



ANALYSIS OF ILLINOIS POLICE PURSUIT REPORTING: 2019

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Analysis of Illinois Police Pursuit Reporting: 2019

Overview

This report provides data on pursuit driving reports submitted to the Illinois Law Enforcement Training and Standards Board for the period of January 1, 2019, through December 31, 2019. The majority of the data is descriptive in nature, providing relative information for the 2019 reporting period. It is notable that some report submissions did not include complete information, therefore, in some instances, reporting is based on a smaller submission size and percentages may not equal 100%.

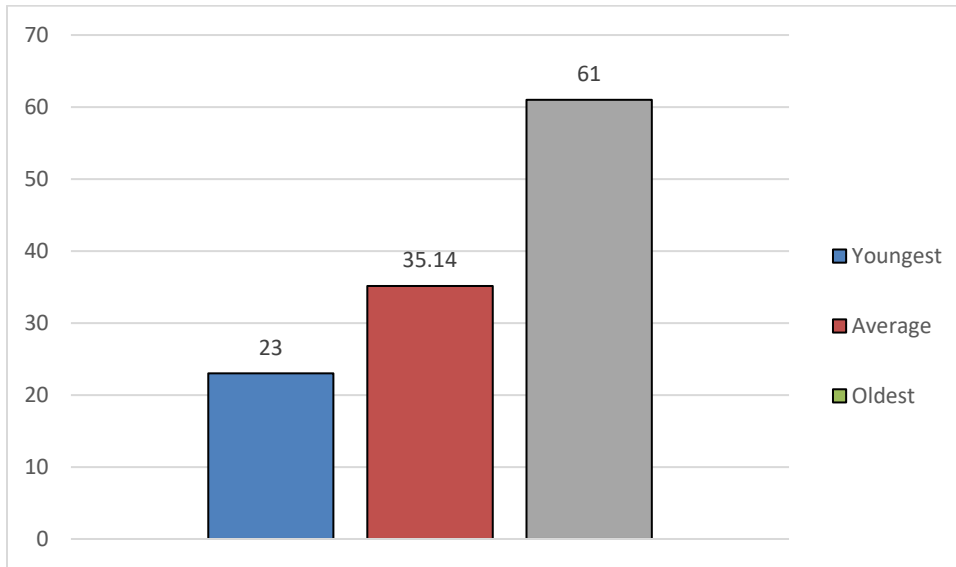
Topical areas for comparison and review purposes include: officer demographics, pursuit demographics, initiating events, crash information, ending events, and suspect/passenger information.

Number of Reports Submitted

In 2019, 512 reports were submitted, compared to 390 last year. This is a 31.28% increase from 2018.

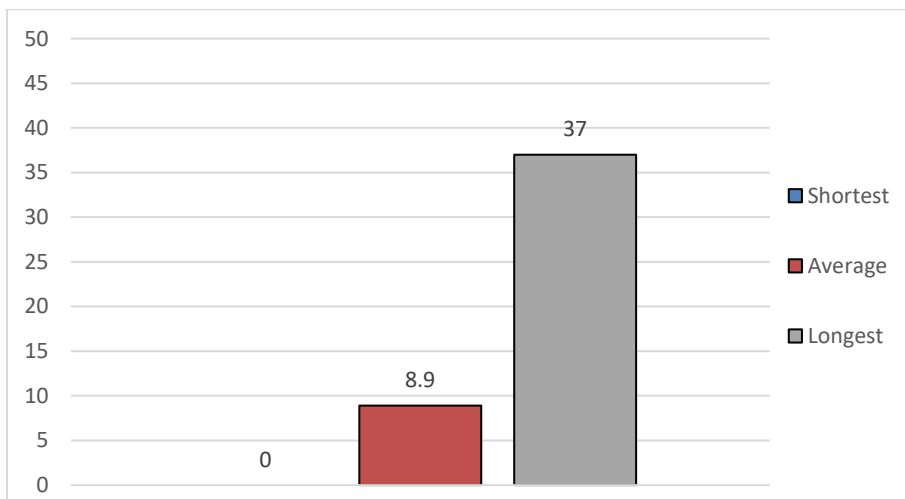
Officer Demographics

Age



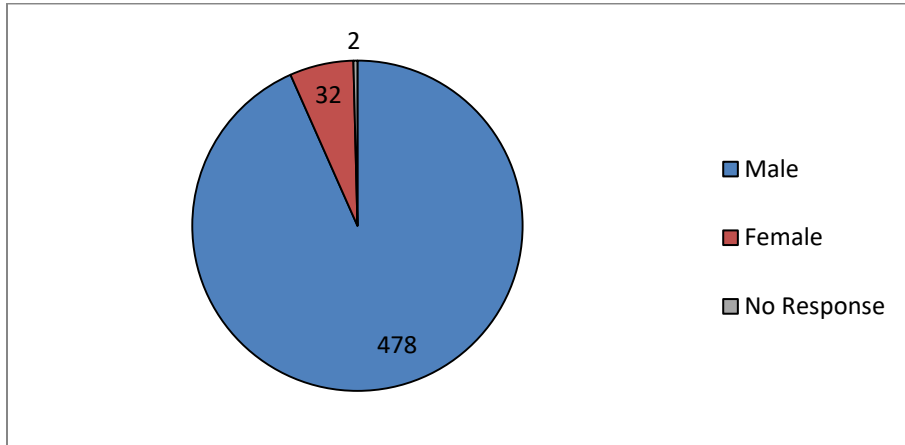
The average age of officers reporting police pursuits for 2019 was 35.14, with a standard deviation of 8.489 years. The youngest officer reporting a pursuit was 23, while the oldest was 61.

