



2021 Pursuit Annual Analysis

CALEA 41.2.2

Prepared by Sergeant Scott Warren

Reviewed by Captain Brian Vaught

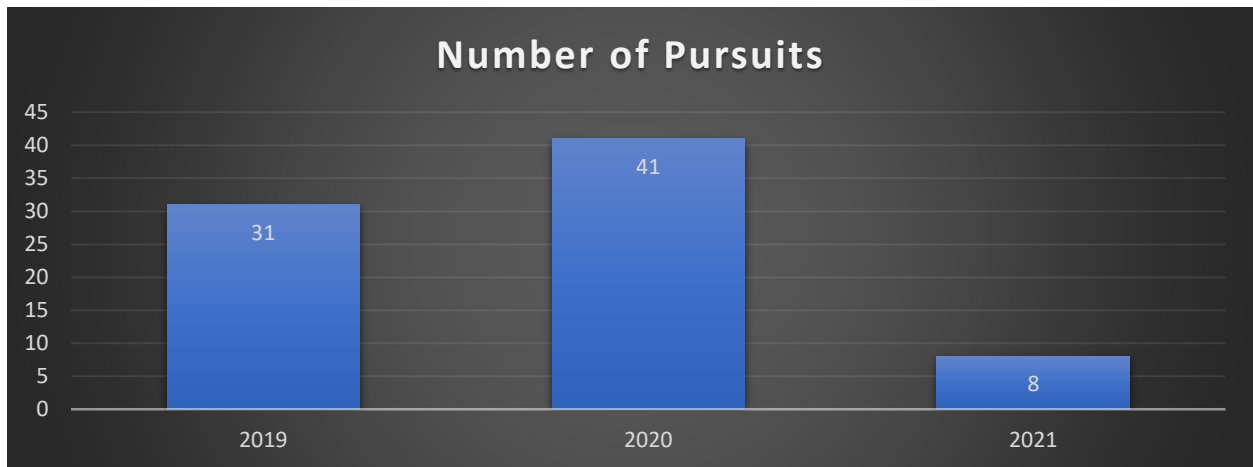
February 23, 2022

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.

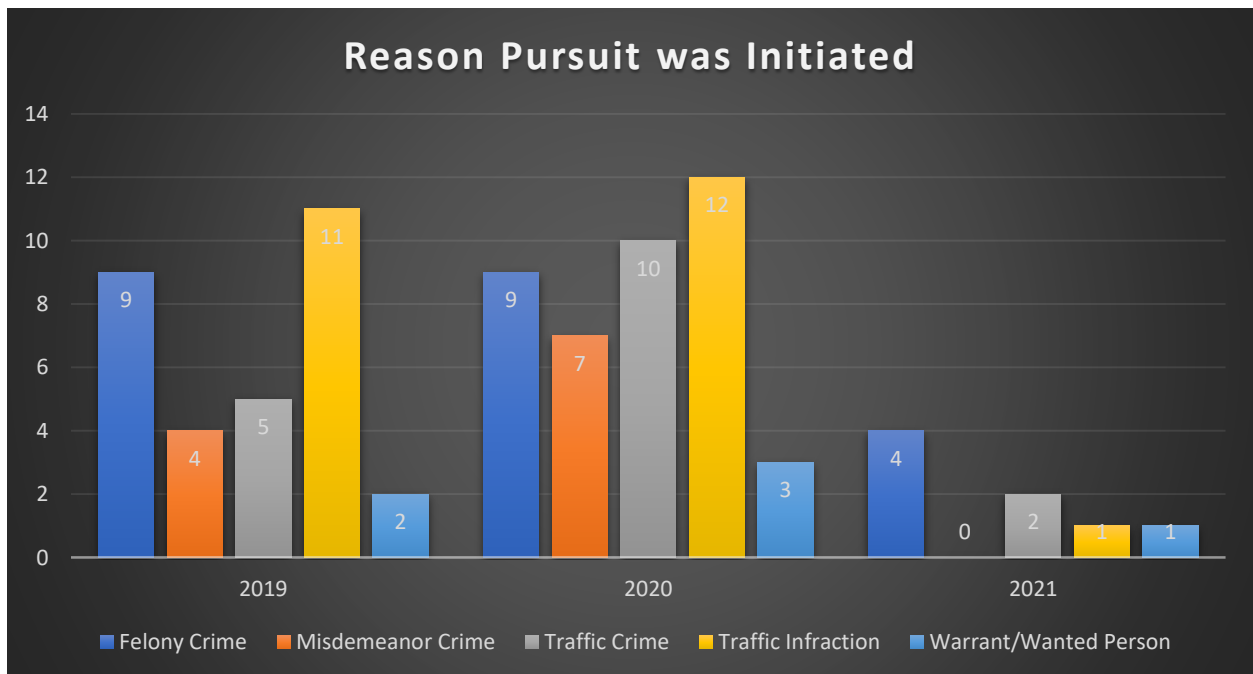
This report is intended to review the Annual Pursuit Analysis conducted by the Field Operations Division, which is required annually. This report focuses on interpreting data, analyzing pursuit policy violations, and analyzing pursuits that have ended in injury accidents. The analysis will also identify 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.

