



Pasco Police Department 2020 Pursuit Analysis



Prepared by Captain William Parramore

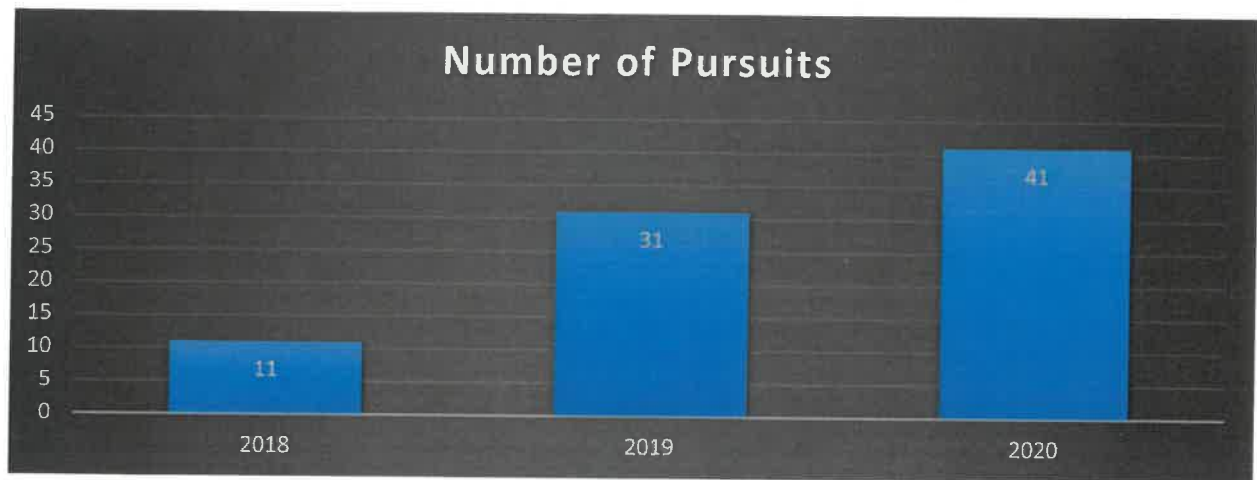
January 15, 2021

41.2.2 Standard – Conducting a documented annual analysis of pursuit reports, to include a review of policy and reporting procedures, approved by the agency CEO.

