Annual Pursuit Analysis

2018

Prepaired by: Melvin McGuire
January 18, 2019

Annual Review
The Burleson Police Department, by policy (04-001) (CALEA Standard 41.2.2), conducts annual analysis of all pursuit reports in an effort to identify patterns or trends which may indicate a need for training, equipment, or policy modifications.

Policy
By policy (04-001 IV), a motor vehicle pursuit is defined as:

> *an active attempt by any law enforcement officer operating a motor vehicle and utilizing simultaneously all emergency equipment to apprehend on (1) or more occupants of another motor vehicle when the driver of the fleeing vehicle is aware or should be aware of the attempt and is resisting apprehension by maintaining or increasing his speed, ignoring the officer, or attempting to elude the officer while driving at speeds in excess of the legal speed limit.*

In addition, the policy describes the purpose of a motor vehicle pursuit as the apprehension of the violator.

Pursuit Reporting
At the conclusion of each pursuit, the initiating officer is required to complete a pursuit report, which is forwarded through the chain of command documenting the events of the pursuit. The supervisor, after reviewing and signing the report, will forward the report to the appropriate bureau captain for a second level review. The administrative review process is to ensure the pursuit was within policy and to identify training needs.

Pursuits by Year
Burleson Police Officers initiated one less pursuit in 2018 and 2017, compared to 2016. During 2018, Burleson police officers did not engage in any other agency pursuits.
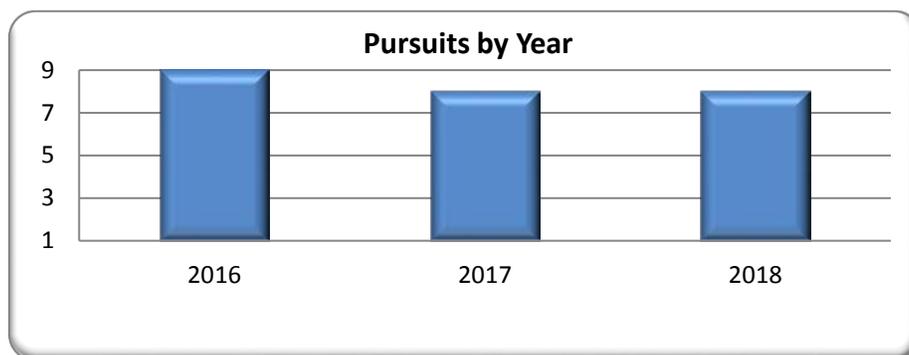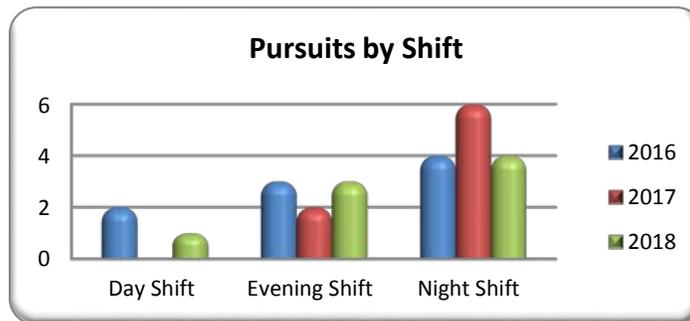

Pursuits by Month, Shift, Time, and Day
Pursuits, for the most part, were spread evenly throughout the year. A look at pursuits by month over a three-year period failed to reveal anything remarkable.

Pursuits by Month
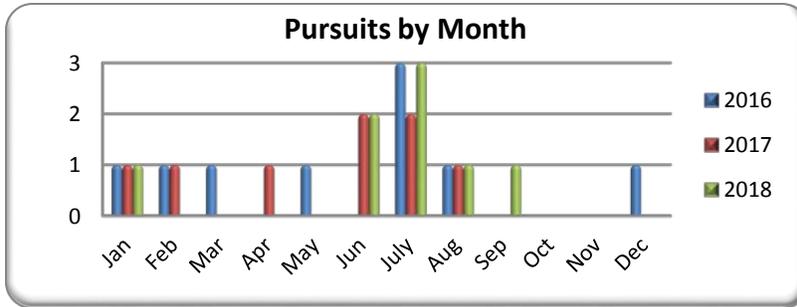
From year to year, the majority of pursuits tend to be initiated on night shift and 2018 was no exception.

