

**FEDERAL WAY
POLICE DEPARTMENT**
Administrative Memorandum
2019 Pursuit Analysis



Prepared by Lieutenant M. Wedel – 02/20/20

Purpose

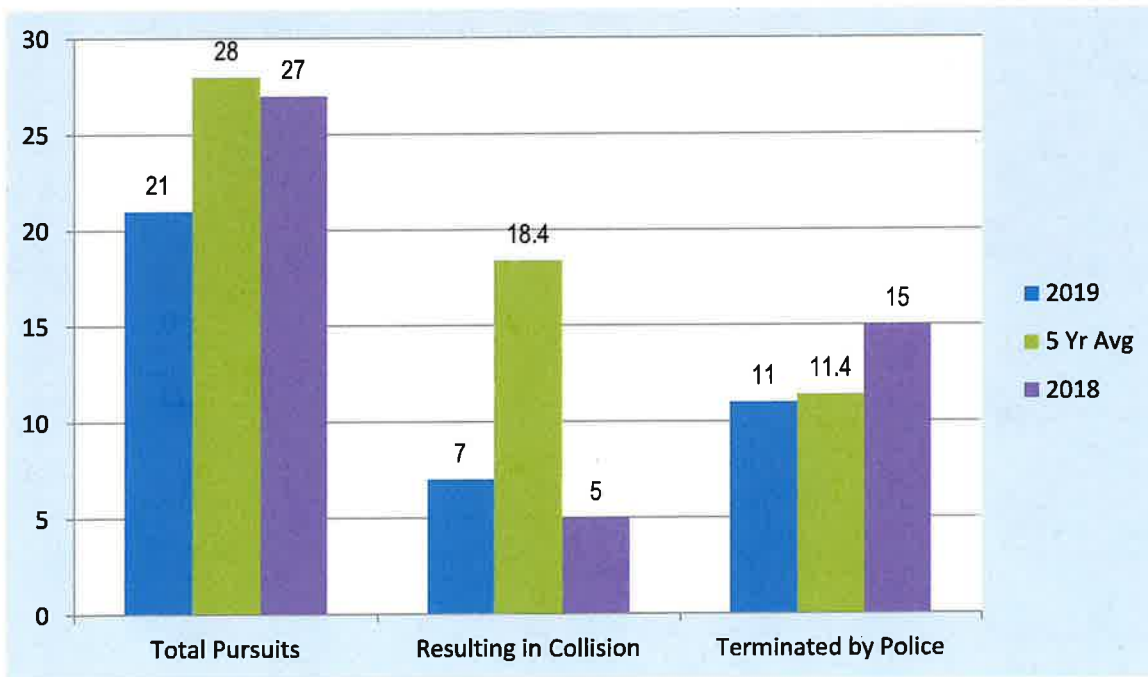
The Vehicle Pursuit Analysis is completed each year by the Professional Standards Unit to assist the Federal Way Police Department in evaluating its current practices, equipment, and training.

Methodology

The numbers compiled and presented in this review were drawn from the Pursuit Review forms completed by the officer(s) involved in the pursuits.

Annual Comparisons

2019 vs 2018 and previous five year average



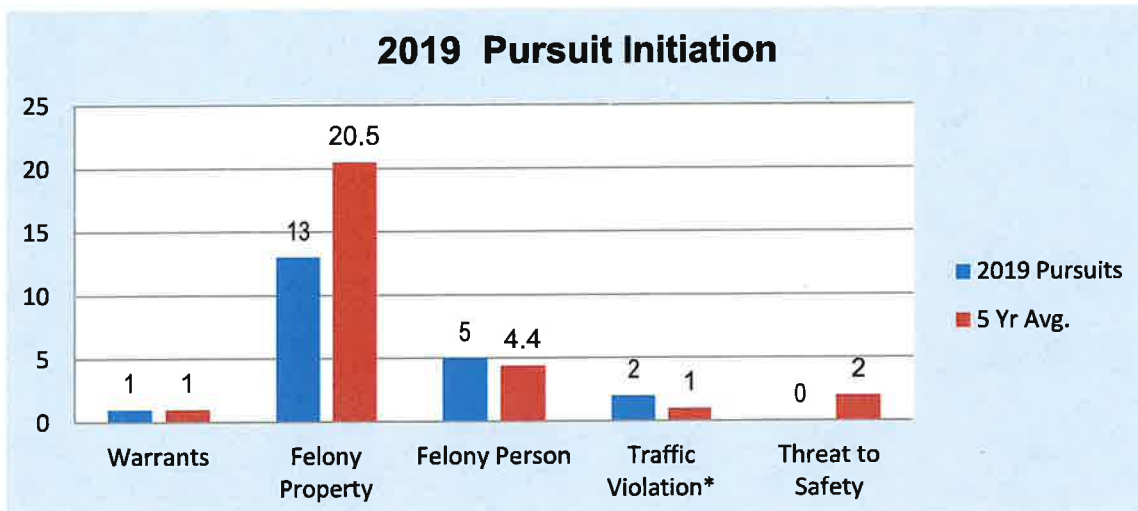
Our pursuits dropped in 2019 from the twenty-seven (27) to twenty-one (21). This drop can be directly contributed to supervisor training in pursuit liability that was passed down to the patrol. The intent for the department to lower public risk has decreased numbers overall. Given the advancements in vehicle handling technology, overall safety has improved over the past several years.

PURSUIT INITIATION COMPARISONS

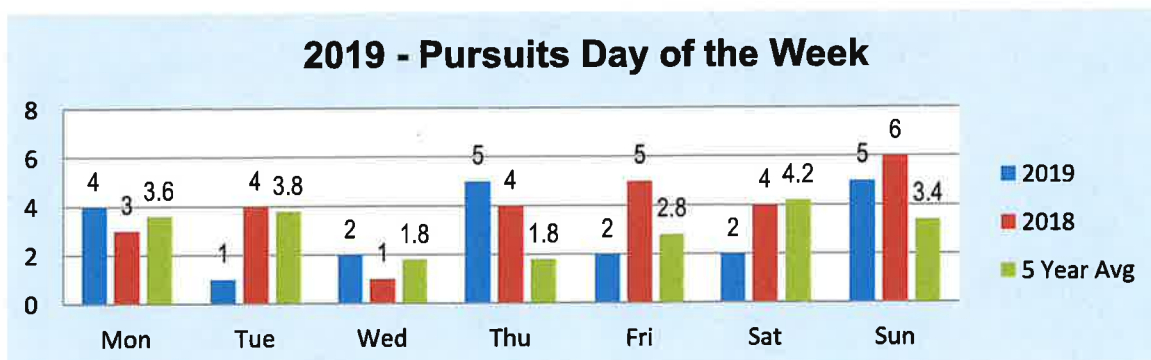
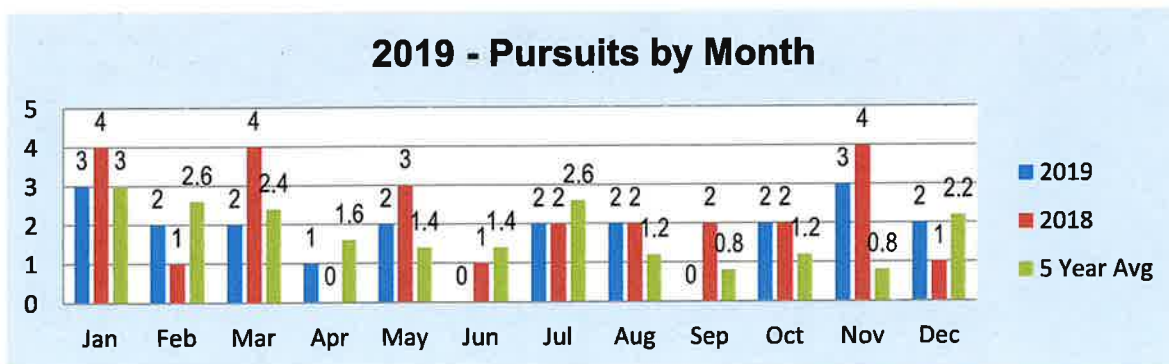
2019 vs 5 year average

The Field Operations Division conducted all of the vehicle pursuits in 2019. Patrol Officers driving fully marked patrol cars initiated all of the twenty-one (21) documented pursuits.

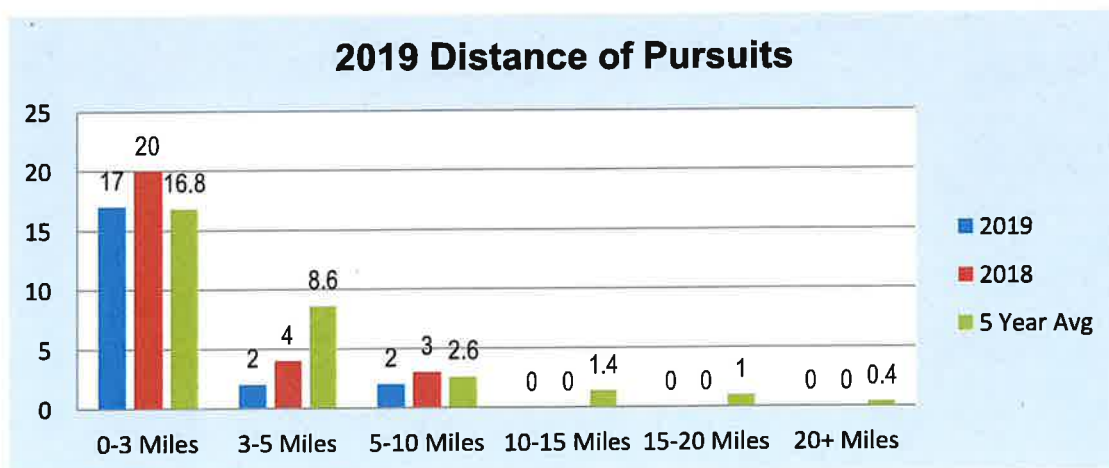
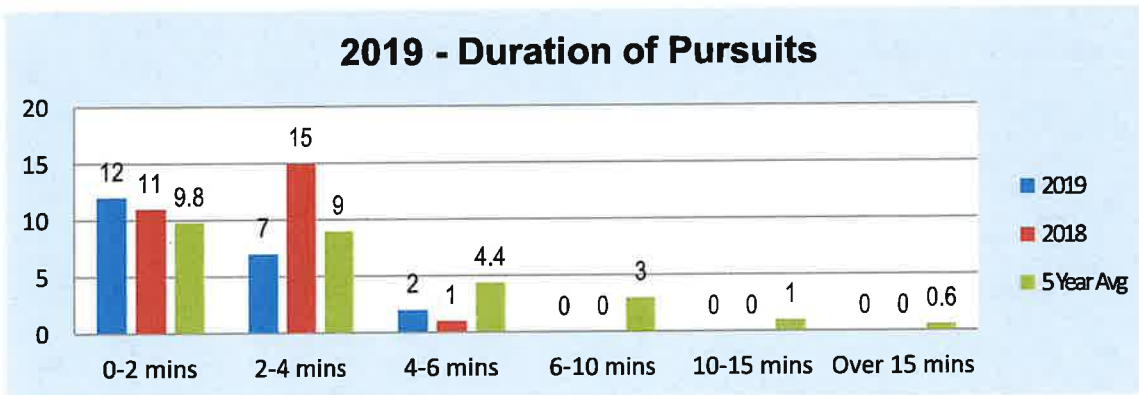
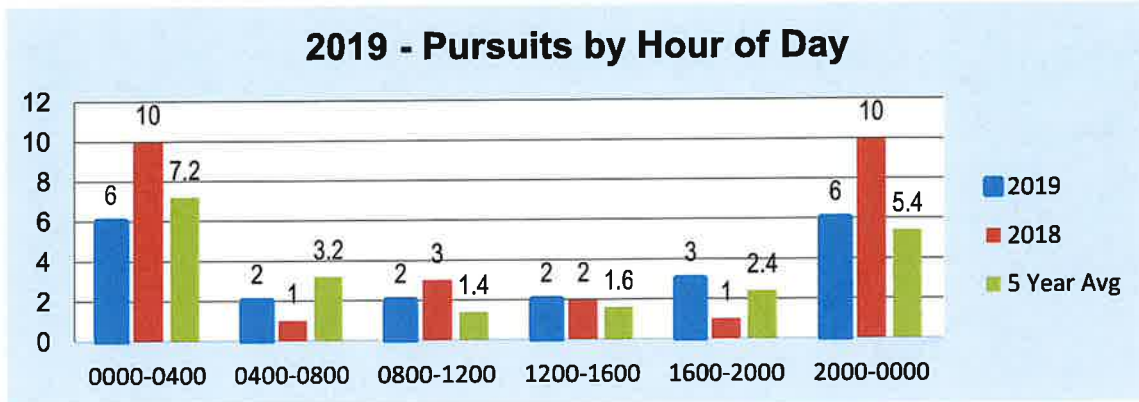
A review of the pursuit initiating offenses revealed the following information:



