



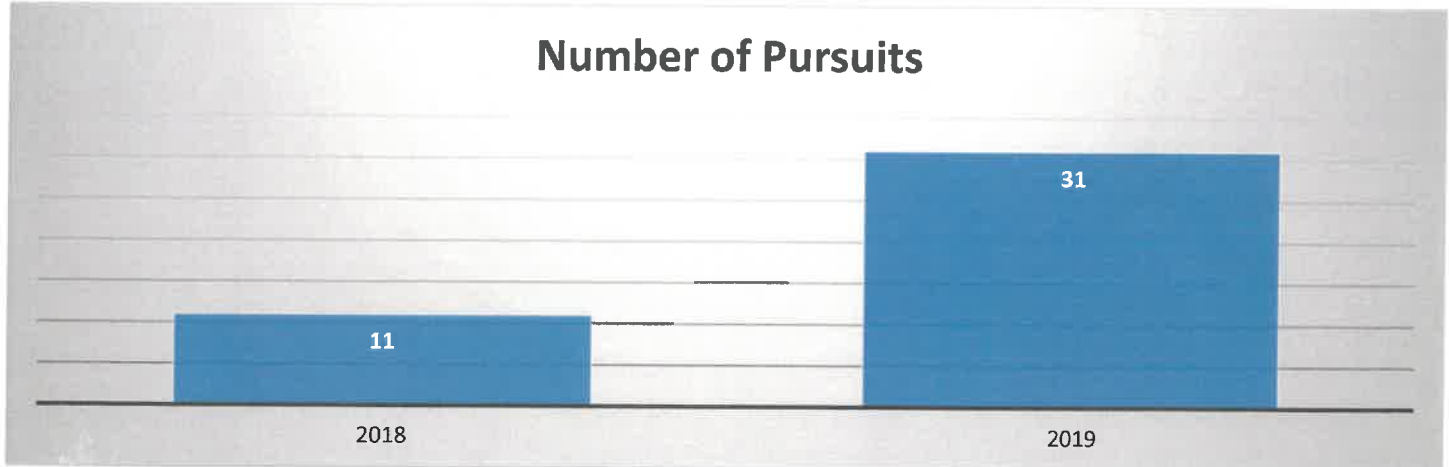
Prepared by Captain William Parramore

March 2, 2020

This report takes an in-depth look into all pursuits that occurred in 2019, with focus given to the reasons pursuits are being initiated, terminated and any violations of the pursuit policy that may have occurred. The main purpose of this analysis is to reveal patterns or trends that indicate training needs and/or policy changes. After the data is analyzed, recommendations will be made to the Chief of Police on ways to improve or enhance our current pursuit policy.

The Pasco Police Department recognizes the fact that pursuits can be inherently dangerous. For that reason, pursuits go through multiple layers of review, not only to ensure that protocol is being followed, but to also identify officer safety issues, potential risks to the public, training needs and liability issues. All pursuits are subject to a critique which is completed by the pursuing officer's immediate supervisor and includes all officers involved. This is 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 a chance to be involved with the review process, giving them a better understanding of what is expected.

There were no recommendations from last year's review.



*2018 was the first full year that the department used BlueTeam to enter data from vehicle pursuits. In 2019, patrol sergeants had a better understanding of what types of incidents required a pursuit entry into BlueTeam.

