



Memorandum

TO: Chief Fisher *mf*
FROM: Assistant Chief D. Woods
DATE: April 29, 2021
SUBJECT: Annual Pursuit Review

Chief Fisher,

This memorandum is to document a mistaken entry into Pursuits.com. While entering data from Pursuit #2017902019, I transposed a number which then listed the pursuit as lasting in duration for 20 hours, 38 minutes and 55 seconds. This incorrect information was then produced into the graphs.


This pursuit actually lasted only 12 minutes. I am unable to edit the data entered into Pursuits.com once finalized.

Respectfully submitted,

D. Woods #249



Memorandum

TO: Chief Fisher 

FROM: Assistant Chief D. Woods #249

DATE: April 21, 2021

SUBJECT: Annual Vehicle Pursuits Recap for 2020

Chief Fisher,

Introduction:

The Fife Police Department encountered six (6) vehicular pursuit incidents in 2020. Of the six vehicular pursuit incidents, all were within departmental policy.

Analysis of Findings:

Police pursuits of fleeing subjects can present a danger to the lives of the public, officers and suspects involved in the pursuit. Tactics used to stop a fleeing vehicle may be considered a use of force. It is the policy of the Fife Police Department to regulate the manner in which vehicular pursuits are initiated, continued and terminated.

A review of all pursuit incidents in 2020 were conducted in adherence with all departmental policies. Decisions to pursue were based on training, departmental policy, traffic conditions, severity of the alleged crime and risk to the motoring public. The Fife Police Department reviews each pursuit from the first level supervisor to the Assistant Chief of Administrative Services, to ensure it is within departmental policy and to provide continuing education and training to our officers.

The Pursuit Policy of the Fife Police Department is consistently reviewed internally to meet State standards and best practices. Over the past few years, the Pursuit Policy has become more stringent, limiting pursuits to felony crimes of violence. The below is an analysis of the six (6) vehicular pursuits of Fife officers in 2020.

The six (6) documented incidents is a slight decrease from eight (8) incidents in 2019. The slight decrease may be a result of the more restrictive pursuit policy and evolving police training on pursuit decision making. The Fife Police Department documents all incidents in which the driver fled from officers, whether officers initiated a pursuit or terminated.

- There is no pattern regarding day of the week, time of day or location for pursuits.
 - Pursuits were spread out over several days of the week, with five of the six occurring during weekdays.

- Times of the pursuits also varied, but showed a propensity to occur in the afternoon hours.
 - Locations of the pursuits centered near main arterials, which included easy access to north or south bound I-5.
- Pursuits were initiated within departmental policy. All pursuits were documented, whether the pursuit was continued or not.
 - One (1) of the six (6) listed pursuits began as a traffic stop for traffic violations. The driver fled and was not pursued.
 - Two (2) of the pursuits originated from misdemeanor crimes. In both instances, the driver fled and was not pursued.
 - Three (3) of the pursuits were based on violent felony crimes.
 - Pursuit began as an outside agency pursued a vehicle into the City limits for a home invasion robbery. Driver fled from vehicle and was apprehended.
 - Pursuit began as an outside agency pursued into the City limits for Armed Robbery. Driver became involved in a single vehicle collision within the City limits and taken into custody.
 - Pursuit resulted from an Armed Robbery within the City limits. Driver fled into King County, became involved in a single vehicle-collision and was taken into custody.
- Officers terminated pursuing the vehicles in three (3) incidents. In these instances, the fleeing vehicle did not meet departmental guidelines for pursuit and officers used appropriate actions. One (1) incident the driver stopped the vehicle and fled on foot. Two (2) incidents resulted in the driver being involved in a single-vehicle collision.
- No officers, suspects, or bystanders reported any injuries resulting from Fife Police Department pursuits.
- Only the violator vehicles in two (2) incidents sustained any damage. There was no damage to any vehicle or property outside of the two violator vehicles.
- Weather and traffic conditions did not play a factor in any reported pursuit.
- All pursuits fell within current policy.

Fife officers are using sound judgement when faced with a fleeing vehicle. Officers are basing their decision to pursue on department policy, the severity of the original event precipitating the pursuit, the risk created by the violator, the danger to the motoring public and the immediacy of taking the subject into custody.

All pursuit incidents are entered into a national database through IACP Pursuits.com. Please see attached data and diagrams provided through IACP Pursuit.com.

