

Internal Affairs Bureau

2018 Pursuit Analysis



Submitted by Cortney Tetting

Data and Accreditation Specialist

Table of Contents

Pursuit Initiation	03
Pursuit Termination	04
Pursuit Length.....	05
Pursuit Time of Day/Day of Week.....	06
Pursuit Accidents/Injuries	07
Pursuit Years of Service/Pursuit Weather.....	08
Precision Immobilization Technique Analysis	09

Pursuit Initiation 2015 – 2018

Total Pursuits

2015 – 119

2016 – 134

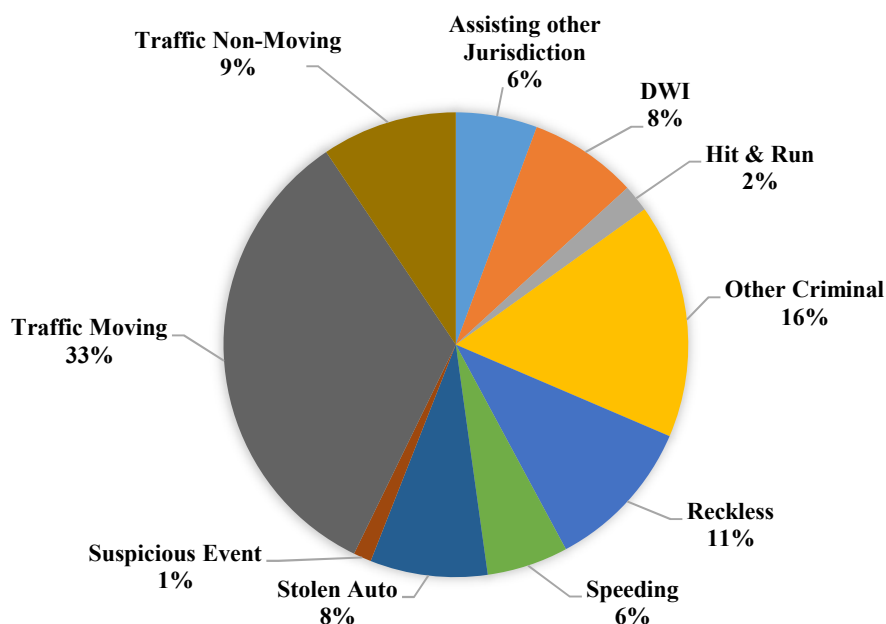
2017 – 149

2018 - 159

Total - 561

Reason for Pursuit Initiation	2015	2016	2017	2018	Total
Assisting Other Jurisdiction	7	13	13	9	42
DWI	1	3	1	12	17
Hit & Run	1	2	4	3	10
Other Criminal	20	29	22	26	97
Reckless	12	6	11	17	46
Speeding	24	23	29	9	85
Stolen Auto	5	5	7	13	30
Suspicious Event	5	6	0	2	13
Traffic Moving	33	37	45	53	168
Traffic Non-Moving	11	10	17	15	53
Total	119	134	149	159	561

REASON FOR PURSUITS - 2018



Top 3 Reasons for Pursuit Initiation 2015 - 2018

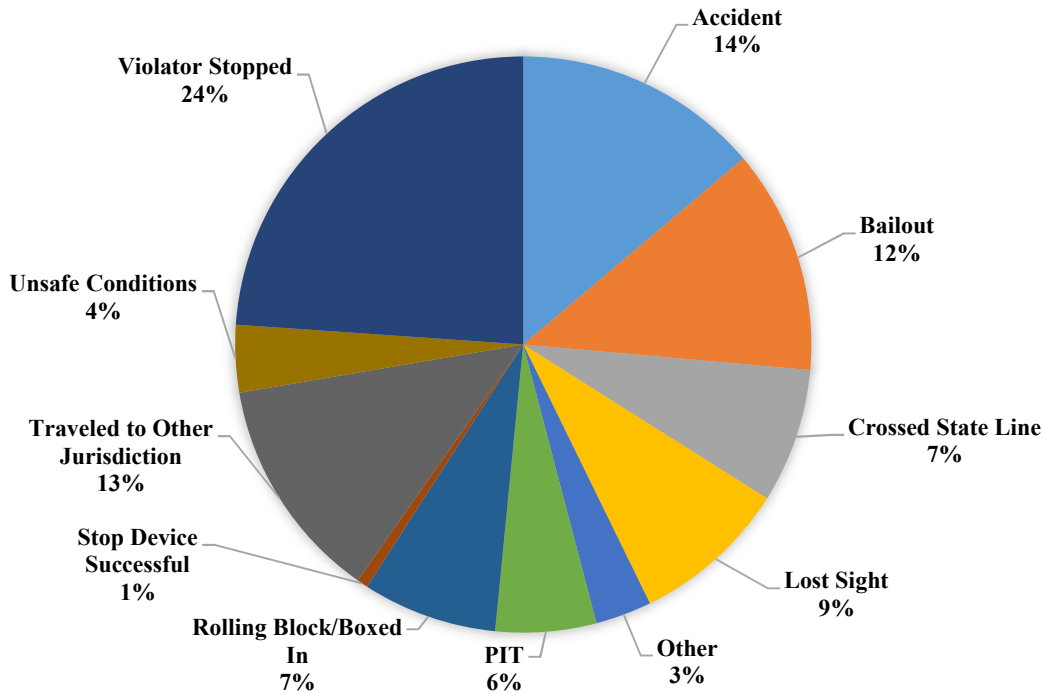
- **2018** – 33% of pursuits were initiated due to moving traffic violations, 16% were criminal related, and 11% were initiated due to reckless driving.
- **2017** – 30% of pursuits were initiated due to moving traffic violations, 19% were for speeding, and 15% for other criminal offenses.
- **2016** – 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.

