



# MEMORANDUM

DATE: January 27, 2023  
 TO: Chief Jeffrey Hartman  
 FROM: Lt. Jonathan McIntosh  
 SUBJECT: 2022 Pursuit Activity Summary and Analysis

## 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 2022. This review will include a review of policy and reporting procedures, and identify any potential patterns or trends that may indicate program effectiveness, training needs, disciplinary issues, or equipment and policy modification needs.

## SUMMARY OF PURSUIT ANALYSIS

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 the calendar year 2022, there were nine pursuits involving a total of nine different officers. No forcible stopping techniques were used and the pursuits were properly documented. The nine (9) pursuits mentioned do not include incidents where vehicles fled from officers and the officers used proper discretion not to pursue. That figure is represented in the “Fail to Yield” row in the table below.

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

Vehicle Pursuits by Year	2016	2017	2018	2019	2020	2021	2022
Total Pursuits	1	2	4	6	8	9	9
Forcible stopping techniques	0	0	0	0	0	0	0
Policy Compliant	1	2	2	4	5	6	5
Policy Non-compliant	0	0	2	2	3	3	4
<b>Fail to Yield<sup>1</sup></b>	-	-	-	-	62	62	50
Pursuits Resulting in a Crash	1	0	1	1	0	3	1
Injury to Officer	0	0	0	0	0	0	0
Injury to Suspect	0	0	0	0	0	1	1
Injury to Third Party	0	0	0	0	0	0	0
Property Damage	1	0	1	1	0	3	1
Origination: Traffic offense	1	1	2	2	5	3	3
Felony	0	1	1	3	2	5	6
Misdemeanor	0	0	1	0	0	0	0
Other	0	0	0	1	1	1	0
Terminated by Agency (Officer or Supervisor)	0	2	2	6	8	7	8
Terminated by Suspect (surrendered/stopped)	0	0	1	0	0	2	1

<sup>1</sup> **\*\*Beginning in April 2020, we began tracking “Fail to Yield”. The data for 2020 is from April – Dec. The data for 2022 is Jan – Dec.**

## 2022 PURSUIT FINDINGS

Of the nine pursuits in 2022:

- No officers or uninvolved members of the public were injured.
- All were initiated by the Creve Coeur Police Department. Officers from other agencies assisted in two pursuits.
- One ended when the suspect crashed and caused minor injuries to himself, and damage to someone’s property.
- No Stop Sticks or other forcible stopping techniques were utilized.
- The in-car cameras were activated in accordance with department policy, capturing each pursuit.
- Four pursuits were out of policy. Of the pursuits which were outside of policy, most were minor violations involving training, coaching, and learning points.
  - While the initiation of the pursuit was allowed by policy in all but one of these circumstances, the *continuation* of the pursuit as the pursuit progressed was not allowed by policy.
  - After reviewing the in-car camera video footage in each of these instances, the danger to the general public outweighed the necessity to continue the pursuit; thereby making it “non-compliant” with policy.
  - These pursuits were terminated by either the supervisor or the officer and were addressed through remedial training and discipline for all Officers.
- One pursuit resulted in disciplinary action and remedial training. 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: 2016 - 2022

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

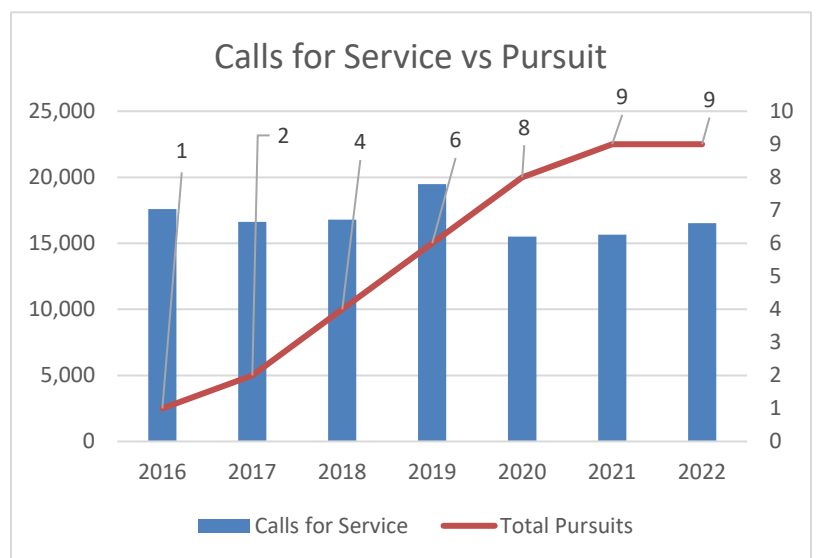
	2016	2017	2018	2019	2020	2021	2022
Calls for Service	17,584	16,618	16,797	19,477	15,498	15,651	16,514
Total Pursuits	1	2	4	6	8	9	9
Policy Compliant Pursuits	1	2	2	4	5	6	5
Policy Non-compliant Pursuits	0	0	2	2	3	3	4
Pursuit to Call Ratio**	1:17,584	1:8309	1:4199	1:3246	1:1937	1:1739	1:1834

