



ANALYSIS OF ILLINOIS POLICE PURSUIT REPORTING: 2018

Brent Fischer, Executive Director

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Analysis of Police Pursuit Data 2018

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, 2018 through December 31, 2018. The majority of the data is descriptive in nature providing relative information for the 2018 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%.

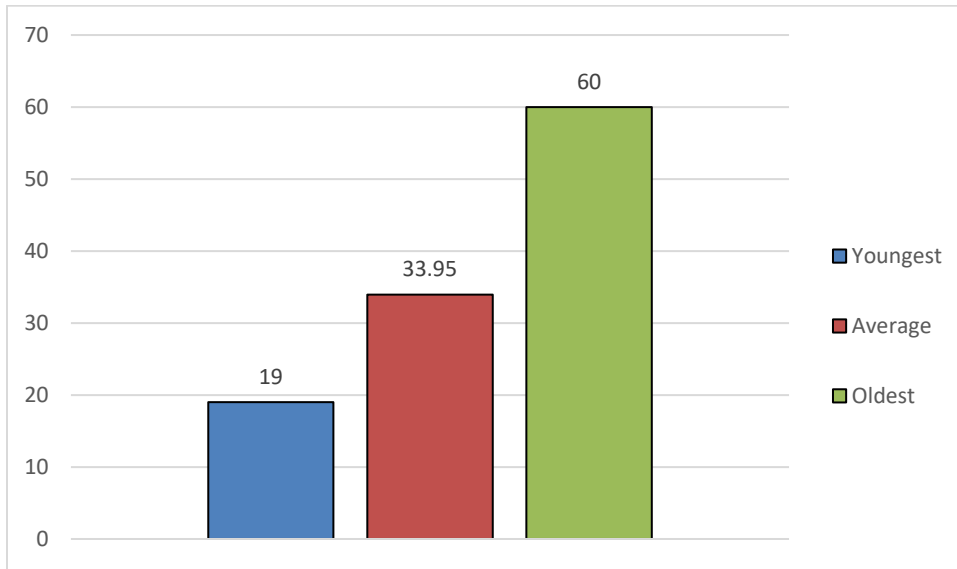
Topical areas for comparison and review purposes include: officer demographics, pursuit demographics, initiating events, crash information, ending events, and suspect/passenger information.

Number of Reports Submitted

In 2018, 390 reports were submitted, compared to an average of 197 for the previous five years. This is a significant increase in data collection.

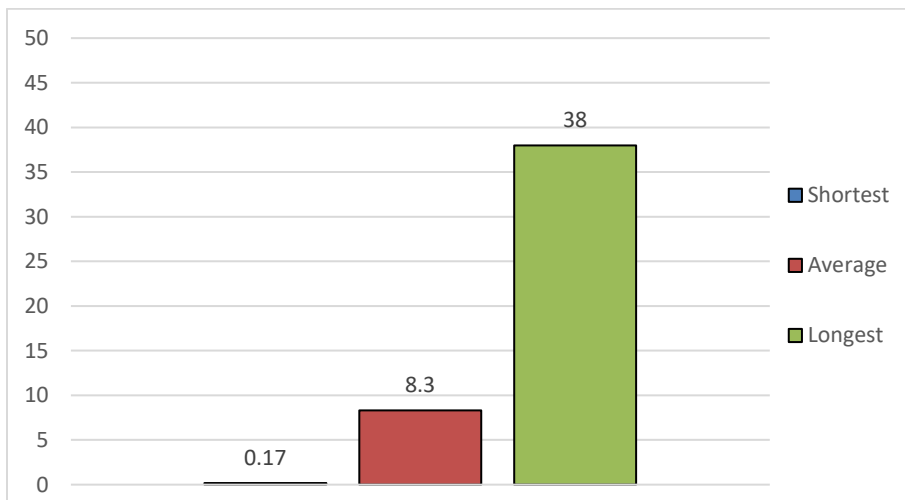
Officer Demographics

Age



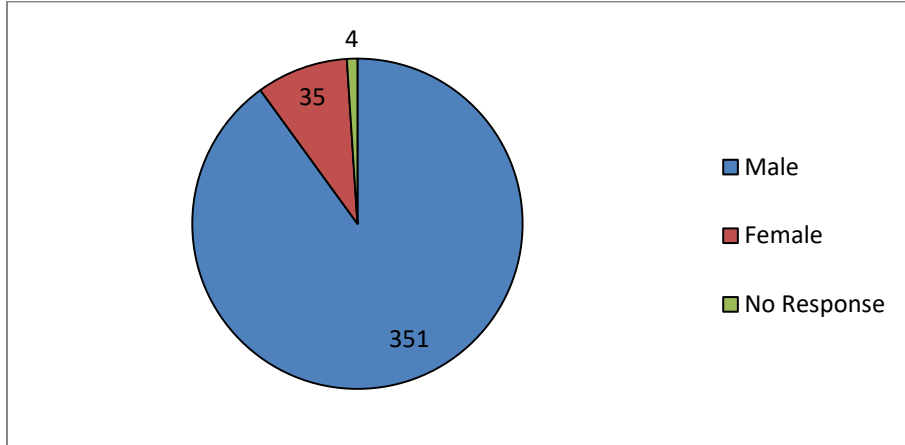
The average age of officers reporting police pursuits for 2018 was 33.95, with a standard deviation of 7.67 years. The youngest officer reporting a pursuit was 19, while the oldest was 60.

