



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

DATE: March 30, 2021

TO: Acting Chief, J. Romas #516

FROM: Lt. G. Williams #154

SUBJECT: Annual Vehicle Pursuit and Forcible Stopping Analysis – 2020

PURPOSE:

The purpose of this memo is to provide an analysis of the Police Department’s vehicle pursuits and forcible stopping techniques which occurred in 2020 (to include a review of policy and reporting procedures) and to identify any potential patterns or trends that may indicate program effectiveness, training needs, disciplinary issues, or equipment and policy modification needs.

SUMMARY:

Creve Coeur Police Department Standard Operating Procedure 515, “Vehicle Pursuit Policy”, requires a Post Pursuit Report (CCPD 215) detailing the circumstances and justifications of any police related pursuit or the use of a roadblock, tire deflation device, or other forcible stopping technique. During calendar year 2020, there were 8 pursuits involving a total of 8 officers. No forcible stopping techniques were used and the pursuits were properly documented.

The following table depicts a summary of Creve Coeur Police vehicle pursuits for the past six years.

Vehicle Pursuits by Year	2015	2016	2017	2018	2019	2020
Total Pursuits	10	1	2	4	6	8
Forcible stopping techniques	0	0	0	0	0	0
Policy Compliant	5	1	2	2	4	5
Policy Non-compliant	5	0	0	2	2	3
Accidents	1	1	0	1	1	0
Injury to Officer	0	0	0	0	0	0
Injury to Suspect	0	0	0	0	0	0
Injury to Third Party	0	0	0	0	0	0
Property Damage	1	1	0	1	1	0
Origination: Traffic offense	7	1	1	2	2	5
Felony	1	0	1	1	3	2
Misdemeanor	1	0	0	1	0	0
Other	1	0	0	0	1	1
Terminated by Agency (Officer or Supervisor)	5	0	2	2	6	8
Terminated by Suspect (surrendered/stopped)	4	0	0	1	0	0

Note: Starting with April of 2020, the Department started tracking the number of people who Fail to Yield when an officer attempts a traffic stop. For those nine months of 2020, a total of 62 drivers Failed to Yield. Five of the 62 were pursuits and those five pursuits are accounted for in the annual pursuit analysis. Of the remaining 57 Fail to Yield incidents, the officers operated their vehicles in accordance with Department policy (safe driving, lights & siren, etc.).

PURSUIT FINDINGS - 2020:

A review of the eight (2020) pursuit reports show the maximum speed and duration of each pursuit was:

20-205: Max speed 16 miles per hour over the posted speed limit (56/40, on Olive); approximately 2.1 miles with a duration of approximately 2 minutes and 30 seconds.

20-400: Max speed 20 miles per hour over the posted speed limit (60/35, on Olive); approximately .5 miles in duration and lasted approximately 45 seconds.

20-629: Max speed 38 miles per hour over the posted speed limit (98/60, on IS 270); approximately 2 miles in duration and lasted approximately 1 minute.

20-795: Max speed 60 miles per hour over the posted speed limit (120/60, on IS 64); approximately 2.2 miles in duration and lasted approximately 1 minute.

20-868: Max speed 50 miles per hour over the posted speed limit (90/40, on Olive); approximately 2.5 miles in duration and lasted approximately 2 minutes.

20-1079: Max speed 60 miles per hour over the posted speed limit (120/60 on IS 270); approximately 1.2 miles in duration and lasting approximately 1 minute.

20-1497: Max speed 30 miles per hour over the posted speed limit (90/60 on IS 270); approximately 4 miles in duration and lasted approximately 3 minutes.

20-1919: Max speed 28 miles per hour over the posted speed limit (68/40 on Ladue Rd.); approximately .5 miles in duration and lasted approximately 1/2 minute.