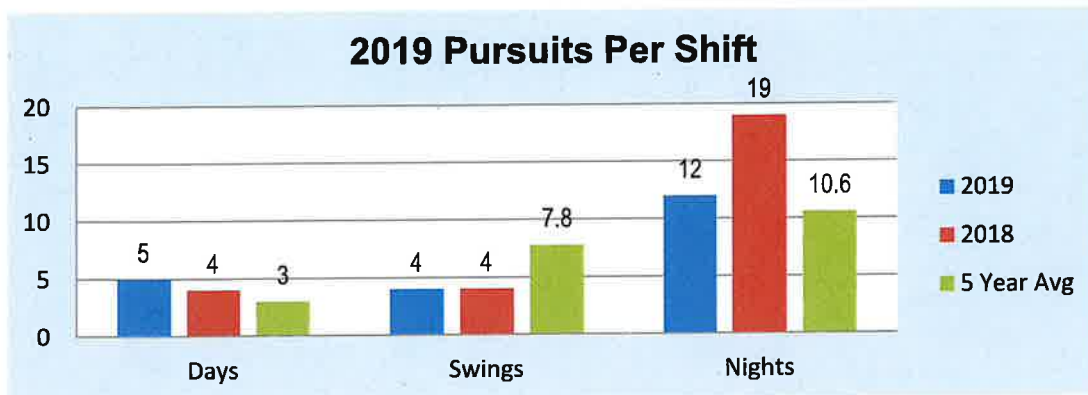
**The traffic violations pursuits are/were discontinued immediately*



2019 Pursuit Comparisons: (continued)



2019 Pursuit Comparisons: (continued)



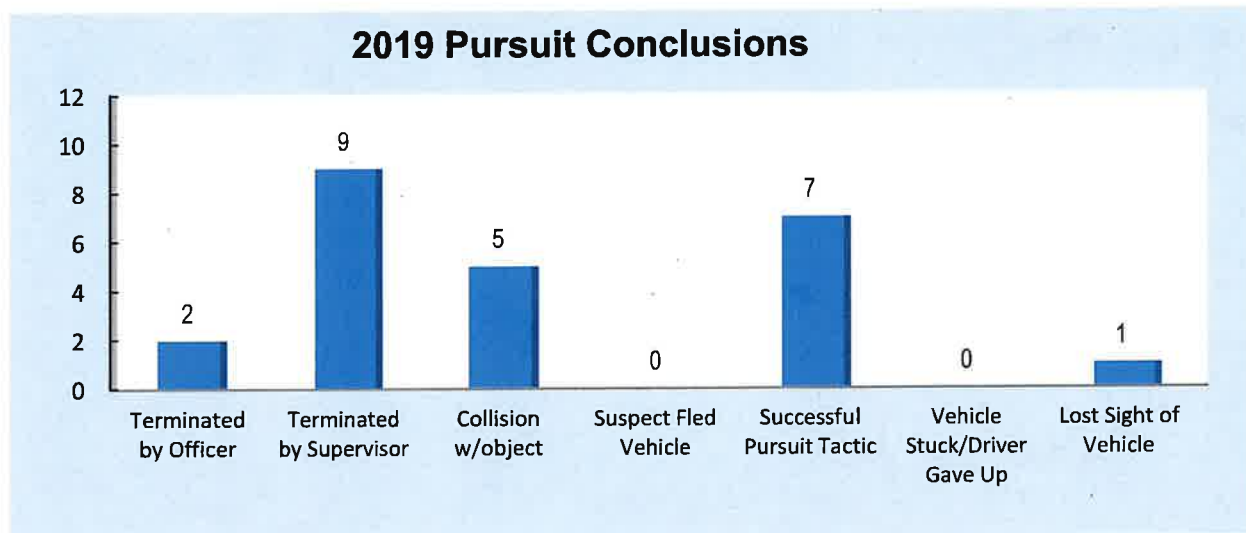
Of the 21 pursuits in 2019, eight resulted in collisions 33.3%. Only one (1) pursuit resulted in injuries.

Police personnel terminating pursuits

In 2019, eleven (11) pursuits were terminated by the police totaling 52.4%. Two (2) pursuits were terminated by the initiating officers and nine (9) were terminated by the supervisor.

Pursuit Conclusions

Using Pursuit Review data, we can determine that the pursuits most commonly end in one of seven ways indicated by the table below. The ending flows between the categories over time. After initiation, ten (10) of the twenty-one (21) pursuits were allowed to continue. A total of nine (9) drivers were captured at the end of the pursuits in 2019. A majority of pursuits are initiated on night shift. The average distance of pursuits in 2019 was 1.9 total miles and the average time of the pursuits was 2.2 minutes. It was also determined that 50.3 MPH was the average pursuit speed.



Of the twenty-one (21) pursuits that were allowed to continue, seven (7) ended with officers successfully employing a specialized technique. The specialized technique covers a spike strip deployment or a successful PIT maneuver.

Pursuit Tactics Review

The number of pursuits decreased from twenty-seven (27) in 2018 to twenty-one (21) in 2019. This 22% decrease is a direct result of discussions with supervisors about risks involved with pursuits and frequent briefing discussions on current policies and goals set by the administration. The decrease of overall pursuits has been consistent over the past three years.

Several pursuits concluded with the use of both the PIT maneuver and/or the use of spike strips, which tends to highlight the success of effective department EVOC and spike strip training.

We continued to educate the officers about pursuit expectations throughout 2019, beginning with the Chiefs annual address.

These expectations included:

- 1) 'No on-going pursuits for property crimes –including stolen cars';
- 2) 'Setting up stop-sticks before attempting to stop a confirmed stolen vehicle';
- 3) 'Initiating a pursuit long enough to attempt PIT or other termination technique in the first minute or two';
- 4) 'As a general rule, when a pursuit for a property crime transitions from *initiation* to on-

going, officers will terminate'.

Recommendations

Based on the above statistics, supervisors must continue to closely monitor pursuits to ensure that they are within policy and are reasonable. Frequent review of the pursuit policy should also continue, due to pursuits being low occurrence / high liability events.

A review of MOS 41.2.2 – (Vehicle Pursuits) – indicates that the current policy guidelines are still valid and relevant to our patrol operations. Supervisors should continuously review the pursuit policy with line staff to ensure understanding and compliance. Pursuit Review reports are being submitted timely and contain sufficient information to evaluate tactics, patterns or trends and/or the need for training.

**FEDERAL WAY
POLICE DEPARTMENT**
*Administrative Memorandum
2020 Pursuit Analysis*



Prepared by Lieutenant M. Wedel – 02/20/21

Purpose

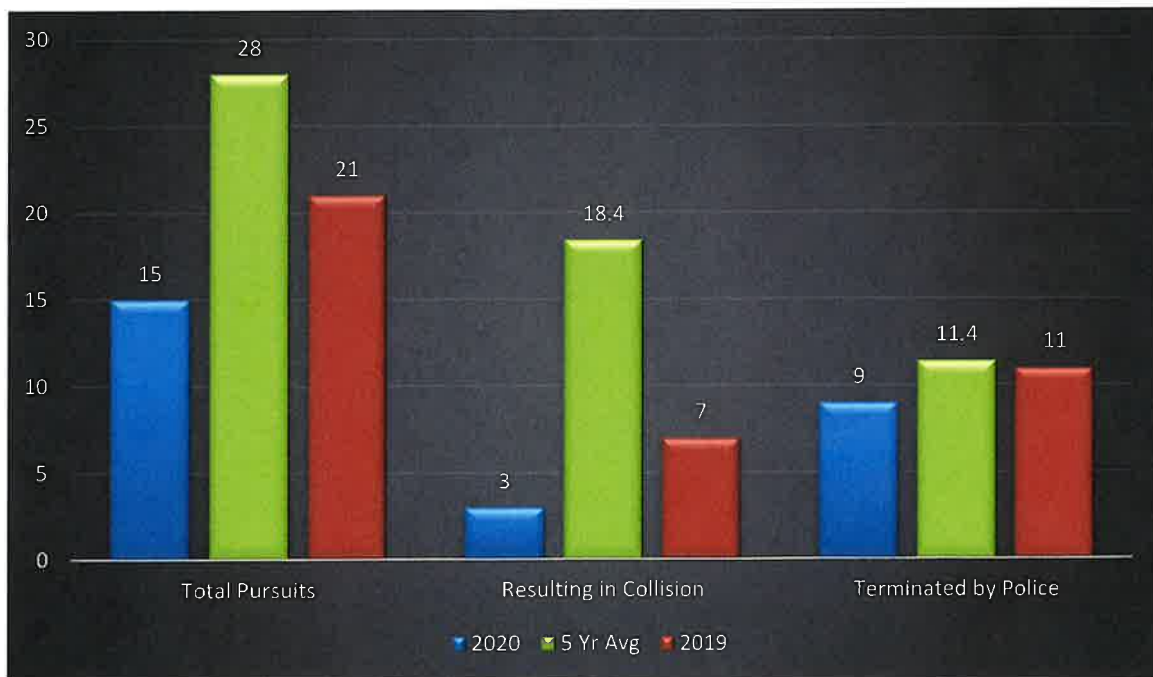
The Vehicle Pursuit Analysis is completed each year by the Professional Standards Unit to assist the Federal Way Police Department in evaluating its current practices, equipment, and training. The statistics are recorded in the LEA program.

