



2018 PURSUIT & ATTEMPT TO STOP ANALYSIS

The Keller Police Department conducts an annual analysis of Pursuits and Attempts to Stop. The objective of the analysis is to identify any trends by agency personnel, training needs, equipment needs, or policy revisions.

G.O. Vehicle Pursuits 401.03

Standard 41.2.2, 41.2.3

TBP 7.14

Captain Chad Allen #181



2018 Pursuits & Attempts to Stop Analysis



Executive Summary

In an effort to continuously improve our delivery of services to our internal and external stakeholders, the Professional Standard Unit of the Keller Police Department completed its annual Pursuit/Attempt to Stop analysis. As a CALEA and Texas Police Chiefs Best Practices accredited law enforcement agency we perform an internal analysis of all Pursuits and Attempts to Stop annually. The analysis is systematically structured to identify any patterns or trends associated with actions and decision making as it relates in electing to pursue or not pursue a vehicle. Further, the analysis looks for patterns or trends that indicate needs for additional training, or modifications to policies that may have become outdated or ineffective.

The Keller Police Department utilizes an Employee Assessment System (EAS) which serves many purposes, one being a venue for identifying thought processes and attitudes impacting decision making when it comes to officers making the decision to transition from attempting to stop a violator to actively pursuing them. By engaging in a systematic review of specific incidents, EAS assists in the identification of employees who may exhibit signs of performance and/or stress related issues who may benefit from early intervention.

It is the Keller Police Department's policy that all Pursuits and Attempts to Stop are reviewed and a Pursuit and Attempt to Stop report is completed in the Administrative Investigations Management system (AIM) and reviewed by the appropriate Division commander and Chief of Police. The intent of this policy is to protect the employee, community and the department; to identify and correct inappropriate behavior and thought processes; identify and remedy procedural problems; and to enhance the profession of law enforcement.

Introduction

The Commission of Accreditation for Law Enforcement Agencies (CALEA) and The Texas Police Chiefs Best Practices Recognition Program requires a documented annual analysis of all Pursuits and Attempt to Stops. The definitions of Pursuit and Attempt to Stop are as follows:

1. **Pursuit** - refers to an attempt to apprehend one or more occupants of another moving motor vehicle, in which the driver of the fleeing vehicle intentionally ignored the officer's signal and attempts to avoid apprehension.

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2. **Attempt to stop** - refers to the reasonable effort by an officer operating an authorized emergency vehicle to communicate to the occupants of another moving vehicle the intent of conducting a traffic stop or investigative stop. When it becomes clear to the officer that the suspect(s) does not intend to stop due to rapidly increasing speed and/or driving recklessly as to endanger the safety of others, the incident will be considered a pursuit situation. The test of how much time and effort is reasonable depends on road conditions, violators' driving behavior, weather conditions, time of day, etc.

The Keller Police Department's Vehicle Pursuit Policy provides officers with guidelines on when a pursuit is allowed and when an attempt to stop becomes a pursuit. The organization recognizes the value of human life, and recognizes the risks vehicle pursuits pose to citizens. It is the policy (Pursuit or Attempt to Stop) of this department that officers must evaluate the following factors when deciding whether or not to pursue a vehicle:

1. Offense (violent or non-violent)
2. Time of day.
3. Weather conditions.
4. Road conditions.
5. Geographical location: such as school zone, hospital zone, ETC;
6. Population density;
7. Familiarity with the area; and
8. Vehicle capability and reliability

Following any vehicle Pursuit or Attempt to Stop, department policy requires a written pursuit summary (401.03) be submitted for review by the Division Commander and Chief of Police.

Data & Records Management

The Department's current management and review of all Pursuit and Attempt to Stop Summaries is the responsibility of the initiating officer's supervisor, who reviews the incident and completes the Summary Form, Division Commander and the Chief of Police. Statistical information is reviewed and collected on a regular basis. Each year a comprehensive report is completed and compared to the previous year's report in order to identify any trends or needed

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policy modifications and/or changes. The final report is then presented to the Chief of Police for review and approval. The following table, Vehicle Pursuits, contains data only from pursuits as defined in the Introduction.

| Vehicle Pursuits | | | |
|--------------------------|-------------|-------------|-------------|
| | 2016 | 2017 | 2018 |
| Total Pursuits | 0 | 1 | 2 |
| Terminated by Agency | 0 | 1 | 0 |
| Policy Compliant | 0 | 0 | 1 |
| Policy Non-Complaint | 0 | 1 | 1 |
| Accidents | 0 | 0 | 1 |
| Injury: | | | |
| Officer | 0 | 0 | 0 |
| Suspect | 0 | 0 | 0 |
| Third Party | 0 | 0 | 0 |
| Reason Initiated: | | | |
| Traffic Offense | 0 | 0 | 1 |
| Felony | 0 | 1 | 1 |
| Misdemeanor | 0 | 0 | 0 |

