

# Hilliard Division of Police



## 2019 Vehicle Pursuit Analysis

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January 9, 2020



## Overview

The Vehicle Pursuit policy was reviewed and updated on April 15, 2019. The purpose of the update was to ensure the division's pursuit policy was in line with law enforcement best practices as well as the division's mission and core values.

The old pursuit policy (Policy 315) incorporated both Emergency Vehicle Operations and Vehicle Pursuits. Lexipol recommends separate policies; therefore, new policies have been created for Vehicle Pursuits (Policy 307) and Emergency Vehicle Operations (Policy 308).

Policy 307 *Vehicle Pursuits* defines a vehicle pursuit as an event involving one or more peace officer attempting to apprehend a suspect who is trying to avoid apprehension while operating a motor vehicle by using high speed or other evasive tactics, or driving in a legal manner but willfully failing to yield to an officer's signal to stop."

Per Policy 307, officers are authorized to pursue motor vehicles when the officer has reasonable suspicion to believe the suspect(s) involved in the motor vehicle pursuit committed:

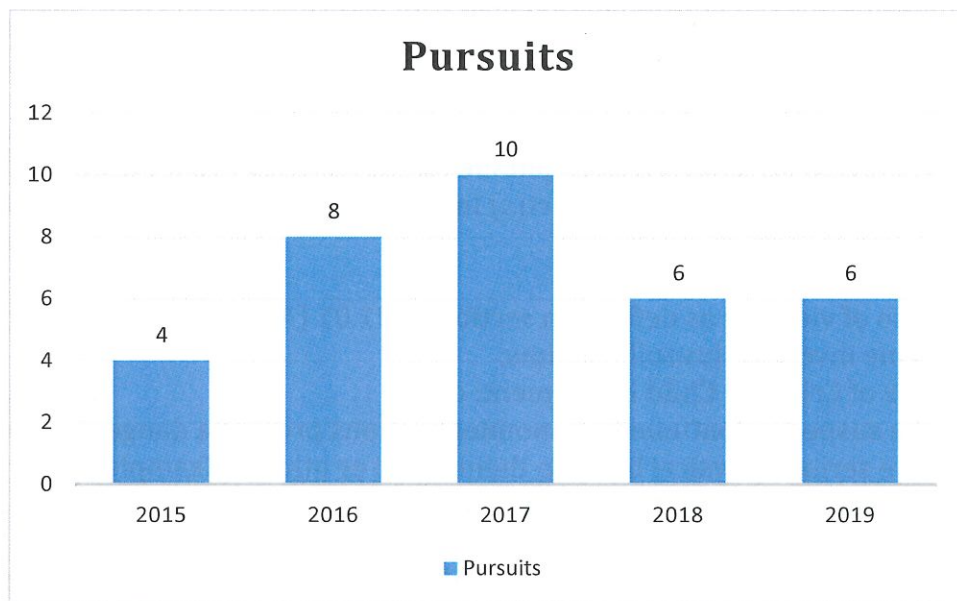
1. An offense of violence as defined in section 2901.01 (A)(9) of the Ohio Revised Code;
2. A sex crime involving juvenile victims;
3. The crime of Criminal Child Enticement; or
4. When the suspect's continued or imminent actions present a danger to human life or may cause serious physical harm to themselves or others (Example: a suicidal driver creating a substantial risk to innocent civilians).

Annually, the Division reviews and analyzes the data collected from Pursuit Reports. In addition, a four-year look back was conducted to compare and analyze the data in an effort to identify trends that may indicate training needs or policy modification.

## Pursuit Analysis

**A data summary report for HPD 2019 pursuits is located in the appendix of this document. The report captures pursuit factors and suspect demographic information.**

