

INTRADEPARTMENTAL CORRESPONDENCE

March 24, 2025

8.1

TO: The Honorable Board of Police Commissioners

FROM: Chief of Police

SUBJECT: RESPONSE TO THE BOARD OF POLICE COMMISSIONERS' REQUEST FOR PURSUIT ANALYSIS

RECOMMENDED ACTION

It is recommended that the Board of Police Commissioners (Board) REVIEW and APPROVE the attached Department's Report on vehicle pursuit statistics.

DISCUSSION

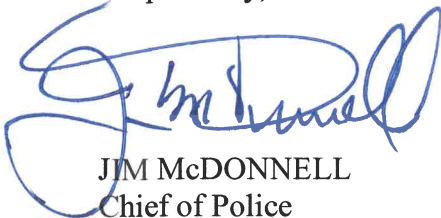
The Board requested that the Pursuit Review Unit, Traffic Group, provide vehicle pursuit statistical information reflecting data from March 31, 2023 to February 9, 2025.

The Board requested statistical information related to the following:

- Total number of pursuits conducted;
- Number that resulted in traffic crashes;
- Number of injuries and fatalities resulting from pursuit-related traffic crashes;
- Reasons for initiating pursuits;
- Number of pursuits canceled by the involved officers, supervisors, or watch commanders; and,
- Number of pursuits that were adjudicated as Out of Policy/Administrative Disapproval.

Should you require additional information, please contact Deputy Chief Donald R. Graham, Jr., at (213) 922-3614.

Respectfully,



JIM McDONNELL
Chief of Police

Attachment

FACT SHEET

VEHICLE PURSUIT ANALYSIS FOR THE BOARD OF POLICE COMMISSIONERS

March 14, 2025

Background

During the February 11, 2025 Board of Police Commissioners (BOPC) meeting, the President of the BOPC, Dr. Erroll G. Southers, referenced a vehicle pursuit analysis that was completed on April 19, 2023. That comprehensive report examined vehicle pursuits conducted between January 1, 2018 to March 30, 2023, focusing on key metrics, such as the total number of pursuits, traffic crashes resulting from pursuits, injuries and fatalities, reasons for initiation, cancellations, and policy compliance.

Based on the findings of the 2023 report, President Southers requested an updated analysis covering the period from March 31, 2023 to February 9, 2025. This updated report includes data on the following:

- Total number of vehicle pursuits conducted;
- Number of pursuits that resulted in traffic crashes;
- Number of injuries and fatalities resulting from pursuit-related traffic crashes;
- Reasons for initiating pursuits;
- Number of pursuits canceled by the involved officers, supervisors, or watch commanders; and,
- Number of pursuits adjudicated as Out of Policy/Administrative Disapproval.

The Los Angeles Police Department's (LAPD) vehicle pursuit policies, as outlined in Department Manual Volume IV, Sections 205.10, 205.17, and 205.19, remain unchanged since the completion of the 2023 report. These policies established the criteria for initiating a pursuit, supervisory oversight, the number of authorized pursuit units, and the conditions under which a pursuit should be continued or terminated. Officers are required to conduct ongoing assessments using the "balance test" to ensure that the necessity of a pursuit is continually weighed against the risks to the public's safety.

This report provides updated pursuit statistics for the requested period and presents comparative data for 2023, 2024, and year-to-date (YTD) 2025, as of February 27, 2025.

1. Total Number of Pursuits

- In 2023 (March 31st to December 31st), there were 715 pursuits;
- In 2024, there were 1,116 pursuits; and,
- In 2025 (January 1st to February 9th), there were 79 pursuits.

