



ANALYSIS OF ILLINOIS POLICE PURSUIT REPORTING: 2017

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Analysis of Police Pursuit Data 2017

Overview

This report provides data on pursuit driving reports submitted to the Illinois Law Enforcement Training and Standards Board (ILETSB) for the period of January 1, 2017 through December 31, 2017. The majority of the data is descriptive in nature providing relative information for the 2017 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%.

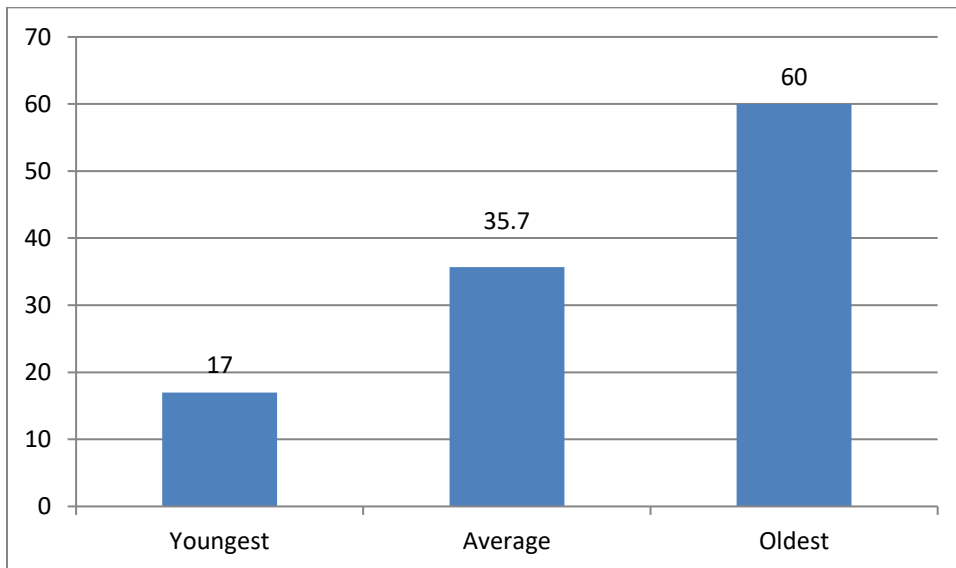
Topical areas for comparison and review purposes include: officer demographics, pursuit demographics, initiating events, crash information, ending events, and suspect/passenger information.

Number of Reports Submitted

In 2017, 304 reports were submitted, compared to 254 reports in 2016, and an average of 186 the previous five years.

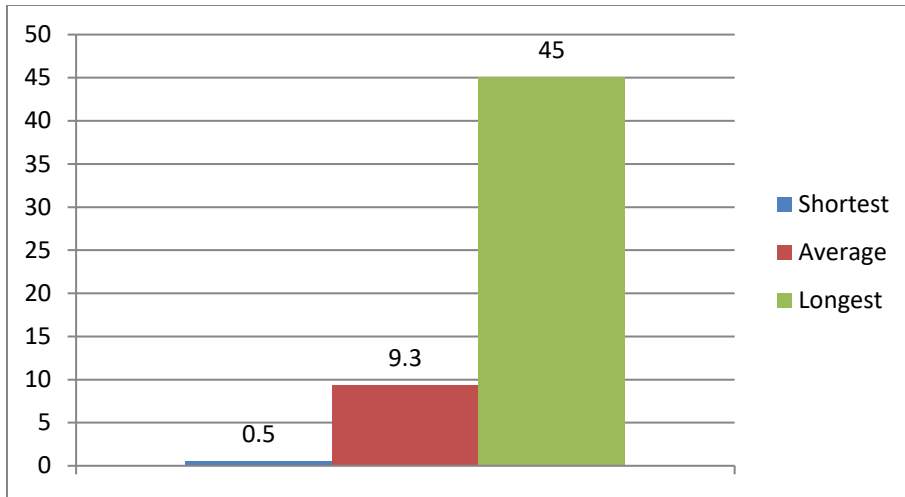
Officer Demographics

Age



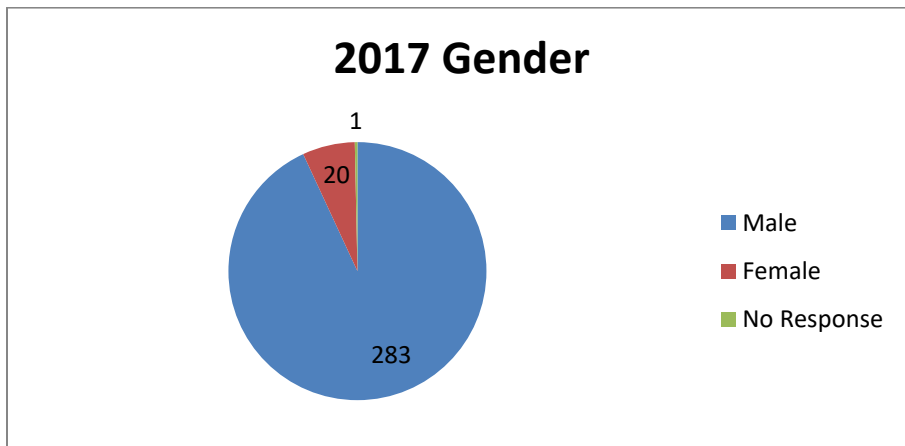
The average age of officers reporting police pursuits for 2017 was 35.7 years of age. The youngest officer reporting a pursuit was 17, while the oldest was 60.

