



# MEMORANDUM

DATE: March 4, 2022  
 TO: Chief Jeffrey Hartman  
 FROM: Capt. Jon Romas  
 SUBJECT: 2021 Pursuit Activity Summary and Analysis

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**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 2021 (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 forcible stopping technique. During calendar year 2021, there were 9 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 7 years.

Vehicle Pursuits by Year	2015	2016	2017	2018	2019	2020	2021
Total Pursuits	10	1	2	4	6	8	9
Forcible stopping techniques	0	0	0	0	0	0	0
Policy Compliant	5	1	2	2	4	5	6
Policy Non-compliant	5	0	0	2	2	3	3
<b>**Fail to Yield**</b>	-	-	-	-	-	62	62
Pursuits Resulting in a Crash	1	1	0	1	1	0	3
Injury to Officer	0	0	0	0	0	0	0
Injury to Suspect	0	0	0	0	0	0	1
Injury to Third Party	0	0	0	0	0	0	0
Property Damage	1	1	0	1	1	0	3
Origination: Traffic offense	7	1	1	2	2	5	3
Felony	1	0	1	1	3	2	5
Misdemeanor	1	0	0	1	0	0	0
Other	1	0	0	0	1	1	1
Terminated by Agency (Officer or Supervisor)	5	0	2	2	6	8	7
Terminated by Suspect (surrendered/stopped)	4	0	0	1	0	0	2

*\*\*Beginning April, 2020, we began tracking “Fail to Yield”. The data for 2020 is April – Dec. The data for 2021 is Jan – Dec.*



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## PURSUIT FINDINGS - 2021:

Of the nine pursuits in 2021:

- Three were initiated by another jurisdiction.
- Two ended when the suspect crashed. One suspect was injured when he crashed.
- No officers or uninvolved members of the public were 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 - 2021

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

	2015	2016	2017	2018	2019	2020	2021
Calls for Service	18,501	17,584	16,618	16,797	19,477	15,498	15,651
Total Pursuits	10	1	2	4	6	8	9
Policy Compliant Pursuits	5	1	2	2	4	5	6
Policy Non-compliant Pursuits	5	0	0	2	2	3	3
Pursuit to Call Ratio**	1:1850	1:17,584	1:8309	1:4199	1:3246	1:1937	1:1739

\*\* Comparison of pursuits vs. Calls for Service – one pursuit for X calls

From year to year, the call volume has remained fairly consistent.

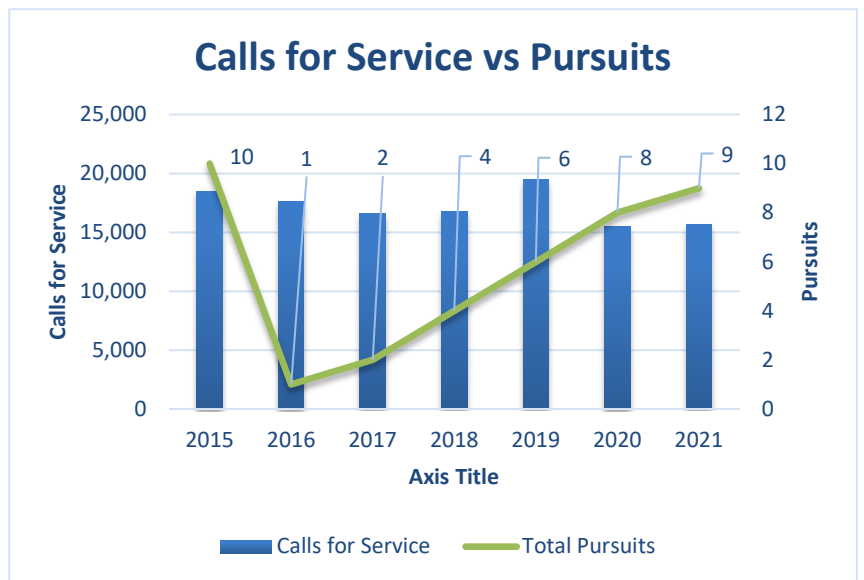
Since 2016, the calls for service to pursuit ratio has increased. However, there are many elements that *could* factor into this. Social climate and behavioral factors, which are **outside of our control**, do affect this ratio.

In 2014, there was a major revision to the pursuit policy changing the criteria authorizing a pursuit.

- As a result of this policy change, we experienced an increase in pursuits that were out of compliance.
- In December, 2015, there was another revision to the pursuit policy.
- As a result of these changes, subsequent training, and other factors, we saw a decline in pursuits in 2016.

There was another policy change in August, 2018 giving slightly more discretion when authorizing pursuits.

