



TOPEKA POLICE DEPARTMENT

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Executive Summary

The Topeka Police Department (TPD) was involved in 48 vehicle pursuits in 2018. A pursuit is defined as “driving outside the normal rules of the road in an effort to follow and apprehend a fleeing subject” (4.11.5 Vehicle Pursuits). The policy evolution provided guidance that specifically prohibited vehicle pursuits unless the officer has a reasonable belief that the subject to be pursued has committed a felony; where the need to capture the suspect outweighs the danger to the public or has created an immediate threat of death or serious bodily injury to another person or a substantial threat to the safety of another person.

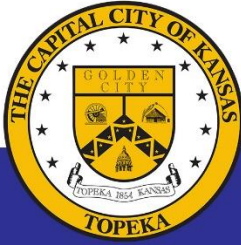
The information contained in this report is broken down into three major sections:

- Pursuit Factors Analysis
- Five-Year Trend Analysis
- Cross-Tabulation Analysis

Pursuit Factor Analysis examines the dynamics involved before, during and after a pursuit was initiated by police. Pursuit Factor Analysis considers variables such as the reasons pursuits were initiated, the types of vehicles pursued, the tactics utilized by police during pursuits and the reasons pursuits were terminated. Some other pursuit-related aspects analyzed in this section are pursuit-related crashes, injuries, fatalities and property damage. A summary of Pursuit Factor Analysis is found within this report.

Five-Year Trend Analysis examines pursuit trends over the past five years in five major pursuit factor categories (total number of pursuits, apprehension rates, crash rates, total number of fatalities, and total number of injured persons). By examining these trends, officials can better identify and address successes and deficiencies in pursuit techniques and policies.

Cross-Tabulation Analysis breaks down pursuit factor data in relation to one another, providing greater insight into the dynamics of police pursuits. For example, Reason Initiated - Crash Cross-Tabulation Analysis examines the likelihood of pursuit-related crashes based upon the reasons pursuits were initiated. The results of this analysis can reveal valuable information concerning the likelihood of a crash occurring in relation to the reason a pursuit was first initiated (e.g., traffic violation, driving under the influence, stolen vehicle, felony criminal activity). Officials can utilize the results of the Cross-Tabulation Analysis to identify problem areas and make the necessary changes to pursuit policies, training, and techniques.



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PURSUIT FACTOR ANALYSIS

Pursuit factors listed in this section were compiled and analyzed from data obtained from Vehicle Pursuit Reports completed by officers involved in the pursuit. Due to the lack of a national pursuit database and because law enforcement agencies maintain different reporting procedures, there is little comparative information available for use in conducting extensive analytical research on this subject.

Pursuit Initiation:

The most common reason an offender initiated a pursuit was for:

Reason	2017		2018	
	#	%	#	%
Stolen Vehicle	13	38	22	46
Reckless Driving	11	32	11	23
Felony – Person Crime	9	26	8	16
DUI	1	2	2	4
Other	1	2	5	10

Apprehension Rate:

This pursuit factor was designed to identify the number and percentage of pursuits that resulted in the offender being taken into custody. Furthermore, if an offender was not arrested, this factor serves to identify why an arrest was not made.

	# of Pursuits	# of Apprehensions	% of Apprehensions
2018	48	24	50
2017	35	16	46

Termination Rate:

This pursuit factor categorizes the reasons why pursuits were terminated or what factors caused a pursuit to end.

Reason	35 Pursuits in 2017		48 Pursuits in 2018	
	#	%	#	%
Self-Termination	9	26	10	26
Supervisor Termination	7	20	5	13
Vehicle eluded officer	6	17	7	18
Eluded on foot	3	8	5	13



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Tactical Intervention Rate:

This pursuit factor identifies how many times officers used tactical intervention to bring a pursuit to an end and if it was effective.

Reason	35 Pursuits in 2017		48 Pursuits in 2018	
	#	Successful	#	Successful
Tire Deflation Device	7	2	5	3
Roadblocks	0	0	0	0
TVI	0	0	0	0

Crash Data:

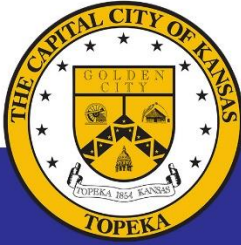
This pursuit factor identifies how many vehicle pursuits resulted in damage as a result of the pursuit.

