



ARLINGTON POLICE DEPARTMENT ARLINGTON, TEXAS

2023 PURSUIT ANALYSIS REPORT

MAY 2024

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Chief of Police**

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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 2023. 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 April 30, 2024. All percentage values have been rounded to the nearest tenth.

Summary and Highlights

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

Year	Pursuits	Difference	% Change
2023	101	+38	▲ 60.3%
2022	63	-9	▼ 12.5%
2021	72	-7	▼ 9%
2020	79	+17	▲ 27%
2019	62	-4	▼ 6%
2018	66	-10	▼ 13%
2017	76	+ 3	▲ 4%
2016	73	+ 18	▲ 33%
2015	55	+16	▲ 41%
2014	39	- 1	▼ 3%
2013	40	- 1	▼ 2%

An analysis of the 2023 pursuits:

- In 2023, 101 total pursuits occurred which is a 60% increase from 2022.
- The department-wide average was 8.4 pursuits per month.
- June had 15 pursuits which was the highest percentage of pursuits per month at 14.9%.
- Sunday was the most frequent day with 19 pursuits (18.8%).
- The greatest quantity of pursuits were initiated between the hour of 0200-0259. There were 13 pursuits (12.9%) initiated during the identified hour.
- 56 pursuits were initiated for a suspected felony offense (55.4%), which is a higher quantity but lower percentage than the previous year.
- 42 pursuits were initiated for a suspected DWI offense (41.6%), which is a higher quantity and percentage than the previous year.
- Most pursuits (64%) 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 (44%). This is consistent with the previous year's trend.
- Voluntary stops accounted for 39 (38.6%) of the pursuit terminations, which is an increase from the previous year.
- Officer decisions accounted for 24 (23.8%) of pursuit terminations, which is an increase in quantity but a decrease in percentage when compared to the previous year.

- Supervisor decisions accounted for 22 (21.8%) of pursuit terminations, which is an increase in quantity but a decrease in percentage when compared to the previous year.
- 16 (15.8%) of pursuits ended due to a collision, which is a 23% increase from the previous year.
- 51 pursuits (50.5%) had a duration of less than 3 minutes.
- 19 pursuits (18.8%) lasted more than 3 minutes but less than 5 minutes.
- 23 pursuits (22.8%) lasted more than 5 minutes but less than 25 minutes.
- Only 8 pursuits (7.9%) had a duration of 25 minutes or more. The duration of the longest pursuit was 4 hours 26 minutes.
- 51 of the 101 vehicle pursuits resulted in an arrest (50.5%). This represents a 70% increase from 2022 which saw 30 arrests.
- The most common charges for those apprehended other than Evading Arrest (66) was Misdemeanor Warrant (25) and Driving While Intoxicated (21).
- The reason for initiating the pursuit correlated with the subsequent charges filed in 45 (44.6%) of the 101 pursuits. 56 (55.4%) of pursuits resulted in no suspect contact, so it is unknown if the charges would have correlated.
- 31 (30.7%) of the pursuits had at least one policy violation. There were a total of 50 policy violations related to pursuits for year 2023. 43 of those violations were handled through coaching. 4 of those violations were disposed through Counseling Reports. 2 violations resulted in a memo to file. 1 violation resulted in no action.

Vehicle Pursuits by Month

During 2023, Arlington Police Officers engaged in 101 vehicle pursuits. This is 60% higher than in 2022 which had 63 vehicle pursuits. The highest month in 2023 was June with 15 followed by March and July with 14 pursuits. In 2022, November accounted for the highest number of pursuits at 13, followed by June with 8. There was a significant increase in vehicle pursuits from year 2022 into year 2023. March through July appear to be significant months for pursuit action with April being an outlier. See the following table for further pursuit analysis by month.

MONTH	NO. OF PURSUITS	PERCENTAGES
January	8	7.9%
February	9	8.9%
March	14	13.9%
April	8	7.9%
May	11	10.9%
June	15	14.9%
July	14	13.9%
August	7	6.9%
September	0	0.0%
October	8	7.9%
November	2	2.0%
December	5	4.9%
Total	101	100.0%

Vehicle Pursuits by Day of the Week

During 2023, Sunday was the most prevalent day of the week for vehicle pursuits with 19. In 2022, Sunday also accounted for the highest number of pursuits with 11. See the following table for further pursuit analysis by day of week.

