

*Internal Affairs Bureau  
2017 Pursuit Analysis*



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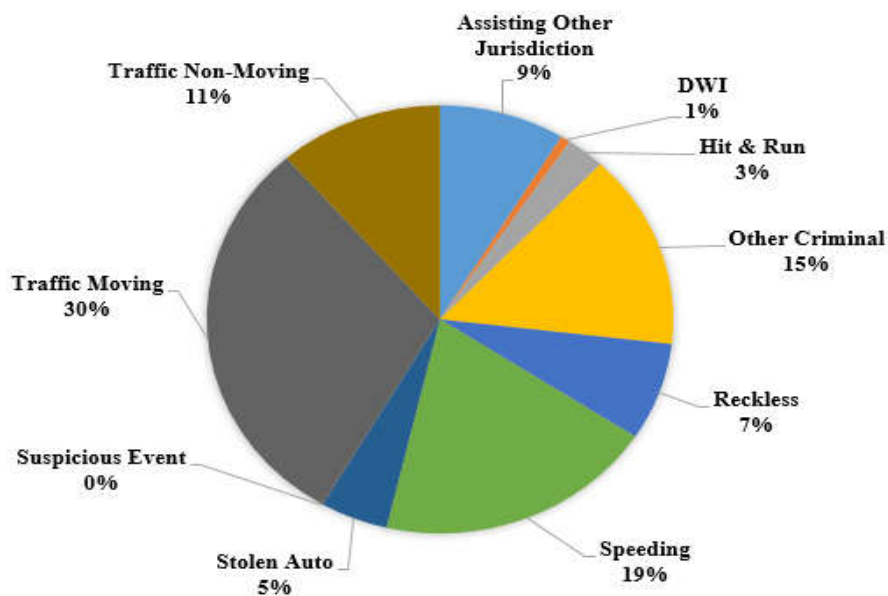
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## Pursuit Initiation 2014 – 2017

*Total Pursuits*  
**2014 – 115**  
**2015 – 118**  
**2016 – 134**  
**2017 - 149**  
*Total - 517*

Reason for Pursuit Initiation	2014	2015	2016	2017	Total
Assisting Other Jurisdiction	6	7	13	13	39
DWI	2	1	3	1	7
Hit & Run	0	1	2	4	7
Other Criminal	17	20	29	22	88
Reckless	14	12	6	11	43
Speeding	21	24	23	29	97
Stolen Auto	6	5	5	7	23
Suspicious Event	3	5	6	0	14
Traffic Moving	30	33	37	45	145
Traffic Non-Moving	16	11	10	17	54
<b>Total</b>	<b>115</b>	<b>119</b>	<b>134</b>	<b>149</b>	<b>517</b>

### REASON FOR PURSUITS - 2017



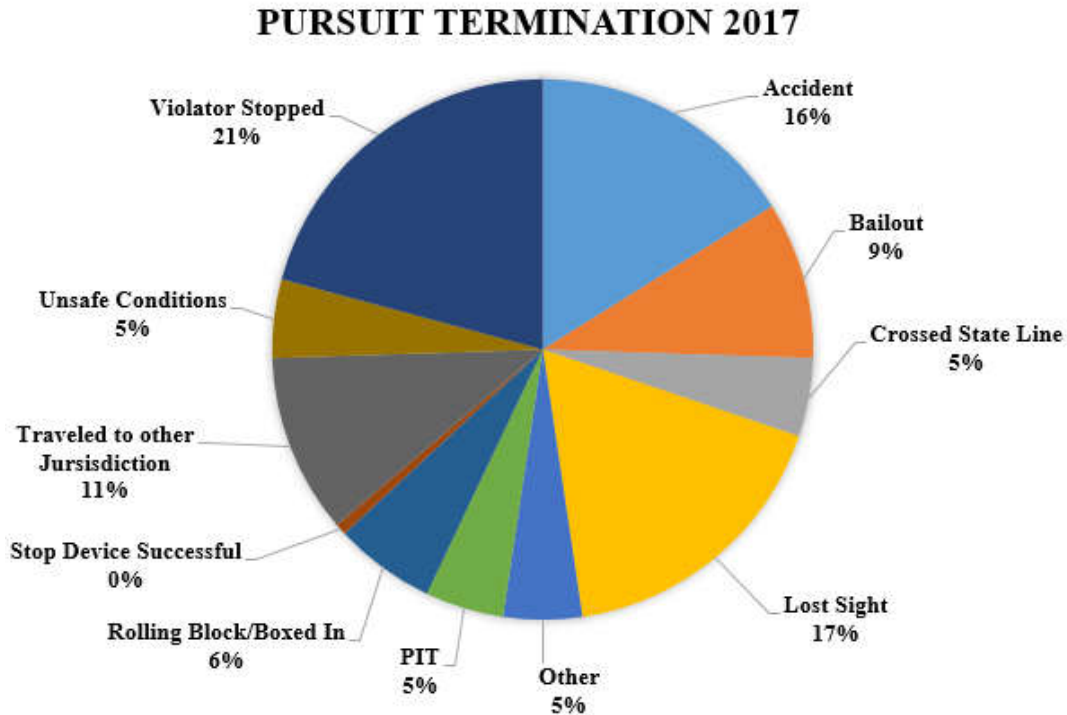
### *Top 3 Reasons for Pursuit Initiation 2014 - 2017*