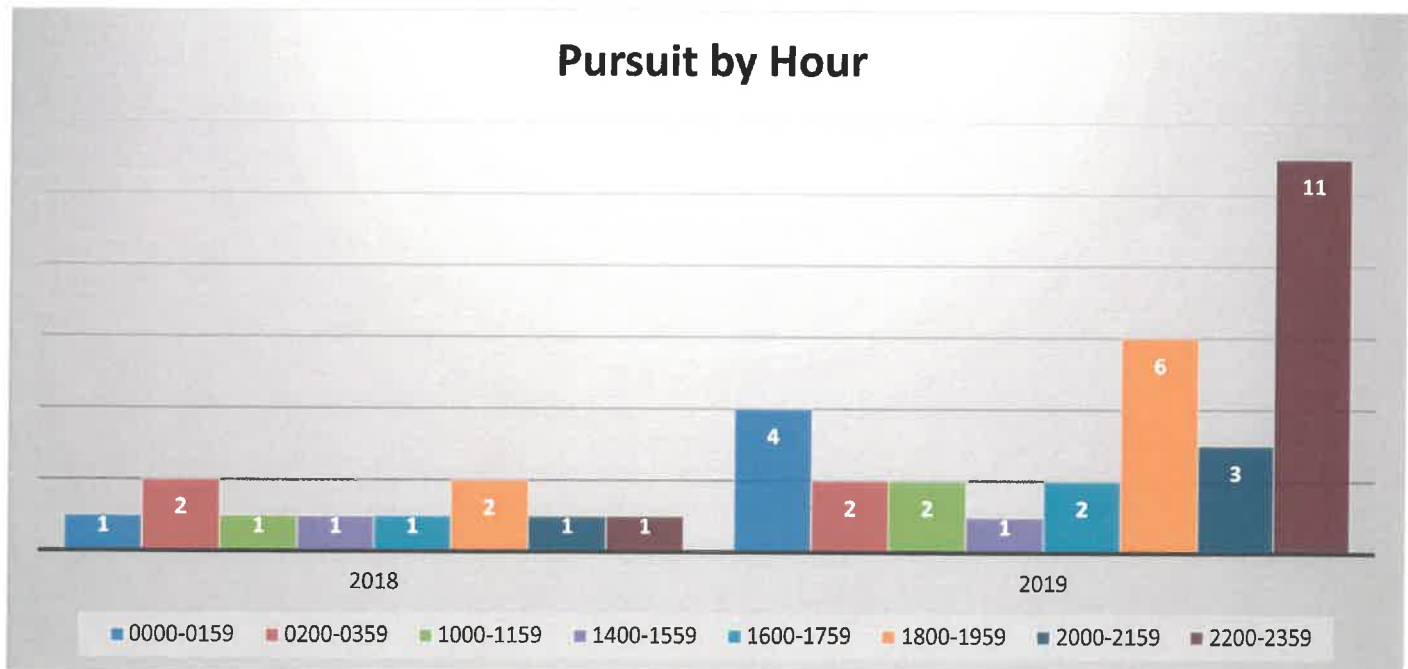
The above chart displays the number of pursuits which have occurred over the past two years. We have seen a significant increase. Due to this increase, and the number of officer involved collisions, Captain Paramore has ordered a review of the departments pursuit policy and EVOC training program.

