



ANALYSIS OF ILLINOIS POLICE PURSUIT REPORTING: 2015

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Analysis of Police Pursuit Data 2015

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, 2015 through December 31, 2015. The majority of the data is descriptive in nature providing relative information for the 2015 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%.

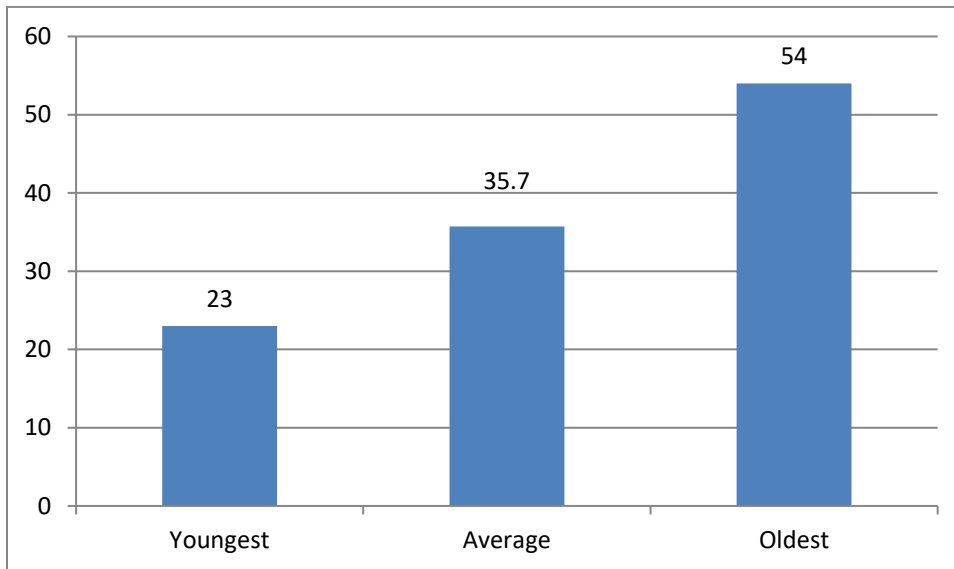
Topical areas for comparison and review purposes include: officer demographics, pursuit demographics, initiating events, crash information, ending events, and suspect/passenger information.

Number of Reports Submitted

In 2015, 187 reports were submitted, compared to an average of 132 the previous five years.

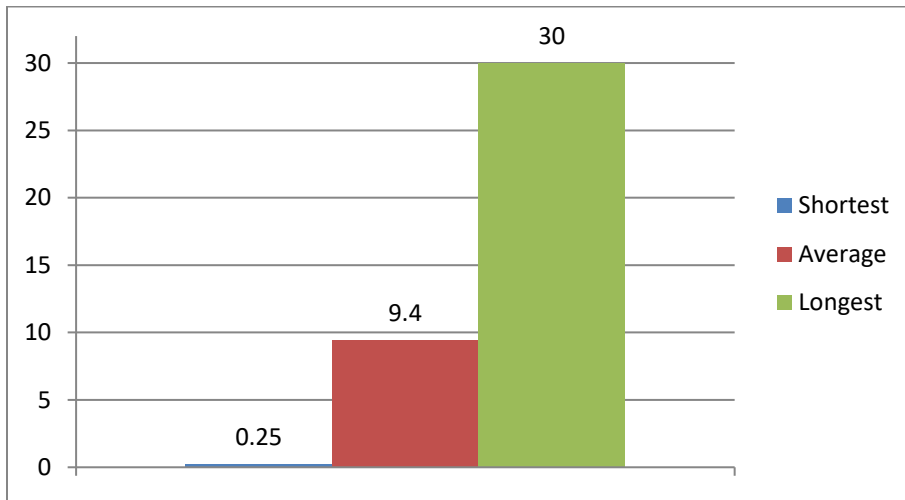
Officer Demographics

Age



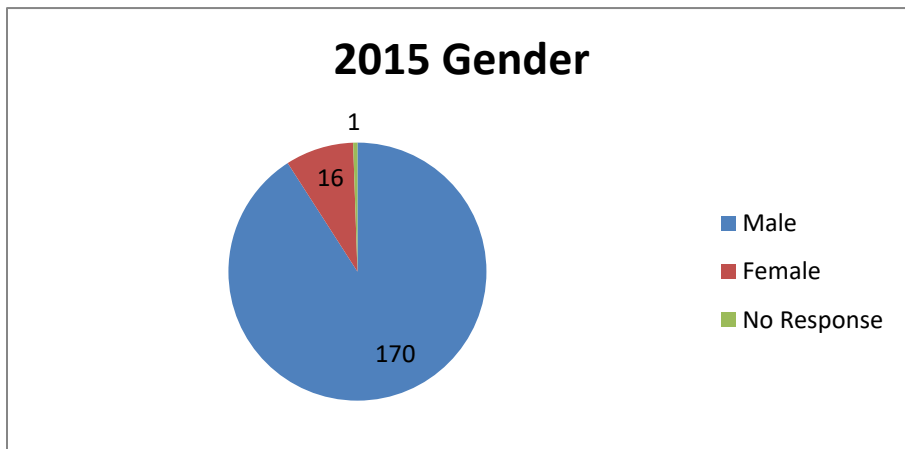
The average age of officers reporting police pursuits for 2015 was 35.7 years of age. The youngest officer reporting a pursuit was 23, while the oldest was 54. One submission indicated the reporting part-time officer was 76 years old, however; this could not be verified since no report number was given.

