

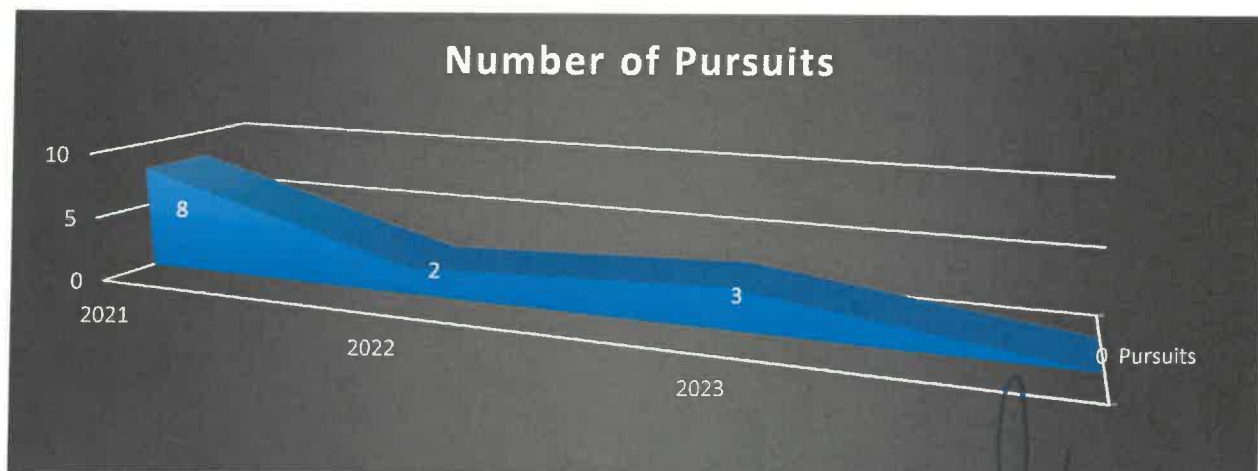
2023 Pursuit Review and Analysis
CALEA 41.2.2

Prepared by Sergeant Scott M. Warren
Reviewed by Lt. Groom
February 21, 2024

This report is intended to review the Annual Pursuit Analysis conducted by the Professional Standards 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.

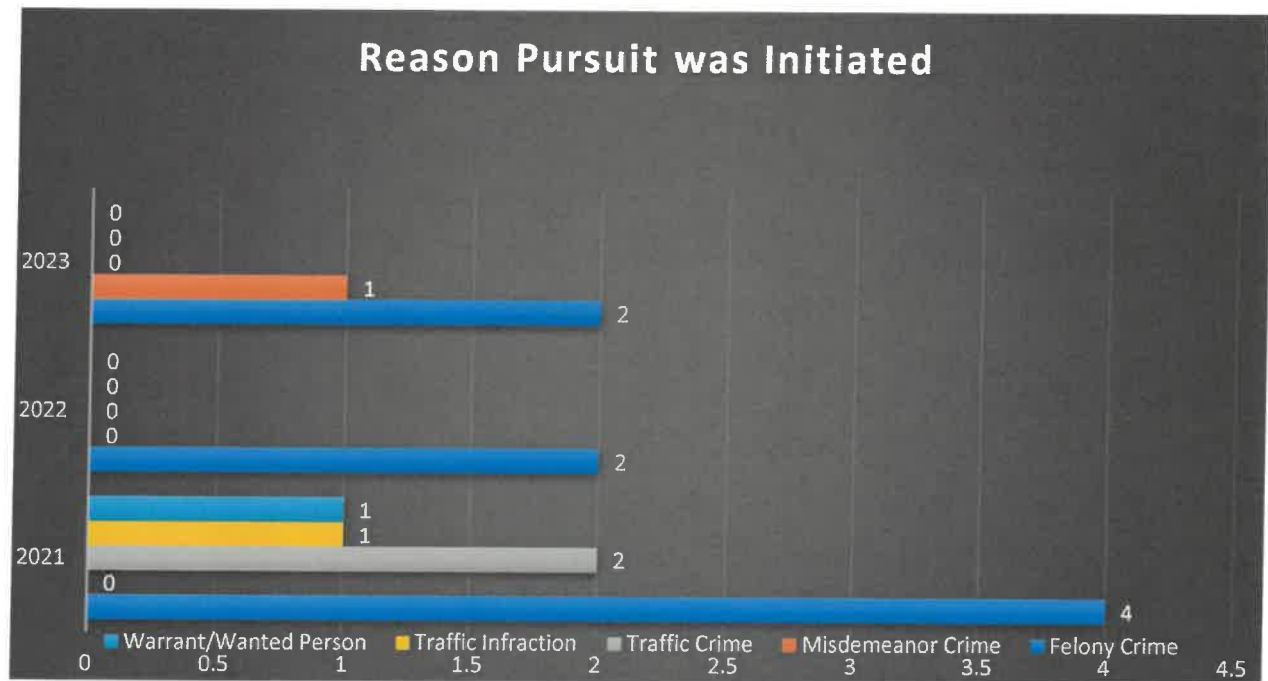
The Pasco Police Department recognizes the fact that pursuits can be inherently dangerous. All pursuits are subject to a critique completed by the pursuing officer's immediate supervisor and include all officers involved. Pursuit critiques are a crucial part of the review process for a couple of reasons. 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, PSD 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.