Years of Service



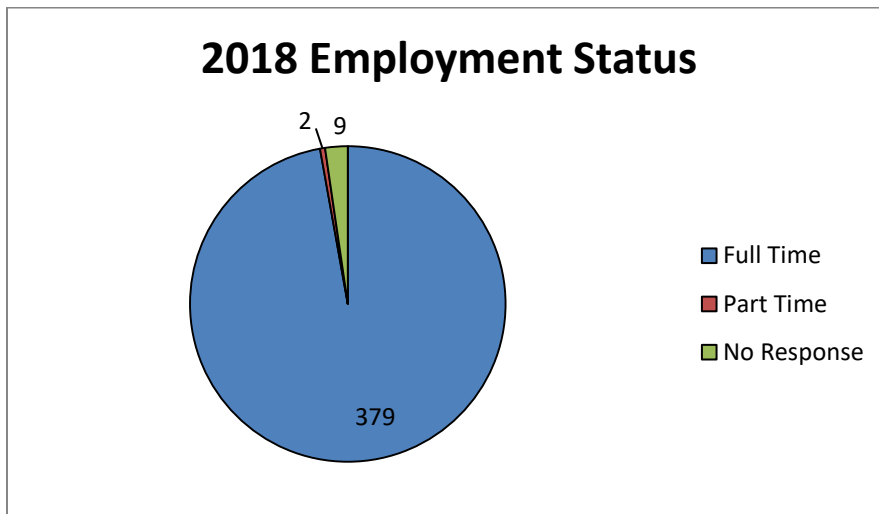
On average, officers who reported pursuits had approximately 8.3 years of service, with a standard deviation of 6.65 years. The officer with the shortest time of service had two months on duty while the longest term of service was 38 years.

Officer Gender



The number of female officers reporting pursuits increased slightly in 2018. On average, 90% of officers submitting the pursuit driving report were male while 9% were female, whereas in the reporting periods 2010-2017, the average number of male officers was 94% and 6% for female officers.

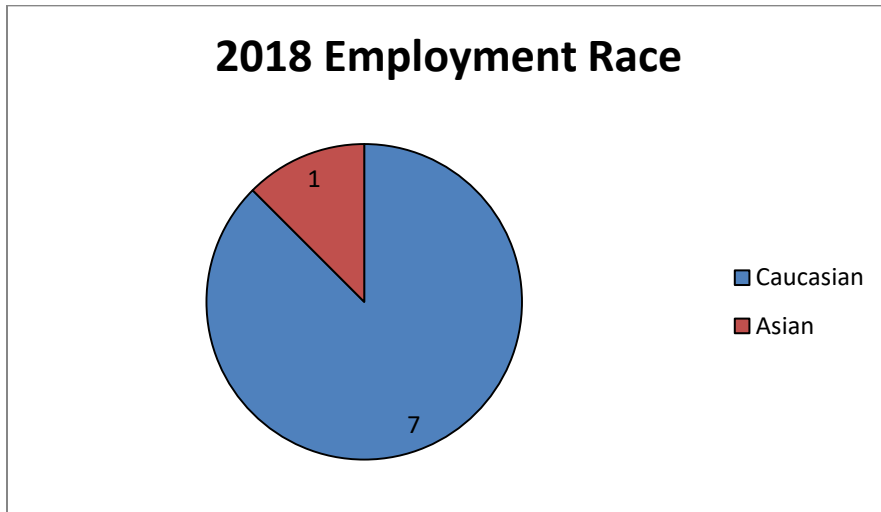
Employment Type



Nearly all reporting officers (97.2%) indicated full-time duty with their employers. Out of the 390 member sample, only two (0.5%) indicated part-time work, while nine individuals (2.3%) did not list a status.

Race

Of the submissions, eight (2.1%) included officer race; seven (87.5%) identified as Caucasian and one officer (12.5%) identified as Asian. From 2010-2017, an average of 5.6% of all pursuit reports include officer race. This can be attributed to different agencies using different forms for submission and agencies not including this demographic.

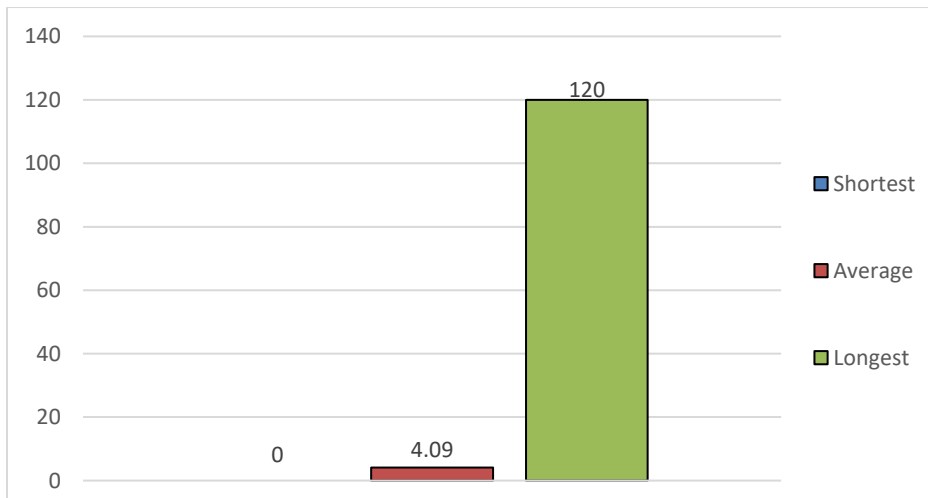


Pursuit Demographics

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

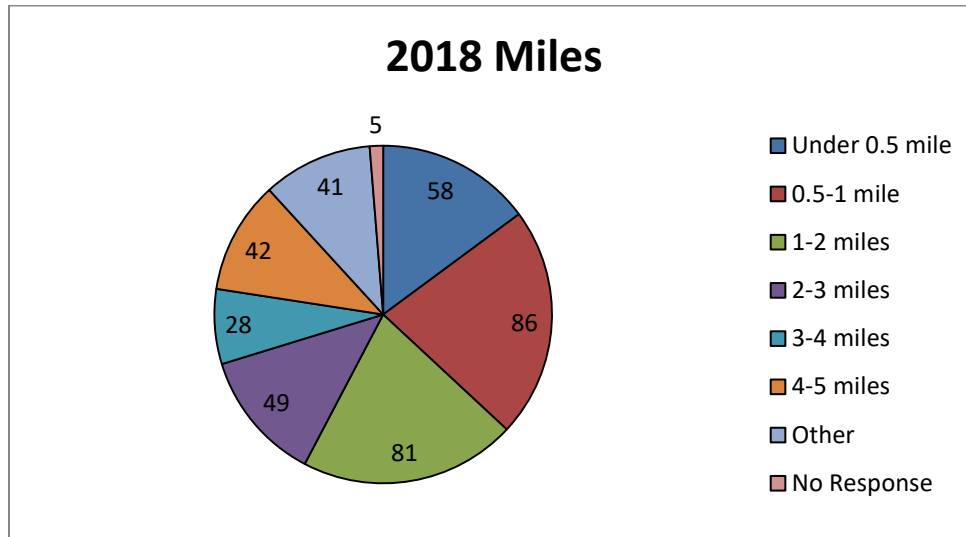
- Duration of pursuit in minutes
- Duration of pursuit by distance
- Locale of the reported pursuit
- Road types while in pursuit
- Type of vehicle utilized in the pursuit