Methodology

The numbers compiled and presented in this review were drawn from the Pursuit Review forms completed by the supervisors that are on duty at the time of the pursuits.

Annual Comparisons

2020 vs 2019 and previous five-year average



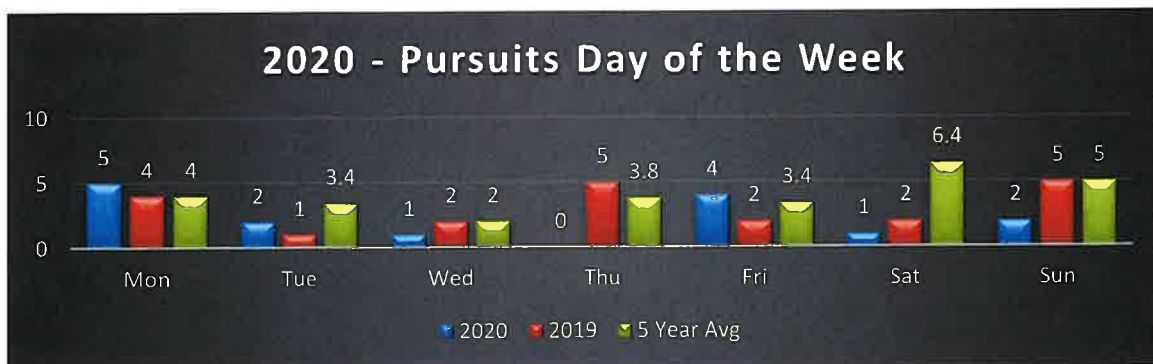
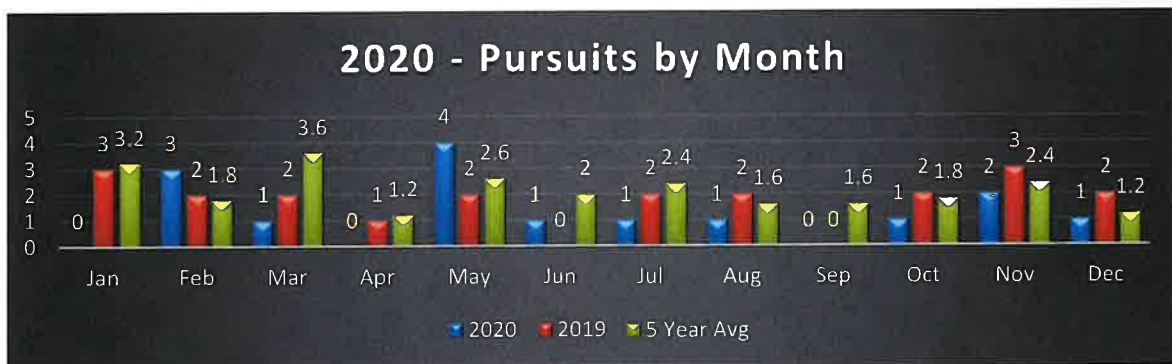
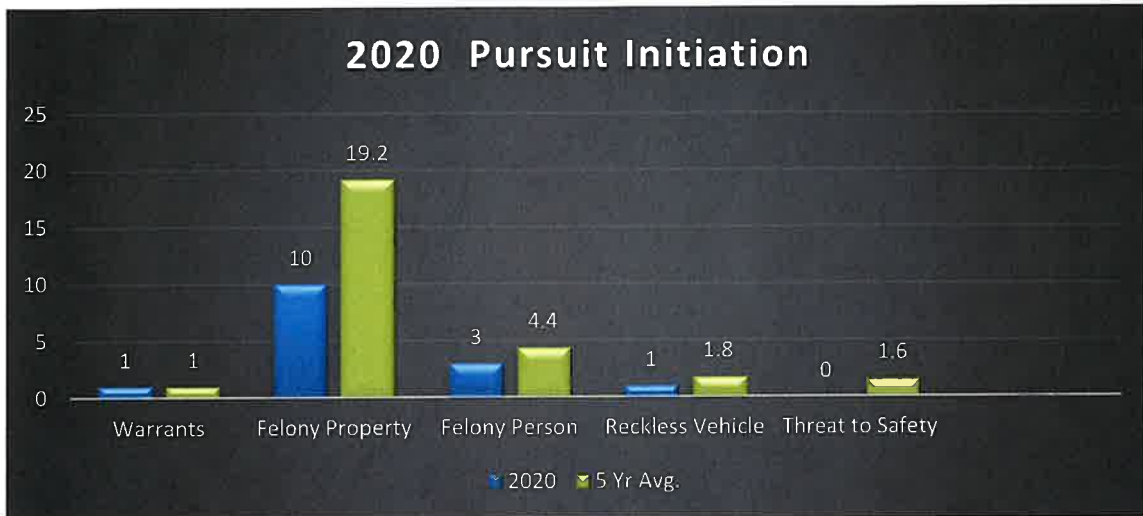
Our total pursuit numbers in 2020 were down from the previous year of 2019. The total pursuit incidents dropped from (21) in 2019 to (15) in 2020. The Federal Way Police Department has continued to train officers about when pursuits should be continued and when pursuits should be terminated based on officer safety and safety of the citizens.

PURSUIT INITIATION COMPARISONS

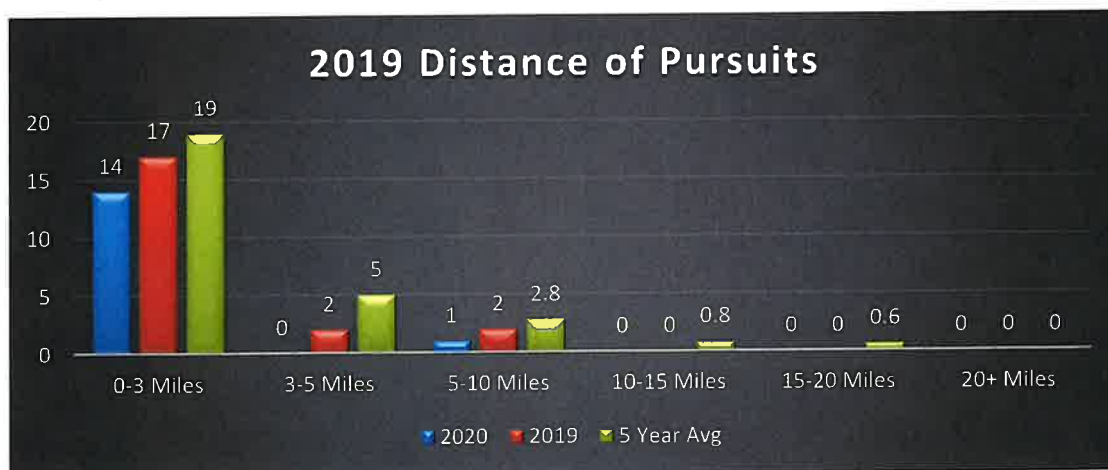
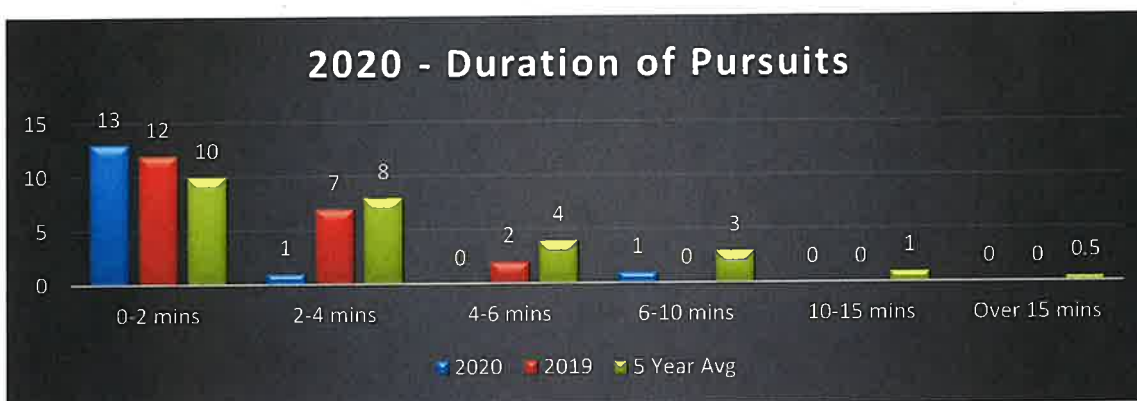
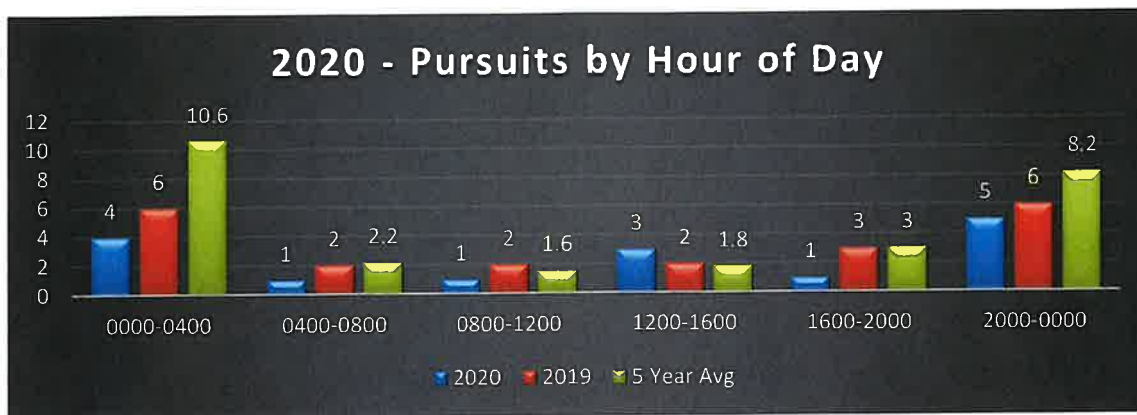
2020 vs 5 year average

The Field Operations Division conducted all of the vehicle pursuits in 2020. Patrol Officers driving fully marked patrol cars initiated all of the 15 documented pursuits.

