

# LOMBARD POLICE DEPARTMENT

## 2015 ANNUAL PURSUIT ANALYSIS REPORT

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### PURPOSE

Lombard Police Department General Order #41.5.11 requires that an annual analysis of all vehicle pursuits be conducted to determine if there are any trends requiring additional training or changes to the general order.

CALEA standard 41.2.2 also requires that the Department analyze vehicle pursuit report data, review each incident, and publish an annual statistical summary. The purpose of the analysis is to identify both positive and negative factors influencing the outcome of vehicular pursuits, examine and evaluate specific elements of the pursuit policy, evaluate the apprehension technique used by the officers and disclose potential training deficiencies.

This analysis will include data from vehicle pursuits that occurred during the year 2015 as well as the past three years and the past five years.



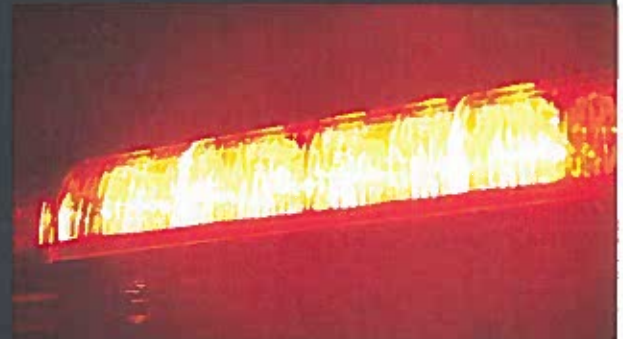
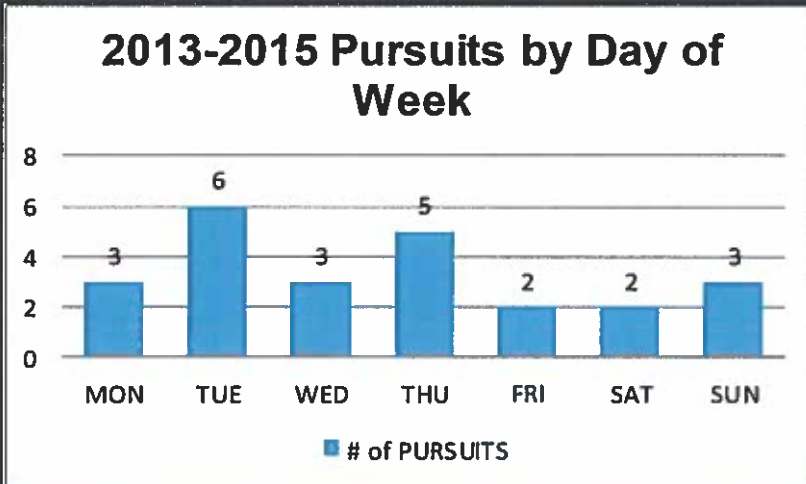
# 2015 AT A GLANCE

- There were ten vehicle pursuits in 2015 compared to seven in 2014. (42% increase)
- All ten vehicle pursuits were initiated by male officers.
- Nine of the ten vehicle pursuits in 2015 involved male offenders and only one involved a female offender.
- Four vehicle pursuits ended with the violator crashing . One of those crashes resulted in injuries to the occupants of the offending vehicle.
- None of the vehicle pursuits resulted in injuries to officers or uninvolved civilians.
- Both the afternoon shift and midnight shift were involved in four vehicle pursuits. The dayshift was involved in two.
- Two of the vehicle pursuits were terminated via officer discretion and two were terminated via supervisor discretion. Fifty percent of the vehicle pursuits terminated via supervisor or officer discretion still resulted in the apprehension of the offender at a later time.
- The offender was apprehended (at that time or later) in 60% of the vehicle pursuits.
- None of the vehicle pursuits in 2015 involved the use of stop sticks or any other forcible stopping techniques. The average offender age was 35.
- Seven of the ten vehicle pursuits lasted two minutes or less. The longest pursuit lasted seven minutes.
- Seven of the ten vehicle pursuits travelled two miles or less.
- Seventy percent of the pursuits were initiated based on a traffic violation (DUI suspect and other traffic).

