



Analytical Summary Report

An Overview of 2020 Vehicle Pursuits

The charts below visually summarize the 145 vehicle pursuits involving Fairfax County Police Officers in 2020.

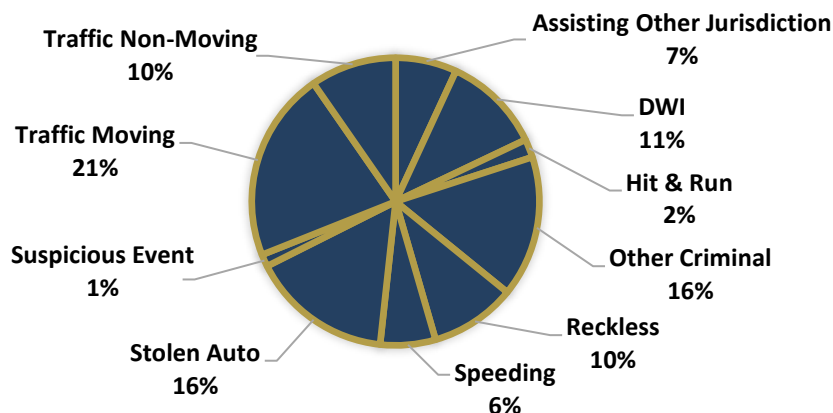
Pursuit Initiations

Reason for Pursuit Initiation	2017	2018	2019	2020	Total
Assisting Other Jurisdiction	13	9	7	10	39
DWI	1	12	16	16	45
Hit & Run	4	3	2	3	12
Other Criminal	22	26	19	23	90
Reckless	11	17	15	14	57
Speeding	29	9	9	9	56
Stolen Auto	7	13	11	23	54
Suspicious Event	0	2	0	2	4
Traffic Moving	45	53	35	31	164
Traffic Non-Moving	17	15	13	14	59
Total	149	159	127	145	580

Note: The Fairfax County Police Department Pursuit Policy was revised and became effective on January 1, 2019. [General Order 504, Vehicle Pursuits](#)

- **2020** – 21% of pursuits were initiated due to moving traffic violations, 16% were from stolen autos, and 16% were from other criminal offenses.
- **2019** – 27% of pursuits were initiated due to moving traffic violations, 15% were criminal related, and 13% were initiated due to DWI.
- **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.

PURSUIT INITIATIONS - 2020





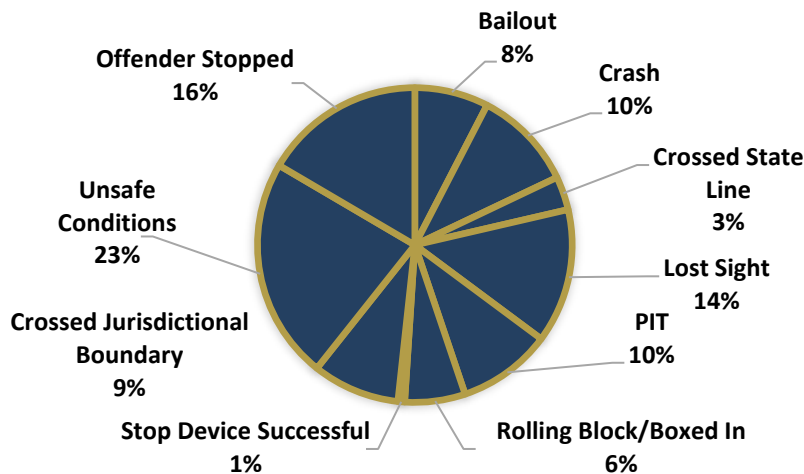
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Pursuit Terminations

Termination of Pursuits	2017	2018	2019	2020	Total
Bailout	14	20	11	11	56
Crash	25	23	14	15	77
Crossed Jurisdictional Boundary	17	21	17	13	68
Crossed State Line	7	12	7	5	31
Lost Sight	28	15	9	20	72
Offender Stopped	33	40	34	24	131
PIT	7	9	6	14	36
Rolling Block/Boxed In	10	12	6	9	37
Stop Device Successful	1	1	1	1	4
Unsafe Conditions/Public Safety	7	6	22	33	68
Total	149	159	127	145	580

- The number of pursuits in 2020 increased by 14% from the number of pursuits that occurred in 2019.
- Pursuits for 2020 were most often terminated because the officer determined conditions to be unsafe, the violator stopped, or the officer lost sight of the vehicle.
- The number of pursuits terminated due to officer’s observations of unsafe conditions and public safety concerns increased by 50% from 2019 to 2020.