Recommendations:

The City of Fife participates in biennial Emergency Vehicle Operators Course (EVOC) with a cooperatives cities coalition to provide the most amount of training opportunity at the lowest cost. Each year, half of the Fife Police Department participates in the training. The training consists of an Instructor Training Day, an evaluation of departmental-related collisions, decision-making, P.I.T., mock pursuits and emergency driving techniques. It is recommended the Fife Police Department continue to provide EVOC Instructors and participate in the cooperative cities coalition. EVOC Instructors review prior pursuits from area departments, discuss individual department policies, and evaluate decision-making processes during scenarios. EVOC Instructors from the cooperative cities review patrol-related collisions from their respective agencies and implement training to address those driving concerns. In 2020, EVOC Instructors provided training at the Washington State Patrol training facility. This location encompasses conditions suitable for PIT, skills and high-speed driving.

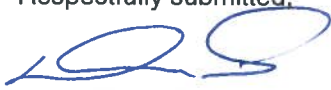
The Fife Police Department has a Sergeant or Officer-in-Charge (OIC) on all shifts monitoring potential pursuit situations. The Department will continue to submit a Pursuit Report, approved by a first level supervisor, Assistant Chief of Operations and Assistant Chief of Administrative Services.

Having input and oversight of the Cooperative Cities EVOC program, I recommend the Fife Police Department continue their participation. It is further recommended shift supervisors periodically review department policies with their patrol staff.

The Fife Police Department Pursuit Policy will continue to be reviewed and updated to meet changing State law. Any changes to the policy or State law will be incorporated into the training program.

Based on the incidents and data reviewed, I recommend continuing in the biennial training program with the cooperative cities coalition. This is a proven program that reinforces department policies and best practices.

Respectfully submitted,

A handwritten signature in blue ink, appearing to be 'D. Woods', written over a horizontal line.

D. Woods #249

HOME ADD PURSUITS SEARCH PURSUITS REPORTS HELP LOG OUT

Current User: **Dave Woods from Fife Police Department**

Reports: Data Summary Report

Search Results

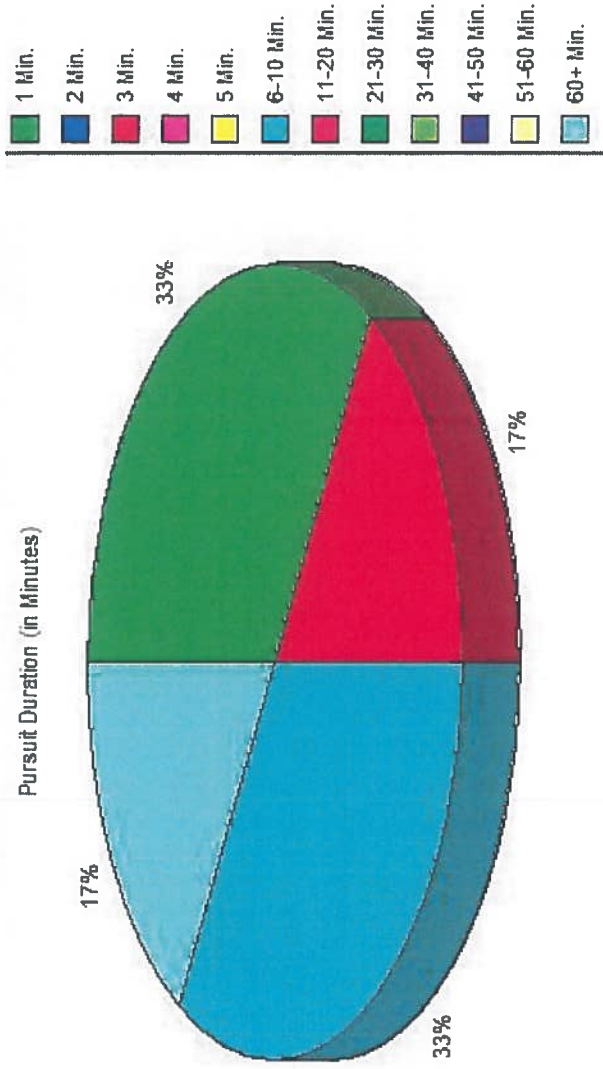
Data Summary Report
 Report Scope: Department: Fife Police Department (Fife, WA)
 Report Period: 1/1/2020 - 12/31/2020
 Print Date: 4/21/2021 1:21:09 PM
[Return to Criteria](#)

Count of Total Pursuits: 6
 Number of Agencies Reporting: 1

Duration of Pursuit (In minutes)