Day of Week	No. of Pursuits	Percentage
Monday	17	16.8%
Tuesday	17	16.8%
Wednesday	10	9.9%
Thursday	11	10.9%
Friday	12	11.9%
Saturday	15	14.9%
Sunday	19	18.8%
Total	101	100.0%

Vehicle Pursuits by Time of Day

During 2023, the highest quantity of pursuits were initiated between 0200-0259 with 13 pursuits (12.9%). The highest concentration of pursuits (76.2%) occurred between 1800-0359 hours. 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. There is no significant change from year 2022 when compared with year 2023. 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	6	5.9%	1200-1259	2	2.0%
0100-0159	10	9.9%	1300-1359	0	0.0%
0200-0259	13	12.9%	1400-1459	4	4.0%
0300-0359	11	10.9%	1500-1559	4	4.0%
0400-0459	3	3.0%	1600-1659	4	4.0%
0500-0559	0	0.0%	1700-1759	2	2.0%
0600-0659	0	0.0%	1800-1859	5	5.0%
0700-0759	1	1.0%	1900-1959	4	4.0%
0800-0859	0	0.0%	2000-2059	6	5.9%
0900-0959	2	2.0%	2100-2159	6	5.9%
1000-1059	0	0.0%	2200-2259	8	7.9%
1100-1159	2	2.0%	2300-2359	8	7.9%
			Total	101	100.0%

Vehicle Pursuits by Reason and Street Type

During 2023, 56 pursuits (55.4%) were initiated for a suspected Felony offense. DWI offenses accounted for 42 pursuits (41.6%). During 2022, 43 pursuits (68.3%) were initiated for a suspected Felony offense. Suspected DWI offenses accounted for 17 (26.9%) of the initiated pursuits. Data provided indicates an upward trend in initiation for DWI.

During 2023, 65 pursuits (64.4%) were initiated on a nonresidential street. 26 pursuits (25.7%) were terminated on a residential street. 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	42	41.6%
Felony Offense	56	55.4%
Other	3	3.0%
Outside Agency Assist	0	0.0%
Total	101	100.0%

Street Type	Pursuit Initiation	Percentage	Pursuit Termination	Percentage
Non-Residential	65	64.4%	45	44.6%
Residential	19	18.8%	26	25.7%
Interstate	11	10.9%	22	21.8%
Other	6	5.9%	8	7.9%
Total	101	100.0%	101	100.0%

Pursuit Analysis by Means of Termination

The most common reason for pursuit termination in 2023 was voluntary termination (38.6%), followed by officer decision (23.8%). Comparatively, in 2022, voluntary termination accounted for (23.8%) of pursuit terminations, followed by officer decision at (27%). There were 16 (15.8%) instances of pursuit terminations due to collision. There were 13 instances (20.6%) of pursuit terminations due to collision in 2022, which represents a percentage decrease from year 2022. See the following table for further pursuit analysis by means of termination.

Means of Termination	2023 Number	Percentage	2022 Number	Percentage
Voluntary	39	38.6%	15	23.8%
Collision	16	15.8%	13	20.6%
Officer Decision	24	23.8%	17	27.0%
Supervisor Order	22	21.8%	18	28.6%
Total	101	100.0%	63	100%

Length of Pursuits

In 2023, 70 pursuits (69.3%) lasted less than 5 minutes. 23 pursuits (22.8%) lasted more than 5 minutes but less than 25 minutes. 8 pursuits (7.9%) had a duration longer than 25 minutes. The lengthiest pursuit in 202 had a duration of 4 hours, 26 minutes. In 2022, 46 pursuits (73%) 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 prior year except for several outliers. See the following table for further pursuit analysis by length.