Reason Pursuit Initiated



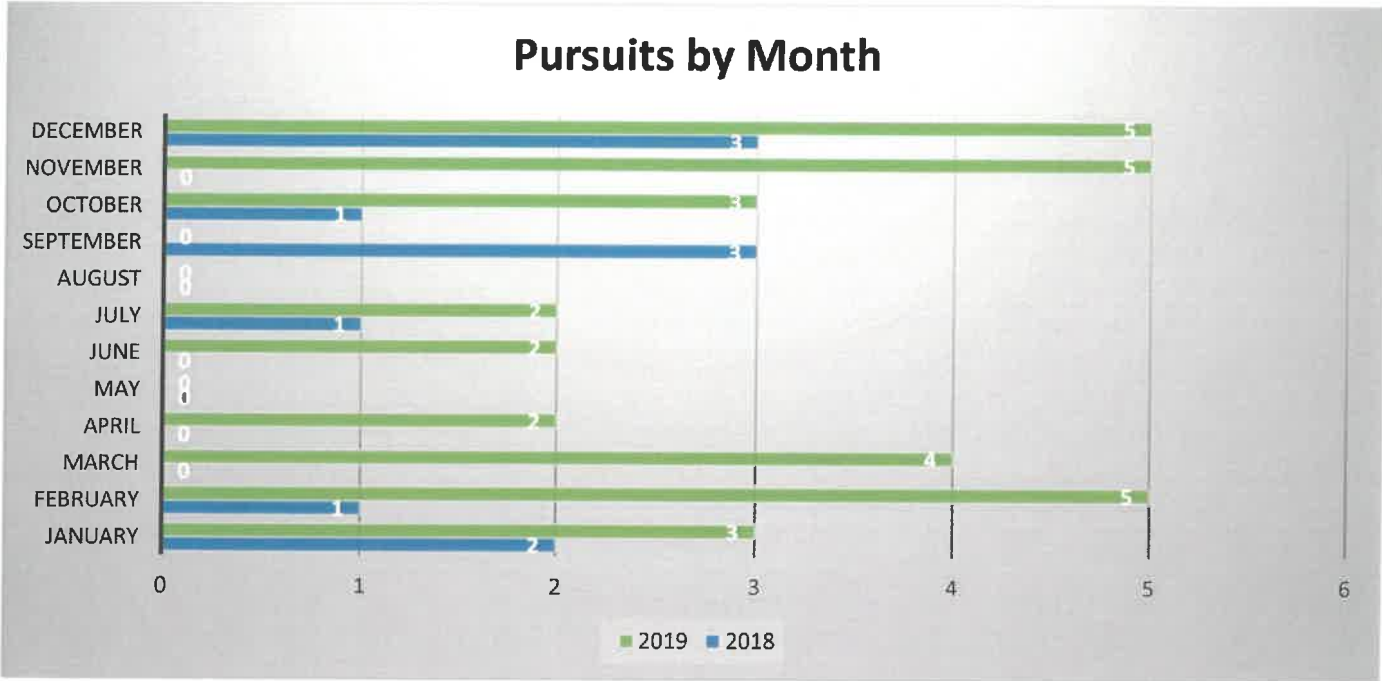
Suspects avoid apprehension for a multitude of reasons and given that numerous police contacts are initiated through traffic stops, it is clear to see why vehicle pursuits transpire. For purposes of this analysis only the initial reason for the pursuit was tracked. Traffic violations/traffic crime made up 51% of all pursuits, followed by felony crimes at 29%, misdemeanor crimes at 13% and warrant/wanted persons at 6%.