Minutes	Count	% of Total	Minutes	Count	% of Total
1	2	33 %	11-20	0	0 %
2	0	0 %	21-30	0	0 %
3	1	17 %	31-40	0	0 %
4	0	0 %	41-50	0	0 %
5	0	0 %	51-60	0	0 %
6-10	2	33 %	Over 60	1	17 %

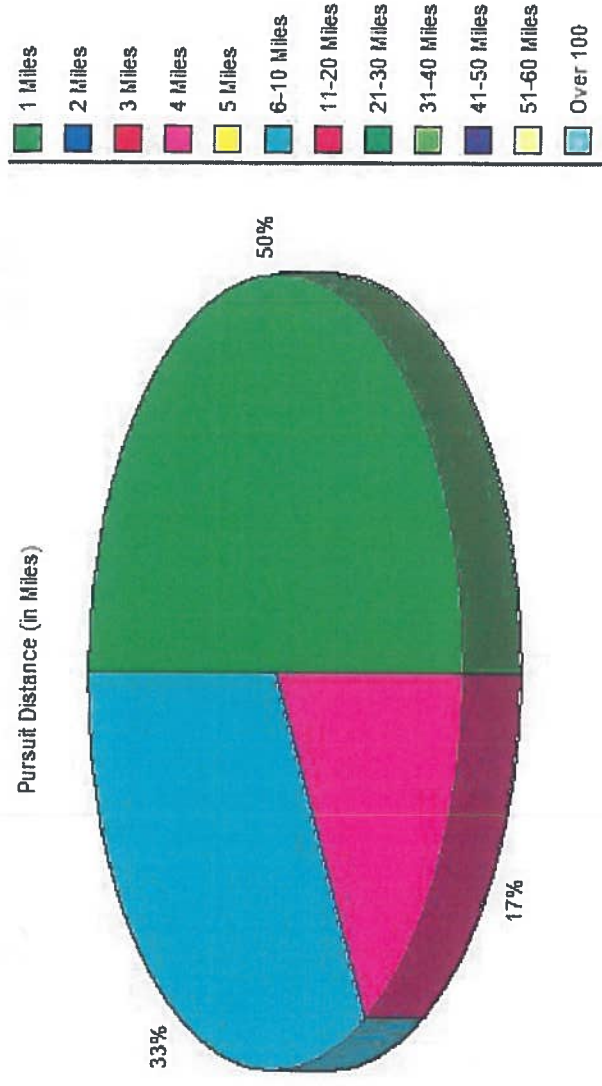
Pursuit Duration (in Minutes)



Distance of Pursuit (in miles)

Miles	Count	% of Total	Miles	Count	% of Total
1	3	50 %	11-20	0	0 %
2	0	0 %	21-30	0	0 %
3	0	0 %	31-40	0	0 %
4	1	17 %	41-50	0	0 %
5	0	0 %	51-100	0	0 %
6-10	2	33 %	Over 100	0	0 %

Pursuit Distance (in Miles)



Initial Violation

Violation	Count	% of Category	% of Total
Traffic - DWI	0	0 %	0 %
Traffic - Speeding	0	0 %	0 %
Traffic - Reckless	1	50 %	17 %
Traffic - Other	1	50 %	17 %
Misdemeanor - DWI	0	0 %	0 %
Misdemeanor - Assault/Battery	1	100 %	17 %
Misdemeanor - Firearm Related	0	0 %	0 %
Misdemeanor - Other	0	0 %	0 %
Non-Violent Felony - Burglary	0	0 %	0 %
Non-Violent Felony - Stolen Auto	0	0 %	0 %
Non-Violent Felony - White Collar	0	0 %	0 %
Non-Violent Felony - Other	0	0 %	0 %
Violent Felony - Homicide	0	0 %	0 %
Violent Felony - Robbery	2	67 %	33 %
Violent Felony - Violent Assault	1	33 %	17 %
Violent Felony - Rape	0	0 %	0 %
Violent Felony - Other	0	0 %	0 %

Assisting Other Department	0	100 %	0 %
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Environmental Conditions

