ANALYSIS OF POLICE PURSUIT REPORTING 2010-2013

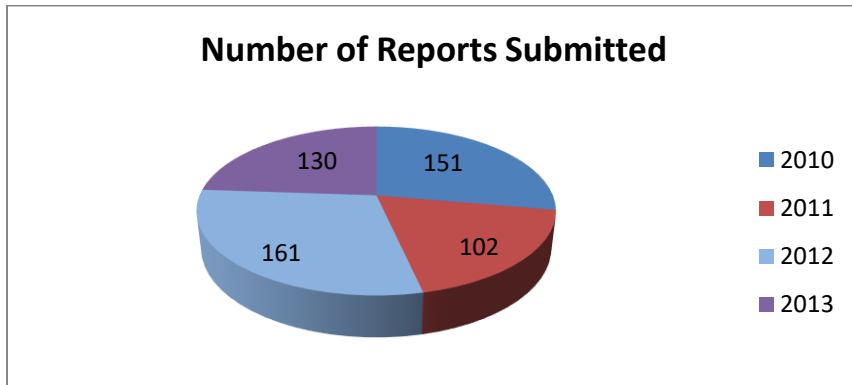Kevin McClain, Executive Director

Table of Contents

Analysis of Police Pursuit Data 2010 – 2013

Overview

This report provides data on pursuit driving reports from 2010 through 2013 that were submitted to the Illinois Law Enforcement Training and Standards Board. The majority of the data is descriptive in nature providing relative information for the 2010-2013 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

Number of Reports Submitted

Year	Reports
2010	151
2011	102
2012	161
2013	130

Officer Demographics

Age

Year	Youngest	Average	Oldest
2010	23	34.5	57
2011	23	34	55
2012	21	35	66
2013	23	36	57
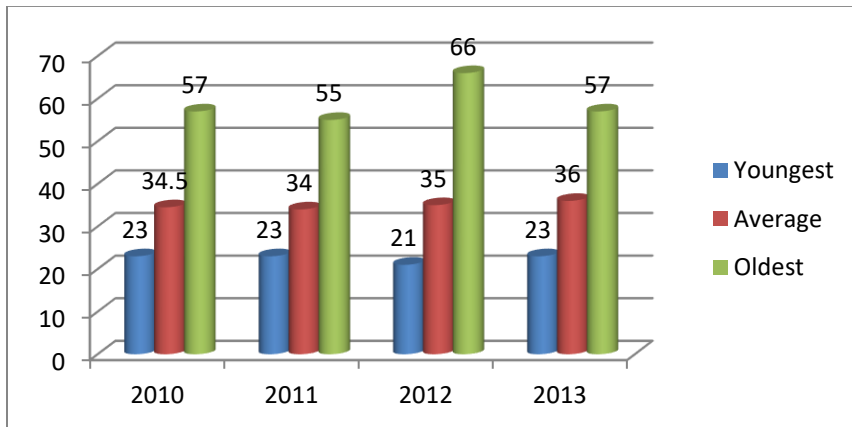
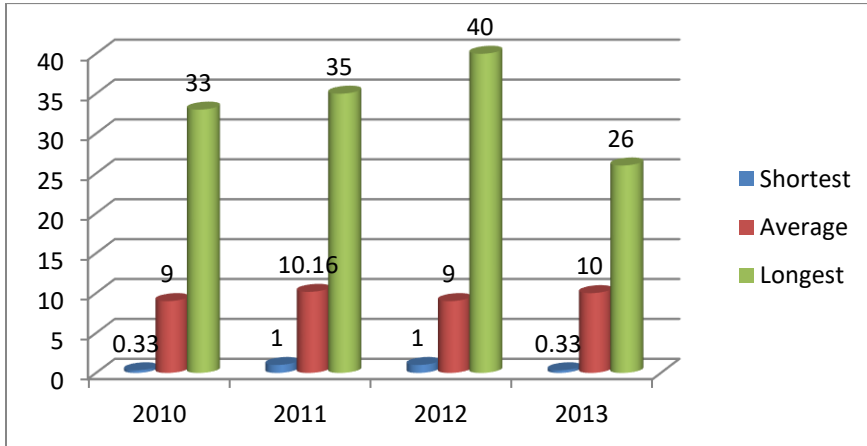The average age of officers reporting police pursuits remained relatively similar for each year with 34.5, 34, 35, and 36 years of age respectively. The youngest officer reporting a pursuit was 21 in year 2012 and the oldest was 66 in year 2012.

## *Years of Service*

On average, most officers who reported pursuits had between 9 and 10 years of service while some had as few as 4 months and others had as long as 40 years.

Officer Gender
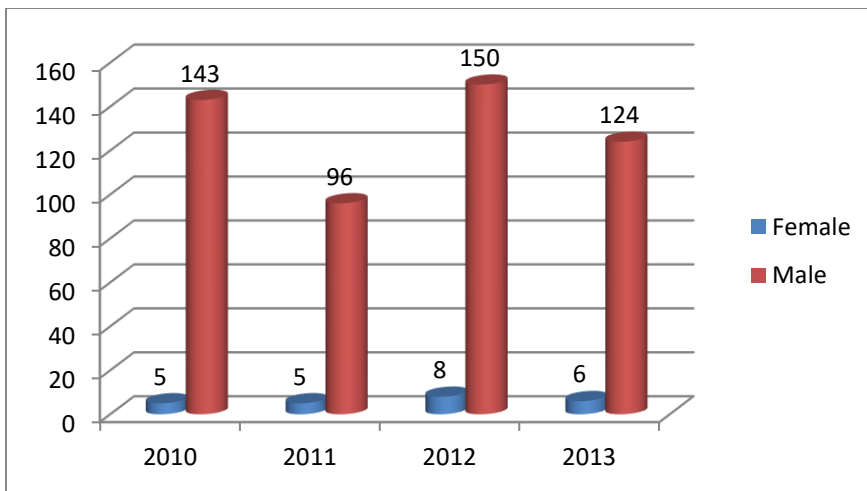
The number of male officers versus the number of female officers reporting pursuits remains consistent. On average, 94% of officers submitting the Pursuit Driving Report are male while 6% are female.

Employment Type

Full Time Employment

Legend: 2010, 2011, 2012, 2013

98.70% (2010), 100% (2011), 96.30% (2012), 100% (2013)
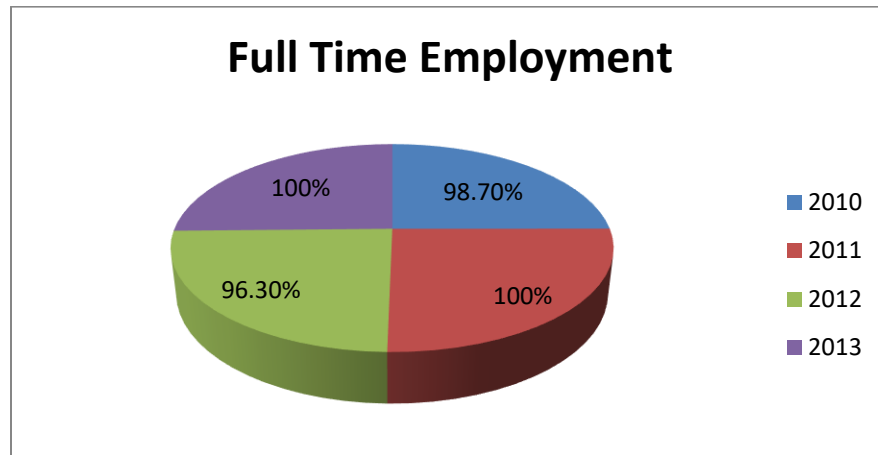
Nearly all reporting officers indicated full-time duty with their employers. During 2012, the percentage dipped to 96.3% but the numbers still indicate full-time officers report pursuit more often than part-time officers. This could be related to duties while working part-time or the limited potential to encounter a pursuit situation with not having as many hours on patrol.