The department conducted command critiques are 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 the performance of supervisors and officers during a pursuit.



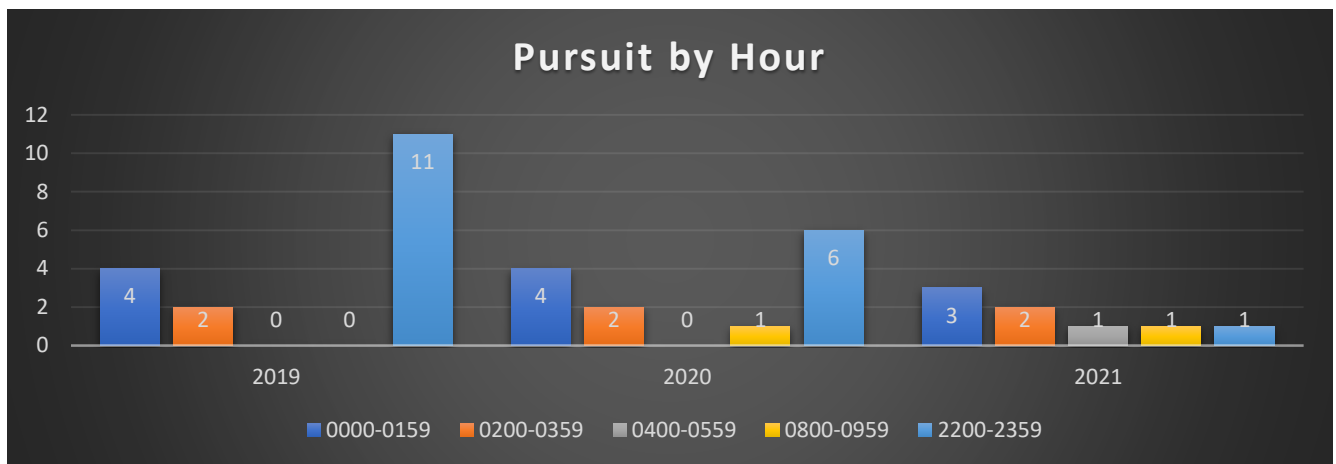
With the passing of House Bill 1054, vehicle pursuits were effected. The house bill basically made a vehicle pursuit lawful only when there is probable cause to believe that a person in the vehicle has committed or is committing a violent offense or sex offense as defined in RCW 9A.030, or an escape under chapter 9A.76 RCW. The one misdemeanor crime where a pursuit can be continued is when there is reasonable suspicion that a person in the vehicle has committed or is committing a driving under the influence offense. With that house bill we saw an 80.4% decrease in pursuits from 2020.



