

Internal Affairs Bureau

Pursuit Analysis

2015 – 2019 (January to June)



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Data and Accreditation Specialist

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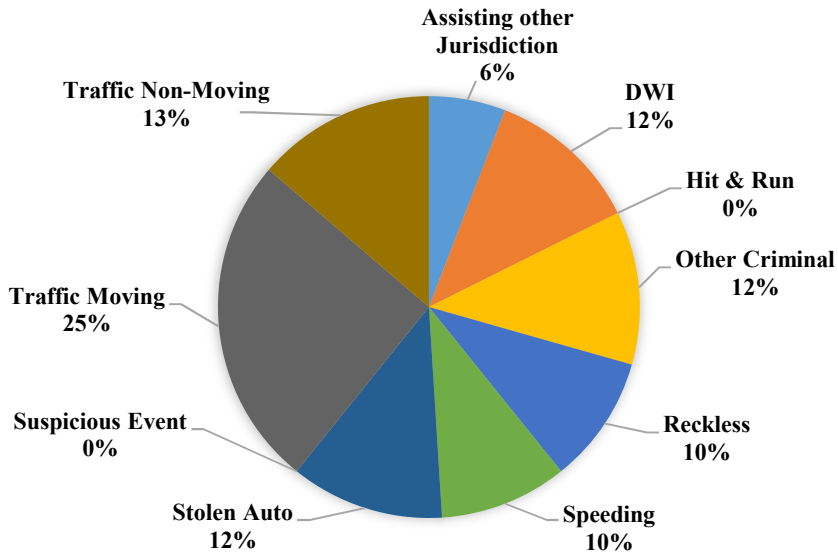
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Pursuit Initiation – January 1 to June 30

Total Pursuits
2015 – 48
2016 – 60
2017 – 72
2018 – 75
2019 - 51

Reason for Pursuit Initiation	2015	2016	2017	2018	2019
Assisting Other Jurisdiction	3	4	6	6	3
DWI	0	2	0	8	6
Hit & Run	0	0	2	2	0
Other Criminal	12	15	9	6	6
Reckless	6	2	3	11	5
Speeding	11	10	19	6	5
Stolen Auto	1	3	3	5	6
Suspicious Event	0	0	1	1	0
Traffic Moving	8	18	21	25	13
Traffic Non-Moving	7	6	8	5	7
Total	48	60	72	75	51

REASON FOR PURSUITS - 2019



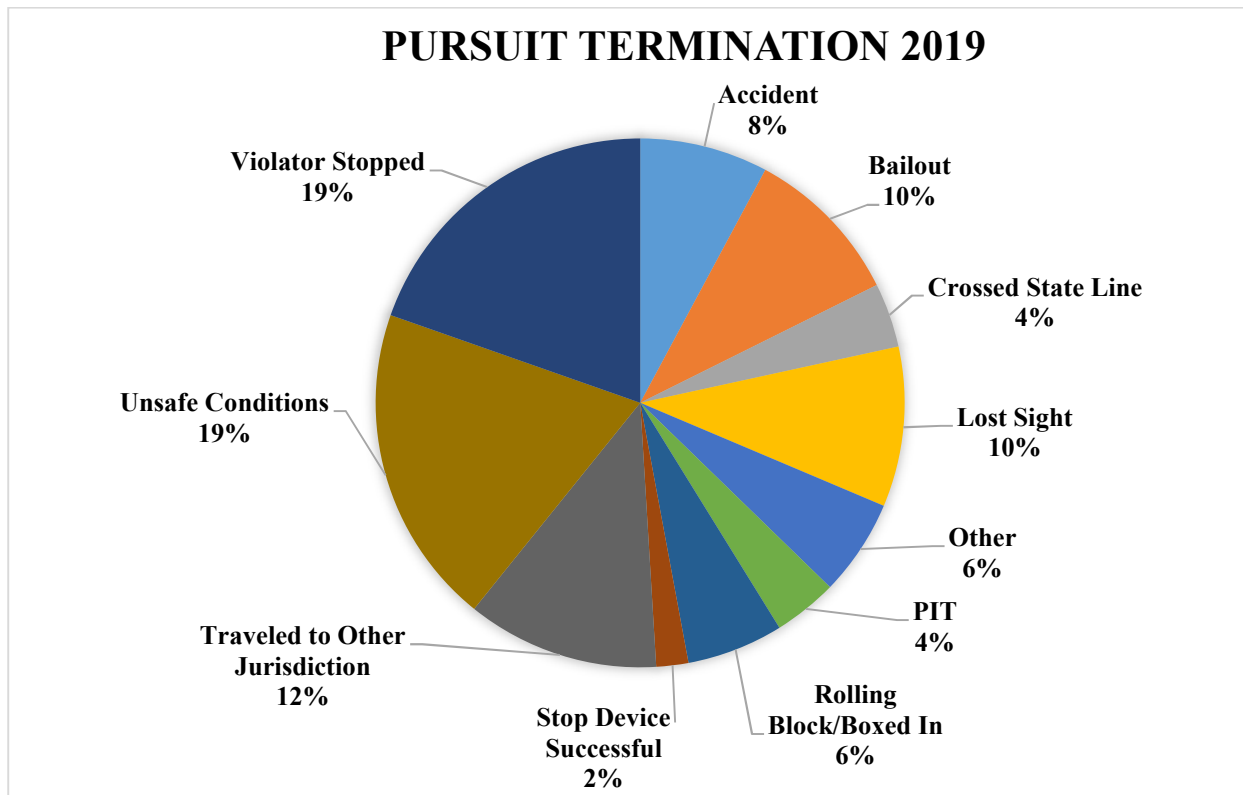
Top 3 Reasons for Pursuit Initiation January 1 to June 30

