

Cedar Hill Police Department

2021



Pursuit Analysis

2021 Vehicle Pursuit Analysis

This analysis is being submitted to comply with Cedar Hill Police Department General Order 530.00 as well as to meet the standards for the Texas Police Chief's Association Best Practices State Recognition Program section 7.14, Annual Report of Agency Pursuits.

Cedar Hill Police Department General Order 530.00 requires the on-scene or controlling supervisor at the time of a vehicle pursuit to complete a Pursuit Report within forty-eight hours from the end of the pursuit. The report is required to contain a critique of the pursuit and is forwarded to the Field Operations Bureau Assistant Chief, through the chain of command, for review. All pursuit reports are maintained in Police Administration.

The analysis for this report was generated directly from the completed pursuit reports. There were 11 vehicle pursuits reported in 2021. All were initiated by Field Operations Bureau personnel. The total number of Police personnel involved in the 11 pursuits in 2021 were 34. All were assigned to the Patrol Division.

Property Damage

There were no pursuits that resulted in property damage due to crashes or intentional acts by suspects with parked uninvolved vehicles.

Pursuit Policy

There were no changes made to GO 530.00 VEHICLE PURSUIT OPERATIONS during 2021. This policy was last reviewed on February 10th, 2021 but was last revised on March 23, 2013.

Policy Violations

During the review of pursuit reports from 2021, there was one pursuit report recording at least one policy violation during the pursuit. In this instance the disciplinary action resulted in a written reprimand.

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Profile of Pursuits between January 1, 2021 and December 31, 2021

CASE #	CAD ID#	INITIATION	TERMINATION	PROPERTY DAMAGE	POLICY VIOLATION
Case Number	Date	Officer's reason for the stop.	1. How did the pursuit end 2. Reason for termination 3. Pursuit resulted in	1. Property damage 2. Property damage cost	1. Policy violations 2. Policy violation type
CH210205001	02/05/21	Felony-Stolen vehicle	1. Pursuit Terminated 2. Did not meet policy requirements 3. Driver Eluded Apprehension	1. No 2. N/A	1. No 2. N/A
CH210212015	02/13/21	Possible DWI	1. Pursued Driver stopped 2. N/A 3. Driver Arrested	1. No 2. N/A	1. No 2. N/A
CH210315005	03/15/21	Misdemeanor – BMV	1. Pursuit Terminated 2. Did not meet policy requirements 3. Driver Eluded Apprehension	1. No 2. N/A	1. Yes 2. Pursuit Policy
CH210621001	06/21/21	Possible DWI	1. Pursued Driver Stopped 2. N/A 3. Driver Arrested	1. No 2. N/A	1. No 2. N/A
CH210708006	07/08/21	Felony – Agg Assault Deadly Weapon	1. Pursued Driver Stopped 2. N/A 3. Driver Arrested	1. No 2. N/A	1. No 2. N/A
CH210904007	09/04/21	Felony – Stolen Vehicle	1. Pursuit Terminated 2. Did not meet policy requirements 3. Driver Eluded Apprehension	1. No 2. N/A	1. No 2. N/A
CH211002003	10/02/21	Misdemeanor -BMV	1. Pursuit Terminated 2. Did not meet policy requirements 3. Driver Eluded Apprehension	1. No 2. N/A	1. No 2. N/A
CH211017002	10/17/21	Possible DWI	1. Pursued Driver Stopped 2. N/A 3. Driver Arrested	1. No 2. N/A	1. No 2. N/A
CH211026002	10/26/21	Possible DWI	1. Pursued Driver Stopped 2. N/A 3. Driver Arrested	1. No 2. N/A	1. No 2. N/A
CH211202002	12/02/21	Misdemeanor -BMV	1. Pursuit Terminated 2. Did not meet policy requirements 3. Driver Eluded Apprehension	1. No 2. N/A	1. No 2. N/A
CH211219002	12/19/21	Possible DWI	1. Pursued Driver Stopped 2. N/A 3. Driver Arrested	1. No 2. N/A	1. No 2. N/A

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REASON INITIATED:

REASON	COUNT	PERCENT OF TOTAL
Felony	6	55%
Misdemeanor	0	0%
DWI	5	45%
Other	0	0%
	11	100%

PURSUIT DISTANCE:

DISTANCE	COUNT	PERCENT OF TOTAL
< 1 mile	0	0%
1 to 2 miles	4	36%
2.1 to 5 miles	5	46%
5.1 to 10 miles	1	9%
>10 miles	1	9%
	11	100%

TIME OF DAY:

TIME	COUNT	PERCENT OF TOTAL
0000-0600	6	55%
0600-1200	2	18%
1200-1800	2	18%
1800-0000	1	9%
	11	100%

TYPE OF VEHICLE PURSUED:

TYPE	COUNT	PERCENT OF TOTAL
Automobile	9	82%
Truck/SUV	1	9%
Motorcycle	0	0%
Other	1	9%
	11	100%

PURSUIT ABORTED:

	COUNT	PERCENT OF TOTAL
YES	5	45%
NO	6	55%
	11	100%

DID CRASH OCCUR:

	COUNT	PERCENT OF TOTAL
YES	0	0%
NO	11	100%
	11	100%

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Conclusion

Vehicle pursuits are low occurrence, high liability incidents which require careful and thorough examination to reduce future liability exposure. During 2021, Cedar Hill officers responded to 21,294 citizen-initiated calls for service and conducted 10,623 traffic stops. Of these 31,917 encounters, 11 resulted in vehicle pursuits.

The Pursuit Operations Policy specifically defines a vehicular pursuit as, "an active attempt by an officer in a police vehicle to apprehend a fleeing suspect who is failing to yield the right of way to the officer in an apparent attempt to avoid apprehension." The policy further defines specific criteria which must be met before initiating a vehicular pursuit as follows:

The suspect:

- *Has allegedly committed a jailable (non-fine only) offense and the offense would normally require full custody arrest; and,*
- *Exhibits the intention to avoid apprehension by using a vehicle to flee from the officer or refuses to stop at the direction of the officer; and*
- *If allowed to flee, would present a danger to human life, or cause serious injury*


During the review of the pursuits for 2021, five (5) of the incidents involved pursuits initiated for violations which did not meet the above requirements. However, they were conducted until a supervisor terminated the pursuit. The decision to pursue rests on the officer, their observations, and their ability to articulate their decision to a supervisor.

Although not specifically outlined, it is generally understood that an officer may not pursue for property related/non-violent offenses, specifically, misdemeanor offenses except in those instances where an officer can properly articulate facts which would give rise to a belief that a driver was intoxicated, thus meeting the third pursuit criteria. However, as previously stated, five pursuits began based on information that did not meet the three criteria and had to be terminated by a supervisor. This poses a potential unnecessary liability exposure for the department if those pursuits ended in a loss of life or property because they were carried out in opposition to established department policy.

To minimize any future occurrences of pursuits conducted unnecessarily, I recommend in depth discussions and training with supervisors and officers to provide a consistent understanding of the pursuit criteria including policy overview, decision making, and termination procedures.

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A further review of our training records identified 2013 as the last year department-wide emergency vehicle operation training was conducted. Although there were no crashes during pursuits during 2021, we are long overdue for this training. Fortunately, new department instructors have been identified and are enrolled in both TCOLE and emergency driving instructor schools during the 2022 training year. Equipment is actively being purchased to provide this department-wide training during the 2023 training year.



Captain C. Chenault #069

4/18/2022
Date

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Command Review:

C. Rein 176
Assistant Chief

4-18-22
Date


Chief of Police

4-18-22
Date