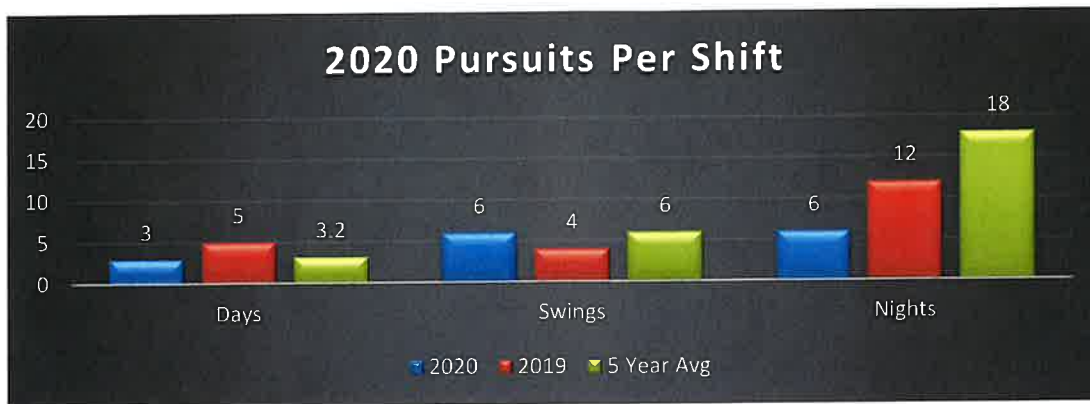
A review of the pursuit initiating offenses revealed the following information:



2020 Pursuit Comparisons: (continued)



2020 Pursuit Comparisons: (continued)

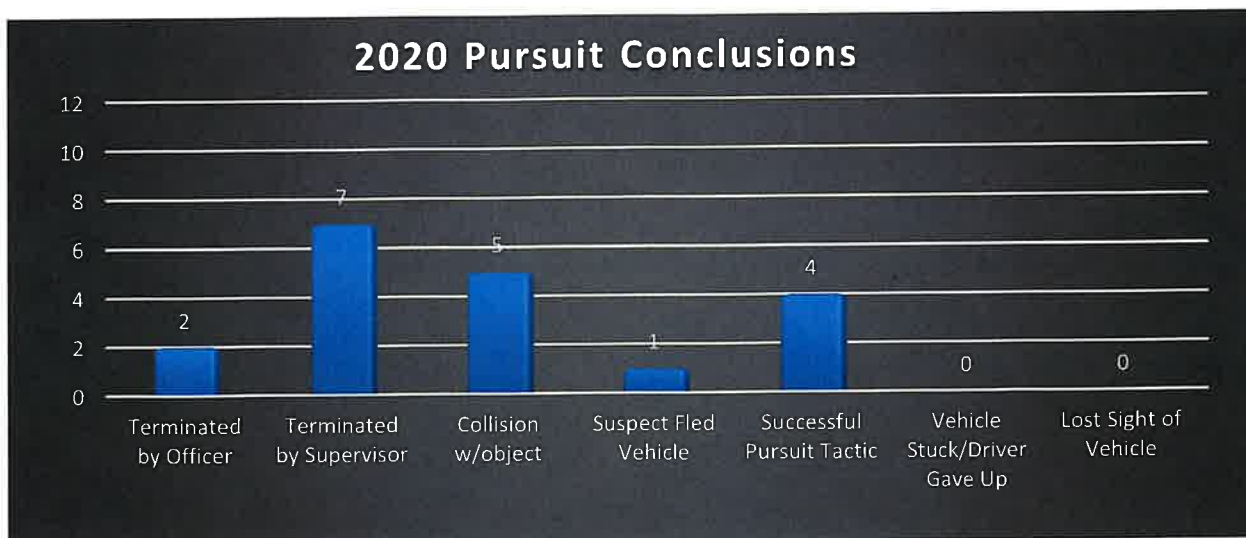


Police personnel terminating pursuits

In 2020, (9) pursuits were terminated by the police. (2) Pursuits were terminated by the initiating officers and (7) were terminated by the shift supervisors. These numbers show that Officers and supervisors are taking great care in ensuring that public safety and officer safety are of the highest concern. Only pursuits deemed to be necessary are allowed to continue.

Pursuit Conclusions

Using Pursuit Review data, we can determine that the pursuits most commonly end in one of seven ways indicated by the table below. The end results go back and forth from category to category each year. Reviewing results from the 2020 pursuits, it was determined that (6) of the (15) pursuits were allowed to continue and (9) were terminated. A total of (5) drivers were captured at the end of the pursuits. Pursuits were initiated on swing shift and night shift in equal numbers. It was found that (6) pursuits were initiated on Swing shift, (6) on Graveyard and (3) on Dayshift. In 2020, (14) pursuits were completed in under (3) miles. Only (1) pursuit exceeded this distance at (6.5) miles.



Of the (6) pursuits that were allowed to continue PIT maneuvers were used on (2) occasions and spike strips were used on (2) others.

Pursuit Tactics Review

The number of pursuits decreased from (21) in 2019 to (15) in 2020. There has been a continual decrease over the past several years with the number of pursuits. Officers and supervisors are continually reminded of the reasons that pursuits should be conducted and reasons why they should be terminated. The Federal Way Police Department has continued training in this area for all officers. This training is addressed each year in the Chief's annual address. Along with the Chief's address, EVOC training is constantly reviewed between lieutenants and officers. Below are some of the pursuit expectations:

- 1) No on-going pursuits for property crimes –including stolen cars;
- 2) Setting up stop-sticks before attempting to stop a confirmed stolen vehicle;
- 3) Initiating a pursuit long enough to attempt PIT or other termination technique in the first minute or two;
- 4) As a general rule, when a pursuit for a property crime transitions from *initiation* to *on-going*, officers will terminate.

Recommendations

Based on the above statistics, supervisors are expected to closely monitor pursuits to ensure that they are within policy and are reasonable. Frequent review of the pursuit policy should continue frequently due to pursuits being low occurrence / high liability events.

A review of MOS 41.2.2 – (Vehicle Pursuits) – indicates that the current policy guidelines are still valid and relevant to our patrol operations. Supervisors should continuously review the pursuit policy with line staff to ensure understanding and compliance. Pursuit Review reports are being submitted timely and contain sufficient information to evaluate tactics, patterns or trends and/or the need for training.

**FEDERAL WAY
POLICE DEPARTMENT**
Administrative Memorandum
2021 Pursuit Analysis



Prepared by Officer Donovan Heavener 2/21/2022

Purpose

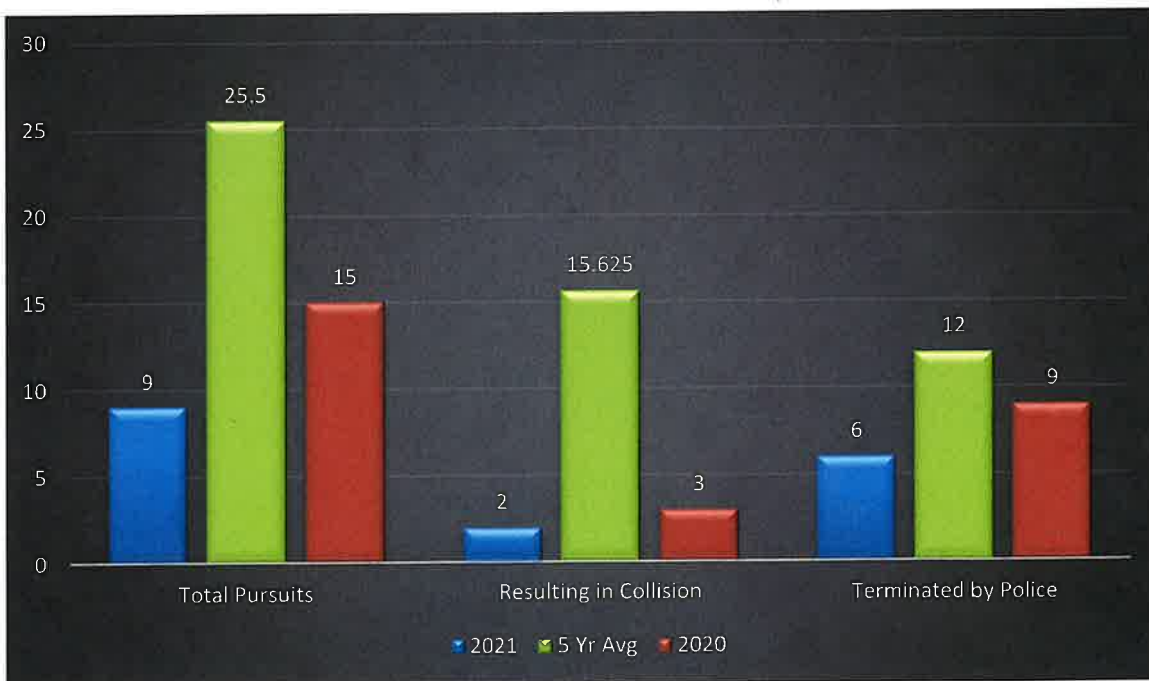
The Vehicle Pursuit Analysis is completed each year by the Professional Standards Unit to assist the Federal Way Police Department in evaluating its current practices, equipment, and training. The statistics are recorded in the Benchmark Analytics system.

Methodology

The numbers compiled and presented in this review were drawn from the Pursuit Review forms completed by the supervisors that are on duty at the time of the pursuits.