Duration in Minutes



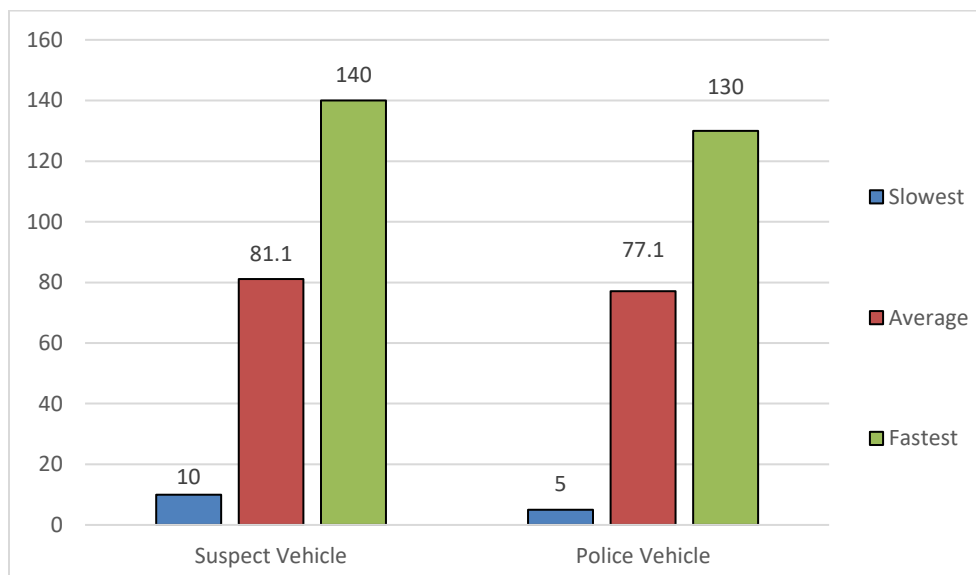
On average, pursuits generally lasted slightly more than four minutes (4.09). The longest pursuit reported lasted 120 minutes, while the shortest was reported at 0 minutes. There were 24 reports that did not provide a duration of the pursuit. From 2010-2017, the longest pursuit was 75 minutes while the average pursuit lasted about 5.2 minutes.

Distance in Miles



The average distance of a pursuit was 3.28 miles. The longest pursuit reported lasted a stretch of 50 miles. The shortest pursuit reported was less than 1 mile. There were five reports that did not provide a distance. From 2014-2017, the average distance was 5.4 miles and the longest was 75 miles.

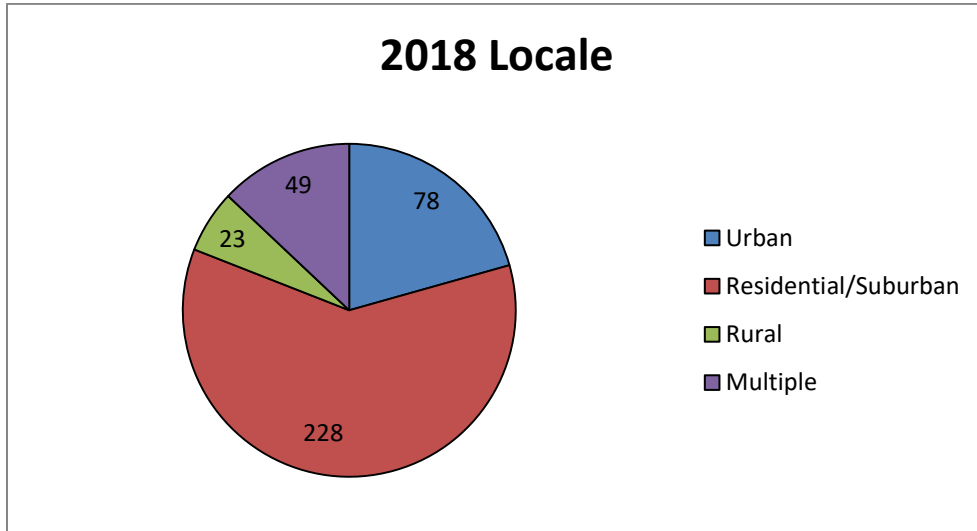
Speed of Pursuit



The average reported speed for suspect vehicles during pursuits was 81.1 mph. The fastest speed for a suspect vehicle was reported at 140 mph, while the slowest was reported at 10 mph. The average reported speed for police vehicles during pursuits was 77.1 mph. The fastest speed for police was reported at 130 mph, while the slowest was reported as 5 mph. There were 48 responses not given for suspect's speed and 22 responses not given for the officer's speed. From

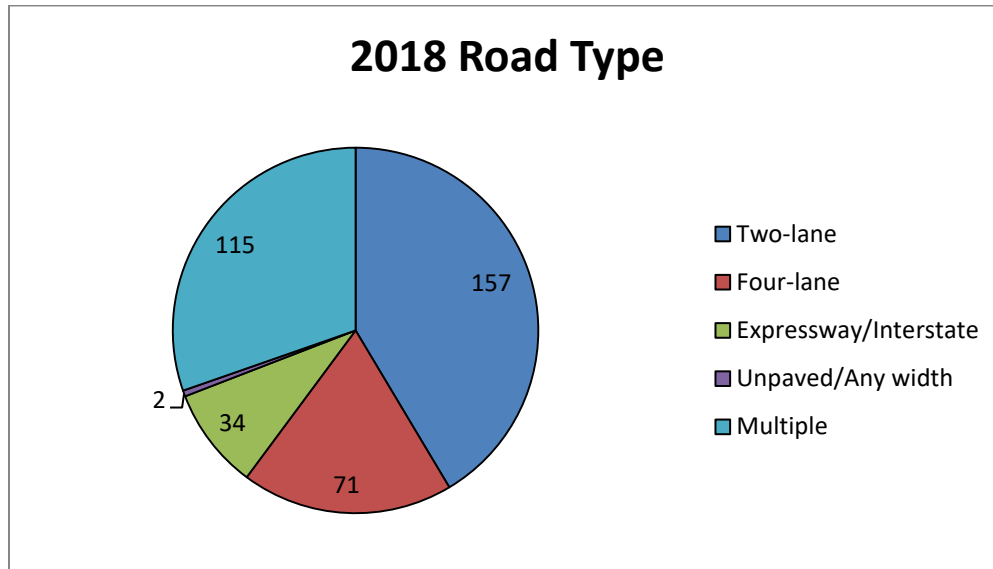
2010-2017, the average speed for a suspect vehicle was 74.5 miles per hour. The fastest was 160 miles per hour. For a police vehicle, the average is 71.5 miles per hour with the fastest being 150 miles per hour.