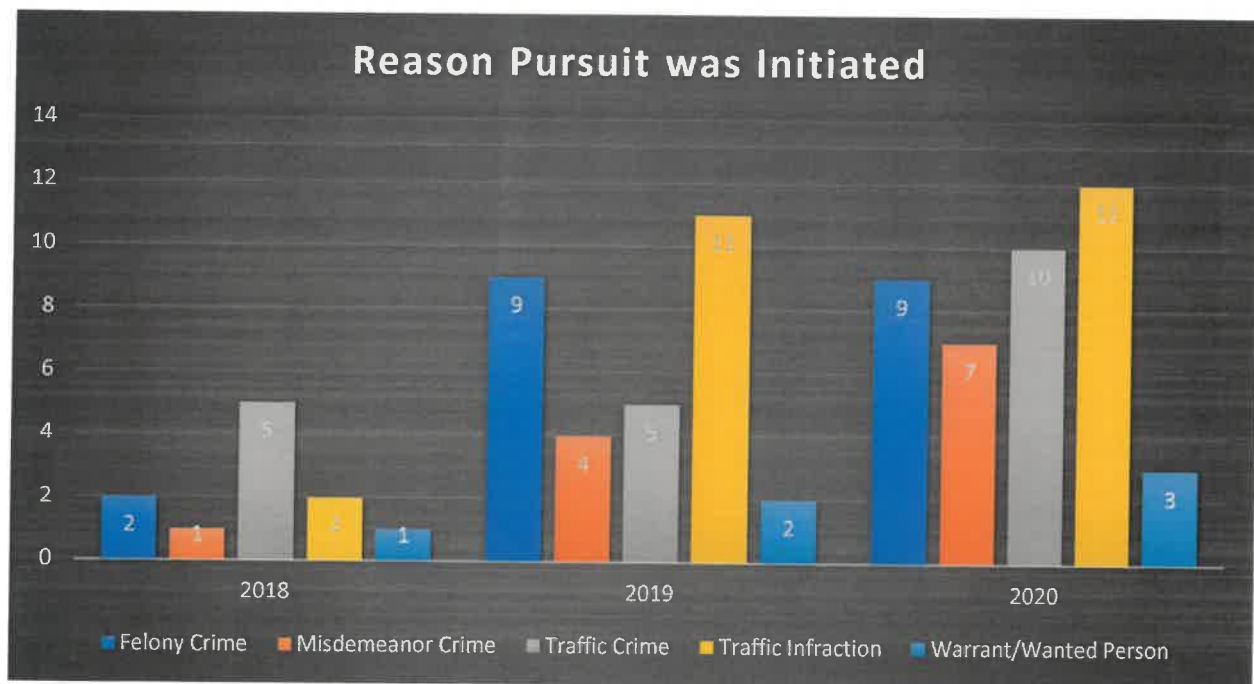
This report is intended to review the Annual Pursuit Analysis conducted by the Field Operations Division, which is required annually. This report focuses on interpreting data, analyzing pursuit policy violations, and analyzing pursuits that have ended in injury accidents. The analysis will also identify any pursuit-related issues experienced by the agency and help identify any recommendations to resolve these issues through better supervision, training, or possible changes to the policy and procedures. This report's purpose is to provide the Chief of Police with a detailed and accurate report of the operations being used by the agency, as well as specific recommendations to reduce personal and financial liabilities associated with pursuit operations.

The Pasco Police Department recognizes the fact that pursuits can be inherently dangerous. All pursuits are subject to a critique completed by the pursuing officer's immediate supervisor and include all officers involved. Pursuit critiques are a crucial part of the review process for a couple of reasons. It typically happens shortly after the pursuit, leaving it fresh in the minds of all involved. It also allows the officers to be involved with the review process, giving them a better understanding of department expectations.

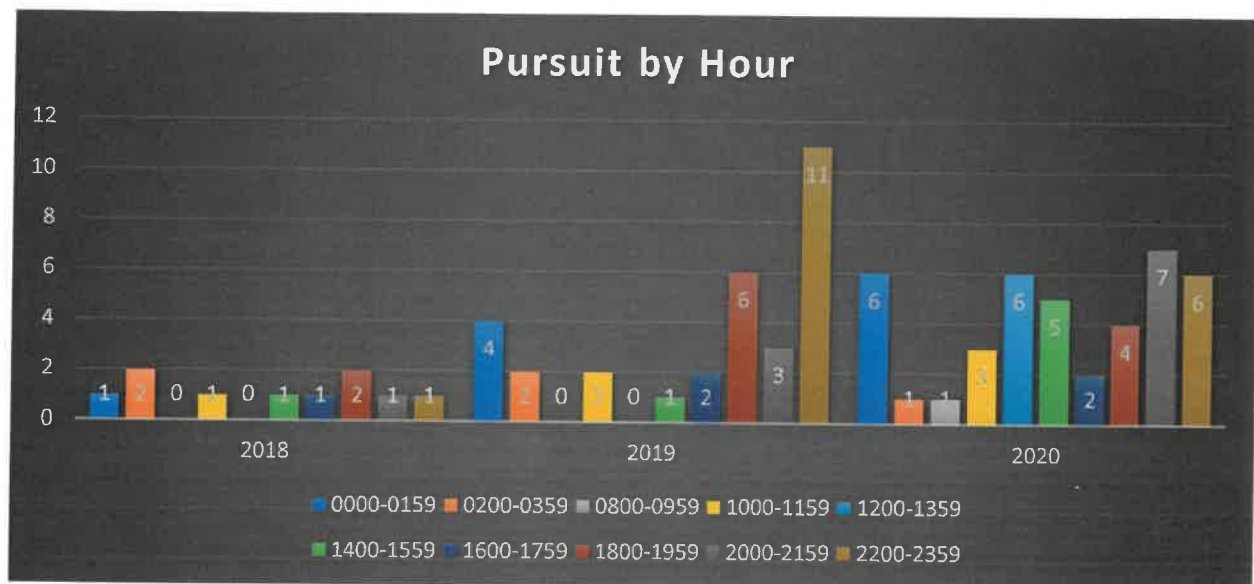
New to 2020, the department conducted command critiques attended by the Deputy Chief, SOD Captain, and FOD Captain. The command critique typically happens within the days following the incident, and it allows the sergeant supervising the pursuit to provide his perspective of what occurred. The command critique also allows the command staff to review our expectations for supervisors and officers during a pursuit.



