

To: Chief Scott Freeman
Thru: Deputy Chief Gregory
From: Captain Melanie Rutledge
Date: March 25, 2016
Ref: 2015 Pursuit Review

2015 Overview

- A. The Uniform Division Leadership has reviewed and analyzed the pursuits that took place during the calendar year 2015. A total of 34 pursuits were identified and reviewed. The average pursuit was two minutes or less in duration. Supervisors terminated eight pursuits, 25 pursuits were approved and nine were terminated by the supervisors or officers. No police vehicles were damaged during any of the pursuits nor were any officers or suspects injured.
- B. There were two policy violations identified for the 2015 review. The first occurred in February; policy violations included B1/22/01 (Motor Vehicle Pursuits Policy Statement), A4/01/03 (Dereliction / Neglect of Duty) and A1/02/09 (Attention to Duty). The involved officer received a written reprimand for the violations for failing to terminate the pursuit when it was realized the danger outweighed apprehension. The second violation took place in July. Counseling was provided for the violation of B1/22/01 (Motor Vehicle Pursuits Policy Statement) for not clearly articulating his reason for the pursuit.
- C. A statistical breakdown is attached within a spreadsheet identifying officers and supervisor involved in each pursuit along with data that is submitted to *Pursuits* include General Pursuit Information (date, time, etc.), Environment/Conditions during each pursuit (Traffic and Road conditions, Maximum speed, etc.), Termination (How the pursuit terminated, Distance, Arrest/Charges, etc.), Officer/Suspect Information, and Injury/Fatality.

In reviewing the past four (4) years of vehicle pursuits (2011-2015), there has been an upward trend in the number of pursuits. In 2013 twenty (20) pursuits were reported in 2014, thirty two (32) pursuits were recorded and in 2015, thirty four (34) were reported. This review also revealed policy violations remained somewhat constant with one (1) violation in 2013, and two (2) violations in both 2014 and 2015. Noted violations were addressed within the violators' chain of command.

Vehicle Pursuits

PURSUIITS	2012	2013	2014	2015
Total Pursuits	19	20	32	34
Terminated by agency	9	9	14	8
Policy Compliant	17	19	30	32
Policy Non-compliant	2	1	2	2
Accidents	1	5	4	0
Injuries: Officer	0	2	0	0
: Suspects	1	2	2	0
: Third Party	0	0	0	0
Reason Initiated:				
Traffic offense*	17	17	21	29
Felony	2	1	6	4
Misdemeanor	2	2	3	25

* Traffic offenses include both misdemeanor and felony violations

Note: Data shaded in orange is from the 2012-2014 CALEA Law Enforcement Assessment

D. Training in the area of vehicle pursuits involve one (1) hour each year for all sworn employees. Officers in the mandate academy also receive a sixteen (16) hour course in Emergency Vehicle Operations (EVOC). While attending the in house New Officer Basic Training (NOBC) at ACCPD officers also receive an additional four (4) hours of vehicle pursuit training.

During 2015, two new recruits were unsuccessful (failed) the EVOC training in the month of August. Both recruits were required to take the course again. In December 2015, one of the recruits again failed the course. Employment was terminated. The other recruit successfully completed the course in early 2016.

E. The pursuit policies B1/22/01 (Motor Vehicle Pursuits Policy Statement), B1/22/02 (Motor Vehicle Pursuits Procedure), B1/22/03 (Motor Vehicle Pursuit Tactics), B1/22/04 (Motor Vehicle Pursuits – Use of Roadblocks) and B1/20/10 (Operation of Police Motorcycle) were reviewed in March 2016. There were no modifications to these policies or any changes made to the reporting procedures during calendar year 2015.

Training / Equipment Opportunities and Recommendations

- A. While it is important to reduce the number of pursuits, the ACCPD should also give consideration to equipment and/or training to end pursuits in the interest of eliminating the danger to the public. The Supreme Court, in *Scott v. Harris*, made it very clear that high speed pursuits are a danger to the public created by the fleeing suspect.
- B. The ACCPD has had good success over the years with StopSticks and should continue their use. However, consideration should be given to the following methods and equipment in the interest of reducing the duration of pursuits and apprehension of felony suspects:
- Precision Immobilization Technique (PIT) Maneuver
 - Rolling Roadblock
 - StarChase System
- C. It is the goal of the ACCPD to reduce high risk police activities such as pursuits. The highest number of pursuits originated during traffic stops for misdemeanor violations. To reduce the number of pursuits, it is recommended that ACCPD consider a policy change in defining a pursuit, and eliminate the pursuit of misdemeanor traffic violations.
- D. In addition to policy changes, the ACCPD is very limited in its ability to conduct driver/pursuit training. With the exception of the initial academy training conducted by the state, all driver/pursuit training is conducted academically. This is due to the lack of a training area and appropriate equipment. A master plan was developed in 2015 for a training facility that could be located at the current Department range. With 33 acres available, the plan includes space and planning for a driving pad large enough to conduct EVOV and pursuit courses. It is recommended that the ACCPD continuously pursue funding for this asset.