Years of Service



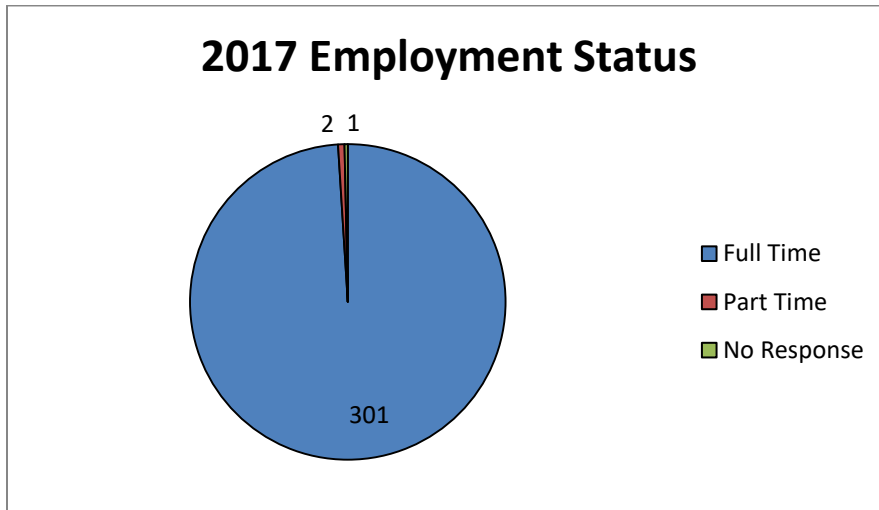
On average, officers who reported pursuits had approximately 9.3 years of service. The officer with the shortest time of service had 6 months on duty while the longest term of service was 45 years.

Officer Gender



The number of male officers versus the number of female officers reporting pursuits shifted slightly in 2017. On average, 93.1% of officers submitting the Pursuit Driving Report were male while 6.6% were female, whereas in the reporting periods 2012-2016, the average number of male officers was 94.6% and 5.4% for female officers.

Employment Type



Nearly all reporting officers (99%) indicated full-time duty with their employers. Out of the 304 member sample, only 2 (0.7%) indicated part-time work, while one individual (0.3%) did not list a status.

Race

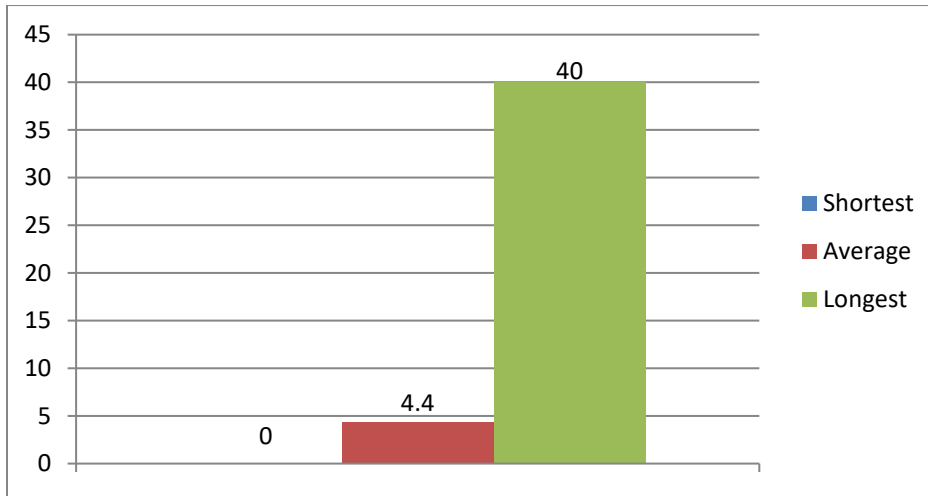
Of the submissions, 5.3% (16) included officer race; 81.2% (13) of who identified as Caucasian and one officer (6.25%) identified as biracial (Caucasian/African American). The race of two officers was unsure since they identified as "O". In the time period of 2016-2012 only 6% reported their racial background. 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:

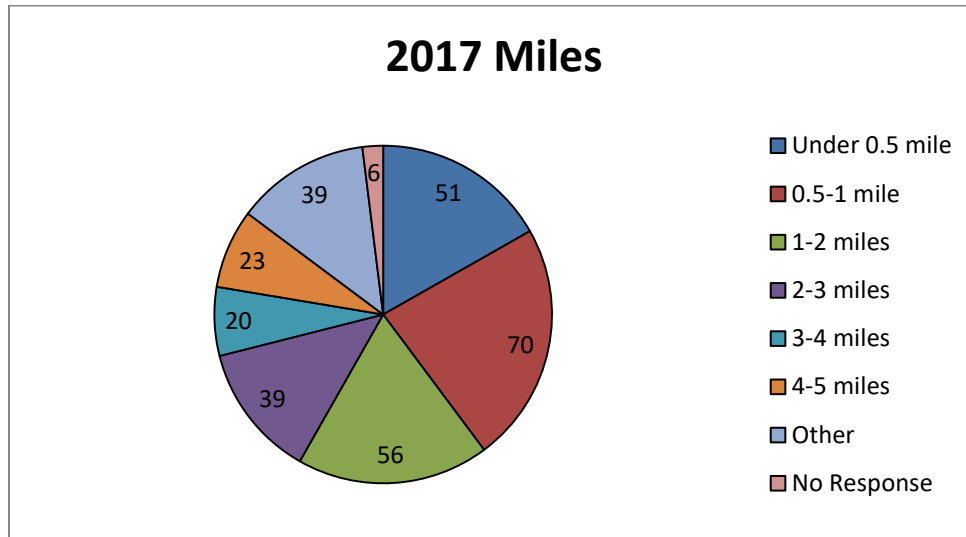
- Duration of pursuit in minutes
- Duration of pursuit by distance
- Locale of the reported pursuit
- Road types while in pursuit
- Type of vehicle utilized in the pursuit

