What’s the problem, officer?
2020 Amount:

- Police: $1,637,370.83
- Water: $294,632.07
- Admin: $254,628.83
- Fire: $233,687.88
- Refuse: $211,622.83
Total Amount:

- Police: $1798
- Waste Water: $912
- Streets: $740
- Parks/Rec: $517
- Electric: $267

Total Amount:

- Police: $15,820,364.74
- Admin: $3,883,886.57
- Waste Water: $3,495,571.68
- Parks/Rec: $2,314,113.41
- Water: $1,638,852.81
Leading Causes of Police Injury

Common nonfatal accidents among police officers include:

- Violence
- Falls, slips, and trips
- Overexertion
- Motor vehicle accidents
- Impact with objects or equipment
- Exposure to harmful substances
- Fires and explosions.

What I’ve seen...

• Shoulder injuries, for example, are common – not just from take downs during arrests, but they also occur in self-defense tactical training.

• Foot problems, like plantar fasciitis, sometimes show up after years of being on foot patrol.

• Lower back and hip issues are exacerbated by the weight of gun belts and vests worn for ten/twelve hours a day.

• Wrist and hand injuries from cuffing suspects, twisted ankles and knees from foot chases...

• The toughness effect can be a detriment to future medical issues, address it now, not later! Communication is key.

• Getting in and out of the car, hip issues...
Three types of injuries in the police world, according to a cop.

1. Injuries sustained not as a result of a police directed activity.
   - Getting shot, shoulder strain while effecting an arrest.

2. Injuries resulting from a directed activity.
   - Pushing a motor vehicle off of the road, slipping off of a wall, getting your ticket book thrown back at you, etc.

3. Motor vehicle injuries, non-pursuit (officers fault)
   • 3B. Motor vehicle injuries, non-pursuit (non-officers fault)
   • 3C. Motor vehicle injuries during pursuit (officers fault).
   • 3D. Motor vehicle injuries during pursuit (non-officers fault).
A Duke University Medical Center analysis found that obese workers filed twice the number of workers' compensation claims, had seven times higher medical costs from those claims and lost 13 times more days of work from work injury or work illness than did nonobese workers.
Rates of nonfatal injury per 10,000 full-time workers in cases involving days away from work, by selected nature, 2018

- **Fractures**
- **Sprains, strains, tears**
- **Cuts, lacerations, punctures**
- **Bruises, contusions**
- **Multiple traumatic injuries**
- **Soreness, pain**

All other

16.67

Violent nonfatal injuries and illnesses resulting in days away from work among police officers occurred at a rate of 121.7 per 100,000 FTE workers in 2018; the rate for all occupations was 7.3.
Police Liability Claims
Policing in Missouri, Policing in the USA—
but this wouldn’t happen in my town:

- Consider the difference between a 30,000 pop town vs. a 60,000 population town vs. a 120,000 town.

- Generally speaking, 2 cops per 1,000

- We all respond with to the same types of crimes, just on a different interval.

- Policies for a department of 4 shouldn’t be that terribly different for a dept of 40 or 400.
MIRMA’s short survey: 8-10 CA’s, PC’s and CC’s...

- **PD Chief...**
- **Decrease physical contact injuries (i.e. use of force / suspect assaultive behavior / improper demeanor as appropriate herein):** increase aptitude on officer presence (i.e. physical appearance, body language, etc.) and communication skills (i.e. de-escalation, diversion, persuasion, volume/tone control etc.) and defensive tactics (i.e. reduce injury through competent skill applications, increase proficiency with empty hand control and intermediate/impact weapon pain compliance techniques, etc.)

- **Decrease workplace accidents (i.e. vehicle crashes, improper process such as lifting/falling, lack of awareness, etc.):** increase training safety and awareness on driving and workplace care and well-being, increase policy enforcement and provide compliance incentives, etc.