Pursuit Termination 2015 – 2018

Termination of Pursuits	2015	2016	2017	2018	Total
Accident	21	6	24	22	73
Bailout	11	13	14	20	58
Crossed State Line	11	8	7	12	38
Lost Sight	17	24	26	14	81
Other	11	4	7	5	27
PIT	8	13	7	9	37
Rolling Block/Boxed In	2	7	9	12	30
Stop Device Successful	0	0	1	1	2
Traveled to Other Jurisdiction	12	22	16	20	70
Unsafe Conditions	3	5	7	6	21
Violator Stopped	23	32	31	38	124
Total	119	134	149	159	561

Pursuit terminations for 2018 were most often the cause of the violator finally stopping the vehicle, an accident occurring, the vehicle traveling into another jurisdiction, or from a bailout.

PURSUIT TERMINATION 2018



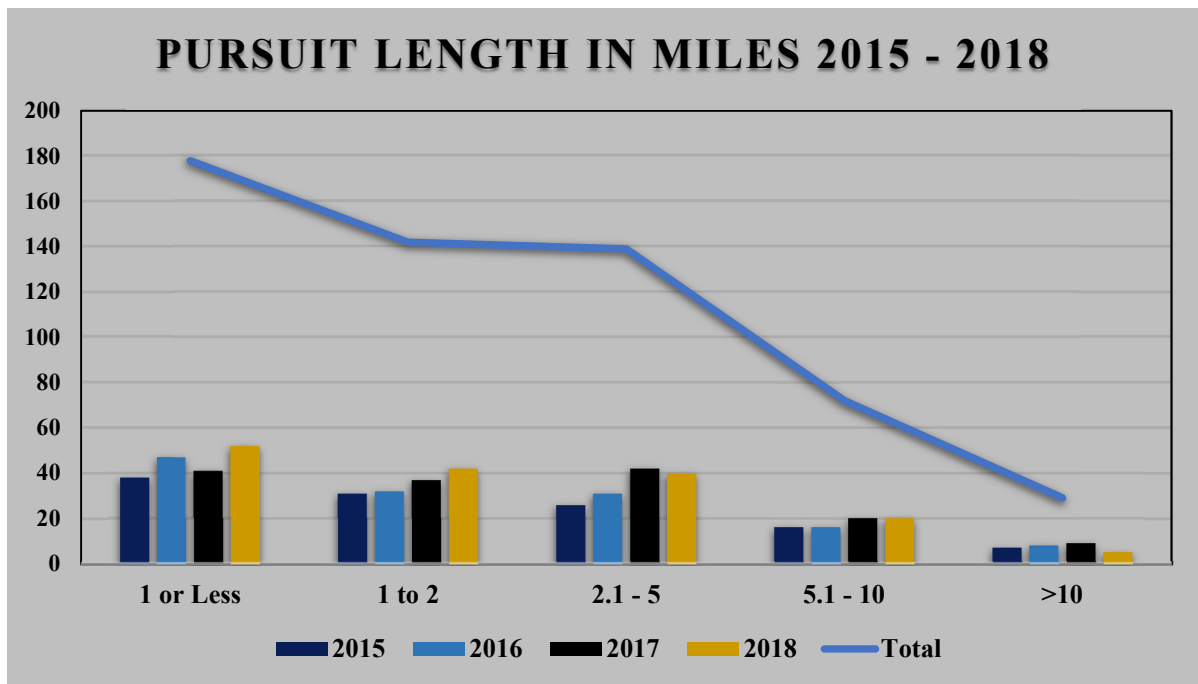
*Violator Stopped, Accident, and Traveled to Other Jurisdiction represent over 51% of the total pursuit termination reasons for 2018.