Pursuit by Hour

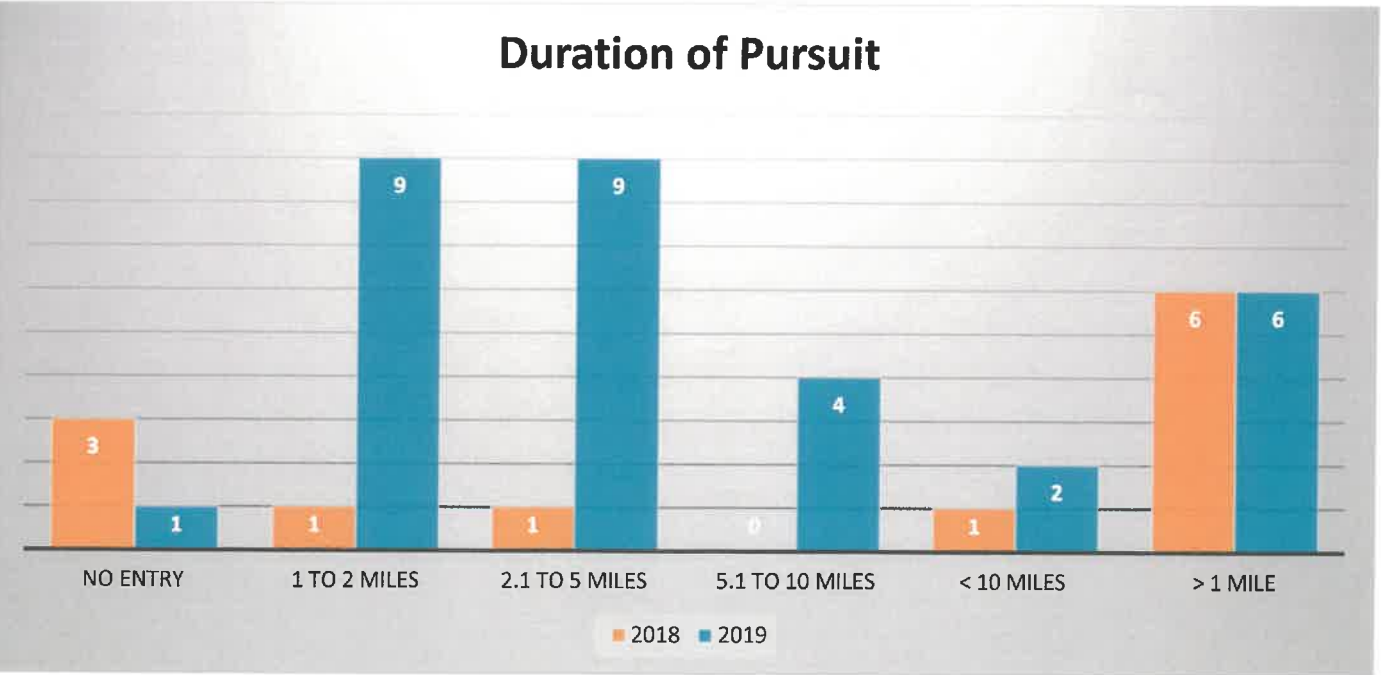


The hours between 1800 and midnight had the highest percentage of pursuits at 64%. Only 9% of pursuits are occurring during the traditional dayshift hours. In 2019, B-squad swing shift was the most proactive shift in the

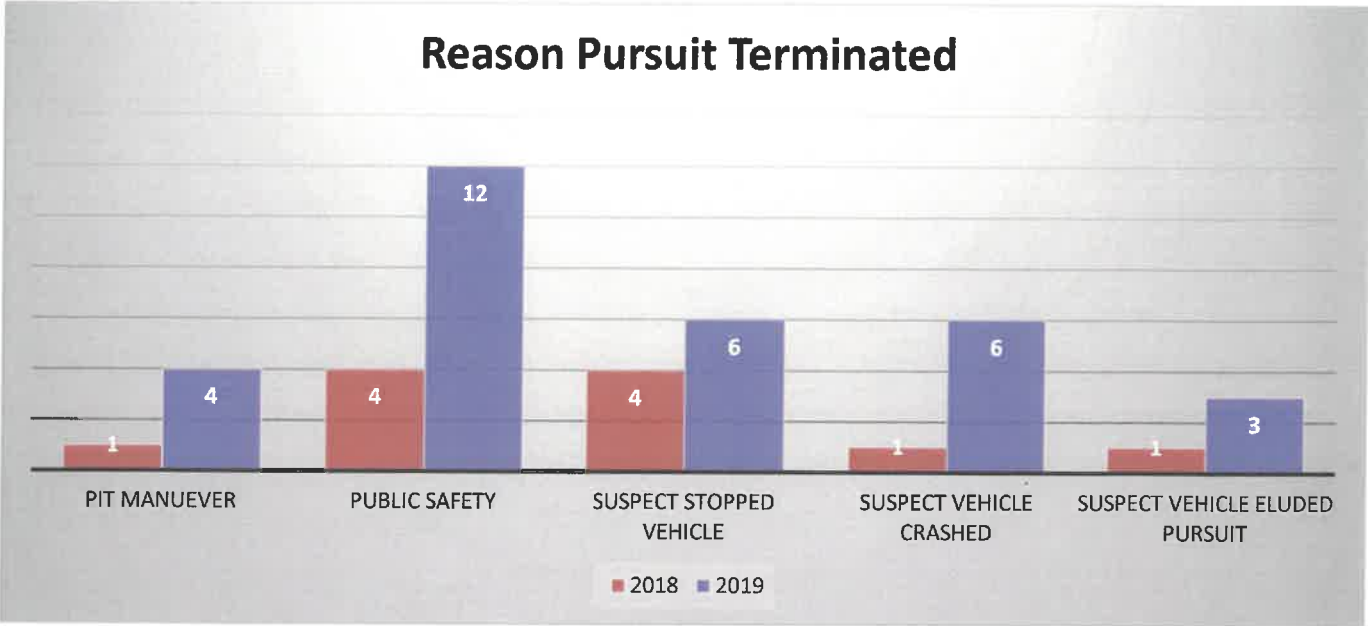
department. Historically, the more proactive shifts get into the most pursuits and the data in 2019 reflects this.