- **2019** – 25% of pursuits were initiated due to moving traffic violations, 13% for non-moving violations, and 12% each for DWI, Stolen Auto, and other criminal offenses.
- **2018** – 33% of pursuits were initiated due to moving traffic violations, 15% for reckless, and 10% for DWI.
- **2017** – 29% of pursuits were initiated due to moving traffic violations, 27% for speeding, and 13% for other criminal offenses.
- **2016** – 30% of pursuits were initiated due to moving traffic violations, 25% for other criminal offenses, and 17% for speeding.
- **2015** – 25% of pursuits were initiated due to other criminal offenses, 23% for speeding, and 17% for moving traffic violations.

Pursuit Termination – January 1 to June 30

Termination of Pursuits	2015	2016	2017	2018	2019
Accident	9	4	8	8	4
Bailout	4	6	6	6	5
Crossed State Line	5	2	2	5	2
Lost Sight	9	10	14	13	5
Other	3	3	4	1	3
PIT	5	3	3	6	2
Rolling Block/Boxed In	0	3	6	10	3
Stop Device Successful	0	0	1	0	1
Traveled to Other Jurisdiction	3	9	9	5	6
Unsafe Conditions	1	3	1	2	10
Violator Stopped	9	17	18	19	10
Total	48	60	72	75	51

Pursuit terminations for 2019 were most often the cause of the violator finally stopping or because of unsafe conditions and public safety.