Years of Service



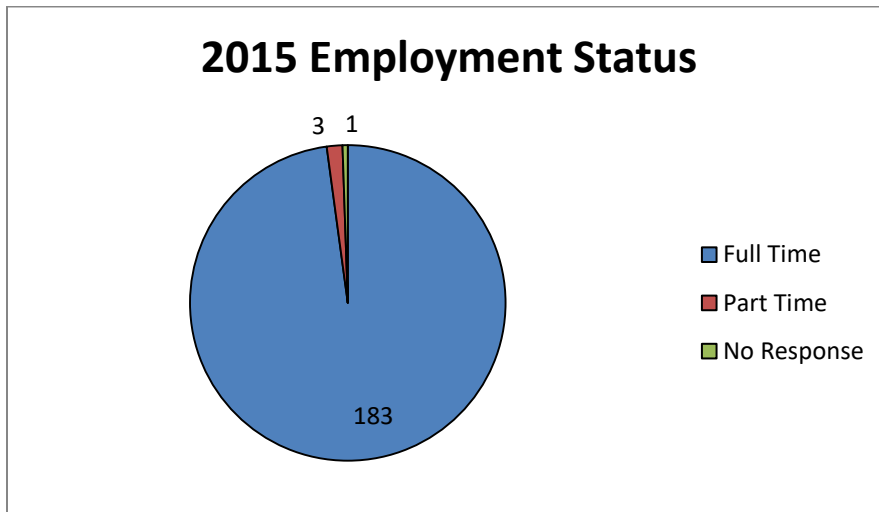
On average, officers who reported pursuits had approximately 9.4 years of service. The officer with the shortest time of service had 3 months on duty while the longest term of service was 30 years.

Officer Gender



The number of male officers versus the number of female officers reporting pursuits shifted slightly in 2015. On average, 90.91% of officers submitting the Pursuit Driving Report were male while 8.56% were female, whereas in the reporting periods 2010-2014, the average number of male officers was 95.6% and 4.4% for female officers.

Employment Type



Nearly all reporting officers (97.9%) indicated full-time duty with their employers. Out of the 187 member sample, only 3 (1.6%) indicated part-time work, while one individual (0.5%) did not list a status.

Race

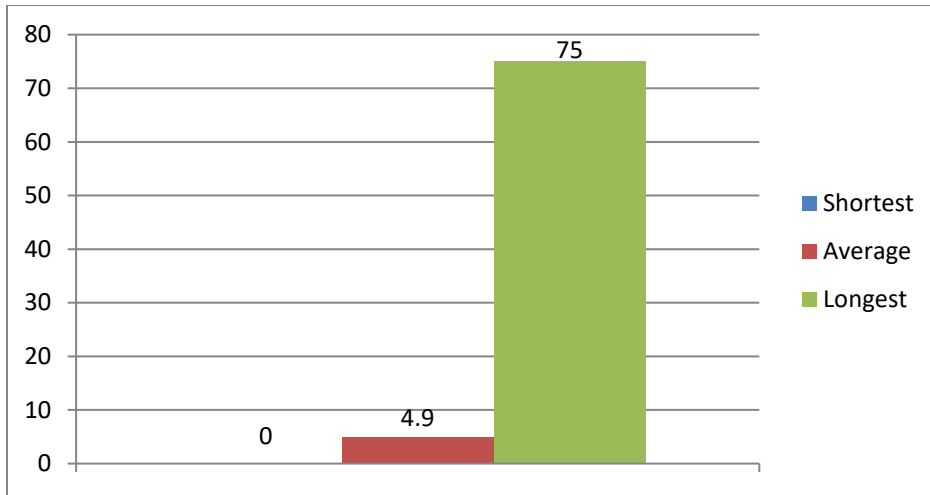
Of the submissions, 5.3% included officer race; 90% of who identified as Caucasian and 10% who identified as African-American. In the time period of 2010-2014 only 5.5% reported their racial background. This can be attributed to different agencies using different forms for submission and agencies not including this demographic.

Pursuit Demographics

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

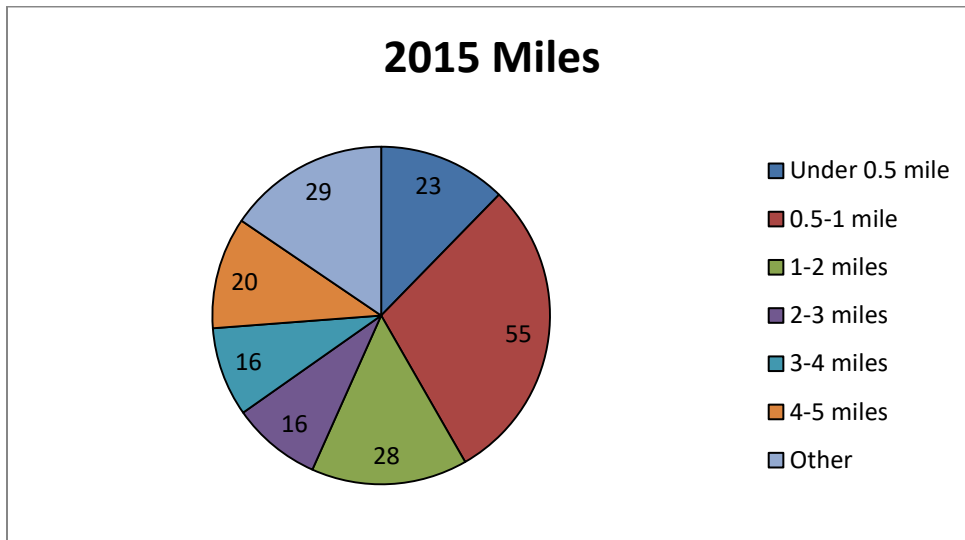
- Duration of pursuit in minutes
- Duration of pursuit by distance
- Locale of the reported pursuit
- Road types while in pursuit
- Type of vehicle utilized in the pursuit

