



# **ARLINGTON POLICE DEPARTMENT ARLINGTON, TEXAS**

## **2022 PURSUIT ANALYSIS REPORT**

**MARCH 2023**

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This is the annual statistical analysis of vehicle pursuits involving officers of the Arlington Police Department. This analysis focuses on calendar year 2022. Information for this report was derived from the departmental Pursuit Report and the Administrative Investigations Management (AIM) database. Arlington Police Department General Order 402.03 requires that each vehicle pursuit be documented on a pursuit report and reviewed by a supervisor. The analysis is based on data received by Internal Affairs as of March 20, 2023.

## Summary and Highlights

The chart below shows the trend from year to year for reported pursuits.

<b>Year</b>	<b>Pursuits</b>	<b>Difference</b>	<b>% Change</b>
<b>2022</b>	<b>63</b>	<b>-9</b>	<b>▼12.5%</b>
<b>2021</b>	<b>72</b>	<b>-7</b>	<b>▼9%</b>
<b>2020</b>	<b>79</b>	<b>+17</b>	<b>▲27%</b>
<b>2019</b>	<b>62</b>	<b>-4</b>	<b>▼6%</b>
<b>2018</b>	<b>66</b>	<b>-10</b>	<b>▼13%</b>
<b>2017</b>	<b>76</b>	<b>+3</b>	<b>▲4%</b>
<b>2016</b>	<b>73</b>	<b>+18</b>	<b>▲33%</b>
<b>2015</b>	<b>55</b>	<b>+16</b>	<b>▲41%</b>
<b>2014</b>	<b>39</b>	<b>-1</b>	<b>▼3%</b>
<b>2013</b>	<b>40</b>	<b>-1</b>	<b>▼2%</b>

An analysis of the 2022 pursuits:

- In 2022, 63 total pursuits occurred which is a 13% decrease from 2021.
- Department-wide average was 5.25 pursuits per month.
- November had 13 pursuits which was the highest percentage of pursuits per month at 20.6%.
- Sunday was the most frequent day with 11 pursuits (17.5%).
- The greatest quantity of pursuits were initiated between the hour of 0100-0159 at 7 pursuits (11%).
- 43 pursuits were initiated for a suspected felony offense (68.3%), which is more than the previous year.
- 17 pursuits (27%) were initiated for a suspected DWI offense (27%), which is less than the previous year.
- Most pursuits (60%) were initiated on a non-residential street. This is consistent with the previous year's trend.
- Most pursuits were terminated on a non-residential street (35%).
- Voluntary stops accounted for 15 (23.8%) of the pursuit terminations, which is a decrease from the previous year.
- Officer decisions accounted for 17 (27%) of pursuit terminations, which is an increase from the previous year.
- Supervisor decisions accounted for 18 (28.6%) of pursuit terminations, which is an increase from the previous year.

- 13 (20.6%) of pursuits ended due to a collision, which is a 6.8% increase from the previous year.
- 29 pursuits (46%) had a duration of less than 3 minutes.
- 46 pursuits (73%) lasted less than 5 minutes.
- 16 pursuits (25.4%) lasted between 5 and 25 minutes.
- Only 1 pursuit (1.6%) had a duration of more than 25 minutes. The duration of the longest pursuit was 56 minutes.
- 30 of the 63 vehicle pursuits resulted in an arrest (47.6%). This is a 40% decrease from 2021 which saw 50 arrests.
- The most common charges of those apprehended other than Evading Arrest (40) was for Unauthorized Use of a Motor Vehicle, Criminal Trespass, Robbery, Felony or Misdemeanor Warrant, or another felony offense.
- The reason for initiating the pursuit correlated with the subsequent charges filed in 23 (36.5%) of the 63 pursuits. 33 (52.4%) of pursuits resulted in no suspect contact, so it is unknown if the charges would have correlated.
- 20 (31.7%) of the pursuits had at least one policy violation. 8 of those violations were handled through coaching/mentoring or memos to file. 1 violation resulted in a memo to file. 1 violation resulted in no action.

### **Vehicle Pursuits by Month**

During 2022, Arlington Police Officers engaged in 63 vehicle pursuits. This is 13% lower than in 2021 which had 72 vehicle pursuits for an average of 6 pursuits per month. The highest month in 2021 was September with 10 pursuits. In 2022, November accounted for the highest number of pursuits at 13, followed by June with 8. There were no noteworthy trends or correlations that can be drawn from this change. See the following table for further pursuit analysis by month.