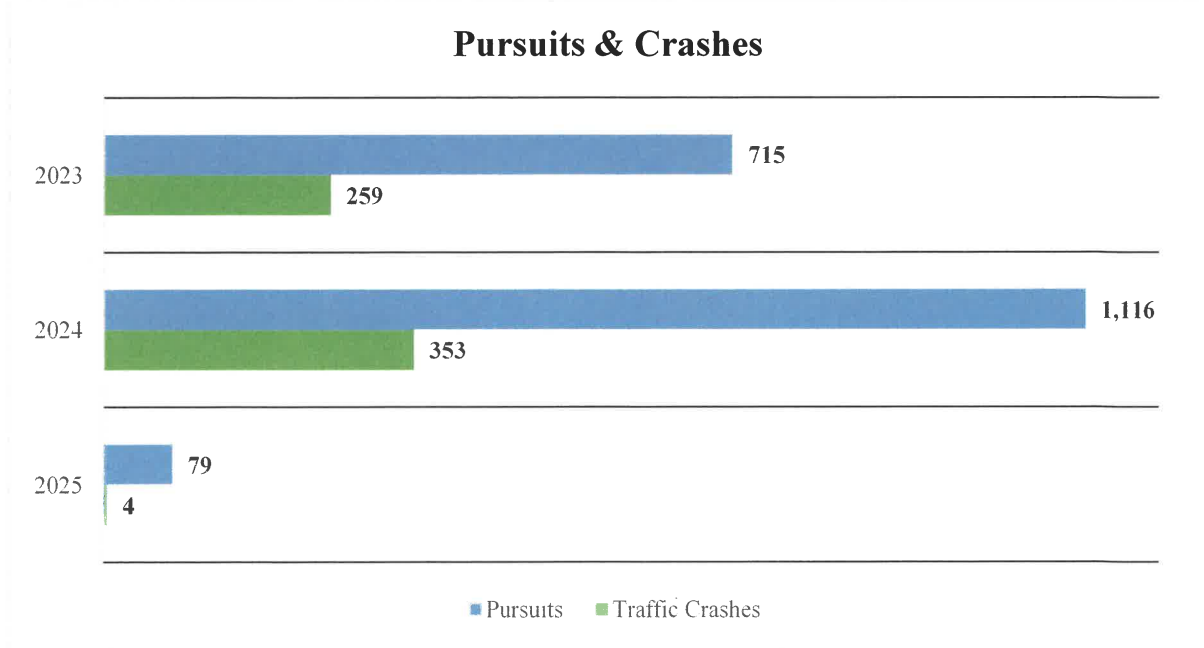
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2. Pursuit-Related Crashes

- Of the 715 pursuits in 2023, 259 resulted in traffic crashes (36 percent);
- Of the 1,116 pursuits in 2024, 353 resulted in traffic crashes (32 percent); and,
- Of the 79 pursuits in 2025, four resulted in traffic crashes (5 percent).



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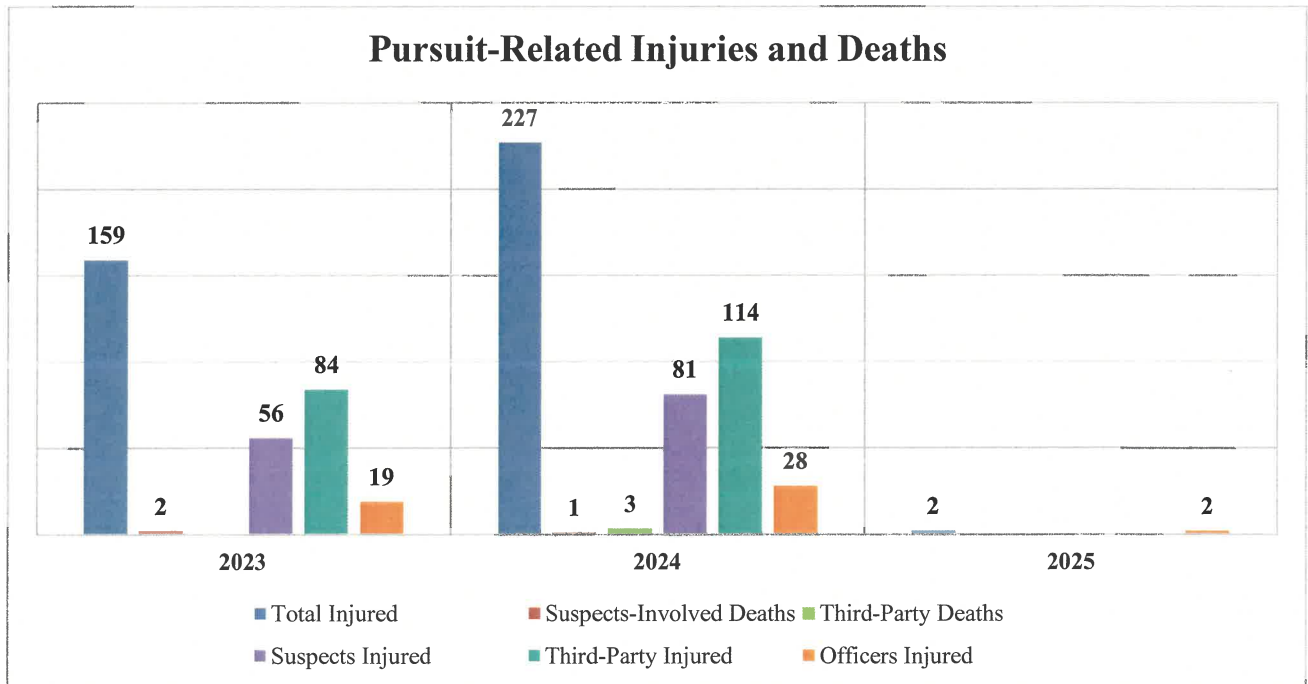
3. Pursuit Crashes with Injuries and Deaths