\*\* 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, many elements *could* factor into this. Social climate and behavioral factors, which are **outside of our control**, do affect this ratio.

Further evidence can be seen in the “Failure to yield” numbers reflected in the next section. This number/factor was not tracked prior to 2020.



Other factors impacting this number include revisions to our pursuit policy, the subsequent familiarity and understanding of our pursuit policy, and the officer’s initiation of pursuits.

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

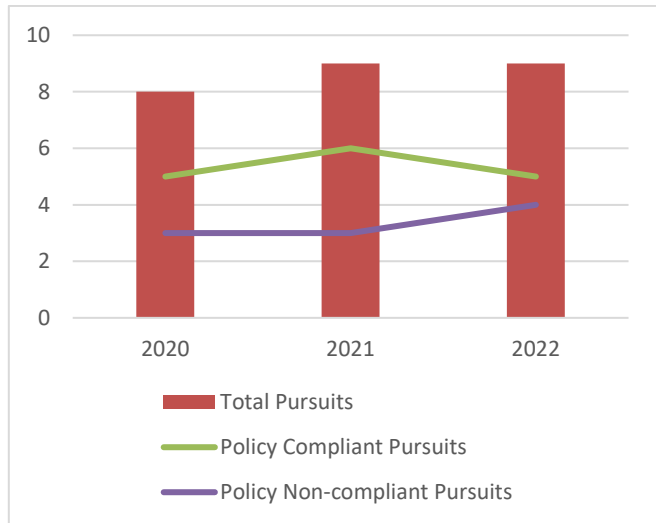
- As a result of this policy change, we experienced an increase in pursuits that were out of compliance.
- In December 2015, there was another revision to the pursuit policy.
- As a result of these changes, subsequent training and review of the policy and incidents combined with other factors resulted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

Another policy change in August 2018 gave slightly more discretion to the officer 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*), pursuits have slowly increased to the current levels.

The past three years have been consistent when pursuits are considered:

	2020	2021	2022
Calls for Service	15,498	15,651	16,514
Total Pursuits	8	9	9
Policy Compliant Pursuits	5	6	5
Policy Non-compliant Pursuits	3	3	4



## FAIL TO YIELD VS. PURSUIT

	total stops	fail to yield	pursuits
2020	5939	62	8
2021	5109	62	9
2022	5369	50	9

In 2022, 50 vehicles failed to yield when a CCPD Officer attempted to stop a violator. In each of these incidents, an officer consciously recognized a pursuit was not authorized and self-terminated before the incident became a pursuit.

