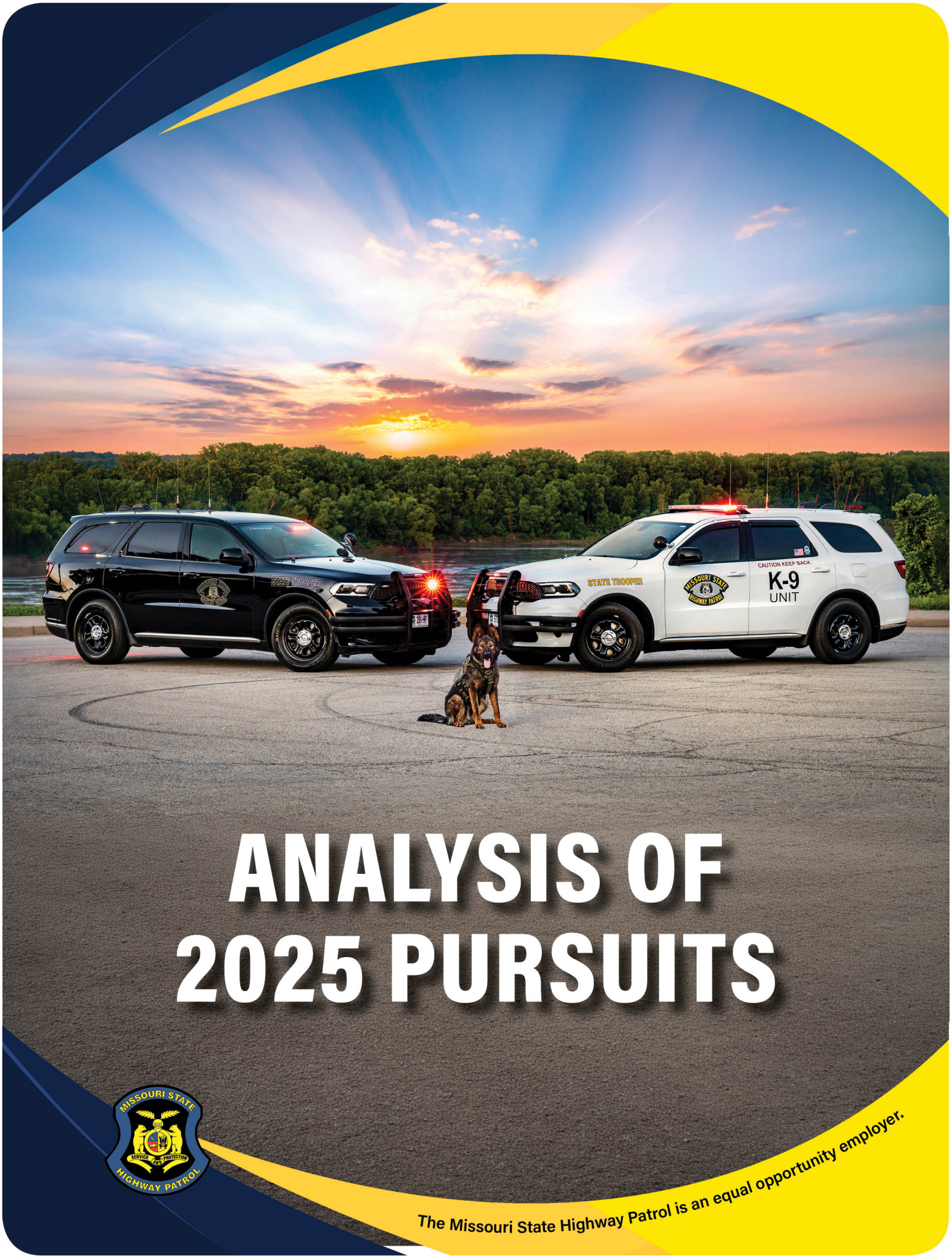


ANALYSIS OF 2025 PURSUITS

MISSOURI STATE HIGHWAY PATROL

SERVICE AND PROTECTION

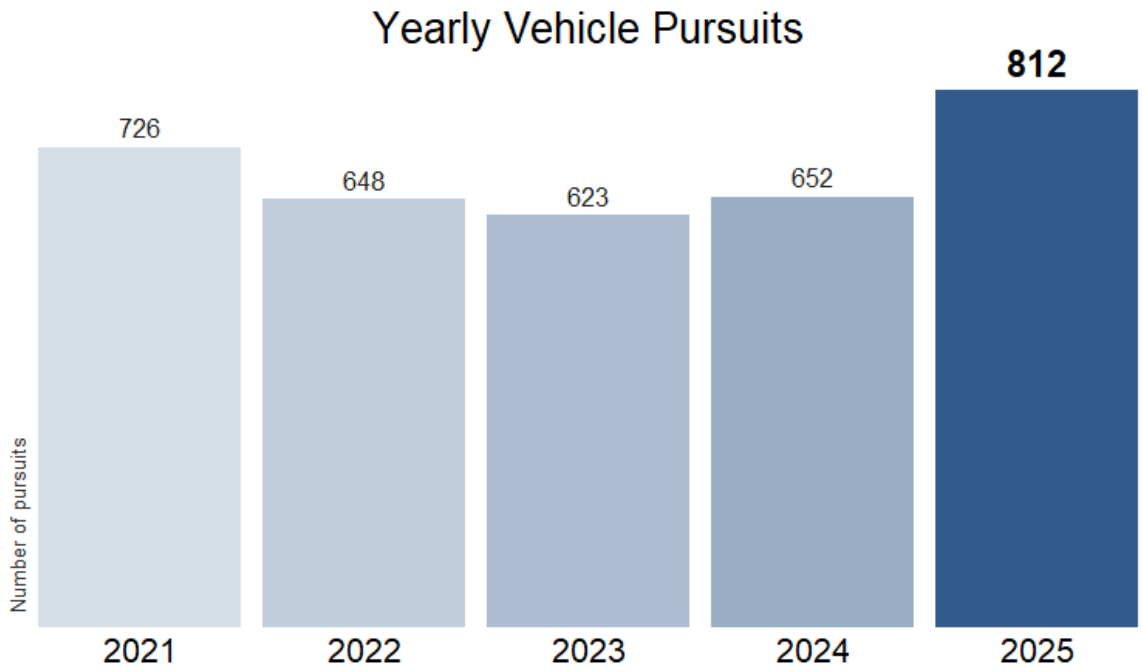
The Missouri State Highway Patrol is an equal opportunity employer.

Overview

Data from pursuit reporting is contained within the Missouri State Highway Patrol's (MSHP) Automated Field Reporting Data Repository. The Research and Development Division analyzed information contained within pursuit reports for calendar year 2025. The purpose of this analysis is to evaluate apparent trends and factors affecting both public and officer safety, the effectiveness of measures used to stop fleeing vehicles, information indicating a need for policy revision, training needs, and to identify potential problem areas. The percentages shown on some of the following charts and in the summary, may not always total 100% due to statistical rounding. All trend comparisons are for the years 2021 through 2025.

Pursuits - General

A total of 812 pursuits occurred during 2025, which translates to a 24.5% increase from 2024. There was one vessel pursuit reported during 2025.