Pursuit Length in Miles 2015 – 2018

Length of Pursuits in Miles	2015	2016	2017	2018	Total
1 or Less	38	47	41	52	178
1 to 2	31	32	37	42	142
2.1 - 5	26	31	42	40	139
5.1 - 10	16	16	20	20	72
>10	7	8	9	5	29

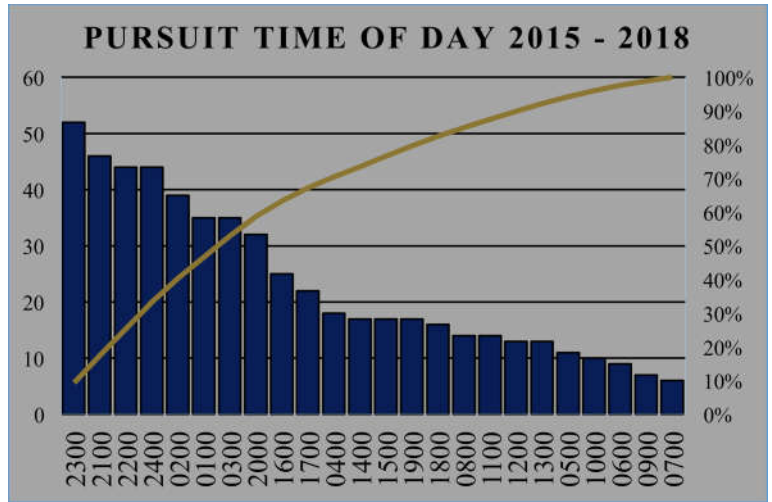
Overall from 2015 through 2018, most pursuits were under five miles, accounting for nearly 82% of all pursuits. In 2018, there was a notable increase in pursuits that lasted one mile or less, as well as, a slight increase of pursuits that lasted between one to two miles.

In addition, from 2015 through 2018, over 57% of pursuits consistently concluded before the two-mile mark.



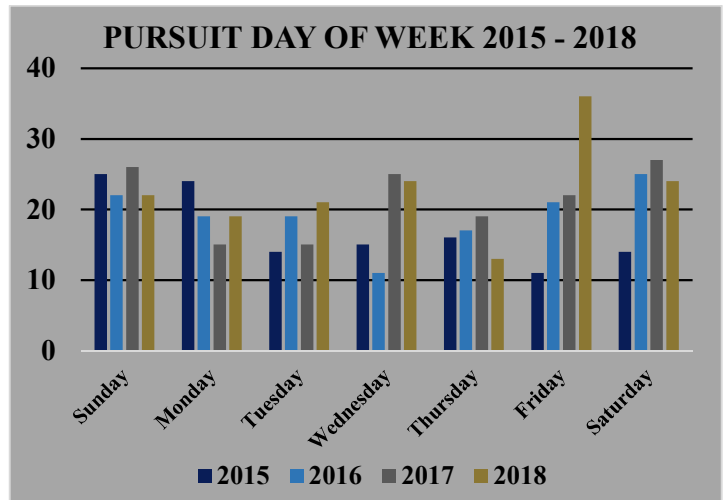
Pursuit Time of Day and Day of Week 2015 – 2018

Pursuit Time of Day	2015	2016	2017	2018
0100	7	11	6	11
0200	5	10	10	14
0300	4	6	17	8
0400	1	1	9	7
0500	4	5	2	0
0600	3	1	2	3
0700	1	2	1	2
0800	4	3	3	4
0900	1	1	2	3
1000	3	3	1	3
1100	3	2	6	3
1200	1	5	2	5
1300	6	1	4	2
1400	4	3	2	8
1500	3	6	3	5
1600	4	12	7	2
1700	5	5	9	3
1800	2	0	5	9
1900	5	5	3	4
2000	7	6	8	11
2100	5	12	15	14
2200	13	5	16	10
2300	11	16	10	15
2400	12	13	6	13



Statistically from 2015 through 2018, 2100 to 0300 hours has been the most active time for pursuits to occur each year.