- **2017** – 30% of pursuits were initiated due to moving traffic violations, 19% were for speeding, and 15% for other criminal offenses.
- **2016** – 29% of pursuits were initiated due to moving traffic violations, 28% for speeding, and 14% for other criminal offenses.
- **2015** – 31% of pursuits were initiated due to moving traffic violations, 21% for speeding, and 15% for other criminal offenses.
- **2014** – 26% of pursuits were initiated due to moving traffic violations, 18% for speeding, and 15% for other criminal offenses.

**Pursuit Termination 2014 – 2017**

Termination of Pursuits	2014	2015	2016	2017	Total
Accident	25	21	6	24	76
Bailout	18	11	13	14	56
Crossed State Line	8	11	8	7	34
Lost Sight	16	17	24	26	83
Other	5	11	4	7	27
PIT	4	8	13	7	32
Rolling Block/Boxed In	4	2	7	9	22
Stop Device Successful	0	0	0	1	1
Traveled to Other Jurisdiction	9	12	22	16	59
Unsafe Conditions	4	3	5	7	19
Violator Stopped	22	23	32	31	108
<b>Total</b>	<b>115</b>	<b>119</b>	<b>134</b>	<b>149</b>	<b>517</b>

Pursuit terminations for 2017 were most often the cause of the violator finally stopping the vehicle, an accident occurring, or from losing site of the vehicle. These three events are also the top three termination reasons for the previous three years.



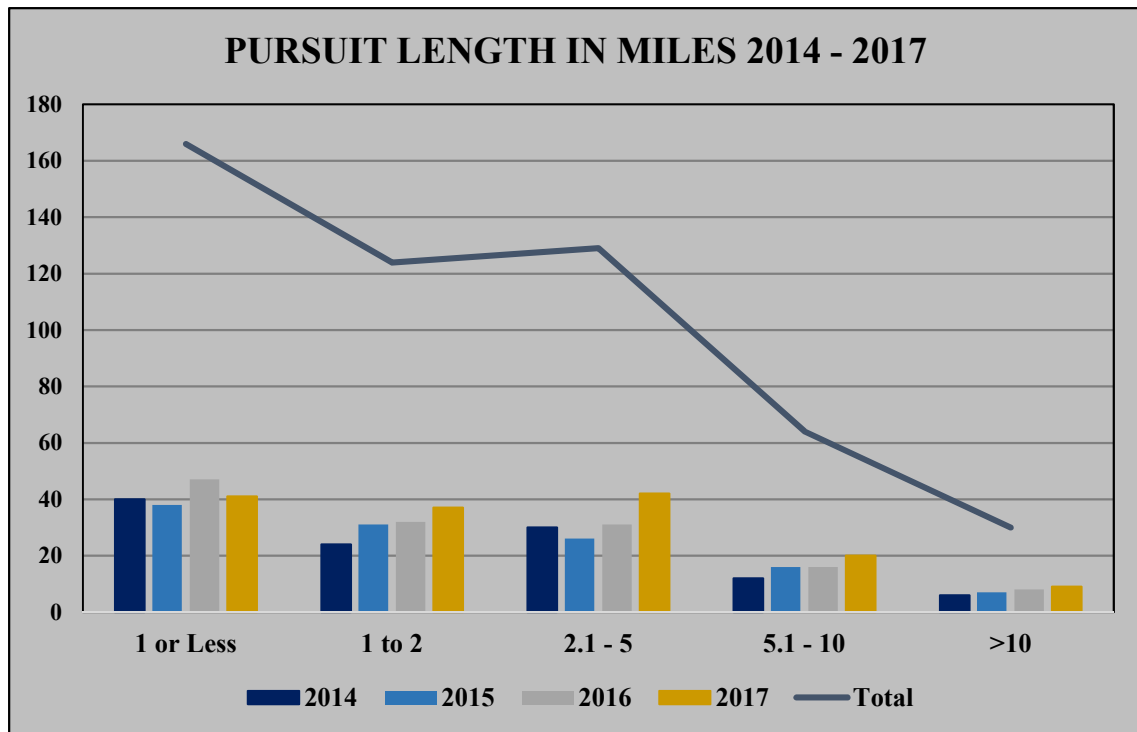
\*Violator Stopped, Accident, and Lost Sight represent over 54% of the total pursuit termination reasons for 2017.