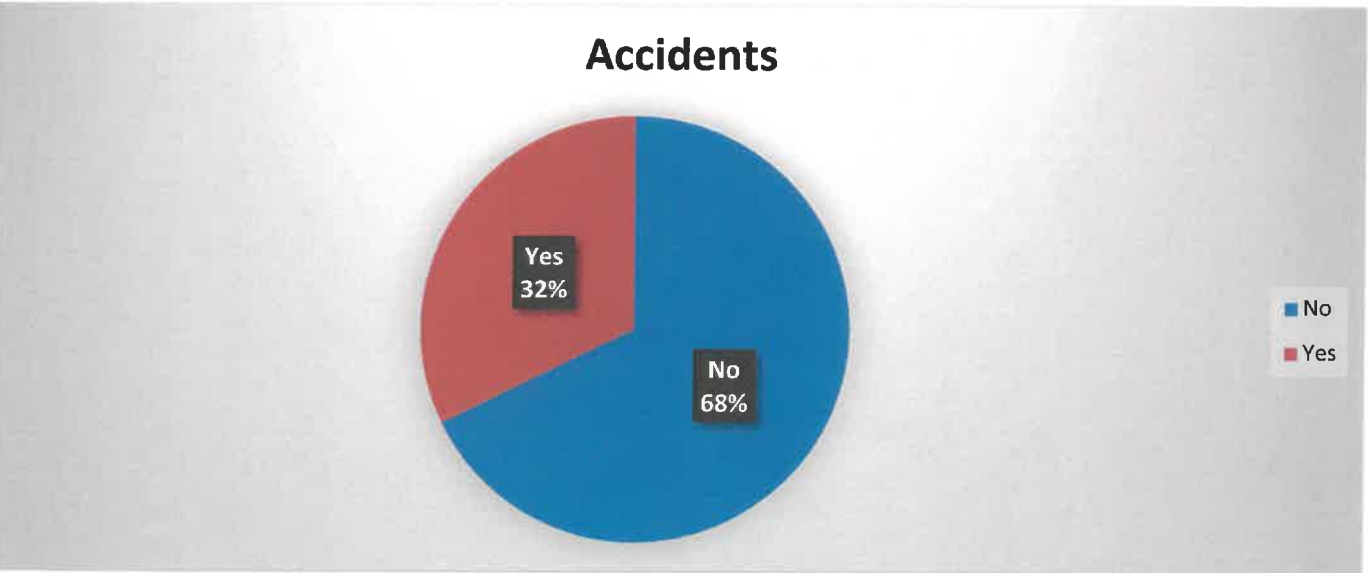
The months of February, November and December saw the highest number of pursuits, each with 5. The months of May, August and September had no reported pursuits.



