

Hilliard Division of Police

Annual Pursuit Analysis 2025

January 14, 2026

Amended February 10, 2026

Prepared by Jeff Pearson
Professional Standards Administrator

Michael Woods
Chief 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).

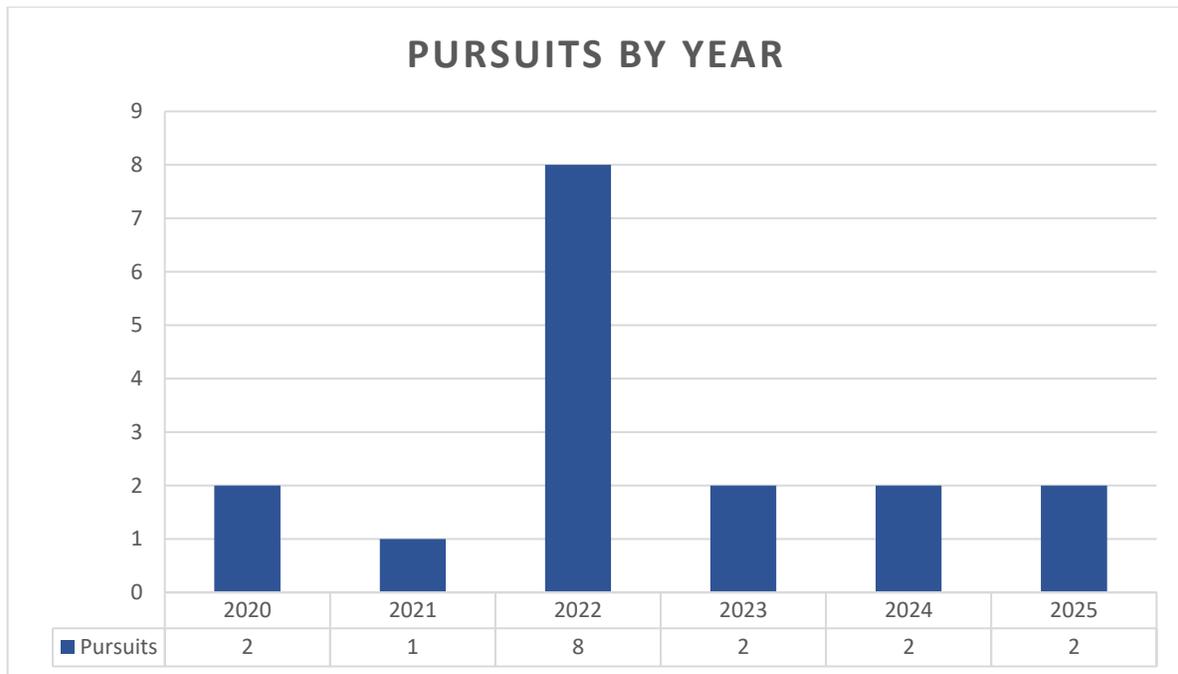
Annually, the Division reviews and analyzes the data collected from pursuit reports. In addition, a five-year look back was conducted to compare and analyze the data in an effort to identify trends that may indicate training needs or policy modification.

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

Pursuit Analysis

In 2025, the Division reported two vehicle pursuits, which is consistent with 2024. Over the last five years (2020 – 2024), the Division averaged approximately 2.8 pursuits per year.

Pursuits by Division officers are a rare occurrence. When putting pursuit numbers in perspective, in 2025 Division personnel conducted approximately 6628 traffic stops, with only two pursuits.



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	2020	2021	2022	2023	2024	2025	Total
0701 - 1500	0	0	2	1	0	0	3
1501 - 2300	1	0	5	1	0	1	8
2301 - 0700	1	1	1	0	2	1	6
							17

Pursuit Disposition

The data illustrates that the majority of pursuits end due to officers/supervisors discontinuing the pursuit.

Pursuit Conclusion	2020	2021	2022	2023	2024	2025	Total
Driver Stopped	1	1	0	0	0	1	3
Officer Discontinued	1	0	4	0	0	1	6
Supervisor Discontinued	0	0	2	2	0	0	4
Violator Eluded	0	0	1	0	0	0	1
Police Intervention	0	0	1	0	1	0	2
Suspect Crash	0	0	0	0	1	0	1
Suspect Vehicle Disabled	0	0	0	0	0	0	0
							17

Pursuit Intervention

In 2025, tire deflation devices (Stop Sticks) were deployed on one occasion which was not classified as a pursuit. The Stop Sticks were effective in flattening the vehicle's tires, causing the vehicle to stop.

Apprehensions Rate

In 2025, both pursuits involved an arrest/charges filed. One occurred on the scene when the driver stopped, the other occurred after the pursuit was terminated. In this case, the vehicle crashed in another jurisdiction, and we confirmed it was the vehicle/driver that fled.

Apprehension Status	2020	2021	2022	2023	2024	2025	Arrest/ ID Rate
During Pursuit	1	1	1	0	1	1	29.4%
None	1	0	4	0	1	0	35.3%
Delayed – After Termination	0	0	3	2	0	1	35.3%
Arrest/ID Rate by Year	50%	100%	50%	100%	50%	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 2025, both pursuits were deemed to be within agency policy.

Compliance Factor	2020	2021	2022	2023	2024	2025	Total
Within Policy	1	1	6	2	1	2	13
Not within Policy	1	0	2	0	1	0	4
							17

Failure to Comply Cases

In addition to the two pursuits, the Division reported 46 incidents of *Fleeing/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. This is down from last year, when 53 such incidents were reported.

Pursuit Analysis Conclusions

The primary take-away from the data indicates that while the Division engages in numerous traffic and criminal related incidents, vehicle pursuits are rare. Several factors should be credited for the low number of pursuits such as strict policy and procedures, training, tactics, and sound judgement on the part of the officers and supervisors.

Additional conclusions:

- Overall, pursuit duration and travel distance reflect sound judgement on behalf of the officers and supervisors monitoring the pursuits. The relatively short duration and distance, 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.
- 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.