Crash Type	2017		2018	
	#	%	#	%
Offender's Vehicle	11	31	19	39
Third Party	2	5	2	4
Parked Vehicle	0	0	4	8
Police Vehicle involved	2	5	2	4

Injury Data:

This pursuit factor identifies the number of injuries as a result of vehicle pursuit crashes.

Injury Type	2017		2018	
	#	%	#	%
Offender Injury	0	0	0	0
Fatality	0	0	0	0
Passenger Injury	0	0	0	0
Fatality	0	0	0	0
Third Party Injury	0	0	0	0
Fatality	0	0	0	0
Officer Injury	0	0	2	4
Fatality	0	0	0	0



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Vehicle Data:

This pursuit factor examines the type of vehicle the offender and the officer was operating at the time of the pursuit.

Police Vehicle	2017		2018	
	#	%	#	%
Marked	35	100	48	100
Unmarked				
Motorcycle				
Offender Vehicle				
Motorcycle	0	0	2	4
Automobile	23	65	23	48
Pick-up	7	20	10	21
Sport-utility	5	14	11	23
Other	0	0	2	4

Five-Year Trend Analysis

Five-Year Trend Analysis examines pursuit trends over the past five years in five key pursuit factor categories (total number of pursuits, apprehension rates, crash rates, total number of fatalities and total number of injuries). By examining pursuit trends, officials can better identify and address successes and deficiencies in pursuit techniques and policies.

Year	# Pursuits	Apprehension Rate	# Crashes	# Fatalities	# Injuries
2018	48	24/50%	27	0	2
2017	35	16/46%	15	0	0
2016	27	17/63%	13	1	9
2015	77	28/36%	NR	NR	NR
2014	60	35/58%	16	0	7

- **NR= Not Recorded**



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Cross-Tabulation Analysis

This section analyzes pursuit factors in relation to one another, providing greater insight into the dynamics of police pursuits for 2018.

Suspect Apprehension By Type of Vehicle Pursued			
Motorcycle	Automobile	Pick-up	Sport-utility
0	13	5	5

Crash Data By Type of Vehicle Pursued			
Motorcycle	Automobile	Pick-up	Sport-utility
0	8	4	6

Termination Data By Type of Vehicle Pursued			
Motorcycle	Automobile	Pick-up	Sport-utility
1	4	2	4

Pursuit Initiation / Apprehension			
Reason	Apprehended	Eluded	Terminated
Stolen Vehicle	13	4	5
Reckless Driving	3	5	3
Felony – Person Crime	5	3	0
DUI	1	0	1
Other	1	1	3

Pursuit Initiation / Crash			
Reason	Initiated #	Crash	% of Crashes
Stolen Vehicle	22	10	45
Reckless Driving	11	3	27
Felony – Person Crime	8	4	50
DUI	2	1	50
Other	5	1	20



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Pursuit Demographics								
	WM	WF	BM	BF	HM	HF	OM	OF
Offender	18	5	10		1		1	1
Officer	43	2	1					

Conclusion

Few areas of police work raise as much public scrutiny as police pursuits. The basic dilemma associated with police pursuits of fleeing individuals is deciding whether the benefits of potential apprehension outweigh the risks to police officers, the public and the offender(s).

The detailed analysis in this report can be used to help identify both positive and negative factors influencing the outcome of vehicular pursuits, validate or refute the merits of the TPD's pursuit policy and apprehension techniques and recognize training successes and deficiencies. It is intended that the statistics gathered will enable the department to enhance the safety of the public as a whole as well as the safety of our officers as they strive to reduce crime and provide safer neighborhoods for the citizens of Topeka.

The pursuit review process implemented by the TPD is a "best practice" approach. Any officer involved in a vehicle pursuit completes and forwards a TPD Vehicle Pursuit Report, any other reports pertinent to the pursuit along with video evidence to their immediate supervisor for review. After the initial review, the information is forwarded up to the officer's chain of command for review which is completed by the Shift Commander, the Deputy Bureau Commander, the Bureau Commander and then the Deputy Chief of Police. The final step of the review process is conducted by the department's Accident/Vehicle Pursuit Board. This board is comprised of members of the department to include rank and file as well as commanders. Also a standing member of the board is the department's legal counsel.

The purpose of such an extensive review process is three fold;

1. To identify things the officers did well, effectively and efficiently that can help improve the department's policies and procedures during vehicle pursuits
2. To constantly review the current policy and procedures to make sure they are meeting the expectations of the department



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3. To identify deviations from the policy and procedures by the officers involved in the pursuit