Race
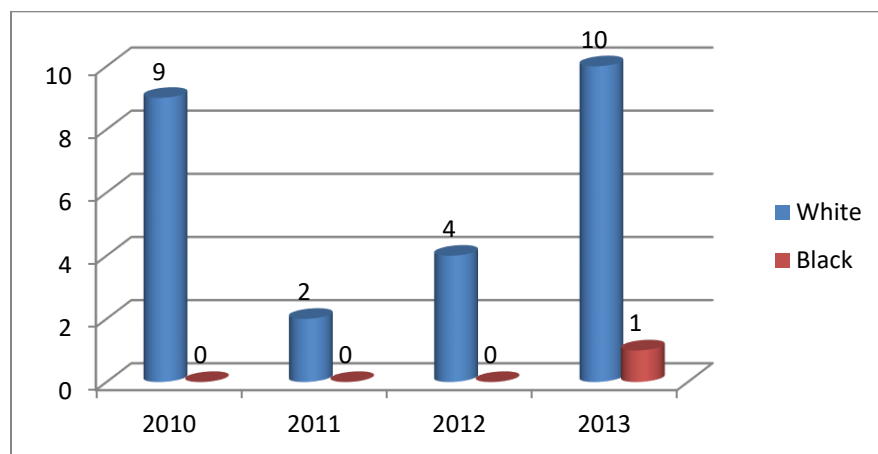
It is rare that officers report their race when they complete the Pursuit Driving Report. Of the 544 reports submitted during 2010 – 2013, only 26 (4.8%) reported their racial background. The year 2013 had the greatest number of reports on race with 11 of the 130 officers reporting their race designation. Ten of these were white males and one was a black female.
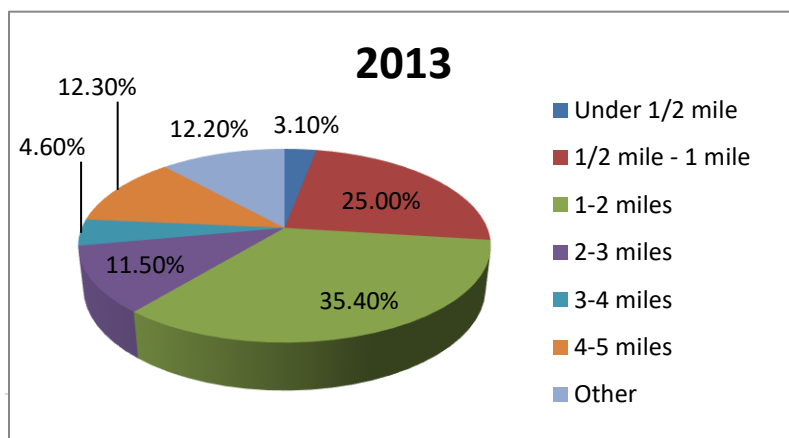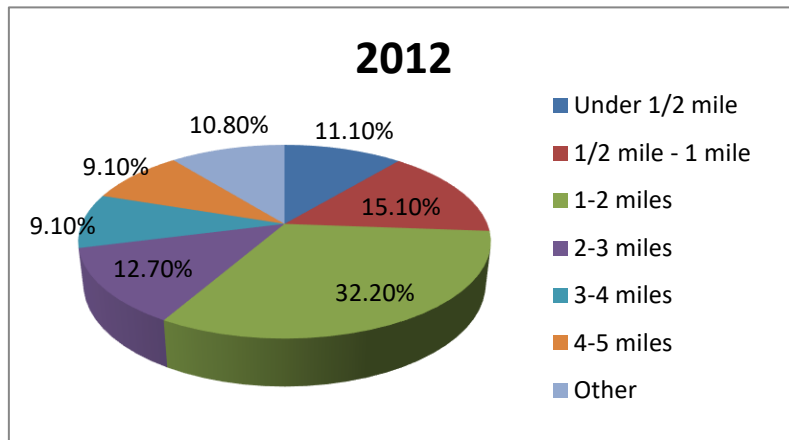
Pursuit Demographics

A number of areas can be reported under the pursuit demographics category including duration of pursuit in minutes as well as in distance, locale of the reported pursuit, road types while in pursuit, type of vehicle utilized in the pursuit, and other activities. The following information provides comparisons for the years 2010-2013 in these different areas.

Duration in Minutes
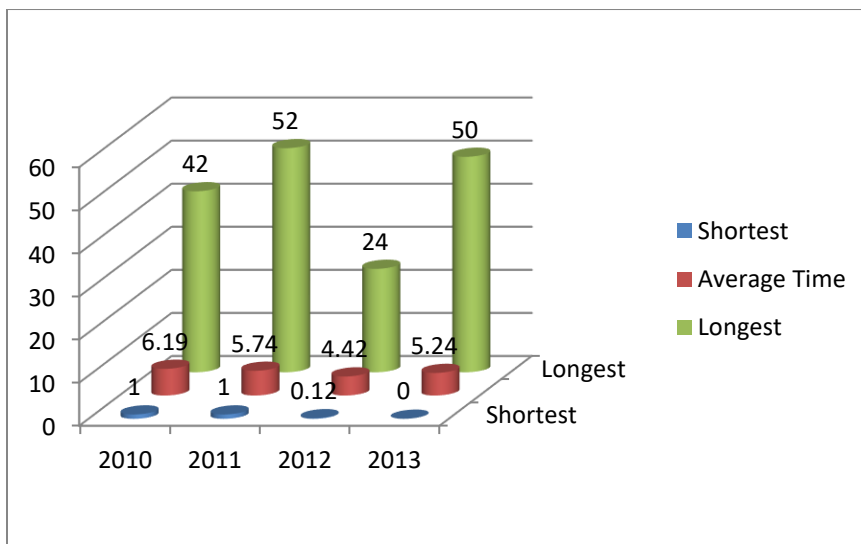
On average, pursuits generally last between five and six minutes. The longest varied in range from 24 minutes to 52 minutes and the shortest was reported at 20 seconds. When compared with the IACP Police Pursuit report from 2008, pursuits averaged 5.5 minutes with the longest lasting 61 minutes.

Duration in Miles

2010

Legend:
- Under 1/2 mile
- 1/2 mile - 1 mile
- 1-2 miles
- 2-3 miles
- 3-4 miles
- 4-5 miles
- Other

Values: 8.60%, 13.20%, 12.60%, 10.60%, 17.90%, 15.90%, 19.20%

2011

Legend:
- Under 1/2 mile
- 1/2 mile - 1 mile
- 1-2 miles
- 2-3 miles
- 3-4 miles
- 4-5 miles
- Other

Values: 15.70%, 14.70%, 7.80%, 15.70%, 12.70%, 19.60%, 13.70%

2012

Legend:
- Under 1/2 mile
- 1/2 mile - 1 mile
- 1-2 miles
- 2-3 miles
- 3-4 miles
- 4-5 miles
- Other

Values: 10.80%, 9.10%, 9.10%, 12.70%, 32.20%, 15.10%, 11.10%

2013

Legend:
- Under 1/2 mile
- 1/2 mile - 1 mile
- 1-2 miles
- 2-3 miles
- 3-4 miles
- 4-5 miles
- Other