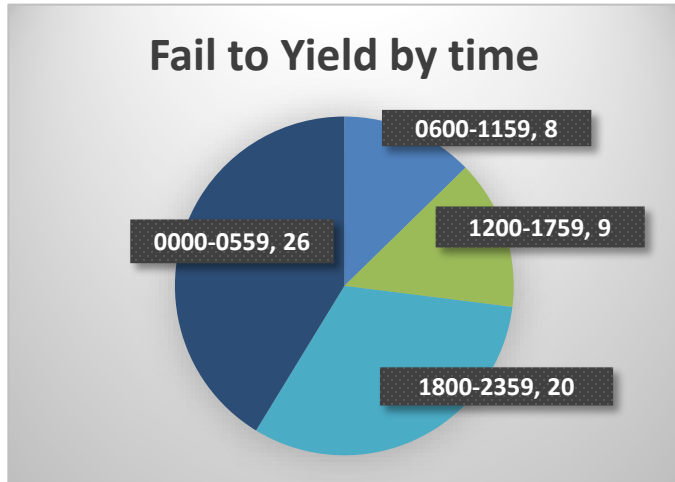
As officers became more comfortable with the policy and limitations on pursuits, coupled with the increase in motorists failing to yield (*see next page*), compliant pursuits have slowly increased to the current levels.





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## Fail to Yield vs. Pursuit



Starting in April, 2020 the Department saw an increase in vehicles failing to comply with attempts to stop them, known as a “fail to yield”. These stops do not meet the criteria for continuing into a pursuit because the information known to the officer did not indicate a felony, a danger to the public, or other articulable circumstances justifying a pursuit. Therefore, the officer shut off their lights/siren and did not pursue – thus a “fail to yield”.

In 2021, there were 62 vehicles fail to yield when a CCPD Officer attempted to stop a violator.

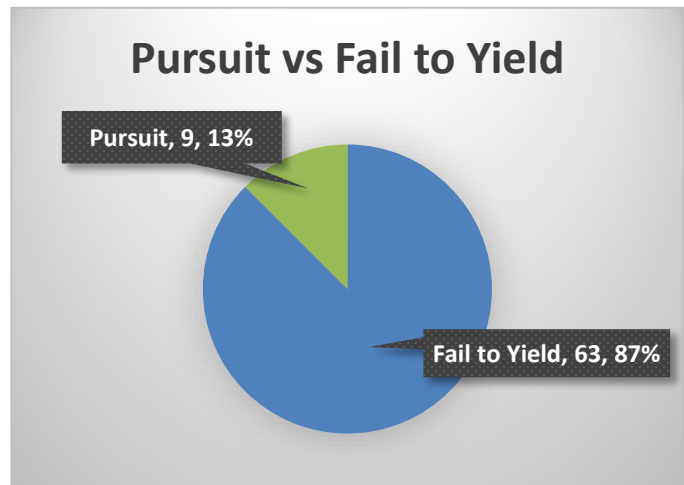
When compared to the pursuit data, it is obvious the vast majority of our officers are aware that they cannot pursue for traffic offenses alone; and, can delineate when an “attempt to stop” becomes a pursuit.

### **Conclusion:**

Most “fail to yields” occur between 6pm and 6am, when we have experienced the majority of vehicle thefts and larcenies from parked vehicles.

Training should continue with new officers:

- to ensure they understand when a pursuit begins
- what they are allowed to pursue for under the guidelines of this policy,
- ensure officers are reporting when a vehicle fails to yield to assure accurate data collection



### Initiating Event:

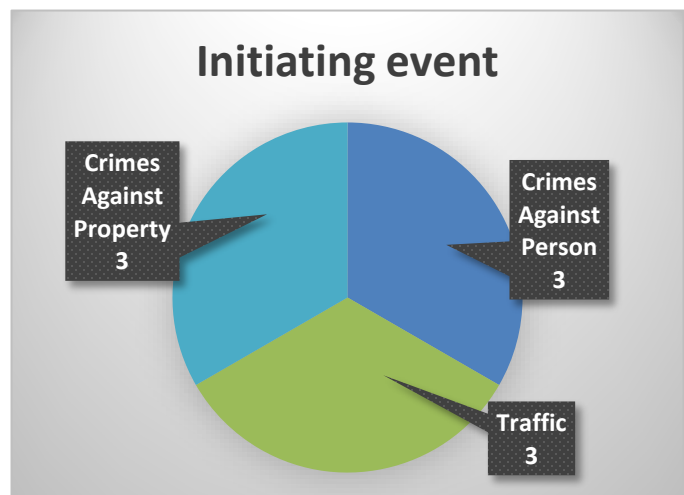
When there are several initiating events for a pursuit, only the most serious event is used.