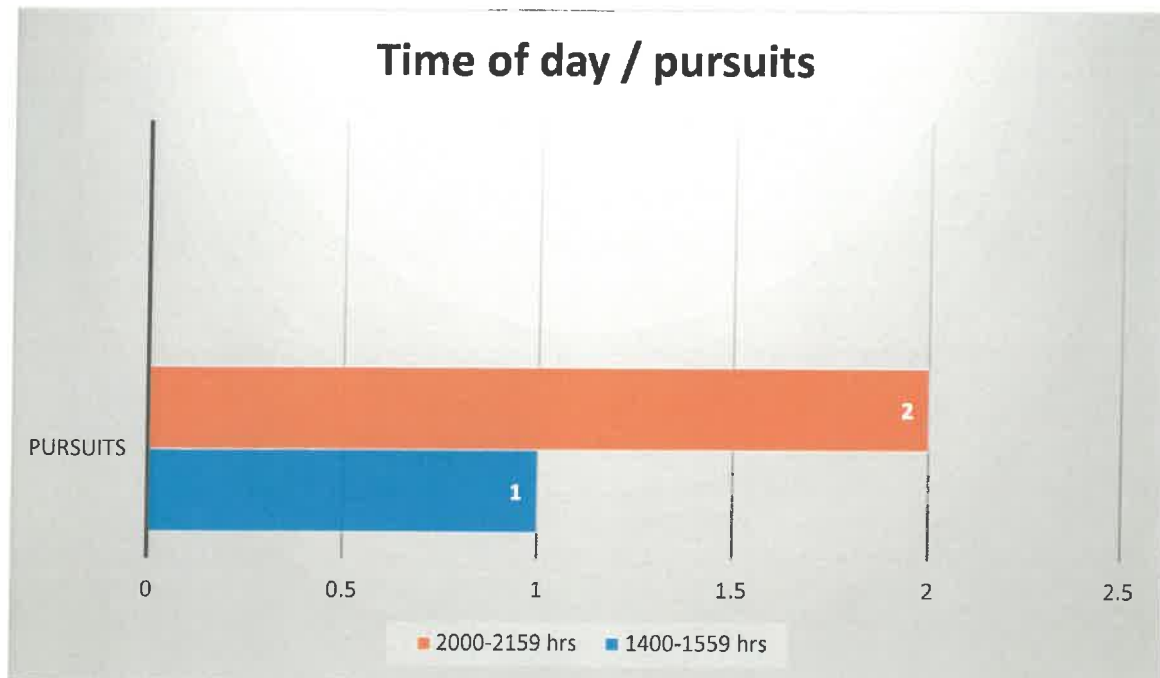


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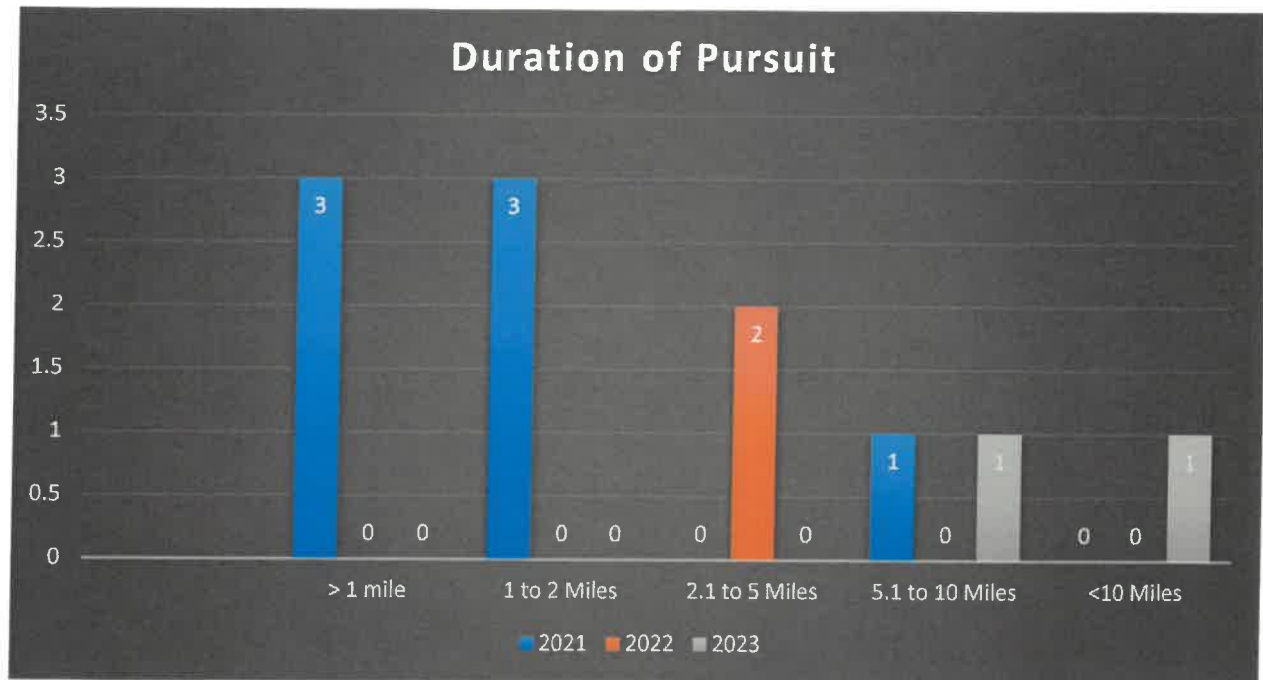
With the passing of House Bill 1054, vehicle pursuits were affected. The house bill basically made a vehicle pursuit lawful only when there is probable cause to believe that a person in the vehicle