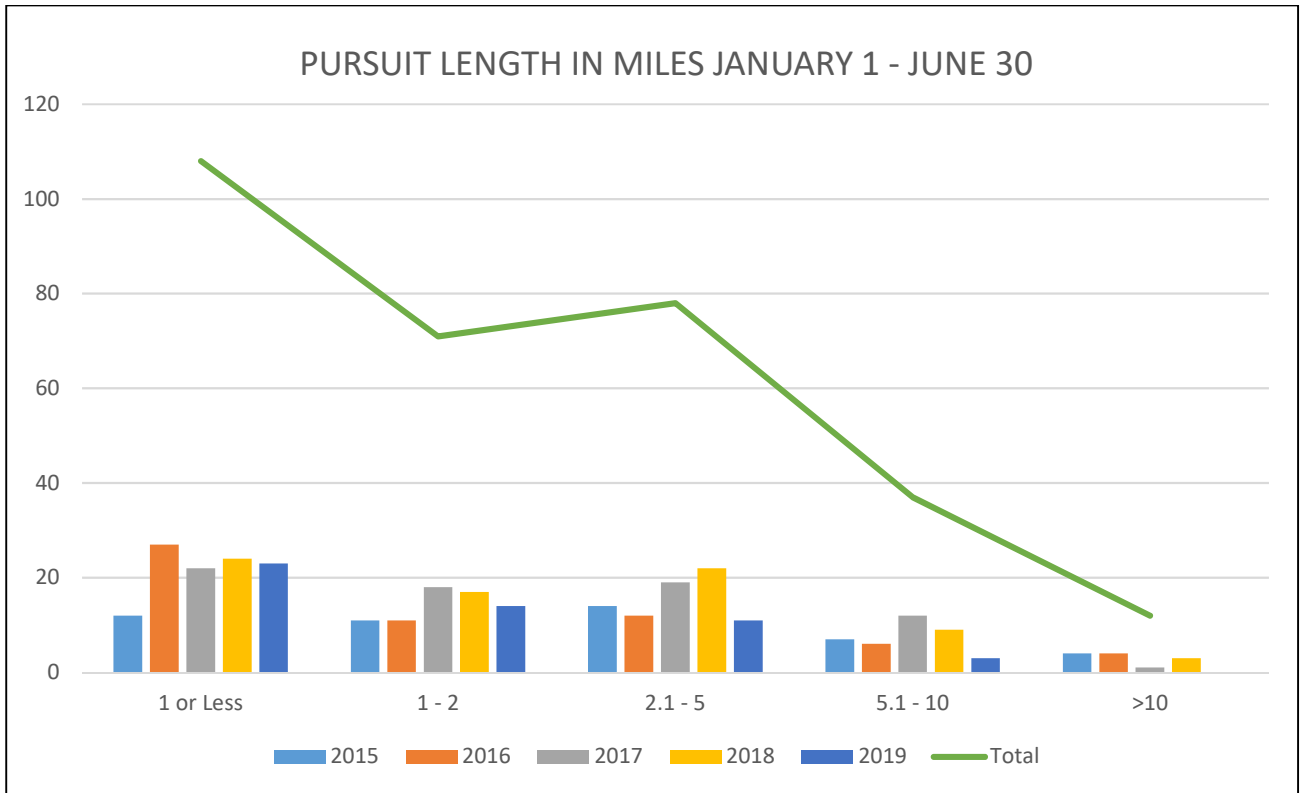


*Violator Stopped, Unsafe Conditions, and Traveled to Other Jurisdiction represent over 50% of the total pursuit termination reasons for 2019.

Pursuit Length in Miles – January 1 to June 30

Length of Pursuits in Miles	2015	2016	2017	2018	2019
1 or Less	12	27	22	24	23
1 to 2	11	11	18	17	14
2.1 - 5	14	12	19	22	11
5.1 - 10	7	6	12	9	3
>10	4	4	1	3	0

Overall from 2015 through 2019, most pursuits were under five miles, accounting for nearly 84% of all pursuits. 35% of all pursuits in that time frame concluded in one mile or less.



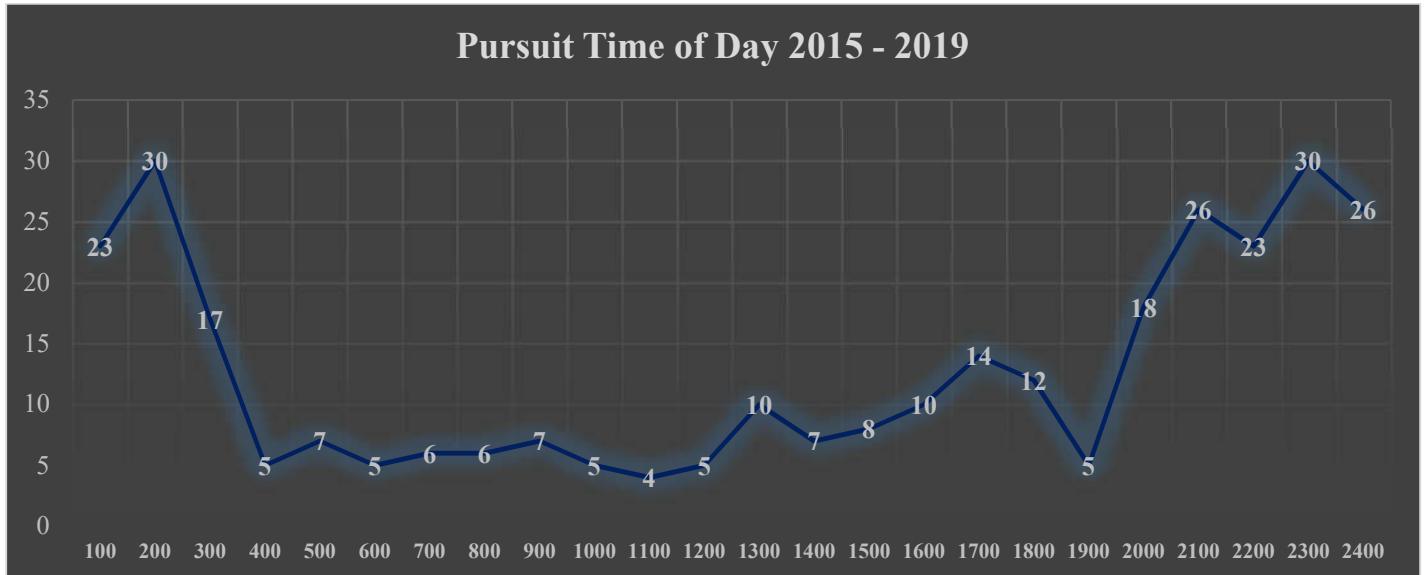
Pursuit Time of Day and Day of Week – January 1 to June 30