Values: 12.30%, 4.60%, 12.20%, 3.10%, 25.00%, 35.40%, 11.50%

The average length of a pursuit in terms of distance lasted between 1 to 2 miles, followed by those that lasted between ½ mile and 1 mile, and between 2 to 3 miles. The longest pursuits reported were 22 miles (2013) and 42 miles (2012).
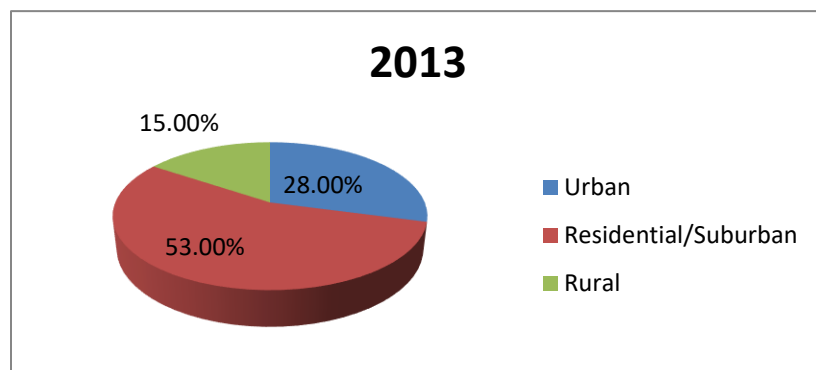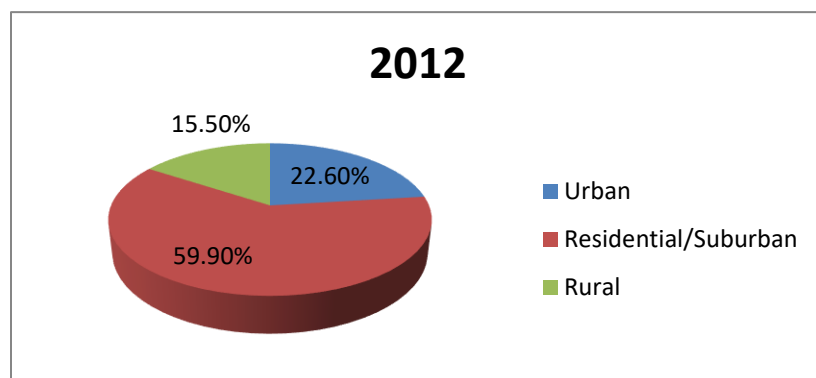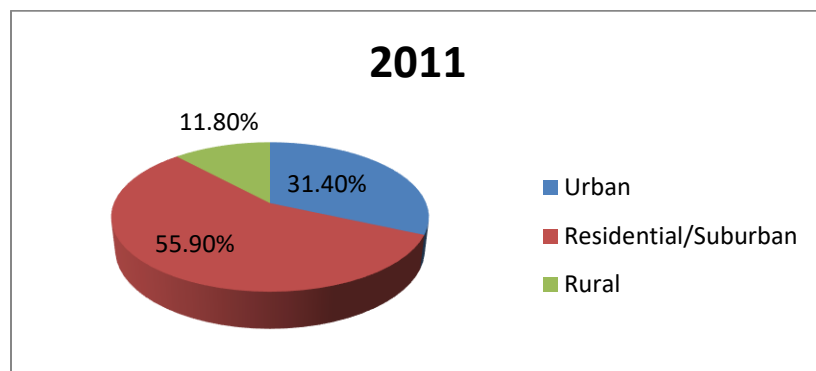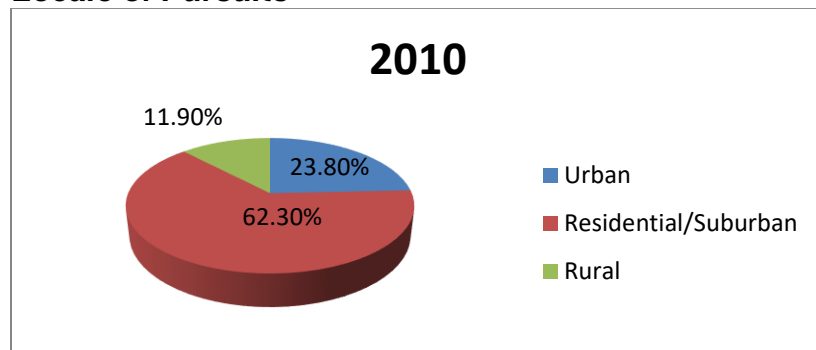
Speed of Pursuits

Suspect Vehicle
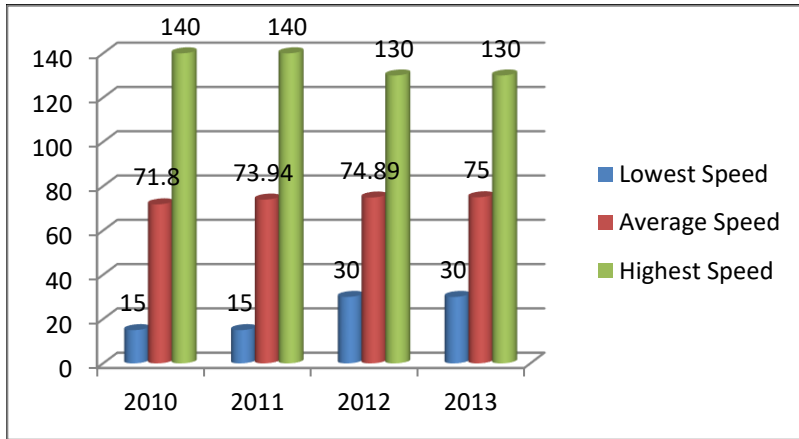
Average speeds for suspect vehicles during pursuits for 2010 to 2013 ranged from 71.8 mph to 75 mph. The highest speeds were reported at 140 mph during 2011 and 2012. The high speeds for 2012 and 2013 dropped to 130 mph. Not all pursuits were "high speed" as some reflected the fastest speed of the suspect vehicle at 15 mph for 2010 and 2011 and 30 mph for 2012 and 2013.

Police Vehicle
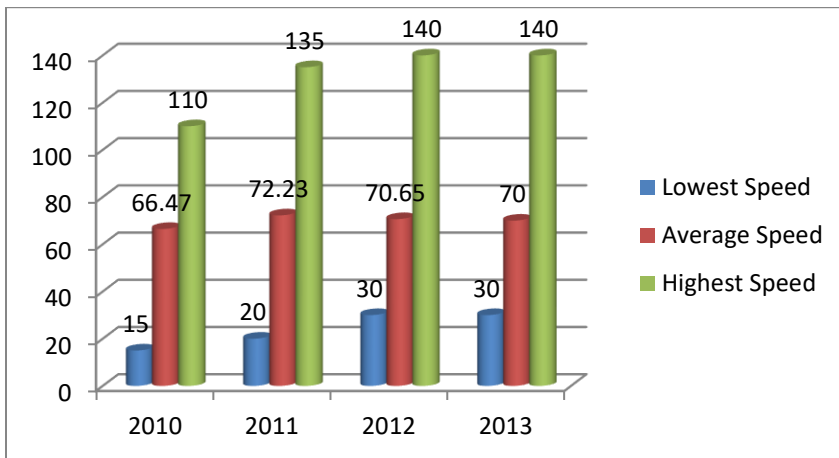
While suspect vehicle speed during reported pursuits decreased for 2012 and 2013, police vehicle speeds increased during 2012 and 2013. The highest speeds recorded in 2010 and 2011 were 110 mph and 135 mph, the highest speeds in 2012 and 2013 were 140. Average speeds were between 66 mph and 72 mph and lowest police vehicle speeds were 15 – 30 mph. In the 2008 IACP report, maximum pursuit speed reached over 135 mph.