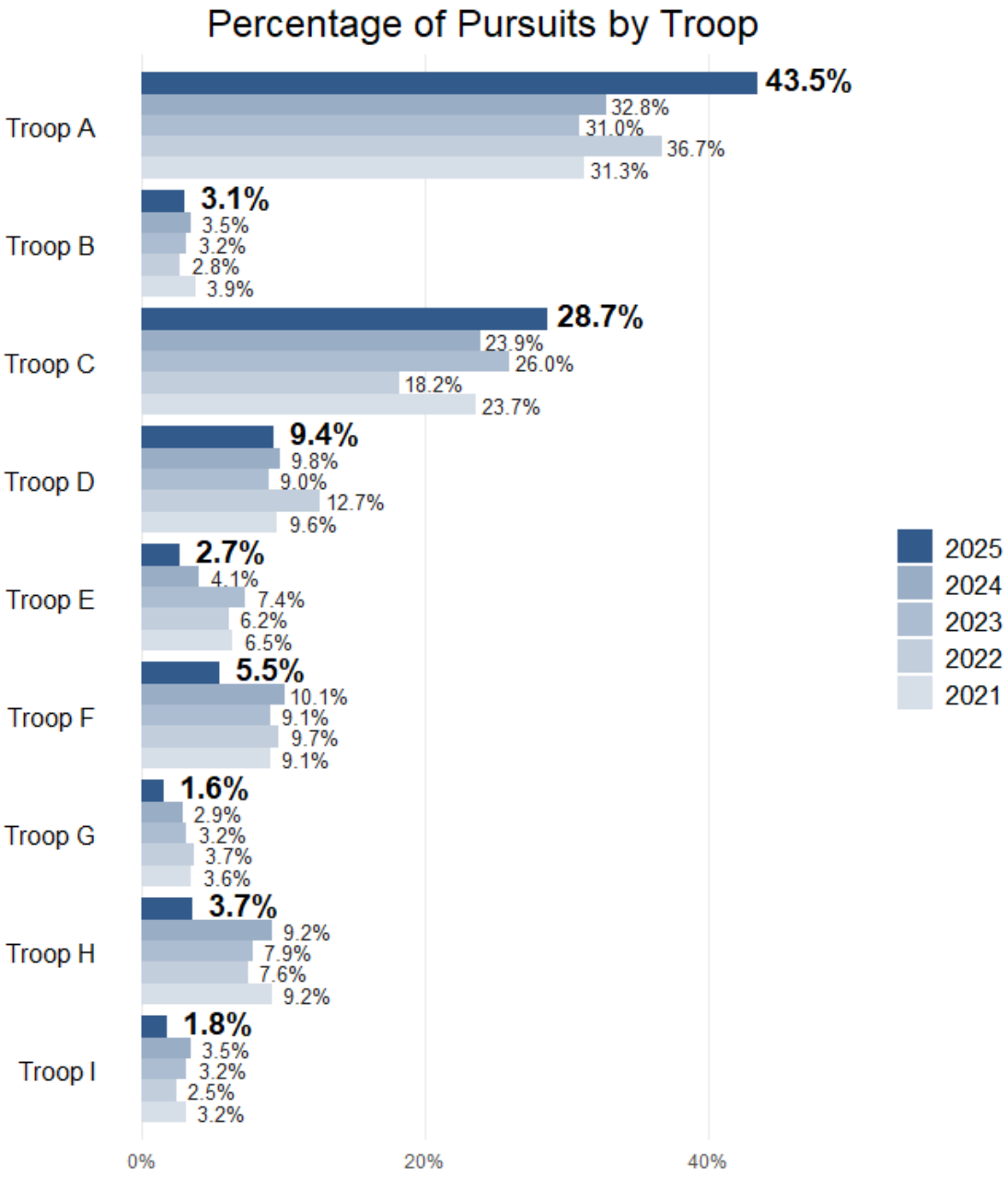


The following table depicts pursuits per location (troops) for calendar years 2021 through 2025. Pursuits reported by officers assigned to General Headquarters are reported within the troop location where the pursuit took place.

	2021	2022	2023	2024	2025
Troop A	227	238	193	214	353
Troop B	28	18	20	23	25
Troop C	172	118	162	156	233
Troop D	70	82	56	64	76
Troop E	47	40	46	27	22

	2021	2022	2023	2024	2025
Troop F	66	63	57	66	45
Troop G	26	24	20	19	13
Troop H	67	49	49	60	30
Troop I	23	16	20	23	15
Total	**726**	**648**	**623**	**652**	**812**

