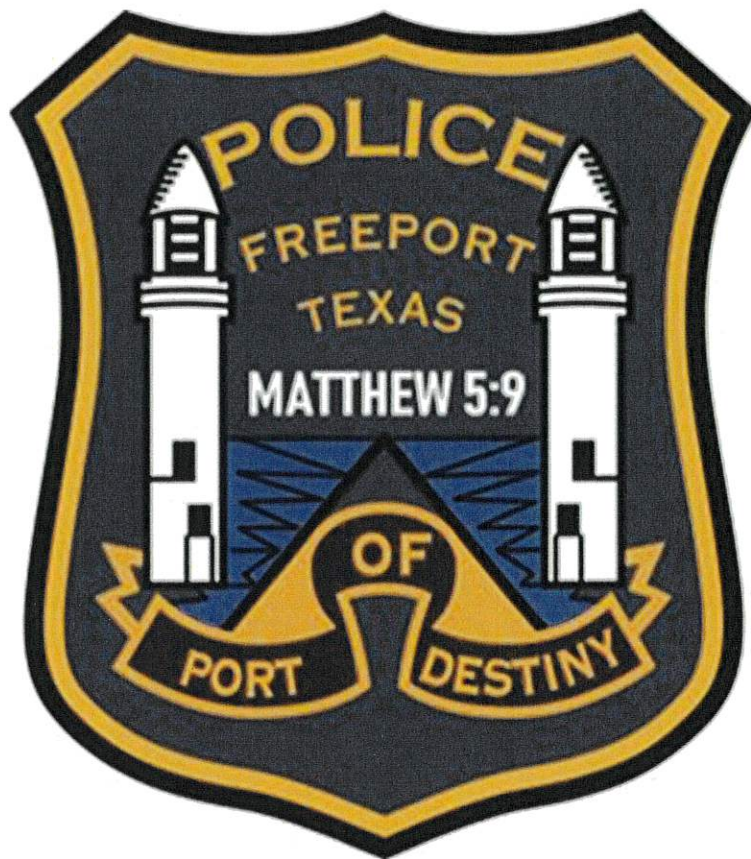


FREERPORT POLICE DEPARTMENT



TPCA ACCREDITATION ANALYSIS REPORT 2024

Introduction

This analysis was conducted for the purpose of reviewing the Freeport Police Department's Vehicle Pursuits, Use of Force Incidents, Fleet Accidents and Employee Injuries for calendar year 2024. The Freeport Police Department takes its duty seriously to provide the most effective and efficient police services with the least adverse impact on our citizens. The Freeport Police Department is committed to protecting our citizens but at the same time ensuring the manner in which we do so does not place the public at risk of greater harm. This commitment is also construed to protect our employees and members of the organization by evaluating circumstances and practices to ensure they are prescribed to be carried out in the safest and most efficient manner possible.

This process requires continuous evaluation of the risks and benefits of actions and procedures. The following analyses are conducted on an annual basis to comply with the TPCA Accreditation Best Practice Program, Standards 4.10 – Annual Accident & Injury Analysis, 6.10 – Annual Use of Force Analysis, and 7.14 – Annual Vehicle Pursuit Analysis.

Vehicle Pursuit Analysis & Report

TPCA Best Practice Standard 7.13, as well as Freeport Police Department Policy 7.15, requires a written report be completed anytime an officer pursues a vehicle.

Any time an officer calls a pursuit, department policy requires a supervisor be immediately notified by the dispatch center. The supervisor is required to monitor the pursuit and act as an uninvolved decision maker regarding the danger of the pursuit. Both the officer and supervisor are charged with continuous evaluation of the pursuit as it occurs and are required to call off the pursuit when either believe the risks to the officer or public outweigh the need for immediate capture of the suspect.

Each individual pursuit report is immediately reviewed by the officer's supervisor, and through the chain of command up to the Chief of Police. At the time of the incident, the pursuit is reviewed to ensure the pursuit was appropriate and within the guidelines of department policy. If the officer initiated a pursuit inappropriately, a departmental investigation may be required and the officer may receive additional training or in some cases discipline up to and including termination from employment. This annual analysis is not intended to determine if an officer acted inappropriately, but to identify department wide trends that may suggest changes in policy, training, equipment or supervision.

Pursuit data is collected by the officer pursuing, CAD records as well as the on-duty or controlling supervisor's report of the incident through the pursuit report. This report is a fillable PDF document that is available to all members of the department on a template format and is to be completed by the pursuing officer and the supervisor.

The Freeport Police Department did not make any significant changes to the way pursuits are reported, handled, or documented. The Freeport Police Department did re-evaluate and re-issue the policy, with updates in November of 2024.