Annual Comparisons

2021 vs 2020 and previous five-year average

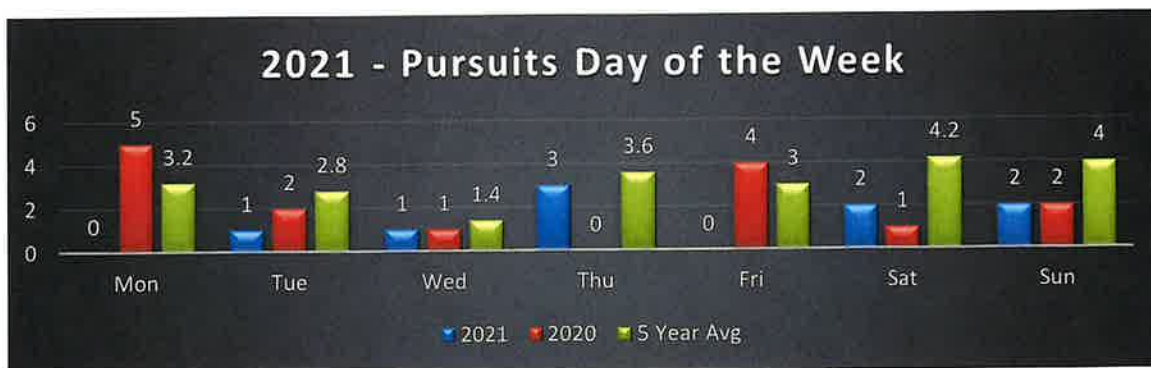
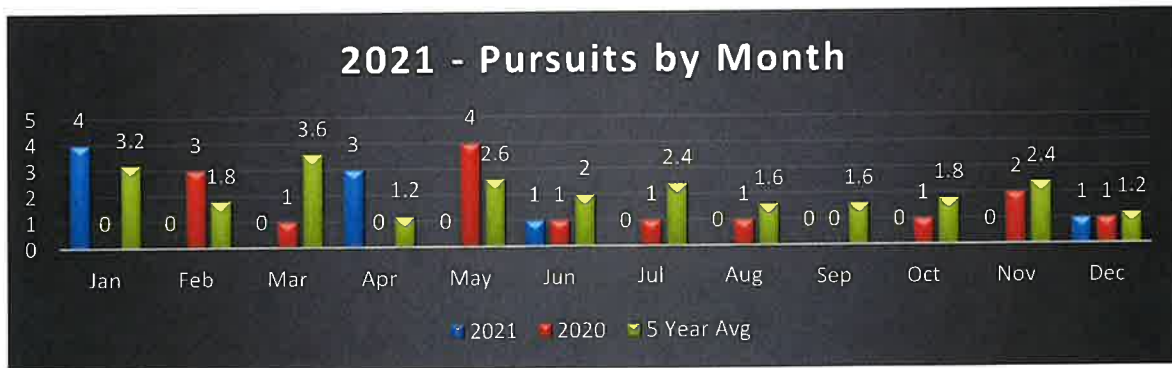
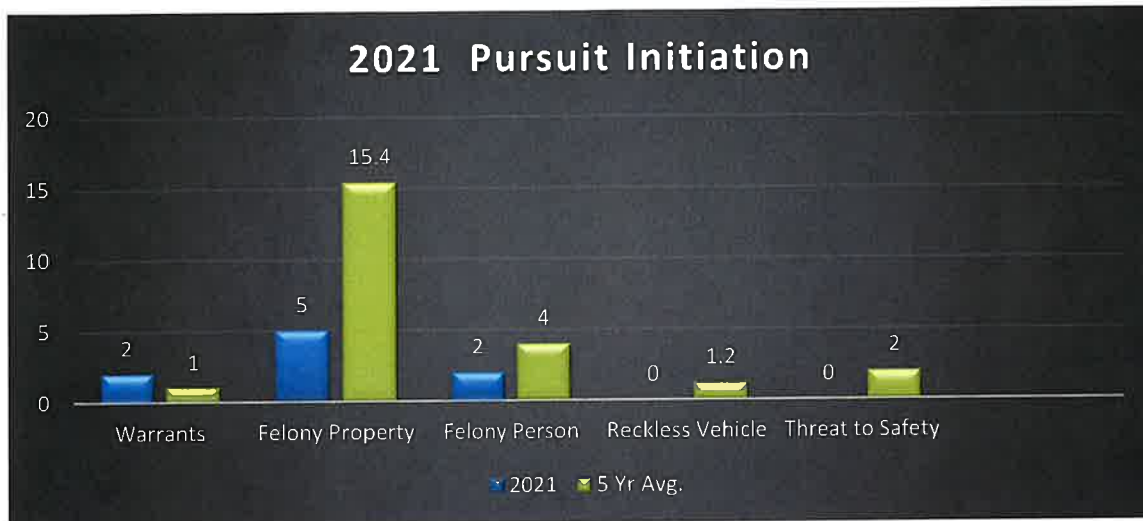


Our total pursuit numbers in 2021 were down from the previous year of 2020. The total pursuit incidents dropped from fifteen (15) in 2020 to nine (9) in 2021. The Federal Way Police Department has continued to train officers about when pursuits should be continued and when pursuits should be terminated based on officer safety and safety of the citizens.

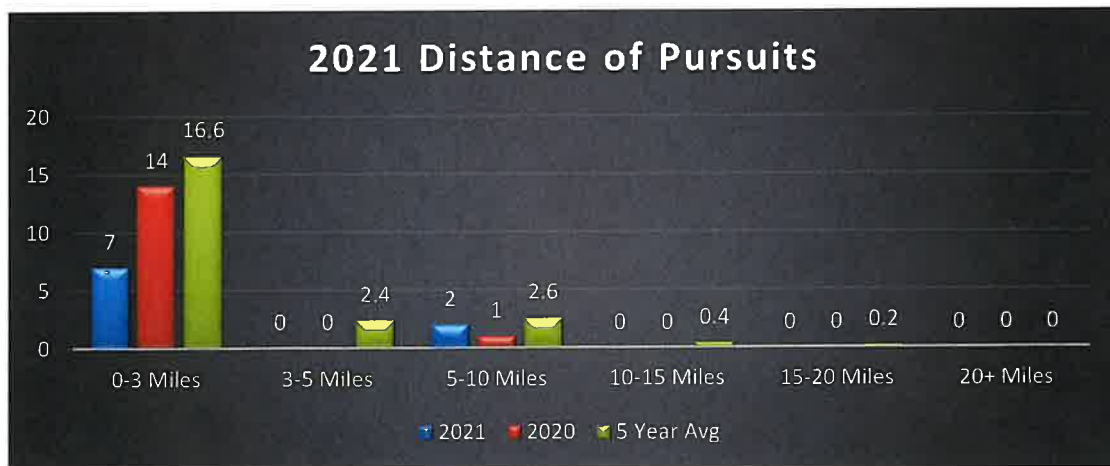
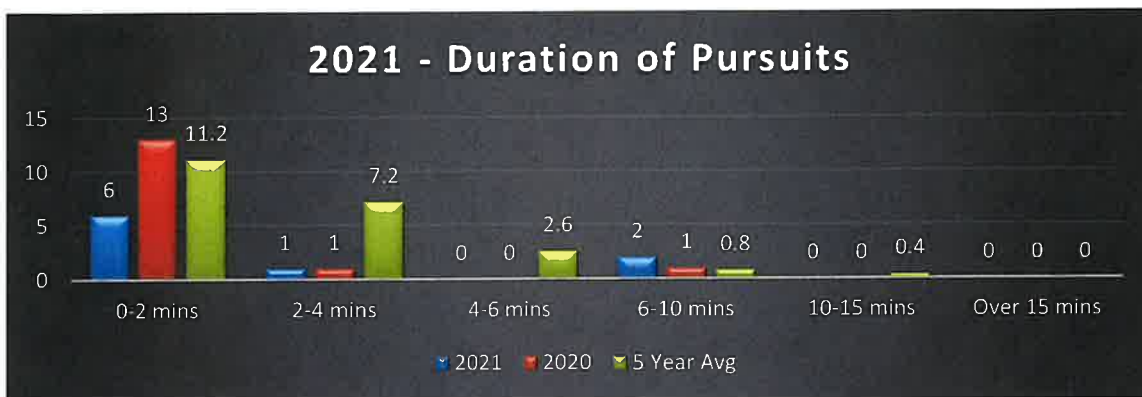
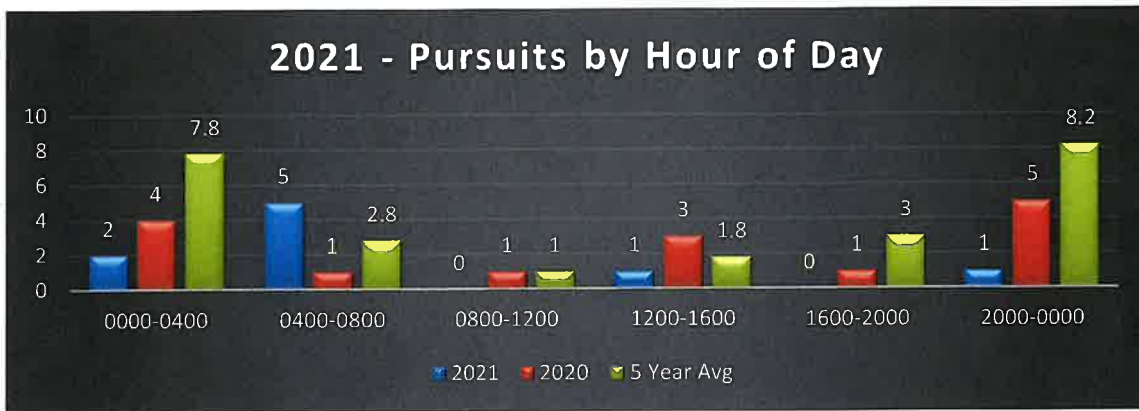
PURSUIT INITIATION COMPARISONS

2021 vs 5-year average

The Field Operations Division conducted all of the vehicle pursuits in 2021. Patrol Officers driving fully marked patrol cars initiated all of the nine (9) documented pursuits. A review of the pursuit initiating offenses revealed the following information:



2021 Pursuit Comparisons: (continued)



2021 Pursuit Comparisons: (continued)



Police personnel terminating pursuits

In 2021, six (6) pursuits were terminated by the police. One (1) pursuit was terminated by the initiating officer and six (6) were terminated by the shift supervisors. These numbers show that officers and supervisors are taking great care in ensuring that public safety and officer safety are of the highest concern. Only pursuits deemed to be necessary are allowed to continue.

Pursuit Conclusions

Using Pursuit Review data, we can determine that the pursuits most commonly end in one of seven ways indicated by the table below. The end results go back and forth from category to category each year. Reviewing results from the 2021 pursuits, it was determined that two (2) of the nine (9) pursuits were allowed to continue and seven (7) were terminated. A total of three (3) drivers were captured at the end of the pursuits. Pursuits were initiated most frequently on night shift. It was found that no pursuits were initiated on swing shift, seven (7) on night shift and two (2) on day shift. In 2021, seven (7) pursuits were completed in under three (3) miles. Only one (1) pursuit exceeded the distance at five (5) miles.



* Successful Pursuit Tactic completed by neighboring agency

Of the two (2) pursuits that were permitted to continue, the PIT maneuver was used on one (1) occasion unsuccessfully (one (1) successful PIT was completed by a neighboring agency) and spike strips were used on two (2) others, both unsuccessful.