Duration in Minutes



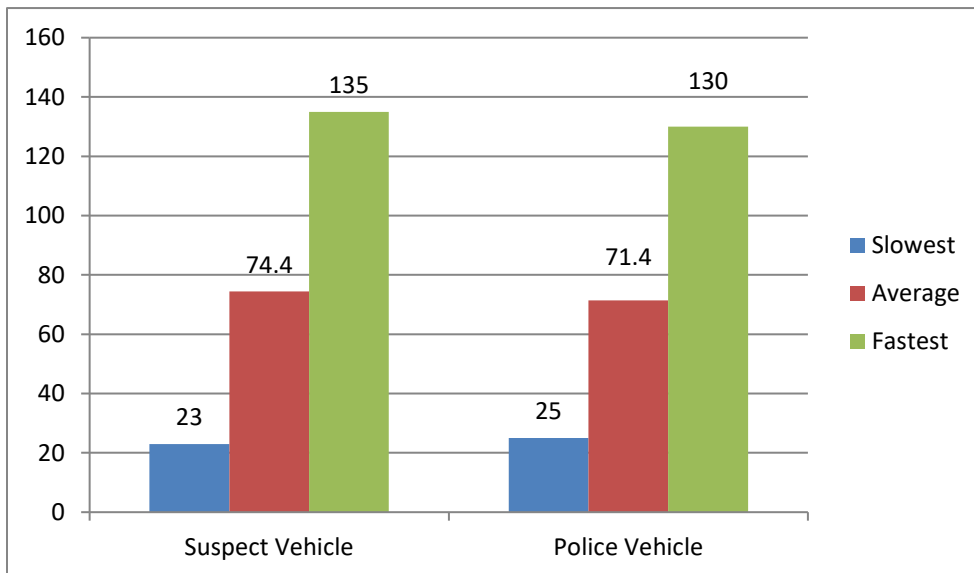
On average, pursuits generally lasted a little under five minutes (4.9). The longest pursuit lasted a full 75 minutes, while the shortest was reported at less than 30 seconds.

Duration in Miles



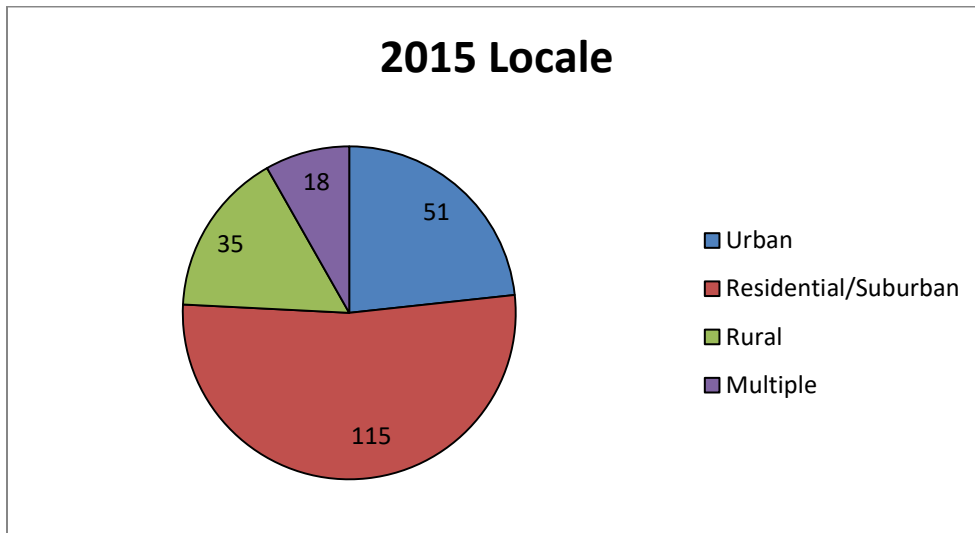
The average length of a pursuit in terms of distance was 3.9 miles. The longest pursuit reported lasted a stretch of 70 miles. The shortest pursuit reported was less than .5 miles.