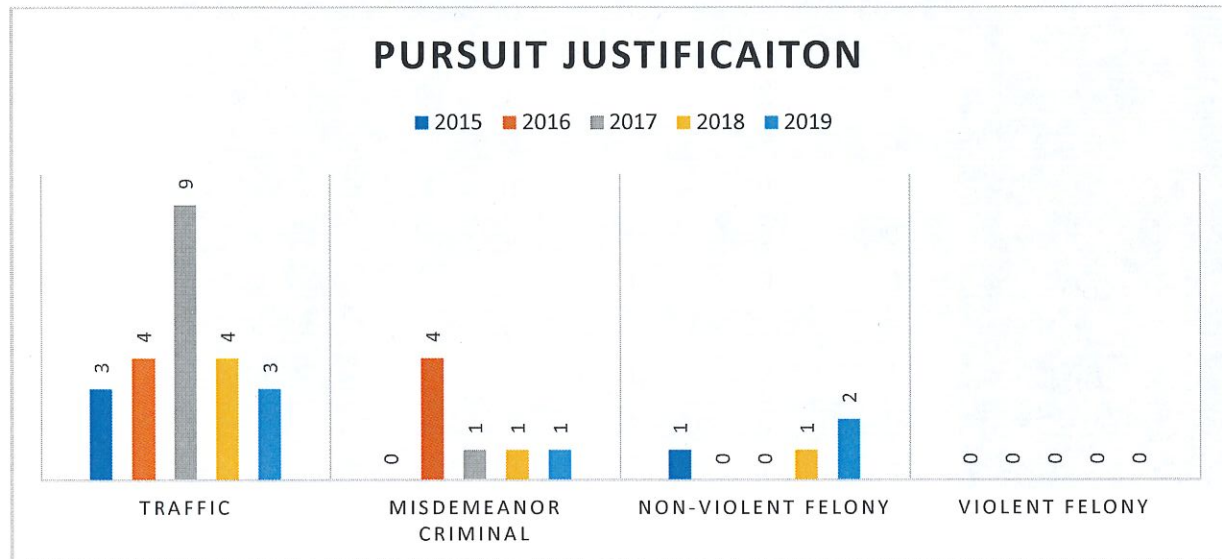
In 2019, HPD reported six vehicle pursuits, which is consistent with the last four-year average (7). Four pursuits were conducted prior to the policy change and two were conducted following the change.



The Division also shares pursuit data with the International Association of Chiefs of Police (IACP) Pursuits database. The database provides pursuit data from police agencies across the nation. Twenty-one jurisdictions of similar geographical size and population to Hilliard also entered pursuit data into the database. The average number of pursuits in 2019 for similar reporting agencies was 8.28. Based on this review, HPD pursuit numbers are in line with comparable reporting jurisdictions. The Data Summary Report for HPD and comparable departments can be found in the appendix of this document.

### Pursuit Justification

In 2019, three pursuits were initiated for traffic related offenses, one pursuit was initiated for misdemeanor warrants on the vehicle owner and two involved non-violent felony offenses. Comparing 2015 - 2018 data on justification for pursuits shows a similar trend with traffic related offenses being the primary reason for officers to initiate a pursuit.



### Pursuit Distance

From 2015 through 2018, 64.2% of pursuits were under two miles in length. In 2019, four, or 66.6%, of pursuits concluded after two miles or less.

Length Miles	2015	2016	2017	2018	2019	Total
<1	0	2	6	4	3	15
1 - 2	0	3	2	1	1	7
2.1 - 5	3	2	0	1	2	8
5.1 - 10	1	0	1	0	0	2
>10	0	1	1	0	0	2

### Pursuit Duration

From 2015 through 2018, 71.4% of pursuits were under two minutes in duration. The majority of those pursuits lasting less than one minute. In 2019, 66.6% of pursuits lasted less than two minutes.

Duration in Minutes	2015	2016	2017	2018	2019	Total
<1	0	2	5	5	1	13
2	2	3	2	1	3	11
3	0	1	1	0	2	4
4	1	0	0	0	0	1
5	0	1	0	0	0	1
6	0	0	0	0	0	0
7	0	0	0	0	0	0
8	1	0	0	0	0	1
9	0	0	0	0	0	0
>10	0	1	2	0	0	3

### Pursuit Time of Day and Day of the Week

With the low occurrence of pursuits, there is no discernable pattern related to the number of pursuits and the time, or day in which they occur. However, an observation in 2019 showed four pursuits occurred on a Thursday. No common factor could be found to indicated this is nothing more than coincidental.

A conclusion can be made that the majority of pursuits occur on Second and Third Watch.

