

Hilliard Division of Police

Annual Pursuit Analysis 2023

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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 a motor vehicle 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).

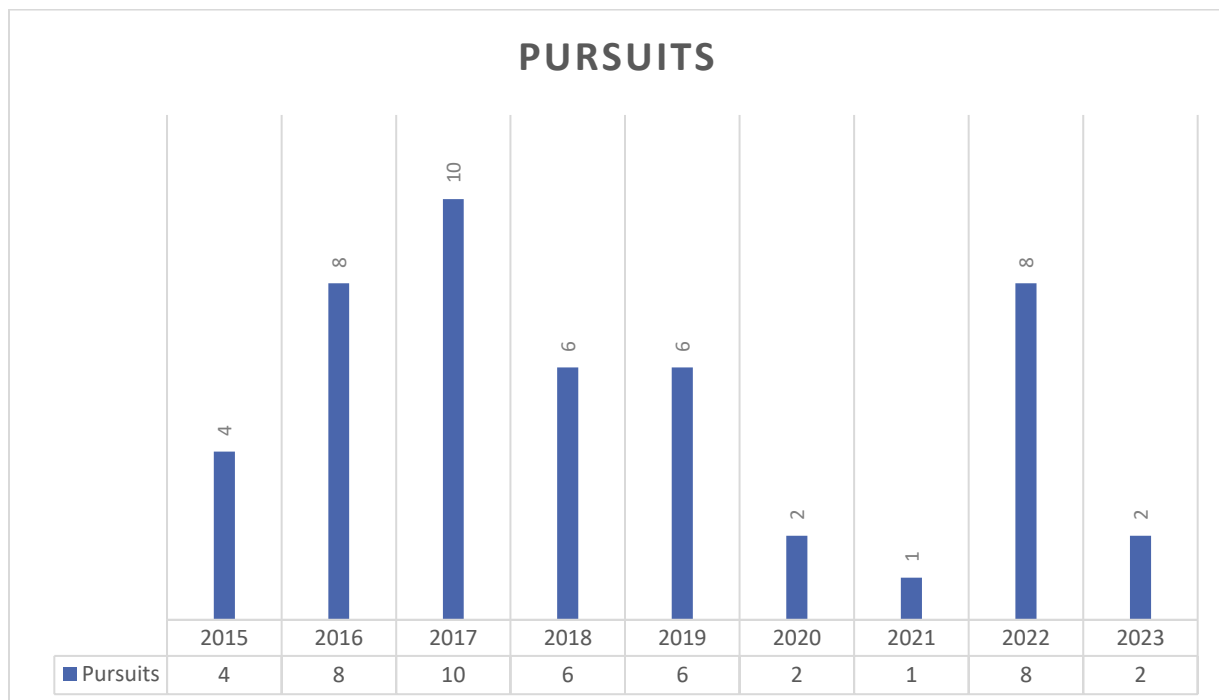
Annually, the Division reviews and analyzes the data collected from pursuit reports. In addition, an eight-year look back was conducted to compare and analyze the data in an effort to identify trends that may indicate training needs or policy modification.

The Division is in compliance with the vehicle pursuit standards established by the Ohio Collaborative Community-Police Advisory Board.