has committed or is committing a violent offense or sex offense as defined in RCW 9.94A.030, or an escape 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. In 2023, we went up one from 2022, from 2 to 3.



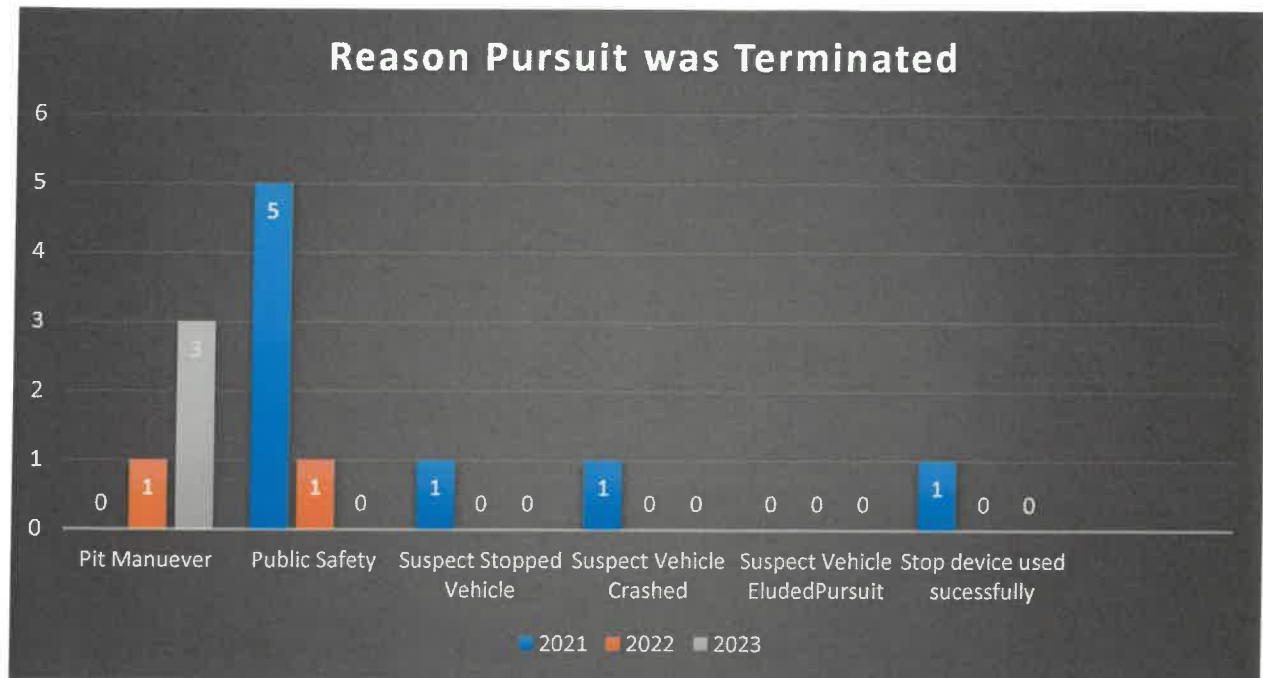
In 2023, two of the three pursuits were initiated due to a felonious criminal act.



