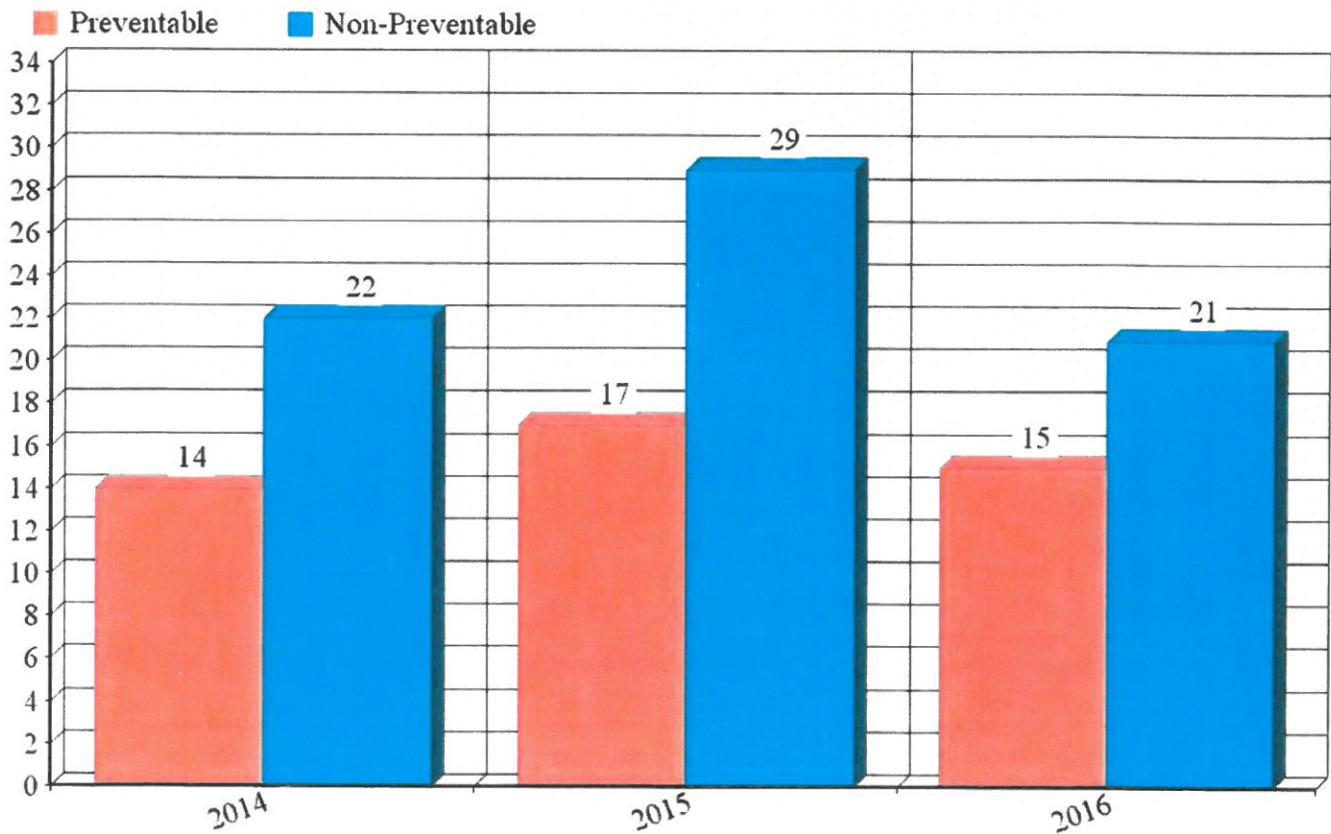


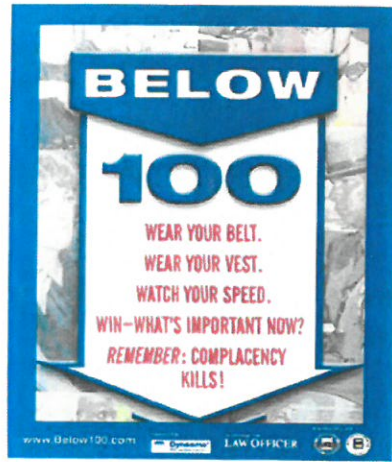
# COLLISION/PURSUIT REVIEW

*The purpose of this monthly publication is to keep our Sheriff's Office employees updated on collision and pursuit trends. Being aware of how our collisions are occurring may provide insight as to how to avoid future incidents and return home to your loved ones safe and sound. Pursuits are dangerous to officers and the public. After action reviews can provide insight on decision making and tactics that you use when you find yourself in your