Locale of Pursuits



Of those who responded, police pursuits were most likely to occur in residential/suburban areas at a rate of 60.3% and in urban areas at a rate of 20.6%. Rural areas (6.1%) were the least likely to have pursuits take place; however, they still occurred in the rural locales on 23 occasions. Furthermore, 13% of pursuits took place in more than one locale. A total of 12 reports did not identify a locale.

Road Type During Pursuit

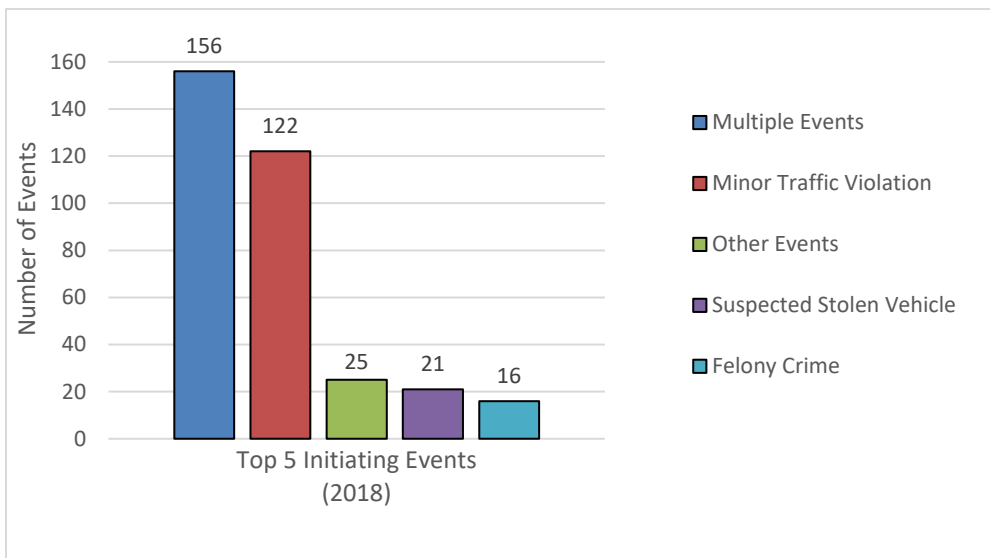


The majority of pursuits took place on a two-lane road on 157 occasions at a rate of 41.4%. The second largest number of pursuits took place on multiple road types on 115 occasions at a rate of 30.3%. Four-lane pursuits took place on 71 occasions (18.7%), expressway/interstate pursuits took place on 34 occasions (9%), and two pursuits (0.5%) took place on unpaved roads. No pursuits were reported tollway roads, and 11 reports (2.8%) did not report a road type.

Initiating Events

Initiating Events

There are 13 potential initiating events for police pursuits. 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 violent crime warrant, suspected criminal activity, wanted by another agency, felony crime, misdemeanor crime, or firearm use by offender in crime of escape. If more than one of these were the initiating event, they were included in the “multiple events” category. If the initiating event was not for the reasons listed, they were included in the “other events” category.

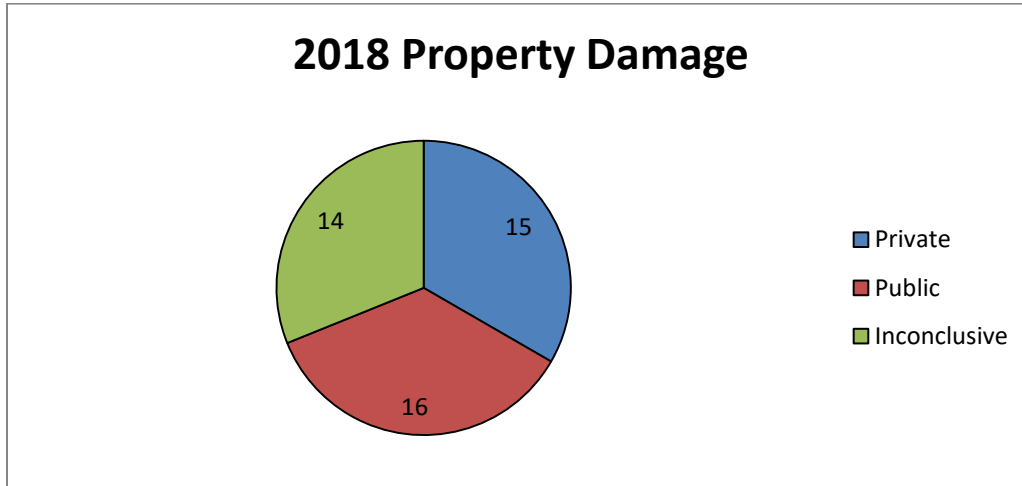


The event that most often initiated the pursuit activity were a combination of multiple events (156 times). The top five initiating factors which account for 87.2% of total pursuits are: multiple events, minor traffic violation, other events, suspected stolen vehicle, and felony crime. Four reports did not include the initiating event.