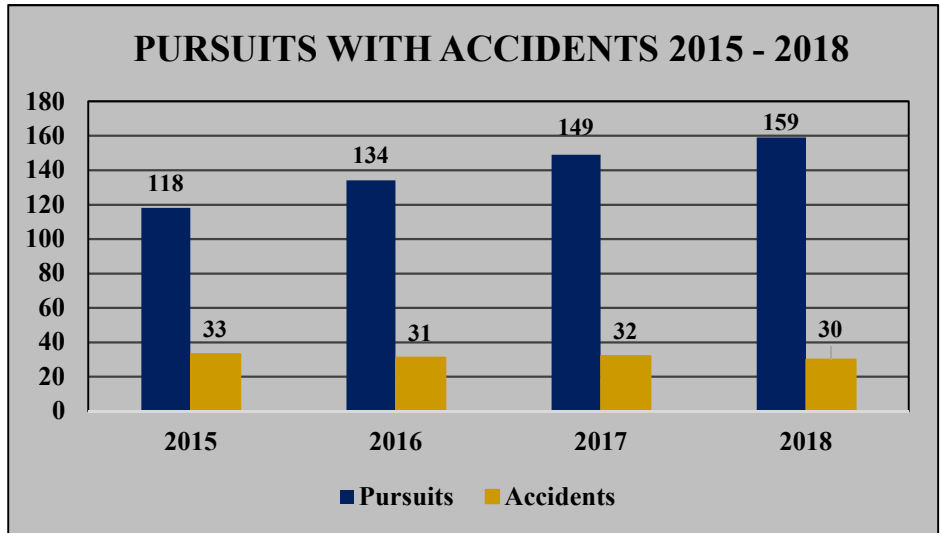
Pursuit Day of Week	2015	2016	2017	2018	Total
Sunday	25	22	26	22	95
Monday	24	19	15	19	77
Tuesday	14	19	15	21	69
Wednesday	15	11	25	24	75
Thursday	16	17	19	13	65
Friday	11	21	22	36	90
Saturday	14	25	27	24	90
Total	119	134	149	159	561



- 2018 – Wednesday, Friday, and Saturday were the three most active days for pursuits to occur.
- 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.

Pursuit Accidents and Injuries 2015 – 2018

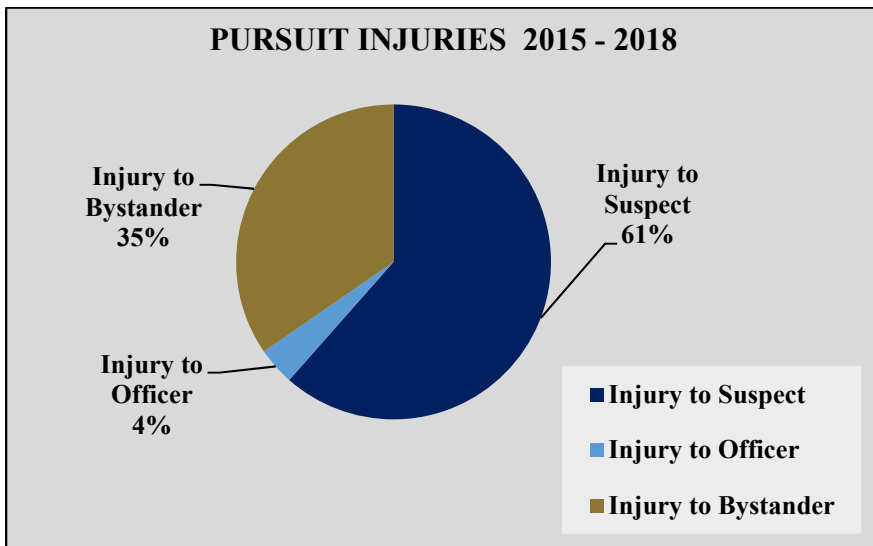
<i>Pursuits w/ Accidents</i>
2015 – 33
2016 – 31
2017 – 32
2018 – 30
<i>Total - 126</i>



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.

- **2018** – 19% of the total pursuits resulted in an accident occurring.
- **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.

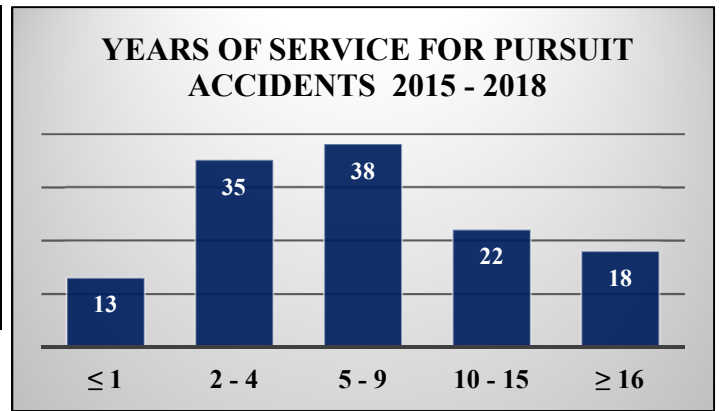
Pursuit Injuries	2015	2016	2017	2018
Injury to Suspect	9	9	6	8
Injury to Officer	0	0	1	1
Injury to Bystander	5	3	6	4



- From 2015 through 2018, most injuries sustained during a pursuit were received by the suspect(s).
- Overall, 61% of injuries were to suspects, 35% of injuries were to bystanders, and 4% were to officers.
- Bystanders can be community members not involved in the pursuit or community members in the suspect vehicle.