Years of Service



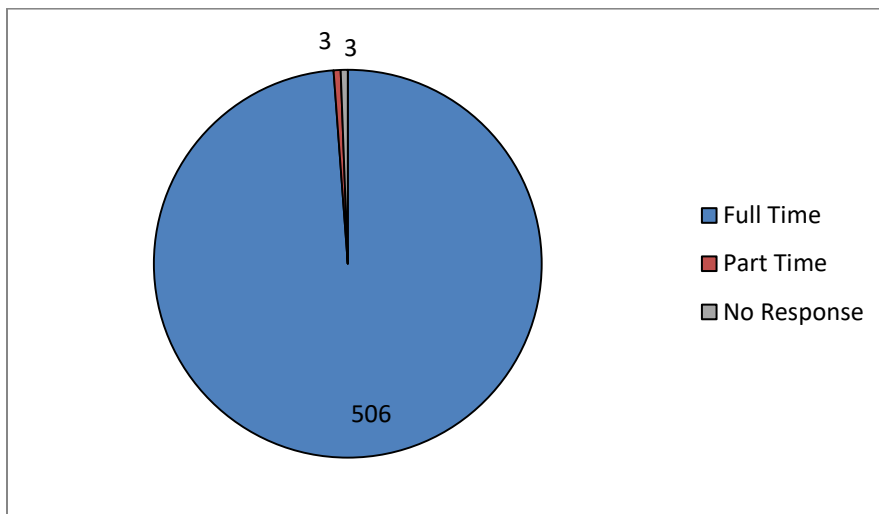
On average, officers who reported pursuits had approximately 8.9 years of service, with a standard deviation of 7.68 years. The officer with the shortest time of service had zero months on duty, while the longest term of service was 37 years.

Officer Gender



On average, nearly all officers (93.2%) submitting the pursuit driving report were male, while 6.2% were female.

Employment Status



Nearly all reporting officers (98.6%) indicated full-time duty with their employers. Out of the 512 member sample, only three (0.6%) indicated part-time work and three individuals (0.6%) did not list a status.

Race

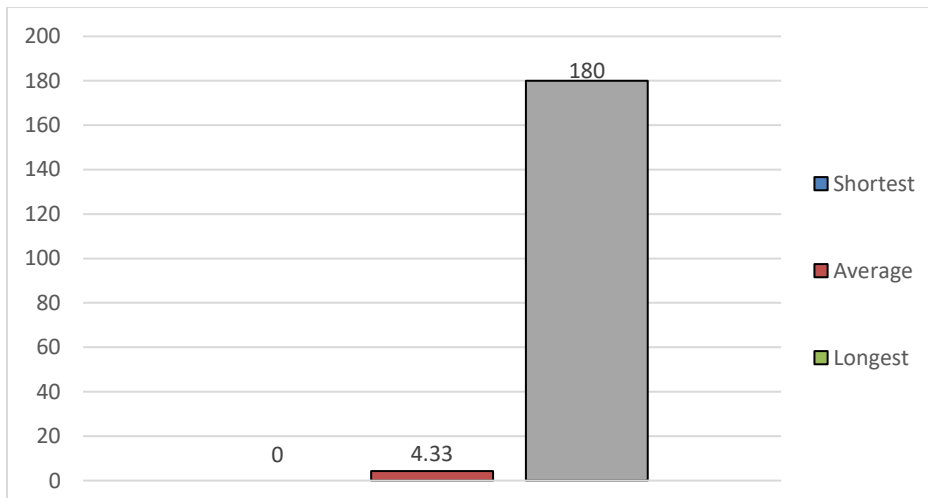
Of the submissions, twelve (2.4%) included officer race; all twelve (100%) identified as Caucasian. The low response rate can be attributed to different agencies using different forms for submission and agencies not including this demographic.

Pursuit Demographics

A number of areas can be reported under the pursuit demographics category, including:

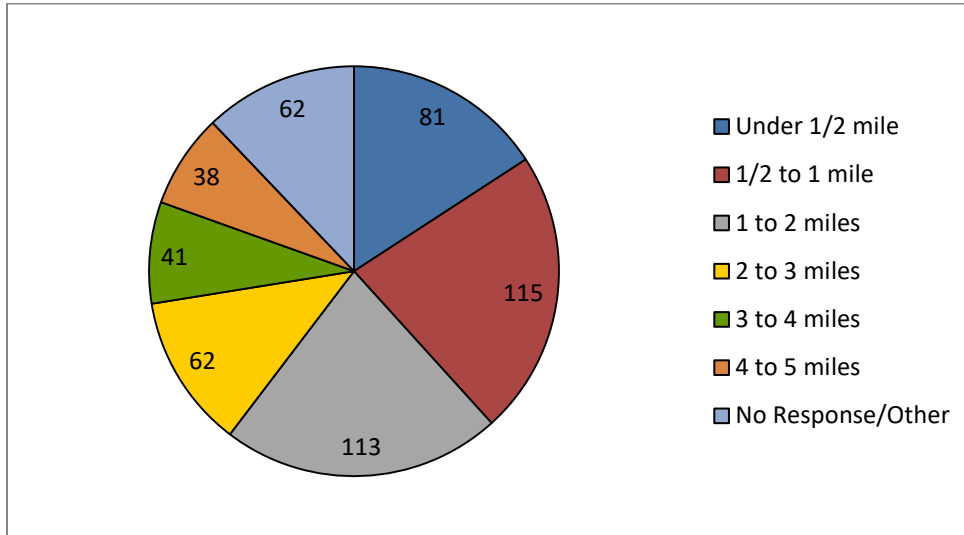
- Duration of pursuit in minutes
- Duration of pursuit by distance
- Locale of the reported pursuit
- Road types while in pursuit
- Type of vehicle utilized in the pursuit