Pursuit Tactics Review

The number of pursuits decreased from fifteen (15) in 2020 to nine (9) in 2021. There has been a continual decrease over the past several years with the number of pursuits. Officers and supervisors are continually reminded of the reasons that pursuits should be conducted and reasons why they should be terminated. The Federal Way Police Department has continued training in this area for all officers. This training is addressed each year in the Chief's annual address. In addition to the Chief's address, EVOC training is regularly reviewed by lieutenants and officers during briefing trainings.

Undoubtably, the most significant affect on the reduction of pursuits from 2020 to 2021, was the police reform legislation that was passed by the legislature in July 2021. The new laws all but eliminated pursuits and required the much higher standards of probable cause to be reached in order to pursue and only in cases of violent criminal activities. Eight (8) of the nine (9) pursuits in 2021 occurred prior to the new legislation taking effect. From July 2021, when the legislation took effect, through December 2021, statistics revealed there were 74 times when drivers fled from officers during enforcement activities and officers did not pursue. This statistic is far greater than any of the recent years of pursuits, indicating that the criminal element is taking advantage of the new legislation because they know there is no risk of being pursued.

Recommendations

Based on the above statistics, supervisors are expected to closely monitor pursuits to ensure that they occurring within the law, within our policy, and are reasonable. Frequent review of the pursuit policy should continue due to pursuits being low occurrence / high liability events.

A review of MOS 41.2.2 – (Vehicle Pursuits) – indicates that the current policy guidelines are still valid and relevant to our patrol operations. Supervisors should continuously review the pursuit policy with line staff to ensure understanding and compliance. Pursuit Review reports are being submitted timely and contain sufficient information to evaluate tactics, patterns or trends and/or the need for training.

**FEDERAL WAY
POLICE DEPARTMENT**
Administrative Memorandum
2022 Pursuit Analysis



Prepared by Commander Kurt Schwan

Purpose

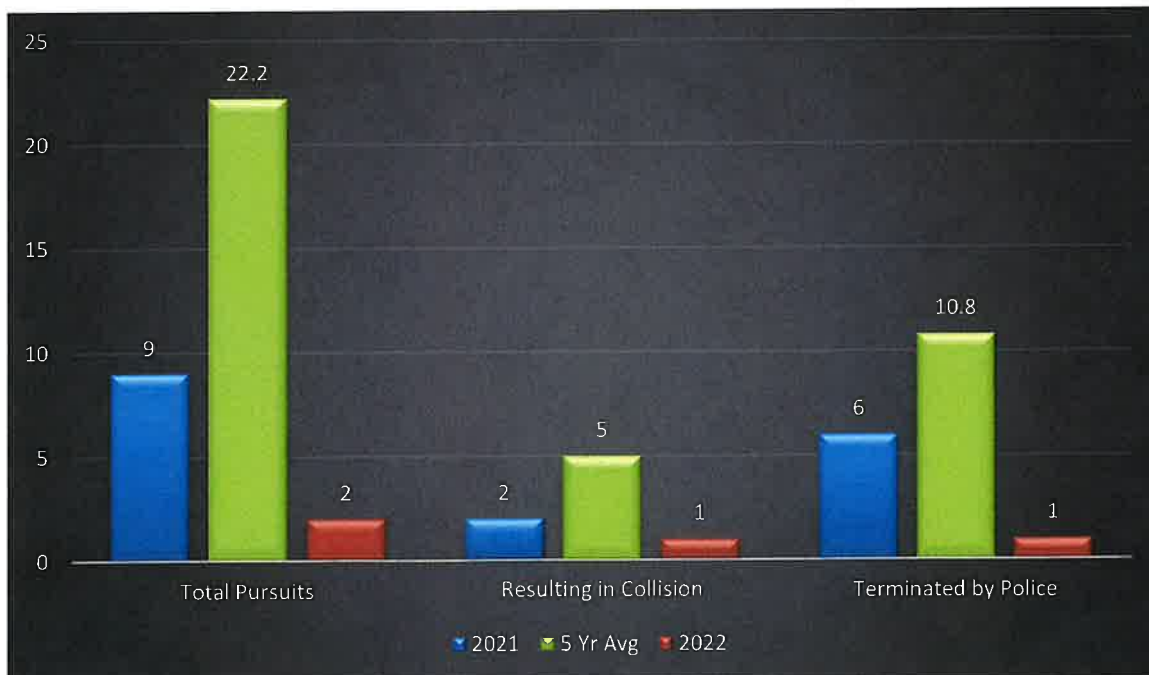
The Vehicle Pursuit Analysis is completed each year by the Professional Standards Unit to assist the Federal Way Police Department in evaluating its current practices, equipment, and training. The statistics are recorded in the Benchmark Analytics system.

Methodology

The numbers compiled and presented in this review were drawn from the Pursuit Review forms completed by the supervisors that are on duty at the time of the pursuits. The five-year average (5 yr avg) is an average of years 2017-2021.

Annual Comparisons

2022 vs 2021 and previous five-year average



Our total pursuit numbers in 2022 were down drastically from the previous year of 2021 and comparatively to the five-year average. The total pursuit incidents dropped from nine (9) in 2021, to only two (2) in 2022. This would be a direct result of legislation implementing significant restrictions on police vehicular pursuits with probable cause being required for a pursuit to be initiated and only in cases where serious violent crimes were involved. Since the legislation went into effect in July 2021, Federal Way police

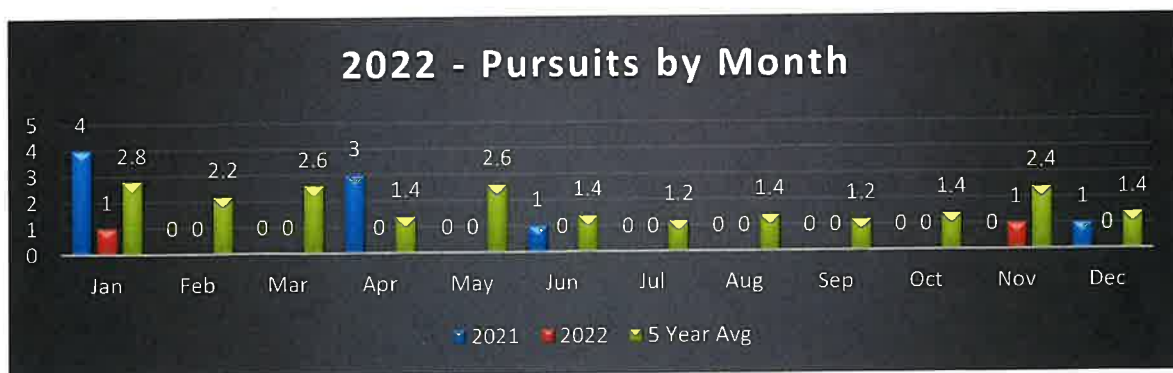
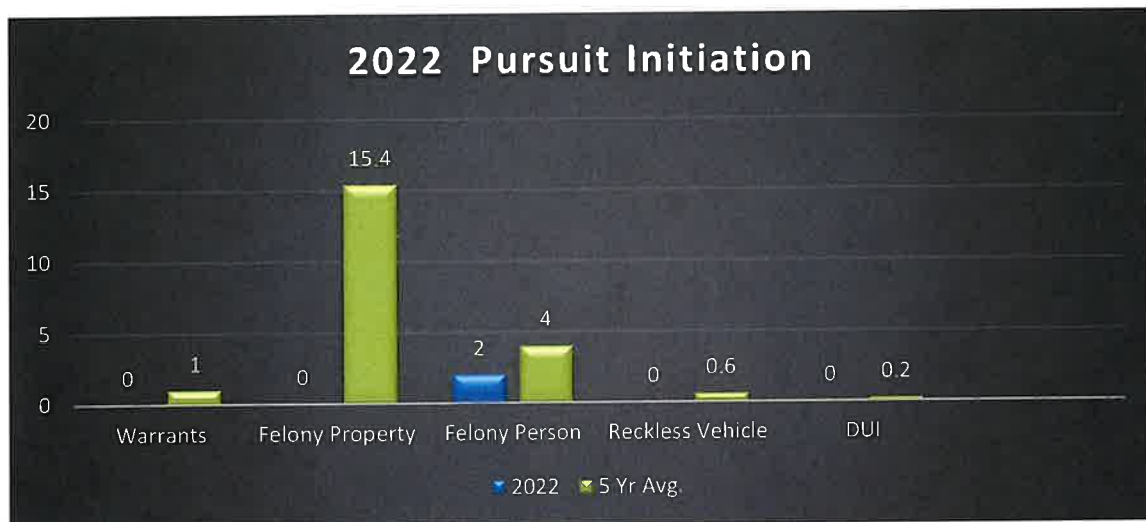
officers have been involved in only three (3) pursuits through 2022. The Federal Way Police Department has continued to train officers about when pursuits should be continued and when pursuits should be terminated based on state law, officer safety, and safety of the citizens.

PURSUIT INITIATION COMPARISONS

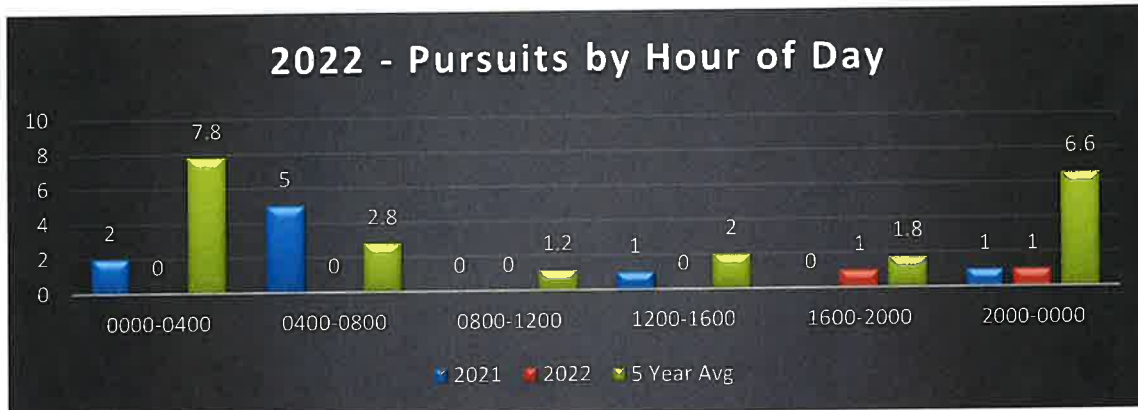
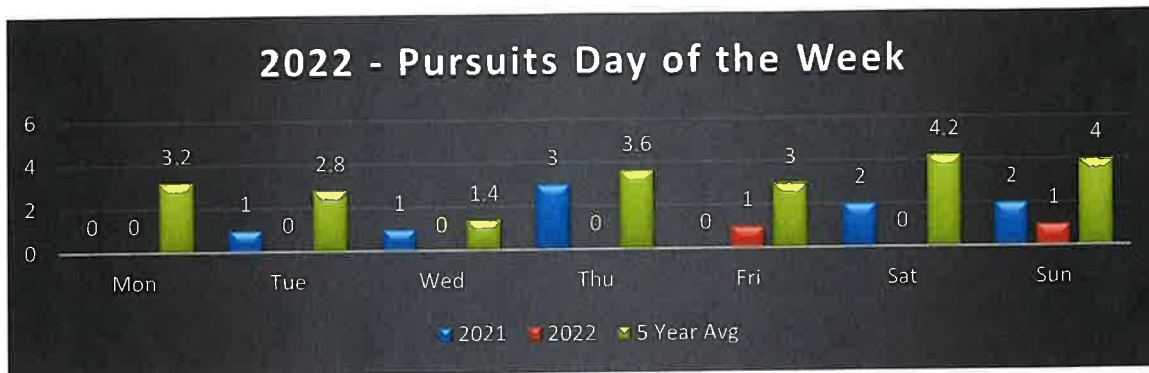
2022 vs 5-year average

The Field Operations Division conducted both of the vehicle pursuits in 2022. Patrol officers driving fully marked patrol cars initiated the two (2) documented pursuits.