Pursuit Years of Service and Weather Factors 2015 – 2018

Years of Service for Pursuit Accidents	2015	2016	2017	2018	Total
≤ 1	4	7	2	0	13
2 - 4	5	6	9	15	35
5 - 9	13	11	8	6	38
10 - 15	6	6	5	5	22
≥ 16	5	1	8	4	18
Total	33	31	32	30	126

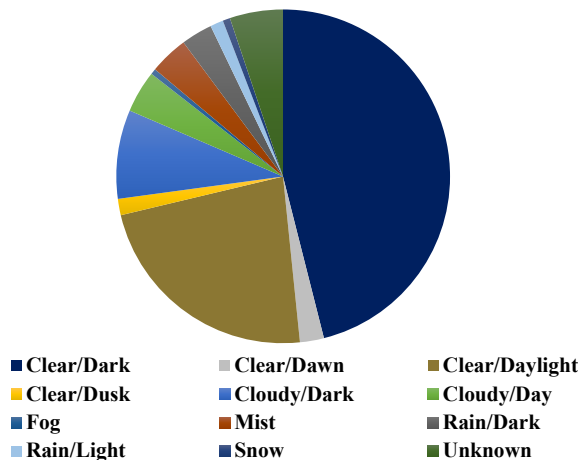


From 2015 through 2018, officers with **five to nine years** of service were most likely to be involved in accidents during pursuits. This group is followed by officers with **two to four years** of service. Officers in these two groups are more likely to be involved in pursuits due to these groups making up a large percentage of the overall department. Thus, making them more exposed to the possibility of being involved in an accident during a pursuit.

Pursuit Weather	2015	2016	2017	2018	Total
Clear/Dark	56	68	59	75	258
Clear/Dawn	1	1	8	3	13
Clear/Daylight	31	31	30	36	128
Clear/Dusk	3	0	2	4	9
Cloudy/Dark	6	8	13	21	48
Cloudy/Day	4	7	9	3	23
Fog	1	1	1	0	3
Mist	1	0	13	7	21
Rain/Dark	2	3	8	4	17
Rain/Light	1	2	1	3	7
Snow	1	2	0	1	4
Unknown	11	11	5	2	29

- Over 46% of pursuits occur during night-time hours under clear conditions.
- 23% of pursuits occur during daylight hours under clear conditions.
- 13% of pursuits occur during cloudy conditions during day and night.
- 9% of pursuits occur during wet conditions.

PURSUIT WEATHER 2015 - 2018



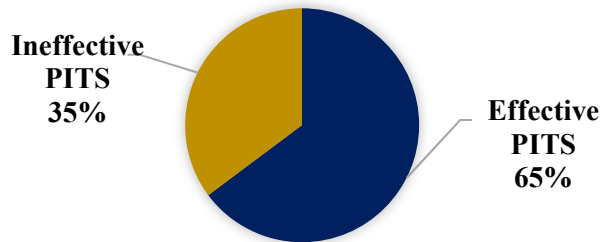
2018 Precision Immobilization Technique Analysis (PIT)

PIT Statistics 2015 - 2018					
	2015	2016	2017	2018	Total PITS
Effective PITS	6	13	7	9	35
Ineffective PITS	5	4	8	2	19
Total PIT Attempts	11	17	15	11	54

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

- From 2017 to 2018, there was a decrease of four total PIT maneuvers executed (-26.67%)
- 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
- In 2018, 81% of the total PIT maneuvers were effective
- When comparing the past four years, PIT maneuvers have been effective 65% of the time and ineffective 35% of the time

2015 - 2018 PIT EFFECTIVE RATE



PIT Related Injuries 2015 - 2018					
	2015	2016	2017	2018	Total PIT Injuries
Suspect	2	4	4	2	12
Community Member in Suspect Vehicle	0	0	2	0	2
Officer	1	0	1	0	2
Uninvolved Community Member	0	0	0	0	0
Total Injuries	3	4	7	2	16

- From 2015 to 2018 there were no PIT related injuries sustained by uninvolved community members
- Most injuries from 2015 through 2018 were 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