<b>MONTH</b>	<b>NO. OF PURSUITS</b>	<b>PERCENTAGES</b>
<b>January</b>	<b>5</b>	<b>7.9%</b>
<b>February</b>	<b>5</b>	<b>7.9%</b>
<b>March</b>	<b>6</b>	<b>9.5%</b>
<b>April</b>	<b>5</b>	<b>7.9%</b>
<b>May</b>	<b>4</b>	<b>6.4%</b>
<b>June</b>	<b>8</b>	<b>12.7%</b>
<b>July</b>	<b>2</b>	<b>3.2%</b>
<b>August</b>	<b>5</b>	<b>7.9%</b>
<b>September</b>	<b>2</b>	<b>3.2%</b>
<b>October</b>	<b>4</b>	<b>6.4%</b>
<b>November</b>	<b>13</b>	<b>20.6%</b>
<b>December</b>	<b>4</b>	<b>6.4%</b>
<b>Total</b>	<b>63</b>	<b>100.0%</b>

### Vehicle Pursuits by Day of the Week

During 2022, Sunday was the most prevalent day of the week for vehicle pursuits with 11. Saturday, Sunday, and Monday accounted for 31 (49.2%) of the pursuits. In 2021, Saturday accounted for the highest number of pursuits with 15. There were no noteworthy trends or correlations that can be drawn from this change. See the following table for further pursuit analysis by day of week.

Day of Week	No. of Pursuits	Percentage
Monday	10	15.9%
Tuesday	8	12.7%
Wednesday	10	15.9%
Thursday	7	11.1%
Friday	7	11.1%
Saturday	10	15.9%
Sunday	11	17.4%
<b>Total</b>	<b>63</b>	<b>100.0%</b>

### Vehicle Pursuits by Time of Day

During 2022, the most pursuits in an hour were initiated between 0100-0159 with 7 pursuits (11.2%). Most pursuits (74.6%) occurred between 1700 hours and 0400 hours. In 2021, 0001-0059 was the most prevalent hour with 11 pursuits. See the following table for further pursuit analysis by time of day.

Time of Day	Number of Pursuits	Percentage	Time of Day	Number of Pursuits	Percentage
0001-0059	2	3.2%	1200-1259	1	1.6%
0100-0159	7	11.2%	1300-1359	2	3.2%
0200-0259	6	9.5%	1400-1459	4	6.3%
0300-0359	3	4.8%	1500-1559	0	0.0%
0400-0459	4	6.3%	1600-1659	0	0.0%
0500-0559	0	0.0%	1700-1759	6	9.5%
0600-0659	1	1.6%	1800-1859	4	6.3%
0700-0759	3	4.8%	1900-1959	6	9.5%
0800-0859	0	0.0%	2000-2059	4	6.3%
0900-0959	1	1.6%	2100-2159	2	3.2%
1000-1059	0	0.0%	2200-2259	3	4.8%
1100-1159	0	0.0%	2300-2359	4	6.3%
			<b>Total</b>	<b>63</b>	<b>100.0%</b>

### Vehicle Pursuits by Reason and Street Type

During 2022, 43 (68.3%) pursuits were initiated for a suspected Felony offense. A suspected DWI offense accounted for 17 (26.9%) of the initiated pursuits. This is a significant departure from the prior year in which 22 pursuits were initiated due to suspected Felony offense and 46 for a suspected DWI offense. During 2022, 38 (60.3%) of pursuits were initiated on a non-residential street. 23 (36.5%) were terminated on a residential street. This is consistent with the prior year. See the following tables for further pursuit analysis by reason and street type.

Reason	Number	Percentage
DWI	17	26.9%
Felony Offense	43	68.3%
Other	1	1.6%
Outside Agency Assist	2	3.2%
<b>Total</b>	<b>63</b>	<b>100.0%</b>

Street Type	Pursuit Initiation	Percentage	Pursuit Termination	Percentage
Non-Residential	38	60.3%	22	34.9%
Residential	15	23.8%	23	36.5%
Interstate	7	11.1%	14	22.3%
Other	3	4.8%	4	6.3%
<b>Total</b>	<b>63</b>	<b>100.0%</b>	<b>63</b>	<b>100.0%</b>

### Pursuit Analysis by Means of Termination

The most common reason for pursuit termination in 2022 was due to supervisor order at 18 (28.6%). Voluntary stops decreased from 36 (50%) in 2021 to 15 (23.8%). The officer's decision to terminate a pursuit increased from 12 pursuits (16.6%) in 2021 to 17 pursuits (27%) in 2022. There were 13 instances (20.6%) of pursuit terminations due to collision in 2022, which is an increase from 10 collisions (13.8%) in 2021. More pursuits were ended by officers and supervisors in 2022 than the prior year. See the following table for further pursuit analysis by means of termination.