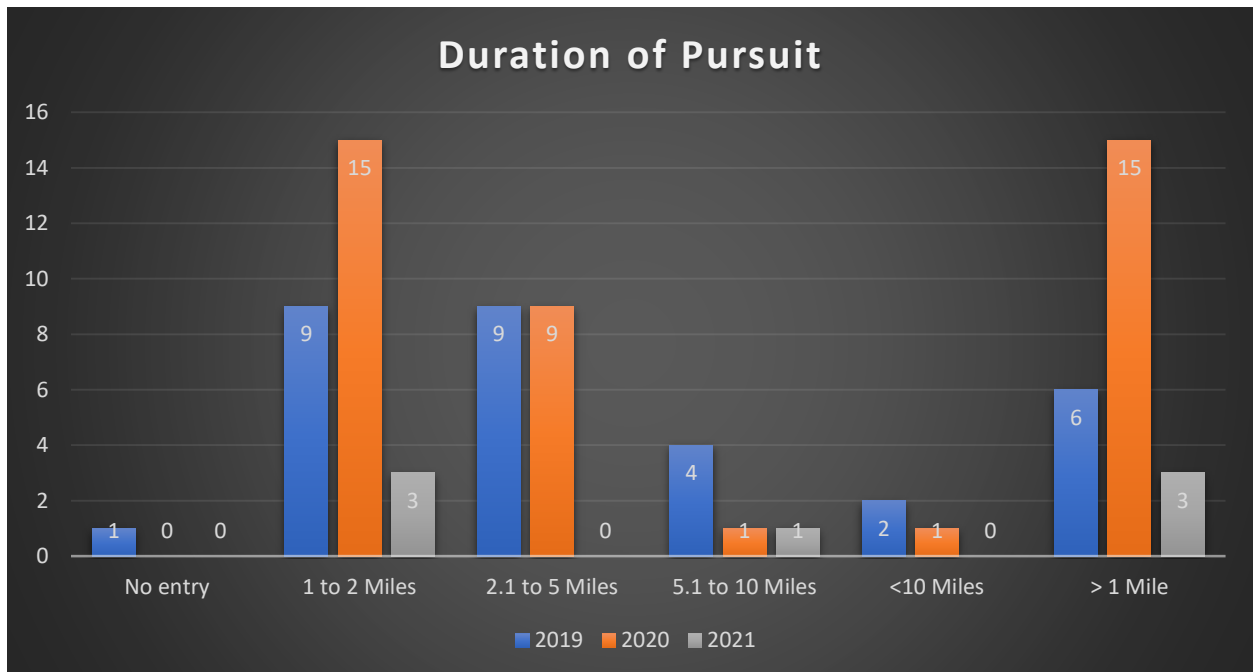
In 2019 and 2020 the number one reason a pursuit was initiated was due to a traffic infraction. We had eleven pursuits initiated for traffic infractions in 2019, and twelve in 2020. In 2021 we only had one pursuit initiated for a traffic infraction. This might lead

someone to believe that fewer subjects are attempting to elude from traffic stops, but that would be incorrect. In fact, the opposite is true. More vehicles are failing to stop when signaled by emergency lights. The low pursuit numbers in 2021 are due to the pursuit training provided to our officers, accountability critiques of our supervisors to properly manage pursuits, and HB 1054 which added additional pursuit restrictions.

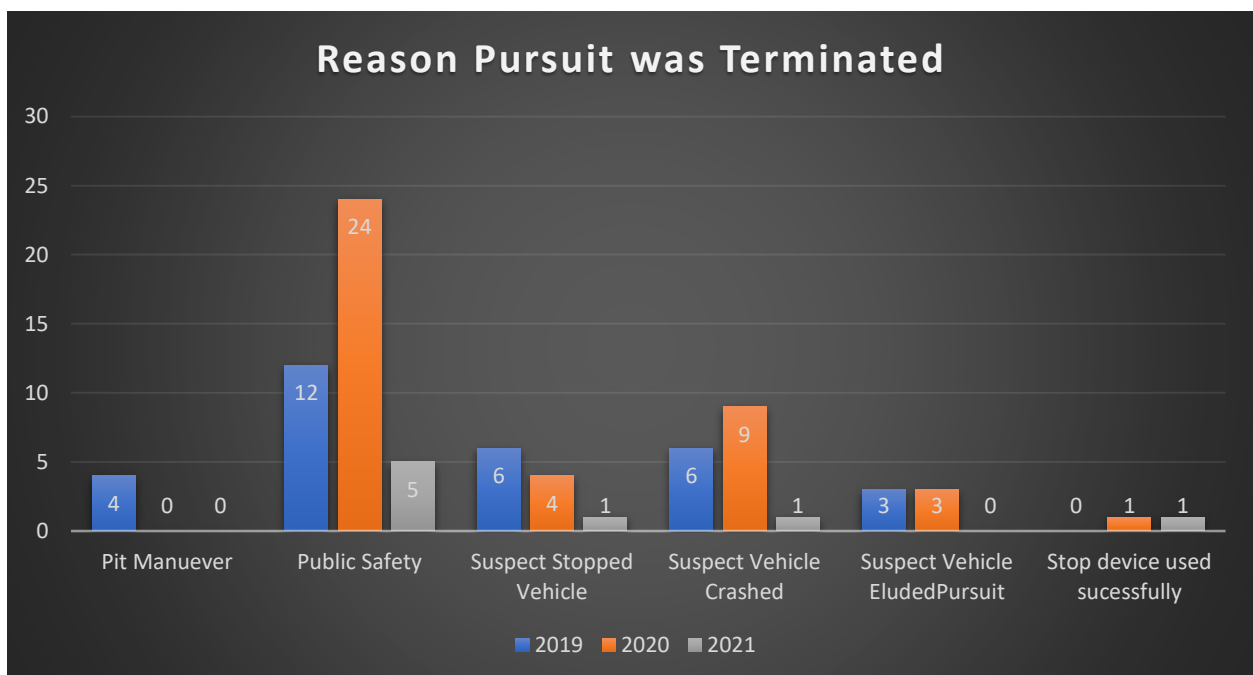
Felony crimes made up 50% of our pursuit decision-making. Traffic violations/traffic crimes made up 35% of all pursuits, followed by warrant/wanted persons at 15%.