Locale of Pursuits

2010

11.90%
23.80%
62.30%

- Urban
- Residential/Suburban
- Rural

2011

11.80%
31.40%
55.90%

- Urban
- Residential/Suburban
- Rural

2012

15.50%
22.60%
59.90%

- Urban
- Residential/Suburban
- Rural

2013

15.00%
28.00%
53.00%

- Urban
- Residential/Suburban
- Rural
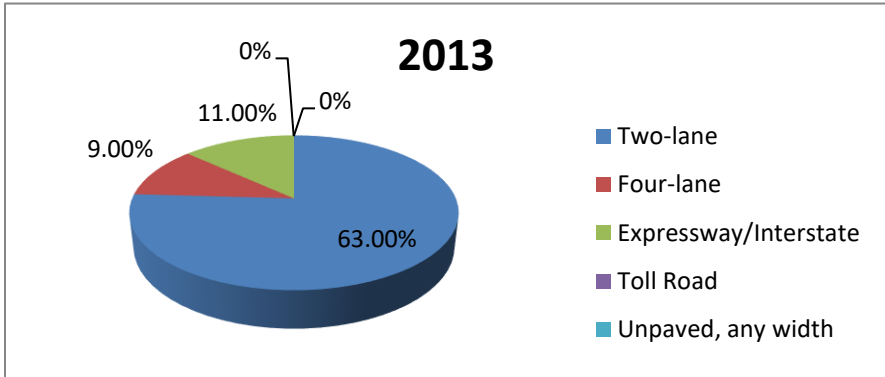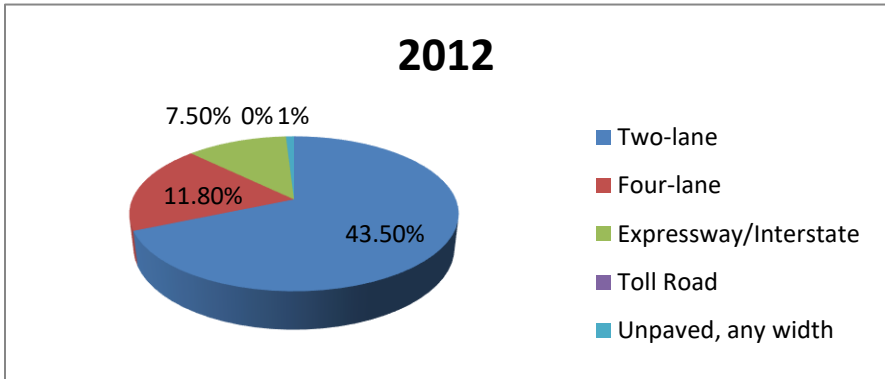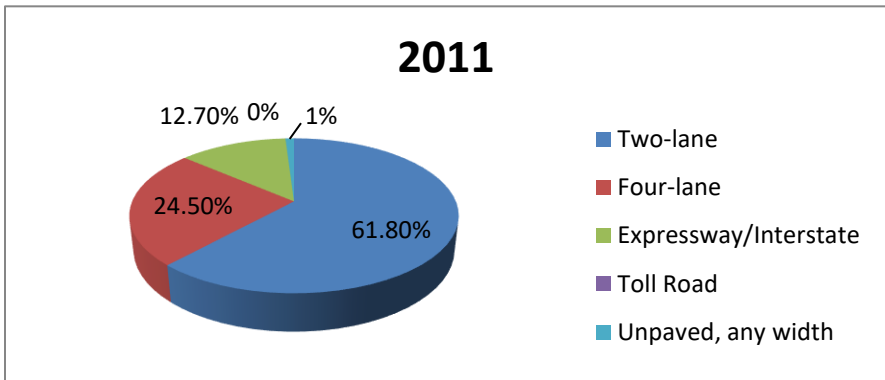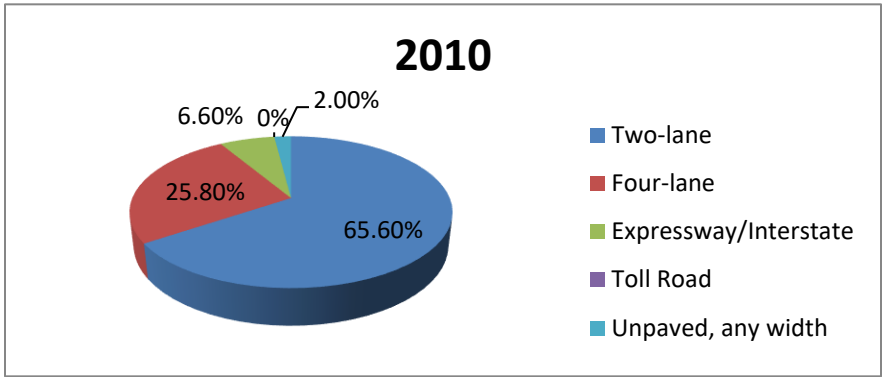
According to the reports, police pursuits were mostly likely to occur in residential/suburban areas followed by urban areas. Rural areas were the least likely to have pursuits take place; however, they still occurred in the rural locales between 11% and 15% of the time.

The majority of pursuits took place on a two-lane road, followed by those that took place on a four-lane road. Expressway/interstate pursuits took place between 6.6% and 12.7% of the time. Toll road and unpaved road pursuits were reported less than 2% of the time.

Road Type

2010

- Two-lane — 65.60%
- Four-lane — 25.80%
- Expressway/Interstate — 6.60%
- Toll Road — 0%
- Unpaved, any width — 2.00%

2011

- Two-lane — 61.80%
- Four-lane — 24.50%
- Expressway/Interstate — 12.70%
- Toll Road — 0%
- Unpaved, any width — 1%

2012

- Two-lane — 43.50%
- Four-lane — 11.80%
- Expressway/Interstate — 7.50%
- Toll Road — 0%
- Unpaved, any width — 1%

2013

- Two-lane — 63.00%
- Four-lane — 9.00%
- Expressway/Interstate — 11.00%
- Toll Road — 0%
- Unpaved, any width — 0%

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 each year are compared here.

2010

- 8.60% — Wanted by Another Agency
- 9.90% — Suspect DUI
- 10.60% — Reckless Driving
- 11.90% — Felony Crime
- 37.70% — Minor Traffic Law Violation

2011

- 5.90% — Reckless Driving
- 6.90% — Suspected Stolen Vehicle
- 7.80% — Other
- 10.80% — Felony Crime
- 47.10% — Minor Traffic Law Violation

2012

Felony Crime/Suspected Stolen Vehicle (Each)	4.40%
Reckless Driving	6.00%
Suspected Criminal Activity	6.30%
Suspect DUI	7.50%
Minor Traffic Law Violation	58.30%

2013

Reckless Driving	5.00%
Suspected DUI	5.00%
Suspected Stolen Vehicle	13.00%
Felony Crime	15.00%
Minor Traffic Law Violation	46.00%

The event that most often initiates the pursuit activity is a minor traffic law violation. In all other cases, the events differ: felony crimes, suspected stolen vehicle, suspected DUI, reckless driving, person wanted by another agency, and then "other" reasons.