next pursuit and possibly save a life, maybe yours. Along with our heightened awareness, the Below 100 program that our Sheriff's Office has embraced will save the lives of our people, now and in the future*

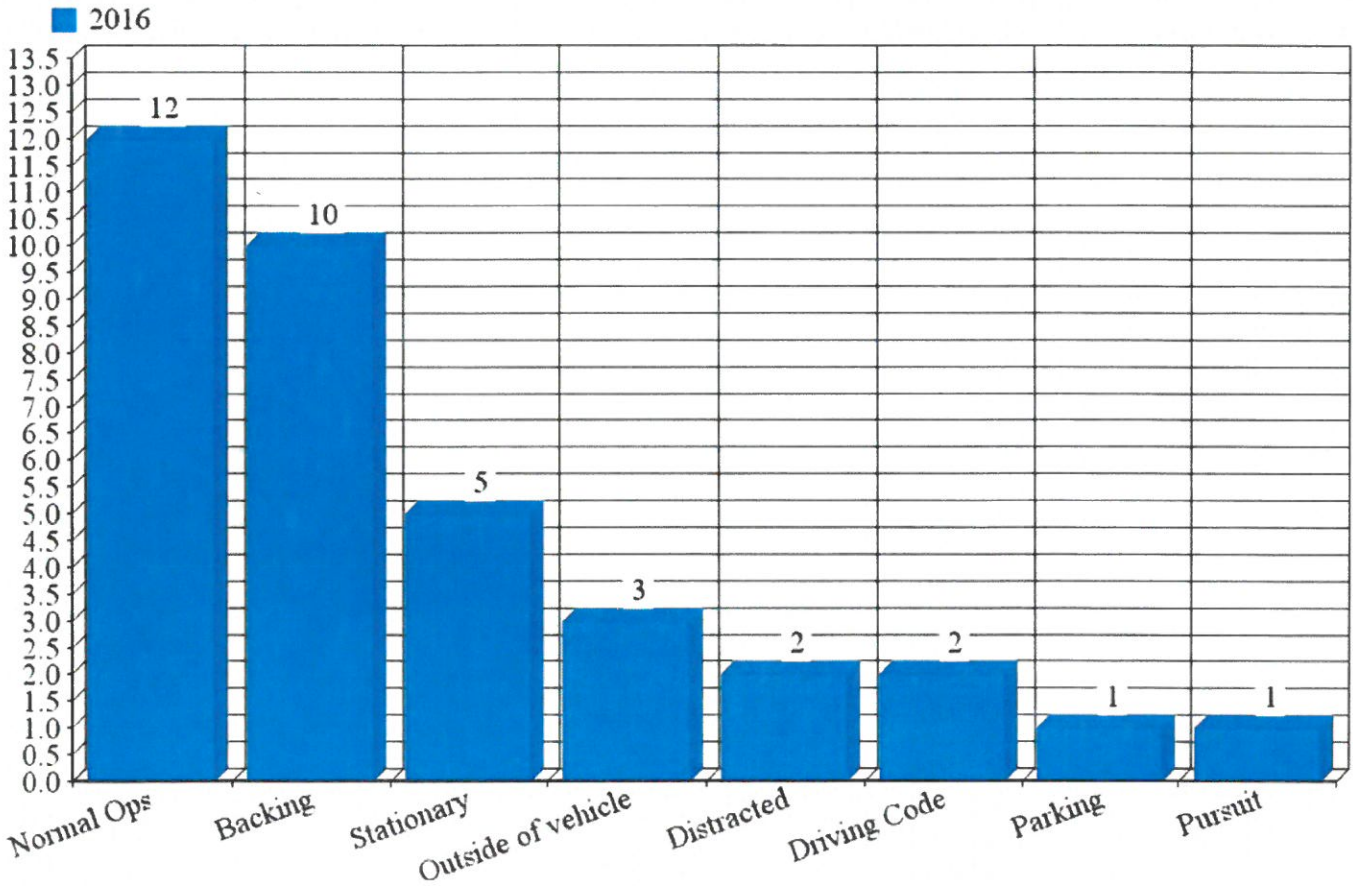
**Collisions: 3 year trend:** Over the past three years during the time period of 02/01-09/19, non-preventable accidents have outnumbered preventables. So far in 2016, there has been a 22% decrease in total accidents from the same period last year, but we have matched our 2014 total collision numbers.

