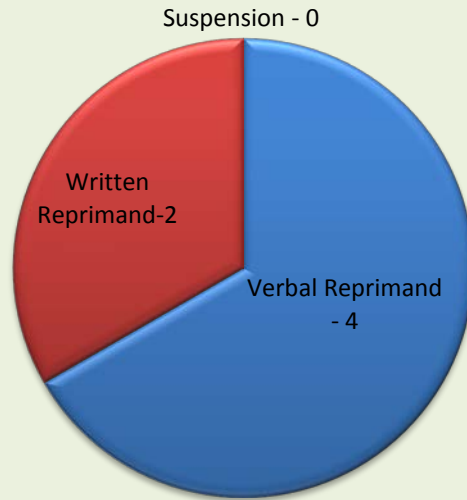
In 2020 there were 6 preventable crashes. Command review determined that all the crashes involve sustained policy violations and discipline was imposed. Unsafe backing was indicated as the primary factor in 5 (83%) of the 6 preventable crashes.

## 5 Year Crashes Causation Factors



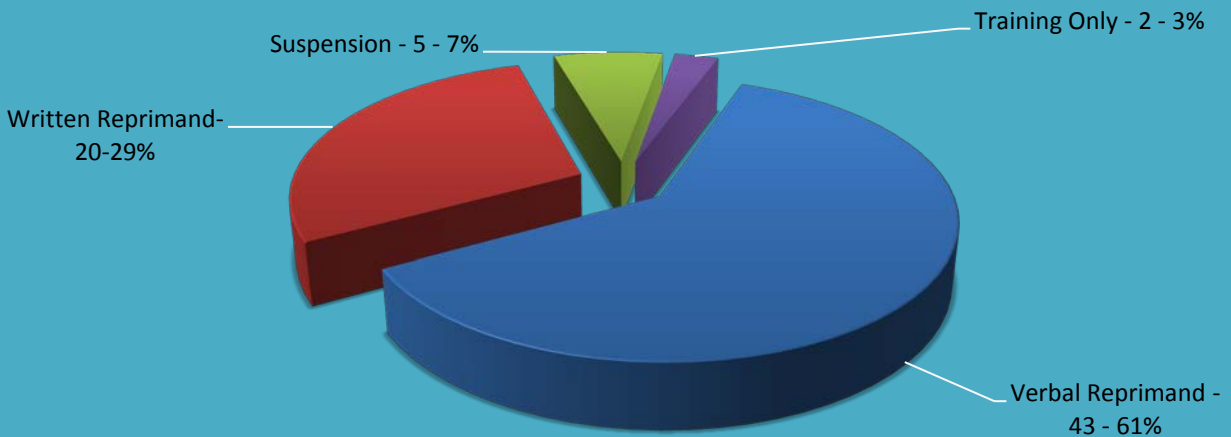
In the last 5 years, there have been 70 reported cruiser crashes. The leading causation factor indicated is Unsafe Backing. This accounted for 37.1% (26) of the crashes. The second leading causation is Improper Turn with 17.1% (12) crashes.

## Discipline for Cruiser Crashes in 2020



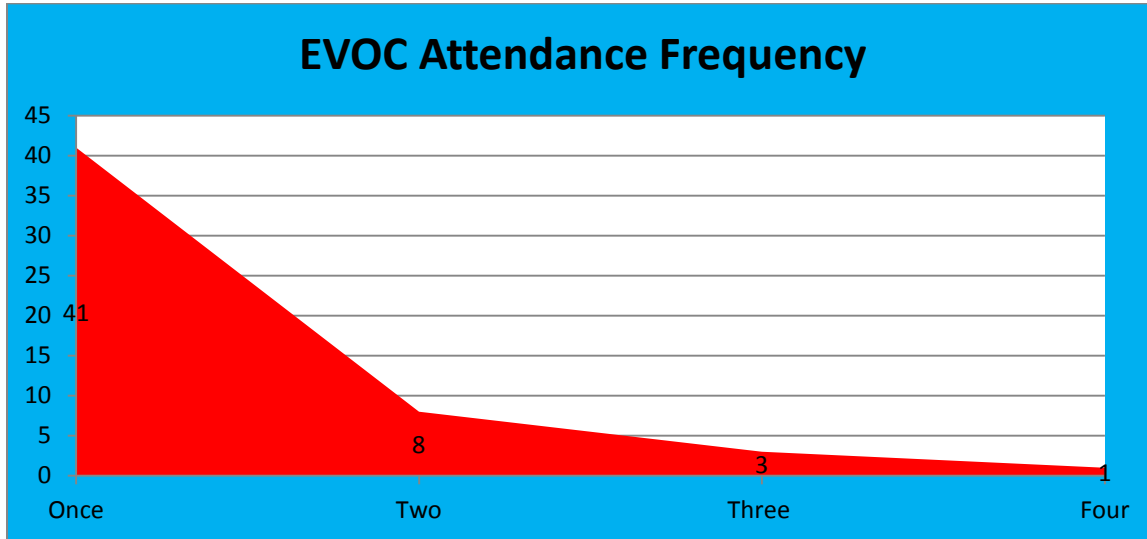
In all 6 sustained complaints, the involved employee had either recently attended or was ordered to attend driver training (EVOC).

## 5 Year Trend Discipline for Crashes





As a result of 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 2016 and December 2020, 53 different employees have attended or been scheduled for EVOC. During that time, 8 (15.09%) were assigned two classes, 3 (5.66%) were assigned to three classes and 1 (1.89%) officer was assigned to four classes.

16 (30.19%) of the 53 employees are no longer employed with the Department. These 16 employees accounted for 19 (27.14%) of the 70 crashes during those 5 years.

It should be noted that EVOC training has been affected by the COVID-19 pandemic. Two employees from 2019 and 2 employees from 2020 have been assigned, but have yet to complete the mandated training.

**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 recommended that the Department continue to evaluate crash avoidance and warning technology when considering the purchase of vehicles for the Department.

Lt. Clifford Strout