Pursuit by Watch	2015	2016	2017	2018	2019	Total
0701 - 1500	0	2	2	1	1	6
1501 - 2300	1	2	5	1	3	12
2301 - 0700	3	4	2	3	2	14

## 2019 Pursuit Time/Day Matrix

Hour	Sun	Mon	Tues	Wed	Thu	Fri	Sat	Total
0001								
0100								
0200					1			1
0300					1			1
0400								
0500								
0600								
0700								
0800								
0900								
1000								
1100					1			1
1200								
1300								
1400								
1500								
1600				1				1
1700					1			1
1800								
1900								
2000							1	1
2100								
2200								
2300								
Total				1	4		1	

### Termination Reasons

In 2019, one pursuit ended as a result of the driver voluntarily stopping, four pursuits were discontinued by division personnel, and one pursuit ended by police intervention. The police intervention incident involved the ramming of a reckless driver.

From 2015 through 2019, the data illustrates that approximately 52% of pursuits conclude due to officers/supervisors discontinuing the pursuit.

Reason for Termination	2015	2016	2017	2018	2019	Total
Driver Stopped	1	3	0	2	1	7
Officer Discontinued	2	3	7	1	2	15
Supervisor Discontinued	0	0	0	1	2	3
Violator Eluded	0	0	0	2	0	2
Police Intervention	0	0	1	0	1	2
Suspect Crash	1	2	1	0	0	4
Suspect Vehicle Disabled	0	0	1	0	0	1

### Apprehensions Rate

In 2019, four pursuits resulted in the arrest or identification/charging of the driver. The driver was not identified in two of the pursuits.

The data indicates an arrest/ID rate over the last five years to be approximately 61.8%.

Apprehension Status	2015	2016	2017	2018	2019	Arrest/ID Rate
During Pursuit	1	3	2	2	2	29.4%
None	2	2	5	2	2	38.2%
Delayed – After Termination	1	3	3	2	2	32.4%
Arrest/ID Rate by Year	50.0%	75.0%	50.0%	66.7%	66.7%	

### **Policy Compliance**

All pursuit reports are reviewed by the on-duty supervisor as well as a chain of command review to ensure policy compliance. In 2019, two pursuit were determined to be outside of policy.

One policy violation occurred under the old pursuit policy and one violation occurred under the new policy.

Compliance Factor	2015	2016	2017	2018	2019	Total
Within Policy	4	8	6	5	4	27
Not within Policy	0	0	4	1	2	7

## **Conclusions**

Pursuits by division officers are a rare occurrence. In 2019, Division personnel conducted approximately 6,139 traffic stops, with only 6 pursuits.

The division's pursuit rate has remained relatively consistent over the last few years, although there was a spike from 2015 – 2016. HPD pursuit rate is also consistent with similar IACP reporting departments.

Pursuit duration and distance traveled reflects sound judgement on behalf of the officers and supervisors monitoring the pursuits. The relatively short distance and duration coupled with the discontinuance rate is indicative of division personnel carefully balancing the danger to the public created by the pursuit against the need to immediately apprehend the offender. This is an important observation since the majority of pursuits are initiated for traffic related offenses.

The apprehension rate is relatively high, even in cases in which a pursuit was discontinued.

The pursuit review process is comprehensive and complete. The multi-layer review process ensures policy compliance. In addition, violations of policy are documented and addressed through remedial training and the disciplinary process.

## **Recommendations**

While the frequency of pursuits is low, the risk remains extremely high. This low frequency/high risk relationship requires an emphasis on training, tactics and accountability.

In 2020, the Ohio Collaborative plans to issue a Standard for Vehicle Pursuits. I am pleased to report that with our recent policy update, the division will be in compliance with the Vehicle Pursuit standards. The standard requires, at a minimum, thirteen policy statements, one of which is the completion of this report.

Recommendations include:

Continue annual training on vehicle pursuit policy, pursuit best practices and safe driving techniques.

Continue to be proactive in the area of officer safety through emphasis on the Below 100 Initiative. This should be accomplished through roll call training, reviewing local and national pursuit incidents, supervisory debrief with involved personnel on pursuit incidents and general officer safety awareness bulletins.

Consider tracking cases of Failure to Comply in which an officer does not initiate a vehicle pursuit. This information should be included in the pursuit analysis to show cases where officers follow policy and do not initiate a pursuit.