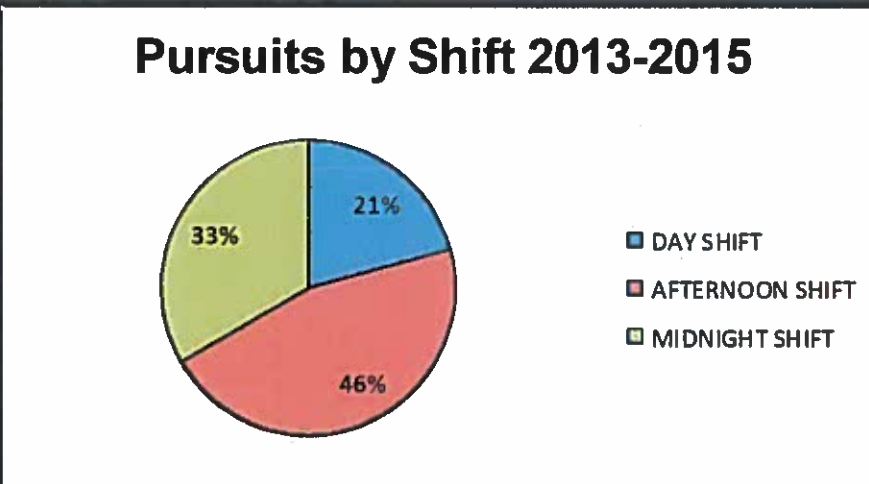


# TIME AND PLACE

Fifty percent of the pursuits in 2015 occurred on Tuesdays (3) and Thursdays (2). Surprisingly, these two days of the week have the highest occurrence of vehicle pursuits over the past three years.



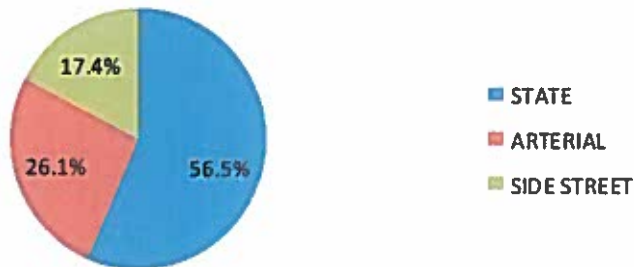
The afternoon and midnight shifts were tied for the number of pursuits in 2015 (4) with the day shift having only two. This is consistent with vehicle pursuits over the past three years.



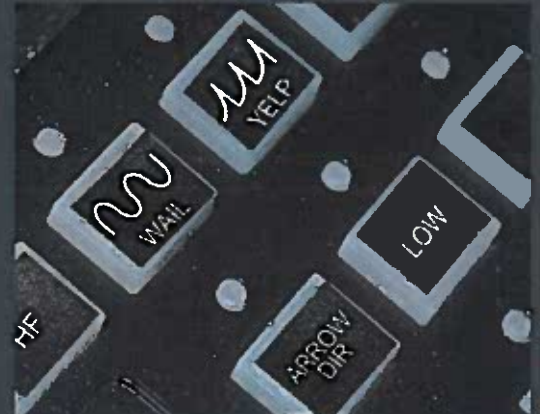
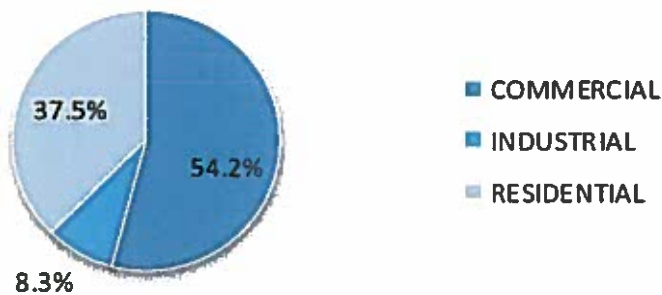
Over half of the vehicle pursuits in 2015 were initiated on state roadways as opposed to village side streets and arterial roadways. The same was true of commercial areas versus industrial and residential areas. This is important because both roadway and area type are considerations for officers and supervisors when deciding whether to initiate or continue a vehicle pursuit. State roadways are designed for higher traffic volumes and speeds. This tends to make state roadways safer for vehicle pursuits than village roadways outside of morning and evening rush hours. Commercial areas tend to contain roadways designed for higher traffic volumes and speeds more often than roadways in residential areas.

# TIME AND PLACE

## Pursuits by Roadway Type 2013-2015



## Pursuits by Area Type 2013-2015



# DEMOGRAPHICS

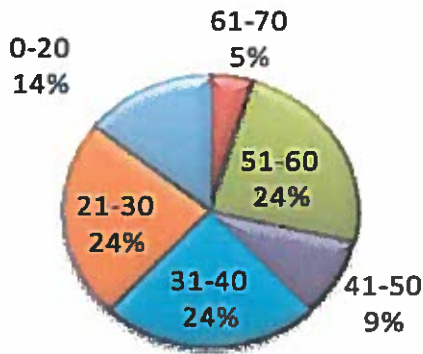
Only one of the vehicle pursuits in 2015 involved a female offender. This is consistent with recent years (79.2% of pursuits with male offenders).