Crash Reporting

## Number of crashes reported
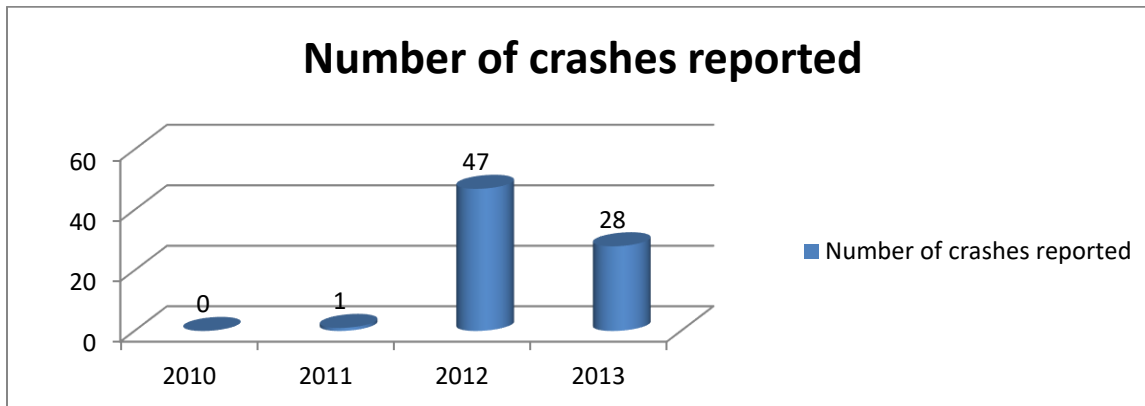
The number of reported crashes increased in 2012 and 2013; however, there are some discrepancies in the number of reported accidents in conjunction with the number of reported injuries as indicated below. This could relate back to missed data on the reporting forms, the way the question is asked, and the way the data is entered into the database. The options for reporting Crash Information include a "None" category and then a description of the type of crash. Some reporters indicated a "none" response and then entered a type of damage that occurred, therefore, this information should be interpreted with caution. Data entry in 2014 is being adjusted to ensure appropriate reporting in the Crash Information category.

Types of Injury & Fatalities

Because of the limitations on crash and property damage, this report does not list the types of property damage; however, the reports regarding human injury and fatalities are being reported as the numbers were minimal and are accurately reflected.

Types of Injuries
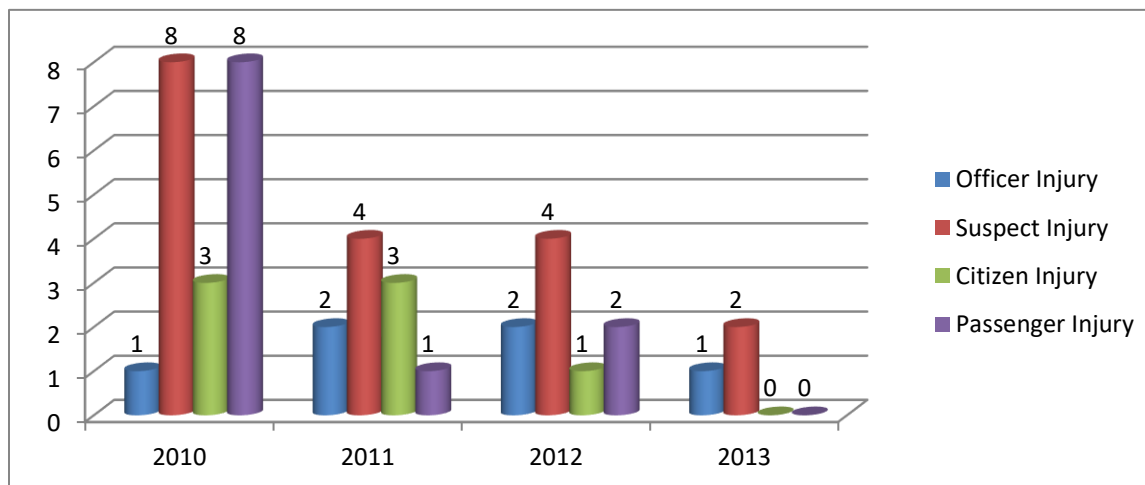
The majority of injuries occurred with the suspect and passengers, while citizens and officers incurred the fewest injuries during pursuits.
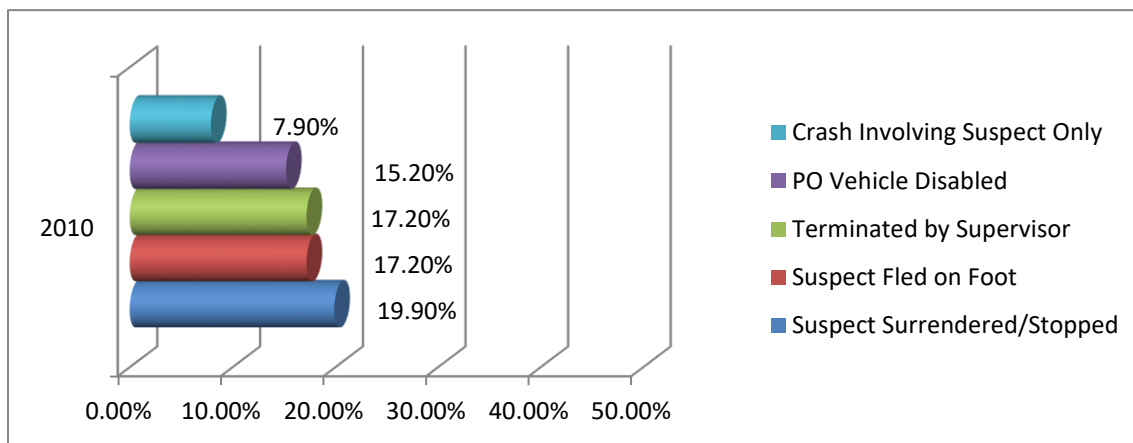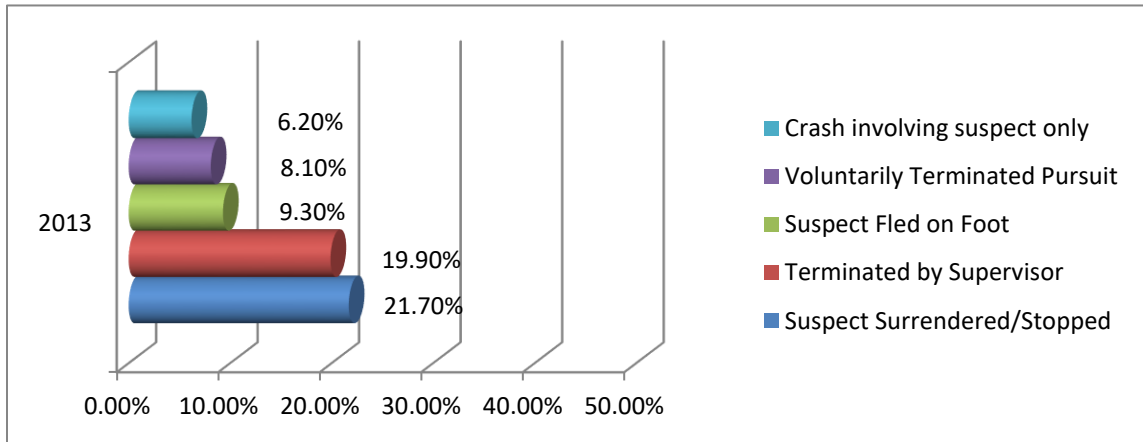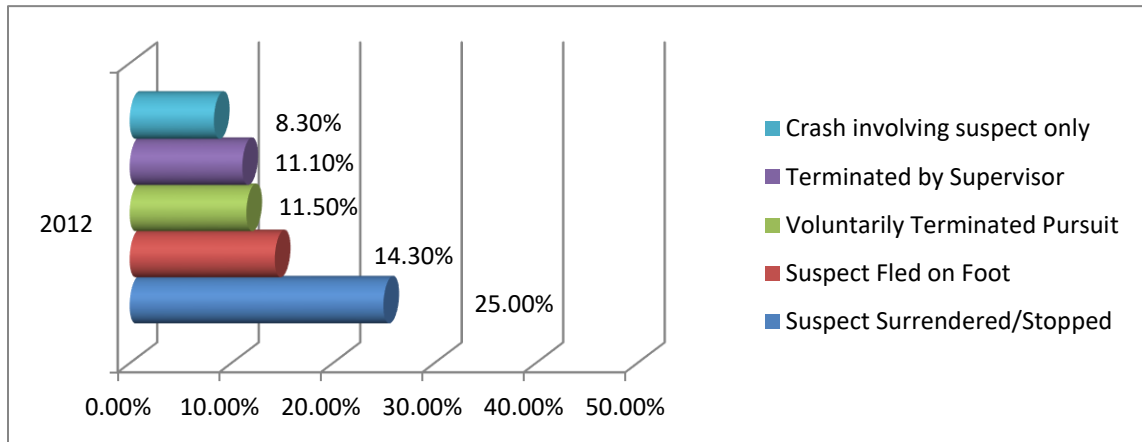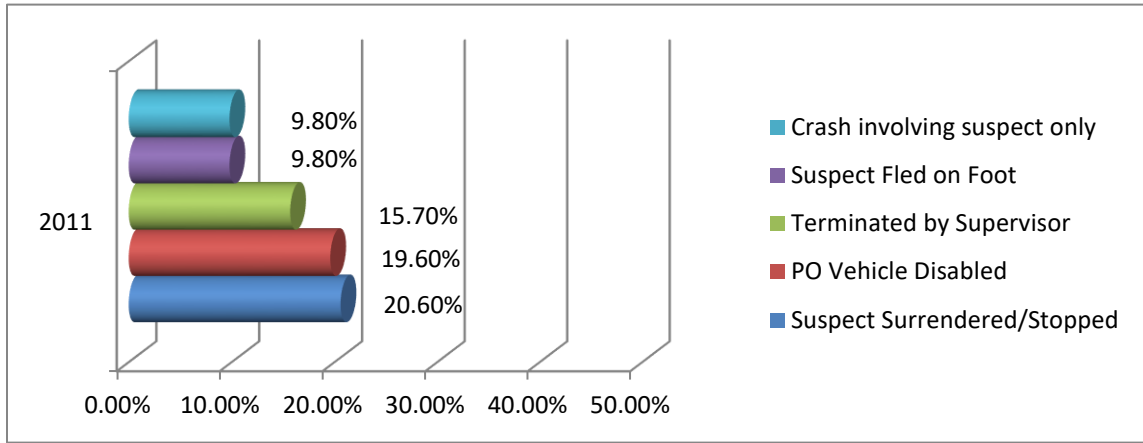
Fatalities
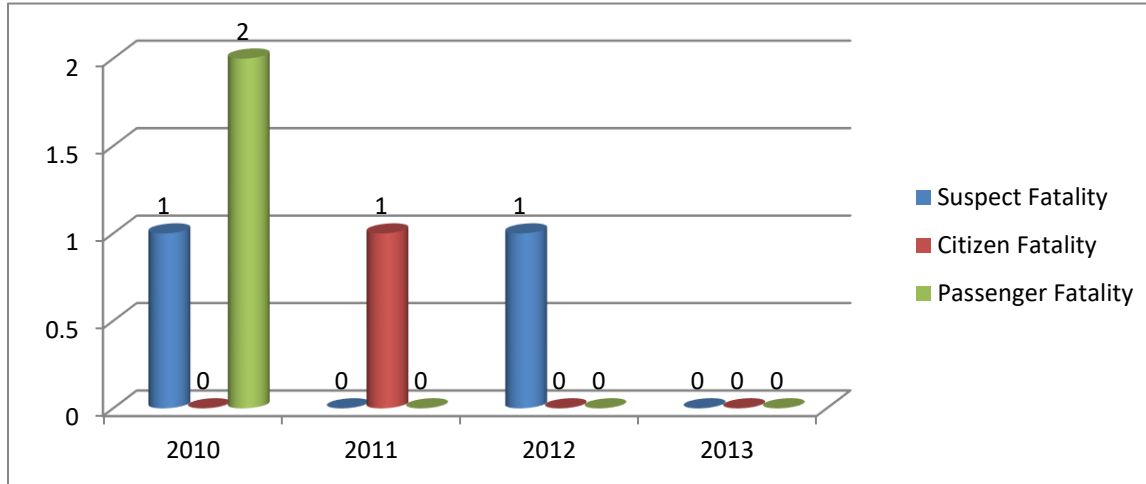
The year 2010 incurred the most fatalities related to police pursuits with 3. The years 2011 and 2012 both had 1 reported fatality during reported pursuits.