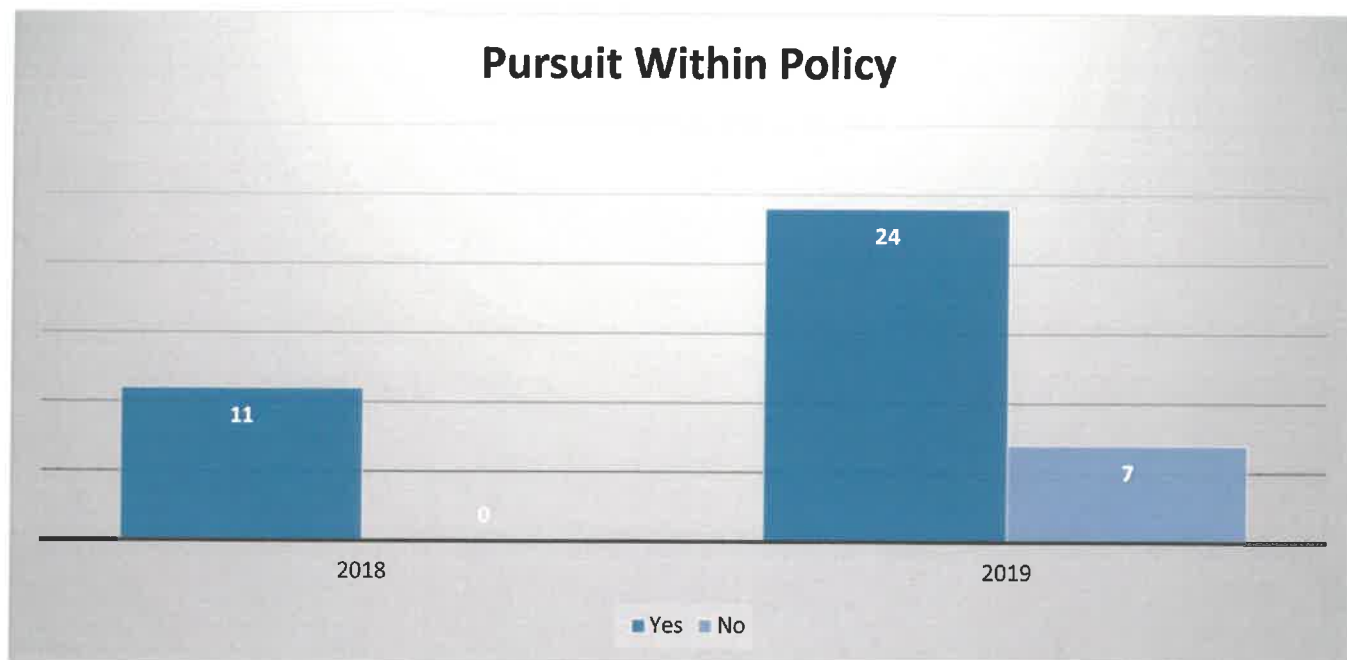
In 2019, 77% of pursuits initiated by Pasco Police Department were 5 miles or less in total distance traveled. We did have two pursuits that were more than 10 miles. As part of our pursuit critique process and data entry, we are down to 1 pursuit that did not have the duration data entered. The goal for 2020 is to have none.



48% of all vehicle pursuits in 2019 were terminated with 58% 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 ten incidents that occurred in 2019 that involved an accident. This number is up from a total of two incidents in 2018. Of those collisions, 8% of the individuals involved had a complaint of pain, 17% required the individual to be treated or transported by EMS and 25% had a minor injury. Of all thirty-one total incidents, one officer reported a minor injury.



In 2019, there were a total of seven pursuits where an officer was found to have committed a violation. All policy violations are directly related to the pursuit policy and were minor in nature. This is a significant increase from zero policy violations in 2018. It will be the goal of the department to get that number back down to zero.

Conclusions

In 2019, Captain Parramore assigned Sergeant Miller to lead a team of EVOC instructors to complete a thorough review of our pursuit policy. In recent history, the trend for many departments has been to move towards a more restrictive pursuit policy, i.e. only allowing officers to pursue when certain criteria are met (e.g. fleeing felon). Currently, the Pasco Police Department can monitor themselves and terminate a pursuit when it needs to be cancelled. At this point in time, this is the best option for both the department and the community it serves; however, if certain areas of concern are not corrected this may lead the department to restrict our pursuit policy.

Understanding the risks and liabilities that are associated with pursuits is an important aspect to being able to critically review them. Review should not just come from the supervisory level but also from the officers involved. Officers should be capable of recognizing their own mistakes and should be aware of liability issues

they face when pursuing a subject. Officers should not be waiting for their supervisor to terminate pursuits that fail to meet our departments criteria for continuing to pursue a vehicle that is attempting to elude.

2018 was the first full year that the department used BlueTeam to enter data from vehicle pursuits. In 2019, patrol sergeants had a better understanding of what types of incidents required a pursuit entry into BlueTeam. During my review, the negative issues that jumped out at me were the number of pursuits that were not justified (5) and the number of pursuits that were out of policy (7). Therefore, the department will be reviewing our pursuit policy and our in-service pursuit training program. This information will also be passed along to sergeants at the first quarterly sergeant meeting on March 4, 2020.

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