Conclusion – Vehicle Pursuits

There were a total of 3 Reported Vehicle Pursuits this year, compared to 8 last year. This represents a different of -5 or a 90.91 % reduction. The table is lined out to show variables that are tracked to view the analysis and be able to accurately evaluate certain items.

In conclusion, in this year there were no substantial changes to the pursuit policy, nor any directives that would affect the initiation, handling or reporting of a pursuit. The department did provide training on Professional Police Driving last year and will continue to do so on a consistent basis. It is recommended that the department facilitate or conduct training on Emergency Vehicle Operations, such as EVOC. This training would be beneficial not only in the pursuit aspect, but also in the daily operation of the fleet, as in collision or obstacle avoidance. Instances of pursuits in this year were found to be within policy and all ended in a safe result. In analyzing the data collected, no trends appear that would constitute concern.

Analyzed Data – Vehicle Pursuits		Year 2023	Year 2024	Difference (+/-)
Total	Sworn Officers	32	32	0
	Traffic Stops	3482	3869	+ 387
	Pursuits	8	3	- 5
Reason for Initiation	Traffic Violation	3	1	-2
	Misdemeanor Offense	1	0	- 1
	Felony Offense	1	1	0
	Outstanding Warrant	1	0	- 1
	Suspected Intoxication	0	0	0
	Other	2	1	- 1
Damage	To Personal Property	1	2	+ 1
	To Government Property	0	1	+ 1
Injuries	To Offender	1	1	0
	To Officer(s)	0	0	0
	To Passengers	0	0	0
	To Other	0	0	0
Length of Time	Minimum	26s	9m	+ 8m, 34s
	Maximum	15m	13m,20s	- 1m, 40s
	Average	4m,10s	11m,30s	+ 7m, 30s
Distance Traveled	Minimum	0.1 mi	10 mi	+ 9.9 mi
	Maximum	4.2 mi	18.9 mi	+ 14.7 mi
	Average	1.6 mi	14.3 mi	+ 15.9 mi
Termination	By Officer	0	1	+ 1
	By Supervisor	1	0	-1
	By Offender	7	2	- 5
Initiations by Officers	# of officers initiated more than 1 pursuit	2	1	+ 1
	Number of their pursuits	3, 2	2	
Offender Result	Arrested	6	3	- 3
	Absconded	2	0	- 2
	Hospital	0	1	+ 1
	Deceased	0	0	0
Additional Charges (Offender only)	Total Misdemeanors	1	6	+ 5
	Total Felonies	0	3	+3
Policy Violations	Minor	0	1	+ 1
	Major	0	0	0
Statistics	% of Traffic Stops resulting in pursuit	0.23%	0.08%	- 0.15%
	% of Traffic Stops not resulting in pursuit	99.77%	99.92%	+ 0.15%
	% of Sworn Personnel engaged in pursuit	15.63%	6.25%	- 9.38%

Use of Force Analysis & Report

TPCA Best Practice Standard 6.10, as well as Freeport Police Department Policy 6.1, requires a written report be completed any time an officer uses force in any capacity during their work, with the exception of routine handcuffing and movement of an arrested or detained person. It should be noted that simple detention either by physical control or constructive does not necessarily constitute a use of force.

Officers are trained by the department to use only the level of force necessary to bring a person under control and complete a legal objective. Police/citizen encounters can, however, change instantly and officers may be required to react quickly in using force to subdue a resisting subject. While officers prefer to escalate their level of force in an orderly manner in order to use the lowest level possible, the response of a subject may limit that ability and force officers to use whatever level of force is immediately available to protect themselves and the public.

Department policy requires that any time an officer uses force to effect an arrest, prevent a crime, or any other necessary component of their work function, a report must be made, regardless of the arrest or non-arrest of a subject. Additionally, a Response to Resistance supplemental report is required to be drafted and submitted to the officer's supervisor. The Response to Resistance is a supplement, and a copy of the narratives of involved and reporting officers are to accompany such as well as any other documentation or photographs.

Upon the use of force, officers are to immediately notify the on-duty supervisor, or the Chief of Police, if the supervisor is unavailable. The supervisor or Chief of Police shall then determine if an investigation is needed immediately or not, such as in cases of an officers' discharge of a weapon or an officer-involved shooting. The subject who had force used against them will be photographed, including any possible injuries, points of contact with weaponless techniques or weapon impacts to document any possible injury, or lack of injury. Officers will then submit a response to resistance which is to be reviewed by the immediate supervisor and then reviewed and submitted through the chain of command.

The Freeport Police Department did not make any significant changes to the way that use of force is reported, handled, or documented. The policy, Use of Force 6.1 was amended to include a requirement that training on the WRAP Device be done on a biennial basis. The Freeport Police Department did re-evaluate and re-issue the policy with updates in November of 2024.