Means of Termination	2022 Number	Percentage	2021 Number	Percentage
Voluntary	15	23.8%	36	50.0%
Collision	13	20.6%	10	13.8%
Officer Decision	17	27.0%	12	16.6%
Supervisor Order	18	28.6%	14	19.4%
<b>Total</b>	<b>63</b>	<b>100.0%</b>	<b>72</b>	<b>100%</b>

### Length of Pursuits

46 pursuits (73%) in 2022 lasted less than 5 minutes. 16 pursuits (25.4%) lasted more than 5 minutes but less than 25 minutes. Only one pursuit lasted longer than 25 minutes (56 minutes). The data is consistent with the previous year. See the following table for further pursuit analysis by length.

<b>Length of Pursuit (min)</b>	<b>Number Pursuits</b>	<b>Percentage</b>
<b>&lt; 1 min</b>	<b>5</b>	<b>7.9%</b>
<b>1-&lt;3 min</b>	<b>24</b>	<b>38.1%</b>
<b>3-&lt;5 min</b>	<b>17</b>	<b>27.0%</b>
<b>5-&lt;7 min</b>	<b>4</b>	<b>6.3%</b>
<b>7-&lt;9 min</b>	<b>2</b>	<b>3.2%</b>
<b>9-&lt;11 min</b>	<b>2</b>	<b>3.2%</b>
<b>11-&lt;13 min</b>	<b>3</b>	<b>4.8%</b>
<b>13-&lt;15 min</b>	<b>0</b>	<b>0.0%</b>
<b>15-&lt;20 min</b>	<b>1</b>	<b>1.6%</b>
<b>20-&lt;25 min</b>	<b>4</b>	<b>6.3%</b>
<b>25-&lt;30 min</b>	<b>0</b>	<b>0.0%</b>
<b>30-&lt;35 min</b>	<b>0</b>	<b>0.0%</b>
<b>35-&lt;40 min</b>	<b>0</b>	<b>0.0%</b>
<b>40-&lt;45 min</b>	<b>0</b>	<b>0.0%</b>
<b>45-&lt;50 min</b>	<b>0</b>	<b>0.0%</b>
<b>50-&lt;55 min</b>	<b>0</b>	<b>0.0%</b>
<b>55-&lt;60 min</b>	<b>1</b>	<b>1.6%</b>
<b>Total</b>	<b>63</b>	<b>100.0%</b>

### Vehicle Speed Analysis

In 2022, 41 pursuits had maximum speeds greater than 80 miles per hour (65%). 11 pursuits had speeds over 120 mph in 2022, which is slightly more than the prior year. The maximum speed for a pursuit in 2022 was 135 mph. Most pursuits in 2022 reached speeds of more than 80 miles per hour, which is consistent with the prior year. See the following table for further vehicle speed analysis.

Officer's Speed	Number	Percentage
Unknown	0	0.00%
Under 30 mph	3	4.8%
30 - 60 mph	7	11.1%
61 - 80 mph	12	19.0%
81 - 100 mph	16	25.4%
101- 120 mph	14	22.2%
Over 120 mph	11	17.5%
<b>Total</b>	<b>63</b>	<b>100.0%</b>

### Vehicle Pursuits by Police District

During 2022, the Community Action Team (CAT) had the most pursuits with 24 (38.1%). The North District had 13 pursuits (20.6%). East District had 12 pursuits, the West District had 5 pursuits, and the South District had 3 pursuits. All four districts show a decrease in the number of pursuits when compared to 2021. 2022 pursuit comparison data for the CAT Unit was not captured because categorized pursuit data for the CAT Unit was not captured prior to year 2022. See the following table for further vehicle pursuit by district analysis.

District	2022 # Of Pursuits	Percentage	2021 # Of Pursuits	Percentage
North	13	20.6%	33	45.8%
East	12	19.1%	14	19.4%
West	5	7.9%	9	12.5%
South	3	4.8%	16	22.3%
CAT	24	38.1%	-	-
Traffic	1	1.6%	-	-
Other	5	7.9%	0	0.00%
<b>Total</b>	<b>63</b>	<b>100%</b>	<b>72</b>	<b>100%</b>

## Arrests and Charges

During 2022, 29 of the 63 vehicle pursuits resulted in an arrest (46%). This is a 19% decrease from 2021, where 65% of pursuits resulted in an arrest. A total of 100 charges or warrants were filed or cleared against suspects and passengers involved in vehicle pursuits. This is a 52% decrease from year 2021 where a total of 192 total charges or warrants were filed or cleared against suspects and passengers involved in vehicle pursuits. The following table list the charges associated with vehicle pursuits in 2021.

