

# Lewisville Police Department



## Annual Vehicle Pursuit Report 2025

Created by John Flores-Hidones

A handwritten signature in black ink that reads "Brook Rollins".

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**Brook Rollins**

Chief of Police

Lewisville Police Department

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## Executive Summary

The Lewisville Police Department takes its obligation seriously to provide the most effective and efficient police service while ensuring employee and community safety. Law enforcement is a particularly dangerous occupation and while many of our activities are fraught with risks, employees must take all safety measures to drive with due regard for public safety; especially while operating a vehicle in an emergency, or when pursuing a suspect's vehicle.

The Department's Annual Vehicle Pursuit report was created to evaluate all vehicle pursuit data reported during the calendar year. It provides an analysis of the reasons for the pursuits, the employees involved, and the result of the pursuits. This report is completed annually, in compliance with Texas Law Enforcement Best Practices 7.13 – Pursuit Documentation, as part of the Recognition Program.

This report covered three major areas: an analysis of all vehicle pursuits reported in 2025, the frequency of vehicle pursuits per employee, and their compliance with vehicle pursuit policies set by department. This annual analysis is not intended to determine if an employee acted inappropriately, but instead to identify department-wide trends that may suggest changes in policy, training, equipment, or manner of supervision.

Overall, there were 31 events that resulted in vehicle pursuits in 2025. These events generated 87 separate officer reports. The Safety Review Committee found no policy violations in 67 reports but found 26 policy violations in the remaining 20. The most frequent reason for vehicle pursuits was due to a suspected DWI, followed by the identification/sighting of a stolen vehicle. Suspicion of criminal activity was the third most common factor for initiating a pursuit.

The most common policy violation was excessive speed in residential areas, followed by engaging in an ongoing pursuit as an unauthorized unit. It is recommended officers review vehicle pursuit policies, at least monthly, since policy updates/changes may be implemented by Command Staff throughout the year. It is also recommended to implement a mandatory remediation class for those that sustain multiple vehicle pursuit violations in a year, in addition to the discipline they receive.

## Definitions

**Vehicle Pursuit:** An attempt by one or more law enforcement officers to apprehend a suspect in a motor vehicle who, having been given a visual and audible signal to stop, fails to yield or uses high-speed driving or other evasive tactics (e.g., driving off a highway, turning suddenly) in an attempt to avoid arrest.

**Code 1:** It is normal driving on standard patrol and while responding to non-emergency calls for service. Officers are to obey all traffic laws and drive courteously. The use of emergency lights and sirens is not authorized.

**Code 3:** It is the use of emergency lights and sirens to respond to emergencies as safely and as quickly as possible. Emergency lights must be operated continuously. Sirens may be deactivated if there are no hazards present or when it is necessary to travel silently in order not to alert a suspect or endanger lives. Code 3 is not authorized without appropriate emergency equipment.

**Controlling Supervisor:** In most cases, the controlling supervisor will be the pursuing officer's supervisor or Watch Commander. This supervisor has the responsibility of monitoring vehicle pursuits and ensuring that all inter-departmental pursuit policy agreements are followed. This agreement for North Texas Law Enforcement agencies limits the number of vehicles involved in a pursuit to three.

**Ramming:** The deliberate act of impacting a fleeing vehicle with another vehicle to functionally damage or otherwise force the fleeing vehicle to stop.

**Roadblock:** A tactic designed to stop a fleeing vehicle by intentionally placing an emergency vehicle or other immovable object in the path of the fleeing vehicle.

**Tire deflation device:** A device designed to be placed on the roadway and puncture the tires of a fleeing vehicle, sometimes referred to as spike strips.

***Support Unit Operator:*** This unit has back-up responsibilities to the primary unit. It will stay at a safe distance from the primary unit to lessen the chance of collision and allow the primary unit room to maneuver. It will assume radio transmission responsibility when actively involved in the pursuit and assist the primary unit as needed when the pursuit ends.

***Safety Review Committee (SRC):*** Also known as ***Safety Review Board (SRB)***, this committee is composed of members from the Lewisville Police Department and City stakeholders. They are responsible for reviewing all vehicle pursuits initiated by an employee. This is to ensure the employees' actions were appropriate and within policy guidelines.