# Hilliard Division of Police



## Appendix Hilliard Pursuit DATA Summary Report



HOME    ADD PURSUITS    SEARCH PURSUITS    REPORTS    HELP    LOG OUT

Current User: Jeffrey Pearson from Hilliard Division of Police

## Reports: Officer Detail Report

Search Results

### Officer Detail Report

Department: Hilliard Division of Police

Report Scope: All Officers

Report Period: 1/1/2019 - 12/31/2019

Count of Total Pursuits: 6

Print Date: 1/2/2020 12:00:30 PM

Officer ID #	Tracing #	Initial Violation	Light Condition	Max Speed	Termination Reason	Distance Traveled	Arrest/Charges	Suspect Race	Suspect Licensed
651	19-000012	Misdemeanor - Other	Light	103	Supervisor Discontinued	3		Caucasian	No
657	19-000066	Traffic - Reckless driving	Dark	85	Police Intervention	1.2	Pending	Caucasian	Yes
662	19-000398	Traffic - Speeding	Dark	73	Officer Discontinued	0.8		Unknown	Unknown
680	19-001505	Non-Violent Felony - Other	Light	140	Supervisor Discontinued	4		African American	Unknown
647	19-000617	Traffic - Speeding	Dark	88	Officer Discontinued	1.5		Unknown	Unknown
678	19-001863	Traffic - DWI	Dark	10	Driver Stop	2	OVI	Hispanic	No

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# Hilliard Division of Police



## Appendix Comparable Jurisdiction DATA Summary Report



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Current User: Jeffrey Pearson from Hilliard Division of Police

## Reports: Data Summary Report

Search Results

### Data Summary Report

Report Scope: Comparable Jurisdiction (Population Served between 10,500 and 50,000)

Report Period: 1/1/2019 - 12/31/2019

Print Date: 1/2/2020 1:02:34 PM

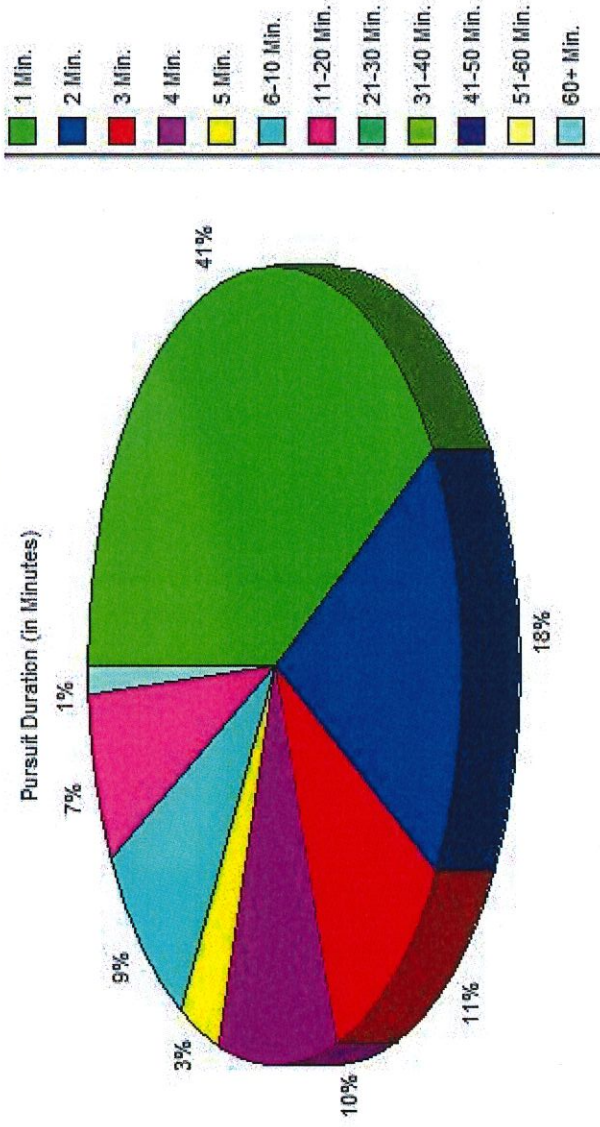
[Return to Criteria](#)