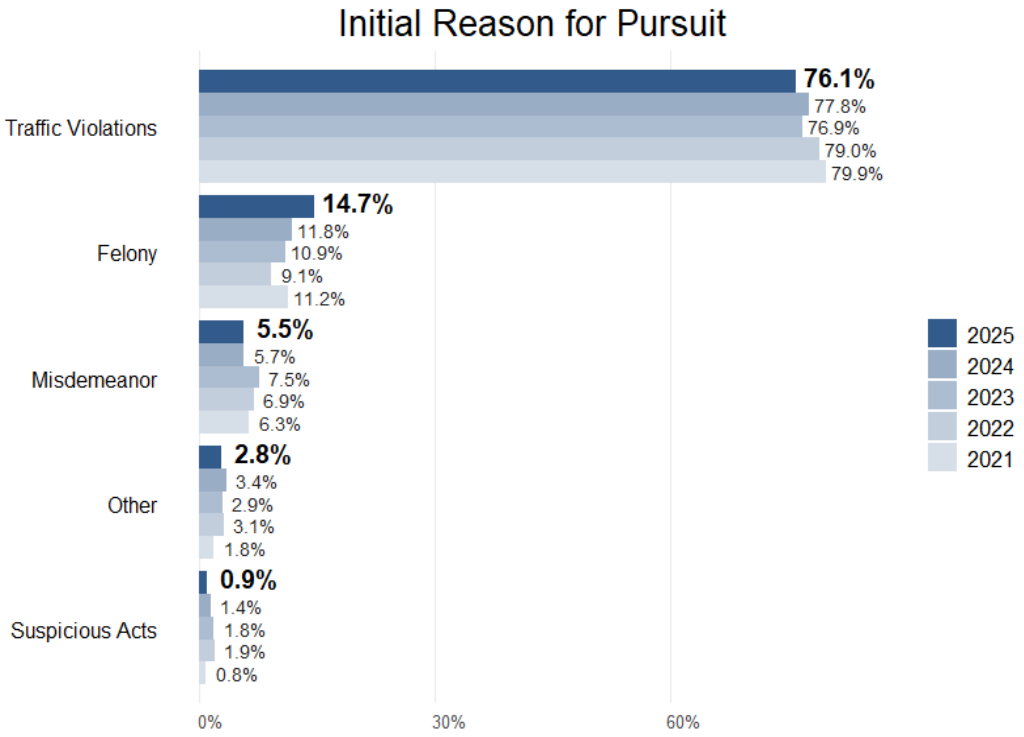
The chart below illustrates the percentage of pursuits occurring within each troop for the period 2021 through 2025.



Pursuits - Rationale

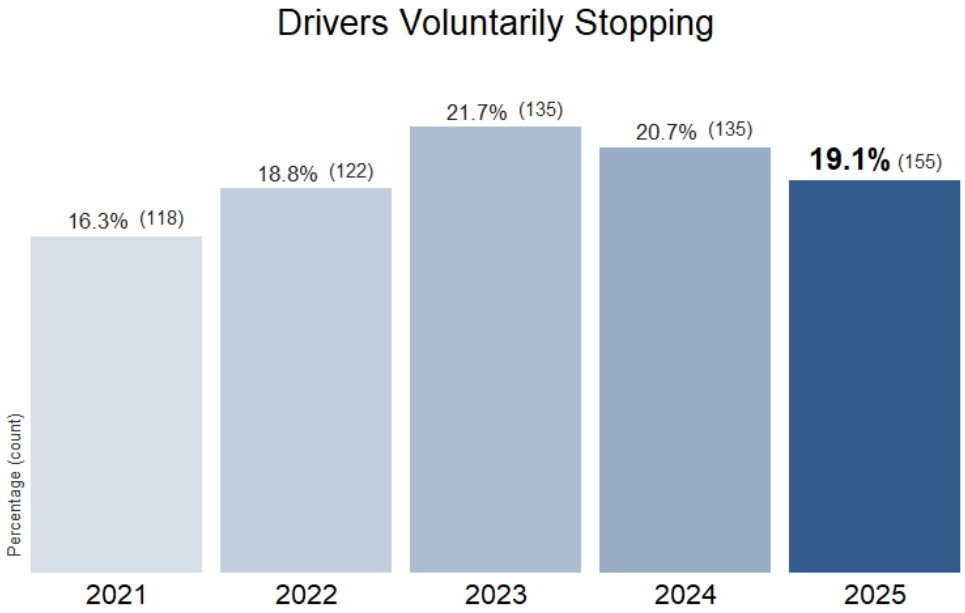
Initial Reason for Attempting to Stop Suspect Vehicle

During 2025, the primary reason for initial contact continued to be Traffic Violations (76.1%), followed by Felony (14.7%), which includes both felonies and violent felonies. The chart below illustrates initial reasons for pursuit engagement over the past five years.