Collisions: 3 year trend





2016 Collisions: What the officer was doing





To date in 2016, 28% of all collisions involved backing. These statistics are typical of the motoring public. By being aware of this fact and taking a few simple steps in your backing routine can save you from a putting your patrol car, or a person out of service.

According to the National Safety Council, one out of four vehicle collisions can be blamed on poor backing techniques, and backing collisions cause over 500 deaths and 15,000 injuries per year.

What driving activity occupies less than 1% of a driver's time behind the wheel, but regularly, year after year, produces approximately 25% of all accidents? The answer is backing up.

Whether on the job, or at home, you can help prevent accidents in the by practicing and sharing these (among other) safe backing tips:

1. • Get to know a vehicle's blind spots. In a medium sized truck, blind spots can extend up to 16 feet in front and 160 feet behind a vehicle. Drivers need to remember that mirrors can never give the whole picture while backing.
2. • Think in advance. Drivers should not put themselves into unnecessary backing situations.
3. • Park defensively. Drivers must choose easy-exit parking spaces that don't crowd neighboring vehicles and park their vehicle in the center of the parking space.
4. • When parking in an alley. If an alley doesn't permit driving all the way through or room to turn around, a driver should back into it (if local ordinances permit) so that when leaving the vehicle can pull forward into the street.
5. • Do a walk-around. Walking around a vehicle gives a driver firsthand view of the backing area and any limitations. They can check for children, soft or muddy areas, potholes, tire hazards, and other dangers.
6. • Know the clearances. When performing a walkaround, drivers can check for obstructions, low-hanging trees and wires, and any other potential clearance-related problems.
7. • Every backing situation is new and different. Sometimes a driver visits the same location several times a day and should be watchful each visit for changes and any new obstacles.
8. • Use a spotter. A driver should use another person to help them when backing. The driver and spotter should use hand signals instead of verbal ones and make sure they understand each other's signals. Don't have the spotter walking backwards while giving instructions.

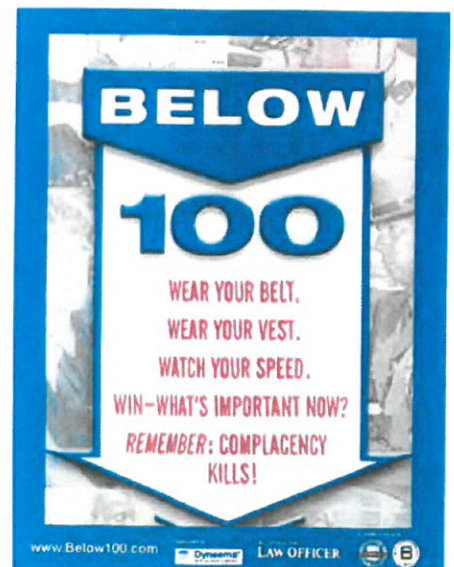




## DRIVING REVIEW BOARD SUMMARY

### COLLISIONS

1. Backing collision: An officer was backing out of a driveway into the street after clearing a call and struck mailboxes. **Preventable**
2. Backing collision: An officer backed into a low angled cement wall in the parking lot of the South Precinct. **Preventable**
3. Unsecured Hood Latch damages car: An officer was driving at highway speeds when the faulty hood latch disengaged and caused it to strike and break the vehicle windshield. **Non-Preventable**
4. Bicyclist strikes car: An officer was driving in normal operations on Broadway in Everett when a bicyclist ran into the driver's side of his car. Minor injuries sustained. **Non-Preventable**
5. Volunteer vehicle struck by impatient citizen: A citizen made a last second illegal lane change and struck a volunteer vehicle making a mail run. **Non-Preventable**