Speed of Pursuit



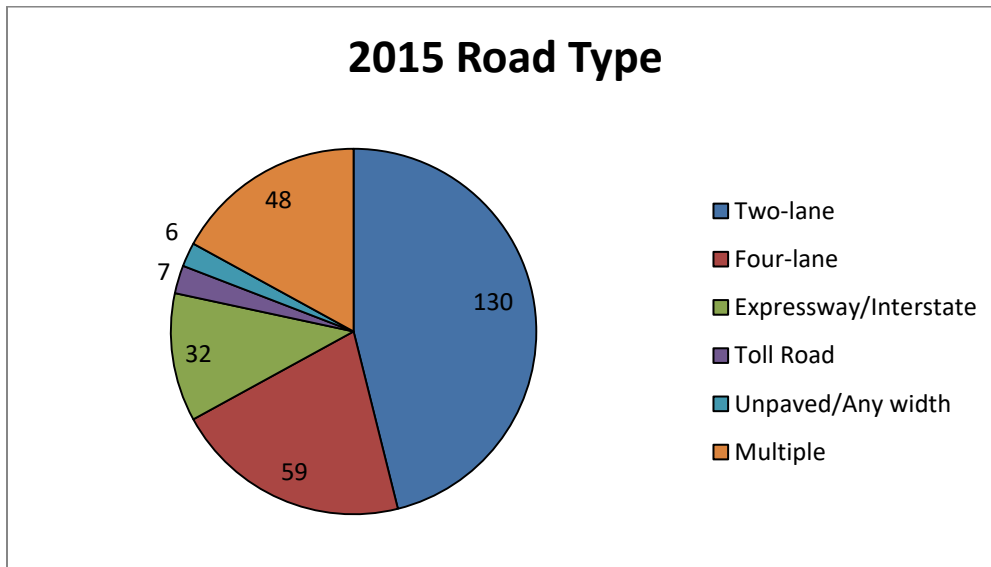
The average reported speed for suspect vehicles during pursuits was 74.4 mph. The highest speed was reported at 135 mph, while the lowest was reported at 23 mph. The average reported speed for police vehicles during pursuits was 71.4 mph. The highest speed was reported at 130 mph, while the lowest was reported as 25 mph.

Locale of Pursuits



According to the reports, police pursuits were mostly likely to occur in residential/suburban areas at a rate of (61.8%) and in urban areas at a rate of (27.4%). Rural areas (18.8%) were the least likely to have pursuits take place; however, they still occurred in the rural locales on 35 occasions. Furthermore, 9.7% of pursuits took place in more than one locale.

Road Type during Pursuit

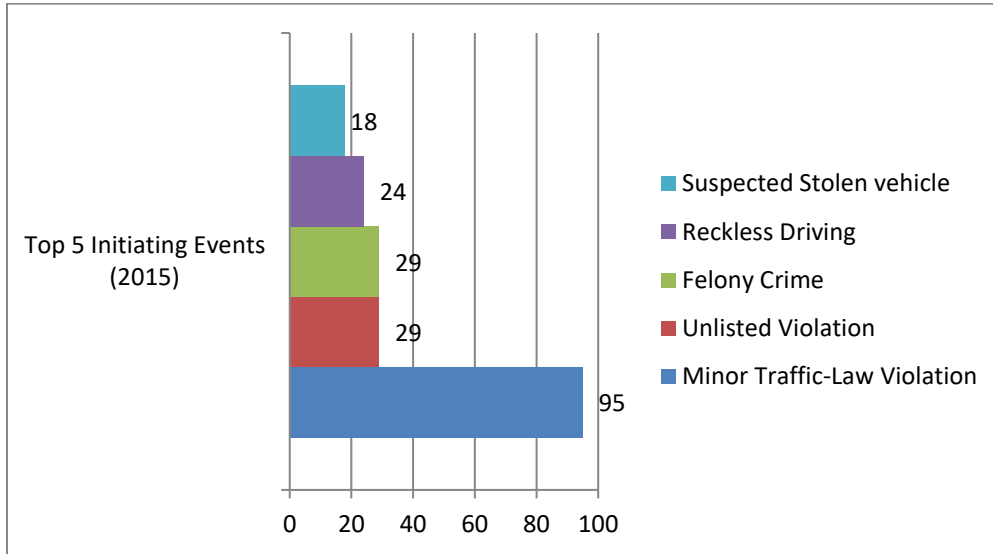


The majority of pursuits took place on a two-lane road at a rate of (69.5%) and on a four-lane road at a rate of (31.6%). Expressway/interstate pursuits took place on 32 occasions (17.1%). Tollway road pursuits took place on 7 occasions (3.7%), while unpaved road pursuits were reported on 6 occasions (3.2%). The occurrence of more than one road type was reported 48 times (25.7%) out of the 187 reports.

Initiating Events, Crash Information, and Ending Events

Initiating Events

There are 13 potential initiating events for police pursuits. The top five events most often reported for 2015 are compared here.

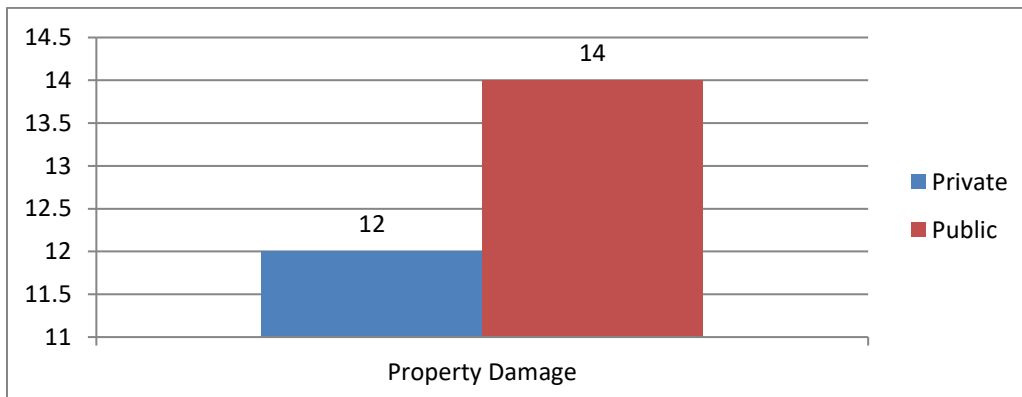


The event that most often initiated the pursuit activity was a minor traffic law violation (95 times).

