Annual Pursuit Analysis

2017

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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 (04-003 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 2017 compared to 2016. During 2017, Burleson police officers did not engage in any other agency pursuits.
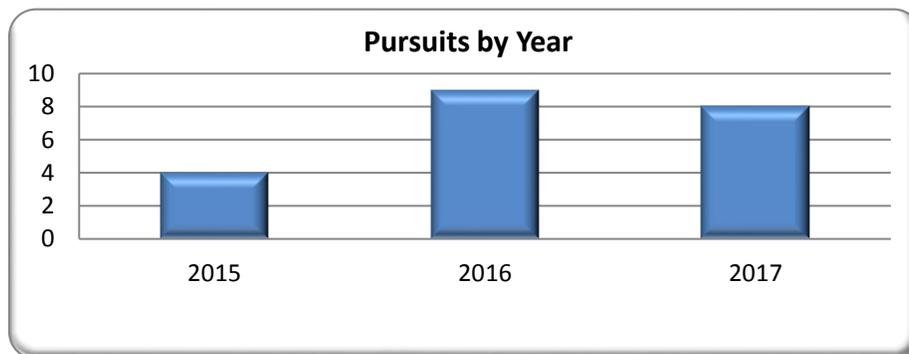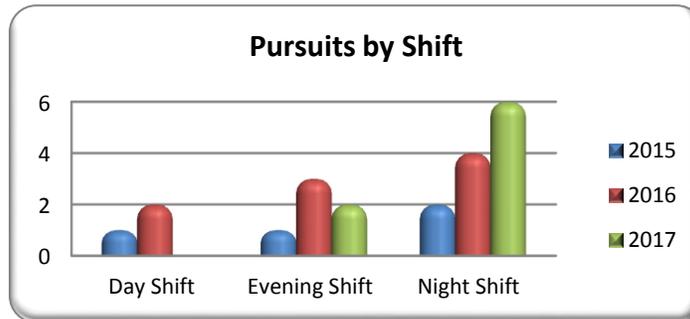

Pursuits by Month, Shift, Time, and Day
Pursuits, for the most part, were spread evenly throughout the year. A look at pursuits by month over a three-year period failed to reveal anything remarkable.

Pursuits by Month
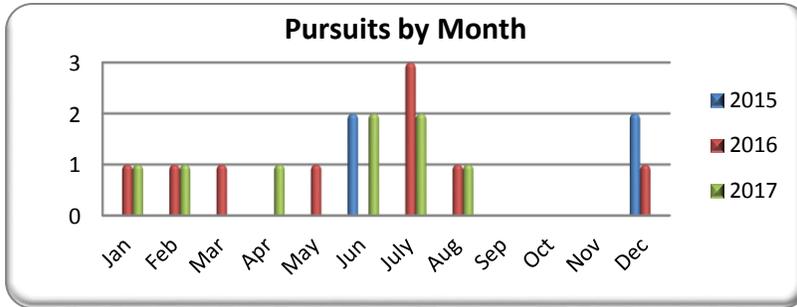
From year to year, the majority of pursuits tend to be initiated on night shift and 2017 was no exception.

Pursuits by Shift

The highest number of pursuits occurred between Midnight and 2 am, which is consistent with the previous year.
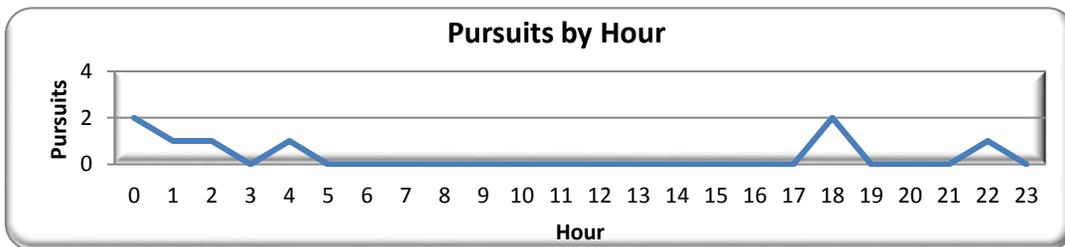
Pursuits by Hour

The most common day for a pursuit in 2017 was Sunday as compared to Thursday in 2016.

Pursuits by Day of Week
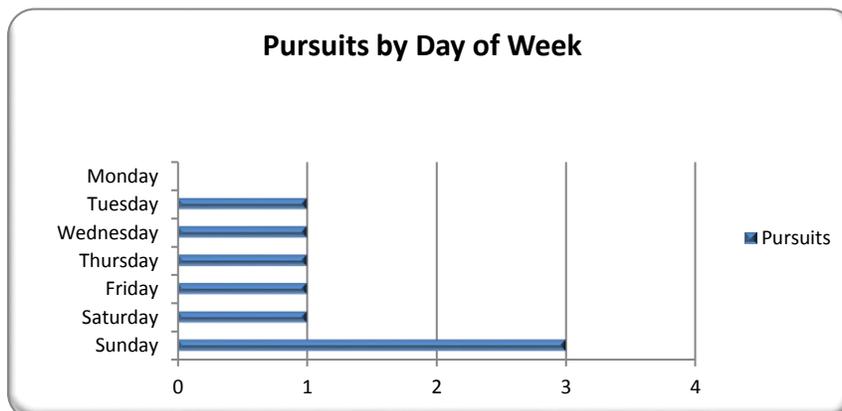
Pursuits by offense type
Of the eight pursuits in 2017, two were initiated because of traffic violations for speeding, two were reported as possible intoxicated drivers, four were suspects fleeing from the commission of crimes (2 burglary of motor vehicle, 1 felony assault with a weapon, and 1 theft).