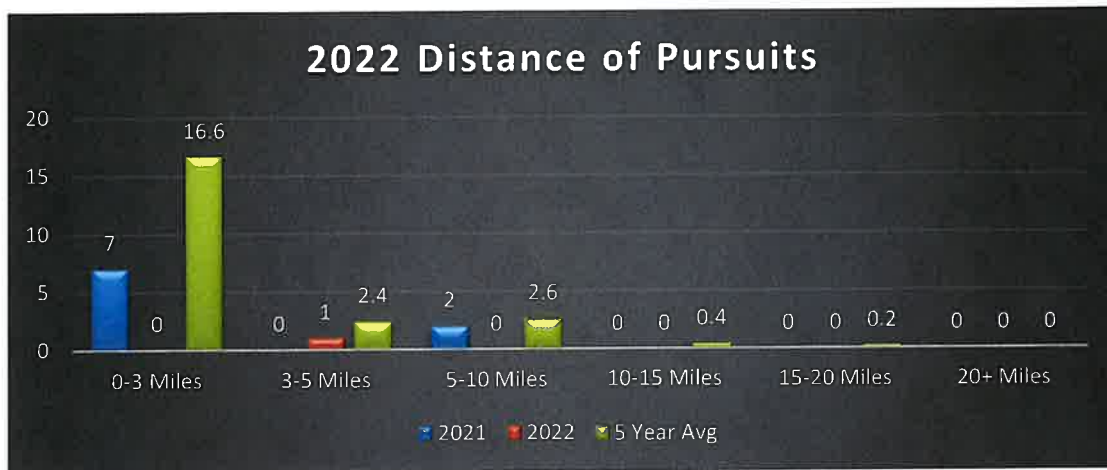
A review of the pursuit initiating offenses revealed the following information:



2022 Pursuit Comparisons: (continued)



2022 Pursuit Comparisons: (continued)

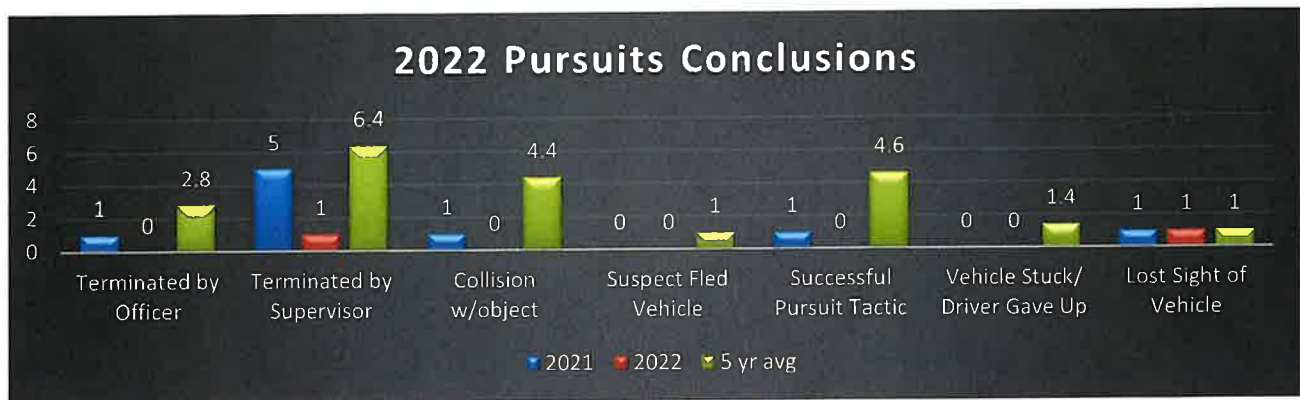


Police personnel terminating pursuits

In 2022, one (1) of the pursuits was terminated by the police, a supervisor. Even with the significant restrictions on pursuits, having one of the two authorized pursuits terminated by our own personnel demonstrates the fact that we are taking great care in ensuring that public safety and officer safety are of the highest concern. Only pursuits deemed to be within the parameters of state law and necessary are allowed to continue, but even in those circumstances, as demonstrated here, pursuits can still be terminated.

Pursuit Conclusions

Using historical Pursuit Review data, we can determine that the pursuits most commonly end in one of seven ways indicated by the table below. The end results go back and forth from category to category each year. Reviewing results from the 2022 pursuits, it was determined that only one (1) of the two (2) pursuits was authorized to continue and was not terminated.



Pursuit Tactics Review

Even prior to the recent legislation, there had been a steady decrease of the number of pursuits over the past several years. Officers and supervisors are continually reminded of the reasons that pursuits should be conducted and reasons why they should be terminated. The Federal Way Police Department has continued training in this area for all officers. This training is addressed each year in the Chief's annual address. Emergency Vehicle Operations Course (EVOC) is a bi-annual training topic is regularly reviewed by lieutenants and officers during briefing trainings.

Undoubtably, as has been repeatedly stated, the most significant affect on the reduction of pursuits was the police reform legislation that was passed by the legislature in July 2021. The new laws all but eliminated pursuits and required the much higher standards of probable cause to be reached in order to pursue and only in cases of violent criminal activities. ***Since July 2021, when the legislation took effect, through December 2022, internal statistics revealed there have been 501 instances when drivers fled from officers during enforcement activities and officers did not pursue due to the new laws.*** This statistic is far greater than any of the recent years of pursuits (39 in 2017 being the high), indicating that the criminal element is taking advantage of the new legislation because they know there is no risk of being pursued.

Recommendations

Supervisors are expected to closely monitor pursuits to ensure that they occurring within the law, within our policy, and are reasonable. Frequent review of our pursuit policy and the state law should continue even though and especially because pursuits are low occurrence / high liability events.

A review of MOS 41.2.2 – (Vehicle Pursuits) – indicates that the current policy guidelines are still valid and relevant to our patrol operations. Supervisors should continuously review the pursuit policy with line staff to ensure understanding and compliance. Pursuit Review reports are being submitted timely and contain sufficient information to evaluate tactics, patterns or trends and/or the need for training.

**FEDERAL WAY
POLICE DEPARTMENT**
Administrative Memorandum
2023 Pursuit Analysis



Prepared by Commander Kyle Buchanan

Purpose

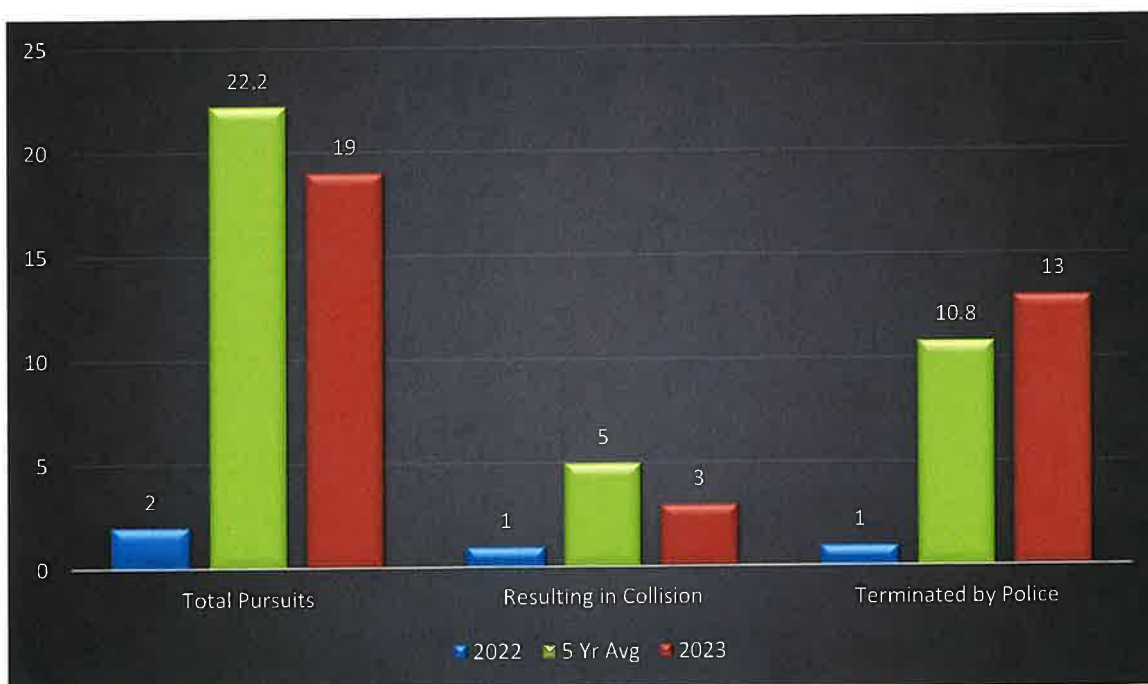
The Vehicle Pursuit Analysis is completed each year by the Professional Standards Unit to assist the Federal Way Police Department in evaluating its current practices, equipment, and training. The statistics are recorded on paper forms by supervisors.

Methodology

The numbers compiled and presented in this review were drawn from the Pursuit Review forms completed by the supervisors that are on duty at the time of the pursuits. The five-year average is an average of years 2018-2022.