Pursuits by Shift

The highest number of pursuits occurred between 2 am and 4 am, compared to 2017, which was midnight to 2 am.
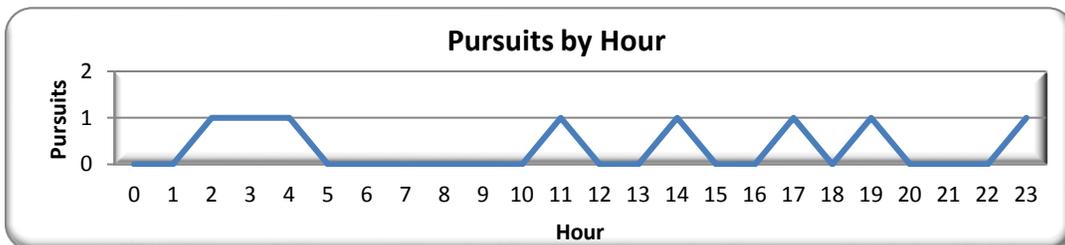
Pursuits by Hour

The most common days for a pursuit in 2018 were Saturday and Wednesday compared to Sunday in 2017.

Pursuits by Day of Week
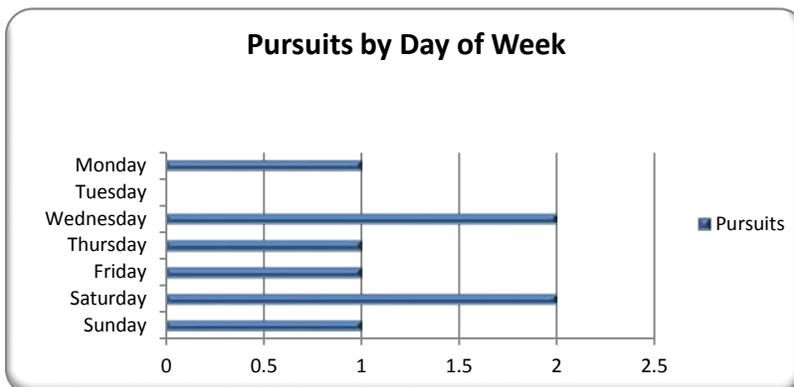
Pursuits by offense type
Of the eight pursuits in 2018, four were a result of thefts in progress (two felony and two misdemeanor), one was related to a robbery in progress, two were related to wanted felons (one for kidnapping, the other for aggravated assault) and one was related to a suicidal person. In both cases involving wanted felons, the suspect's victim was in the vehicle at the time of the pursuit.

Pursuits by termination
Three pursuits ended when the officer decided to terminate them. Two of the three terminations were the result of class C thefts and one was a wanted felon whose reckless driving outweighed the need for immediate apprehension. Three pursuits end when the suspect elected to stop. In one pursuit, the suspect lost control and crashed into a light pole disabling the vehicle. In one pursuit, the suspect was able to elude the officer.

Pursuits by arrest
Of the eight drivers involved in pursuits, four were arrested. Of the four arrested, three were arrested at the end of the pursuit, and one was arrested under warrant later. One driver was held under a mental commitment, while two drivers eluded capture. One driver is currently at larger with a pending warrant for evading arrest. In those cases where the driver was arrested, in addition to evading in a vehicle, they were charged with robbery, kidnapping, unauthorized use of a vehicle, aggravated assault with a deadly weapon, felon in possession of a firearm, and other agency felony and misdemeanor warrants.

