



# MARYSVILLE POLICE DEPARTMENT

Erik Scairpon, Chief of Police



## MEMORANDUM

**To:** Chief Erik Scairpon  
**From:** Commander Adam Vermeulen *AV* 1-3-24  
**Date:** January 4, 2023  
**Reference:** 2023 Annual Review of Vehicle Pursuits

I completed a review of vehicle pursuits recorded by the Marysville Police Department in 2023. I reviewed each pursuit in IAPro to reveal any evident patterns or trends that would suggest a need for policy and/or training modification.

Marysville Police Officers documented six (6) vehicle pursuits in 2023 as compared to 10 in 2022, 13 in 2021, and 23 in 2020. A report pulled from IA Pro showed eight vehicle pursuit reports for 2023 but after a review of each report, two were determined not to be vehicle pursuits per policy. As you know, in July 2021 new State legislation went into effect that changed the rules of engagement for officers to initiate a vehicle pursuit. As a result, we've seen a decrease year to year in vehicle pursuits. Additionally, on December 15, 2022, we changed the use of tire deflation devices (spike strips) from a pursuit tactic to a less-lethal use-of-force option. The use/deployment of tire deflation devices is now documented via Use of Force reports.

Marysville Police Officers initiated six vehicle pursuits in 2023. Of those six, three (50%) were initiated for reasonable suspicion of DUI, two (33.33%) were initiated for felony person crimes, and one (16.66%) was initiated for probable cause for Assault Fourth Degree – Domestic Violence, All were found to be within policy and State law.

One pursuit resulted in the death of the suspect driver. That (2023-00055242) pursuit was initiated for Assault Second Degree on Marysville Police officers and was approved by the on-duty sergeant. That pursuit/collision was investigated by Washington State Patrol, and a separate internal pursuit review was conducted by members of the Marysville Police Department. The internal pursuit review determined the pursuit was within department policy and State law. Additionally, the pursuit review identified the following training opportunities related to engaging in vehicle pursuits:

- Radio Communication between officers and dispatch to ensure what officers were saying was received and communicated correctly.
- Ensuring all officers involved in the pursuit are on the same radio channel.
- Ensuring all officers involved in the pursuit are using their audible sirens.
- Driving safety during emergency driving.

Of the six vehicle pursuits, the supervisor terminated one (16.66%), one (16.66%) was voluntarily terminated by the pursuing officer, and in the other four (66.66%) the suspect driver was captured.

A review of the time of day when the pursuits occurred showed 50% (3) occurred between 0001 – 0600 hours followed by 13% (1) that occurred between 1201 – 1800 hours and 13% (1) that occurred between 1801 – 2400 hours and 13% (1) occurred between 0601 – 1200 hours.

**Conclusion:**

1. MPD officers and supervisors followed policy and Washington State Law for when to initiate a pursuit.
2. 50% of the vehicle pursuits in 2023 were for reasonable suspicion of DUI and the other 50% were for felony persons and/or domestic violence crimes.
3. The significant decrease in vehicle pursuits in 2023 from 2020 can be directly linked to the change in legislation related to pursuits.
4. No patterns or trends that would suggest a need for policy and/or training modification were revealed. However, the noted training opportunities from the internal pursuit review were added to the department's annual EVOC training for all department staff.