Offense	Number of Charges from Arrests
Evading (Motor Vehicle and/or Foot)	39
Evading Arrest Causing Death	1
DWI	4
UUMV	6
Theft of MV	0
Theft of Property	2
Poss Drug Paraphernalia	1
Man / Del CS	4
Poss Marij	4
POSS CS PG 1	0
POSS CS PG 2	2
Tamper Fab Physical Evid Intent To Impair	1
Fel / Mis Warrant	5
Robbery	5
Assault Family Violence	1
Assault Causing Bodily Injury	1
Agg Asslt Family Violence	1
Agg Asslt Public Servant	1
Agg Asslt with Deadly Weapon	1
Agg Kidnapping w Deadly Weapon	1
Mental Detention	1
Public Intox	2
Criminal Mischief	3
Criminal Trespass	6
UCW	3
Unlawful Poss by Fel	1
Leaving Scene of Accident	1
Burg Habitation	1
Offensive Prov	1
Fail to ID	1
<b>Total</b>	<b>100</b>



### **Pursuit After-effects**

During 2022, 13 pursuits ended due to collision. This is an increase from 2021 where 10 pursuits ended due to collision. 5 of those collisions in 2022 resulted in injury to the suspects. 8 of those pursuits resulted in third party property damage. 1 pursuit resulted in death of a third party. No pursuits during 2022 resulted in officer injury or unit damage.

Injury	Minor	Severe	Fatal	Total
<b>Officers</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Other Parties</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>Suspect</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>

Vehicle Damage	Minor	Major	Total
<b>Officer</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Other Parties</b>	<b>1</b>	<b>6</b>	<b>7</b>
<b>Suspect</b>	<b>0</b>	<b>6</b>	<b>6</b>

### **Correlation Between Reasons and Charges**

A comparison between the reason given for vehicle pursuit initiations and the charges that resulted show:

- In 2022, the reason for initiating the pursuit correlated with the subsequent charges filed in 23 (36.5%) of the 63 pursuits. 7 (11.1%) pursuits had charges that did not correlate to the pursuit initiation reason. 33 (52.4%) pursuits resulted in the suspect not being apprehended so it is not known if there was a correlation.
- In 2022, the reason for initiating the pursuit correlated with the subsequent charges filed in 23 (76.7%) of the 30 apprehensions. 7 (23.3%) of the 30 apprehensions had charges that did not correlate to the pursuit initiation reason.
- In 2021, the reason for initiating the pursuit correlated with the subsequent charges filed in 39 (54%) of the 72 pursuits. 11 pursuits had charges that did not correlate to the pursuit initiation reason. 22 (30.6%) pursuits in 2021 resulted in the suspect not being apprehended so it is not known if there was a correlation.
- In 2021, the reason for initiating the pursuit correlated with the subsequent charges filed in 39 (78%) of the 50 apprehensions. 11 (22%) of the 50 apprehensions had charges that did not correlate to the pursuit initiation reason.
- Although the correlation rate fell slightly between 2021 and 2022, the difference does not appear to be statistically significant. Overall, when the suspect was apprehended, the charges correlated to the reason for the pursuit.

Reason	Reason/Charge Correlate	Reason/Charge Do Not Correlate	No Arrest/UNK	Total	% Correlate	% Do Not Correlate	% No Arrest
Felony	18	4	23	45	28.6%	6.3%	36.5%
DWI	5	3	9	17	7.9%	4.8%	14.3%
Other	0	0	1	1	0.0%	0.0%	1.6%
<b>Total</b>	<b>23</b>	<b>7</b>	<b>33</b>	<b>63</b>	<b>36.5%</b>	<b>11.1%</b>	<b>52.4%</b>

### Policy Violations

In 2022, 17.5% (11 out of 63) of the pursuits listed at least one policy violation. Three of these pursuits involved more than one violation. Three of pursuits involved more than one officer. Out of the 18 total violations discovered on these 11 pursuits, 16 violations were addressed through either Coaching/Mentoring, Memo to File, or No Discipline. Only one pursuit was addressed through discipline (2022-PR-0045 - Counseling Report for two violations by one officer). Nothing higher than a Counseling Report was issued for pursuit violations in 2022.