Pursuit by officer and number of units
In 2018, two pursuit involved one police unit and six pursuits involved two police units. No pursuits involved more than two police units. In all, but one pursuit, the police units involved were occupied by a single officer. Of the 15 officers involved in pursuits during the year, 12 were white, one was Asian, and two were Hispanic. Thirteen were male and two were female. The officer's average age was 35. Ten pursuing officers had five or less years of experience while four had six to thirteen years of experience. One officer had seventeen years of experience.

Pursuits by Injury
There were no injuries because of pursuits in 2018.

Pursuits by Property Damage
Two pursuits resulted in vehicle damage to the fleeing vehicle. No police vehicles or civilian vehicles were damaged. Of the suspect vehicles damaged, one was damaged from driving into a curb and the other was damaged when the driver struck a light pole.

Pursuits by Suspect
Of the eight suspects who fled in 2018, six were described as male ranging from 16-51 years of age. The driver's race was described as six white, one black, and two Hispanic. The age of the two who eluded capture is unknown.

Pursuit by Distance and Speed
Pursuits 3, 4, 5, 6, 7, and 8 lasted three minutes or less and spanned a distance of 3miles or less. The remaining pursuits 1 and 2 lasted four minutes and nine minutes and traveled a distance of six miles and ten miles respectively. Two pursuits reached speeds at or greater than 100 mph. Half the pursuits began and ended within the Burleson City limits, three pursuits ended in Fort Worth and one pursuit ended in Joshua. In 2018, there was a supervisor on duty during each pursuit.
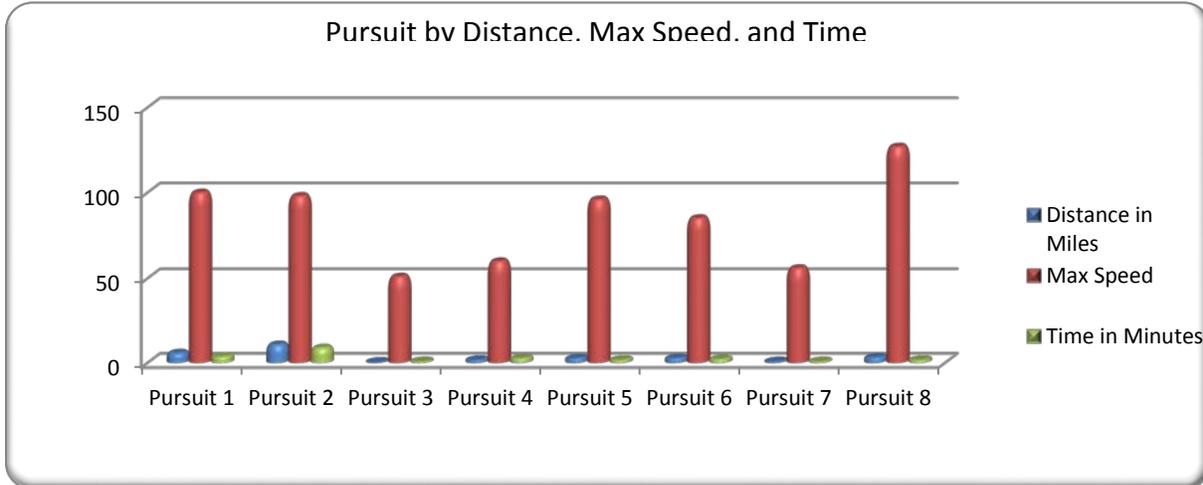
Summary

During 2018, training and supervisor feedback as to the importance of following the pursuit policy continued to be a focus. In 2018, there were no pursuits initiated based on traffic violations alone. In pursuits 4, 6, and 8 officers made the decision to terminate the pursuit due to the level of danger. In addition, there was no discipline for violating the pursuit policy. Moving forward, we will continue to emphasize training, supervision, and the adherence to the pursuit policy.