## **Reporting Requirements**

### **Reporting Vehicle Pursuits**

Texas Law Enforcement Best Practices 7.14 and Lewisville Police Department General Orders 4.8.II.E.5 require a written report to be completed anytime an officer pursues a vehicle. Per Lewisville PD policy, when a pursuit is concluded, a Vehicular Pursuit Report will be completed by every officer involved and the reports will be forwarded, through the chain of command, to the Chief of Police or the authorized designee. The report will be reviewed by Command Staff and used by the Safety Review Committee (SRC) to assess training needs and policy revision. If a policy violation is noted, Command staff will determine the appropriate discipline for the employee or refer the matter to a Discipline Board. Employees may receive additional training, or in some cases, discipline all the way up to employment termination.

### **Data Collection**

All data and metrics were collected from vehicle pursuits documented in Axon Standards for events that took place between January 1st, 2025, and December 31st, 2025. There were multiple vehicle pursuit reports associated with most events. The data analysis focused on five major components: an analysis of vehicle pursuit data, individual officer analysis, reasons for the pursuit, pursuit termination, and policy violations.

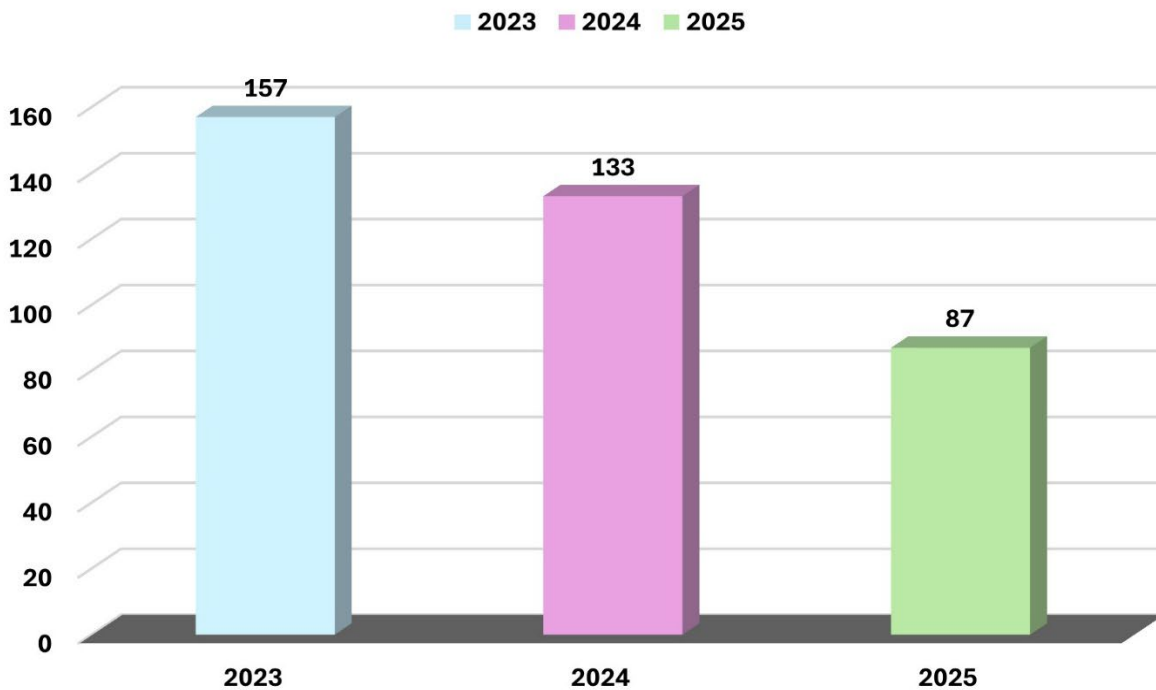
## Findings

### Vehicle Pursuit Data

The Lewisville Police Department reported 33 events related to vehicle pursuits in 2025, including two duplicate reports, leaving only 31 unduplicated events. These events generated 87 separate officer reports (engagements), including those made by supervisors. This represented a 35% decrease in vehicle pursuit reports, when compared to 2024 (133). All vehicle pursuit reports were reviewed by the Safety Review Committee (SRC) and Command Staff to determine if the actions of each officer were aligned with policy, training, best practices, industry standards, and relevant law. The SRC found no policy violations in 67 reports for vehicle pursuits but found 26 policy violations in the remaining 20.