**Pursuit Length in Miles 2014 – 2017**

Length of Pursuits in Miles	2014	2015	2016	2017	Total
1 or Less	40	38	47	41	166
1 to 2	24	31	32	37	124
2.1 - 5	30	26	31	42	129
5.1 - 10	12	16	16	20	64
>10	6	7	8	9	30

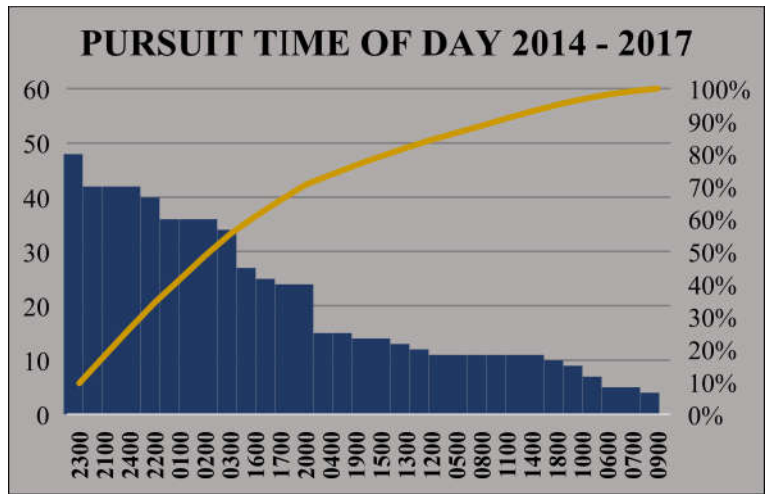
Overall from 2014 through 2017, most pursuits were under five miles, accounting for over 81% of pursuits. In 2017, there was a notable increase in pursuits that lasted between 2.1 and 5 miles, with a total increase of over 35% from the previous year.

In addition, from 2014 through 2017, over 50% of pursuits consistently concluded before the two-mile mark.



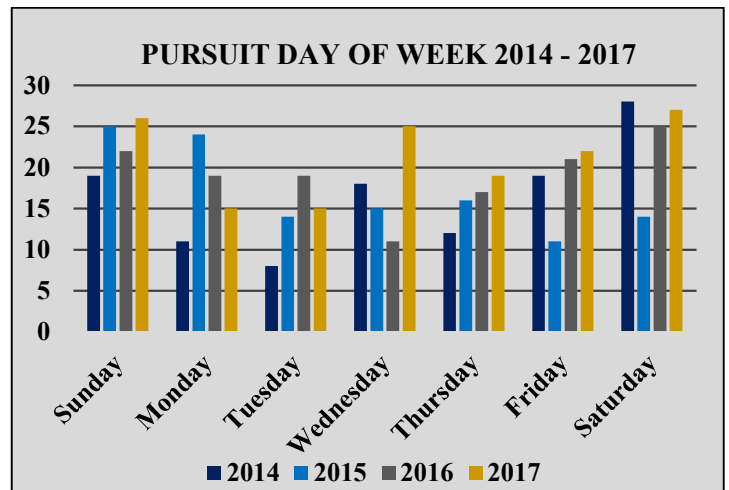
**Pursuit Time of Day and Day of Week 2014 – 2017**

Pursuit Time of Day	2014	2015	2016	2017
0100	12	7	11	6
0200	11	5	10	10
0300	7	4	6	17
0400	4	1	1	9
0500	0	4	5	2
0600	1	3	1	2
0700	1	1	2	1
0800	1	4	3	3
0900	0	1	1	2
1000	2	3	3	1
1100	0	3	2	6
1200	4	1	5	2
1300	2	6	1	4
1400	2	4	3	2
1500	2	3	6	3
1600	4	4	12	7
1700	6	5	5	9
1800	3	2	0	5
1900	2	5	5	3
2000	3	7	6	8
2100	10	5	12	15
2200	6	13	5	16
2300	11	11	16	10
2400	11	12	13	6



Statistically from 2014 through 2017, 2100 to 0300 hours has been the most active time for pursuits to occur each year.