Duration in Minutes



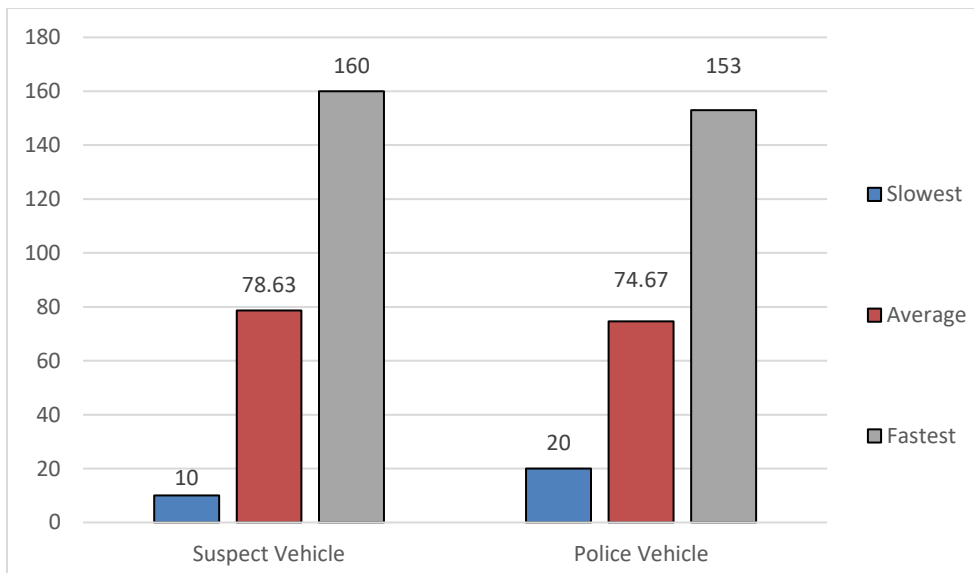
On average, pursuits generally lasted slightly more than four minutes (4.33). The longest pursuit reported lasted 180 minutes, while the shortest was reported at 0 minutes. There were 22 reports that did not provide a duration of the pursuit.

Distance in Miles



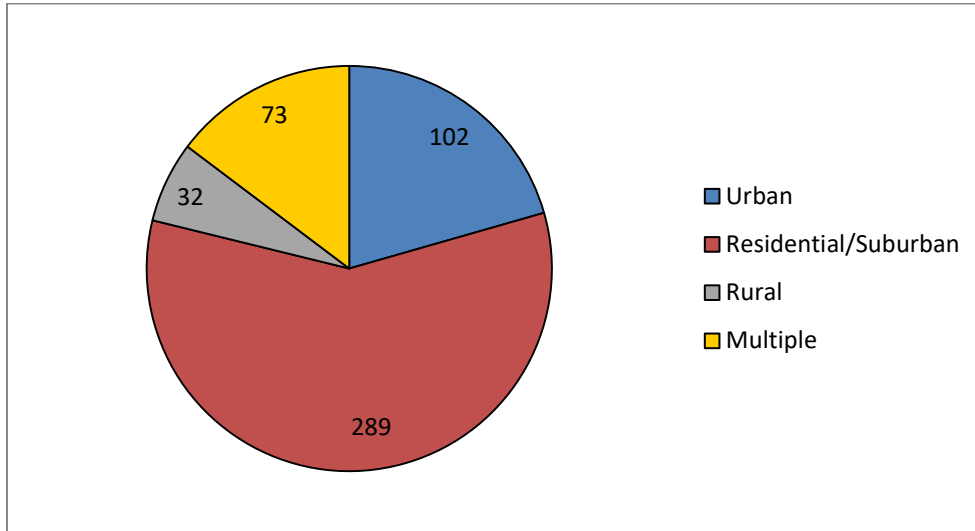
The average distance of a pursuit was 3.24 miles, with a standard deviation of 4.79 miles. The longest pursuit reported lasted a stretch of 50 miles, while the shortest pursuit reported was less than 1/2 a mile. There were six reports that did not provide a distance.

Speed of Pursuit



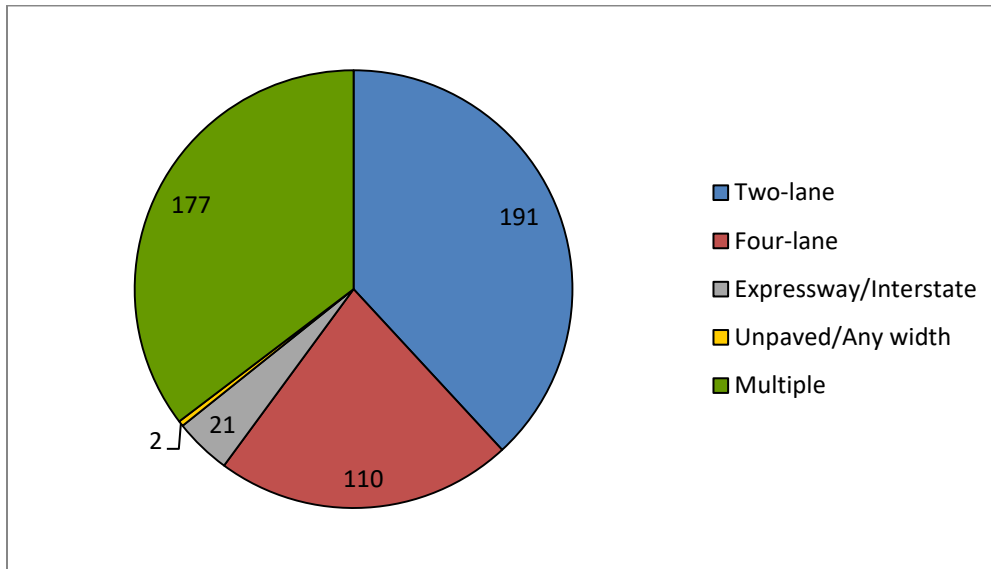
The average reported speed for suspect vehicles during pursuits was 78.63 mph. The fastest speed for a suspect vehicle was reported at 160 mph, while the slowest was reported at 10 mph. The average reported speed for police vehicles during pursuits was 74.67 mph. The fastest speed for a police vehicle was reported at 153 mph, while the slowest was reported at 20 mph. There were 79 responses not given for the suspect's speed and 24 responses not given for the officer's speed.

Locale of Pursuit



Of those who responded, police pursuits occurred in residential/suburban areas at a rate of 56.4% and in urban areas at a rate of 19.9%. Rural areas (6.25%) were the least likely to have pursuits take place; however, pursuits still occurred in rural locales on 32 occasions. Furthermore, 14.25% of pursuits took place in more than one locale. A total of 16 reports did not identify a locale.