PURSUIT TERMINATIONS - 2020





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Pursuit Length in Miles

Length of Pursuits in Miles	2017	2018	2019	2020	Total
1 or Less	41	52	49	51	193
1.1 to 2	37	42	30	43	152
2.1 - 5	42	40	37	36	155
5.1 - 10	20	20	8	7	55
>10	9	5	3	8	25

- Overall, from 2017 through 2020, most pursuits were under five miles, accounting for over 86% of all pursuits.
- Of note, from 2017 through 2020, nearly 60% of pursuits consistently concluded before the two-mile mark.

Pursuit Time of Day and Day of Week

Pursuit Time of Day	2017	2018	2019	2020
12:00 AM	6	13	14	8
1:00 AM	6	11	10	14
2:00 AM	10	14	16	12
3:00 AM	17	8	16	16
4:00 AM	9	7	2	11
5:00 AM	2	0	1	4
6:00 AM	2	3	0	2
7:00 AM	1	2	0	0
8:00 AM	3	4	1	0
9:00 AM	2	3	4	1
10:00 AM	1	3	2	3
11:00 AM	6	3	3	2
12:00 PM	2	5	0	2
1:00 PM	4	2	3	1
2:00 PM	2	8	2	7
3:00 PM	3	5	7	5
4:00 PM	7	2	1	2
5:00 PM	9	3	3	7
6:00 PM	5	9	4	4
7:00 PM	3	4	2	5
8:00 PM	8	11	6	5
9:00 PM	15	14	8	15
10:00 PM	16	10	12	10
11:00 PM	10	15	10	11

Pursuit Day of Week	2017	2018	2019	2020	Total
Sunday	26	22	11	24	83
Monday	15	19	19	20	73
Tuesday	15	21	19	22	77
Wednesday	25	24	20	13	82
Thursday	19	13	18	28	78
Friday	22	36	17	14	89
Saturday	27	24	23	24	98
Total	149	159	127	145	580

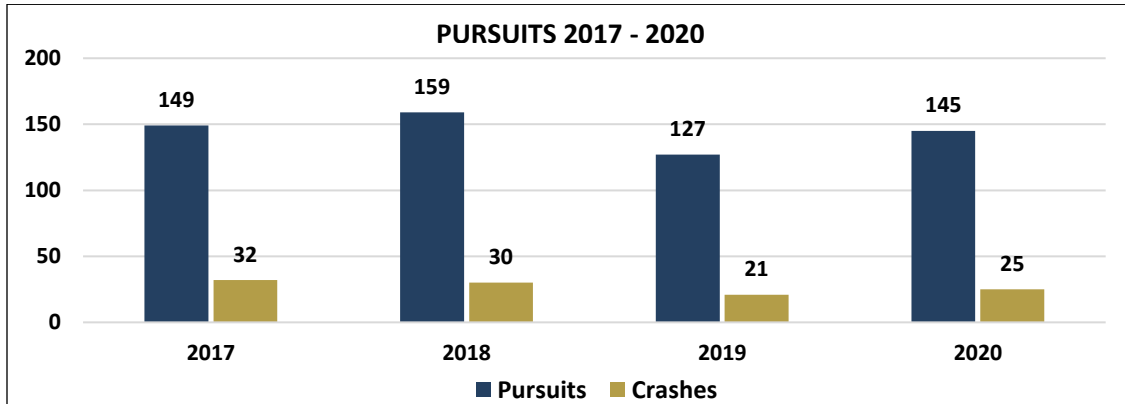
- **2020** – Thursday, Saturday, and Sunday were the most active days for pursuits to occur.
- **2019** – Saturday, Wednesday, Tuesday, and Monday were the most active days for pursuits to occur.
- **2018** – Friday, Saturday, and Wednesday were the three most active days for pursuits to occur.
- **2017** – Saturday, Sunday, and Wednesday were the three most active days for pursuits to occur.
- Statistically from 2017 through 2020, 9:00 PM to 3:00 AM has been the most active time for pursuits to occur each year.