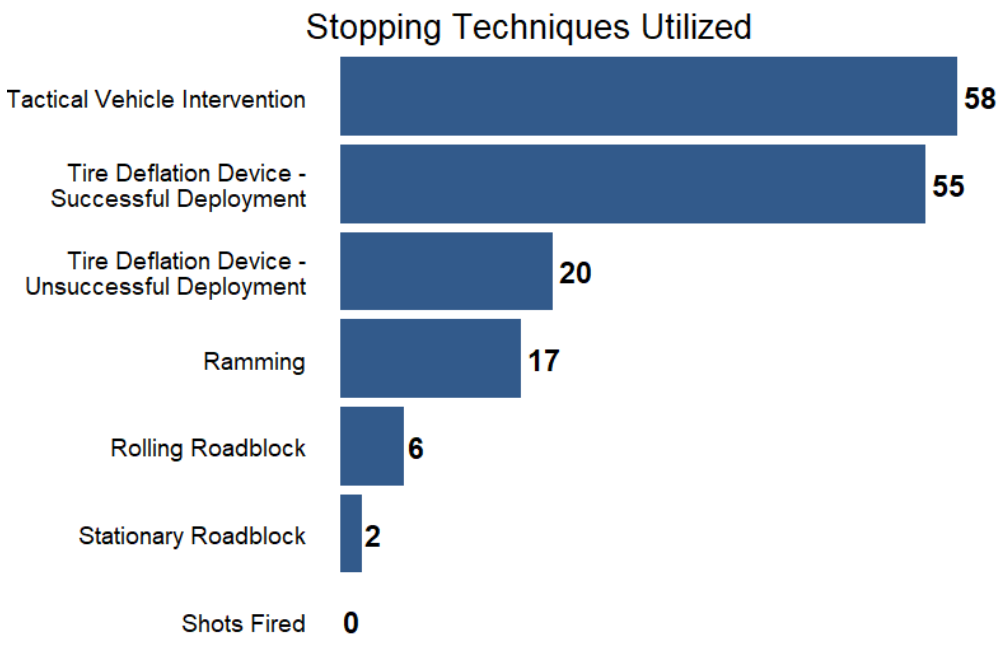
Fleeing Driver Circumstances

Pursued drivers who voluntarily stopped accounted for 19.1% of all pursuits in 2025. Approximately 10.0% of pursued drivers, in 2025, abandoned their vehicles and fled on foot.



Law Enforcement Circumstances

Of the 158 pursuits that did employ stopping techniques (19.5% of all pursuits), the chart below illustrates the type and frequency of techniques utilized.



*For the first time in June of 2025, TVI was approved as a stopping technique for MSHP officers. However, there was not a reporting option for TVI in the pursuit report until July 14, 2025, leading to uncertainty in reporting. Due to this, TVIs in pursuits were determined by their coinciding Use of Force reports and were calculated separately from the other stopping techniques and added afterwards.