Pursuit Time of Day	2015	2016	2017	2018	2019
0100	3	3	3	7	7
0200	1	5	8	7	9
0300	1	2	5	4	5
0400	0	0	0	4	1
0500	1	4	2	0	0
0600	1	0	1	3	0
0700	1	1	3	1	0
0800	2	2	0	2	0
0900	1	1	1	1	3
1000	2	2	0	1	0
1100	0	0	3	0	1
1200	0	2	0	3	0
1300	4	0	2	1	3
1400	2	1	1	3	0
1500	0	3	2	1	2
1600	2	4	3	1	0
1700	1	3	5	5	0
1800	2	0	3	6	1
1900	0	4	1	0	0
2000	3	3	5	5	2
2100	4	6	8	4	4
2200	5	2	7	4	5
2300	6	5	6	9	4
2400	6	7	3	6	4

Pursuit Day of Week	2015	2016	2017	2018	2019
Sunday	7	10	12	11	4
Monday	10	7	6	8	6
Tuesday	8	8	8	9	8
Wednesday	6	5	13	10	12
Thursday	7	6	8	6	6
Friday	5	11	10	18	6
Saturday	5	13	15	13	9
Total	48	60	72	75	51

*Overall from 2015 to 2019, a greater number of pursuits occurred on Saturday, Friday, and Wednesday. However, when broken down by year the days of the week that a pursuit occurred varies and does not offer a significant pattern or correlation from year to year.

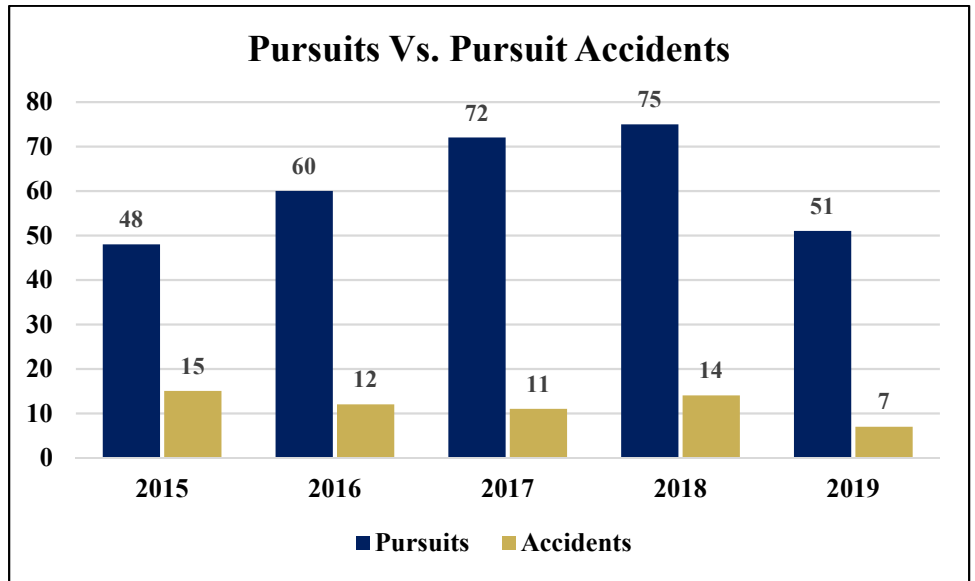
*Overall from 2015 to 2019, most pursuits occurred between the hours of 2100 to 0300. This time frame is consistent throughout each individual year as well.