Count of Total Pursuits: 174  
Number of Agencies Reporting: 21

#### Duration of Pursuit (in minutes)

Minutes	Count	% of Total	Minutes	Count	% of Total
1	71	41 %	11-20	12	7 %
2	31	18 %	21-30	0	0 %
3	19	11 %	31-40	0	0 %
4	18	10 %	41-50	0	0 %
5	6	3 %	51-60	0	0 %
6-10	15	9 %	Over 60	2	1 %

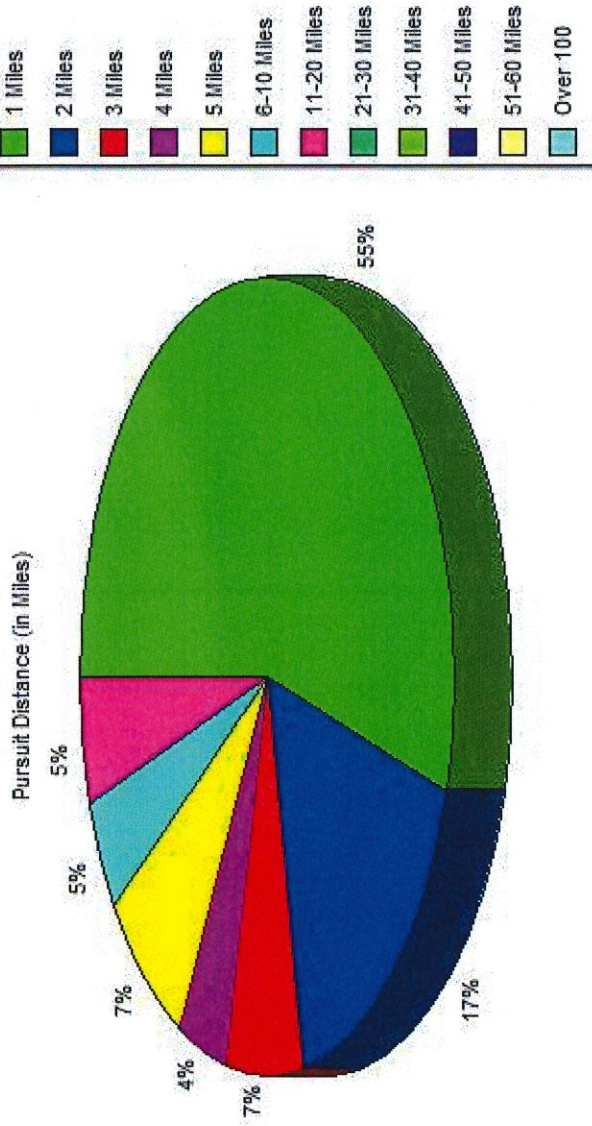




**Distance of Pursuit (in miles)**

Miles	Count	% of Total	Miles	Count	% of Total
1	95	55 %	11-20	9	5 %
2	30	17 %	21-30	0	0 %
3	12	7 %	31-40	0	0 %
4	7	4 %	41-50	0	0 %
5	13	7 %	51-100	0	0 %
6-10	8	5 %	Over 100	0	0 %





## Initial Violation

Violation	Count	% of Category	% of Total
Traffic - DWI	13	11 %	7 %
Traffic - Speeding	21	18 %	12 %
Traffic - Reckless	13	11 %	7 %
Traffic - Other	73	61 %	42 %
Misdemeanor - DWI	1	8 %	1 %
Misdemeanor - Assault/Battery	1	8 %	1 %
Misdemeanor - Firearm Related	0	0 %	0 %
Misdemeanor - Other	11	85 %	6 %
Non-Violent Felony - Burglary	3	9 %	2 %
Non-Violent Felony - Stolen Auto	16	50 %	9 %
Non-Violent Felony - White Collar	0	0 %	0 %
Non-Violent Felony - Other	13	41 %	7 %
Violent Felony - Homicide	0	0 %	0 %
Violent Felony - Robbery	0	0 %	0 %
Violent Felony - Violent Assault	3	100 %	2 %
Violent Felony - Rape	0	0 %	0 %
Violent Felony - Other	0	0 %	0 %



Assisting Other Department	6	100 %	3 %
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## Environmental Conditions