The rate of policy violations per report increased from 18% in 2024 to 30% in 2025. A more consistent application of GO 4.8.II.C.1 and .2 (offense that may justify a pursuit) may have contributed to the 2025 decrease in vehicle pursuits. The following bar graph (Figure 1) shows a year-by-year comparison of vehicle pursuits, based on officer engagements, in the last three years.

Figure 1. Vehicle Pursuits per Year

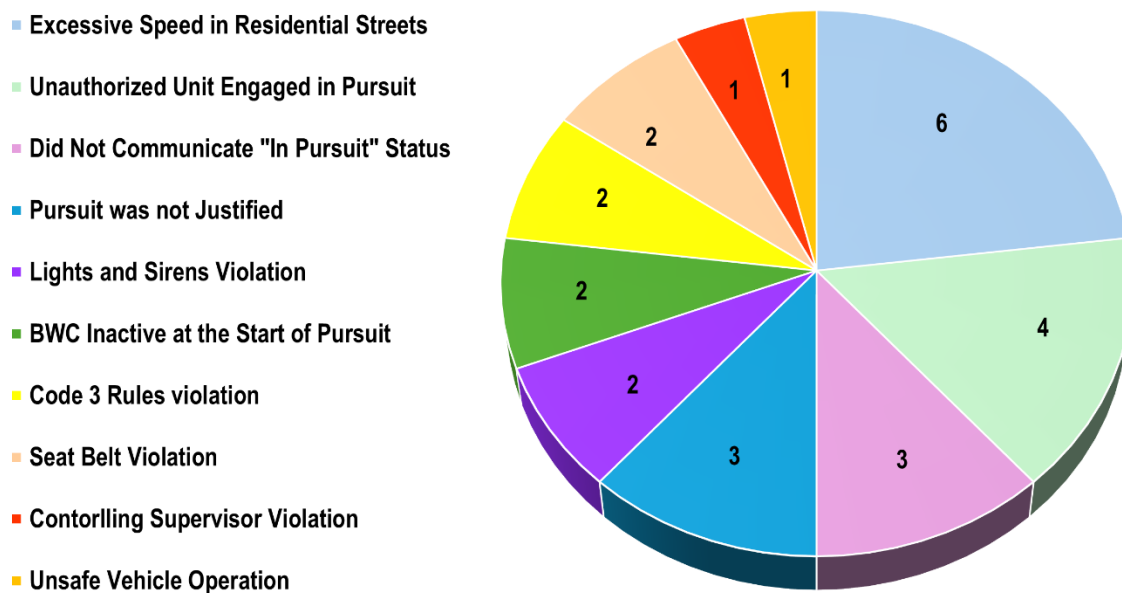


### Individual Officer Analysis

In 2025, the SRC and Command Staff identified 20 vehicle pursuit reports with one or more policy violations. Of those, one (1) had three violations, four (4) had two violations. Only four (4) vehicle pursuits resulted in no disciplinary action due to the officers no longer being employed with the department. The total number of policy violations was 26. The most frequent violation was exceeding speed in residential areas (23%), followed by engaging in a pursuit without authorization (15%), and not declaring “in pursuit” before initiating one (12%).

A total of 16 officers were involved in vehicle pursuits that resulted in policy violations in 2025. Of those, four (4) officers had at least two separate vehicle pursuits with policy violations. Most of them were related to excessive speed in residential areas. The pie chart below (Figure 2) shows a breakdown of all policy violations that were identified in 2025 during vehicle pursuits.