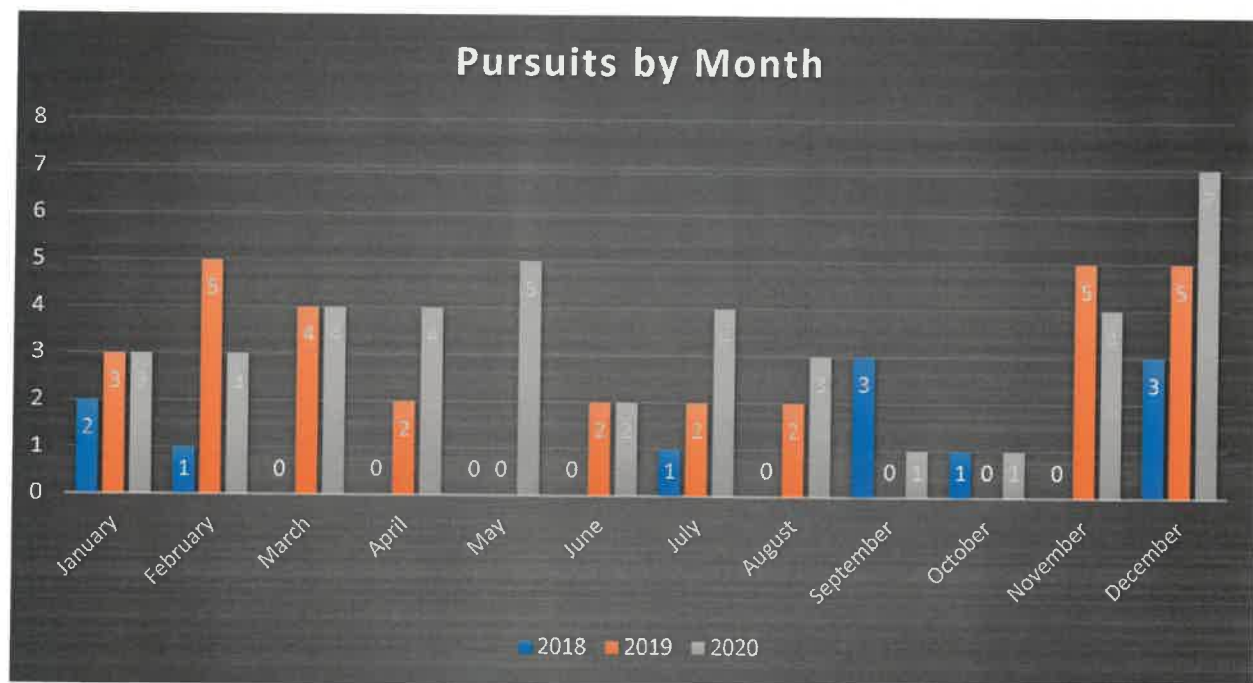
In 2020, Sergeants had an excellent grasp on what incidents require pursuit critiques and the incidents that do not. The above chart displays the number of pursuits which have occurred over the past three years. We have seen a 24.4% increase in pursuits from 2019. Although pursuits increased this year, officers pursued vehicles shorter distances, with the average pursuit being less than two miles. Officers also self-terminate their pursuits double the 2019 rate.