Duration in Minutes



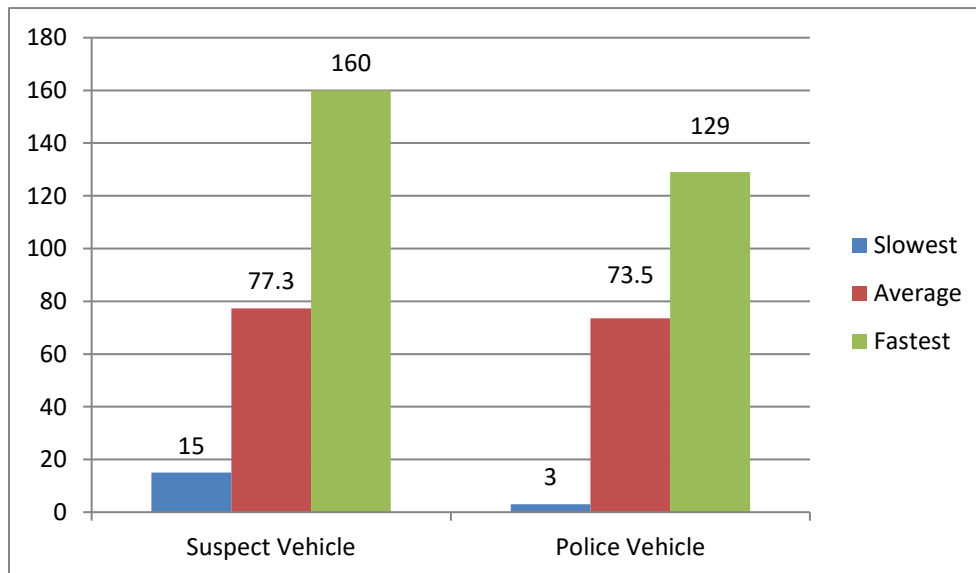
On average, pursuits generally lasted about four and a half minutes (4.4). The longest pursuit lasted 40 minutes, while the shortest was reported at 0 minutes. There were four reports that did not provide a duration of the pursuit.

Duration in Miles



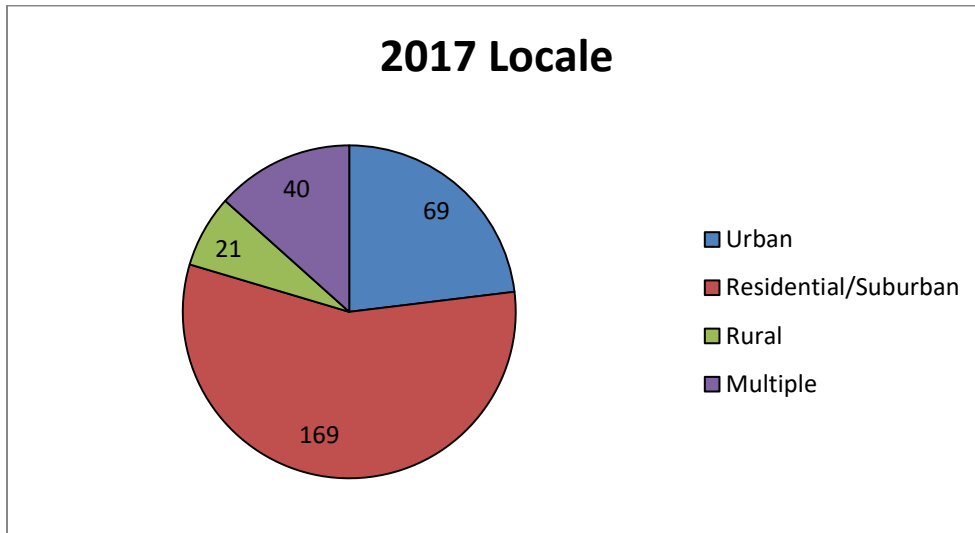
The average length of a pursuit in terms of distance was 3.9 miles. The longest pursuit reported lasted a stretch of 75 miles. The shortest pursuit reported was less than .5 miles. There were 3 reports that did not provide a distance in miles.