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Pursuit Crashes



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

- **2020** – 17% of the total pursuits resulted in a crash occurring.
- **2019** – 16% of the total pursuits resulted in a crash occurring.
- **2018** – 19% of the total pursuits resulted in a crash occurring.
- **2017** – 21% of the total pursuits resulted in a crash occurring.

Pursuit Injuries

Pursuit Injuries	2017	2018	2019	2020
Injury to Offender	6	8	3	5
Injury to Officer	1	1	3	1
Injury to Bystanders	6	4	2	0
Injury to Pedestrians	0	0	0	0

- From 2017 through 2020, most injuries sustained during a pursuit were received by the offender(s).
- Overall, 55% of injuries were to offenders, 30% of injuries were to bystanders, 15% to officers, and none to pedestrians.
- Bystanders are community members located in the offender vehicle or community members inside uninvolved vehicles.
- 2020 saw the fewest injuries from 2017 to present.

Involved Person at Fault for Pursuit Crash Resulting in Injury 2017 - 2020				
	2017	2018	2019	2020
Officer at Fault	0	0	0	0
Offender at Fault	13	13	8	6





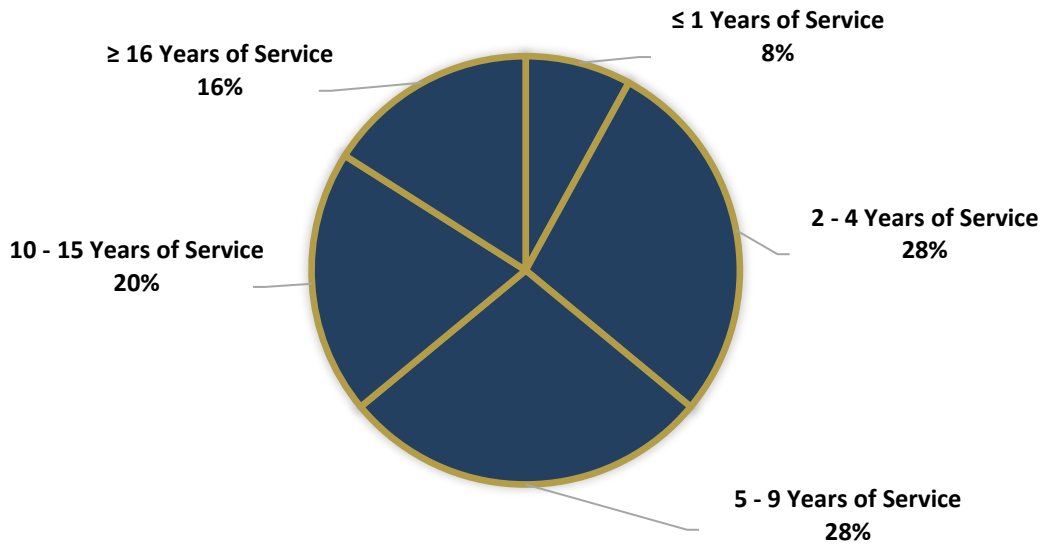
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Years of Service for Officers Involved in Pursuit Crashes

Officer's Years of Service for Pursuit Crashes	2017	2018	2019	2020	Total
≤ 1	2	0	1	2	5
2 - 4	9	15	8	7	39
5 - 9	8	6	7	7	28
10 - 15	5	5	3	5	18
≥ 16	8	4	2	4	18
Total	32	30	21	25	108

From 2017 through 2020, officers with *two to four years* of service and officers with *five to nine years* of service made up over 56% of the total crashes that occurred during a pursuit. Officers in these two categories are more likely to be involved in a pursuit due to them making up a larger percentage of officers assigned to the patrol bureau.