Road Type During Pursuit

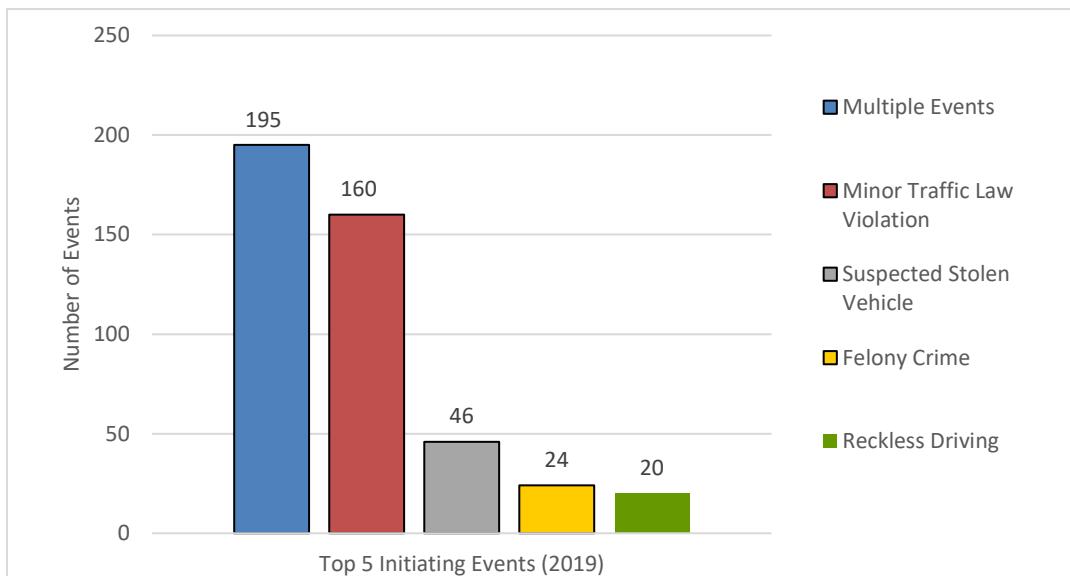


The majority of pursuits took place on a two-lane road, with 191 occasions and a rate of 37.3%. The second largest number of pursuits took place on multiple road types, with 177 occasions and a rate of 34.5%. Four-lane pursuits took place on 110 occasions (21.4%), expressway/interstate pursuits took place on 21 occasions (4.1%), and two pursuits (0.39%) took place on unpaved roads. No pursuits were reported on tollway roads, and 11 reports (2.1%) did not report a road type.

Initiating Events

Initiating Events

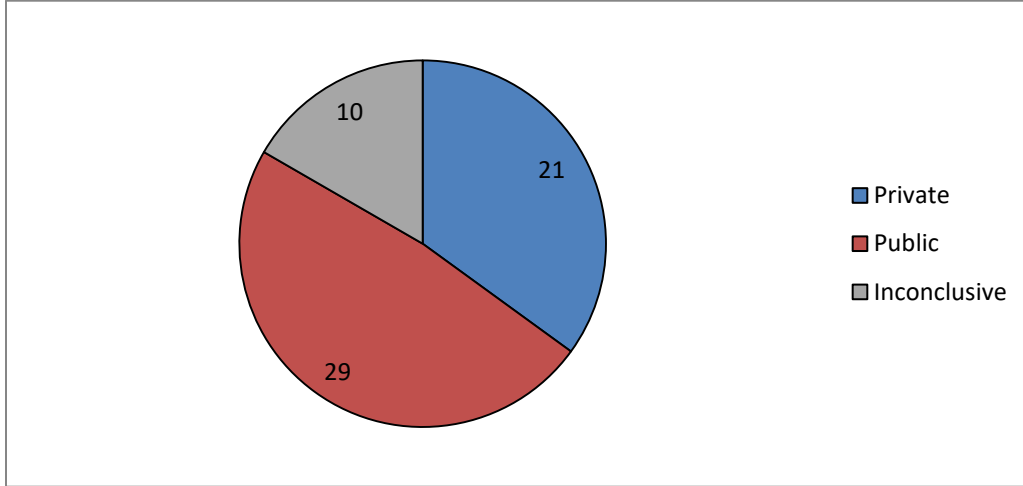
There are 13 potential initiating events for police pursuits listed on the report. Officers may choose from the following initiating events: minor traffic law violation, suspected DUI, reckless driving, suspected stolen vehicle, outstanding misdemeanor warrant, felony property crime warrant, felony violent crime warrant, suspected criminal activity, wanted by another agency, felony crime, misdemeanor crime, firearm use by offender in crime of escape, and other. If more than one of these were the initiating event for a pursuit, the pursuit report was included in the “multiple events” category. The top five initiating events in 2019 are compared below.



The event that most often initiated the pursuit activity was the combination of multiple events (195 times). The top five initiating events, which account for 87% of total pursuits, are: multiple events, minor traffic violation, suspected stolen vehicle, felony crime, and reckless driving. Two reports did not include the initiating event.