Speed of Pursuit



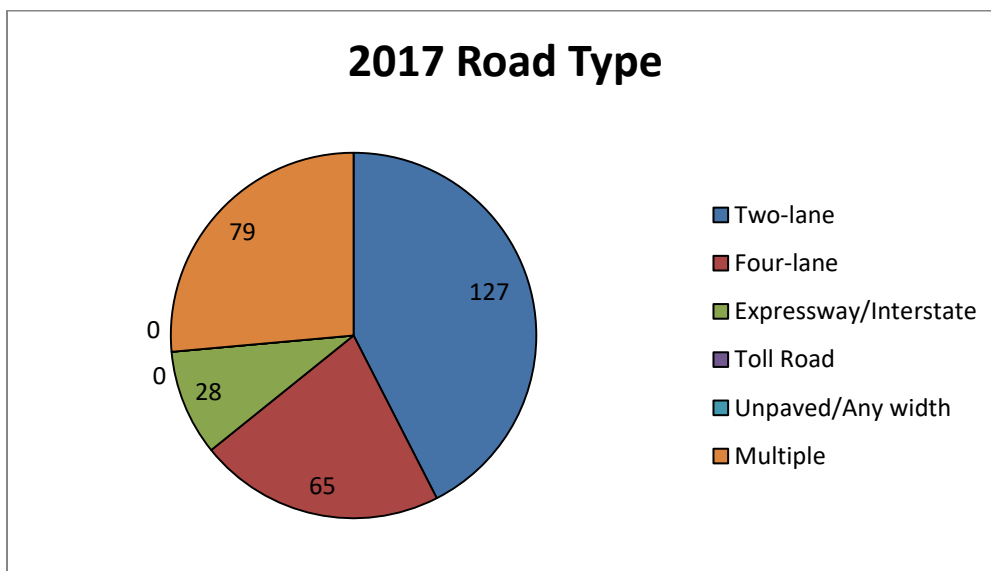
The average reported speed for suspect vehicles during pursuits was 77.3 mph. The highest speed was reported at 160 mph, while the lowest was reported at 15 mph. The average reported speed for police vehicles during pursuits was 73.5 mph. The highest speed was reported at 129 mph, while the lowest was reported as 3 mph. There were 27 responses not given for suspect's speed and 14 responses not given for the officer's speed.

Locale of Pursuits



According to the reports, police pursuits were most likely to occur in residential/suburban areas at a rate of (55.6%) and in urban areas at a rate of (22.7%). Rural areas (6.9%) were the least likely to have pursuits take place; however, they still occurred in the rural locales on 21 occasions. Furthermore, 13.2% of pursuits took place in more than one locale.

Road Type during Pursuit

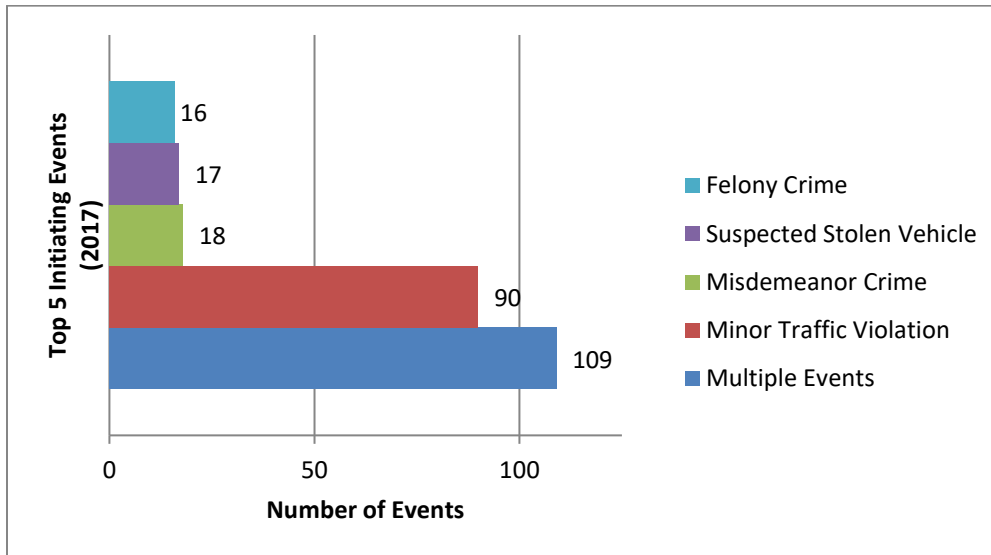


The majority of pursuits took place on a two-lane road on 127 occasions at a rate of (41.8%). The second largest number of pursuits took place on multiple road types on 79 occasions at a rate of (26%). Expressway/interstate pursuits took place on 28 occasions (9.2%). No pursuits were reported on either the tollway roads or unpaved roads.

Initiating Events

Initiating Events

There are 13 potential initiating events for police pursuits. The top five events most often reported for 2017 are compared here.

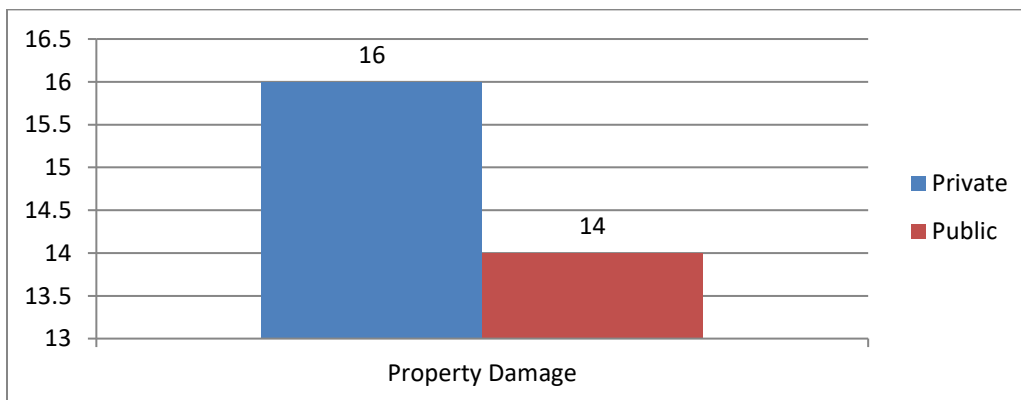


The event that most often initiated the pursuit activity were multiple events (109 times). The top 5 initiating factors account for 82.3% of total pursuits.