Crash Information

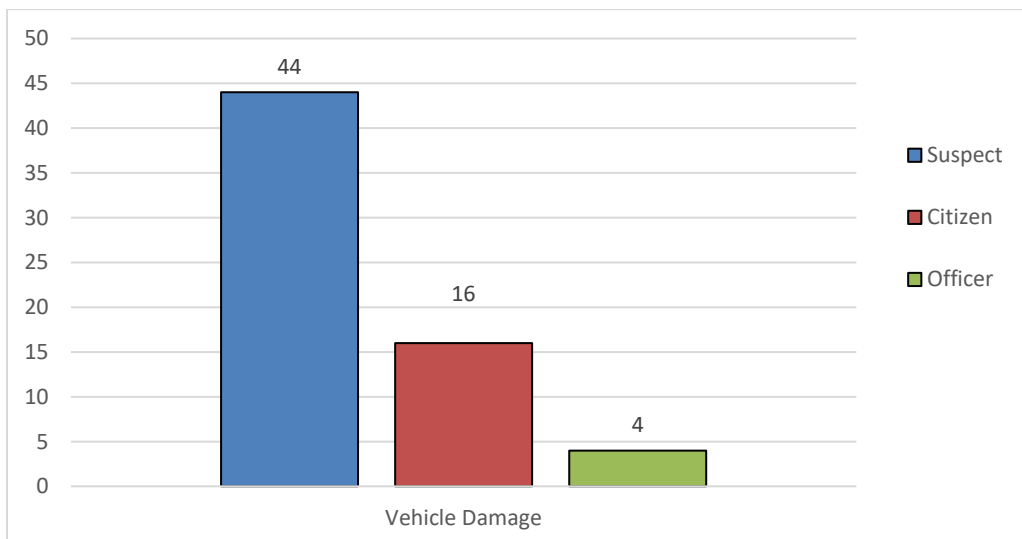
Property Damage

During 2018, 63 (16.2%) pursuits ended in crashes. Of those crashes, 45 (71.4%) resulted in property damage: 15 (33.3%) affected private property, 16 (35.6%) affected public property, and 14 (31.1%) reports were inconclusive. From 2010-2017, the average number of crashes from pursuits is 48.4, or 18.7%, of all pursuits.



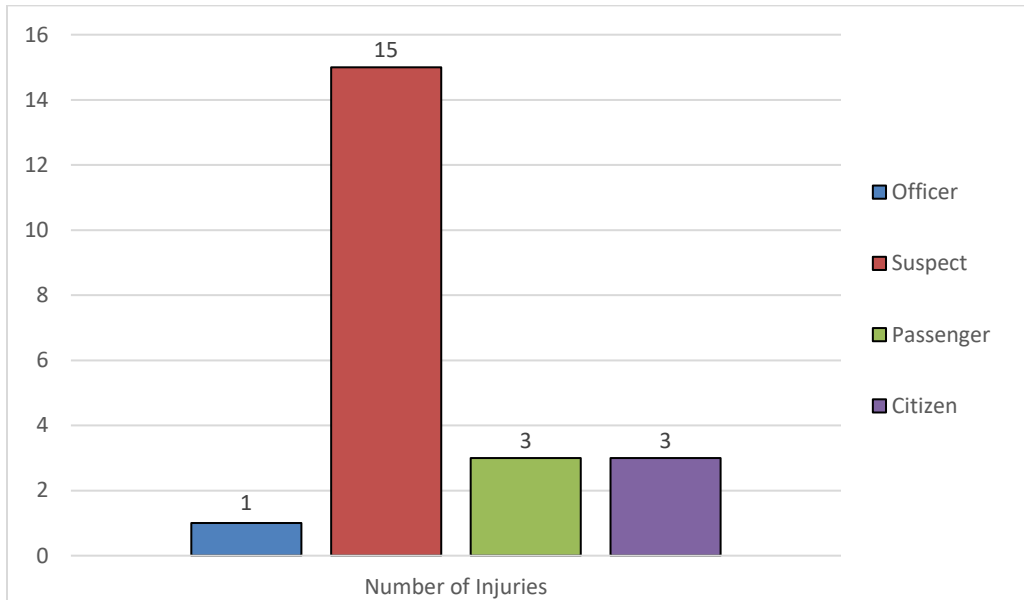
Vehicle Damage

Of the 63 incidents involving crashes, the suspect's vehicle was damaged 44 times (69.8%), while citizen vehicles were damaged 16 times (25.4%). Pursuing officer vehicles were damaged 4 times (6.3%).



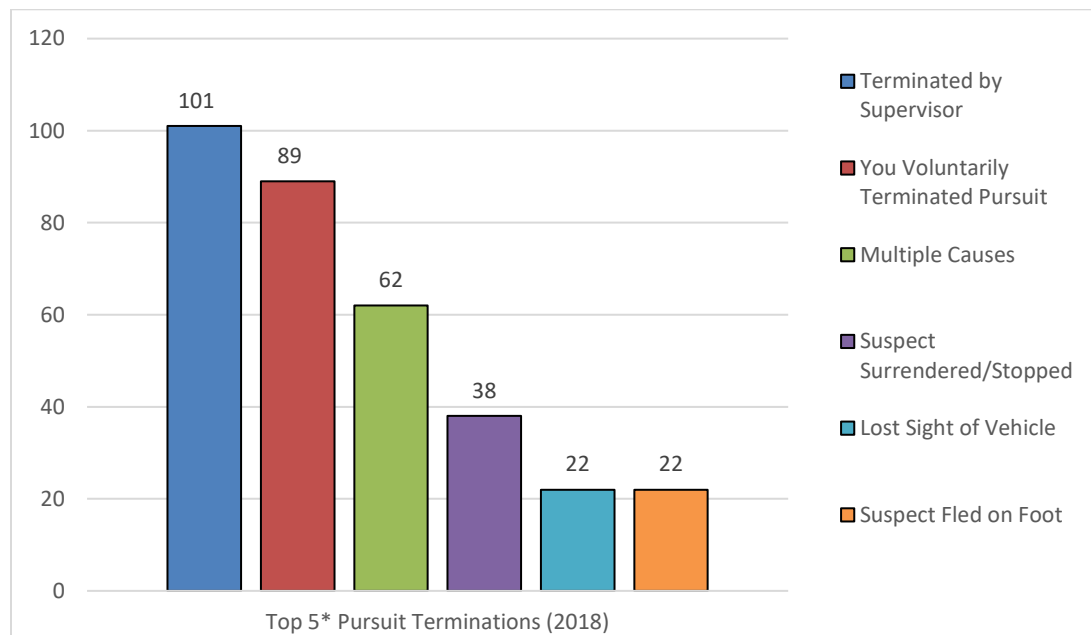
Personal Injury

Reports indicated a total of 22 total injuries in which injury to the officer or the suspect was involved. The data shows suspects (68.2%) were injured more frequently than passengers (13.6%), citizens (13.6%), or officers (4.5%). There was one civilian fatality reported in the data received for 2018.