Pursuit Analysis

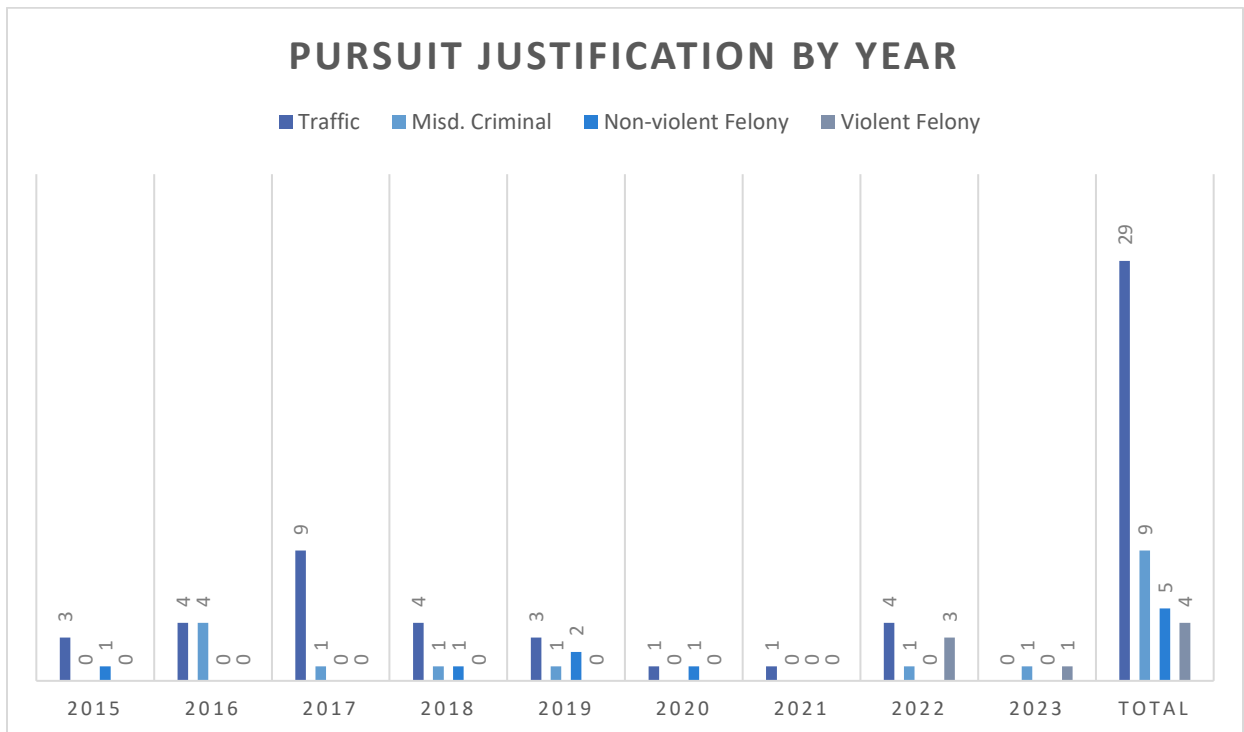
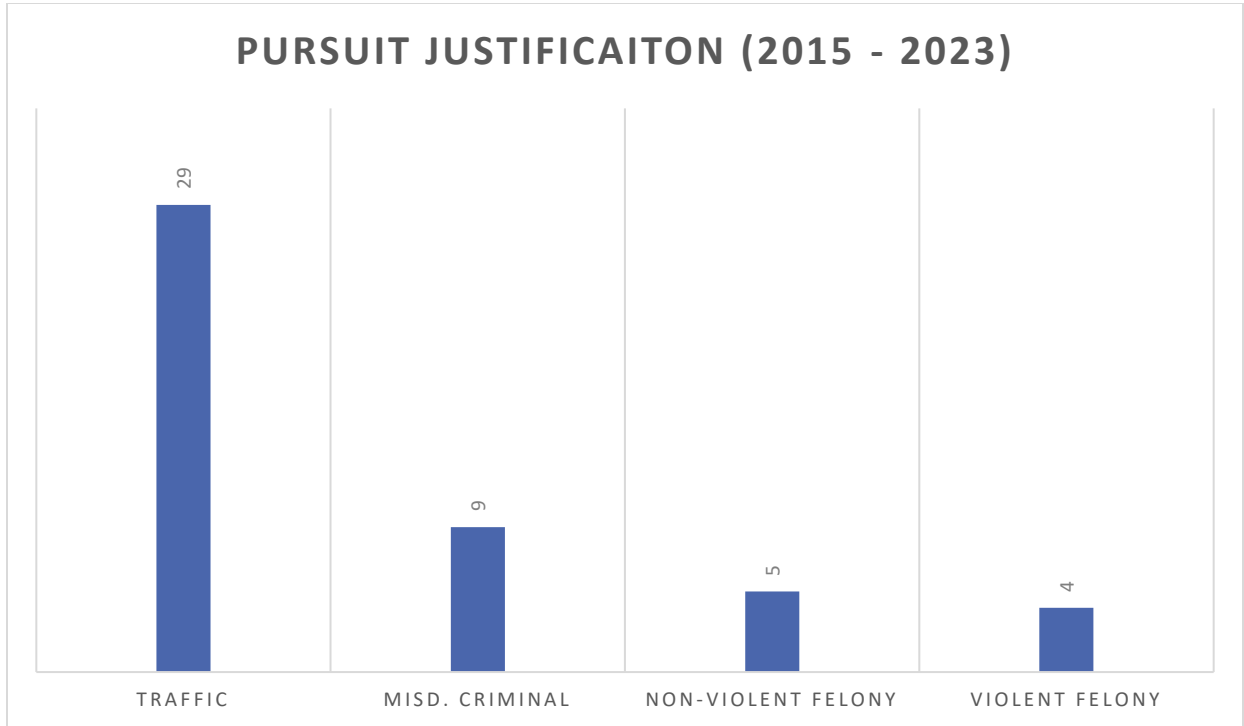
In 2023, the division reported two vehicle pursuits, which is a dramatic decrease over last year which recorded eight; however, 2023 numbers were consistent with 2020 and 2021. Over the last eight years (2015 – 2022), the division averaged approximately five pursuits per year.

Pursuits by Division officers are a rare occurrence. When putting pursuit numbers in perspective, in 2023 Division personnel conducted approximately 4700 traffic stops, with only two pursuits.



