



**MAHWAH POLICE DEPARTMENT**  
**Office of Professional Standards**

To: Chief James N. Batelli  
 From: Sgt. Robert Curtis  
 Subject: Pursuit analysis for 2013  
 Date: January 28, 2014

Chief Batelli,

I have completed the annual analysis of the department's pursuits from 2013. Please review the following information. If you have any questions or concerns please contact me immediately.

Year	# of Pursuits	Total # of Officers Involved
2013	2	3

In 2013 there were 2 (two) reported pursuits.

**INCIDENT #1 (IR 13-6544):**

The pursuit was initiated in response to a motorcycle driving recklessly on Route 287 Southbound. The vehicle in question was a dark colored café racer (Possibly a Ninja). The suspect vehicle accelerated to higher rate of speed when the officer activated his overhead lights and continued on Route 287 South. The pursuit was initiated at 8:36 p.m. and came to an end in Oakland, NJ approximately 9.0 miles from its origin. The driver made a loop onto 287 North and continued onto Route 208 South. The driver was never stopped and the pursuit was terminated via MDT by the Supervisor.

The highest rate of speed was 95 miles per hour. The weather was clear and dry. Traffic conditions were very light due to the time of night. No one was injured in the process and the pursuit ended without an accident (via termination). The pursuing Mahwah officer ended his role in the pursuit when advised by the Supervisor. Only one Mahwah officer was involved.

The officer in this instance was not compliant with AG Guidelines and Mahwah SOP 095:10:10. due to the fact that the offense of "Reckless Driving" (NJS 39:4-96) is not one of the offenses listed in Appendix A of the Pursuit Policy. The officer attempted to maintain contact with the shift supervisor during the event to articulate all traffic, weather and road conditions as being safe, but was prevented in doing so by a faulty radio. Based upon the nature of the reason for the motor vehicle stop, the pursuit should have been terminated at the first opportunity. It is recommended that the officer be counseled on the Pursuit Policy and be advised of the applicable criteria.

**INCIDENT #2 (IR#13-10394):**

The incident was initiated after a call came in to Headquarters regarding an Assault in Progress. The officer passed the vehicle in question, turned around and attempted to stop the vehicle on Route 17 South. The vehicle in question was a passenger car. The suspect vehicle fled the area prior to the officer being able to make contact with her. The attempt to stop was initiated at 1:47 a.m. and ended when the Supervisor ordered the officers to terminate the pursuit approximately 9 miles from its origin. The vehicle in question attempted to elude the officer by making multiple turns and accelerating in the right lane, passing other vehicles. The officer was joined by Upper Saddle River police units before being ordered to terminate. The driver was stopped by USR and attempted to flee on foot. The driver was placed under arrest after a foot pursuit.

The highest rate of speed was 75 miles per hour. The weather was clear and dry. Traffic conditions were very light due to the time of night. No one was injured in the process and the pursuit ended without an accident. The pursuing Mahwah officer ended his role in the pursuit upon order of the Supervisor. Two Mahwah officers were involved and both were compliant with all directives. The driver was placed under arrest and transported to MPD for processing.

The officers in this instance were compliant with AG Guidelines and Mahwah SOP 095:10:10 due to the fact that they did not know the level of Assault that had occurred.

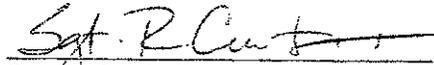
**SUMMARY:**

From the calendar year 2012 to the calendar year 2013, the number of pursuits remained consistent at 2 respectively. The low number of pursuits can be attributed to departmental training, supervision and officer's awareness of the inherent dangers associated with pursuits.

In 2013, there was 1 (one) **non-compliant pursuit**. A thorough analysis of the information, reports and supervisor's accounts showed that the officers all followed appropriate safety measures (identifying traffic, weather and road conditions to the supervisor), but the criteria for Incident #1 did not meet the necessary legal requirements as directed by AG Guidelines and MPD SOPs.

After having reviewed all of the reports and listened to the radio recordings for Incident #1 it has been determined that the officers' actions were not justified, even though he attempted to maintain constant contact with the shift supervisor. The officer did not follow AG Guidelines and MPD SOPs. This illustrates that there may be a need for additional training on Pursuit Policy with the individual officer in question. However, I do not believe that this is indicative of the majority of the agency and does not appear to be the start of a trend or pattern requiring supplemental training, equipment upgrades and/or policy modifications at this time.

For your review,



Sgt. R. Curtis #1103  
Office of Professional Standards

**Vehicle Pursuits**

PURSUIITS	2013
Total Pursuits	2
Policy Compliant	1
Policy Non-compliant	1
Accidents	0
Injuries (officer/suspect/third party)	0
Traffic offense	12
Criminal Charges	1

Department: BRIDGETON POLICE

Year: 2014

**OFFICE OF THE CUMBERLAND COUNTY PROSECUTOR**  
**POLICE PURSUIT SUMMARY REPORT**

Agency BRIDGETON POLICE DEPARTMENT	County Cumberland
Reporting Period 1-1-2014 TO 12-31-2014	
Person completing report Lt. James Filippello #695	Date Completed 1-8-2015
Phone Number 856-451-0033 EXT 2004	

1. Number of Pursuits initiated	7
2. Number of Pursuits resulting in accidents	0
3. Number of Pursuits resulting in injuries (NO DEATHS)	0
4. Number of Pursuits resulting in Death	0
5. Number of Pursuits resulting in arrests	5
6. Number of Vehicles in accidents	0
a. Pursued Vehicles	0
b. Police Vehicles	0
c. Third Party vehicles	0
7. Number of people injured	0
a. Pursued vehicles	0
b. Police Vehicles	0
c. Third Party Vehicles	0
d. Pedestrians	0
8. Number of People killed	0
a. Pursued Vehicles	0
b. Police Vehicles	0
c. Third Party Vehicles	0
d. Pedestrians	0
9. Number of People arrested	5
10. Number of Pursuits in which a tire deflation device was used:	0

Department: BRIDGETON POLICE

Year: 2013

**OFFICE OF THE CUMBERLAND COUNTY PROSECUTOR  
POLICE PURSUIT SUMMARY REPORT**

Agency BRIDGETON POLICE DEPARTMENT	County Cumberland
Reporting Period 1-1-2013 TO 12-31-2013	
Person completing report Lt. James Filippello #695	Date Completed 1-8-2013
Phone Number 856-451-0033 EXT 2004	

1. Number of Pursuits initiated	9
2. Number of Pursuits resulting in accidents	3
3. Number of Pursuits resulting in injuries (NO DEATHS)	1
4. Number of Pursuits resulting in Death	0
5. Number of Pursuits resulting in arrests	9
6. Number of Vehicles in accidents	3
a. Pursued Vehicles	3
b. Police Vehicles	1
c. Third Party vehicles	0
7. Number of people injured	1
a. Pursued vehicles	1
b. Police Vehicles	0
c. Third Party Vehicles	0
d. Pedestrians	0
8. Number of People killed	0
a. Pursued Vehicles	0
b. Police Vehicles	0
c. Third Party Vehicles	0
d. Pedestrians	0
9. Number of People arrested	9
10. Number of Pursuits in which a tire deflation device was used:	0