Annual Comparisons

2023 vs 2022 and previous five-year average



Our total pursuit numbers in 2023 were much higher than the previous year of 2022 and close to the five-year average. The total pursuit incidents increased from two (2) in 2022, to nineteen (19) in 2023. This is most likely a direct result of legislation loosening the restrictions on police vehicular pursuits. Prior legislation required probable cause for a serious crime and the new legislation required only reasonable suspicion. Since the

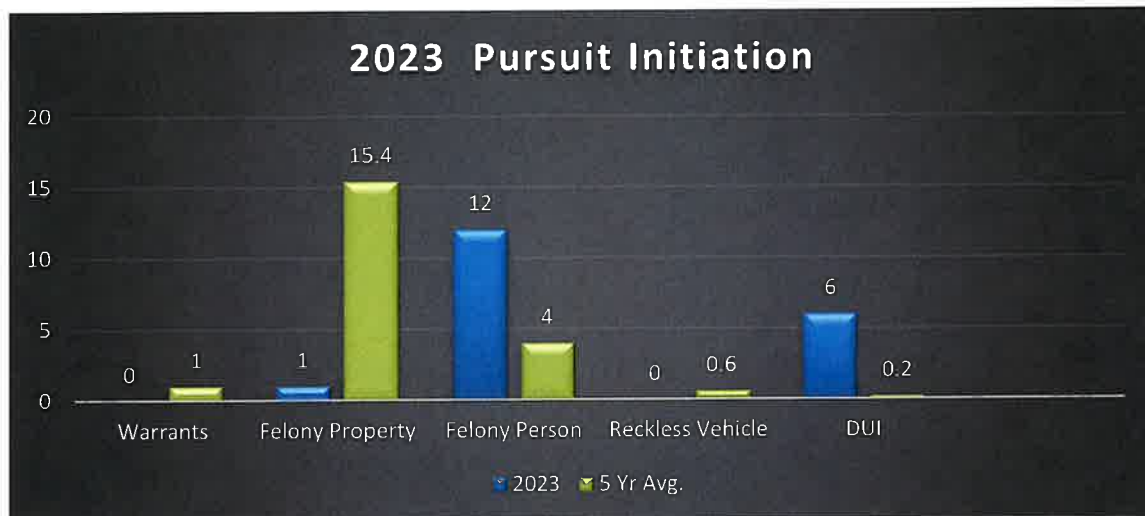
legislation went into effect in July 2022, Federal Way police officers have been involved in significantly more pursuits. The Federal Way Police Department has continued to train officers about when pursuits should be continued and when pursuits should be terminated based on state law, officer safety, and safety of the citizens. Part of the new legislation in 2022 required training to officers regarding the safety considerations for pursuits. All Federal Way police officers were provided this training in 2023.

PURSUIT INITIATION COMPARISONS

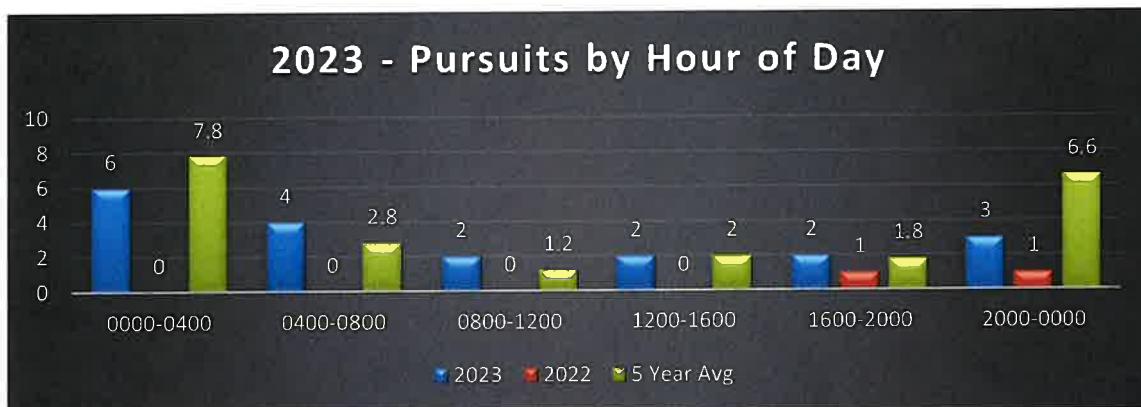
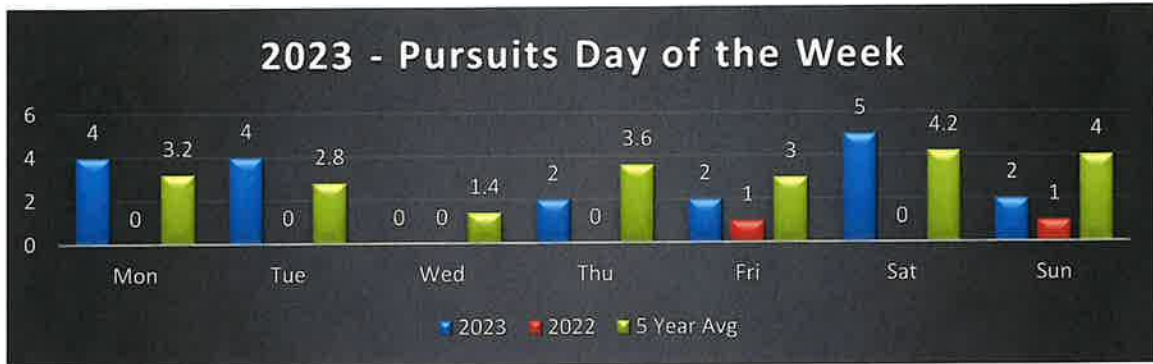
2023 vs 5-year average

The Field Operations Division conducted all of the vehicle pursuits in 2023. Patrol officers driving fully marked patrol cars initiated all of the documented pursuits.

A review of the pursuit initiating offenses revealed the following information:



2023 Pursuit Comparisons: (continued)



2023 Pursuit Comparisons: (continued)



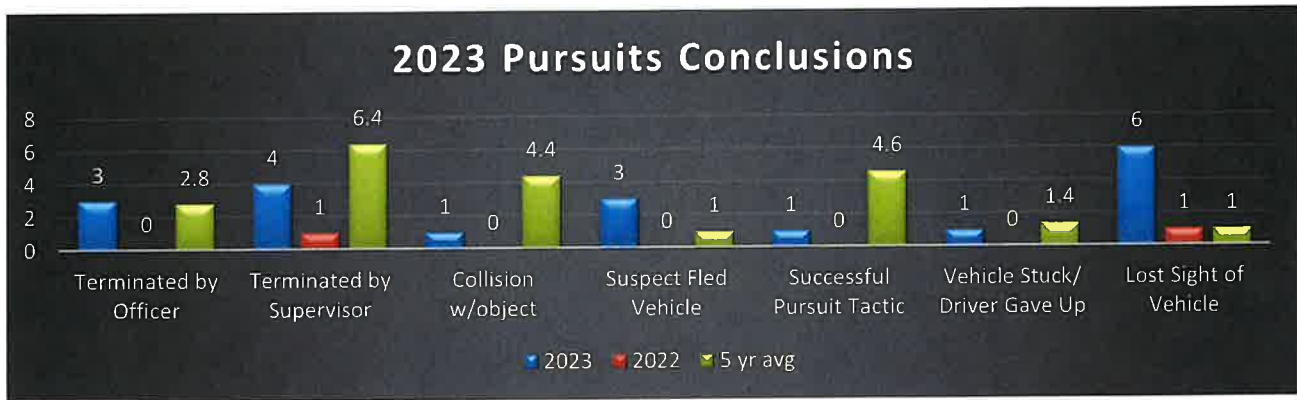
Police personnel terminating pursuits

In 2023, seven (7) pursuits were terminated by the police officers or a supervisor and six (6) pursuits ended when the officer stopped pursuing due to losing sight of the vehicle. Thirteen (13) of the nineteen (19) authorized pursuits were terminated by our own personnel. This number demonstrates the fact that we are taking great care in ensuring that public safety and officer safety as our highest concern. Only pursuits deemed to be within the parameters of state law and necessary for criminal apprehension are allowed to continue, but even in those circumstances, pursuits can and will be terminated.

Pursuit Conclusions

Using historical pursuit review data, we can determine that the pursuits most commonly end in one of seven ways indicated by the table below. Historically, most of the agency's

pursuits have concluded in a termination, either by a supervisor or officer. The other conclusions tend to vary from year to year with no clear pattern. Although a number of pursuits concluded are listed as “lost sight of vehicle,” This type of pursuit conclusion can reasonably be thought of as terminated due to the officer deciding to turn off all of their emergency equipment and driving in a manner that obeys all traffic laws.



Pursuit Tactics Review

Even prior to the recent legislation, there had been a steady decrease of the number of pursuits over the past several years. Officers and supervisors are continually reminded of the reasons that pursuits should be conducted and reasons why they should be terminated. The Federal Way Police Department has continued training in this area for all officers. This training is addressed each year in the Chief’s annual address. Emergency Vehicle Operations Course (EVOC) is a bi-annual training topic and was conducted in 2023. Pursuit policy and law is regularly reviewed by lieutenants and officers during briefing trainings. The EVOC training unit created and implemented training to all officers in 2023 in order to satisfy the state law regarding safety considerations and tactics to safely end pursuits.

The increase in pursuits from 2022 to 2023 is most likely related to the change in the state law that loosened the restrictions on police pursuits. ***Since July 2021, when the first piece of pursuit legislation took effect, through December 2023, internal statistics revealed there have been 501 instances when drivers fled from officers during enforcement activities and officers did not pursue due to the new laws. In 2023, there were 431 instances where vehicles fled from Federal Way Police Officers and officers did not pursue.*** This statistic is far greater than any of the recent years of pursuits (39 in 2017 being the high), indicating that the criminal element is taking advantage of the new legislation because they know there is no risk of being pursued. This statistic also shows excellent judgement displayed by patrol officers when evaluating whether or not to initiate a pursuit.

Recommendations

Supervisors are expected to closely monitor pursuits to ensure that they occurring within

the law, within our policy, and are reasonable. Frequent review of our pursuit policy and the state law should continue even though and especially because pursuits are low occurrence / high liability events. Updated training should continue to be provided by the EVOC unit to keep current with law changes and liabilities faced by the police department.

A review of MOS 41.2.2 – (Vehicle Pursuits) – indicates that the current policy guidelines are still valid and relevant to our patrol operations. Supervisors should continuously review the pursuit policy with line staff to ensure understanding and compliance. Pursuit Review reports are being submitted timely and contain sufficient information to evaluate tactics, patterns or trends and/or the need for training.