From 2023 to YTD 2025, LAPD officers were involved in a total of 1,910 pursuits. Of these pursuits, 616 (32 percent of pursuits) resulted in traffic crashes.

The largest percentage of crashes with injuries resulting from pursuits were suffered by third-party victims, accounting for 10 percent of the total, which included 198 traffic crashes with injuries and three traffic crashes with deaths. Suspect-involved crashes with injuries accounted for seven percent, which included 137 injuries and two deaths. The crashes with injuries involving LAPD personnel accounted for three percent, with 49 injuries reported. There were no deaths relative to LAPD personnel during this period.

Total Injured (Not Including Deaths)

- 2023: 159 injuries;
- 2024: 227 injuries; and,
- 2025: two injuries.



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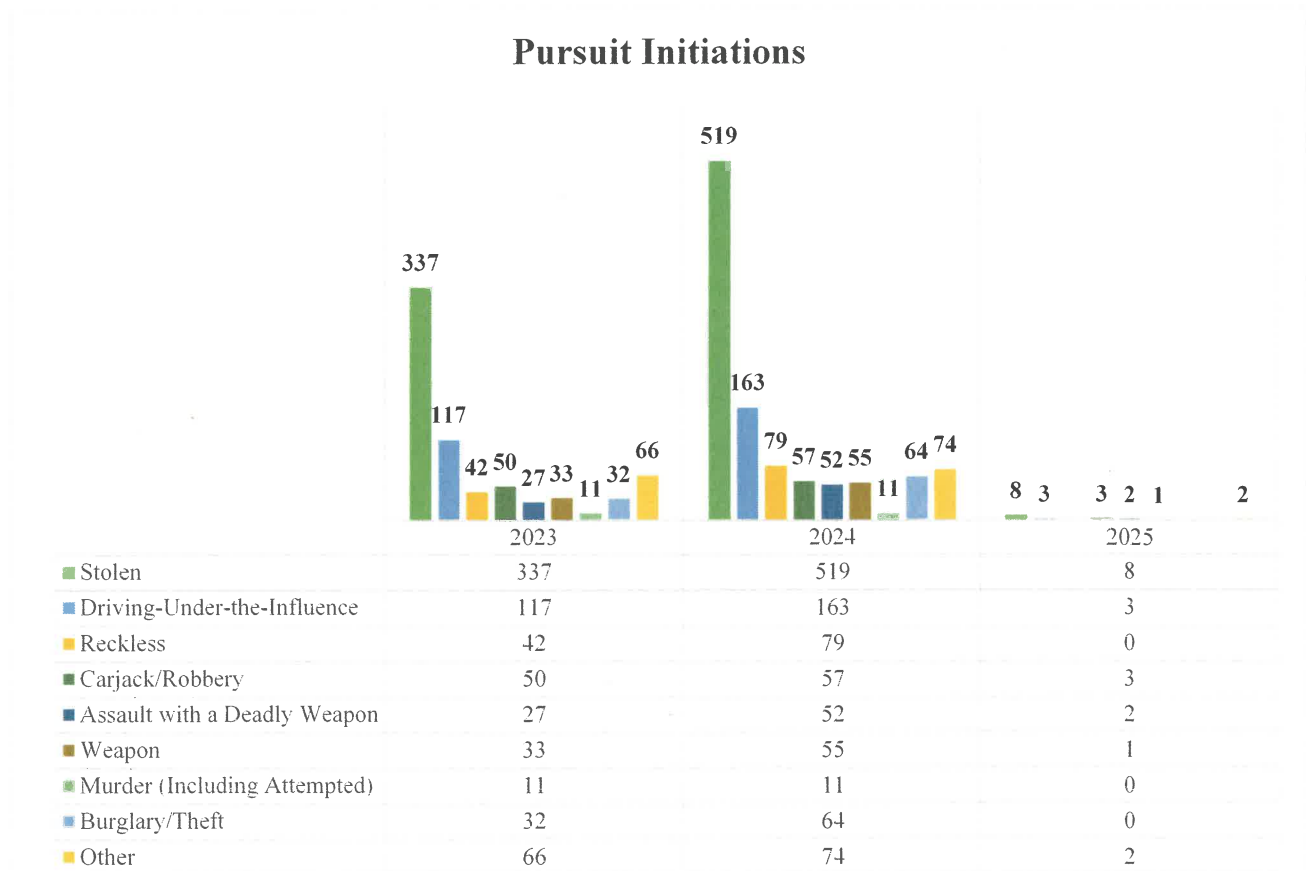
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4. Initiations