Pursuit Justification

Traffic related offenses continue to be the primary reason for the initiation of a pursuit. However, with strict pursuit guidelines in place, the justification for a pursuit has trended toward serious criminal behavior or dangerous acts.



Pursuit Distance and Duration

In general, the majority of Division pursuits travel less than two miles. In 2023, one pursuit traveled less than one mile while the other pursuit traveled over ten miles (11 miles).

Length Miles	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
<1	0	2	6	4	3	1	0	4	1	21
1 - 2	0	3	2	1	1	0	1	3	0	11
2.1 - 5	3	2	0	1	2	1	0	1	0	10
5.1 - 10	1	0	1	0	0	0	0	0	0	2
>10	0	1	1	0	0	0	0	0	1	3

Generally, pursuit duration is a direct correlation to pursuit distance. The majority of pursuits last two minutes or less. In 2023, one pursuit lasted less than a minute while the other pursuit lasted just over ten minutes.

Duration in Minutes	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
<1	0	2	5	5	1	1	0	3	1	18
2	2	3	2	1	3	0	1	2	0	14
3	0	1	1	0	2	0	0	1	0	5
4	1	0	0	0	0	0	0	1	0	2
5	0	1	0	0	0	1	0	0	0	2
6	0	0	0	0	0	0	0	1	0	1
7	0	0	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0	0	1
9	0	0	0	0	0	0	0	0	0	0
>10	0	1	2	0	0	0	0	0	1	4

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	2021	2022	2023	Total
0701 - 1500	0	2	2	1	1	0	0	2	1	9
1501 - 2300	1	2	5	1	3	1	0	5	1	19
2301 - 0700	3	4	2	3	2	1	1	1	0	17

Pursuit Disposition

The data illustrates that approximately 57% of pursuits conclude due to officers/supervisors discontinuing the pursuit.

In 2023, both pursuits or 100% of the pursuits were discontinued by the officer or supervisor.

Pursuit Conclusion	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
Driver Stopped	1	3	0	2	1	1	1	0	0	9
Officer Discontinued	2	3	7	1	2	1	0	4	0	20
Supervisor Discontinued	0	0	0	1	2	0	0	2	2	7
Violator Eluded	0	0	0	2	0	0	0	1	0	3
Police Intervention	0	0	1	0	1	0	0	1	0	3
Suspect Crash	1	2	1	0	0	0	0	0	0	4
Suspect Vehicle Disabled	0	0	1	0	0	0	0	0	0	1

Pursuit Intervention

In 2023, tire deflation devices (Stop Sticks) were deployed during three incidents which were not classified as pursuits. The Stop Sticks were effective in two of the deployments.

In 2023, the Division created a Tire Deflation Device Use report to track the use of tire deflation devices in non-pursuit situations.

Apprehensions Rate

In 2023, 100% of the pursuit incidents involved an arrest or charges filed, either during the pursuit or following-up investigation.

Apprehension Status	2015	2016	2017	2018	2019	2020	2021	2022	2023	Arrest/ID Rate
During Pursuit	1	3	2	2	2	1	1	1	0	27.7%
None	2	2	5	2	2	1	0	4	0	38.3%
Delayed – After Pursuit Concluded	1	3	3	2	2	0	0	3	2	34.0%
Arrest/ID Rate by Year	50.0%	75.0%	50.0%	66.7%	66.7%	50.0%	100.0%	50.0%	100%	

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 2023, both pursuit was determined to be within policy.

Compliance Factor	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
Within Policy	4	8	6	5	4	1	1	6	2	37
Not within Policy	0	0	4	1	2	1	0	2	0	10

Failure to Comply Cases

In addition to the two pursuits, the division reported 30 incidents of *Failure to Comply with the Order/Signal of a Police Officer*. These are incidents where an officer attempted to stop a vehicle, but the vehicle did not stop, or the vehicle initially stopped but later fled from the officer. This is up from last year, which recorded 11 such incidents, but consistent with 2021 which recorded 28.

Pursuit Analysis Conclusions

The primary take-away from the data shows a decrease in pursuits from last year, but a continued increase in motorist fleeing officers attempts to stop them. While this may be a temporary spike in fleeing incidents, the division must remain vigilant to the frequency of fleeing motorist to ensure policies and tactics are aligned with societal changes and the challenges faced by officers and supervisors in the field.

Additional conclusions:

- 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.
- The number of cases of *Failure to Comply with an Order/Signal of an Officer*, while concerning, shows that officers and supervisors are using good judgement and following policy when confronted with fleeing incidents.
- The use of tire deflation devices can be an effective tool during a pursuit or used in lieu of a pursuit. This, along with other police intervention techniques, should always be considered as a tactic to prevent a pursuit from starting or mitigating the risk.
- The apprehension/charges filed 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 risks remain 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, vehicle stopping tactics, 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.