CHIEF RAFAEL PADILLA

2022 Pursuit Analysis

PURPOSE

This report is presented to Command to provide information relating to motor vehicle pursuits for the calendar year 2022. The data and analysis presented is intended to identify potential trends and provide information as to the circumstances under which pursuits, and the decisions therein, occur. This report is intended to present information that is useful in determining if the pursuits are meeting organizational objectives and Command intent, while recognizing these events are of significant interest to the community.

DATA ANALYZED

Each pursuit was analyzed for multiple criteria including length of pursuit, time of day of pursuit, reason for the pursuit, how the pursuit was terminated, collisions related to pursuit and how many pursuits resulted in injury to any party.

It should be noted that partway through 2022, the department changed what type of information it was collecting on pursuits. In June, the department started specifying the probable cause for which types of crime the pursuit was initiated, rather than a simple "misdemeanor traffic" or "felony persons" label. Since the data is split mid-year for how it is compiled, each case was looked at to determine the specific probable cause that initiated the pursuit at the time and tabulated below.

This year's data should be contextualized with the Washington State Legislature's passing of police reforms in 2021. These reforms require a significantly higher threshold to be met before a pursuit can be initiated and without doubt impacted several data points in this report when comparing year-over-year numbers.

FINDINGS

Total Vehicle Pursuits for Kent Police officers in 2022 was **21**. For reference there were 52 pursuits in 2021 and 116 pursuits in 2020. This is a significant decline in overall pursuit numbers and indicates that Kent's officers are clearly following the new law by not initiating pursuits for lower-level crimes as the Washington State legislation directs.

Reason for Pursuit

The statistics indicate that the majority of pursuits for the year were initiated for violent felony crimes, while about 38% of pursuits were initiated for reasonable suspicion of DUI. This significant decrease in pursuits reflects the continuing impact of the legislative pursuit laws that took effect mid-2021.

REASON		
TRAF INF	0	0%
TRAF MISD	0	0%
TRAF FEL	0	0%
CRIM MISD	0	0%
CRIM FEL PROP	0	0%
CRIM FEL PERS	13	62%
SUSP CIRCUM	0	0%
SUSPICION OF DUI	8	38%

Time of Day

The data shows 38% of pursuits occurred between 0000 – 0600 hours, and the other hours of the day being almost evenly split.

0000-0600 = 8 (38%)

0600-1200 = 5 (24%)

1200-1800 = 5 (24%)

1800-0000 = 3 (14%)

There are many factors that impact pursuits including volume of traffic, types of crimes being committed, weather conditions, and patrol staffing levels that should be considered.

Terminations

In 2022, 9 pursuits (43%) were discontinued by officers or sergeants, with officers self-terminating 6 times (29%) and sergeants terminating 3 times (14%). In 2021, officers self-terminated 32% of the time and supervisors directed the termination of pursuits 28% of the time, for a total of 60% of pursuits being discontinued. This follows the trend of discretion being used due to heightened requirement for pursuits to continue.

Officer discontinued	6	29%
Supervisor discontinued	3	14%
Suspect Gave Up	1	5%
Collision	4	19%
PIT	6	29%
Other (Vehicle Pin)	1	5%

Collisions

The total number of pursuits involving a collision was 4 (19%) which is a decrease from 2021, when 28% of pursuits resulted in a collision, and 2020 with 25%. It should be noted, in 2022 there has been an

increase in cases where suspects have intentionally rammed into/through patrol vehicles in an attempt to flee, even when reasonable escape routes are available.

Injuries

No Injuries Involved= 13 (62%)

Injuries Involved = 8 (38%)

The breakdown of those injuries by involvement:

Injuries to Officer = 0

Injuries to suspects = 6

Injuries to 3rd parties = 4

In 2021, 84% of pursuits did not end in injuries and 16% had injuries involved. While there was an increase in injuries in 2022, it's important to remember with such a drastic decrease in overall pursuits from prior years, any change will look statistically significant with much smaller sample size.

Length of Pursuit

The average length of a pursuit in 2022 was 4.92 miles. The average duration was about 5 minutes, 3 seconds, although there were duration times missing from 8 of the cases.

Less than .3 miles	0
.3 to .5 miles	1
.6 to 1 mile	2
1.1 to 2 miles	7
2.1 to 4 miles	3
Over 4 miles	8

Longest distance pursuit = 20.4 miles

Shortest distance pursuit = 0.7 miles

Average distance of pursuit = 4.92 miles

Items of Note

There was only one pursuit in 2022 where discipline was levied.

Training Completed – In late 2022, the EVOC instructors provided training at Pacific Raceways focusing on the Pursuit Immobilization Technique (PIT). The focus was to train newer officers that had not been trained at Kent PD, as well as include any officers that needed or wanted extra practice. As a result of the training, two officers who had never been PIT trained were both able to successfully utilize this

technique to PIT eluding suspect vehicles and make arrests. One officer completed his first PIT within an hour of the training, when there was a pursuit of armed robbery suspects.

CONCLUSION

In conclusion a training analysis is provided to determine if there are training opportunities that could be used to ensure officer actions and trends in pursuits are in keeping with organizational objectives and Command intent. An administrative analysis is provided to determine if the report is providing relevant data as well identifying potential policy or procedure revisions, that are in keeping with organizational objectives and Command intent.

Training analysis

The EVOC cadre will be undertaking an in depth look at the data in this report to support Command Intent with training going forward. Next year (2023) will include department wide EVOC training, and the Instructor cadre is already planning the training for the year. As part of the After Action Report for PIT training in 2022, additional EVOC Instructors are requested to maintain the high level of training going forward. There is also the need for the Instructor cadre to receive additional advanced training, since the psychomotor skill of EVOC driving is perishable. A long term (4-5 year) training strategy for EVOC is being developed.

Administrative analysis

Collision data directly related to pursuits is captured in this document however, other driving related behavior regarding most collisions is left to separate review processes. It may be worthwhile to expand the scope of this document and its review parameters to capture other driving behaviors as there are likely corollaries in the data relating to vehicle operations that would aid Command in identifying trends. For example, including data of cases where suspects intentionally ram police vehicles as part of the pursuit, are worth analyzing for trends and potential avenues of training.

2022 saw the continued implementation of the Washington State Legislation regarding vehicle pursuits, and Kent's policy was updated and revised where necessary to stay in line with the legislation. Continuing review should aim to ensure our policy can be executed as written and our business practices remain within the law and Command Intent.

Please feel free to forward questions or input with the foregoing to the undersigned.

Respectfully Submitted,

Sergeant Peter Stewart