In 2021, 65% of the pursuits took place between 0000 hours and 0359 hours. That percentage is slightly deceptive because there were only 8 pursuits total in 2021; three of which occurred during the peak hours of 0000-0359. The previous 2 years, most pursuits took place between 2200 hours and 2359 hours.

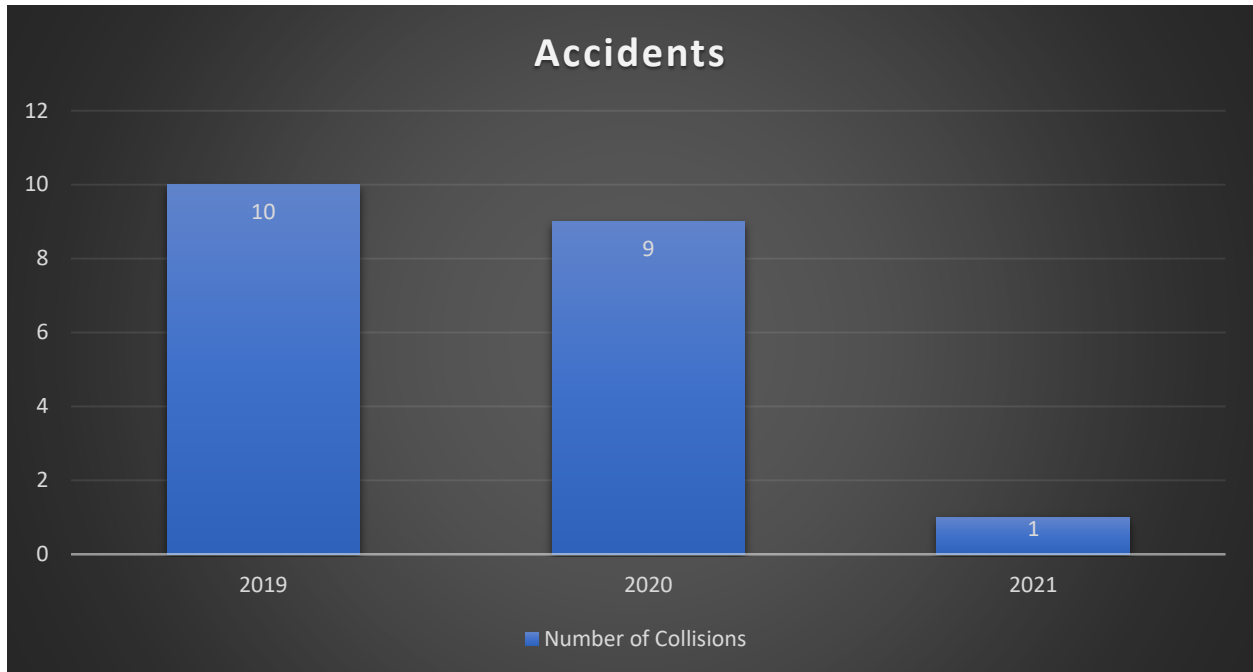


In 2021, our officers and sergeants terminated 63% of pursuits due to public safety concerns. Five of the eight pursuits lasted less than one mile. Our pursuit training and critiques are having a positive impact on decision-making.