Figure 2. Policy Violations by Type



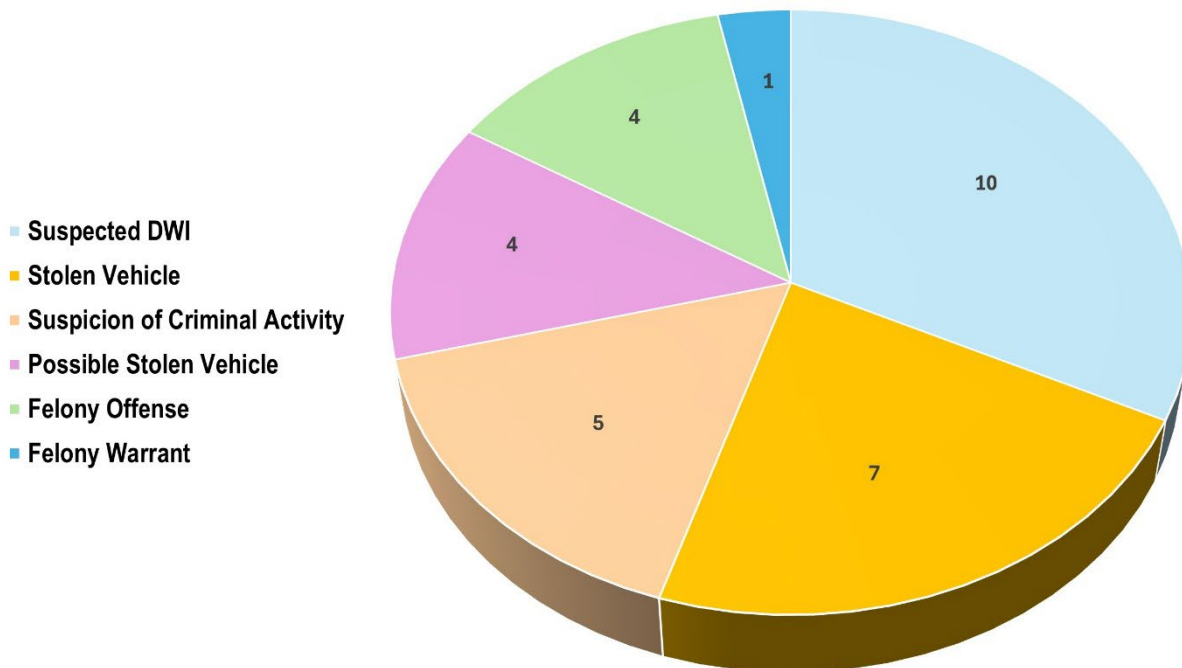
Some other policy violations involved unauthorized units engaged in pursuit, not stating “in pursuit” status before initiating one, not establishing suspicion of criminal activity before initiating the pursuit, lights and sirens violation, and code 3 restrictions violations, among others.

### Reasons for Vehicle Pursuits

The Lewisville Police Department General Orders state that officers may only pursue vehicles for felony offenses or suspicion of intoxicated drivers. Of the 31 events related to vehicle pursuits, the most frequent reason was for Suspected DWI (32%), followed by sightings/identification of a stolen vehicle (23%) while on patrol, and suspicion of criminal activity (16%).

Some other reasons for vehicle pursuits involved sightings of possible stolen vehicles, felony offenses, and felony warrants. The pie chart below (Figure 3) shows a breakdown of all reasons for vehicle pursuits reported in 2025.

Figure 3. Reasons for Vehicle Pursuits



## Conclusion and Recommendations

Compared to 2024, there was a slight decrease in policy violations in 2025 (from 29 to 26). The most common policy violation was excessive speed in residential areas and intersection violations. These violations were all related to the officer's speed and control of the vehicle when engaging in a vehicle pursuit. All sworn personnel at the Lewisville Police Department are now required to review General Orders on Emergency Operations multiple times throughout the year. Additionally, watch commanders are continuing to conduct briefing trainings on this General Order, to mitigate future violations.

- It is recommended officers review vehicle pursuit policies at least monthly, since policy updates/changes may be implemented by Command Staff throughout the year.
- It is recommended to increase briefings from watch commanders on vehicle pursuit policies, while providing examples of prior violations to explain how updated policies may impact the way vehicle pursuit policies are implemented from that point on.
- It is also recommended to implement a mandatory remediation course for those officers who are found in violation of vehicle pursuit policies multiple times within a calendar year, in addition to any disciplinary action received.