Category	Sub Category	Count	% of Total
Demographics	Urban	6	100 %
	Suburban	0	0 %
	Rural	0	0 %
	Interstate Highway	0	0 %
Light Conditions	Light	5	83 %
	Dusk	0	0 %
	Dark	1	17 %
Average Speed Over Limit	Below Limit	0	0 %
	Low (0-10 mph)	1	17 %
	Medium (11-25 mph)	1	17 %
	High (26+ mph)	4	67 %
Traffic Conditions	Light	2	33 %
	Moderate	1	17 %
	Heavy	3	50 %
Road Conditions	Dry	6	100 %
	Wet	0	0 %
	Ice	0	0 %
	Snow	0	0 %
Maximum Pursuit Speed (mph)	0-30 mph	0	0 %
	31-50 mph	2	33 %
	51-60 mph	1	17 %
	61-70 mph	0	0 %
	71-80 mph	0	0 %
	81-90 mph	2	33 %
	91+ mph	1	17 %

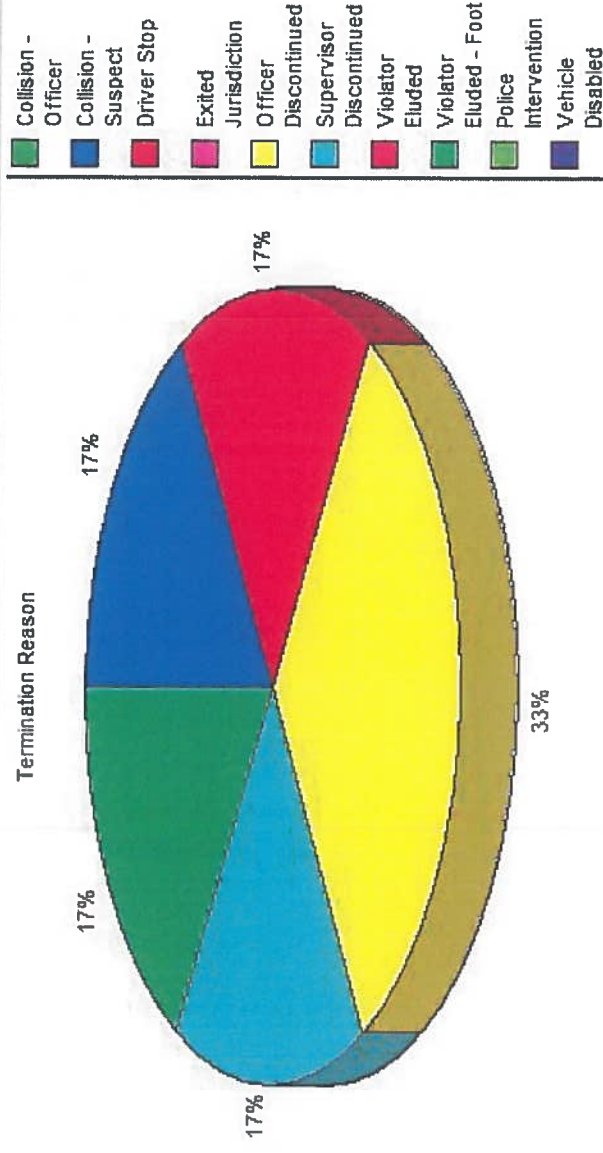
Termination Reason

Category	Count	% of Total
Collision - Officer	0	0 %

Pursuits

Collision - Suspect	1	17 %
Driver Stop	1	17 %
Exited Jurisdiction	0	0 %
Officer Discontinued	2	33 %
Supervisor Discontinued	1	17 %
Violator Eluded	0	0 %
Violator Eluded - Foot	1	17 %
Police Intervention	0	0 %
Vehicle Disabled	0	0 %

Termination Reason



Intervention Method

Category	Count	% of Total
PIT Maneuver	0	0 %
Roadblock	0	0 %
Rolling roadblock	0	0 %
Tire deflator	0	0 %
Remote engine Disabler	0	0 %
Other	0	0 %