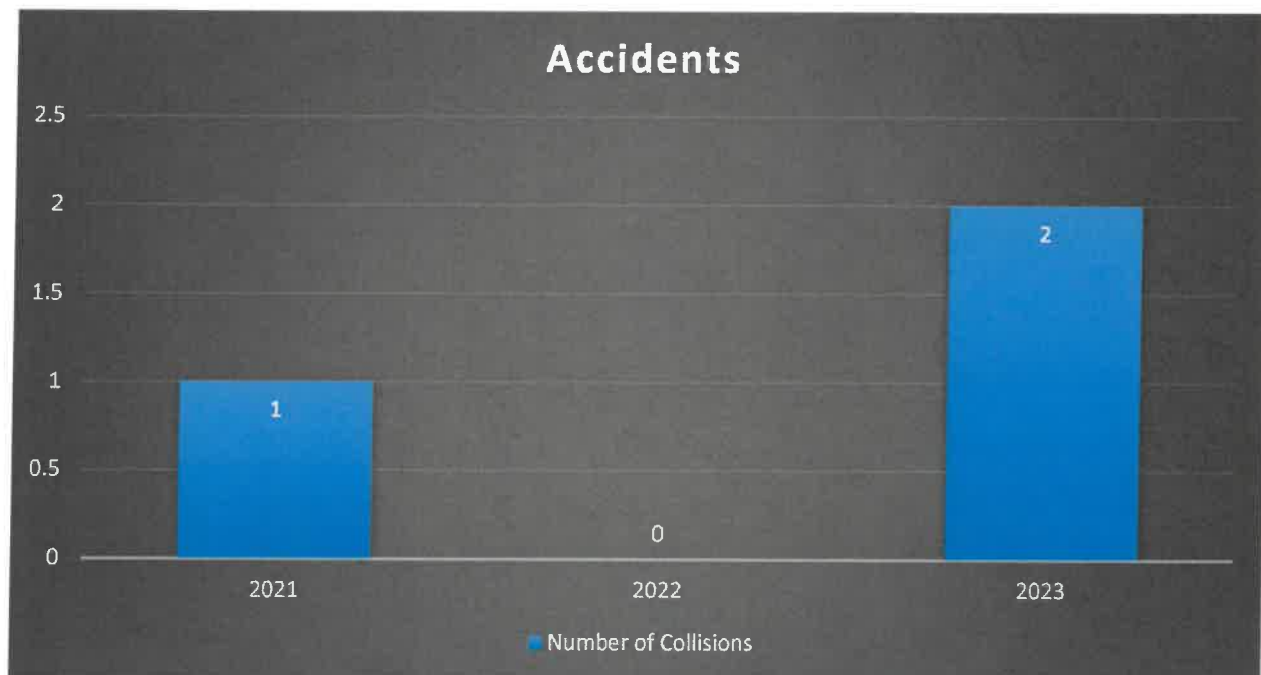
In 2023, 66% of the pursuits took place between 2000 hours and 2159 hours. The only other pursuit occurred between the hours of 1400-1559 hours.