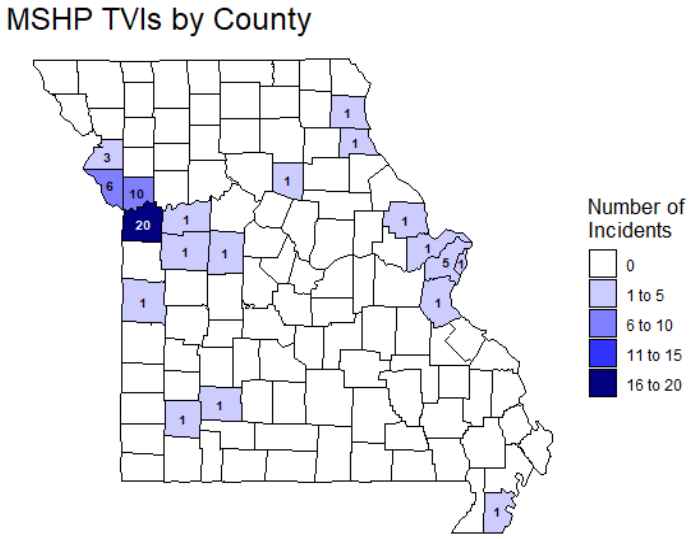
*Note: The chart only counts Tire Deflation Device deployments occurring during MSHP pursuits. For Tire Deflation Device deployments occurring during Use of Force incidents see Analysis of 2025 Use of Force. For all other Tire Deflation Device deployments see Analysis of 2025 Use of Force.

Tactical Vehicle Intervention (TVI) is a method of force that officers can use to safely end a vehicular pursuit and minimize the risk of injury to the public, the member, and the suspect. This use of force option became available to MSHP officers in June of 2025 following the officer's certification and training in TVI.

In 2025, there were 58 incidents involving a TVI and of those incidents 70.7% were successful in stopping the vehicular pursuit. Troop A had the most TVIs with 40 and Jackson County had the most in the state with 20.

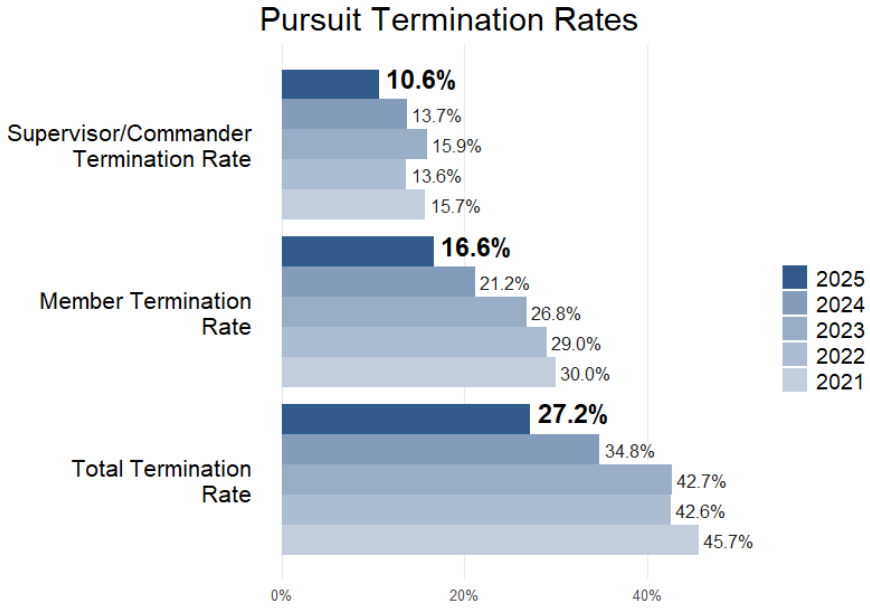
	Successful	Unsuccessful	Total
Troop A	28	12	40
Troop B	3	0	3
Troop C	6	3	9
Troop D	1	1	2

	Successful	Unsuccessful	Total
Troop E	1	0	1
Troop F	0	0	0
Troop G	0	0	0
Troop H	2	1	3
Troop I	0	0	0
Total	41	17	58