Crash Reporting

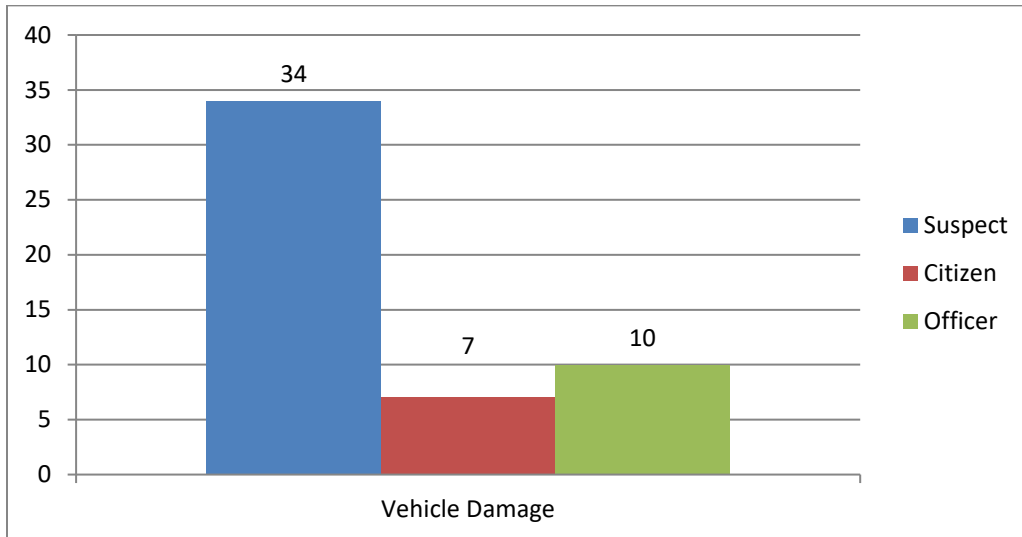
Property Damage

During 2015, 48 crashes were reported, in which 34 crashes occurred resulting in property damage, twelve (25%) of those crashes affected private property while 14 (29.2%) affected public property.



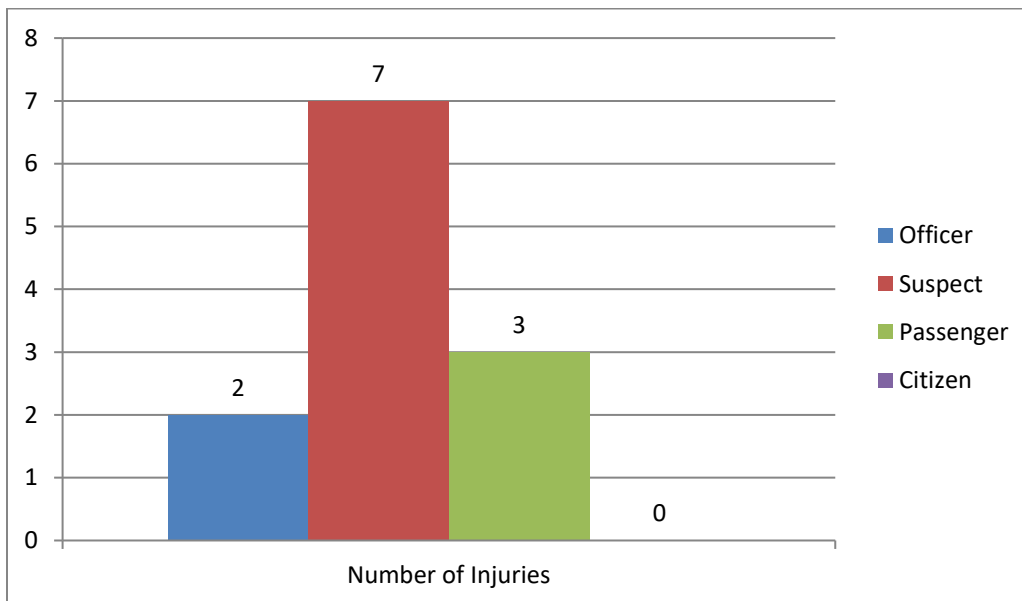
Vehicle Damage

Of the 48 incidents involving crashes, the suspect's vehicle was damaged 34 (70.8%) times, while citizens' vehicles were damaged 7 (14.6%) times. Pursuing officer vehicles were damaged 10 (20.8%) times.