Pursuit Terminations

Thirteen choices are available on the Pursuit Driving Report for the Reason for Pursuit Termination. The top five are compared here for the years 2010 – 2013.

2011

Crash involving suspect only	9.80%
Suspect Fled on Foot	9.80%
Terminated by Supervisor	15.70%
PO Vehicle Disabled	19.60%
Suspect Surrendered/Stopped	20.60%

2012

Crash involving suspect only	8.30%
Terminated by Supervisor	11.10%
Voluntarily Terminated Pursuit	11.50%
Suspect Fled on Foot	14.30%
Suspect Surrendered/Stopped	25.00%

2013

Crash involving suspect only	6.20%
Voluntarily Terminated Pursuit	8.10%
Suspect Fled on Foot	9.30%
Terminated by Supervisor	19.90%
Suspect Surrendered/Stopped	21.70%

The majority of pursuits were reportedly terminated due to the suspect surrendering or stopping. It is interesting to note that while each year reflected 11%-17% of pursuits ending via termination by the supervisor, the years 2012 and 2013 indicated voluntary termination of pursuits within the top five reported termination reasons. In comparison to 2008 IACP data, 35.7% of the suspects stopped resulting in termination of the pursuit, 18.4% of the suspects were involved in a collision, and 17.9% eluded police.

Stop Techniques
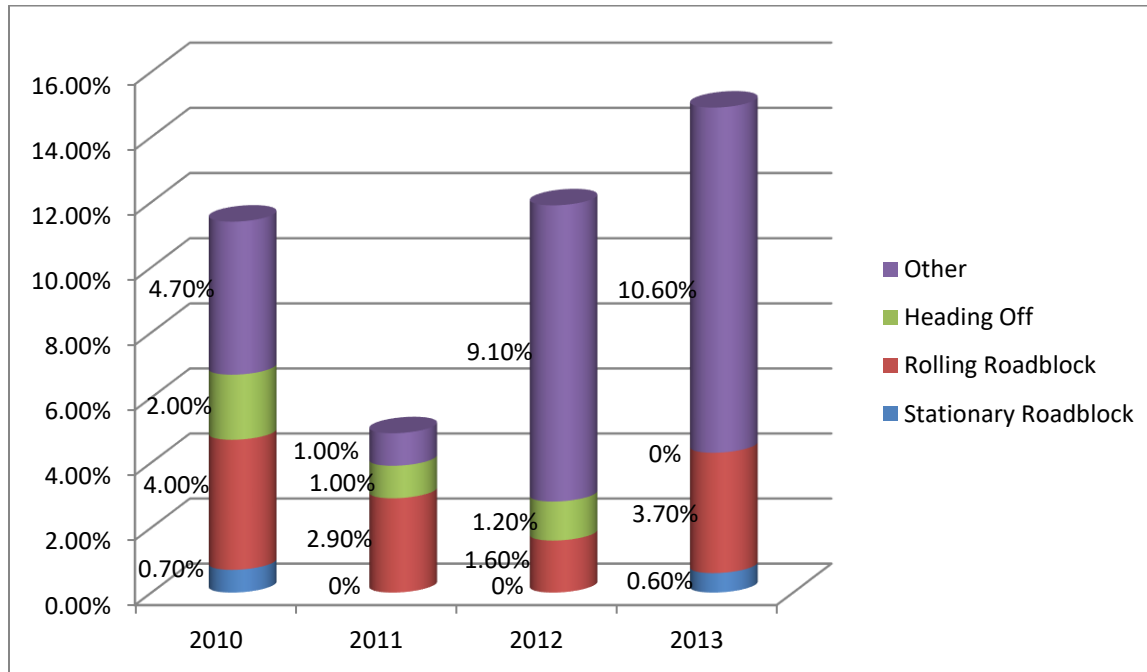
Stop techniques were utilized between 5% and 15% of the time in pursuits reported from 2010 - 2013. The most often utilized technique is heading off of the suspect vehicle. The "other" most common technique employed was the use stop/spike sticks.