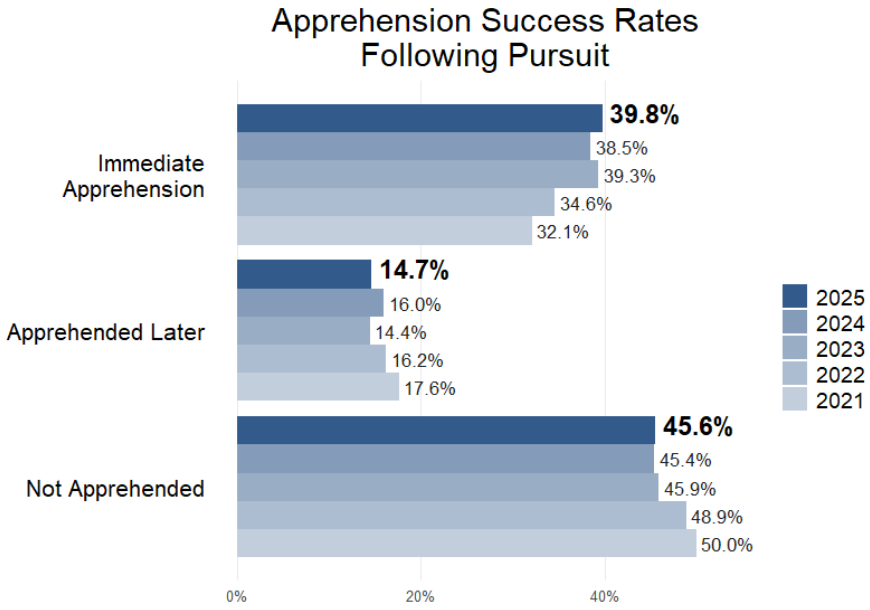
Pursuit Termination Considerations

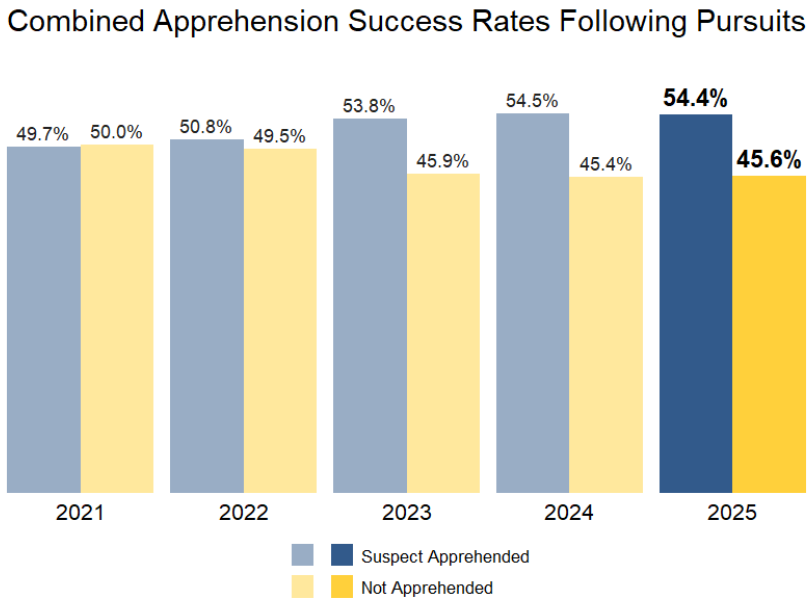
Members voluntarily terminated 16.6% of all 2025 pursuits. Supervisor/command terminations of pursuits occurred in 10.6% of all pursuits. In 2025, 27.2% (221) pursuits were terminated by participating members and supervisors/commanders.



Apprehension Considerations

Following a pursuit, 39.8% of pursued drivers were immediately apprehended, 14.7% were apprehended later, and 45.6% were not apprehended. Combined apprehension rates for 2025 were 54.4%.