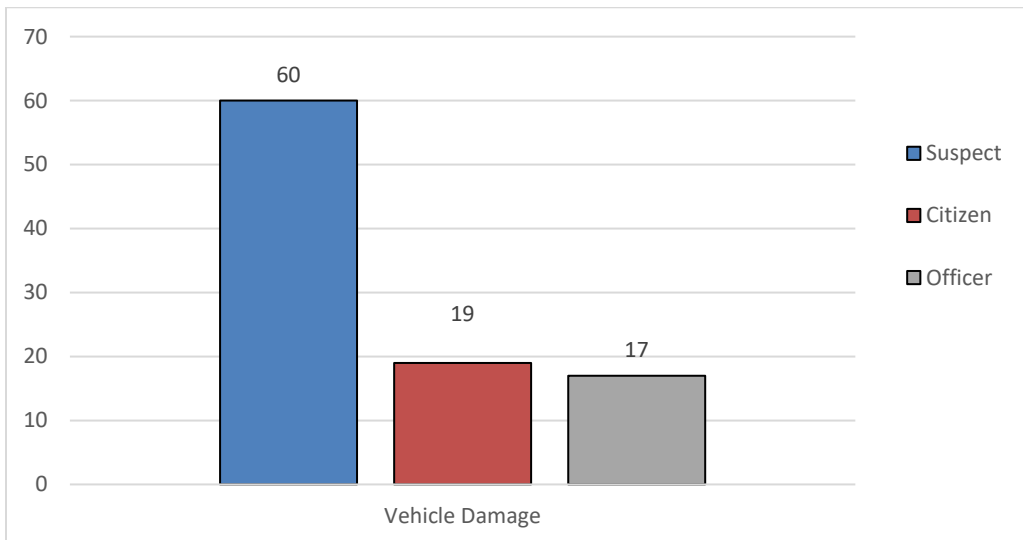
Crash Information

Property Damage



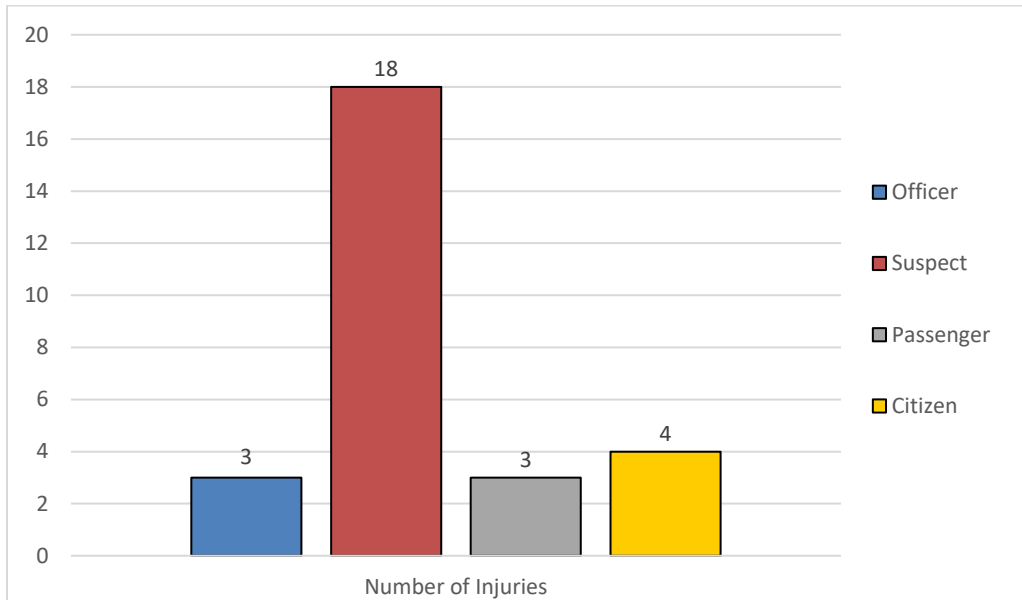
During 2019, 66 (12.9%) pursuits ended in crashes. Of those crashes, 60 (11.7%) resulted in property damage: 21 (35%) affected private property, 29 (48.3%) affected public property, and 10 (16.7%) reports were inconclusive.

Vehicle Damage



Of the 66 incidents involving crashes, suspects' vehicles were damaged 60 times (90.9%), while citizens' vehicles were damaged 19 times (28.8%) and pursuing officers' vehicles were damaged 17 times (25.8%).

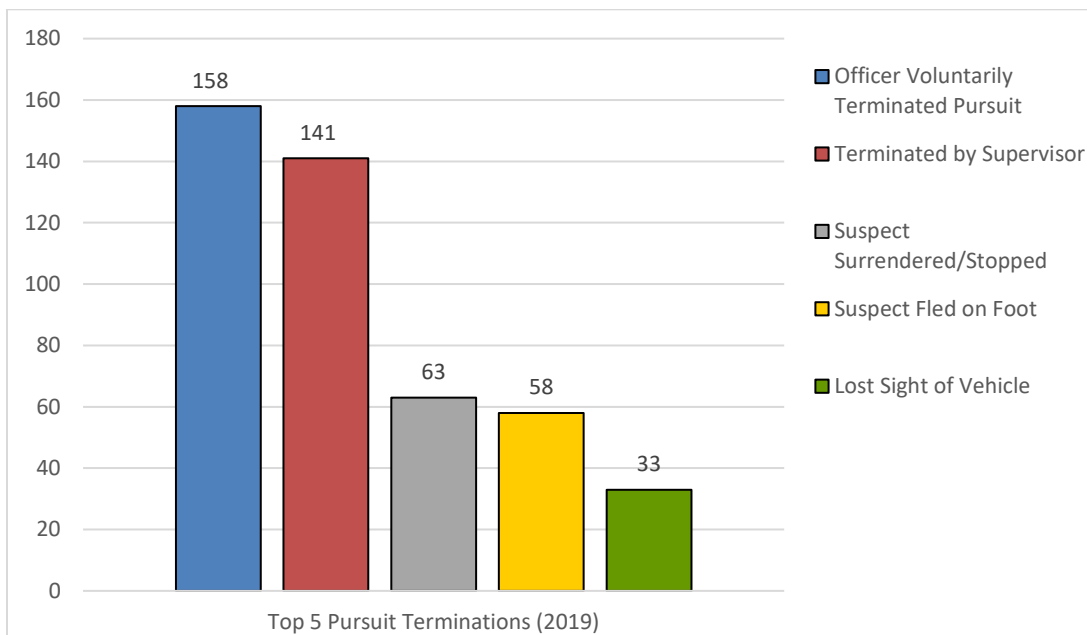
Personal Injury



Reports indicated a total of 21 total injuries in which injury to the officer or the suspect was involved. The data shows suspects (64.3%) were injured more frequently than passengers (10.7%), citizens (14.3%), or officers (10.7%). There was one suspect fatality reported in the data received for 2019.