Of the eight pursuits in 2020:

- One was originated by another jurisdiction.
- None ended in an accident.
- No suspect, officer, or member of the public was injured.
- No Stop Sticks or other forcible stopping techniques were utilized.
- The in-car cameras were activated in accordance with department policy, capturing each pursuit.
- Of the pursuits which were outside of policy, there were no egregious violations. The policy was reviewed with each officer as a part of their coaching and training.
- Reporting of pursuits and the administrative review of the reports were completed in compliance with department policy.

ANALYSIS: 2015 - 2020

The following graph compares the total activity for each year to the number of pursuits.

	2015	2016	2017	2018	2019	2020
Calls for Service	18,501	17,584	16,618	16,797	19,477	15,498
Traffic Stops	11,128	8,088	6,130	7,220	7,249	5,939
Total Activity	29,629	25,672	22,748	24,117	26,726	21,437
Total Pursuits	10	1	2	4	6	8
Policy Compliant Pursuits	5	1	2	2	4	5
Policy Non-compliant Pursuits	5	0	0	2	2	3

The following table depicts a summary of Creve Coeur Police vehicle pursuits for the past six years based upon the day of the week and time of day.

Year	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2015	2:21AM	11:55PM	12:04AM 4:38AM		1:51AM 10:53AM	1:52PM	12:35AM 8:36AM 11:48AM
2016				12:55AM			
2017	3:00AM 11:04PM						
2018			7:00PM 12:40AM				3:33AM 3:37PM
2019	2:20AM 4:30PM	11:51PM	11:53PM		4:06AM	12:52AM	
2020	12:41PM 6:13 PM	00:56AM 3:13AM	3:09AM	3:35AM	8:53AM		8:34PM

Information from the 31 pursuits which occurred in 2015 through 2020 are used collectively for the following five tables below:

1) Pursuit & Forcible Stopping, compliant & non-compliant totals.

Vehicle Pursuits	2015 - 2020
Total Pursuits	31
Forcible stopping techniques	0
Policy Compliant	19
Policy Non-compliant	12

2) Initiating event: When there are several initiating events for a pursuit, only the most serious event is used.

Traffic offense (to include suspected DWI violations)	Felony	Misdemeanor	Other
18	8	2	3

3) Race and sex of the driver pursued:

Of the 31 pursuits, we were not able to determine either the sex or race of 16 of the drivers (due to night-time hours, not being apprehended, etc.):

Sex	Caucasian	African American	Hispanic	Asian	Other
Male - 14	4	9	0	1	0
Female -1	0	1	0	0	0
Unknown -16	-	-	-	-	-

4) Pursued driver's age groups:

Of the 31 pursuits, we do not know the age of 18 of the drivers (due to night-time hours, not being apprehended, etc.), therefore, only 13 are included in the table below:

Age	Caucasian	African American	Hispanic	Asian	Other
Under 20 (0)	-	-	-	-	-
20 – 29 (6)	1	5	-	-	-
30-39 (3)	1	1	-	1	-
40-49 (2)	1	1	-	-	-
50-59 (2)	1	1	-	-	-
60 and up (0)	-	-	-	-	-

From the 2015 – 2020 pursuit data:

- The majority of pursuits, 49%, occurred between Friday and Sunday, inclusive; the timespan traditionally held as the weekend.
- Most pursuits (where a subject was identified) involved male drivers.
- The majority (62.5%) of pursuits were within policy.

In December 2020, the policy was updated to meet minor updates to the CALEA standard.

RECOMMENDATIONS:

Based upon this review and analysis, there is a need to:

1. Ensure the Department continues to promote safe driving skills and the national campaign regarding reducing crashes and injuries (“Below 100 initiative”).
2. Continue the reporting, administrative review and the entries into Guardian Tracking of each pursuit.
3. Continue to address, as needed, any disciplinary issues related to pursuits.
4. Accomplish the annual training on the policy by March 31, 2021.

Respectfully submitted,

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CALEA reference: 41.2.2 & 41.2.3