From 2023 to YTD 2025, LAPD officers were involved in a total of 1,910 pursuits. The top three reasons for initiating a pursuit during this period were as follows:

- Grand Theft Auto (Stolen Vehicles) at 45 percent (864 pursuits);
- Driving-Under-the-Influence (DUI) at 15 percent (283 pursuits); and,
- Reckless Driving at 6 percent (121 pursuits).



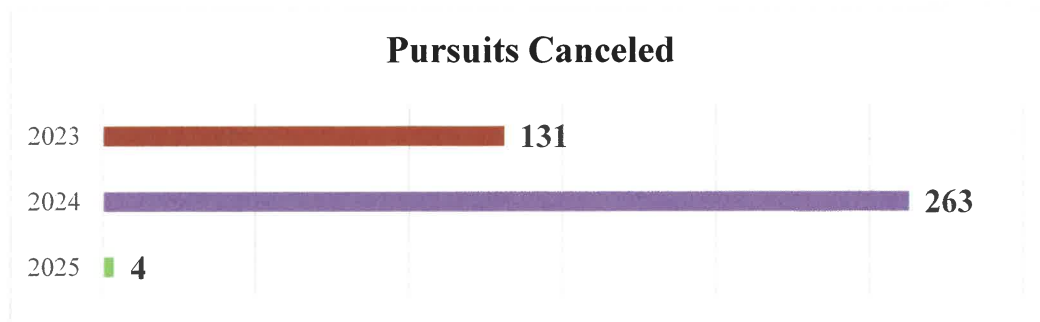
5. Number of Canceled Pursuits

The increase in pursuit cancellations from 2023 to 2024, which elevated from 131 to 263 (101 percent increase) was attributed to enhanced situational awareness by supervisors and officers, along with their expanded understanding of the “balance test.” The balance test requires officers to weigh the necessity of apprehending a suspect against the potential risk to the public’s safety. The factors of improved training and active supervision have led to more informed decision-making, resulting in a higher number of pursuits being canceled.