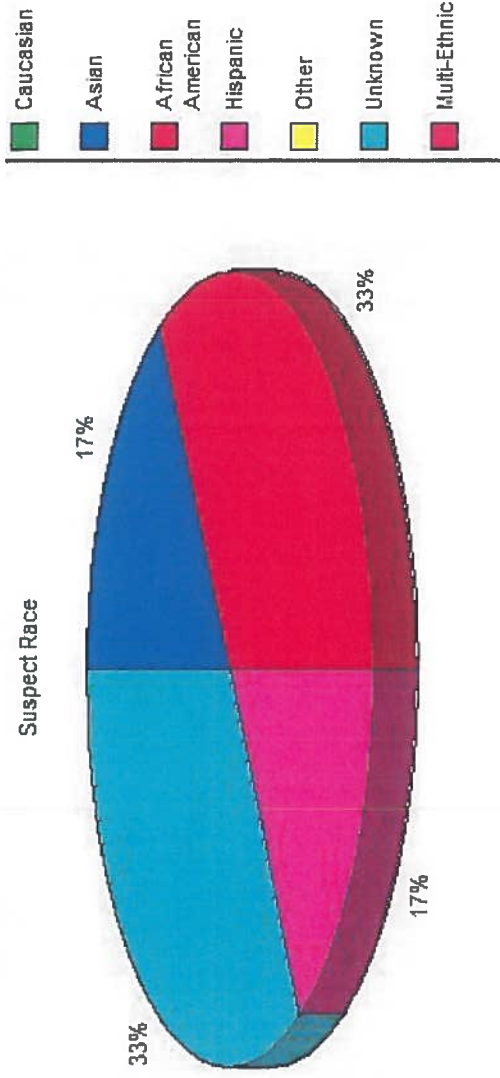
Suspect Information

Category	Sub Category	Count	% of Total
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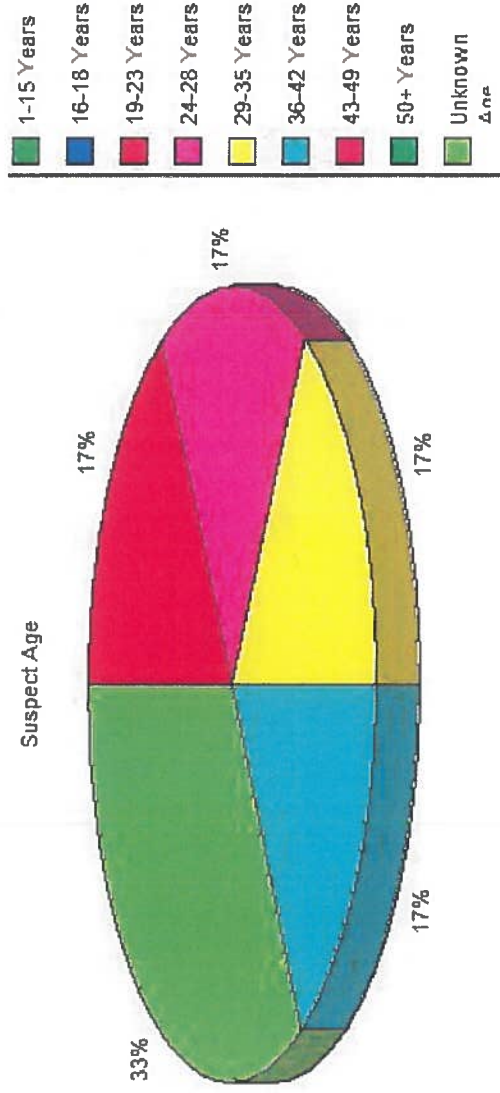
Suspect Sex	Male (avg. age=31)	3	50 %
	Female (avg. age=27)	1	17 %
	Unknown	2	33 %
Suspect Race	Caucasian	0	0 %
	Asian	1	17 %
	African American	2	33 %
	Hispanic	1	17 %
	Other	0	0 %
	Unknown	2	33 %
License Status	Multi-Ethnic	0	0 %
	Licensed	2	33 %
	Unlicensed	2	33 %
Suspect Impairment	Unknown	2	33 %
	None	0	0 %
	Alcohol	0	0 %
	Drugs	0	0 %
	Mental/Illness	0	0 %
	Unknown	6	100 %
Suspect Age	1 - 15 years	0	0 %
	16-18 years	0	0 %
	19-23 years	1	17 %
	24-28 years	1	17 %
	29-35 years	1	17 %
	36-42 years	1	17 %
	43-49 years	0	0 %
	50+ years	0	0 %
	Unknown Age	2	33 %

Pursuits

Suspect Race



Suspect Age



Injury and Property Damage Statistics

Group	No Injury	Minor Injury	Serious Injury	Fatal Injury	Property Damage
Law Enforcement	6 (100 %)	0 (0 %)	0 (0 %)	0 (0 %)	0 (0 %)
Suspect	6 (100 %)	0 (0 %)	0 (0 %)	0 (0 %)	2 (33 %)
Uninvolved person / property	6 (100 %)	0 (0 %)	0 (0 %)	0 (0 %)	0 (0 %)

Average Cost of Property Damage: \$666

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