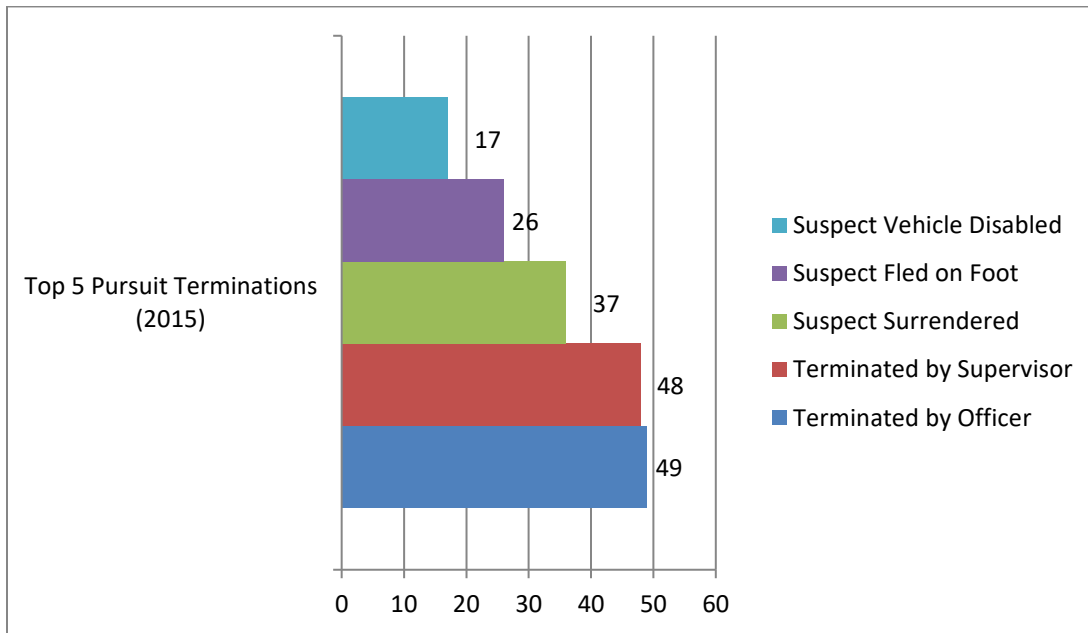
Personal Injury

The data shows suspects (58.3%) were injured more frequently than passengers (25%), officers (16.6%), or citizens (0%).



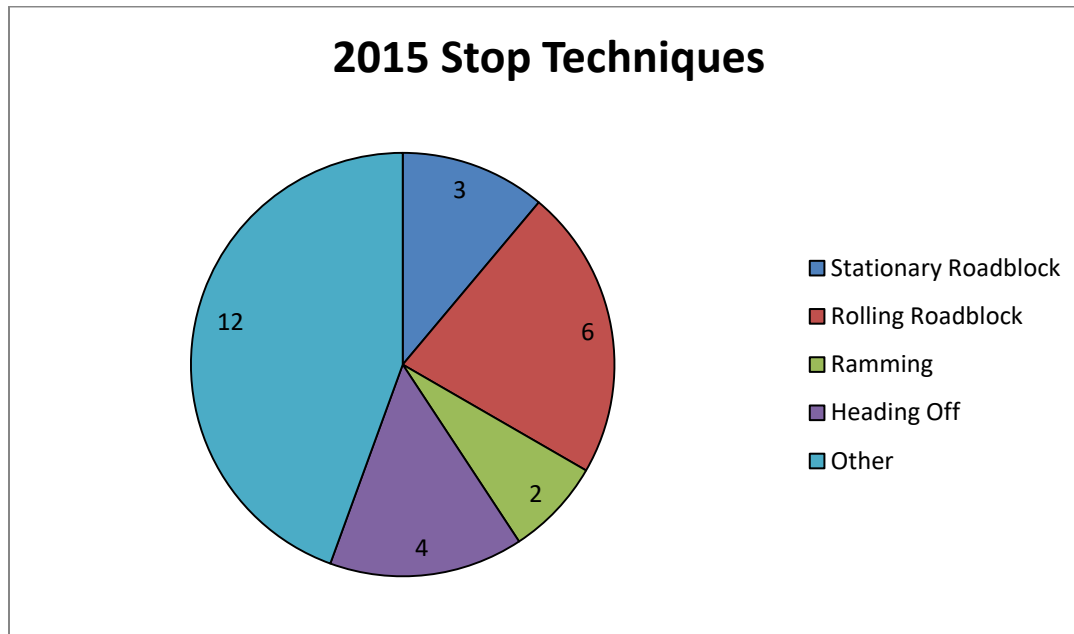
Pursuit Terminations

Thirteen choices are available on the Pursuit Driving Report for the Reason for Pursuit Termination. The top five (n=177) are compared here for 2015.



The majority of terminated pursuits (27.7%) were reportedly stopped due to the officer's decision.

Stop Techniques



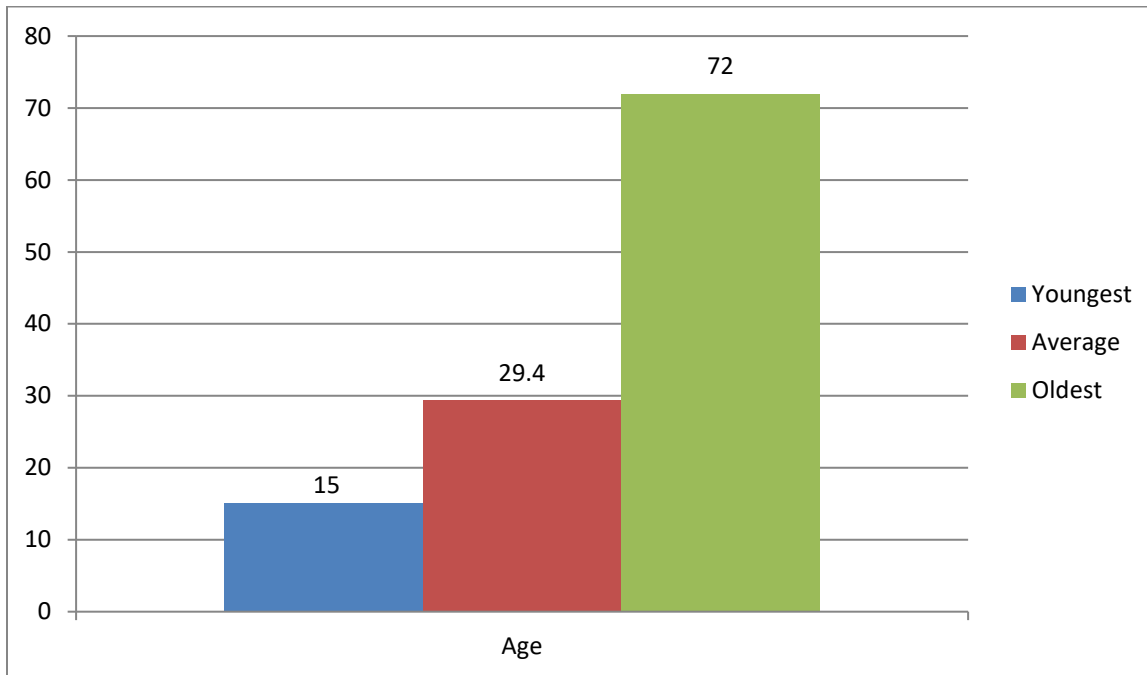
Stop techniques were only utilized 27 (14.5%) times in pursuits reported from 2015. The most common stop technique (n=12) was listed as “other,” which occurred in 44.4% of the reported stops. The term “other” included information such as “stop stick/spike strip” or “suspect stopped” indicating that officers did not see these as part of the stationary roadblock technique.

