

Hilliard Division of Police

Annual Pursuit Analysis 2020

January 25, 2021

Robert A. Fisher, CLEE
Chief of Police



Real People. Real Possibilities.

Division
of Police

Overview

Policy 307 - Vehicle Pursuits defines a vehicle pursuit as an event involving one or more peace officers 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:

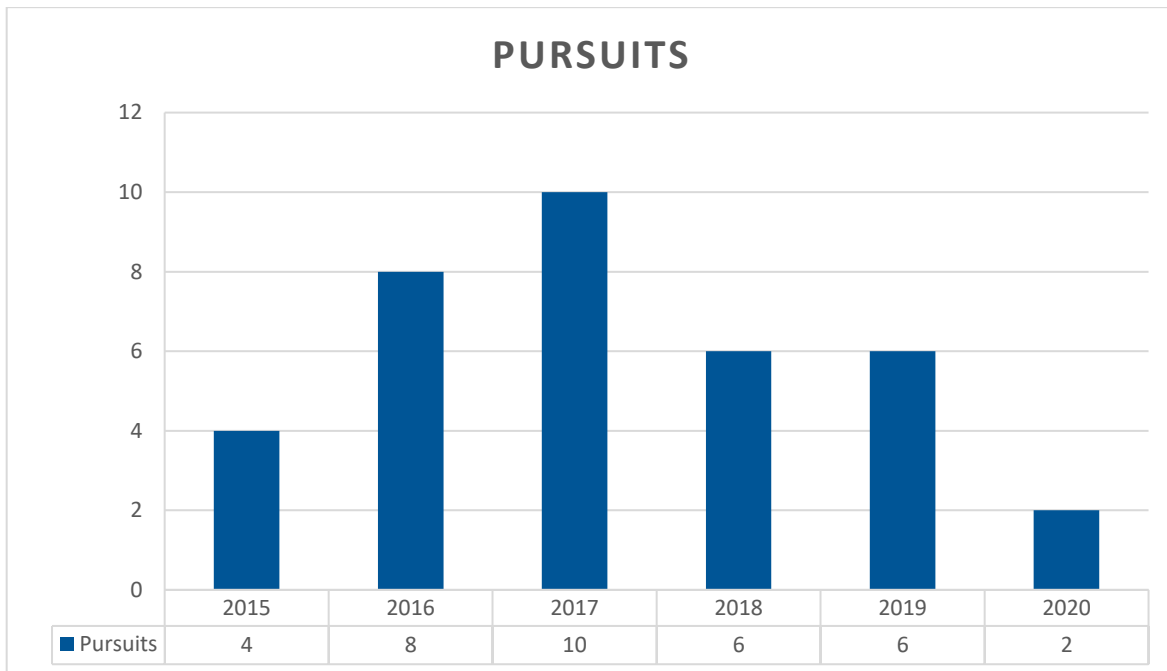
1. An offense of violence as defined in section 2901.01 (A)(9) of the Ohio Revised Code;
2. A sex crime involving juvenile victims;
3. The crime of Criminal Child Enticement; or
4. When the suspect's continued or imminent actions present a danger to human life or may cause serious physical harm to themselves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

In 2020, the Ohio Collaborative issued a new policy standard for vehicle pursuits. The Division received provisional certification for meeting the new policy standards.