Length of Pursuit (min)	Number Pursuits	Percentage
< 1 min	10	9.9%
1-2 min	41	40.6%
3-4 min	19	18.8%
5-6 min	7	6.9%
7-8 min	5	5.0%
9-10 min	6	5.9%
11-12 min	2	2.0%
13-14 min	1	1.0%
15 min	1	1.0%
20 min	1	1.0%
25 min	4	4.0%
30 min	2	2.0%
35 min	0	0.0%
40 min and >	2	1.9%
Total	101	100.0%

Vehicle Speed Analysis

In 2023, 54 pursuits (53.5%) had maximum speeds greater than 80 miles per hour. 20 pursuits had speeds over 120 mph in 2023, which represents a higher quantity than the prior year. The maximum speed for a pursuit in 2023 was 144 mph. Most pursuits in 2023 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	6	5.9%
30 - 60 mph	19	18.8%
61 - 80 mph	22	21.8%
81 - 100 mph	19	18.8%
101- 120 mph	15	14.9%
Over 120 mph	20	19.8%
Total	101	100.0%

Vehicle Pursuits by Police District

During 2023, the North District had the most pursuits with 30 (29.7%). The East District and Community Action Team (CAT) each had 19 pursuits (18.8%). South District had 15 pursuits and the West District had 6 pursuits. All four districts had an increase in the number of pursuits when compared to 2022. The Community Action Team had a decrease in number of pursuits when compared to 2022. (Note: 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	2023 # Of Pursuits	Percentage	2022 # Of Pursuits	Percentage
North	30	29.7%	13	20.6%
East	19	18.8%	12	19.0%
West	6	5.9%	5	7.9%
South	15	14.9%	3	4.8%
CAT	19	18.8%	24	38.1%
Traffic	6	5.9%	1	1.6%
Other	6	5.9%	5	7.9%
Total	101	100%	63	100%

Arrests and Charges

During 2023, 51 of the 101 vehicle pursuits resulted in an arrest (50.5%). This is a 75.8% increase from 2022, where 46% of pursuits resulted in an arrest. A total of 204 charges or warrants were filed or cleared against suspects and passengers involved in vehicle pursuits. This is a 104% increase from year 2022 where a total of 100 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 2023.

Offense	Number of Charges from Arrests
Evading (Motor Vehicle and/or Foot)	66
Driving While Intoxicated	21
Public Intoxication	1
Open Container	2
Resisting Arrest	3
Felony Warrant	13
Misdemeanor Warrant	25
Parole Violation	1
Unlawful Use of Motor Vehicle	10
Possession of Control Substance	11
Possession of Marijuana	5
Possession of Drug Paraphernalia	1
Assault	6
Robbery	7
Unlawful Carry of Weapons	4
Deadly Conduct	1
Fail to ID	5
No Driver's License	3
Speeding	1
Fail to Maintain Financial Responsibility	1
No Seatbelt	1
Ran a Red Light	1
Registration Violation	1
Engaging in Organized Crime	1
Criminal Trespass	4
Accident Involving Injury	1
Criminal Neglect	1
Tampering With Evidence	1
No Seatbelt	1
Interference With Public Duties	1
Theft	1
Terroristic Threat	1
Fraudulent Use of ID	1
Leaving the Scene of an Accident	1
Total	204

Pursuit After-effects

During 2023, 16 pursuits ended due to collision. This is an increase from 2022 where 13 pursuits ended due to collision. 4 of those collisions in 2023 resulted in injury to the suspects. 14 of those pursuits resulted in third party property damage. 2 pursuits resulted in injury or death of a third party. No pursuits during 2023 resulted in officer injury. 2 pursuits resulted in unit damage.

Correlation Between Reasons and Charges

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

- In 2023, the reason for initiating the pursuit correlated with the subsequent charges filed in 45 (44.6%) of the 101 pursuits. 6 (6.0%) pursuits had charges that did not correlate to the pursuit initiation reason. 50 (49.6%) pursuits resulted in the suspect not being apprehended so it is not known if there was a correlation.
- In 2023, the reason for initiating the pursuit correlated with the subsequent charges filed in 45 (88.2%) of the 51 arrests. 6 (11.8%) of the 51 arrests had charges that did not correlate to the pursuit initiation reason.
- 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.
- The correlation rate rose slightly between 2022 and 2023, the difference does not appear to be statistically significant. Overall, when a suspect was apprehended, the charges tend to correlate with 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	21	2	33	56	20.8%	2.0%	32.7%
DWI	24	4	14	42	23.8%	4.0%	13.9%
Other	0	0	3	3	0.0%	0.0%	3.0%
Total	45	6	50	101	44.6%	6.0%	49.6%

Policy Violations

In 2023, 29.7% (30 out of 101) of the pursuits listed at least one policy violation. 8 of these pursuits involved more than one violation. 12 of pursuits involved more than one officer. Out of the 50 total violations discovered on these 30 pursuits, 46 violations were addressed through either Coaching/Mentoring, Memo to File, or No Discipline. Only 4 pursuits were addressed through discipline. Nothing higher than a Counseling Report was issued for pursuit violations in 2023.