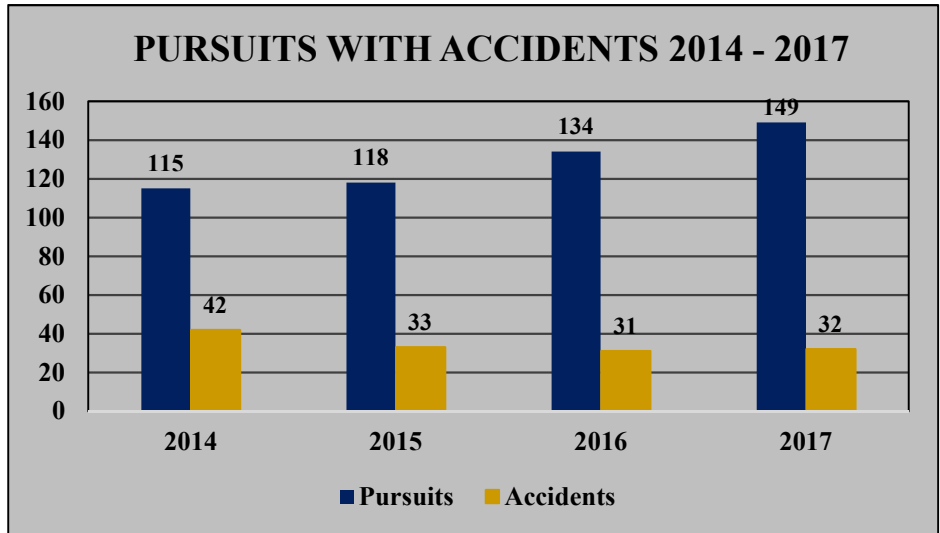
Pursuit Day of Week	2014	2015	2016	2017	Total
Sunday	19	25	22	26	92
Monday	11	24	19	15	69
Tuesday	8	14	19	15	56
Wednesday	18	15	11	25	69
Thursday	12	16	17	19	64
Friday	19	11	21	22	73
Saturday	28	14	25	27	94
<b>Total</b>	<b>115</b>	<b>119</b>	<b>134</b>	<b>149</b>	<b>517</b>



- 2017 – Sunday, Wednesday, and Saturday were the three most active days for pursuits to occur.
- 2016 – Sunday, Friday, and Saturday were the three most active days for pursuits to occur.
- 2015 – Sunday, Monday, and Thursday were the three most active days for pursuits to occur.
- 2014 – Sunday, Friday, and Saturday were the three most active days for pursuits to occur.

## Pursuit Accidents and Injuries 2014 – 2017

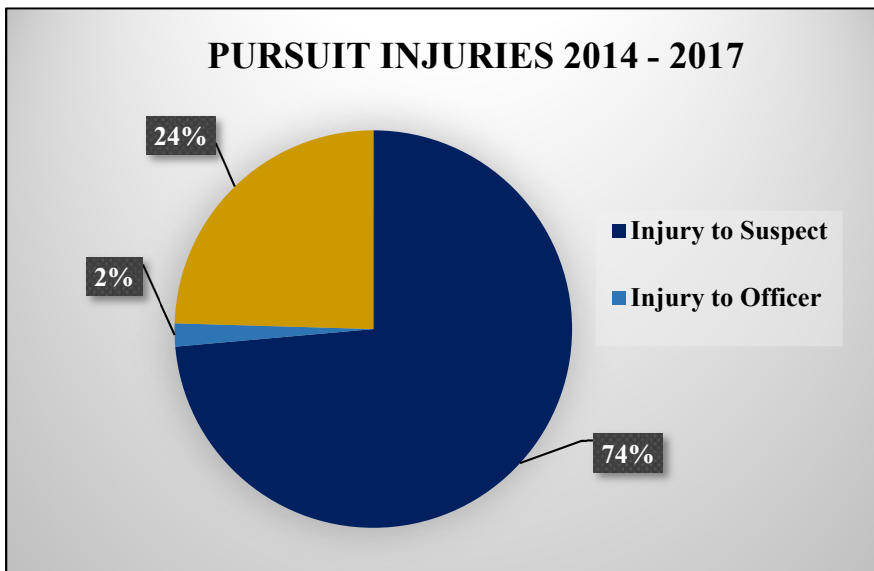
<i>Pursuits w/ Accidents</i>	
	<b>2014 – 42</b>
	<b>2015 – 33</b>
	<b>2016 – 31</b>
	<b>2017 – 32</b>
	<b>Total - 138</b>