Suspect/Passenger Information

Suspect information is gathered related to different types of information such as vehicle type, drivers fleeing on foot, apprehension of the driver, age of the suspect, if they had a valid driver's license, and if follow up was conducted when the driver was not apprehended. Passenger information is gathered related to number in the suspect vehicle and number apprehended.
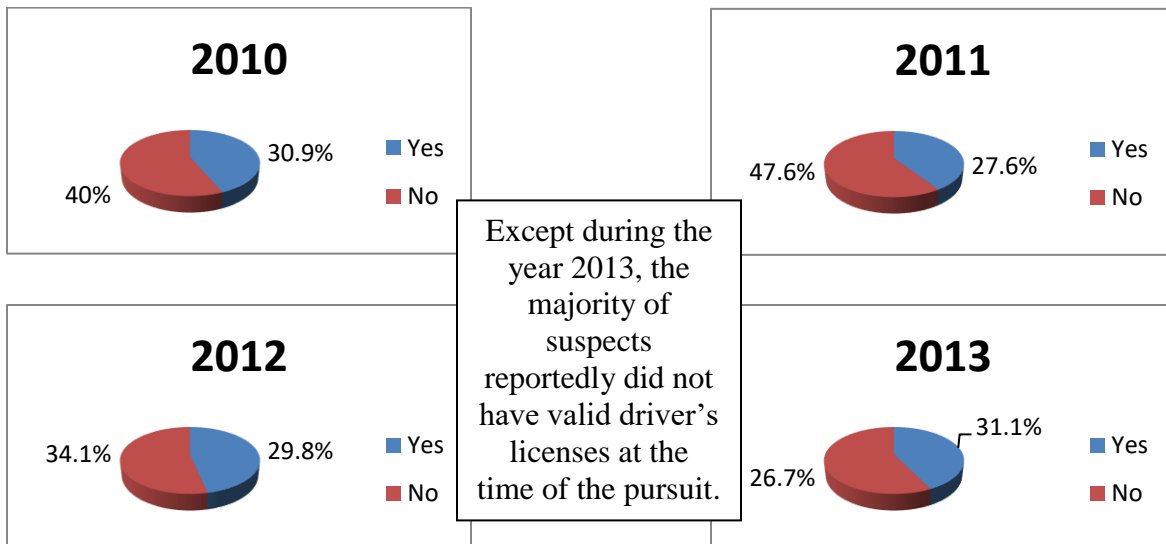
Not all reports contained all information related to suspects and passengers; therefore, some numbers may not equal 100%.
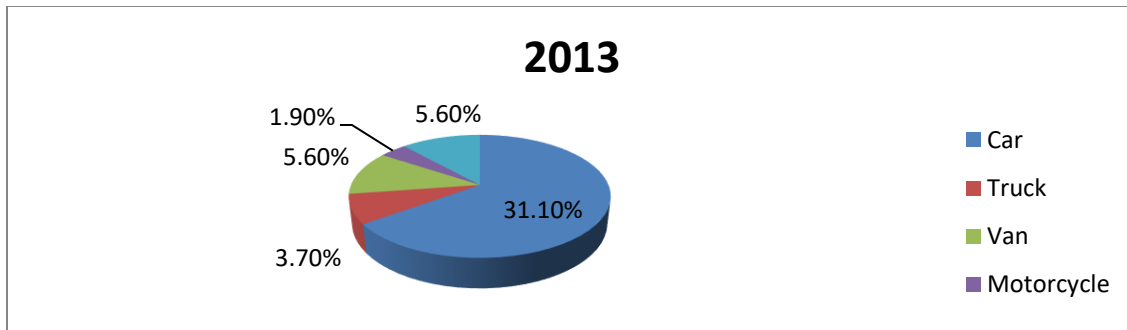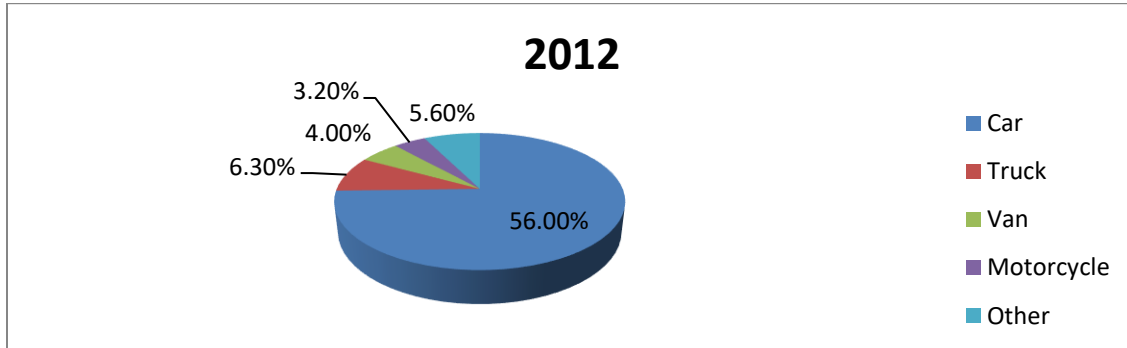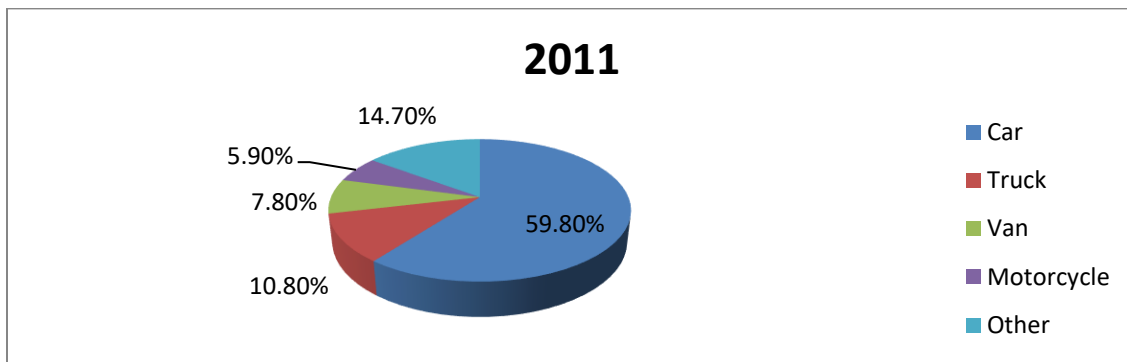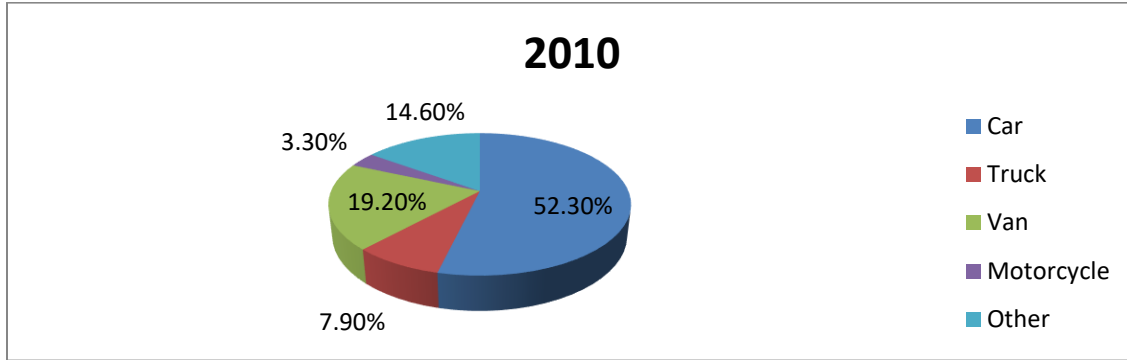
Age of the Suspect
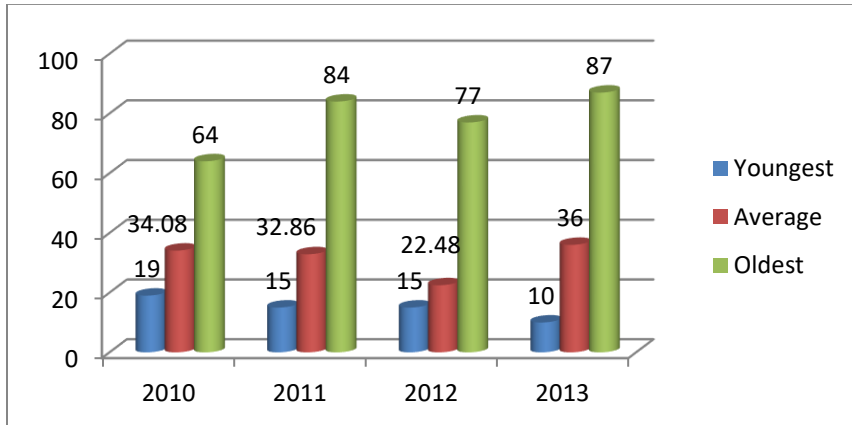
The average age of the suspects involved in reported police pursuits ranged from 22.48 years old to 36 years old for years 2010 to 2013. The oldest offenders were 87 and 84 years old while the youngest offenders were 10 and 15 years old.