Policy violation percentages for the prior 5 years:

- 2022 - 17.5%
- 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
1	APDGO 402.02.B STATUTORY AUTHORITY TO DISOBEY REGULATIONS	1	Coaching
1	APDGO 402.03.B. NUMBER OF UNITS	1	Coaching
4	APDGO 402.02.D.2.d.7 PURSUING OFFENDER IN WRONG WAY	3	Coaching
5	APDGO 402.02.D.2.d.7 PURSUING OFFENDER IN WRONG WAY	1	Coaching
5	APDGO 402.02.C DEPT LIMITATIONS (DROVE WITHOUT LIGHST/SIREN)	1	Coaching
18	APDGO 402.02.E.1 EMERGENCY CALL RESPONSE	1	Coaching
27	APDGO 402.03.B. NUMBER OF UNITS	1	Counseling
31	APDGO 402.03.B. NUMBER OF UNITS	1	Coaching
32	APDGO 402.02.D.2.a PURSUIT INITIATION	3	Coaching
42	APDGO 402.02.C DEPT LIMITATIONS (DROVE WITHOUT LIGHST/SIREN)	1	Coaching
47	APDGO 402.02.C DEPT LIMITATIONS (DROVE WITHOUT LIGHST/SIREN)	1	Coaching
52	APDGO 402.02.D.2.B CONTINUATION	2	Coaching
52	APDGO 402.01(D) 2. (b) (c) PURSUIT RISK BALANCING FACTORS	2	Memo to File
57	APDGO 402.02.D.2.D.9 INITIATION OF PURSUIT AFTER DELAYED PERIOD OF TIME	1	Coaching
58	APDGO 402.03.A NOTICE TO DISPATCH	1	Coaching
63	APDGO 302.05 COMMUNICATION PROCEDURES	1	Coaching
65	APDGO402.02D.2.d.7 Pursuing Offender in Wrong Way	1	No Discipline
69	402.02.D.2.D.12 DRIVING IN FRONT OR ALONGSIDE FLEEING OFFENDER	1	Coaching
72	APDGO 402.02.C DEPT LIMITATIONS (DROVE WITHOUT LIGHST/SIREN)	2	Coaching
73	APDGO 402.02.A OBEDIENCE TO LAWS AND REGULATIONS	2	Coaching
73	APDGO 402.02.C DEPT LIMITATIONS (DROVE WITHOUT LIGHST/SIREN)	1	Coaching
76	APDGO402.02D.2.d.7 Pursuing Offender in Wrong Way	2	Coaching
77	APDGO402.02D.2.d.7 Pursuing Offender in Wrong Way	1	Coaching
79	APDGO 402.2(E)(2)(a) Appropriate Emergency Vehicle Operation in Pursuit	1	Counseling
79	APDGO 209.01.G APPX B MOBILE DVR	1	Counseling

81	APDGO 402.03.A NOTICE TO DISPATCH	1	Counseling
82	APDGO 402.02.C DEPT LIMITATIONS (DROVE WITHOUT LIGHST/SIREN)	1	Coaching
82	APDGO 402.03.A NOTICE TO DISPATCH	1	Coaching
88	APDGO 402.02.C DEPT LIMITATIONS (DROVE WITHOUT LIGHST/SIREN)	1	Coaching
89	APDGO 402.02.C DEPT LIMITATIONS (DROVE WITHOUT LIGHST/SIREN)	1	Coaching
92	APDGO 402.02.C DEPT LIMITATIONS (DROVE WITHOUT LIGHST/SIREN)	1	Coaching
94	APDGO 302.05 COMMUNICATION PROCEDURES	1	Coaching
94	APDGO 402.02.C DEPT LIMITATIONS (DROVE WITHOUT LIGHST/SIREN)	1	Coaching
96	APDGO 402.02.E.1 EMERGENCY CALL RESPONSE	2	Coaching
100	APDGO 402.02.E.1 EMERGENCY CALL RESPONSE	1	Coaching
102	APDGO 402.03.B NUMBER OF UNITS	2	Coaching
102	APDGO 402.02.C DEPT LIMITATIONS (DROVE WITHOUT LIGHST/SIREN)	1	Coaching
102	APDGO 402.02.E.1 EMERGENCY CALL RESPONSE	1	Coaching
103	APDGO 402.02.E.1 EMERGENCY CALL RESPONSE	1	Coaching
TOTAL Violation Count:		50	