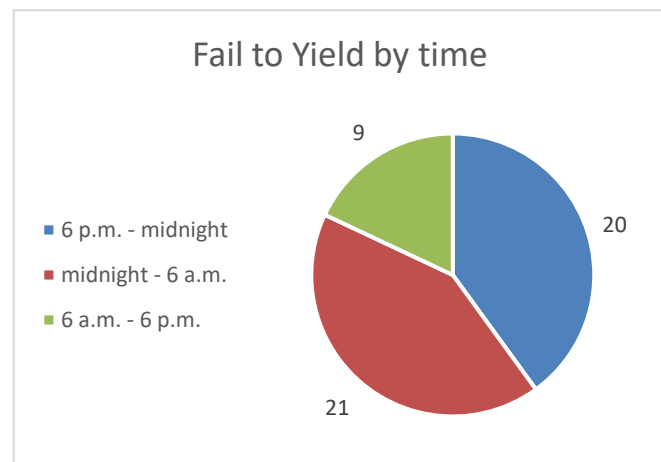
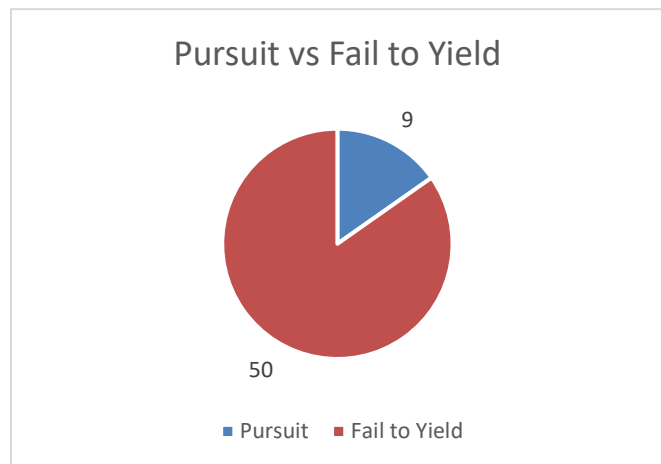
### Conclusion:

- Creve Coeur Police Officers are aware that they cannot pursue for traffic offenses alone; and, can delineate when an “attempt to stop” becomes a pursuit.
- Most “fail to yields” occur between 6 p.m. and 6 a.m. when we have experienced the majority of vehicle thefts and larcenies from parked vehicles.

A “fail to yield” occurs when an officer attempts a traffic stop and the vehicle’s occupants fail to stop. If the driver tries to elude the officer (accelerates, sudden turns, etc.) and the officer continues to follow, it becomes a pursuit. If the officer terminates his/her attempt to stop the vehicle by shutting off their lights and siren, and slowing to follow the posted speed limit, it is 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.

Starting in April 2020 the Department began tracking this data.



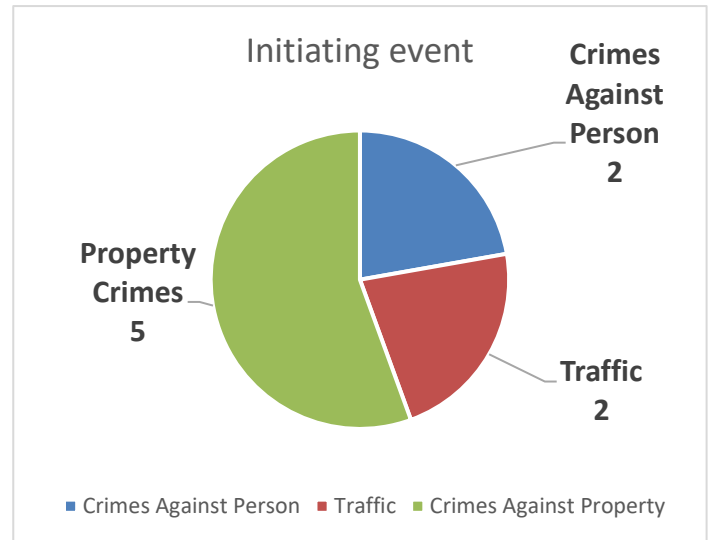
## INITIATING EVENT

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

The two “crimes against person” events were felonies. Both were for crimes occurring in another jurisdiction and our officers assisted in their pursuit - one for a shooting, and the other was a suspect wanted for robbery.

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

Of the two “traffic” pursuits, one was a DWI posing serious risk to the community. The other ‘traffic’ pursuit was not compliant with policy and resulted in remedial training with the officers.