Pursuits by termination
Two pursuits ended when the officer decided to terminate, two ended with the supervisor's decision to terminate. Of the four pursuits that were terminated, one of the pursuit initiated for speeding was terminated by a supervisor based on it being initiated for a traffic violation. The remaining three pursuits that were terminated were terminated because of the level of danger posed by the pursuit. Two pursuits ended when the suspect stopped. In one pursuit, the suspect lost control and crashed into a ditch stalling the vehicle. One vehicle was spiked and slid off the roadway.

Pursuits by arrest
Of the eight drivers involved in pursuits, five were arrested. Four were arrested at the end of the pursuit, and one was arrested later. Three drivers eluded capture. In those cases where the driver was arrested, in addition to evading in a vehicle, they were charged with possession of marihuana, unauthorized use of a vehicle, driving while intoxicated, 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 2017, one pursuit involved one police unit, five pursuits involved two police units, and two pursuit involved four police units. In all pursuits, the police units involved were occupied by a single officer. Of the 14 officers involved in pursuits during the year, 12 were white, one was black, and one was Hispanic. Twelve were male and two were female. The officer's average age was 34. Ten pursuing officers had five or less years of experience while four had six to eleven years of experience.

Pursuits by Injury
There were no injuries because of pursuits in 2017.

**Pursuits by Property Damage**
Two pursuits resulted in vehicle damage to the fleeing vehicle and no police vehicles or civilian vehicles were damaged. Of the suspect vehicles damage, one was damaged from driving into a ditch and the other was damaged when the tires were spiked and it slid off the road.

Pursuits by Suspect
Of the eight suspects who fled in 2017, five were described as male ranging from 23-46 years of age. The driver's race was described as three white, one black, and one Hispanic. The sex, race, and age of the three who eluded capture is unknown.

Pursuit by Distance and Speed

Five pursuits lasted less than four minutes and spanned a distance of less than 4 miles.   Three pursuits, although not sustained, reached speeds in excess of 100 mph. Five pursuits began and ended within the Burleson City limits, two pursuits ended in Fort Worth and one pursuit ended in Johnson County.   The remaining three pursuits spanned 9, 3, and 55 miles, and lasted 7, 6, and 48 minutes. They attained top speeds of 114, 51, 121 mph. In 2017, there was a supervisor on duty during each pursuit.
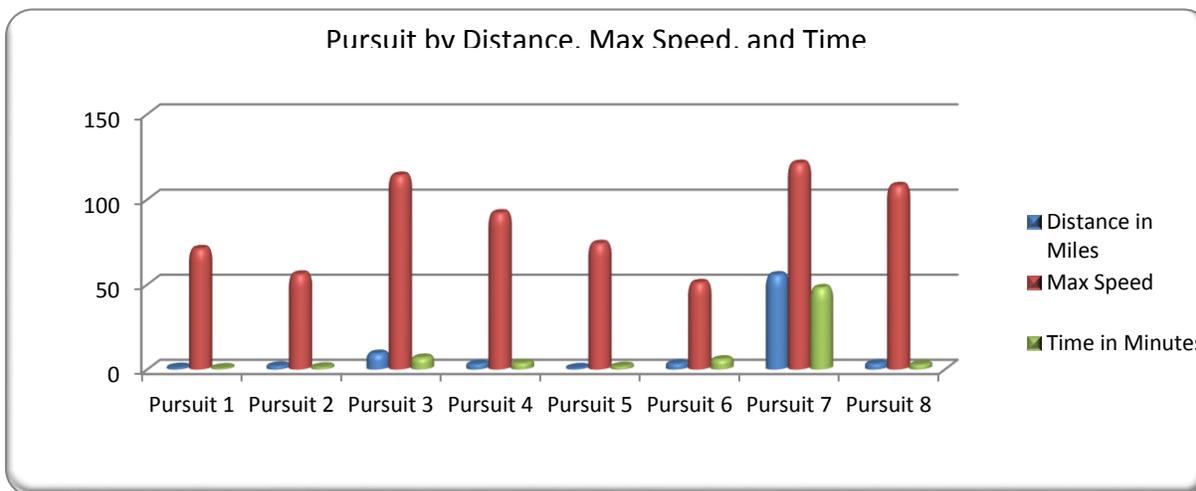
Summary

During 2017 there was an ongoing effort to provide rollcall training and supervisor feedback as to the importance of following the pursuit policy. 2017 saw a decline in pursuits initiated based on traffic violations alone. In the two instance in which a pursuit was initiated due to a traffic violation, the supervisor terminated one pursuit (pursuit 5); however, failed to terminate the other (pursuit 2).   Pursuit 2 resulted in the verbal counseling of two sergeants for failing to adhere to the policy concerning pursuing vehicles for traffic violations. In addition, two officers received verbal counseling in reference to their handling of pursuit 6. In pursuit 7, although high speed, officers and the supervisor used good judgment and demonstrated an understanding of evaluating risk while pursuing. Training and supervision, along with a review of the pursuit policy and the need for an RMS based pursuit-reporting system remains a priority in 2018.