Conclusion – Use of Force Incidents

There were a total of 31 Uses of Force this year, compared to 23 last year. This represents a different of 8+ or a 34.78% increase. The table is lined out to show variables that are tracked to view the analysis and be able to accurately evaluate certain items.

In conclusion, in this year there were two changes to the Use of Force Policy, to include Correcting Language from "Use of Force" form to "Response to Resistance" form, and adding the biennial requirement for training on operations personnel on the WRAP Device. In 2024, training was conducted in the following areas: De-Escalation of Force, WRAP Device Deployment as well as recertification training in Conducted Electric Weapons, specifically Tasers and Less Lethal Chemical Weapons, specifically OC Spray. In analyzing the data collected, no trends appear that would constitute concern.

Analyzed Data – Use of Force		Year 2023	Year 2024	Difference (+/-)
Total	Calls for Service	24296	27387	+3,541
	Use of Force Incidents	23	31	+8
	Arrests Made	703	712	+9
	Arrests Involving Use of Force	19	22	+3
	Number of Sworn Officers	32	32	0
	Number of Officers who used force out of department	13	13	0
Reason for Force Being Used	To Effect Arrest	19	22	+3
	To Defend Self	4	4	0
	To Defend Another Officer	3	1	+2
	To Defend Another Person	2	1	-1
	To Prevent Offense	4	5	+1
	To Restrain for Subject Safety	12	11	-1
	Other	1	3	+3
Subject's Actions	Nonverbal cues indicating physical resistance	13	15	+2
	Verbal Threats, non-compliance with officer direction	8	14	+6
	Dead Weight, clinging to objects, preventing custody	11	10	-1
	Pulling, Pushing, Fleeing, to avoid control, not harming officer	17	18	+1
	Assault, grabbing, pushing, kicking, striking officer or another	3	1	+2
	Assault with intent and ability to cause death or SBI	0	0	0
	Assault or threats with deadly weapon	1	1	0
	Other	2	9	+7
Type of Force used by Officer	Verbal Direction	23	28	+5
	Soft Weaponless Control	19	17	-2
	Hard Weaponless Control	2	0	+2
	OC Spray	0	0	0
	Non-Lethal (Pepper-ball)	0	0	0
	Less Lethal Munitions	0	0	0
	Pointed Taser	9	11	+2
	Deployed Taser	8	7	-1
	Pointed Firearm	3	15	+12
	Discharged Firearm	0	0	0
	WRAP Device	0	0	0
	Other	2	1	-1
Resulted in Injury to	Officer	1	0	+1
	Subject	7	8	+1
Severity of Injury	Major	1	1	0
	Minor	7	6	+1
Treated by EMS	Officer	0	2	2
	Subject	1	4	+3
Transported to Hospital	Officer	0	0	0
	Subject	2	6	+4

Statistics	Average number of officers on scene when force used	2.69	2.70	+0.01
	Failed first time attempt, escalated to next level	10	9	-1
	Charges filed	19	23	+4
	In compliance with policy	23	31	+8
	Referred for further investigation	0	0	0
	Percentage of police-citizen contacts resulting in Use of Force	0.09%	0.11%	+0.02%
	Percentage of citizens arrests resulting in Use of Force	3.27%	4.35%	+1.08%
	Number of officers using force more than 3 times	1	2	+1
	Average number of use of force incidents per officer	0.71	0.96	+0.25

Fleet Accident/Collision Analysis & Report

TPCA Best Practice Standard 4.10, as well as Freeport Police Department Policy 2.6, requires that anytime a member of this department is involved in a collision while operating a city owned vehicle, unless incapacitated, they are to immediately notify dispatch or their supervisor. Dispatch is required to notify the on-duty supervisor who will then make notification to the command staff. Supervisors are required to ensure that collision investigations are handled by an outside agency in the interest of transparency and accountability. The supervisor will also ensure that all persons involved are provided and evaluated by medical staff and transported if necessary. The supervisor will then begin the process of documenting the incident from the administrative position, which parallels the Collision Investigation and Criminal Investigation, if applicable. The supervisor will prepare a memorandum to the Chief of Police detailing the accident, all contributing factors, statements of witnesses, name and insurance information as well as contact information, if known, of all parties and a statement as to whether or not the collision presents as preventable or non-preventable. Additionally, the supervisor may elect to provide a recommendation on ways to mitigate collisions in the future, if applicable. The supervisor will then submit this documentation through their chain of command. The Chief or their designee, will ensure that an accident review board is held in accordance with department policy. The findings of the board will be then included in a memorandum prepared by the presenting supervisor and forwarded through the chain of command to the Chief of Police.