## DAY OF WEEK

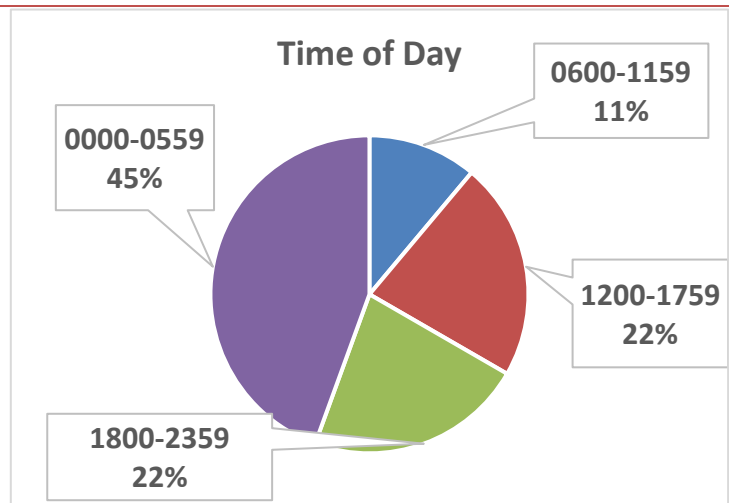
Of the nine pursuits in 2022, all but one pursuit occurred on a weekend. In the past, pursuits have not correlated with certain days of the week.

## TIME OF DAY

Data from 2022 for the time of day is consistent with previous years.

Few pursuits occurred during daytime, working hours.

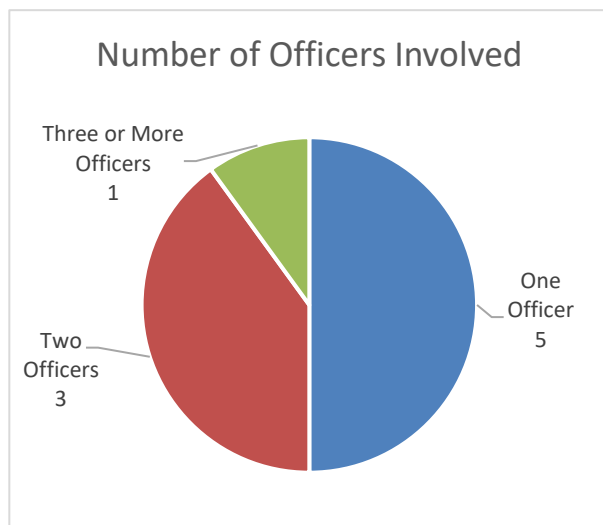
The majority of pursuits occurred after midnight, with most pursuits occurring between 3 a.m. and 5 a.m. – *This is consistent from year-to-year*



**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

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Of the nine pursuits in 2022:

- One pursuit involved three officers; however, this pursuit involved other agencies and there were never more than two officers pursuing the vehicle at any given time.
- No more than two Creve Coeur Officers were involved in any one incident. If two Creve Coeur Officers were involved, it was for a felony-level crime.
- Three pursuits involved two Creve Coeur officers. Each of these was policy compliant, initiated for a felony offense and each was terminated by either the officer or the supervisor.

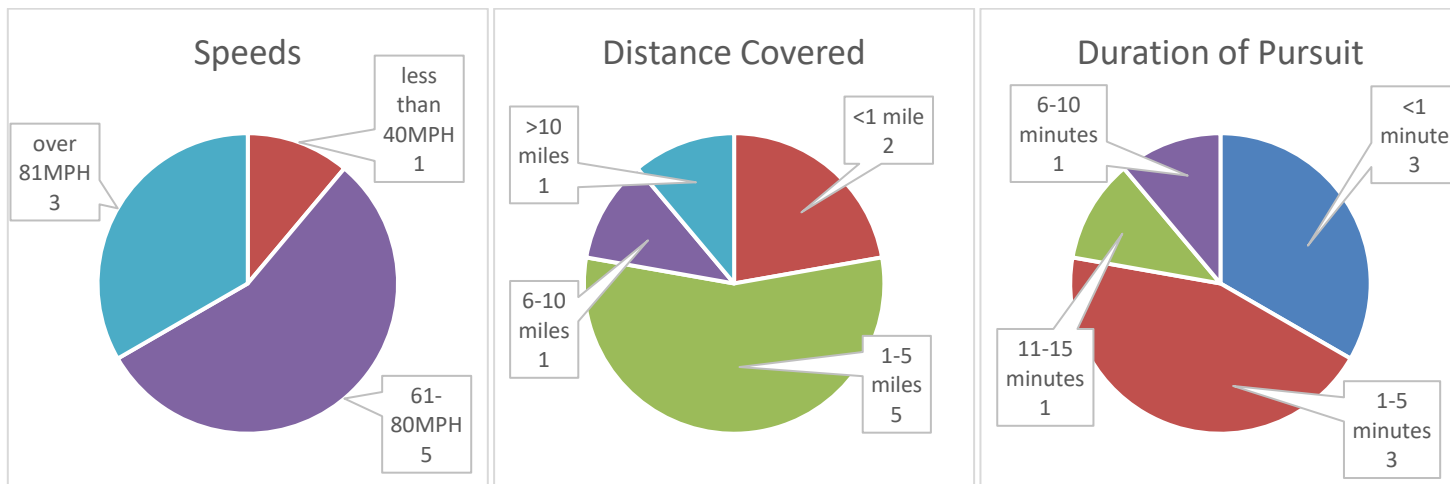
Of the five remaining pursuits, each involved only one officer:

- One pursuit, found compliant with policy, involved an impaired driver who was having a medical emergency.
- Three pursuits were for felony or suspected felony property crimes.
  - The *initiation* of these three pursuits was within policy; however, the *continuation* of these pursuits was not within policy.
- One pursuit was initiated for careless driving and traffic charges
  - This pursuit was not within policy, but lasted under one minute and was terminated by the supervisor.

## DISTANCE, SPEED, AND DURATION OF PURSUIT

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. Two incidents were thoroughly analyzed and reviewed in response to this data:

- The first generated speeds of over 80 MPH on Olive Blvd. At the time, officers thought they were pursuing a carjacking suspect.
- The second generated speeds of over 80 MPH on Ladue Road and I-270. Officers were pursuing a suspect wanted for assault 1<sup>st</sup> degree, someone who fired shots at a person in a car.
- Both occasions resulted in coaching and additional training for the officer.
- A third case of speeds reaching over 80 MPH occurred on I-270 when officers were pursuing a stolen vehicle.



## CRASHES

There was one crash involving a pursuit:

- A suspect was pursued due to impaired driving. After the subject crashed, causing damage to a third party's property, they were taken to the hospital for a medical emergency that caused the impaired driving.
- The subject sustained minor injuries in the crash and was treated for a medical emergency.
- No injuries/damage was sustained by officers or City Property.

## RACE, SEX, AND AGE OF THE PURSUED

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race	sex	age
unk		
unk		
African American	male	unk
unk		
White	male	18-30
African American	male	60+
African American	male	31-40
White	male	18-30
unk		

Of the nine pursuits, the demographics of the suspects were unknown in four of the pursuits. In all four of these pursuits, the crime occurred at night and no suspect information could be obtained by the officer. Three of these four pursuits were out of policy and were terminated by either the officer or the supervisor on duty.

Of the remaining five pursuits, three drivers were African American males and two were white males ranging in age from 18 to over 60.

In all five pursuits where a suspect was known, they were later captured and charged with fleeing/eluding officers.

### Forcible Stopping

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

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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

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Based on this review and analysis, I recommend the following:

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 ongoing throughout the training period. To help address this, the questions about pursuits on the field training final test are being updated.

2. Last year, we began showing new officers examples of non-compliant pursuits to create a discussion around the issues that make them non-compliant. The officers who received this training had no pursuit violations this year. I plan to expand this training to refresh the annual in-service training on this policy.



3. Ensure the Department continues to promote safe driving skills and participate in the national “Below 100” campaign to reduce crashes and injuries. Previous reports suggested officers attend “Below 100” classes. Several Creve Coeur Officers attended a “Below 100” training in April 2022 and several officers attended a driving course with Kirkwood, PD in October 2022. I have continued to seek out additional “live” driver’s training courses, as opposed to online driving courses. I would also like to send at least one person to the defensive driver’s instructor school to more actively participate in the Kirkwood training. I have looked for resources to help with this.
4. Continue the reporting, administrative review, and entries into Guardian Tracking of each pursuit. The addition of Guardian Tracking to track and report our pursuits was a huge help in completing this analysis. This year, it helped identify and track training needed for officers who violated the pursuit policy. We will continue to use Guardian Tracking to track training, document non-compliance, and identify areas or Officers who need further training or development.
5. Continue the review and testing practice already in place. (Every calendar year, all commissioned personnel at all ranks are required to review the Police Department Policy on Pursuit and Emergency Driving and successfully pass a written test demonstrating their understanding of the policy.)

Respectfully submitted,

Lt.  #657

Lt. Jonathan McIntosh #657

CALEA reference: 41.2.2 & 41.2.3