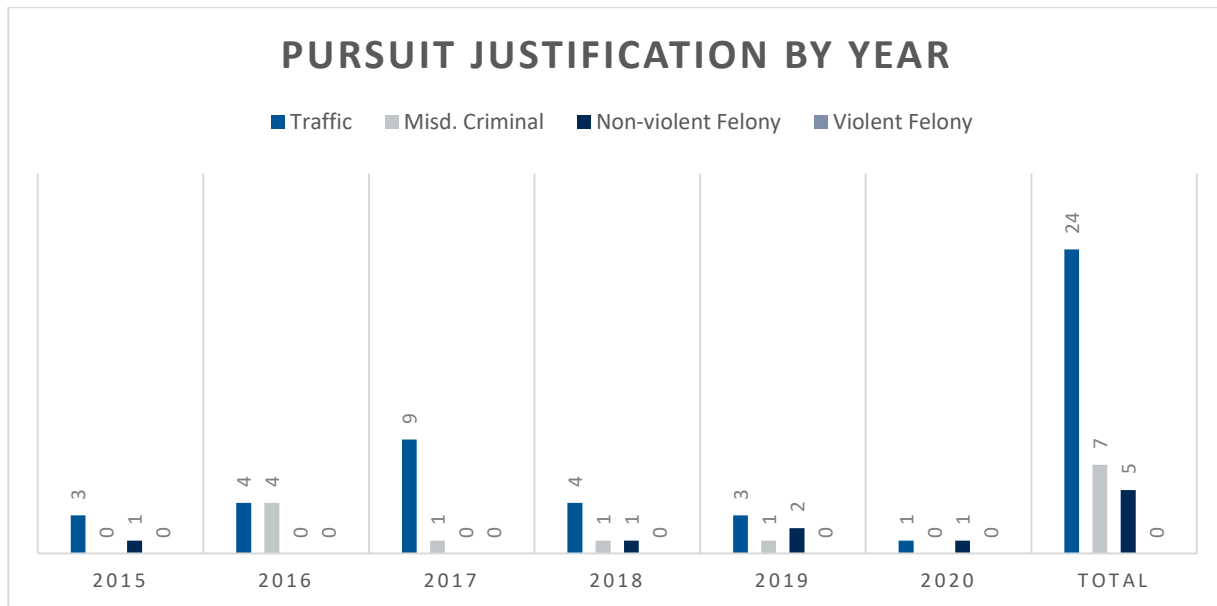
Pursuit Analysis

In 2020, the Division reported two vehicle pursuits, which is a dramatic decrease with the last five-year average of 6.8 per year. This is in part due to 2019 policy changes that placed more restrictions for initiating a pursuit as well as a global pandemic which changed the way society moved about.



Pursuit Justification

In 2020, one pursuit was initiated due to a stolen vehicle that fled, and one pursuit involved a request for assistance from the Ohio Highway Patrol. Data collected from 2015 to 2020 shows traffic-related offenses are the primary reason for officers to initiate a pursuit. However, policy changes in 2019 prohibit a pursuit for traffic-related offense; thus, there should be a noticeable change with pursuit justification in the coming years. In 2020, no pursuits were initiated for traffic-related offenses.



Pursuit Distance and Duration

From 2015 through 2019, 64 percent of pursuits were less than two miles in length. In 2020, one pursuit concluded in less than a mile and the second pursuit concluded after approximately three miles.

Distance (Miles)	2015	2016	2017	2018	2019	2020	Total
<1	0	2	6	4	3	1	16
1 - 2	0	3	2	1	1	0	7
2.1 - 5	3	2	0	1	2	1	9
5.1 - 10	1	0	1	0	0	0	2
>10	0	1	1	0	0	0	2

Generally, pursuit duration is a direct correlation to pursuit distance. From 2015 through 2019, 70 percent of pursuits were less than two minutes in duration. In 2020, one pursuit lasted less than one minute and the other pursuit lasted about five minutes.

Duration in Minutes	2015	2016	2017	2018	2019	2020	Total
<1	0	2	5	5	1	1	14
2	2	3	2	1	3	0	11
3	0	1	1	0	2	0	4
4	1	0	0	0	0	0	1
5	0	1	0	0	0	1	2
6	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0
8	1	0	0	0	0	0	1
9	0	0	0	0	0	0	0
>10	0	1	2	0	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 of day or day of the week.

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

Pursuit by Watch	2015	2016	2017	2018	2019	2020	Total
0701 - 1500	0	2	2	1	1	0	6
1501 - 2300	1	2	5	1	3	1	13
2301 - 0700	3	4	2	3	2	1	15

Pursuit Conclusion

In 2020, one pursuit ended as a result of the officer discontinuing the pursuit.

The other pursuit involved officers assisting OSP with a pursuit. An HPD officer deployed stop sticks which deflated the tires, but the driver continued at slow speeds to their residence before stopping.

From 2015 through 2020, the data illustrates that approximately 52 percent of pursuits concluded due to officers/supervisors discontinuing the pursuit.

Pursuit Conclusion	2015	2016	2017	2018	2019	2020	Total
Driver Stopped	1	3	0	2	1	1	8
Officer Discontinued	2	3	7	1	2	1	16
Supervisor Discontinued	0	0	0	1	2	0	3
Violator Eluded	0	0	0	2	0	0	2
Police Intervention	0	0	1	0	1	0	2
Suspect Crash	1	2	1	0	0	0	4
Suspect Vehicle Disabled	0	0	1	0	0	0	1

Apprehensions Rate

In 2020, one pursuit resulted in the arrest of the driver. The driver was not identified in the other pursuit.

The data indicates an arrest/ID rate over the last six years to be approximately 61 percent.

Apprehension Status	2015	2016	2017	2018	2019	2020	Arrest/ID Rate
During Pursuit	1	3	2	2	2	1	30.6%
None	2	2	5	2	2	1	38.9%
Delayed – After Termination	1	3	3	2	2	0	30.6%
Arrest/ID Rate by Year	50.0%	75.0%	50.0%	66.7%	66.7%	50.0%	

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 2020, one pursuit was determined to be outside of policy while the other pursuit was within policy.

Compliance Factor	2015	2016	2017	2018	2019	2020	Total
Within Policy	4	8	6	5	4	1	28
Not within Policy	0	0	4	1	2	1	8

Report Conclusions

Pursuits by Division officers are a rare occurrence. In 2020, Division personnel conducted approximately 4,540 traffic stops, with only two pursuits. In reality, only one pursuit was initiated by HPD, and the other pursuit was a request for assistance by OSP.

The main observation in this report is the number of pursuits in 2020 was dramatically decreased from previous years. Factors for this decrease include stricter policy guidelines and a global pandemic.

Overall, 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.

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.

Report prepared by:
Jeffrey A. Pearson
Professional Standards Coordinator