

# Sachse Police Department

2021



## Department Crash and Injury Analysis

## **Crash and Injury Analysis for 2021**

This analysis was conducted for the purpose of reviewing the Sachse Police Department's Vehicle Crashes and Personal Injuries for calendar year 2021. The Sachse Police Department takes its obligations seriously to provide the most effective and efficient police service while ensuring employee safety. Law Enforcement is a particularly dangerous occupation and while many of our activities are fraught with risks, employees must take every action possible to remain safe and prevent crashes and injuries when possible. This analysis is conducted each year to comply with Texas Law Enforcement Best Practice 4.10 and to attempt to identify methods for reducing the number of vehicle crashes and personnel injuries.

This analysis consists of two parts. First is the analysis of all Vehicle Crashes by members of this department, both sworn and non-sworn. The second part is an analysis of all non-vehicle personal injuries occurring during the year. The non-vehicle personal injuries can be any type of injury from straining a back due to heavy lifting to an injury occurring during a scuffle with a prisoner.

### **Crash and Injury Reporting Requirements**

Texas Law Enforcement Best Practice 4.10, and Sachse Police Department General Order 313.00 and 327.00, requires each vehicle accident and personal injury be reported and investigated.

A crash is defined, by TxDOT, as any unintended injury to a person or damage to a vehicle caused while a vehicle is in motion.

Anytime an employee is involved in a vehicle crash, department policy requires a Supervisor be immediately notified by the Dispatch center. The supervisor is required to go to the scene and conduct an investigation into the cause of the crash. If there is significant damage to either the police vehicle or a citizen's vehicle, the Supervisor may request the investigation be completed by a traffic crash specialist or even by another law enforcement agency.

The crash is reviewed to ensure the officer's actions were appropriate and within the guidelines of Department Policy. If the officer violated department policy or state law without justification, a departmental investigation is 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.

Any personal injury occurring on the job that requires any form of treatment, including basic first aid, must be reported immediately. Supervisors must complete the First Report of Injury and forward it to the Human Resources Department through their Chain of Command. Part of this reporting is attempting to determine the cause of the injury and methods for prevention. A copy of this form is maintained by the department and reviewed as part of this report to determine the causes of injuries within the department.

## Vehicle Crash Comparison

The Accident Causes are listed below by type.

Cause	2017	2018	2019	2020	2021	Difference <small>from previous year</small>
Other Driver at Fault	2	0	2	1	1	0
Department employee at fault	3	2	0	1	1	0
<b>Total</b>	5	2	2	2	2	0

There were 2 vehicle crashes recorded during the 2021 calendar year. One crash was determined the other driver was at fault. The crash did not result in any injury to the city employee or other driver. The crash was the result of the other driver backing while unsafe striking the city vehicle. The other crash was the employee's fault. The employee backed into a mailbox causing damage to the mailbox.

## Personal Injury Analysis 2021

There was a total of 2 personal injuries reported this year.

The injury causes are listed below by type.

Cause	2017	2018	2019	2020	2021	Difference <small>from previous year</small>
Assault on an Officer	1	0	0	0	0	0
Fight with suspect	1	2	2	0	0	0
Dog Bite	0	0	0	0	0	0
Allergic reaction to sting	0	0	0	0	0	0
Fall on ice/mud	0	0	1	1	1	0
Fall on dry surface	1	0	0	0	1	1
Walked into object	1	0	0	0	0	0

Injury during training	1	1	2	0	0	0
Other	0	0	1	1	0	-1
<b>Total</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>

### **Individual Officer Analysis**

While each employee's actions were reviewed immediately following the incident by the department, patterns of behavior can also indicate the need for additional training or supervision. Employees that were involved in multiple incidents this past year were reviewed in detail to determine if any additional training might be required. No employees were involved in multiple incidents.

No officers or employees were found to have violated policy in any of the reported events.

### **Property Damage and Injury**

In 2021, there were 2 vehicle crashes and 2 personal injuries which resulted in minor damage and no lost work time associated with the incidents. These accidents and injuries are summarized below:

One vehicle crash resulted in minor damage to the patrol car involved. The vehicle was repaired and damage was covered by the insurance company. One crash resulted in damage to personal property and the damage was covered by the insurance company.

An officer was assisting fire department personnel in dragging a large fire hose from a fire hydrant for a residential fire and got tangled up in the hose falling, suffering soreness in his neck and hip area. An officer suffered pain to his back when he slipped and fell on a snowy sidewalk while attempting to prevent re-escalation of a disturbance as one subject returned back to the residence. Neither officer missed any time as a result of their injury.

### **Policy Violations**

The department policy on routine and emergency driving, including pursuits is reviewed periodically with employees to ensure they know their responsibilities. If an employee is found in violation of a department policy or law, the Chief may decide on an appropriate response, which may include additional training or even disciplinary actions if necessary.

In 2021, there were zero policy violations identified in regards to vehicle operation or safety violations.