Pursuit Terminations

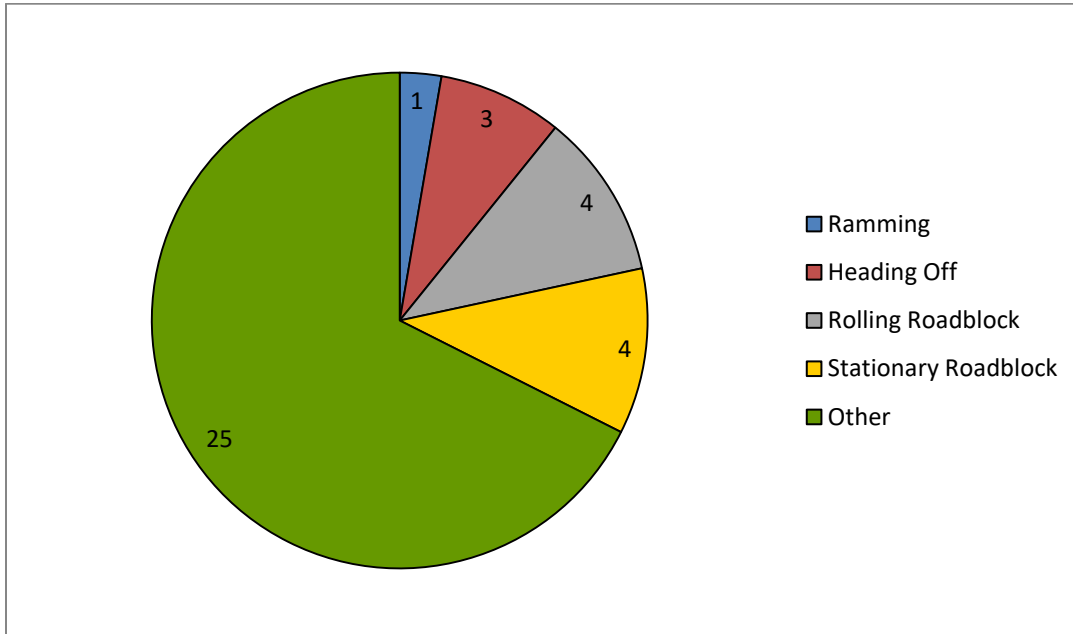
Thirteen choices are available on the pursuit driving report for the reason for pursuit termination. These choices include: suspect surrendered/stopped, suspect fled on foot, suspect's vehicle was disabled, officer's vehicle was disabled, officer voluntarily terminated pursuit, crash involving suspect vehicle and citizen, crash involving suspect vehicle and police vehicle, crash involving suspect vehicle only, crash involving police vehicle only, forcible stop technique, terminated by supervisor, lost sight of vehicle, and other. If more than one cause terminated the pursuit, the pursuit report was included in the "multiple causes" category. The top five causes in 2019 are compared below.



Of the 512 reports submitted, 502 provided reasons for pursuit termination. Nearly one-third of pursuit terminations (31.5%) occurred due to the officer voluntarily terminating the pursuit, while another 28.1% were terminated by a supervisor.

Ending Events

Stop Techniques



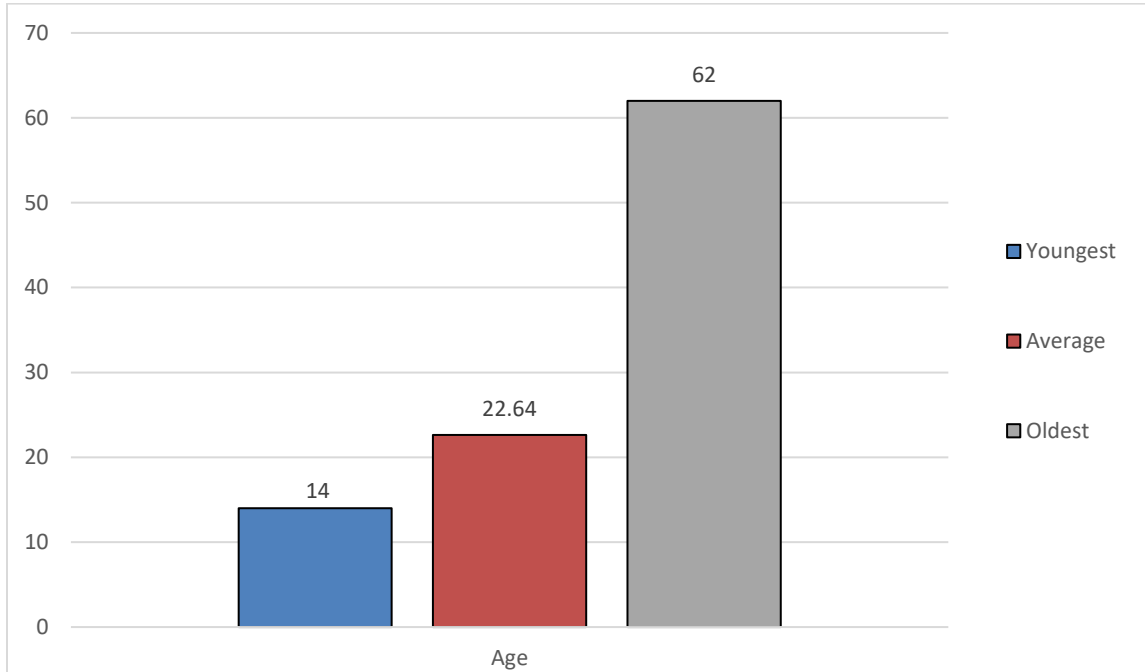
Stop techniques were only utilized 37 times (7.2%) in pursuits reported in 2019. The most common stop technique (“Other”) was listed in 25 instances, or 67.6% of reported stop techniques. Heading off was used 3 times, or 8.1% of the reported stop techniques. Rolling roadblocks and stationary roadblocks were both used 10.8% of the time, while ramming was used in 2.7% of reported stop techniques.

Suspect/Passenger Information

Suspect information gathered includes: age of the suspect, valid driver's license, vehicle type, drivers fleeing on foot, and follow up conducted when the driver was not apprehended.