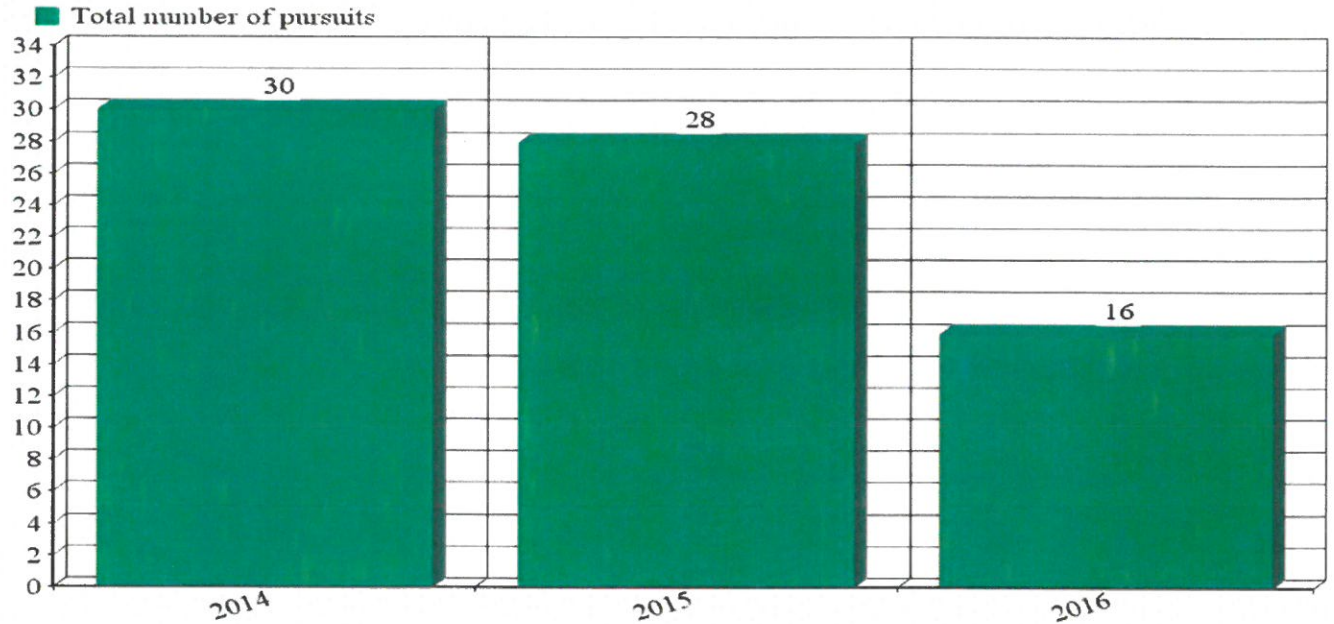




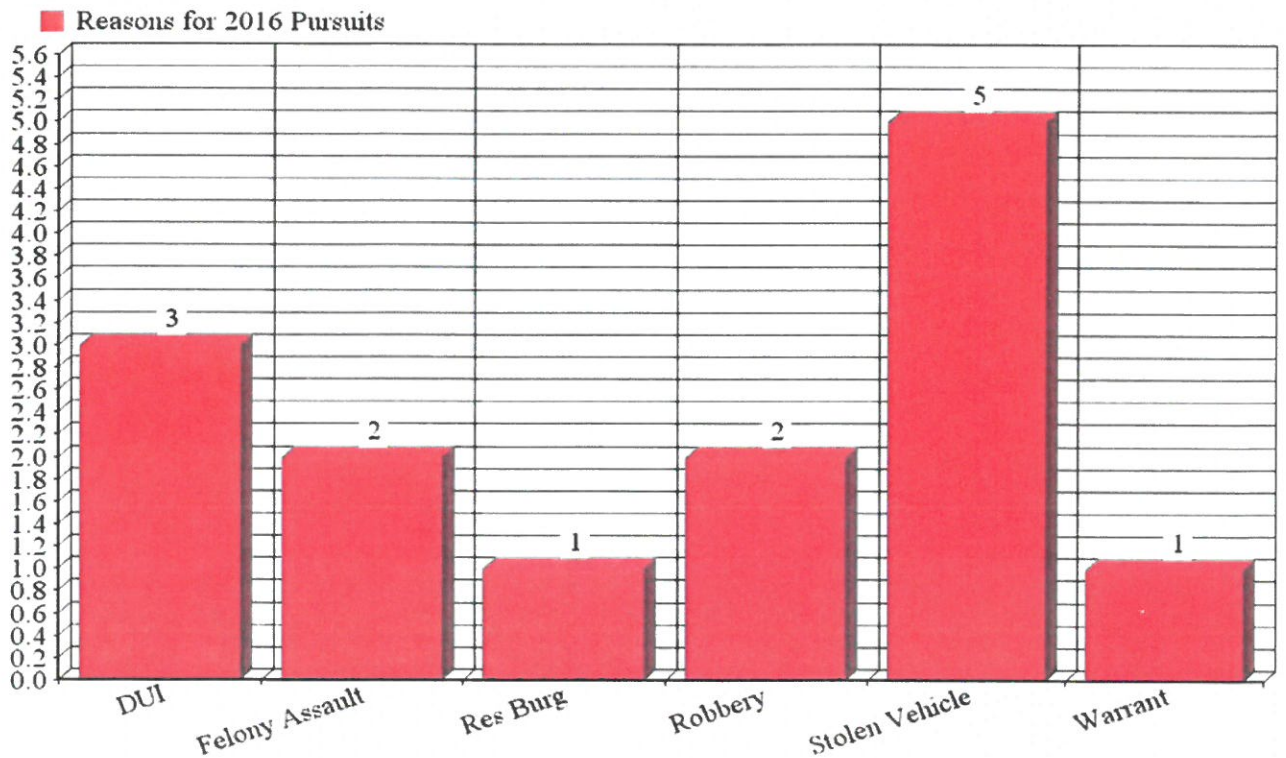
## PURSUIITS

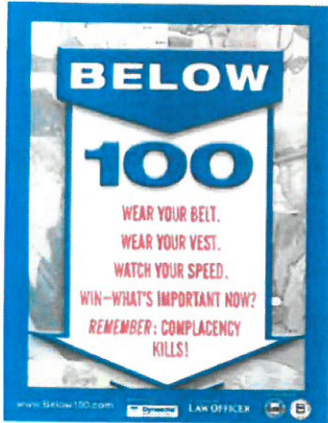
There has been a 43% reduction in pursuits since last year. Statistics show that the majority of pursuits last under two minutes and travel less than 2 miles at an average speed of 64MPH. Damage to patrol cars occurred in 14% of the 2016 pursuits to date.

**PURSUIITS: 3 year trend**



**2016 Pursuits: Reason for the Pursuit**





## DRIVING REVIEW BOARD SUMMARY:

### PURSUIT

**Warrant suspect:** An officer pursued a known warrant suspect. Top speed=35 MPH. Duration=1 minute, medium traffic with pedestrians present.

**Not within policy**

**Speeding:** An officer pursued a vehicle for speeding during daytime hours. Top speed=unknown. Duration=2 minutes. Pursuit terminated by a supervisor. **Not within Policy**

### PURSUIT CONSIDERATIONS

According to a 2007 Study in the journal Prehospital Emergency Care, pursuit crashes take about 323 lives each year. To put it in perspective, that's more than the number of people killed by floods, tornadoes, lightning and hurricanes combined. These numbers come from the National Highway Traffic Safety Administration's fatal accident database, via Washington Post.