Accidents that occurred during a pursuit will not be equal to the amount of accidents that terminated a pursuit. Some accidents involving the suspect vehicle might not have brought the suspect to a stop at that time. Some accidents may have involved police vehicles only and/or community member vehicles that did not bring the pursuit to a conclusion.

- **2017** – 21% of the total pursuits resulted in an accident occurring.
- **2016** – 23% of the total pursuits resulted in an accident occurring.
- **2015** – 28% of the total pursuits resulted in an accident occurring.
- **2014** – 36% of the total pursuits resulted in an accident occurring.

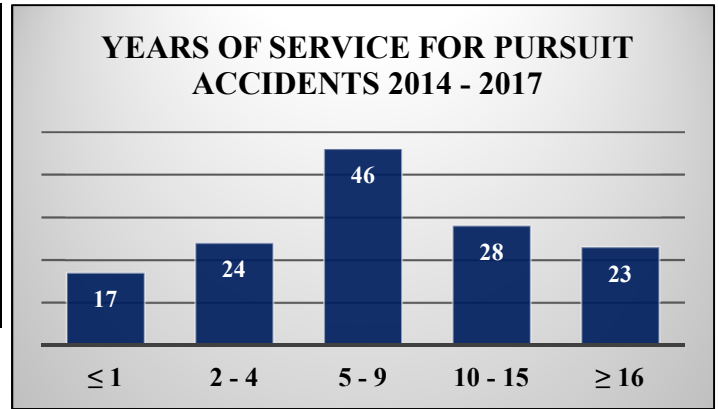
Pursuit Injuries	2014	2015	2016	2017
Injury to Suspect	15	9	9	6
Injury to Officer	0	0	0	1
Injury to Bystander	3	5	3	2



- From 2014 through 2017, most injuries sustained during a pursuit were received by the suspect(s).
- Overall, 74% of injuries were to suspects, 24% of injuries were to bystanders, and 2% were to officers.
- Bystanders can be community members not involved in the pursuit or community members that were in the suspect vehicle.

**Pursuit Years of Service and Weather Factors 2014 – 2017**

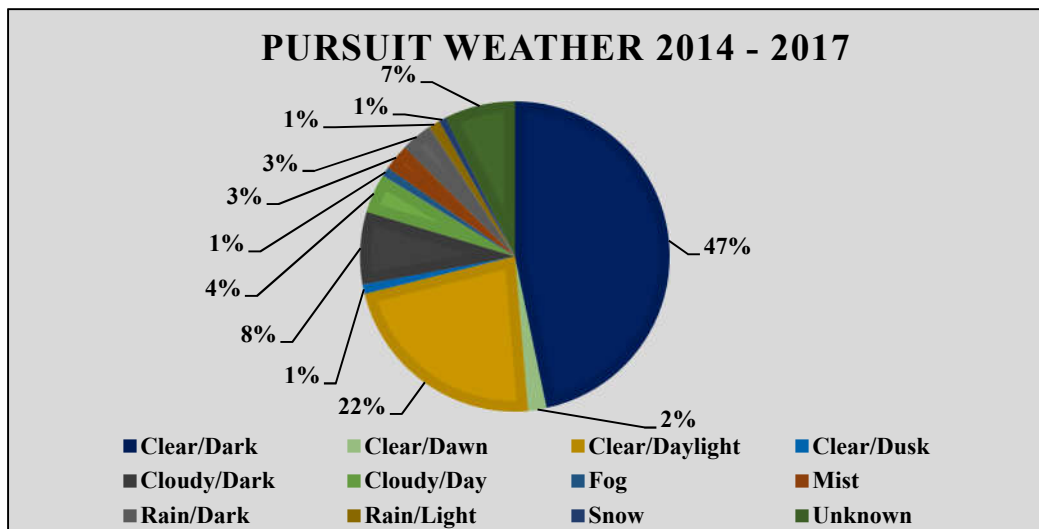
Years of Service for Pursuit Accidents	2014	2015	2016	2017	Total
≤ 1	4	4	7	2	17
2 - 4	4	5	6	9	24
5 - 9	14	13	11	8	46
10 - 15	11	6	6	5	28
≥ 16	9	5	1	8	23
<b>Total</b>	<b>42</b>	<b>33</b>	<b>31</b>	<b>32</b>	<b>138</b>