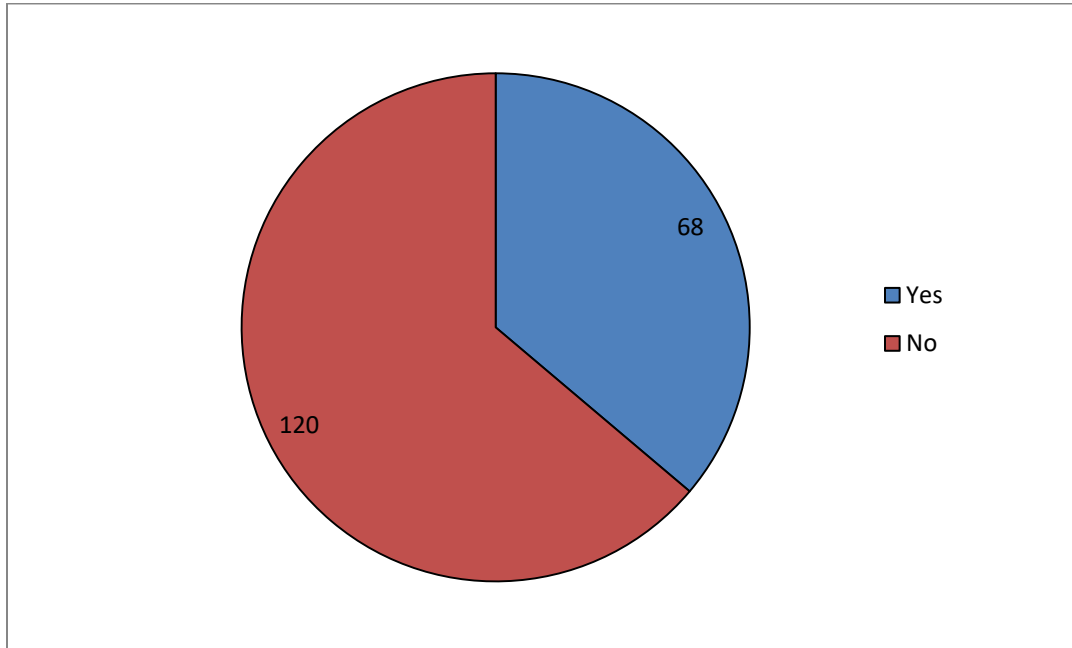
Passenger information is gathered relating to the number of passengers in the suspect vehicle and the number apprehended.

Age of the Suspect



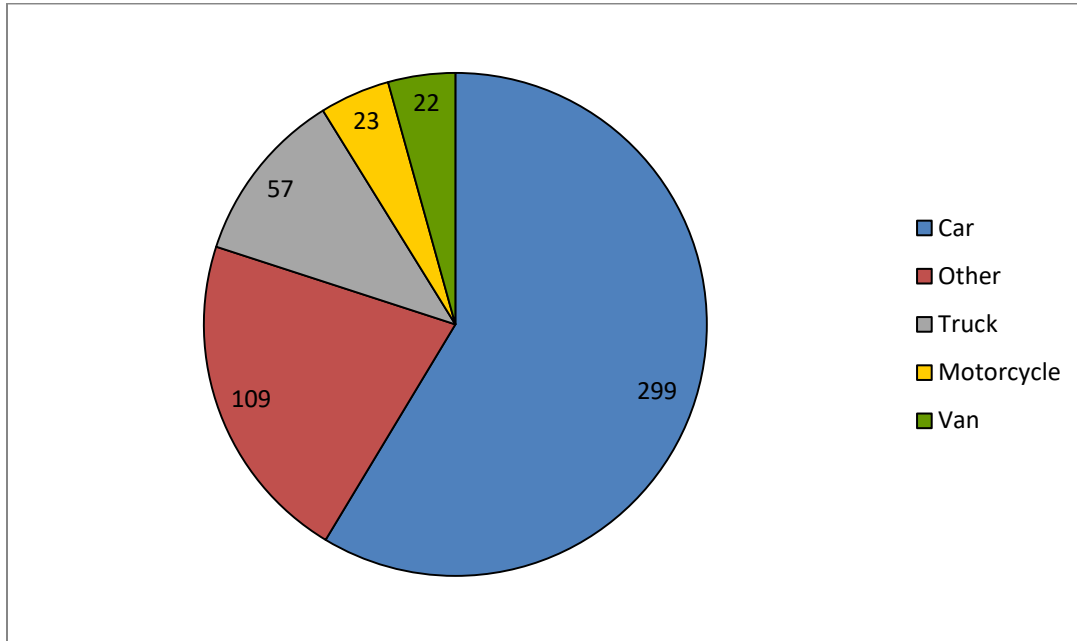
There were 193 apprehensions out of the 512 reports (37.7%). Of these 193 apprehensions, the average age of the suspects involved in reported police pursuits was 22.64, with a standard deviation of 12.63 years. The oldest offender was 62 years old, while the youngest offender was 14 years old.

Valid Driver's License



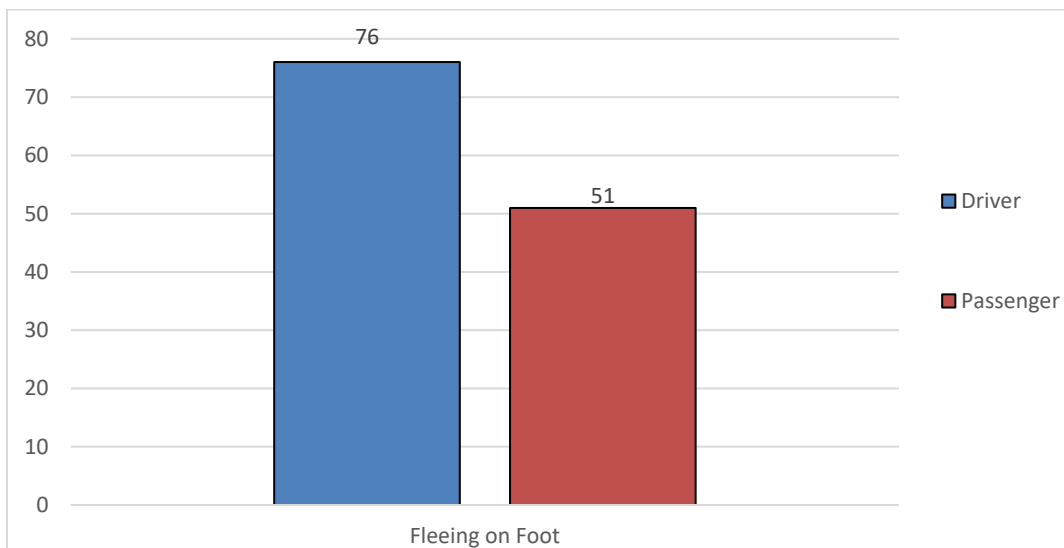
Out of the 193 reports where the suspect was apprehended, the chance of apprehending a suspect with a valid driver's license (35.2%) was less than the chance of apprehending a suspect without a valid driver's license (62.17%).