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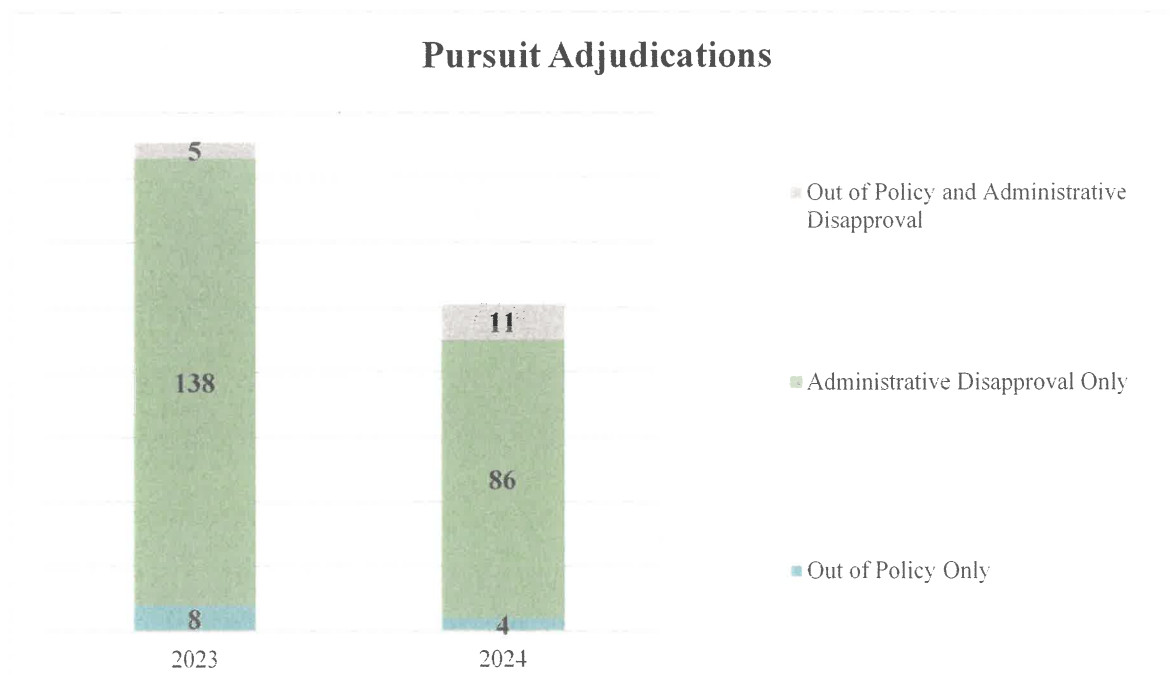
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6. Pursuit Adjudications

From 2023 to YTD 2025, LAPD officers were involved in a total of 1,910 pursuits. Of these, 151 pursuits were adjudicated as Out of Policy (OOP) and/or Administrative Disapproval (AD) in 2023, and 101 pursuits were adjudicated as OOP and/or AD in 2024. Pursuits from 2025 have not yet been adjudicated.

- 2023: Eight pursuits were classified as OOP only, 138 as AD only, and five as both OOP and AD;
- 2024: Four pursuits were classified as OOP only, 86 as AD only, and 11 as both OOP and AD; and,
- 2025: Adjudications are pending.