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, forcible stop technique, terminated by supervisor, lost sight of vehicle or other. If more than one cause terminated the pursuit, they are included under the "multiple causes" category. Of the 390 reports submitted, 334 provided reasons for pursuit termination. The top five are compared here for 2018.

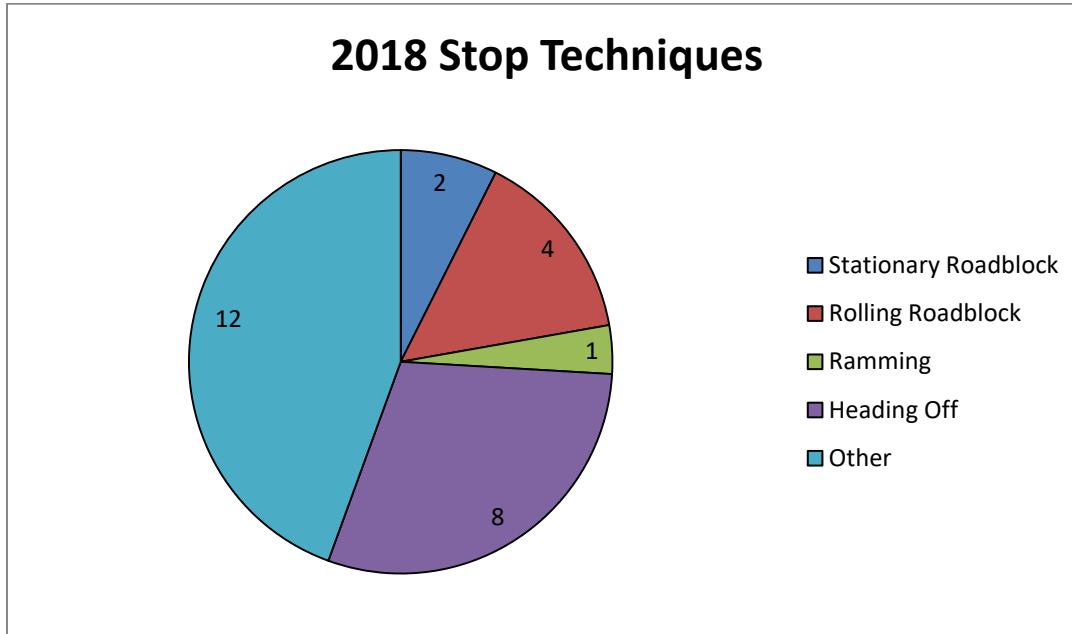


* "Suspect fled on foot" and "lost sight of vehicle" both had the same value for the fifth most frequent incident.

The majority of terminated pursuits (30.2%) were reportedly stopped due to the officers' supervisors' decision.

Ending Events

Stop Techniques

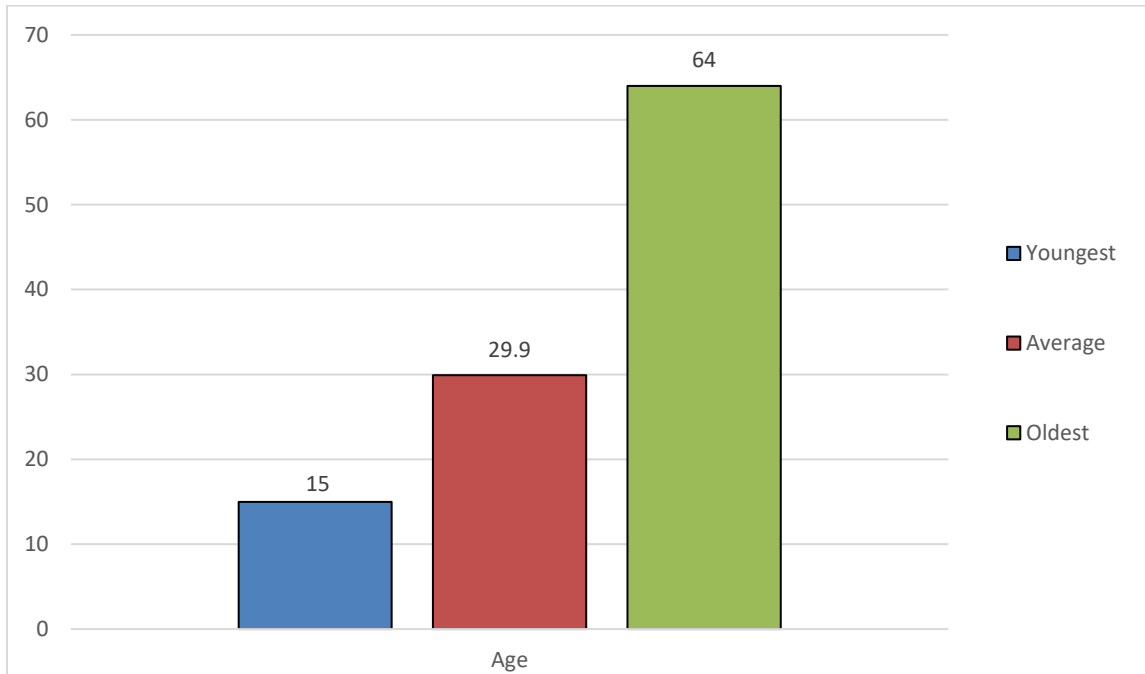


Stop techniques were only utilized 27 times (6.9%) in pursuits reported in 2018. From 2014-2017, the average number of pursuits that utilized a stop technique was 19.8, or about 10.4% of pursuits. The most common stop technique (“Other”) was listed in 12 instances, or 44.4% of reported stops. Heading off was used 8 times, or 29.6% of the reported stops. Rolling roadblocks were only used 14.8% of the time, stationary roadblocks were used in 7.4% of rolling stops, and ramming was used in 3.7% of reported stops.

