



Vehicle Pursuits – Annual Report

Year Ending 2021

Each January, the Deputy Chief shall review vehicle pursuits and submit an overview. This report is the overview of the department's effort and compliance within department policy.

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Introduction

The 2021 Monroe Police Department Pursuit Analysis uses data from the past three years to compare trends. In 2021, Monroe Police Department officers were involved in six vehicle pursuits. Information in this analysis reviews and compares the pursuits from the current year to the two previous years.

The following are brief descriptions of each pursuit:

February 25, 2021 – An officer was on routine patrol when he was made aware of a vehicle that had just been stolen in Everett in an armed carjacking. The pursuit began when the officer located the stolen vehicle in Monroe travelling westbound on SR 2. The pursuit lasted approximately 5 minutes and resulted in the suspect being apprehended and taken into custody. Pursuit found to be within policy.

February 28, 2021 – Monroe PD was notified by dispatch of a request for assistance in a pursuit initiated by Washington State Patrol. Officers briefly assisted in following the occupied stolen vehicle until WSP was able to get back in position. WSP terminated the pursuit shortly after and at that time Monroe PD discontinued their assistance. Monroe PD was involved in the pursuit for 4 minutes. Pursuit found to be outside of policy. Remedial training occurred.

February 28, 2021 – This pursuit was initiated based on the registered owner being wanted for a felony DOC warrant and fleeing from a traffic stop. The pursuit was terminated by the officer due to the risk associated with continuing to pursue the suspect outweighing the need for immediate apprehension. Pursuit found to be within policy.

March 30, 2021 – This pursuit was initiated following an attempted traffic stop on a suspect who had a felony warrant for their arrest. The pursuit was terminated by the officer recognizing the risk associated with continuing to pursue the suspect outweighing the need for apprehension. Shortly afterwards the suspect bailed out of their vehicle fleeing on foot and was taken into custody without incident. Pursuit found to be within policy.

April 23, 2021 – This incident involved a stolen vehicle driving in a reckless manner. The pursuit lasted less than 1 minute before being terminated by the primary officer recognizing the risk associated with continuing to pursue the suspect outweighing the need for apprehension. Several minutes after terminating the pursuit the officer came across the stolen vehicle which had been involved in a single vehicle off-roadway collision. The suspect was taken into custody



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with the assistance of the Snohomish County Sheriff's Office. Deemed not to be a pursuit as officer turned around to catch up to the vehicle, but lost sight of vehicle.

October 22, 2021 – This pursuit was initiated based on reasonable suspicion that the driver was driving under the influence. The pursuit lasted less than two minutes and was terminated by the officer due to the risk associated with continuing to pursue the suspect outweighing the need for immediate apprehension. Shortly after terminating the pursuit the driver was involved in a single-vehicle collision. Both the driver and passenger were transported to the hospital for evaluation. Pursuit was found to be within policy.

Policy Review

The Vehicle Pursuit Policy 307 was updated on July 1st, 2021, to comply to legislative changes that limited the crimes officers can pursue for. The previous and updated Policy was reviewed by Deputy Chief Irving. No discrepancies were found in the policy relating to our procedures. No changes were recommended at the time of this report. The pursuit reporting procedures outlined in section 307.12 were reviewed and remain accurate.

Vehicle pursuits pose a high risk for the community and the pursuing officers. It is the policy of the Monroe Police Department to exercise good judgment and consider public safety in the decision to pursue, continue, or terminate vehicle pursuits and to use sound tactics during those pursuits to ensure safe resolution.

Training

With pursuit policy updates occurring in July and December of 2021, all sworn employees were required to review and acknowledge the updated policies.

Emergency Vehicle Operator Course (EVOC) training was conducted for sworn employees in 2021. This training is conducted every year and is valuable as officers are required to apply policy and law to emergency vehicle driving scenarios in a secure environment. During this training they can learn and improve their application of policy and safe driving techniques.