Crash Information

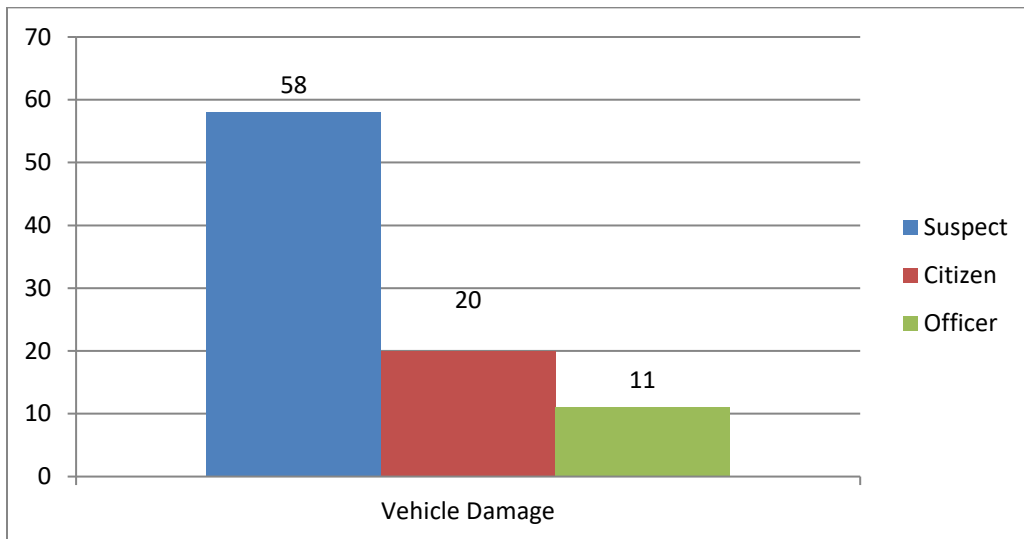
Property Damage

During 2017, 59 crashes were reported, in which 45 crashes (76.3%) occurred resulting in property damage, 16 (27.1%) of those crashes affected private property, and 13 (22%) affected public property.



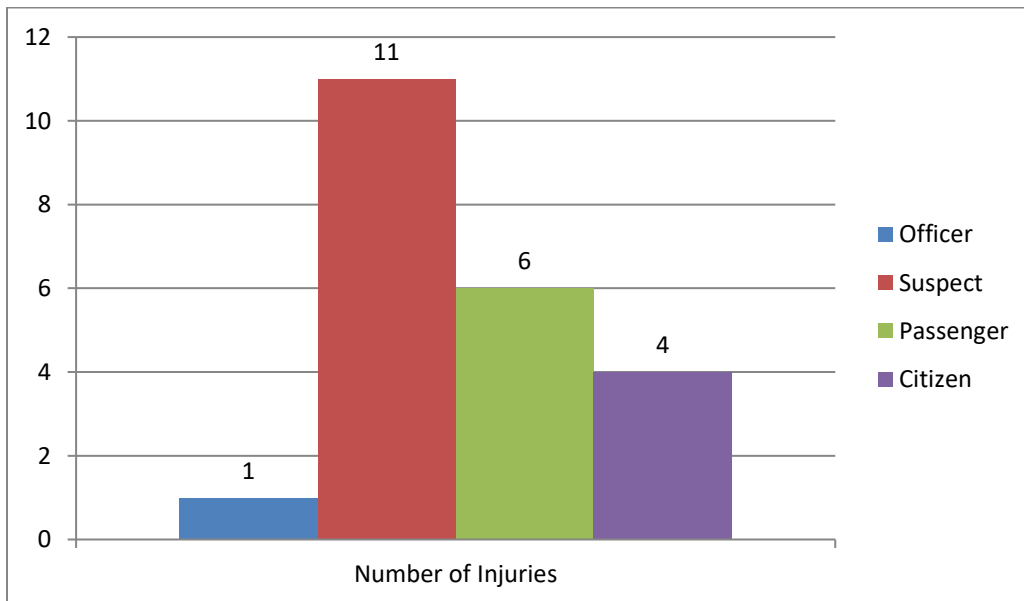
Vehicle Damage

Of the 59 incidents involving crashes, the suspect's vehicle was damaged 58 (98.3%) times, while citizens' vehicles were damaged 20 (33.9%) times. Pursuing officer vehicles were damaged 11 (18.6%) times.