Suspect/Passenger Information

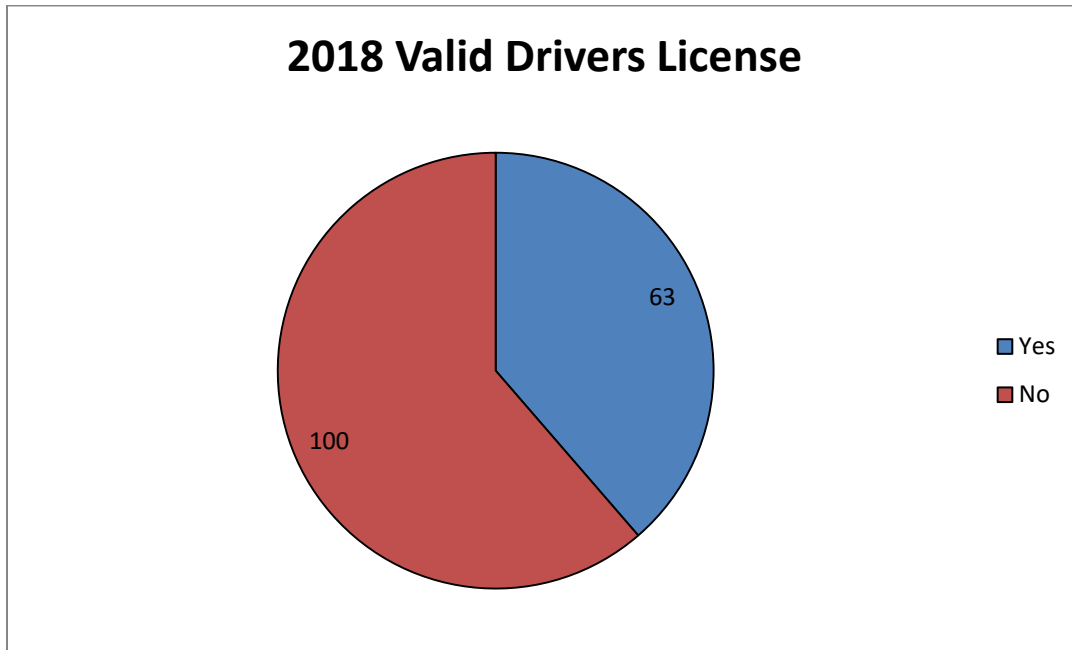
Suspect information is gathered related to items such as: age of the suspect, valid driver's license, vehicle type, drivers fleeing on foot, and follow up conducted when the driver was not apprehended. Passenger information is gathered related to number in the suspect vehicle and number apprehended.

Age of the Suspect



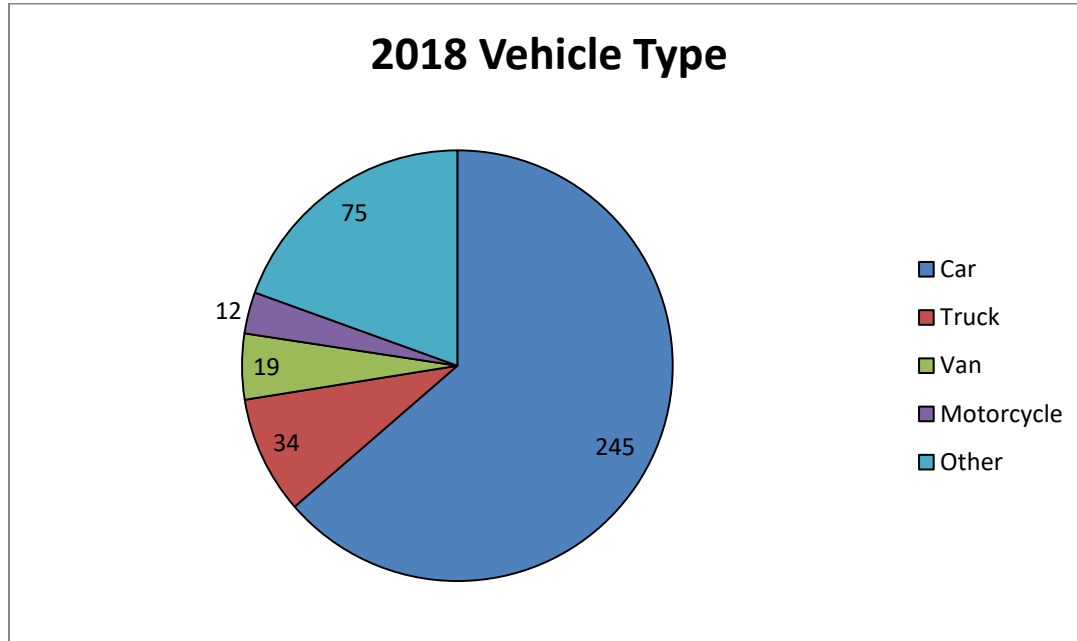
The average age of the suspects involved in reported police pursuits was 29.9, with a standard deviation of 11.07 years. The oldest offender was 64 years old while the youngest offender was 15 years old. There were 167 apprehensions out of the 390 reports (42.8%). All of this information is based on these 167 apprehensions.

Valid Driver's License



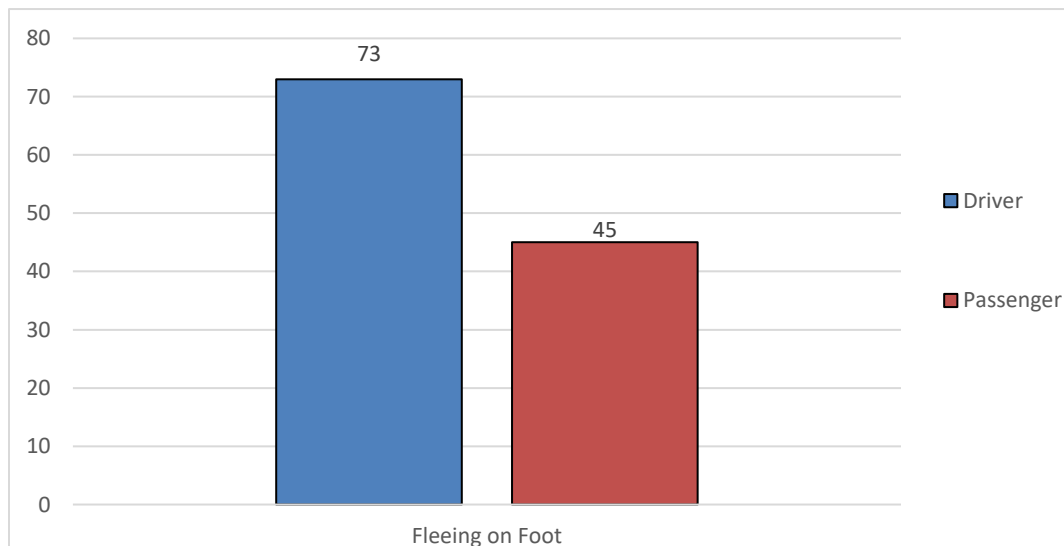
Out of the 167 reports that had apprehended the suspect, the chance of apprehending a suspect with a valid driver's license (37.7%) is less than the chance of apprehending them without a valid driver's license (59.9%).