AIM #	Employee Name	Shift/District
1	C. Coffman	North/B
1	A. Anthony	North/B
4	J. McRay	North/Mids
4	M. Vesey	North/Mids
4	M. Wright-Chapman	East / Mids
5	L. Oatman	East / Mids
5	J. Blanco	East / Mids
18	R. Carlberg	North/Mids
27	M. Vesey	North/Mids
31	A. Stone	South/Mids
32	T. Brown	North/B Shift
32	R. Gray	North/Mids
32	J. Patton	North/Mids
42	A. Pina	Traffic/C Shift
47	A. Pina	Traffic/C Shift
52	J. Merry	North/B Shift
52	C. Heiser	North/C Shift
52	J. Sanchez	North/C Shift
52	N. Nillpraphan	North/ Shift
57	E. Sanchez	South/A Shift
58	L. Oelke	North C/Shift
63	S. DeLaCruz	North/Mids
65	K. Munoz	CAT/C Shift
69	L. Thompson	West/C Shift
72	N. Ghidina	South/C Shift
72	J. Knight	North/Mids
73	C. Abernathy	SWAT
73	R. Gallegos	SWAT

73	R. Smith	SWAT
76	R. Bresser	North/B Shift
76	R. Gray	North/B Shift
77	N. Tarango	CAT/C Shift
77	C. Dickerman	CAT/C Shift
79	R. Carlberg	North/Mids
81	J. Wilson	Traffic/Mids
82	J. Edwards	East / Mids
88	J. Edwards	East / Mids
89	A. White	East / Mids
92	T. Richards	East / Mids
94	N. Tarango	CAT/C Shift
94	D. Martin	CAT/C Shift
96	Z. Grudzinski	North/Mids
96	J. Sanchez	North/Mids
100	A. Rosado	North C/Shift
102	T. Richards	East / Mids
102	C. Schirm	North/Mids
102	J. McRay	North/Mids
102	J. Shipp	North/Mids
103	M. Vesey	North/Mids

The most frequent policy violation was pursuing without both lights and siren (12), followed by pursuing the wrong way (8), and emergency call response (7). 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:

<u>Violation Title</u>	<u>Number of Violations</u>
APDGO 402.02.B STATUTORY AUTHORITY TO DISOBEY REGULATIONS	1
APDGO 402.03.B NUMBER OF UNITS	5
APDGO 402.02.D.2.d.7 PURSUING OFFENDER IN WRONG WAY	8
APDGO 402.02.C DEPT LIMITATIONS (DROVE WITHOUT LIGHTS/SIREN)	12
APDGO 402.02.E.1 EMERGENCY CALL RESPONSE	7
APDGO 402.02.D.2.a PURSUIT INITIATION	3
APDGO 402.02.D.2.B CONTINUATION	2
APDGO 402.01 (D)2.(b) PURSUIT RISK BALANCING FACTORS	2
APDGO 402.02.D.2.D.9 INITIATION OF PURSUIT AFTER DELAYED PERIOD OF TIME	1
APDGO 402.03.A NOTICE TO DISPATCH	3
APDGO 209.01.G APPX B MOBILE DVR	1
APDGO 302.05 COMMUNICATION PROCEDURES	2
APDGO 402.02 D.2.D.12 DRIVING IN FRONT OR ALONGSIDE FLEEING OFFENDER	1
APDGO 402.02.A OBEDIENCE TO LAWS AND REGULATIONS	2
APDGO 402.02.(E)(2)(a) APPROPRIATE EMERGENCY VEHICLE OPERATION IN PURSUIT	1
TOTAL	50