Overall Summary of Data

The following statistics are important to note from our 2021 pursuit data:

- Pursuits were initiated primarily under dry road conditions (66.67%).
- Zero pursuits ended in collisions in 2021.
- All six of the pursuits (100%) were terminated within five minutes.



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- Four of the pursuits resulted in apprehension and arrest of the suspect. Two of the pursuits resulted in apprehension and arrest of the suspects later in the day by outside agencies.

Cause of Pursuit Initiation

Pursuits initiated by other agencies and felony warrant traffic stops were the top factors in the initiation of pursuits in 2021.

Initiating Event	2019	2020	2021	2019	2020	2020
Traffic Infraction	0	2	1	0%	66.67%	16.67%
Other Agency Initiated	0	1	2	0%	33.33%	33.33%
Felony Warrant Traffic Stop	0	0	2	0%	0%	33.33%
Stolen Vehicle	0	0	1	0%	0%	16.67%
Total Pursuits	0	3	6	0%	100%	100%

Total Duration (Time) of Pursuits

All six of the pursuits in 2021 were terminated within five minutes. The longer the pursuit is engaged, the more opportunity there is for an accident, injury, or property damage to occur.

Pursuit Duration	2019	2020	2021	2019	2020	2020
1 Minute or Less	0	2	4	0%	66.67%	66.67%
2 – 5 Minutes	0	1	2	0%	33.33%	33.33%
6 – 10 Minutes	0	0	0	0%	0%	0%
Total Pursuits	0	3	6	0%	100%	100%

Road Conditions During Pursuits

Road conditions are an important factor when determining whether to engage in a vehicle pursuit. Weather, traffic, and road conditions can substantially increase the danger of the pursuit, which can easily outweigh the worth of apprehending the suspect. Most of the pursuits in 2021 were initiated under dry road conditions, which is consistent with the two previous years.

Road Conditions	2019	2020	2021	2019	2020	2021
Dry	0	3	4	0%	100%	66.67%
Wet	0	0	2	0%	0%	33.33%
Snow	0	0	0	0%	0%	0%



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Ice	0	0	0	0%	0%	0%
Fog	0	0	0	0%	0%	0%
Total Pursuits	0	3	6	0%	100%	100%

Pursuit Terminations

In 2021, two of the pursuits were terminated by the suspect stopping and fleeing on foot. Four of the pursuits were stopped by the pursuing officer upon conclusion that the circumstances warranted termination of the pursuit. The other pursuit stopped when an outside agency took back over primary status in a pursuit.

Termination of Pursuits	2019	2020	2021	2019	2020	2021
By Pursuing Officer	0	0	4	0%	0%	66.67%
By Supervisor	0	0	0	0%	0%	0%
By Collision	0	0	0	0%	0%	0%
Suspect Stopped/Pursuit Intervention	0	2	1	0%	66.67%	16.67%
Outside Agency	0	1	1	0%	33.33%	16.66%
Total Pursuits	0	3	6	0%	100%	100%

Outcome of Pursuits

In 2021, 50% of the pursuits resulted in an arrest. In two pursuits, outside agencies successfully located the suspect vehicles later that day and apprehended the suspects.

Pursuit Outcome	2019	2020	2021	2019	2020	2021
Arrested	0	3	3	0%	100%	50%
Suspect Fled on Foot (No Arrest)	0	0	0	0%	0%	0%
Suspect Fled in Vehicle (No Arrest)	0	0	1	0%	0%	16.67%
Fatality	0	0	0	0%	0%	0%
Hospitalized – Unable to Arrest	0	0	1	0%	0%	16.67%
Outside Agency Took Over	0	0	1	0%	0%	16.66%
Total Pursuits	0	3	6	0%	100%	100%

Pursuit Collision Results

Two of the pursuits resulted in single-vehicle collisions which occurred after the pursuit had been terminated by the pursuing officer.



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Collision Data	2019	2020	2021	2019	2020	2021
Non-Collision	0	3	4	0%	100%	66.67%
Collision	0	0	2	0%	0%	33.33%
Total Pursuits	0	3	6	0%	100%	100%