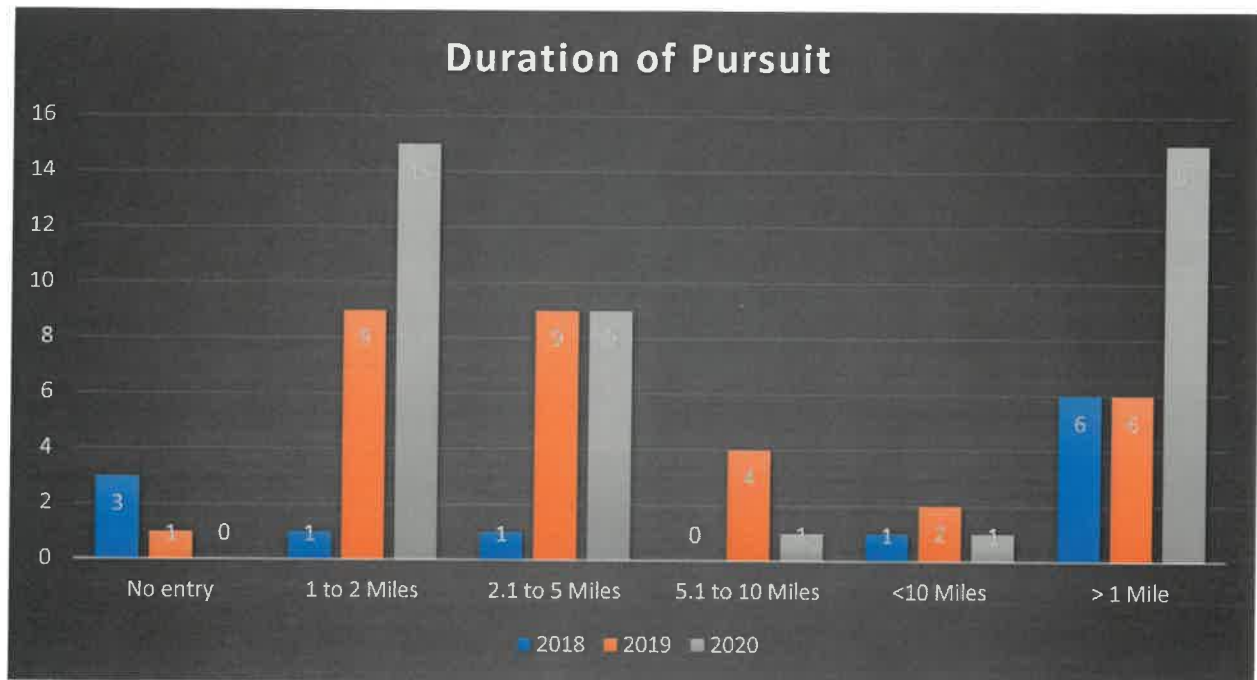
Suspects avoid apprehension for many reasons, and given that numerous police contacts initiated are through traffic stops, it is clear to see why vehicle pursuits transpire. For purposes of this analysis, the department only tracks the initial reason for the pursuit. Traffic violations/traffic crime made up 53% of all pursuits, followed by felony crimes at 22%, misdemeanor crimes at 17%, and warrant/wanted persons at 7%.