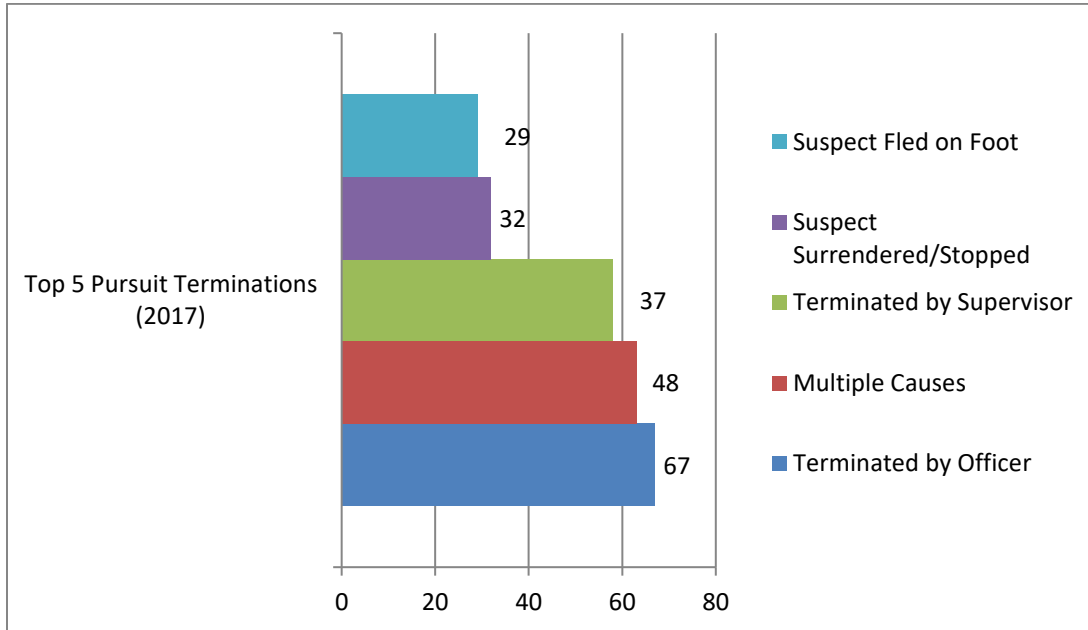
Personal Injury

The data shows suspects (35.5%) were injured more frequently than passengers (19.4%), citizens (12.9%), or officers (3.2%).



Pursuit Terminations

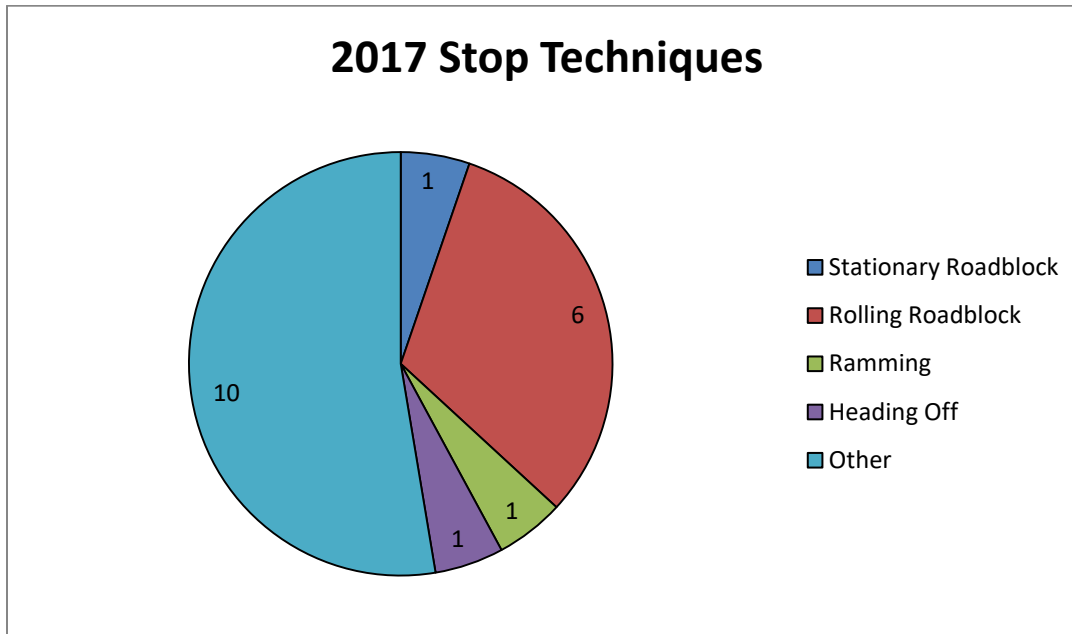
Thirteen choices are available on the Pursuit Driving Report for the Reason for Pursuit Termination. A fourteenth option was added to calculate for multiple reasons. The top five (n=207) are compared here for 2017.



The majority of terminated pursuits (22%) were reportedly stopped due to the officer's decision.

Ending Events

Stop Techniques



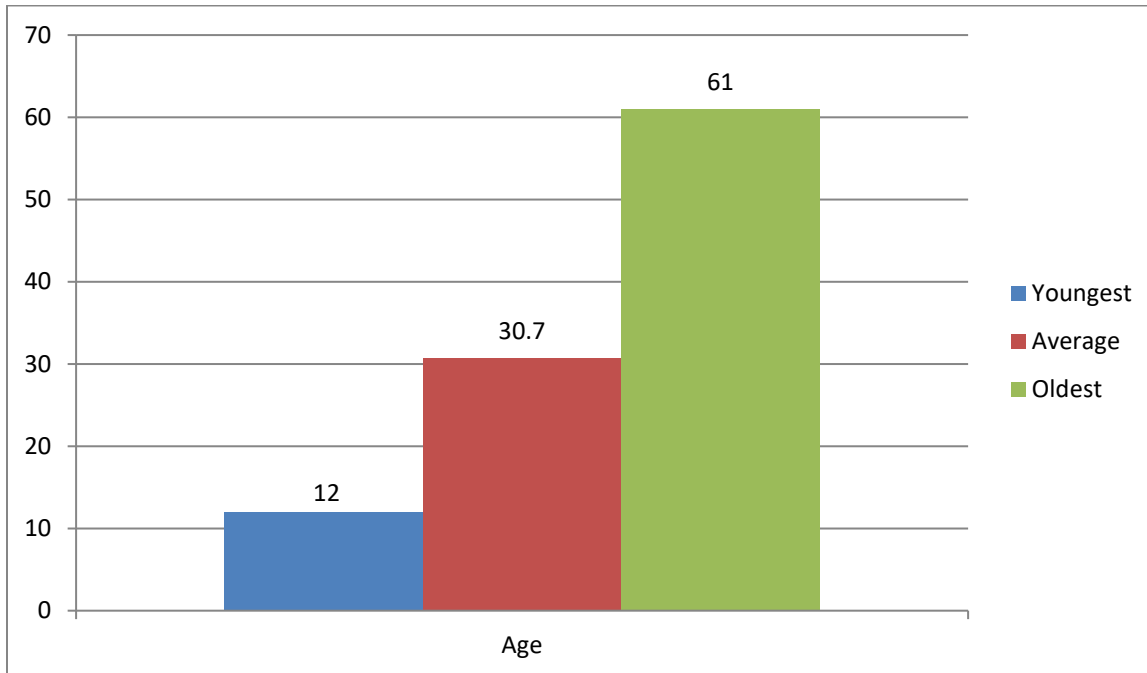
Stop techniques were only utilized 19 (6.2%) times in pursuits reported from 2017. The most common stop technique (n=10) was listed as “other,” which occurred in 52.6% of the reported stops. Rolling Roadblocks (n=6) were only used 31.6% of the time while stationary roadblocks (n=1), ramming (n=1), and heading off (n=1) were each used in 5.3% of the reported stops.