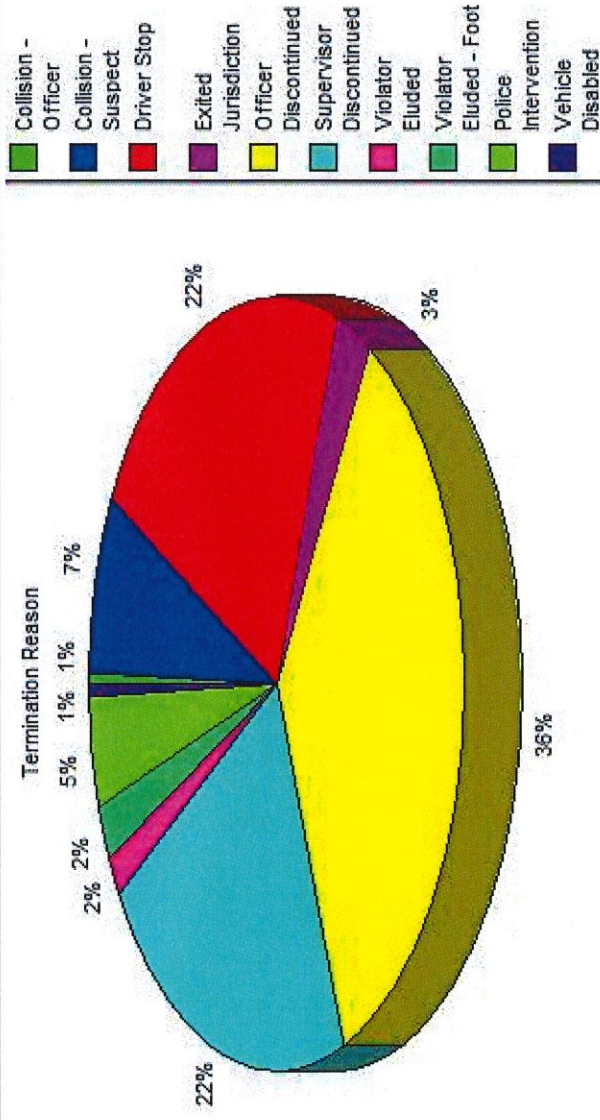
Category	Sub Category	Count	% of Total
Demographics	Urban	124	71 %
	Suburban	34	20 %
	Rural	0	0 %
	Interstate Highway	16	9 %
Light Conditions	Light	83	48 %
	Dusk	7	4 %
	Dark	84	48 %
	Below Limit	2	1 %
Average Speed Over Limit	Low (0-10 mph)	31	18 %
	Medium (11-25 mph)	53	30 %
	High (26+ mph)	88	51 %
Traffic Conditions	Light	145	83 %
	Moderate	21	12 %
	Heavy	8	5 %
Road Conditions	Dry	162	93 %
	Wet	10	6 %
	Ice	2	1 %
	Snow	0	0 %
Maximum Pursuit Speed (mph)	0-30 mph	11	6 %
	31-50 mph	44	25 %
	51-60 mph	26	15 %
	61-70 mph	22	13 %
	71-80 mph	18	10 %
	81-90 mph	19	11 %
	91+ mph	34	20 %

## Termination Reason

Category	Count	% of Total
Collision - Officer	1	1 %



Collision - Suspect	13	7 %
Driver Stop	39	22 %
Exited Jurisdiction	5	3 %
Officer Discontinued	62	36 %
Supervisor Discontinued	38	22 %
Violator Eluded	3	2 %
Violator Eluded - Foot	4	2 %
Police Intervention	8	5 %
Vehicle Disabled	1	1 %



## Intervention Method

Category	Count	% of Total
PIT Maneuver	2	25 %
Roadblock	0	0 %
Rolling roadblock	0	0 %
Tire deflator	5	63 %
Remote engine Disabler	0	0 %
Other	1	13 %