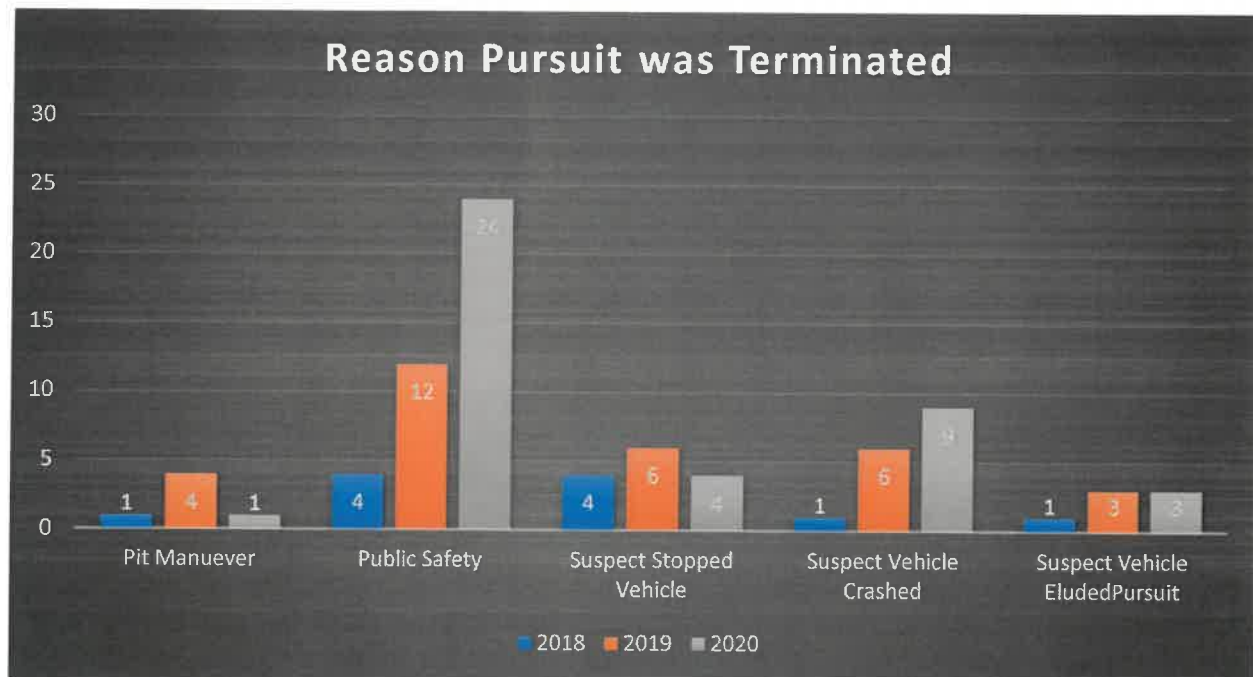
The hours between 1800 and 0200 had the highest percentage of pursuits at 57%. 41% of pursuits are occurring during the regular dayshift hours. In 2020, pursuits were more spread out throughout the 24 hours day.



In 2020, the highest month for vehicle pursuits was December, although, throughout the year, we averaged almost four pursuits a month. In 2020, there were a total of 10,710 traffic-related offenses. Twenty-two of the forty-two pursuits were traffic-related. In 2020, .002 of all traffic-related events turned into a pursuit.