The Freeport Police Department did not make any significant changes to the way that Fleet Accidents are reported, handled, documented. The Freeport Police Department did re-evaluate and re-issue the policy with updates in November of 2024.

Conclusion – Fleet Accidents

There were a total of 9 Fleet Accidents this year, compared to 0 last year. This represents a different of +9 or a 900% reduction/increase. The table is lined out to show variables that are tracked to view the analysis and be able to accurately evaluate certain items.

In conclusion, there were no changes to the policy governing the reporting, handling or investigation of fleet accidents. This department does routinely require all of its members to receive training in Professional Police Driving, or a similar course. As previously recommended in the Pursuit Analysis, Emergency Vehicle Operations Course training, or EVOC, is recommended to help train and coach officers and other personnel on safe vehicle driving. In one instance in 2024, there was a trend emerging with one officer. This was handled by the immediate supervisor and the officer was placed in training courses as well as attended an in-person training course where they were instructed in “Low-Speed High Stress”. In analyzing the data collected, no other trends appear that would constitute concern.

Analyzed Data – Fleet Accidents/Collisions		Year 2023	Year 2024	Difference (+/-)
Total	Calls for Service	24296	27387	+3,541
	Fleet Accidents	0	9	+9
	Sworn Personnel	32	32	0
	Non Sworn Personnel	19	22	+3
Cause of Accident	Preventable	0	6	+6
	Non-Preventable	0	3	+3
Injury	To Officer	0	0	0
	To Other	0	0	0
Multiple Accident	Number of Personnel Causing more than 1 Accident	0	3	+3
Policy Violations	Minor	0	3	+3
	Major	0	0	0
Fault	Number of Collisions where personnel is at fault	0	6	+6
	Number of Collisions where other party is at fault	0	3	+3
Accident Review Board Results	Non-Preventable	0	3	+3
	Preventable with Extenuating Circumstances	0	1	+1
	Preventable	0	4	+4

Employee Injury Analysis & Report

TPCA Best Practice Standard 4.10, as well as Freeport Police Department Policy 2.6, requires that anytime a member of this department is involved in a workplace accident, or becomes injured while on duty, unless incapacitated, they are to immediately notify dispatch or their supervisor. Dispatch is required to notify the on-duty supervisor who will then make notification to the command staff. The supervisor will also ensure that all persons involved are evaluated by medical staff and transported if necessary. The supervisor will then begin the process of documenting the incident. The supervisor then will prepare a memorandum to the Chief of Police detailing the accident and/or injury, all contributing factors, and statements of witnesses. Additionally, the supervisor may elect to provide a recommendation on ways to mitigate these types of accidents or injuries in the future. The supervisor will submit this documentation through their chain of command to the Chief of Police. The Chief of Police or their designee will ensure that the documentation is forwarded to the City Human Resources Department for proper filing and documentation pursuant to City Policy.

The Freeport Police Department did not make any significant changes to the way that Workplace Accidents and Injuries are reported, handled, documented. The Freeport Police Department did re-evaluate and re-issue the policy with updates in November of 2024.

Conclusion – Accidents/Injuries

There were a total of 8 Employee Injuries this year, compared to 6 last year. This represents a different of +2 or a 33.33% increase. The table is lined out to show variables that are tracked to view the analysis and be able to accurately evaluate certain items.

In conclusion, there were no changes to the policy governing the reporting, handling or investigation of employee accidents. This department does provide training in workplace safety on a rotational basis. In analyzing the data collected, no trends appear that would constitute concern.

Analyzed Data – Employee Accidents/Injuries		Year 2023	Year 2024	Difference (+/-)
Total	Calls for Service	24296	27387	+3,541
	Accident / Injury Reports	6	8	+2
	Sworn Personnel	32	32	0
	Non Sworn Personnel	19	22	+3
Action Resulting in Injury	Performance of Duties – Unintentional	6	7	+1
	Performance of Duties – Careless/Negligence	0	0	0
	Training Injury	0	1	+1
	Assisting other Personnel	0	0	0
	Other	0	0	0
Type of Injury	Bitten by Person	0	1	+1
	Bitten by Animal	0	2	+2
	Traumatic Injury	4	0	-4
	Non-Traumatic Injury	2	3	+1
	Inhalation/Ingestion/Injection	0	1	+1
	Slip/Trip/Fall	0	1	+1
	Other	0	0	0
Multiple Accident	Number of Personnel Causing or Involved in more than 1 Accident	1	1	0
Policy Violations	Minor	0	0	0
	Major	0	0	0
Fault	Number of Injury/Accident where personnel is at fault	1	0	-1
	Number of Injury/Accident where other party is at fault	5	8	+3