Pursuit Accidents and Injuries January 1 to June 30

Pursuits w/ Accidents

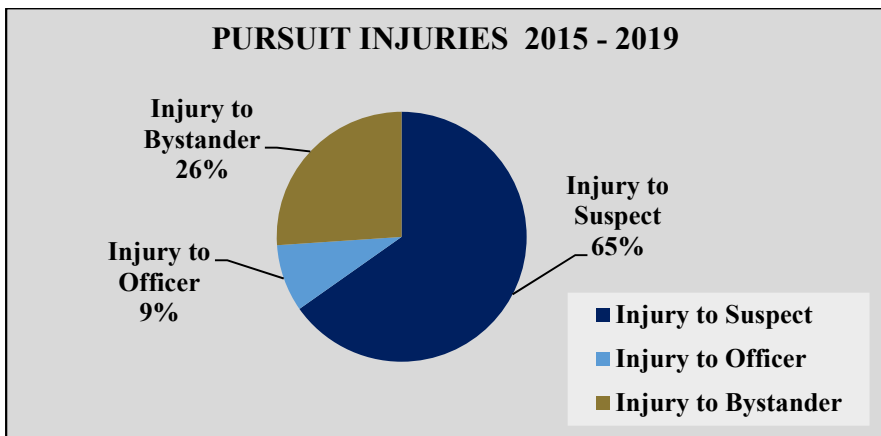
2015 – 15
2016 – 12
2017 – 11
2018 – 14
2019 – 7



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.

- **2019** – 14% of the total pursuits resulted in an accident occurring.
- **2018** – 19% of the total pursuits resulted in an accident occurring.
- **2017** – 15% of the total pursuits resulted in an accident occurring.
- **2016** – 20% of the total pursuits resulted in an accident occurring.
- **2015** – 31% of the total pursuits resulted in an accident occurring.

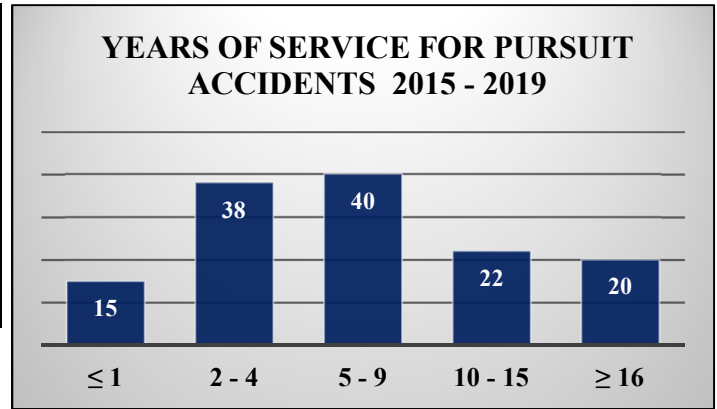
Pursuit Injuries	2015	2016	2017	2018	2019
Injury to Suspect	4	2	4	4	1
Injury to Officer	0	0	0	0	2
Injury to Bystander	1	1	2	2	0



- From 2015 through 2019, during the months of January to June, most injuries sustained during a pursuit were received by the suspect(s).
- Overall, 65% of injuries were to suspects, 26% of injuries were to bystanders, and 9% were to officers.
- Bystanders can be community members not involved in the pursuit or community members located in the suspect vehicle.

Pursuit Years of Service and Weather Factors January 1 to June 30

Years of Service for Pursuit Accidents	2015	2016	2017	2018	2019
≤ 1	0	2	1	0	2
2 - 4	3	3	3	7	3
5 - 9	6	5	3	3	2
10 - 15	3	2	1	2	0
≥ 16	3	0	3	2	0
Total	15	12	11	14	7