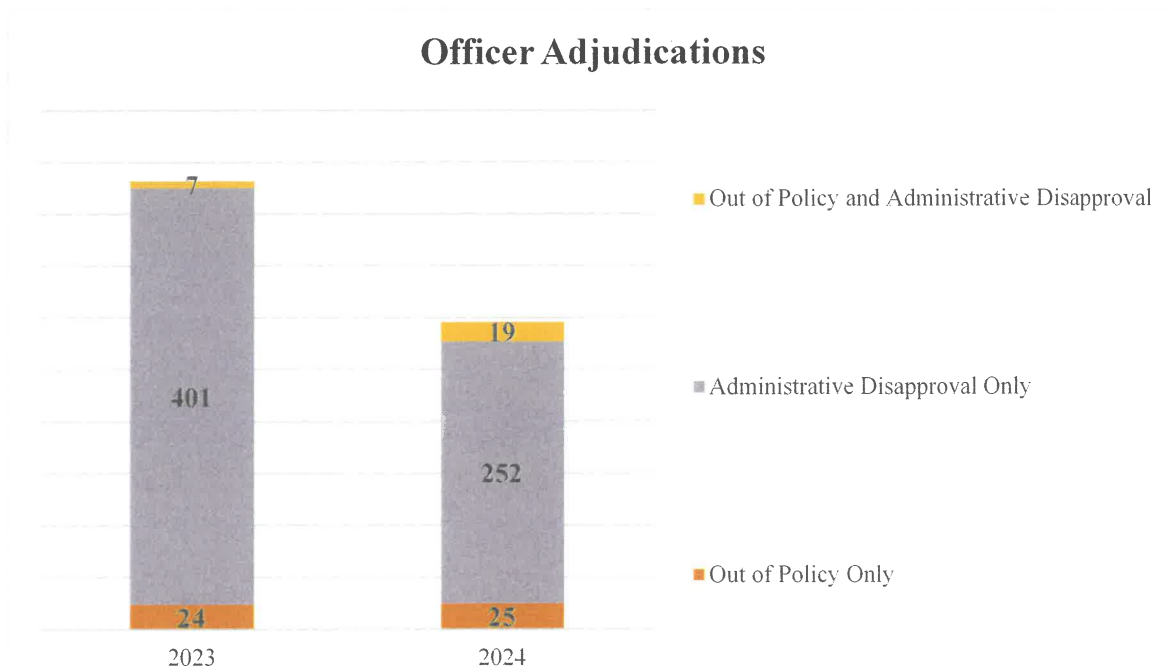
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7. Adjudications Relative to Officers

- 2023: 24 officers were found OOP only, 401 received AD only, and seven were adjudicated as both OOP and AD;
- 2024: 25 officers were found OOP only, 252 received AD only, and 19 were adjudicated as both OOP and AD; and,
- 2025: Adjudications are pending.



Conclusion

The data presented in this report emphasizes the ongoing need for strict adherence to pursuit policies and the importance of supervisory oversight in managing vehicle pursuits. The role of the Incident Commander (IC) by supervisors remains critical in ensuring that pursuits are conducted within policy guidelines. Supervisors and officers are responsible for continuously assessing risk factors, directing resources, and determining whether to continue or terminate a pursuit, based on public safety considerations.

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While the overall number of pursuits increased from 2023 to 2024, the percentage of pursuit-related traffic crashes remained relatively stable at approximately one-third of all pursuits. However, the significant decrease in crashes in early 2025 suggests that enhanced training, policy reinforcement, and supervisory intervention may be contributing to safer pursuit outcomes. Despite this, the impact of pursuits on third-party victims remains a concern, as an increase of 36% (114 in 2024 compared to 84 in 2023) in injuries resulted from pursuit-related crashes relative to uninvolved motorists or pedestrians.

The data further highlights that stolen vehicles, DUI, and reckless driving remain the primary reasons for pursuit initiation. These categories account for over 66 percent of all pursuits, reinforcing the necessity of evaluating alternative apprehension strategies to mitigate risks, while ensuring the public's safety. The Department continues to emphasize the importance of balancing the need for immediate apprehension with the potential risks associated with high-speed pursuits.

Additionally, pursuit adjudication data demonstrates that policy compliance remains a critical focus. While the number of pursuits adjudicated as OOP and/or resulting in AD has decreased by 33% (101 in 2024 compared to 151 in 2023) from 2023 to 2024, continued accountability measures are necessary to ensure that officers adhere to established pursuit protocols. The pending adjudications for 2025 will provide further insight into any developing trends regarding policy compliance, and, both supervisory and officer decision-making.

Moving forward, the Department will continue to review pursuit trends, reinforce training efforts, and assess the effectiveness of pursuit policies in minimizing risks, while maintaining effective law enforcement operations. The assurance that all officers and supervisors adhere to established guidelines remains a priority, with the overarching goal of enhancing public safety, reducing unnecessary risks, and improving pursuit management strategies.

Prepared by:
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Commanding Officer
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