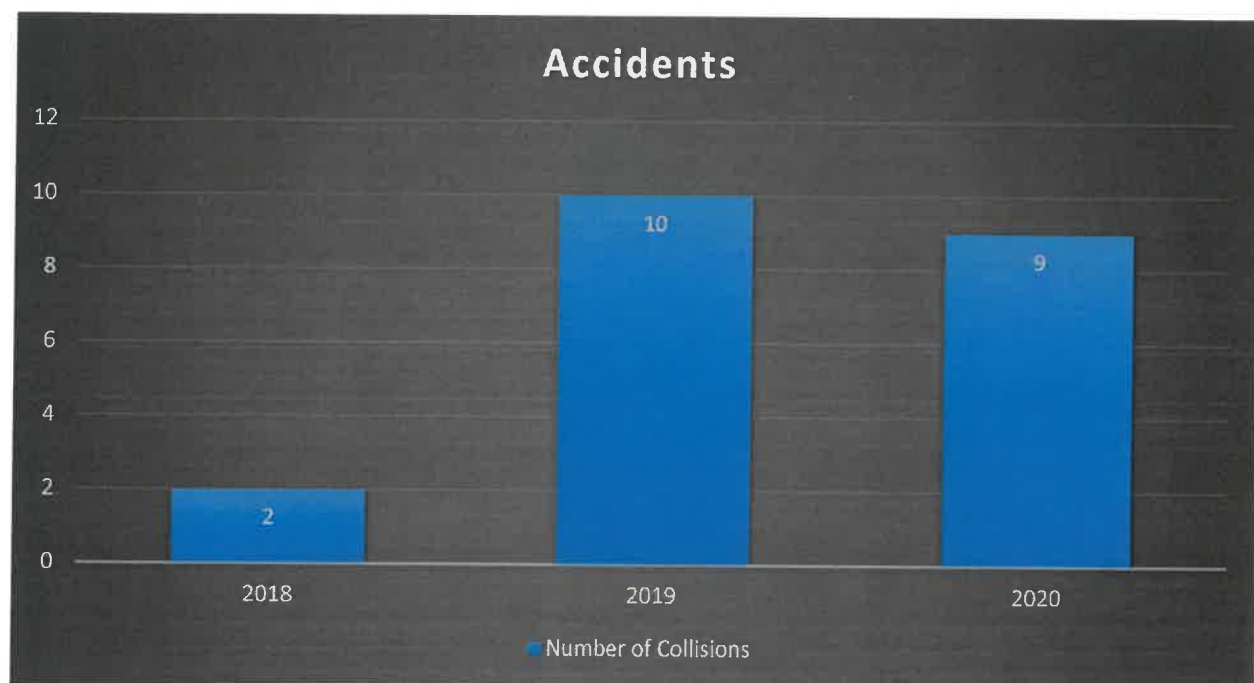


In 2020, our officers and Sergeants did a great job of terminating 59% of pursuits due to public safety concerns. Thirty of the forty-one pursuits lasted at or under two miles. We also met the 2020 goal of having all of the information correctly entered for this category.