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.

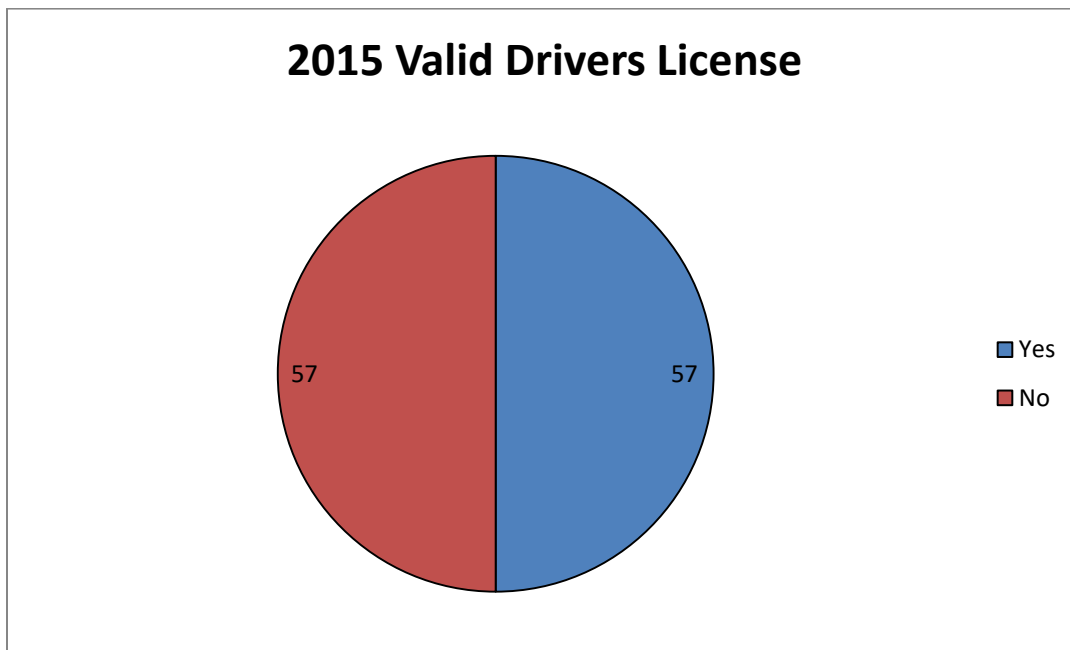
Not all reports contained all information related to suspects and passengers; therefore, some numbers may not equal 100%.

Age of the Suspect



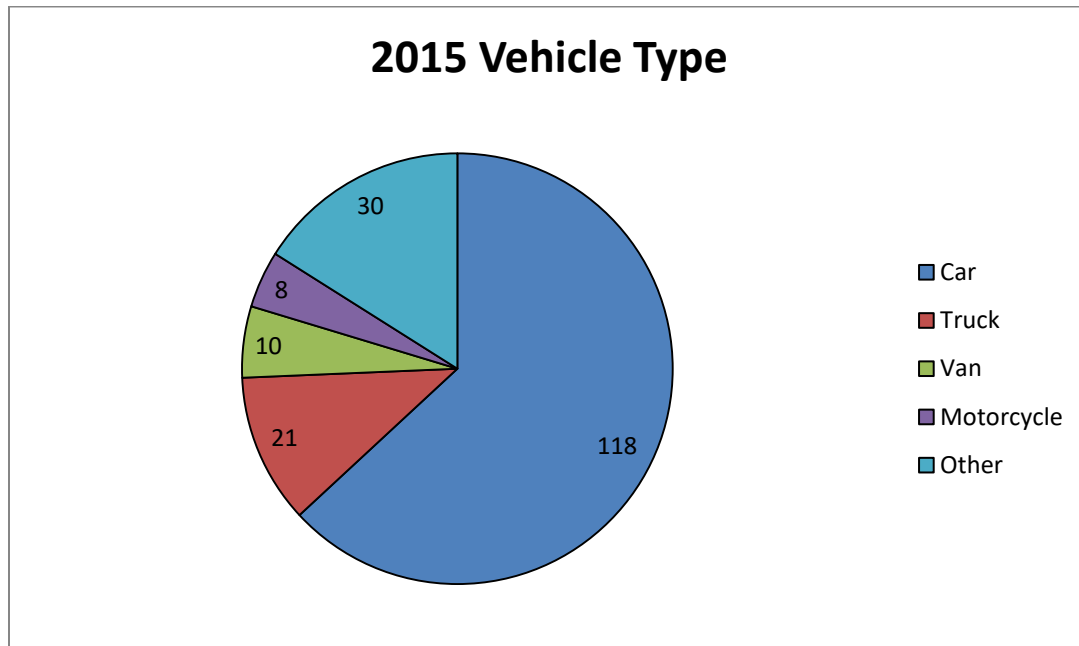
The average age of the suspects involved in reported police pursuits was about 29-30 years of age. The oldest offender was 72 years old while the youngest offender was 15 years old.