From 2014 through 2017, officers with *five to nine years* of service were most likely to be involved in accidents during pursuits. This group is followed by officers with *ten to fifteen years* of service. Officers in these two groups are more likely to be involved in pursuits due to these groups making up a large percentage of the overall department, as well as, having more training and experience to be involved in a pursuit. Thus, making them more exposed to the possibility of being involved in an accident during a pursuit.

Pursuit Weather	2014	2015	2016	2017	Total
Clear/Dark	58	56	68	59	241
Clear/Dawn	0	1	1	8	10
Clear/Daylight	24	31	31	30	116
Clear/Dusk	0	3	0	2	5
Cloudy/Dark	12	6	8	13	39
Cloudy/Day	1	4	7	9	21
Fog	2	1	1	1	5
Mist	0	1	0	13	14
Rain/Dark	4	2	3	8	17
Rain/Light	2	1	2	1	6
Snow	1	1	2	0	4
Unknown	11	11	11	5	38

- Over 47% of pursuits occur during night-time hours under clear conditions.
- 22% of pursuits occur during daylight hours under clear conditions.
- 12% of pursuits occur during cloudy conditions during day and night.
- 5% of pursuits occur during wet conditions.





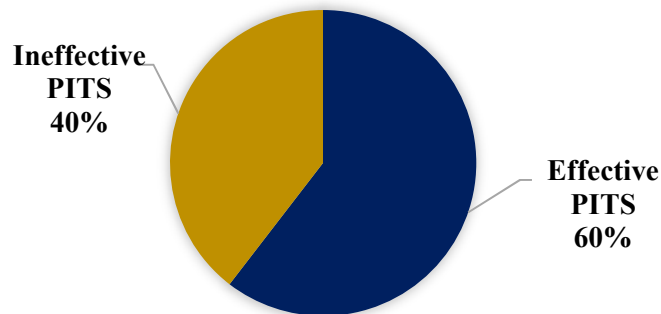
## **2017 Precision Immobilization Technique Analysis (PIT)**

<b>PIT Statistics 2015 - 2017</b>				
	2015	2016	2017	Total PITS
<b>Effective PITS</b>	6	13	7	<b>26</b>
<b>Ineffective PITS</b>	5	4	8	<b>17</b>
<b>Total PIT Attempts</b>	11	17	15	<b>43</b>

\*Effective PIT maneuvers are those that bring a pursuit to a conclusion, while ineffective PITS do not bring a pursuit to a conclusion.

- From 2016 to 2017, there was a decrease of two total PIT maneuvers executed (-11.76%)
- In 2015, 54% of the total PIT maneuvers were effective
- In 2016, 76% of the total PIT maneuvers were effective
- In 2017, 46% of the total PIT maneuvers were effective
- When comparing the past three years, PIT maneuvers have been effective 60% of the time and ineffective 40% of the time

### **2015 - 2017 PIT EFFECTIVE RATE**



<b>PIT Related Injuries 2015 - 2017</b>				
	2015	2016	2017	Total PIT Injuries
<b>Suspect</b>	2	4	4	<b>10</b>
<b>Community Member in Suspect Vehicle</b>	0	0	2	<b>2</b>
<b>Officer</b>	1	0	1	<b>2</b>
<b>Uninvolved Community Member</b>	0	0	0	<b>0</b>
<b>Total Injuries</b>	3	4	7	<b>14</b>

- From 2015 to 2017 there were no PIT related injuries sustained by uninvolved community members
- Most injuries from 2015 through 2017 for sustained by suspects
- A total of two officers were injured in that time frame, as well as, two individuals located inside suspect vehicles
- All of the recorded injuries were considered minor