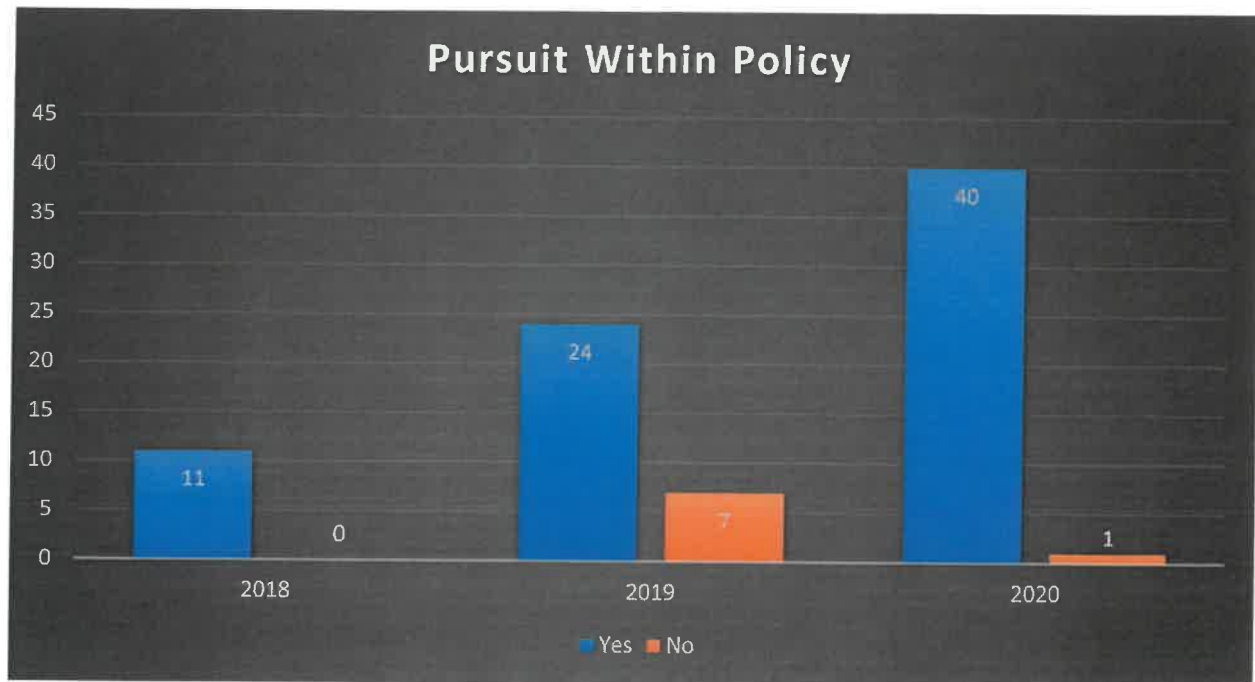


66% of all vehicle pursuits in 2020 were terminated, with 59% being stopped for public safety or the suspect eventually pulling over. Additionally, 19% of vehicle pursuits were terminated because the suspect vehicle was involved in an accident, usually with a fixed object. 10% of

pursuits were terminated for one of the following reasons; a supervisor ordered it terminated, the suspect crossed jurisdictional lines, the officer lost visual contact, and/or the officer determined environmental conditions were unsafe.



There was a total of 9 incidents that occurred in 2020 that involved an accident. This number is down from ten in 2019. Of those collisions, one of the individuals involved had a complaint of pain, one collision required the individual to be treated or transported by EMS, and one individual had a minor injury. Of all thirty-one total incidents, one officer reported a minor injury. No patrol cars had any major damage due to collisions during a pursuit, and no officers were injured during the forty-one pursuits in 2020.



In 2020, there was one pursuit where an officer committed policy violations. This is down from seven in 2019. In 2020, the department instituted a commanding officer pursuit critique with the sergeant who supervised the pursuit. During that critique, the command staff watches relevant videos and discusses decisions made during the pursuit. These critiques have helped bring the total number of out of policy pursuits down 86% from 2019.

Conclusions

In 2019, Sergeant Miller lead a team of EVOC instructors to complete a thorough review of our pursuit policy and procedures. The policy highlights that vehicular pursuits require officers to exhibit a high degree of common sense and sound judgment. Officer must not forget that the immediate apprehension is generally not more important than the public and pursuing officer's safety. Each officer engaging in a pursuit must articulate what conditions were present that justified the pursuit.

The new policy gives direction for officers not directly engaged in the pursuit. Other patrol units near the pursuit area shall monitor the progress of the pursuit. They shall not directly engage in the pursuit unless requested by the primary unit or directed by a Supervisor. These units should be ready to replace any assigned unit in the event they cannot continue. They should be in a position to respond to any collision that may result from the pursuit. Other Officers should make attempts to safely stop traffic at intersections in the path of the pursuit. Backup units should be available to assist in the suspects' apprehension or provide any needed traffic control at the pursuit's termination.

In 2020, a command critique was conducted on most of the pursuits in the days following the event. During that critique, the command staff watches relevant videos and discusses decisions made during the officer's pursuit and by the sergeant. These critiques have helped bring the total number of out of policy pursuits down 86% from 2019.

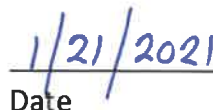
Understanding the risks and liabilities that are associated with pursuits is an essential aspect of being able to review them critically. A review should not just come from the supervisory level but also the officers involved. Officers should be capable of recognizing their own mistakes and should be aware of the liability issues they face when pursuing a subject. Officers should not be waiting for their supervisor to terminate pursuits that fail to meet our department's criteria for continuing to pursue a vehicle attempting to elude. This year the department made a conscious effort to encourage officers to terminate unnecessary pursuits on their own before the sergeant interceding.

In 2020, the department conducted a thorough review of our pursuit policy and in-service pursuit training, and we incorporated a command pursuit critique. As a department, we had no officer-involved collisions during a pursuit, no officers injured, and we went from seven out of policy pursuits down to one.

This analysis provides detailed information for review and serves as a guide for the various training units. Department trainers should consider this information to determine whether any modification or alternate training may be needed.



Approved by
Ken Roske, Chief of Police
Pasco Police Department



Date