- **Provide and promote robust employee health and wellness program** to increase vital organ function, strength capabilities, proper dietary needs, and generally accepted lifestyle standards expected by law enforcement officers (i.e. exercise, reduced alcohol consumption, overcoming bad health habits such as smoking, etc.). *This is probably the most important of all mentioned here within as it will have a direct impact on decreasing all types of incidents that lead to worker’s compensation claims by the very nature of the program.*
Survey Cont....CA’s...

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<table>
<thead>
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<tbody>
<tr>
<td>1</td>
<td>Train on anticipation of unsolicited aggression.</td>
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<td>N/A</td>
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<td>N/A</td>
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<td>2</td>
<td>Good policy</td>
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<td>Training</td>
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<td>Supervision</td>
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<td>3</td>
<td>Physical Fitness Requirements</td>
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<td>Better execution of HR within a PD</td>
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<td>Policy and Training</td>
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Survey Cont....PC’s...

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<tr>
<th>Recommendations</th>
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<tbody>
<tr>
<td>Load bearing vests (helps back)</td>
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<tr>
<td>Proper shoes (prevent falls-ice too)</td>
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<tr>
<td>PPE (range, hazmat)</td>
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<tr>
<td>Offender presents to safety committee</td>
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<td>Policy enforcement</td>
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<tr>
<td>PPE (yak traks-required-policy)</td>
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<td>Pre-employment Physical</td>
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<td>Pre-employment Fitness Test</td>
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<td>Fitness Incentives</td>
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<tr>
<td><strong>Stress management, cumulative stress especially.</strong></td>
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<td>Strength, Nutrition, Wellbeing in general.</td>
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<tr>
<td>Policy, Procedure, Supervision</td>
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<td>Better Equipment</td>
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<td>Training</td>
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<th>Further Improvement</th>
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<td>Ongoing training on core critical tasks related to inj.</td>
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<td>Equipment, Tasers, Less hands on opportunities</td>
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<td>Monthly UOF and injury claim review by CS.</td>
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<tr>
<td>Training</td>
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<tr>
<td>Equipment</td>
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<td>Healthy Living Incentive</td>
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<td>Limit Pursuits</td>
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<td>Body Cameras</td>
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<td>Training</td>
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<tr>
<td>Policy/Periodic Training</td>
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<td>Driver training</td>
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<td>Supervisor Observation and Action</td>
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<tr>
<td>Physical Fitness and Nutrition</td>
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<tr>
<td>Training-pursuits, tactics, handcuffing, etc.</td>
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<tr>
<td>Supervision (constant and consistent)</td>
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<tr>
<td>Decrease physical contact</td>
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<tr>
<td>Training and policy enforcement</td>
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<tr>
<td>Health &amp; Wellness Program</td>
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CC responses:

- Physical fitness standards
- Vicious animal handling policy
- Domestic response

Training, drill it in!
Follow MIRMA LC staff recommendations!

Training
Mindful of surroundings (hole in ground, injury to back)
PPE (dogs, needles)

Equipment
Wellness
Policy
Tunnel Vision Can Kill: Train for it = Less Injuries and death.


• Police Chase Jeff City
https://www.police1.com/police-training/videos/why-every-cop-should-carry-a-tourniquet-oK6f6r2rCV2iZh7a/ Why???
110 to 204
Leading Causes of Police Death

Leading causes of fatal injury among police officers include:

- Homicide (murder)
- Motor vehicle accidents
- Pedestrian vehicular incidents, such as passing cars striking a police officer who is standing on the roadside
- Accidental shootings.

Deaths of officers 2010 to 2019:

**Felonious LODD's**

**Accidental Deaths**
Death Benefits...In One Location

- http://www.mopolicefuneral.org/
- https://psob.bja.ojp.gov/
2019

• Total Line of Duty Deaths: 149
• 9/11 related cancer  24
• Accidental 1
• Assault 3
• Automobile crash 23
• Drowned 1
• Duty related illness 2
• Explosion 1
• Gunfire 48
• Gunfire (Inadvertent) 2
• Heart attack 19
• Motorcycle crash 1
• Struck by vehicle 14
• Training accident 1
• Vehicle pursuit 1
• Vehicular assault 8