In comparison to previous years:

- 2021 - 22.0%
- 2020 - 22.0%
- 2019 - 29.0%
- 2018 - 33.3%

Pursuits with policy violations are listed in the table below along with action taken:

AIM #	Violation Summary	Count	Action taken
3	APDGO 402.02 D. 1 EMERGENCY VEHICLE OPERATION (RAN CODE TO PURSUIT WITH TWO UNITS ALREADY)	1	COACHING
5	402.02.D.2.c.- TERMINATION	2	MEMO TO FILE
5	APDGO 402.02.C. DEPT LIMITATIONS (DROVE WITHOUT LIGHTS/SIREN)	2	MEMO TO FILE
17	APDGO 402.02D.2.a PURSUIT INITIATION	1	COACHING
18	APDGO 402.02 D.2.b CONTINUATION (RISK BALANCING FACTORS)	1	COACHING
21	APDGO 402.02.D.2.d.7 PURSUING OFFENDER IN WRONG WAY	2	NO DISCIPLINE
37	APDGO 402.02.D.2.d.7 PURSUING OFFENDER IN WRONG WAY	1	NO DISCIPLINE
45	APDGO 402.02.B STATUTORY AUTHORITY TO DISOBEY REGULATIONS	1	COUNSELING REPORT
45	APDGO 402.02.C. - DEPARTMENT LIMITATIONS	1	COUNSELING REPORT
56	APDGO 402.02.D.2.d.7 PURSUING OFFENDER IN WRONG WAY	2	COACHING
62	APDGO 302.05 COMMUNICATION PROCEDURES	1	COACHING
65	APDGO 402.02.D.2.a PURSUIT INITIATION	1	COACHING
65	APDGO 402.03.A NOTICE TO DISPATCH	1	COACHING
67	APDGO 402.02.B STATUTORY AUTHORITY TO DISOBEY REGULATIONS	1	COACHING
<b>Total Violation Count</b>		<b>18</b>	

AIM #	OFFICERS	ASSIGNMENT
3	J. LOESEL 3091	NORTH/DAY SHIFT
5	J. COMACHO 2949	CAT
5	K. MUNOZ 2936	CAT
17	A. ANTHONY 3269	NORTH/EVENING SHIFT
18	C. ELLIOTT 1745	EAST/DAY SHIFT
21	K. MUNOZ 2936	CAT
21	A. PINA 1983	AI
37	J. WILSON #2946	DWI
45	J. COMACHO 2949	CAT
56	R. OROZCO PEREZ #3351	EAST/EVENING SHIFT
56	T. WARNER #3383	EAST/EVENING SHIFT
62	R. CARLBERG #3371	NORTH/MIDNIGHT SHIFT
65	S. DE LA CRUZ #3422	NORTH/MIDNIGHT SHIFT
67	S. DE LA CRUZ #3422	NORTH/MIDNIGHT SHIFT

The most frequent policy violation pursuing the wrong way, followed by pursuing without both lights and siren, and pursuit initiation. Please see the table below for further policy violation analysis. Only the actionable violations were counted in the section below which lists policy violations by category:

Violation Title	Number of Violations
APDGO 302.05 COMMUNICATION PROCEDURES	1
APDGO 402.02.B STATUTORY AUTHORITY TO DISOBEY REGULATIONS	2
APDGO 402.02.C. DEPT LIMITATIONS (DROVE WITHOUT LIGHTS/SIREN)	2
APDGO 402.02 D. 1 EMERGENCY VEHICLE OPERATION	1
APDGO 402.02.D.2.a. PURSUIT INITIATION	2
APDGO 402.02 D.2.b CONTINUATION (RISK BALANCING FACTORS)	1
APDGO 402.02.D.2.c. TERMINATION	2
APDGO 402.02.D.2.d.7 PURSUING OFFENDER IN WRONG WAY	3
APDGO 402.02.D.2.d.9 DELAYED INITIATION OF PURSUIT	-
APDGO 402.02.D.2.d.12 DRIVING ALONGSIDE OR IN FRONT OF	-
APDGO 402.03.A. NOTICE TO DISPATCH	1
APDGO 402.03.B. NUMBER OF UNITS	-
APDGO 402.03.C. COMMUNICATIONS RESPONSIBILITY	-
APDGO 402.03.F. CONTROLLING SUPERVISOR RESPONSIBILITIES	-
APDGO 402.03.F.3. MONITOR COMMUNICATIONS	-
COAPP 201.04.B. JUDGMENT	-
<b>TOTAL</b>	<b>14</b>