PURSUIT CRASHES BY OFFICER'S YEARS OF SERVICE - 2020





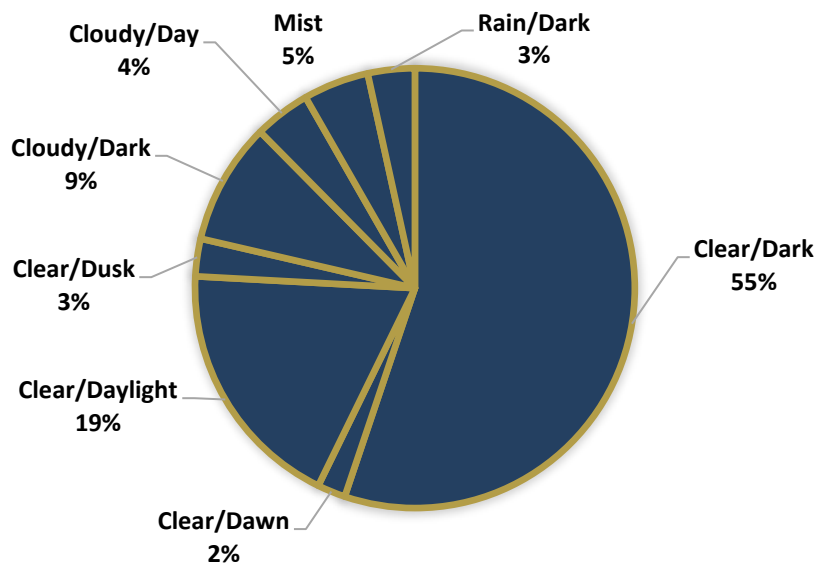
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Weather Conditions During Pursuits

Pursuit Weather	2017	2018	2019	2020	Total
Clear/Dark	59	75	80	80	294
Clear/Dawn	8	3	0	3	14
Clear/Daylight	30	36	22	27	115
Clear/Dusk	2	4	2	4	12
Cloudy/Dark	13	21	8	13	55
Cloudy/Day	9	3	4	6	22
Fog	1	0	1	0	2
Mist	13	7	0	7	27
Rain/Dark	8	4	3	5	20
Rain/Light	1	3	0	0	4
Snow	0	1	1	0	2
Unknown	5	2	0	0	7

- Over 55% of pursuits in 2020 occurred during nighttime hours under clear conditions.
- Over 18% of pursuits in 2020 occurred during daylight hours under clear condition.
- 16% of pursuits in 2020 occurred during cloudy conditions during day and night.
- 8% of pursuits in 2020 occurred during wet condition.

PURSUIT WEATHER CONDITIONS - 2020





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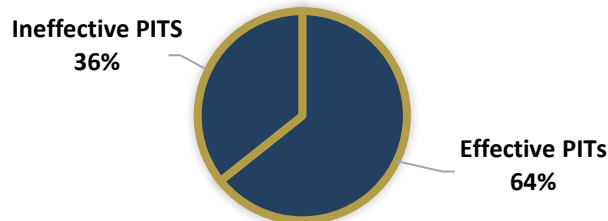
Precision Immobilization Technique Summary (PIT)

PIT Statistics 2017 - 2020					
	2017	2018	2019	2020	Total PITS
Effective PITS*	7	9	6	14	36
Ineffective PITS	8	2	4	6	20
Total PIT Attempts	15	11	10	20	56

*Effective PIT maneuvers are those that bring a pursuit to a conclusion, while ineffective PIT maneuvers do not bring a pursuit to a conclusion. Additional information on Fairfax County Police Department’s PIT procedures can be found in [General Order 505, Stopping Techniques](#).

- In 2020, 70% of the total PIT maneuvers were effective.
- In 2019, 60% of the total PIT maneuvers were effective.
- In 2018, 81% of the total PIT maneuvers were effective.
- In 2017, 46% of the total PIT maneuvers were effective.
- When comparing the past four years, PIT maneuvers have been effective 64% of the time and ineffective 36% of the time.

PIT EFFECTIVE RATE 2017 - 2020



PIT-Related Injuries 2017 - 2020					
	2017	2018	2019	2020	Total PIT Injuries
Offender	4	2	5	2	13
Community Member in Offender Vehicle	2	0	0	0	2
Officer	1	0	1	0	2
Uninvolved Community Member	0	0	0	0	0
Total Injuries	7	2	6	2	17

- From 2017 to 2020 there were no PIT-related injuries sustained by uninvolved community members.
- Most injuries from 2017 through 2020 were sustained by offenders.
- During that time frame, two officers and two individuals inside offender vehicles were injured.
- All recorded injuries during PIT maneuvers from 2017 to 2020 were considered minor.