Suspect Vehicle Type



Excluding those reports who did not report vehicle type, an analysis of the data reflects that more suspects were pursued while driving cars (63.6%) than in trucks (8.8%), vans (4.9%), and motorcycles (3.1%). The “other” category (19.5%) was often reported as an SUV.

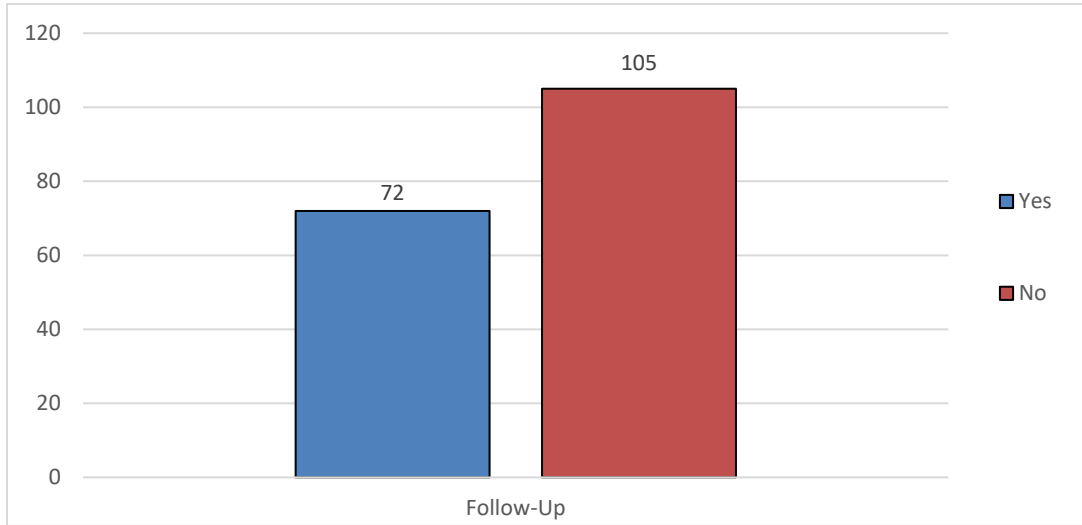
Fleeing on Foot



From all 390 reported pursuits, there were a total of 456 passengers. Passengers were recorded as present in 266 instances and the highest passenger count in a pursued vehicle was 5. There were 63 (16.2%) instances where the pursued vehicle had no passengers, and in 28 (7.2%) instances no passenger count was recorded. There were 33 (8.5%) occasions that the officer was unable to

tell how many passengers were in a vehicle. The pursued drivers attempted to flee on foot 18.7% of the time (73 occurrences) while passengers attempted to flee on foot 11.5% of the time (45 occurrences).

Follow-Up When Driver Not Apprehended



Of the reports that stated that the driver was not apprehended, follow-ups were conducted 40.7% of the time, while 59.3% of the time a follow-up was not conducted.

Conclusions

With the submission of a substantially higher number of reports during calendar year 2018, 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.

In 2018, more female officers submitted a pursuit driving report than in previous years. The longest pursuit in the past eight years was in 2018 and the pursuit lasted two hours. However, even though 2018 had the longest pursuit, the average pursuit duration was shorter than 2010-2017 data. This suggests that pursuits were actually shorter than years past. This is confirmed further as the average pursuit distance in miles in 2018 was shorter than the 2014-2017 data.

The average speed for suspect vehicles during pursuits in 2018 was about seven miles per hour faster than from the average of the years 2010-2017. The number of pursuits ending in crashes has risen from years past, but the percentage of pursuits that end in crashes has slightly fallen. This is due to the larger number of pursuit reports that were submitted in 2018. Stop techniques utilized in pursuits is similar. The number of stop techniques used has increased but their proportion to all pursuits has decreased.

Number of Reports Submitted by Agencies

1 Report	2 Reports	3 Reports	4 Reports	5 Reports	6 Reports	7 + Reports
Algonquin	Clinton	Columbia	Fulton County	Northlake	Collinsville	Aurora (24)
Arlington Heights	Coal City	Crete	Melrose Park	Rockton	Madison	Calumet City (93)
Berkeley	Countryside	Des Plaines	Riverside		Quincy	Galesburg (11)
CCPD	Elk Grove	East Dundee	Rock Island		Villa Park	Granite City (26)
Chenoa	Fairfield	East Hazel Crest				Hillside (7)
Douglas County	Fox Lake	Elmhurst				Park Forest (12)
DuPage County	Fulton	Hartford				Pontoon Beach (12)
Effingham	GCPD	LaGrange				Riverdale (12)
EHCPD	Metropolis	Midlothian				Sauk Village (14)
Geneseo	Mt. Carmel	Montgomery				Waukegan (14)
GHPD	Posen	Mt. Prospect				
Justice	Rosemont	Naperville				
Kendall County	Springfield	Pekin				
LaSalle	Steger	Princeton				
Mattoon	Swansea	Roxana				
Mclean	West Chicago	Westchester				
MCPD	Winfield	Shiloh				
Morton Grove						
North Riverside						
Oak Forest						
Oakbrook						
Oglesby						
Park Ridge						
Peru						
St. Charles						
SPD						
Sterling						
Warrenville						
Waterloo						
Western Springs						