Valid Driver's License



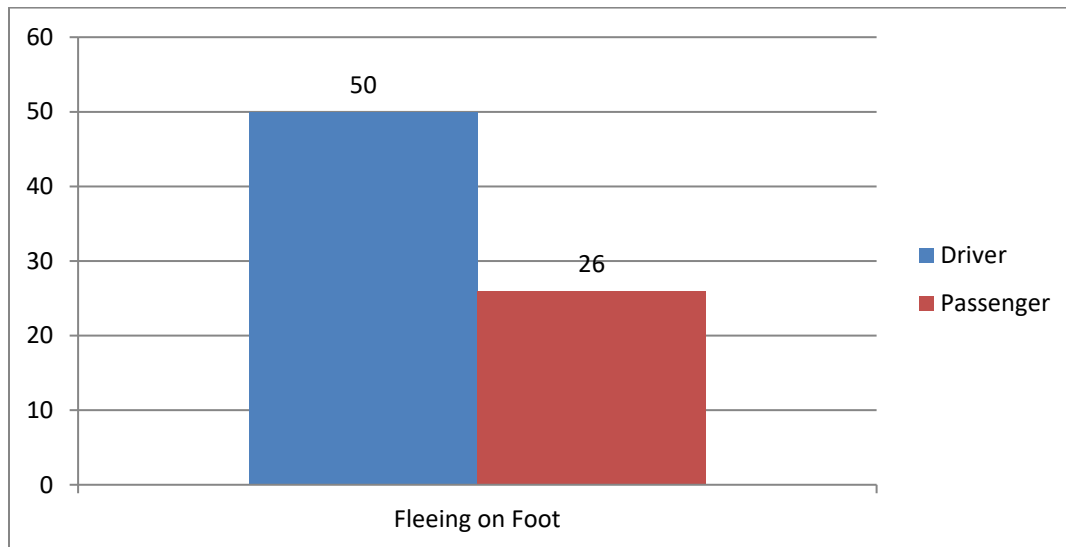
The chance of apprehending a suspect with a valid driver's license (50%) is equal to them not having a valid driver's license (50%).

Suspect Vehicle Type



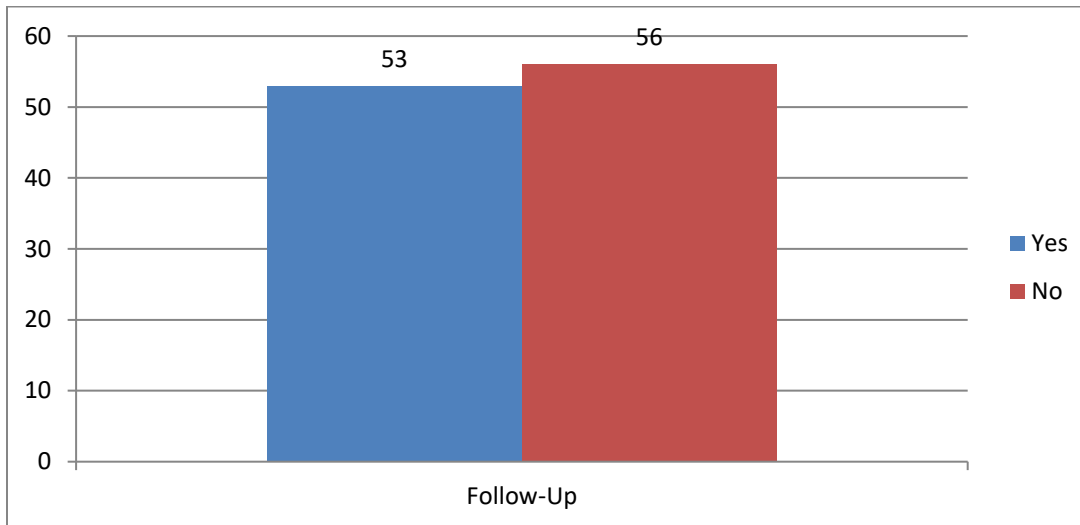
More suspects were pursued in cars (63.1%) than in trucks (11.2%), vans (5.3%), and on motorcycles (4.3%). The “other” category (16.0%) was often reported as an SUV.

Fleeing on Foot



From all 187 reported pursuits, there were a total of 216 passengers. Passengers were recorded as present in 123 instances and the highest passenger count in a pursued vehicle was 6. There were 44 (23.5 %) instances the pursued vehicle had no passengers and in 20 (10.7%) instances there was no passenger count recorded. The pursued drivers attempted to flee on foot 26.7% of the time (n=50) while passengers attempted to flee on foot 13.9% of the time (n=26).

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 48.6% of the time, while 51.4% of the time when a driver was not apprehended a follow-up was not conducted.