Suspect Vehicle Type



Excluding the reports that did not include vehicle type, an analysis of the data reflects that more suspects were pursued while driving cars (58.6%) than while driving trucks (11.2%), motorcycles (4.5%), and vans (4.3%). The “other” category (21.4%) was often reported as an SUV.

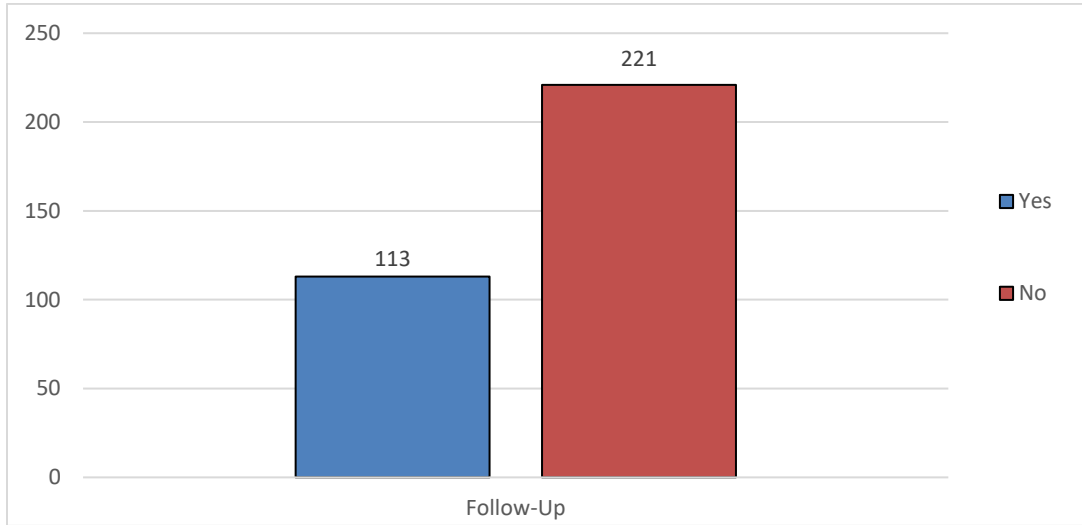
Fleeing on Foot



From all 512 reported pursuits, there were a total of 627 passengers. Passengers were recorded as present in 352 instances and the highest passenger count in a pursued vehicle was six. There were 82 (16%) instances where the pursued vehicle had no passengers, and in 78 (15.2%)

instances no passenger count was recorded. The pursued drivers attempted to flee on foot 14.8% of the time (76 occurrences), while passengers attempted to flee on foot 9.9% of the time (51 occurrences).

Follow-Up When Driver Not Apprehended



Of the reports that stated that the driver was not apprehended, follow-ups were conducted 33.8% of the time, while 66.2% of the time a follow-up was not conducted.

Conclusions

With the submission of a substantially higher number of reports during calendar year 2019, this analysis begins to present a clearer picture of the pursuits in Illinois; however, this is likely only a small percentage of what occurs throughout the state. Agencies have their own documents and many do not submit documents through the Illinois Law Enforcement Training and Standards Board.

The longest pursuit in the past nine years was in 2019 and the pursuit lasted three hours. However, even though 2019 had the longest pursuit, the average pursuit duration (mean duration of 4.33 minutes) was shorter than 2014-2018 data (mean duration of 4.638 minutes). This suggests that pursuits were actually shorter than in years past. This is confirmed further as the average pursuit distance in miles in 2019 was shorter (mean distance of 3.24 miles) than the 2014-2018 data (mean distance of 4.994 miles).

The average speed for suspect vehicles during pursuits in 2019 (mean speed of 78.63 mph) was 1.35 miles per hour faster than from the average for 2014-2018 (mean speed of 77.28 mph). The number of pursuits ending in crashes has increased from years past (2014-2018 mean was 50.4 crashes, while 2019 total was 66 crashes), but the percentage of pursuits that end in crashes has fallen (2014-2018 average was 21.854%, while 2019 average was 12.9%). The number of stop techniques used has increased (in 2019 stop techniques were utilized 37 times versus the last five-year average of 21.2 times), but their proportion to all pursuits has decreased (the 2019 percentage was 7.2, while the last five-year percentage was 9.66).

Number of Reports Submitted by Agencies

1 Report	2 Reports	3 Reports	4 Reports	5 Reports	6 Reports	7 + Reports
Bensenville	Arlington Heights	Glen Carbon	Berkeley	Madison	Pekin	Aurora (40)
Bridgeport	Beardstown	Glendale Heights	Fairfield	Richton Park	Sauk Village	Calumet City (115)
Brookfield	Countryside	Lisle	Hartford			Champaign County (11)
Bureau Co	Darien	Normal	Metropolis			Collinsville (8)
Campton Hills	Elk Grove Village	Riverside	Montgomery			Columbia (8)
Canton	Flora	Winfield	Posen			Crete (7)
Carol Stream	Fox Lake		Waukegan			Des Plaines (19)
Channahon	GCPD					Galesburg (10)
Chenoa	La Grange					Granite City (36)
Cicero	Mount Carmel					Hillside (17)
Clarendon Hills	Peru					Midlothian (8)
Crenshaw	Rock Island					Oak Forest (13)
East Hazel Crest	Rosemont					Park Forest (17)
Elmhurst	Sangamon Co					Pontoon Beach (11)
Elwood	Sherman					Riverdale (30)
Fairview Heights	Shiloh					Rockton (8)
Grafton	Sterling					Springfield (8)
LaSalle	Villa Park					
Mattoon	Warrenville					
Melrose Park	West Chicago					
Minooka						
Naperville						
Northlake						
OFPD						
Quincy						
Riverwoods						
Rochelle						
Roxana						
St Charles						
Steger						
Stickney						
Streator						
Swansea						
Tinley Park						
Univ. of Chicago						
Watseka						
Winnebago						
Winnetka						