The three “crimes against person” events were felonies. Two were for crimes occurring in another jurisdiction and our officers assisted in their pursuit - one for a shooting, and the other was a pursuit of a kidnapping of an infant.

The three “crimes against property” events were also felonies. Each involved suspected thefts of weapons and vehicles.

One “traffic” pursuit was a DWI posing serious risk to the community. Two of the three ‘traffic’ pursuits were not compliant with policy and resulted in remedial training with the officers.

### Day of the week





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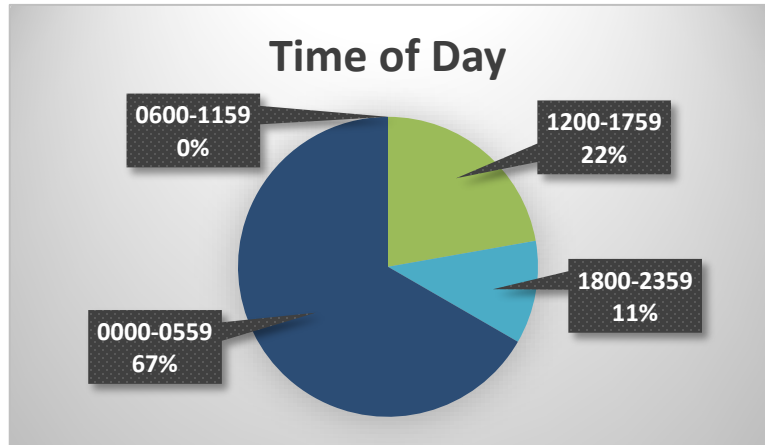
Of the 9 pursuits in 2021, the day of the week doesn't appear to be a factor on whether a pursuit occurred.

## Time of Day

Data from 2021 for time of day is consistent from previous years.

Few pursuits occurred during daytime, working hours.

The majority of pursuits occurred after midnight, with most pursuits occurring between 3 a.m. and 5 a.m. – *This is consistent from year-to-year*



**Conclusion:** Our data indicates Officers encounter more violators that are likely to flee between the hours of midnight and 6 a.m. Furthermore, Officers and Supervisors are less likely to engage in or authorize a pursuit during daytime hours because of the increased risk to bystanders and heavier traffic conditions.

## Number of Officers involved



Of the 9 pursuits in 2021, 3 pursuits involved 3 or more officers. However, in every case, the pursuit involved other agencies – either CCPD assisting them, or the other agency assisting us. No more than 2 Creve Coeur Officers were involved in any one incident. All of these were for felony level, crimes against persons. During one of these incidents an action taken by one of the Creve Coeur Officers involved was not policy compliant and resulted in remedial training.

Three pursuits involved 2 officers. Each of these was policy compliant, initiated for a felony offense and each was voluntarily terminated by either the officer or the supervisor.

Of the remaining pursuits involving 1 officer, two were not compliant. The initiating factor was careless driving/traffic charges. These pursuits were terminated quickly by the supervisor once it was determined they didn't meet pursuit criteria. These were addressed through remedial training for both Officers.

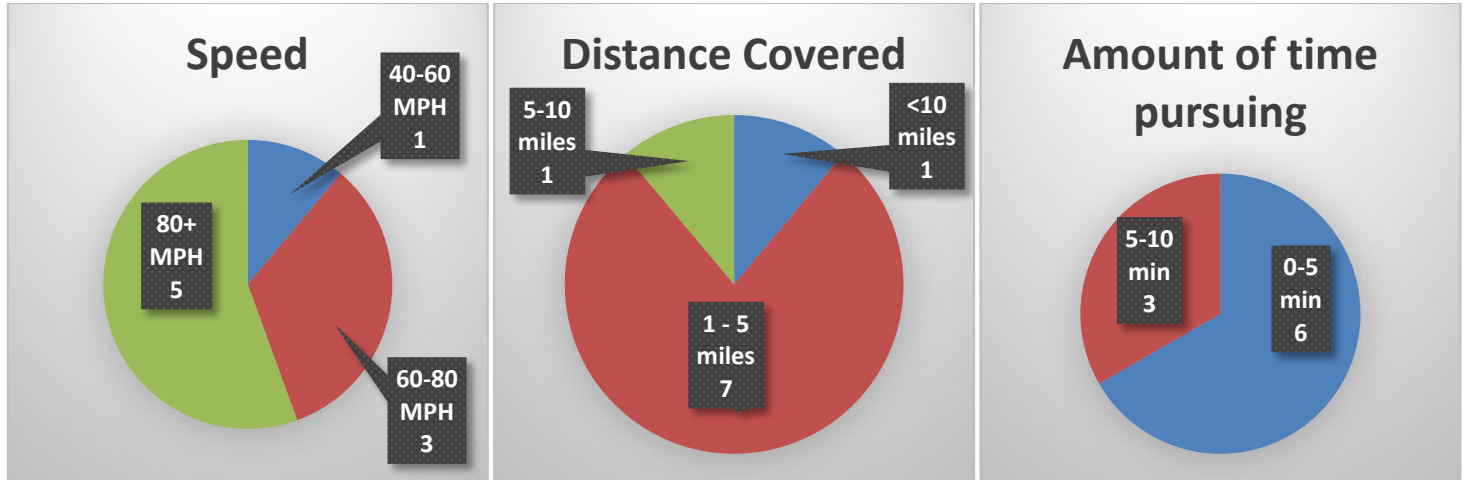
**Conclusion:** Non-compliant pursuits are terminated by the supervisor before additional officers become involved. Almost always (5/6 policy-compliant pursuits), 2 or more officers are involved.



