**2023 Pursuit Analysis**

**PURPOSE**

**This report is presented to Command to provide information relating to motor vehicle pursuits for the calendar year 2023. 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 reason for the pursuit, length and time of the pursuit, how the pursuit was terminated, collisions related to the pursuit, and how many pursuits resulted in injury to any party. This year’s data did not include the time of day for the pursuit. It also simplified the reason for pursuit to either reasonable suspicion of a violent crime or DUI.

This data should be contextualized with the Washington State Legislature’s passing of State Bill 5352. These reforms changed the threshold to be met before a pursuit, and added more pursuable crimes, which impacted several data points in this report when comparing the more restrictive legislation of 2022.

**FINDINGS**

Total Vehicle Pursuits for Kent Police officers in 2023 was **44**. For reference, there were 21 pursuits in 2022, 52 pursuits in 2021, and 116 pursuits in 2020. This shows an increasing trend from 2022, now that legislation has changed some of the pursuit requirements.

**Reason for Pursuit**

The statistics indicate that the majority (61%) of pursuits for the year were initiated for violent crimes, while about 39% of pursuits were initiated for reasonable suspicion of DUI.

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| REASON | | |
| Reasonable Suspicion for Violent Offense | 27 | 61% |
| SUSPICION OF DUI | 17 | 39% |

**Terminations**

In 2023, 14 pursuits (32%) were discontinued by officers self-terminating and 7 (16%) were terminated by sergeants. In 2022, 9 pursuits (43%) were discontinued by officers or sergeants, with officers self-terminating 6 times (29%) and sergeants terminating 3 times (14%). This follows the trend of discretion being used due to heightened requirement for pursuits to continue.

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| Officer discontinued | **14** | **32%** |
| Supervisor discontinued | **7** | **16%** |
| Suspect Gave Up | **5** | **11%** |
| Collision | **8** | **18%** |
| PIT | **10** | **23%** |
| Other (vehicle pin, fled on foot, off road) | **3** | **7%** |

**Collisions**

The total number of pursuits involving a collision was 15 (34%) which is an increase from 2022, when 19% of pursuits resulted in collisions. In 2021, 28% of pursuits resulted in a collision. It should be noted, since 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= 38 (86%)

Injuries Involved = 6 (14%)

The breakdown of those injuries by involvement:

Injuries to Officer = 0

Injuries to suspects = 5

Injuries to 3rd parties = 1

In 2022, 62% of pursuits did not end in injuries and 38% had injuries involved.

**Length of Pursuit**

The average length of a pursuit in 2023 was 6.33 miles. The average duration was about 5 minutes, and 37 seconds.

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| Less than .3 miles | **1** |
| **.**3 to .5 miles | **3** |
| .5 to 1 mile | **3** |
| 1.1 to 2 miles | **6** |
| 2.1 to 4 miles | **10** |
| Over 4 miles | **21** |

Longest distance pursuit = 59 miles (23-8488)

Shortest distance pursuit = 0.1 miles (23-12215)

**Items of Note**

There were no pursuits in 2023 where discipline was levied.

**Training Completed**

In the summer of 2023, the EVOC instructors provided training at Pacific Raceways. The goal was to get everyone in the department through the EVOC training, to include Stop Stick certification, to comply with the state’s legislation requirement for ongoing EVOC training. We were able to successfully train most of the department (only a few missed out due to injuries or excused absences). Personnel were updated on the changes in pursuit legislation, like the addition of DV Assault crimes to the pursuable violent crimes list, the change to Reasonable Suspicion for the pursuable crimes, and the requirements during a pursuit. Personnel were run through a rigorous backing course. They also went through a pursuit scenario, requiring them to perform a risk assessment analysis to correctly conclude a pursuit was necessary to apprehend the suspect. Then they had to drive the track in a pursuit scenario, maintaining safe EVOC driving and good decision making. Stop Sticks were incorporated into the scenario, to make it as realistic as possible. We also coordinated with Valley Com and were able to have a dispatcher-in-training assist with radio traffic. This provided realism for the officers and valuable experience for the new dispatchers. Feedback for this new format of training was positive and most agreed it felt as close as possible to a real pursuit.

**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.

This year, we were granted approval to test for more Instructors to add to our dwindling cadre. We had 8 officers apply and it was a competitive process. Candidates were tested on not only their driving ability, but their ability to teach and instruct. All who applied would have made good additions but ultimately, C. Clark, E. Tudor, L. Hong, I. Hegamin, and T. Burns were selected.

With the large number of prospective Instructors needing certification, we are trying to find the next EVOC Instructor course for them to attend. We are currently working with the CJTC to have Kent host an EVOC Instructor training course. This would be a great opportunity for our current instructors to assist, as well as continue to showcase Kent as a leading department in advanced training in the region.

Next year (2024) will include department wide PIT training. As part of the After Action Report for PIT training in 2022, additional PIT training cars were requested. After checking nationally for possible outfitting options from private companies, we determine the best and cheapest option is to manufacture and install the bumpers at our shops. Sgt Schanbacher can provide several Ford Explorers to become dedicated PIT training cars, which will greatly help our training. We are working on local locations to conduct the training, since track availability at Pacific Raceways is a limiting factor.

This year, a proposal was written for the Instructor cadre to receive advanced driving training, since the psychomotor skill of EVOC driving is perishable. The training was approved, and $10,000 was available from Risk Management to assist with the training cost. However due to staffing and scheduling conflicts, the training was not scheduled. Once the entire cadre has been EVOC Instructor certified, we have been approved to schedule this training for 2024.

**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.

2023 saw the update of Washington State Legislation with Senate Bill 5352. This changed some of the pursuit requirements and the pursuable crimes allowed. 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 to me.

Respectfully Submitted,

Sergeant Peter Stewart