2020

• Total Line of Duty Deaths: 342
• 9/11 related cancer  7
• Aircraft accident 1
• Assault 1
• Automobile crash 20
• COVID19 221
• Drowned 4
• Duty related illness 4
• Gunfire 45
• Gunfire (Inadvertent) 5
• Heart attack 6
• Heatstroke 1
• Motorcycle crash 4
• Struck by vehicle 8
• Vehicle pursuit 2
• Vehicular assault 13

2021?
Of the officers who were accidentally killed in the line of duty in 2019:

- 23 died as a result of motor vehicle crashes. Eight officers were responding to emergencies, 5 were patrolling, 1 was responding to a nonemergency circumstance, 1 was escorting a funeral or a dignitary, and 4 officers died in other types of motor vehicle crashes.
- 16 were pedestrian officers struck by vehicles. Five officers were performing traffic stops, 2 were assisting motorists, and 2 were performing traffic patrol. One officer was assisting or investigating a vehicle crash, 1 was engaged in a foot pursuit, and 1 was overseeing a work zone. Four officers were struck by vehicles in other situations.
- 3 officers died in firearm-related incidents. One officer was performing an arrest, 1 was patrolling, and 1 was involved in another type of activity.
- 2 officers drowned. One officer was patrolling, and 1 drowned during a recovery operation.
- 1 officer was reported to have died in the category titled “an other type of duty-related accident” when he was struck by a tire/wheel while assisting a motorist.
The Fatality Analysis Reporting System (FARS) is maintained by National Highway Traffic Safety Administration. The FARS is currently the only database that contains detailed information on the fatal crashes involving law enforcement officers. The characteristics of law enforcement officers’ fatalities in motor vehicle traffic crashes were investigated using the FARS data from 1980 to 2008. The characteristics were analyzed at the crash level for 772 crashes that involved at least one law enforcement officer’s fatality, at the vehicle level for 776 police vehicles with law enforcement officers’ fatalities, and at the person level for 823 law enforcement officers killed in motor vehicle crashes.
NHTSA Study...

* Out of the 684 nationwide deaths that were examined, 272 were traffic-related. These included officers killed in automobile crashes, motorcycle crashes, and incidents when they were struck by vehicles.

* The next-highest number of deaths - 134 - occurred when officers were shot in unprovoked ambushes, while performing tactical operations, serving warrants, and conducting follow-up investigative work.

* Of the 91 police officers who were killed while responding to dispatched calls, the highest proportion - 22 percent - died responding to domestic disputes.

* Officers who died after initiating contact with suspects were most likely to be killed during traffic stops, the study found.

The FARS data on the manner of collision with a motor vehicle in-transport shows that more than half of the passenger vehicle crashes resulting in LEO fatalities were angle crashes (55%) followed by head-on crashes (27%), rear-end crashes (13%), and sideswipe crashes (5%). Motorcycle crashes with LEO fatalities had mostly angle collisions (67%). Both head-on and rear-end collisions each accounted for 13 percent and sideswipe 8 percent.
Good for the goose, good for the gander...

- Buckle Up.
- Phone Down.
- Slow Down.
- Drive Sober.
Equipment Has a Right and Wrong Way

- Inquire with officers as to what they have.
- Look at what they have.
- Do you see labels, manufacturer names, helpful factual info?
- Do the officers know what the manufacturer recommends?
- Sometimes the process used by the manufacturer flies in the face of local norms or policies.
Other Areas of Injury: Applicant Testing: Two approaches to the physical ability test

• The job simulation method

As evident from its name, the job simulation method tests the ability of the candidate to cope with real-life situations. This means that you will be faced with physical simulations that are often present in the job of the police officer, such as running at a short distance, dragging a body, climbing up and down the stairs or overcoming obstacles such as walls and windows. The aim is to assess whether the applicant meets the physical requirements for becoming a police officer by coping with physical simulations that mirror the actual activities performed while on duty.