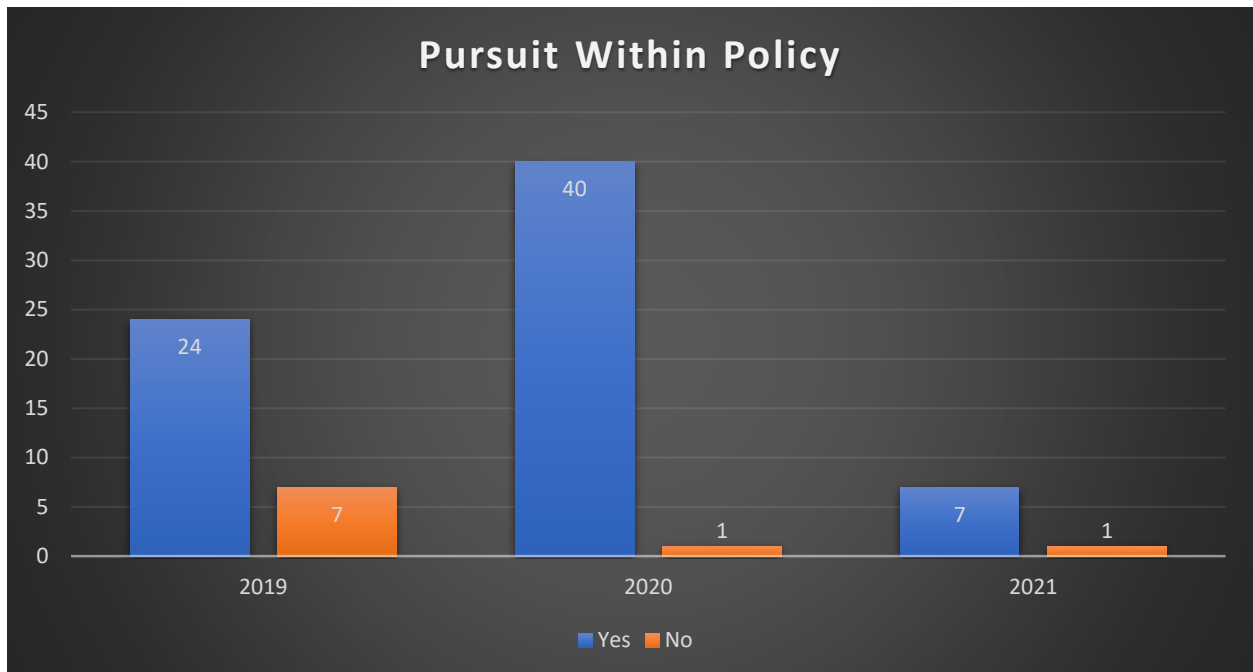


In 2021 63% of all vehicle pursuits were terminated by officers or sergeants for public safety. One vehicle pursuit was terminated because the suspect vehicle was involved in

an accident. One pursuit was terminated when the suspect pulled over and complied after a one mile pursuit.



There was a total of 1 incident that occurred in 2021 that involved an accident. This number is down from nine in 2020. No patrol cars had any major damage due to collisions during a pursuit, and no officers were injured during the 8 pursuits in 2021.



In 2021, there was one policy violation in which an officer responding to assist in a pursuit violated the Response to Emergency, Urgent, and Non-Emergency Calls policy. There were no policy violations committed by pursuing officers. The officer who committed the policy violation was verbally counseled by his sergeant.

Conclusions

Our EVOC instructors continue to do thorough reviews 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. Officers 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 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 2021, a command critique was conducted on all pursuits in the days following the event. During that critique, the command staff watches relevant videos and discusses decisions made by the involved officers and by the sergeant. These critiques continue to keep the total number of out-of-policy pursuits down compared to previous years.

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. In 2021 the department continued to make a conscious effort to encourage officers to terminate unnecessary pursuits on their own.

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