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## Distance, speed and time pursuing

In all instances, speeds over 80MPH occurred on an Interstate Highway. In most instances, the pursuit occurs either on I-270 or in close proximity to the interstate and the offender fled onto the highway within the first minute of the pursuit, resulting in speeds over 80 MPH.



## Crashes

There were 3 crashes involving pursuits:

- One was a DWI where the suspect crashed several times during the pursuit. The suspect had minor injuries and was treated at the ER then released.
- One was a suspect who tried to escape by driving between two police cars and sideswiped a patrol car, causing minor damage. The same driver crashed into a utility pole shortly thereafter.
- One was a suspect who crashed while trying to escape and was later captured.
- No Officers or uninvolved parties were injured.

Pursuits	10
Crashes	3
suspect injured	1
Officer injury	0
Police car damaged	1
Suspect car damaged	3
Property damage (other)	1

## Race, sex and age of the pursued:

race	sex	age
African American	male	30-39
African American	male	20-29
unk		
African American	male	50-59
unk		
unk		
African American	male	20-29
unk		
African American	male	30-39

Of the 9 pursuits, the demographics of the suspects were unknown in 4 of the pursuits. Two of these pursuits, where the suspect was unknown, were non-compliant with policy and were terminated quickly by the supervisor before any suspect information could be obtained.

Of the remaining 5 pursuits, all drivers were African American males ranging in age from their 20's to their 50's.

In one of the 5 pursuits, the suspects have not been apprehended. Their demographics were captured on video as they were committing a burglary and theft of luxury vehicles.



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## Forcible Stopping

Forcible stopping methods have not been recently used, however, each officer is trained in this method. If forcible stopping was to be used, the equipment provided are "Stop Sticks", which are maintained in the supervisor's and traffic cars.

Because you cannot determine where a pursuit will take place in advance, nor where the two cars equipped with stop sticks may be located, the use of Forcible Stopping techniques is unlikely unless we choose to deploy more sets of Stop Sticks in additional patrol vehicles.

## Policy

The CCPD Pursuit Policy (SOP 515) was updated in December, 2020 to reflect updates to the current CALEA standards. In reviewing the policy and the CALEA standard, I see no immediate concerns that need to be addressed.

## **RECOMMENDATIONS:**

Based upon this review and analysis:

1. As we continue hiring new officers each year, it is essential that they receive comprehensive training and review of this policy throughout their Field Training so they understand:
  - What they can pursue for and provide examples
  - When a "fail to yield" becomes a pursuit, by showing examples from past incidents
  - That it is necessary to announce "in pursuit" on the radio to make the supervisor aware and provide an opportunity to allow or discontinue the pursuit.

This training is given during the initial weeks of field training and on going throughout the training period. To help address this, the questions about pursuits on the field training final test are being updated.

2. Refresh the annual training on this policy. This analysis has shown two of the non-compliant pursuits involved officers pursuing for traffic charges. It would be helpful for the training to show more examples of non-compliant pursuits and create a discussion around the issues that make them non-compliant. Sgt. McIntosh has begun this process for new officers hired and trained during 2022 and will incorporate these elements in the 2022 training.
3. Ensure the Department continues to promote safe driving skills and the national campaign regarding reducing crashes and injuries. Previous reports suggested officers attend "Below 100" classes. Sgt. McIntosh has coordinated a training session at the CCPD on April 8 and several CCPD officers will attend.
4. Continue the reporting, administrative review and the entries into Guardian Tracking of each pursuit. We have recently updated Guardian Tracking to accept post pursuit reports. Guardian Tracking has proven to be an effective tool in providing training, documenting non-compliance and identifying areas or Officers who need further training or development. Additionally, entering pursuit reports into Guardian Tracking will help with tracking and data analysis.

Respectfully submitted,

*Capt. J. Romas # 516*

Capt. Jon Romas #516