• The fitness-based method

The agencies that prefer this type of tests check the number of push-ups, 1.5 mile run, sit ups, or hand grip strength for example, a candidate can perform over a given period of time. While the test doesn’t include simulation of actual police tasks, it does check the overall physical fitness of the person. Some agencies argue that it is the better approach since it provides information about the overall fitness and physical abilities of the candidates and is an indicator, whether they can take proper care of themselves.
Programs in existence to reduce police injuries/deaths

- Bureau of Justice Assistance (BJA),
- Office of Community Oriented Policing Services (COPS),
- International Association of Chiefs of Police (IACP),
- Police Executive Research Forum (PERF),
- Major City Chiefs Association (MCC), and the
- National Law Enforcement Officer’s Memorial Fund (NLEOMF)
- National Police Support Fund (NPSF)
- Concerns of Police Survivors (Missouri)
“Things that might help, too”

• Effect of CEW’s on police injuries?
  Policies on use of CEW have changed recently...
• BWC’s should help, right! Not necessarily...
  https://www.pnas.org/content/116/21/10329
• LBV’s
• https://www.backdefensesystems.com/videos/
  11:00
• Police Explorers Programs
• Driving Schools, Driving Instructors, EVOK? Statistical Awareness...
• Desensitization to the importance of time.
• Hiring, Health, Counseling (Mental Health Related), Manpower, Training, Off Duty, contract with county.
What Can Law Enforcement Agencies Do to Help Prevent and/or Mitigate Officer Injuries?

- Track officer injuries of all types, as well as the circumstances of the injury, in order to identify possible patterns.
- Develop injury reduction efforts for at-risk officer groups.
- Keep track of offenders residing in agency jurisdiction to improve the chances of neutralizing threats and reducing injury.
- Incorporate advanced arrest procedure and tactics training and use-of-force training in academy and in-service curricula.
- Implement mandatory seatbelt policies and address speed and pursuit policies.
- Implement physical fitness programs and nutrition education programs for officers.

Complete findings from this study can be found in the Reducing Officer Injuries Final Report, which can be accessed at: www.theiACP.org/roi
Less Lethal Options-Policing:

- StarChase System
- Pepper-spray ball
- Pepper-spray shell
- Pepper powder
- Pepper-pellet
- Fluid content
- Propellant
- Trigger
- Nozzle
- Handheld pepper spray
- 40mm sponge grenade
- 40mm shell can contain some of the following projectiles
- ‘Beanbag’
- Baton round
- Fin-stabilized round
- Rubber balls
- 37-millimeter tear gas shell
- CS tear gas grenade
- Foam tip detaches when fired
Entry level testing, job task analysis, physical standards, job descriptions, etc.
Chase, AKA, Pursuit Policy

• Discretion vs Policy Driven
  Police officers involved in high-speed pursuits are entitled to qualified immunity in all cases unless it can be shown that they acted with a deliberate intent to harm those injured in the incident.

• What’s your city’s threshold for starting/continuing a pursuit?

• Tricky area: DWI

• Analyze the policy and look for clarity regarding a black line, drawn in the sand, standard.

• UOF policy and UOF Reporting Policy!
Tracking Near Misses

The IACP is a partner in the Police Foundation’s LEO Near Miss Reporting System, a voluntary, non-disciplinary reporting system that allows law enforcement personnel to read about and anonymously share “close calls” or “near misses,” provide lessons learned that can protect others from similar incidents. A near miss is defined as a close call and/or unsafe occurrence that could have resulted in a serious injury or fatality if not for a fortunate break in the chain of events.

Supporting Officer Safety Through Family Wellness: Financial Literacy

Financial planning is important for everyone, particularly for families of law enforcement officers, whose jobs are more unpredictable.

Supporting Officer Safety Through Family Wellness: Nutritional Needs

Proper nutrition is an important factor in the job performance of law enforcement officers.
Mental health impacts performance:

Police Work

You get into it to change the world.

You get out of it changed by the world.
Thank you for taking the time to learn about this area of concern. Police and all other departments deserve our attention and care.

Patrick Bonnot
Glenn Price

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gprice@mirma.org