In 2018 there were a total of eight (13) reported Attempts to Stop and Pursuits. Of these incidents, eleven (11) were Attempts to Stop and two (2) were Pursuits. There were seven (7) Attempts to Stop and one (1) Pursuit for 2017. The Pursuit and Attempt to Stop data collected for 2018 is as follows:

- Attempts to Stop – 11
- Pursuits – 2
- 7 Officers were involved in Attempts to Stop.
- 4 Officers were involved in Pursuits.
- 3 Officers were involved in the same pursuit.
- Method Pursuit was Terminated:
 - Suspect Voluntarily Stopped – 1
 - Suspect Crashed & Arrested – 1

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- Method Attempt to Stop was Terminated:
 - Officer Discretion – 11
- In 2018, none of the involved parties (officer or suspect) nor a third party were injured in the Pursuits or Attempts to Stop.
- 1 Pursuit was initiated after an aggravated assault. That pursuit terminated after the suspect crashed and was arrested.
- 1 Pursuit was terminated after the suspect voluntarily stopped.
- There was 1 General Order Violation.
 - 1 – Pursuit: One violation resulted in employee counseling and training for pursuing a vehicle for a traffic violation when it was clearly evident the suspect was attempting to evade the officer. The suspect voluntarily stopped. Following the stop, the officer immediately self-reported the incident.
- In six of the pursuits/attempts to stop incidents, the suspect’s ethnicity, gender, and age were not known.
- There were no known mental states observed at the time of the thirteen (13) incidents.
- There were no Pursuits or Attempts to Stop that involved Forcible Stopping.

Pursuit and Attempt to Stop Data

| Subject Race | |
|------------------|----|
| Asian | 0 |
| Black | 1 |
| Hispanic | 0 |
| Native-American | 0 |
| Pacific Islander | 0 |
| White | 6 |
| Unknown | 6 |
| Total | 13 |

| Subject Sex | |
|-------------|----|
| Female | 0 |
| Male | 7 |
| Unknown | 6 |
| Total | 13 |

| Subject Age | |
|-------------|----|
| 17 | 1 |
| 18 | 1 |
| 22 | 1 |
| 24 | 1 |
| 30 | 1 |
| 33 | 1 |
| 37 | 1 |
| Unknown | 6 |
| Total | 13 |

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| Day of Week | |
|-------------|----|
| Sunday | 1 |
| Monday | 2 |
| Tuesday | 1 |
| Wednesday | 3 |
| Thursday | 1 |
| Friday | 2 |
| Saturday | 3 |
| Total | 13 |

| Incident Hour | |
|---------------|----|
| 00:00-00:59 | 1 |
| 01:00-01:59 | 1 |
| 02:00-02:59 | 0 |
| 03:00-03:59 | 0 |
| 04:00-04:59 | 0 |
| 05:00-05:59 | 1 |
| 06:00-06:59 | 0 |
| 07:00-07:59 | 1 |
| 08:00-08:59 | 0 |
| 09:00-09:59 | 0 |
| 10:00-10:59 | 0 |
| 11:00-11:59 | 2 |
| 12:00-12:59 | 0 |
| 13:00-13:59 | 0 |
| 14:00-14:59 | 0 |
| 15:00-15:59 | 1 |
| 16:00-16:59 | 2 |
| 17:00-17:59 | 0 |
| 18:00-18:59 | 0 |
| 19:00-19:59 | 0 |
| 20:00-20:59 | 0 |
| 21:00-21:59 | 2 |
| 22:00-22:59 | 0 |
| 23:00-23:59 | 2 |
| Total | 13 |

| Origin | |
|---------------------|----|
| Traffic Stop | 7 |
| Dispatched | 4 |
| Citizen to Officer | 1 |
| Officer Initiated | 0 |
| Other | 0 |
| Other Agency Assist | 1 |
| Supervisor | 0 |
| Total | 13 |

Summary

This analysis did not reveal any trends or patterns of conduct with the officers involved. In each case, department procedures were proven to be effective during the review of the incidents. We did not identify any equipment issues involving these thirteen incidents. The policies and reporting procedures were reviewed and there are no suggested modifications. Additionally, this analysis did not identify a need for additional training as to policy or procedure.

Questions or Comments:

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