The youngest offender in 2015 was seventeen years old and the oldest was sixty-seven years old. The average offender age was thirty five years old, which is around the three year average of thirty nine years old. Forty percent of the offenders in 2015 were under thirty years of age.

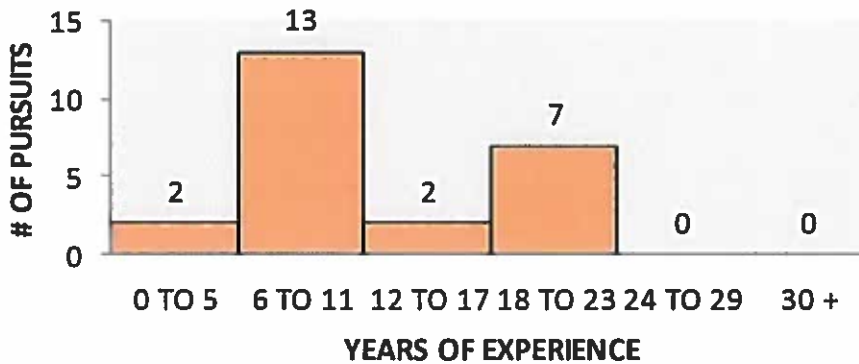
All of the police officers who initiated pursuits in 2015 were male. Seventy percent of the pursuits were initiated by police officers with between six to eleven years of experience. This is also consistent with the past three year's data, which shows that the six to eleven year group initiating more vehicle pursuits than any other.

# DEMOGRAPHICS

## Age Groups of Pursuit Offenders 2013-2015



## Pursuits by Officer Years of Experience 2013-2015



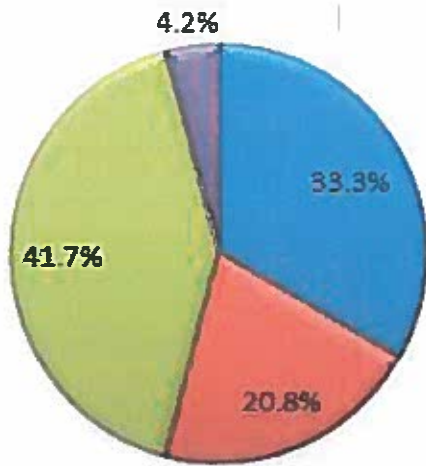
# CAUSES FOR INITIATION

Seventy percent of the vehicle pursuits in 2015 were initiated based upon traffic violations. The remaining thirty percent were initiated to achieve the apprehension of known or wanted felons.

Roughly thirty percent of vehicle pursuits initiated for traffic violations involved DUI suspects.

These percentages are all consistent with officers reasons for initiating vehicle pursuits in the past three years. (See next page)

# CAUSES FOR INITIATION



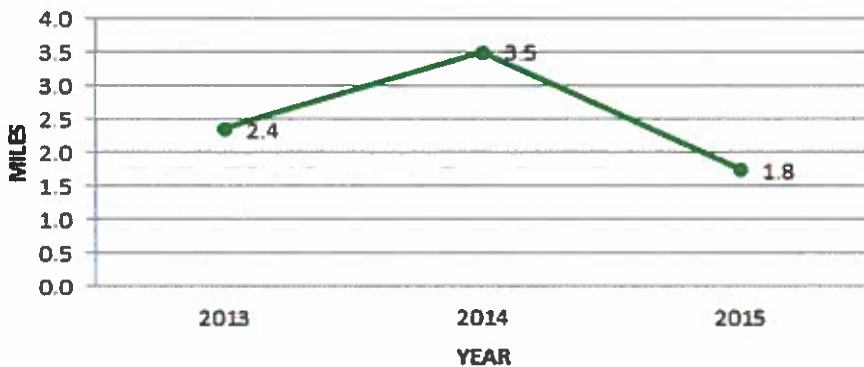
- WANTED SUSPECT/FELON
- DUI SUSPECT
- OTHER TRAFFIC
- WANTED SUSPECT/MISDEMEANOR

# DURATION AND DISTANCE

Forty percent of the vehicle pursuits in 2015 lasted one minute or less and seventy percent of them lasted two minutes or less. The remaining three pursuits lasted three, four and seven minutes. Only forty three percent of the pursuits in 2013 and 2014 lasted two minutes or less, which means that vehicle pursuits overall in 2015 were shorter in duration than those during the past two years.

None of the vehicle pursuits in 2015 covered more than three miles. In contrast, approximately fifty percent of the pursuits that occurred in 2013 and 2014 exceeded three miles in length. This data supports the assertion that vehicle pursuits in 2015 were also shorter in length overall compared to the past two years.

### Average Length of Pursuits 2013-2015



# LOMBARD