Suspect/Passenger Information

Suspect information is gathered related to information 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.

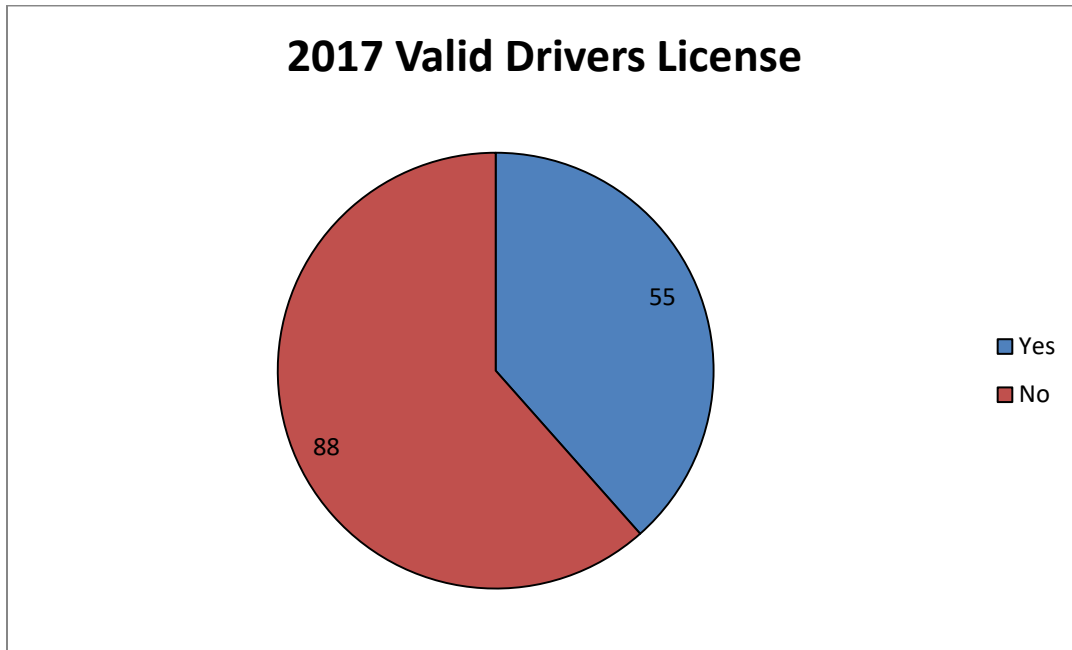
Not all reports contained all information related to suspects and passengers; therefore, some numbers may not equal 100%.

Age of the Suspect



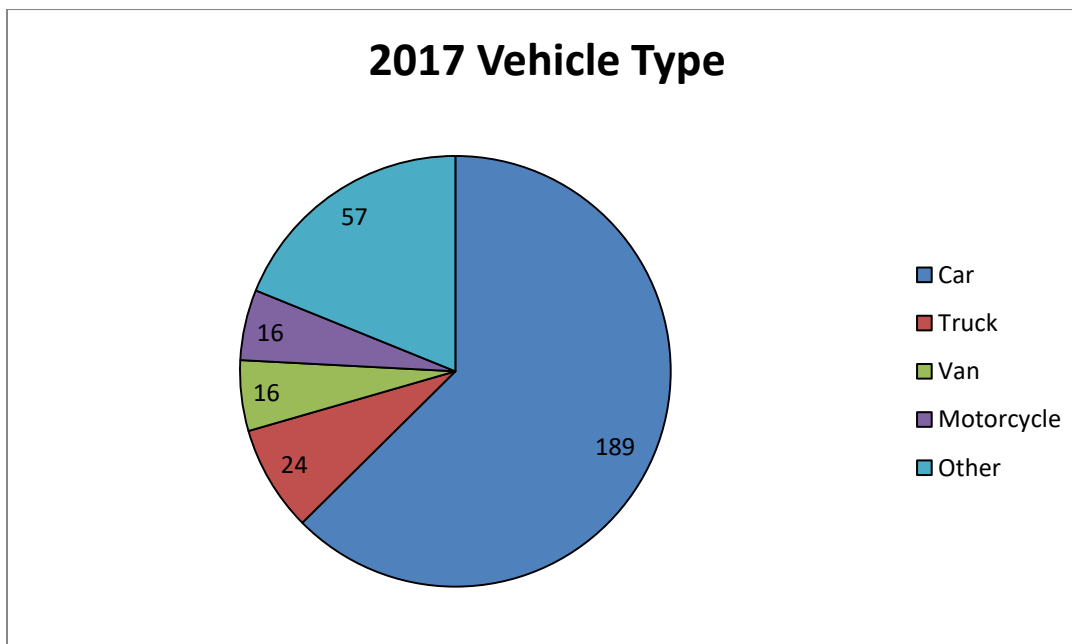
The average age of the suspects involved in reported police pursuits was about 30-31 years of age. The oldest offender was 61 years old while the youngest offender was 12 years old.