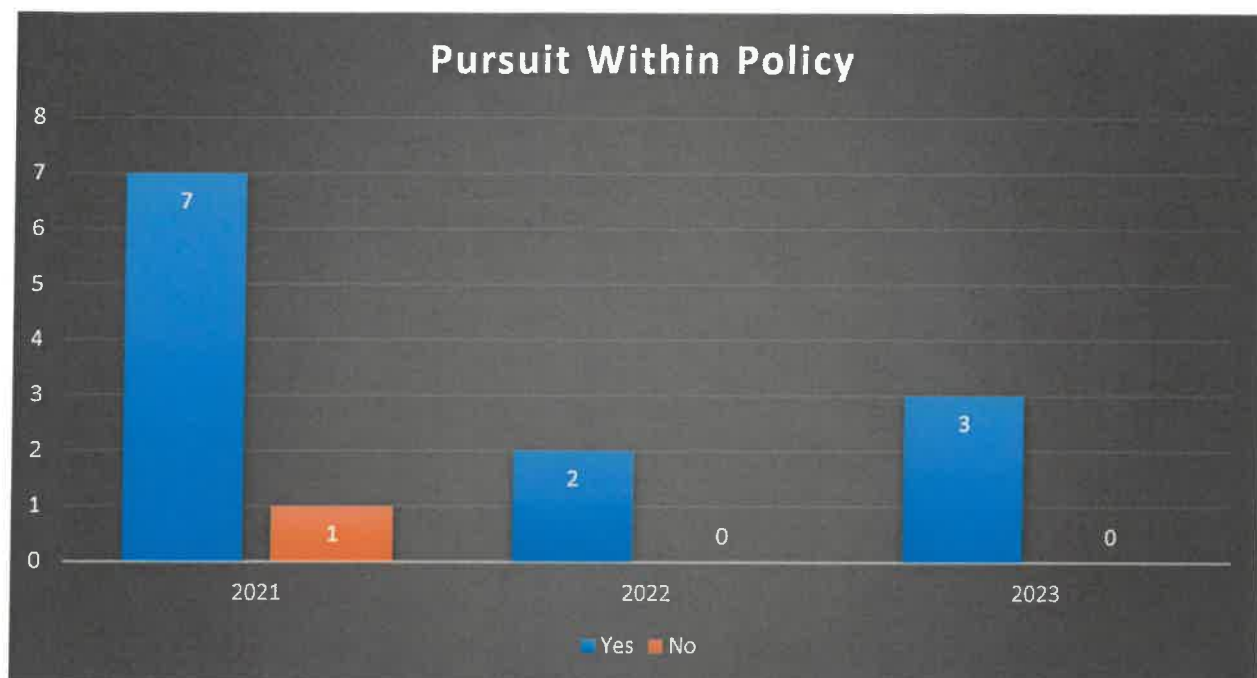
In 2023, two of the three pursuits ended up in other jurisdictions. This is why the data shows we had two more than five miles in duration.



The stop stick use in 2021 was an agency assist. WSP utilized it when we asked for assistance in a pursuit.



Of the three pursuits, two occurred in 2023 that involved an accident. This number is up from none in 2022.



In 2023, none of the pursuits involved an officer committing a policy violation. This is the same from 2022. A commanding officer pursuit critique was conducted with the sergeant who supervised the pursuit. During that critique, the command staff watched relevant videos and discussed decisions made during the pursuit.

Conclusions

Our EVOC instructors continue to do thorough and up to date 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 able 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 2023, 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 during the involved officer's 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 can recognize their own mistakes and should be aware of the liability issues they face when pursuing a subject. Officers are trained to not wait for their supervisor to terminate pursuits that fail to meet our department's criteria for continuing to pursue a vehicle attempting to elude. In 2023 the department continued to make it clear that safety in all aspects is paramount.

With the review of the data gathered, my analysis is we need to just continue with staying up to date on the changing landscape regarding vehicle pursuits. Keeping in mind that our citizens safety is our number one priority.

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