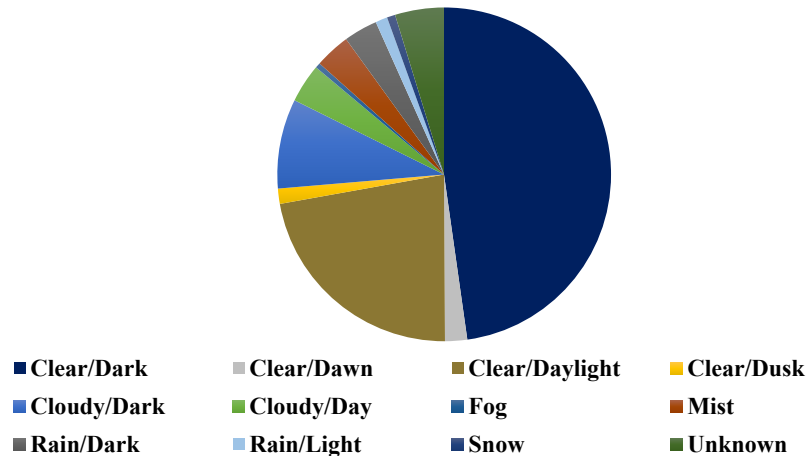


From 2015 through 2019, officers with **five to nine years** of service were most likely to be involved in accidents during pursuits. This group is followed closely by officers with **two to four years** of service. The same remains true when broken down into individual years. Officers in these two groups 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	2019
Clear/Dark	22	26	29	34	34
Clear/Dawn	1	0	0	2	0
Clear/Daylight	14	15	16	16	8
Clear/Dusk	1	0	1	1	0
Cloudy/Dark	1	5	4	13	5
Cloudy/Day	2	3	4	2	0
Fog	0	1	0	0	0
Mist	1	0	7	1	0
Rain/Dark	2	3	3	3	3
Rain/Light	1	1	1	2	0
Snow	0	2	0	1	1
Unknown	3	4	7	0	0

- Over 48% of pursuits occur during night-time hours under clear conditions.
- 22% of pursuits occur during daylight hours under clear conditions.
- 10% of pursuits occur during cloudy conditions during day and night.
- 7% of pursuits occur during wet conditions.

PURSUIT WEATHER 2015 - 2019

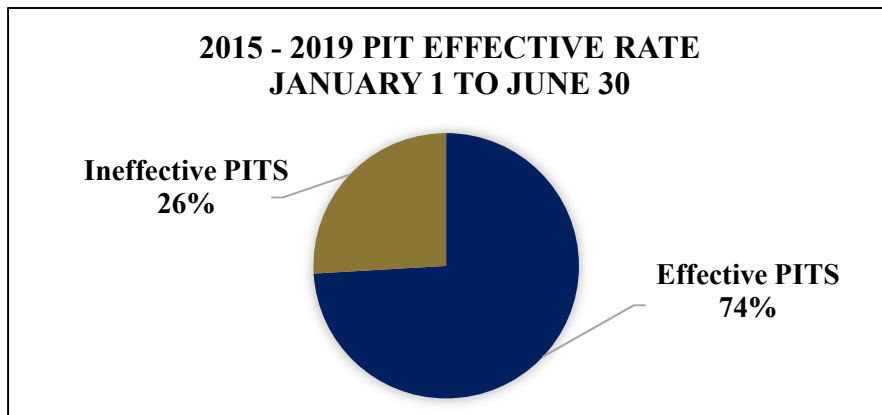


Precision Immobilization Technique Analysis (PIT) January 1 to June 30

PIT Statistics 2015 - 2019					
	2015	2016	2017	2018	2019
Effective PITS	5	3	3	6	3
Ineffective PITS	2	2	2	0	1
Total PIT Attempts	7	5	5	6	4

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

- In 2015, 71% of the total PIT maneuvers were effective
- In 2016, 60% of the total PIT maneuvers were effective
- In 2017, 60% of the total PIT maneuvers were effective
- In 2018, 100% of the total PIT maneuvers were effective
- In 2019, 75% of the total PIT maneuvers were effective
- When comparing the past five years, PIT maneuvers have been effective 74% of the time and ineffective 26% of the time



PIT Related Injuries 2015 - 2019					
	2015	2016	2017	2018	2019
Suspect	2	2	1	0	3
Community Member in Suspect Vehicle	0	0	2	0	0
Officer	1	0	0	0	0
Uninvolved Community Member	0	0	0	0	0
Total Injuries	3	2	3	0	3

- From 2015 to 2019 there were no PIT related injuries sustained by uninvolved community members
- All injuries from 2015 through 2019 during January to June were sustained by suspects
- Two individuals located inside suspect vehicles were injured during this time frame
- All of the recorded injuries were considered minor