Valid Driver's License



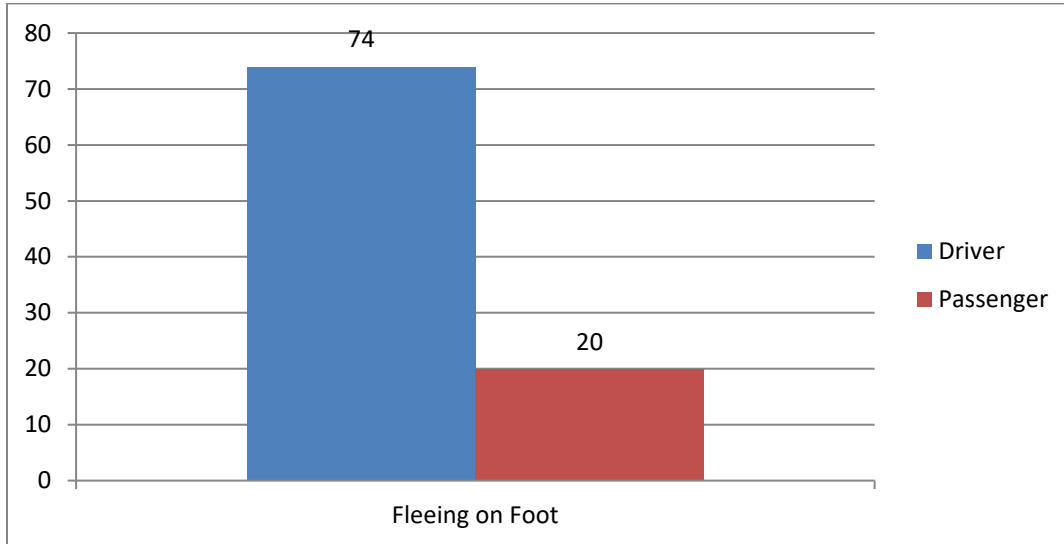
Out of the 143 reports that had apprehended the suspect, the chance of apprehending a suspect with a valid driver's license (38.5%) is less than the chance of apprehending them not having a valid driver's license (61.5%).

Suspect Vehicle Type



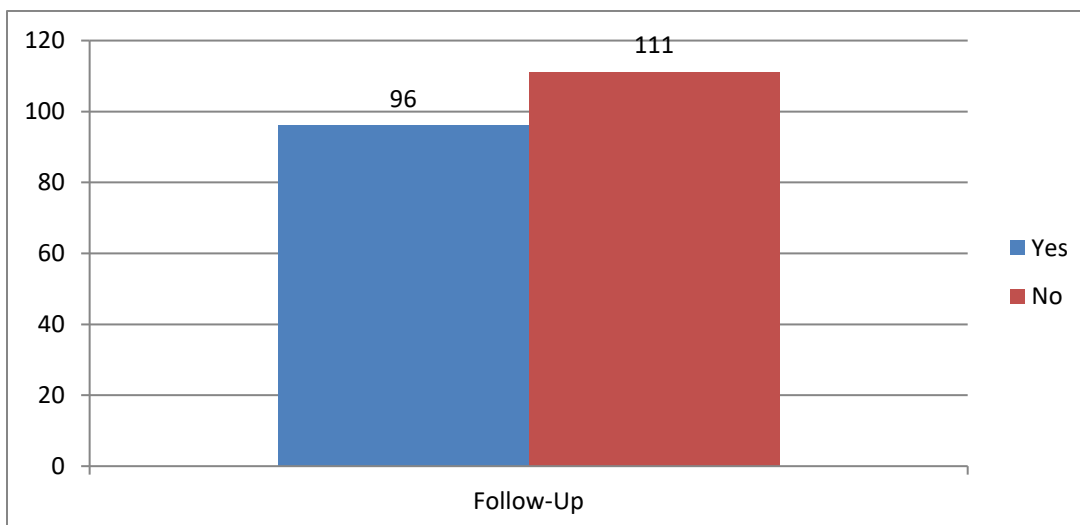
More suspects were pursued in cars (62.2%) than in trucks (7.9%), vans (5.3%), and on motorcycles (5.3%). The “other” category (18.8%) was often reported as an SUV.

Fleeing on Foot



From all 304 reported pursuits, there were a total of 353 passengers. Passengers were recorded as present in 195 instances and the highest passenger count in a pursued vehicle was 7. There were 43 (14.1 %) instances the pursued vehicle had no passengers and in 66 (21.7%) instances there was no passenger count recorded. The pursued drivers attempted to flee on foot 24.3% of the time (n=74) while passengers attempted to flee on foot 6.6% of the time (n=20).

Follow-Up When Driver Not Apprehended



Although the frequency of whether a follow-up investigation was conducted or not is almost equal, follow-ups were conducted 31.6% of the time, while 36.5% of the time when a driver was not apprehended, a follow-up was not conducted.