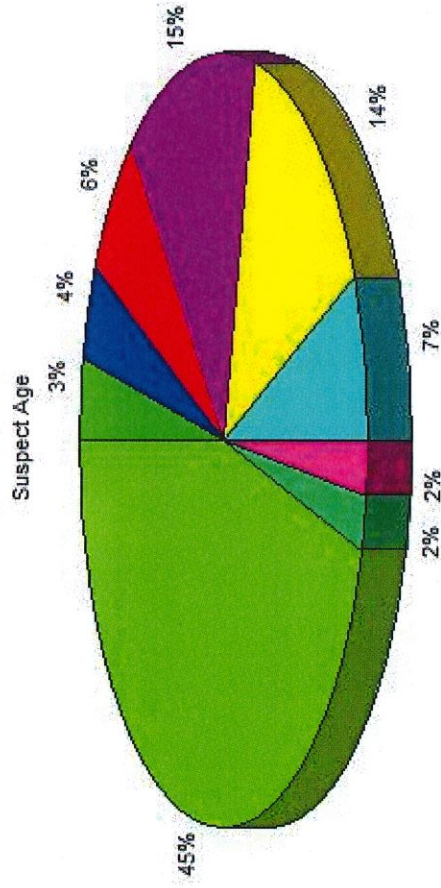
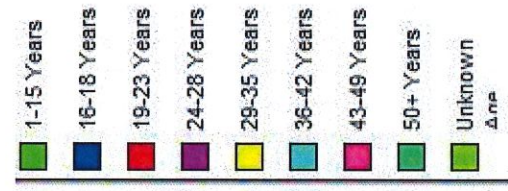
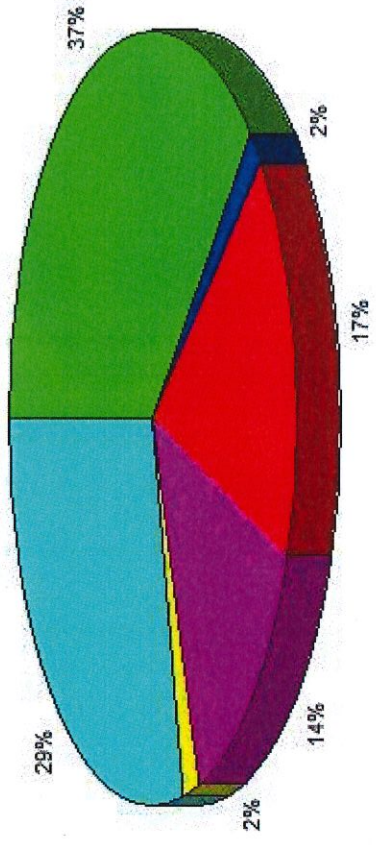
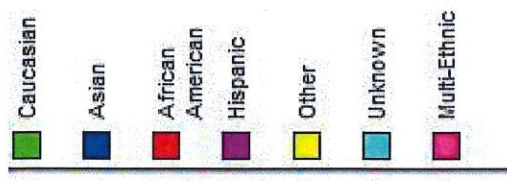
## Suspect Information

Category	Sub Category	Count	% of Total
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Suspect Sex	Male (avg. age=30)	116	67 %
	Female (avg. age=26)	21	12 %
Suspect Race	Unknown	37	21 %
	Caucasian	64	37 %
Suspect Race	Asian	3	2 %
	African American	30	17 %
Suspect Race	Hispanic	24	14 %
	Other	3	2 %
License Status	Unknown	50	29 %
	Multi-Ethnic	0	0 %
License Status	Licensed	62	36 %
	Unlicensed	35	20 %
Suspect Impairment	Unknown	77	44 %
	None	51	29 %
Suspect Impairment	Alcohol	13	7 %
	Drugs	4	2 %
Suspect Impairment	Mental/Illness	1	1 %
	Unknown	105	60 %
Suspect Age	1 - 15 years	6	3 %
	16-18 years	7	4 %
Suspect Age	19-23 years	11	6 %
	24-28 years	26	15 %
Suspect Age	29-35 years	25	14 %
	36-42 years	12	7 %
Suspect Age	43-49 years	4	2 %
	50+ years	4	2 %
Suspect Age	Unknown Age	79	45 %





### Injury and Property Damage Statistics

Group	No Injury	Minor Injury	Serious Injury	Fatal Injury	Property Damage
Law Enforcement	173 (99 %)	1 (1 %)	0 (0 %)	0 (0 %)	3 (2 %)
Suspect	168 (97 %)	3 (2 %)	3 (2 %)	0 (0 %)	25 (14 %)
Uninvolved person / property	171 (98 %)	2 (1 %)	1 (1 %)	0 (0 %)	6 (3 %)

Average Cost of Property Damage: \$787



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