Valid Driver's License

Except during the year 2013, the majority of suspects reportedly did not have valid driver's licenses at the time of the pursuit.

Suspect Vehicle Type

2010

14.60%	
3.30%	
19.20%	52.30%
7.90%	

- Car
- Truck
- Van
- Motorcycle
- Other

2011

14.70%	
5.90%	
7.80%	59.80%
10.80%	

- Car
- Truck
- Van
- Motorcycle
- Other

2012

3.20%	5.60%
4.00%	
6.30%	56.00%

- Car
- Truck
- Van
- Motorcycle
- Other

2013

1.90%	5.60%
5.60%	
3.70%	31.10%

- Car
- Truck
- Van
- Motorcycle

More suspects were pursued in cars than in trucks, vans, and on motorcycles. The "other" category is often an SUV.

Fleeing on Foot

Drivers Fleeing on Foot
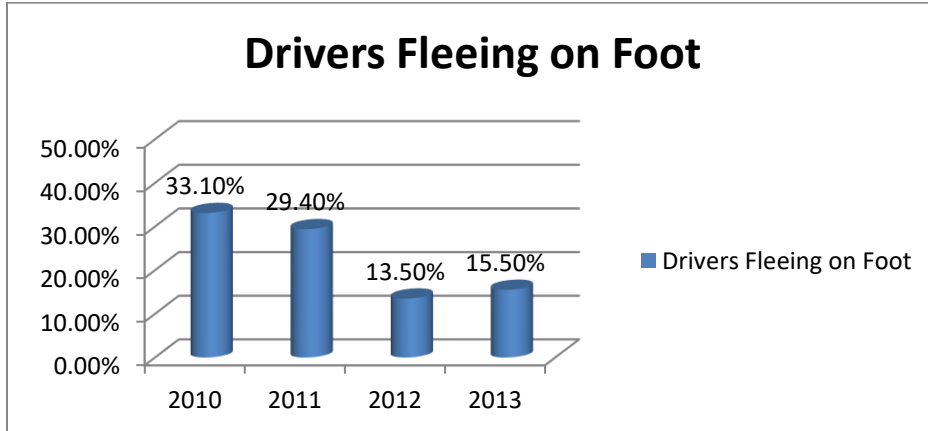
The reported number of drivers apprehended who fled on foot ranged from 13.5% to 33.10% from years 2010 to 2013.

Passengers Fleeing on Foot
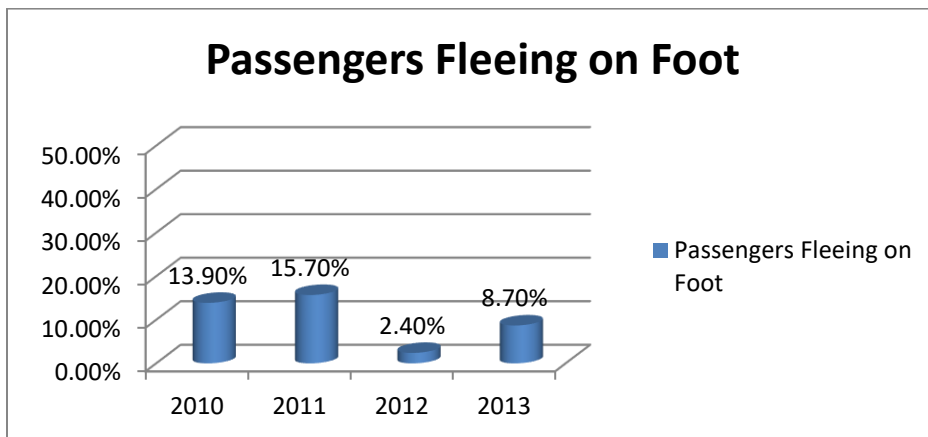
The number of passengers in the suspect's vehicles ranged from 1.32 to 1.46 during the years 2010 to 2013. The highest passenger count in a pursued vehicle was 5. The number of passengers who fled on foot during a pursuit that were apprehended ranged from a low of 6 in 2012 to a high of 21 in 2010.

Follow-Up When Driver Not Apprehended
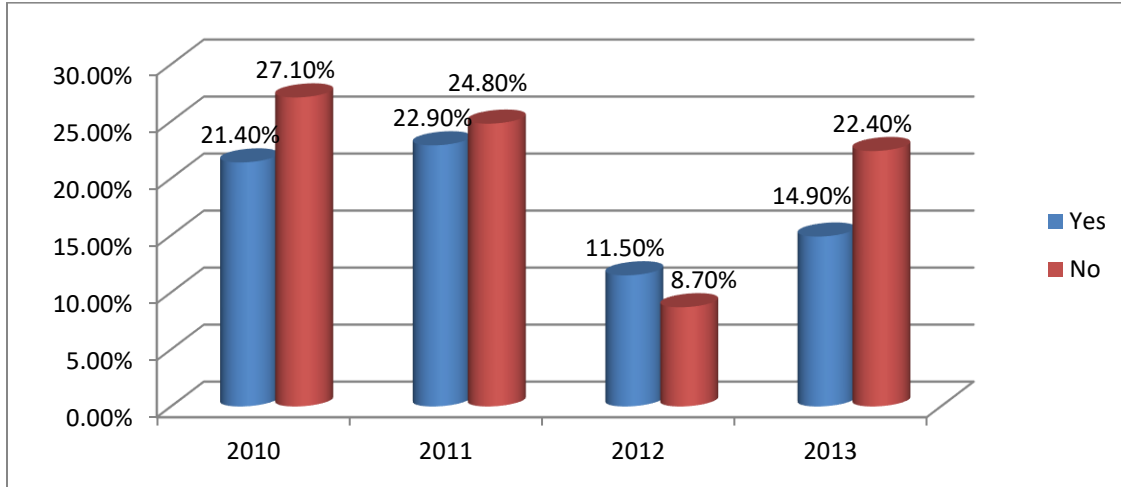
When drivers were not apprehended, the majority of the time, follow-up was not conducted.