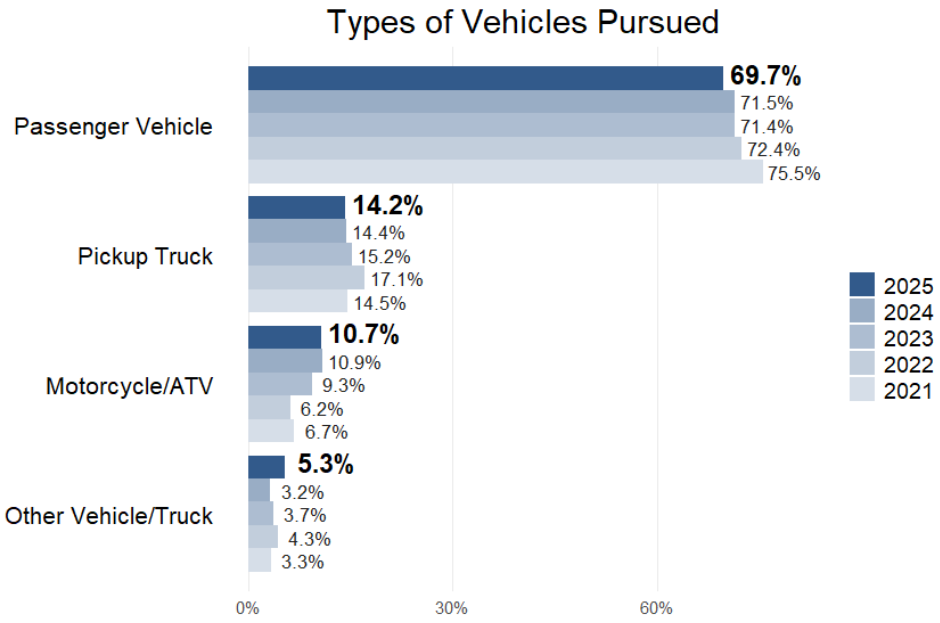




Other Factors

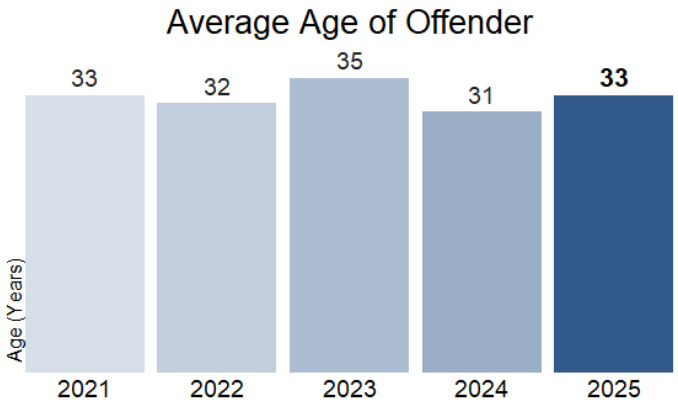
Types of Vehicles Pursued

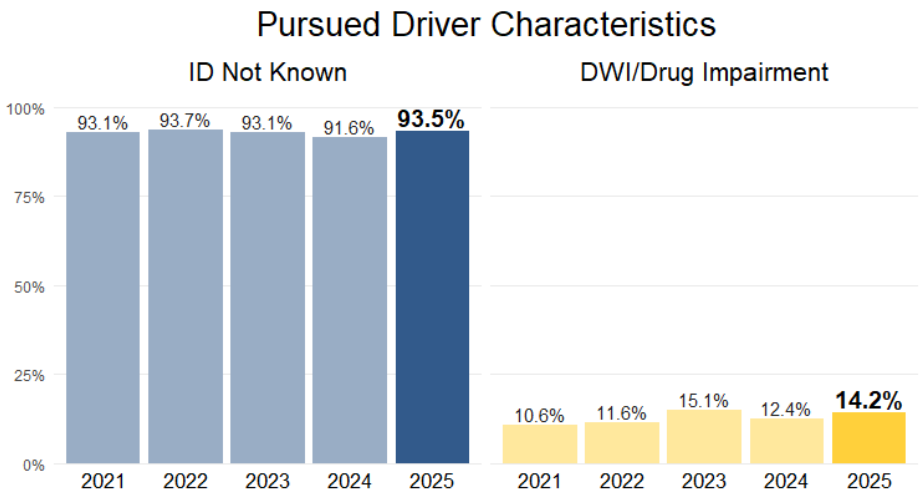
During 2025, passenger vehicles accounted for 69.7% of all vehicular pursuits, while pickup trucks accounted for 14.2% and motorcycles/ATVs 10.7%. The chart below represents percentages of vehicle types by category for the period 2021-2025.



Pursued Driver Characteristics

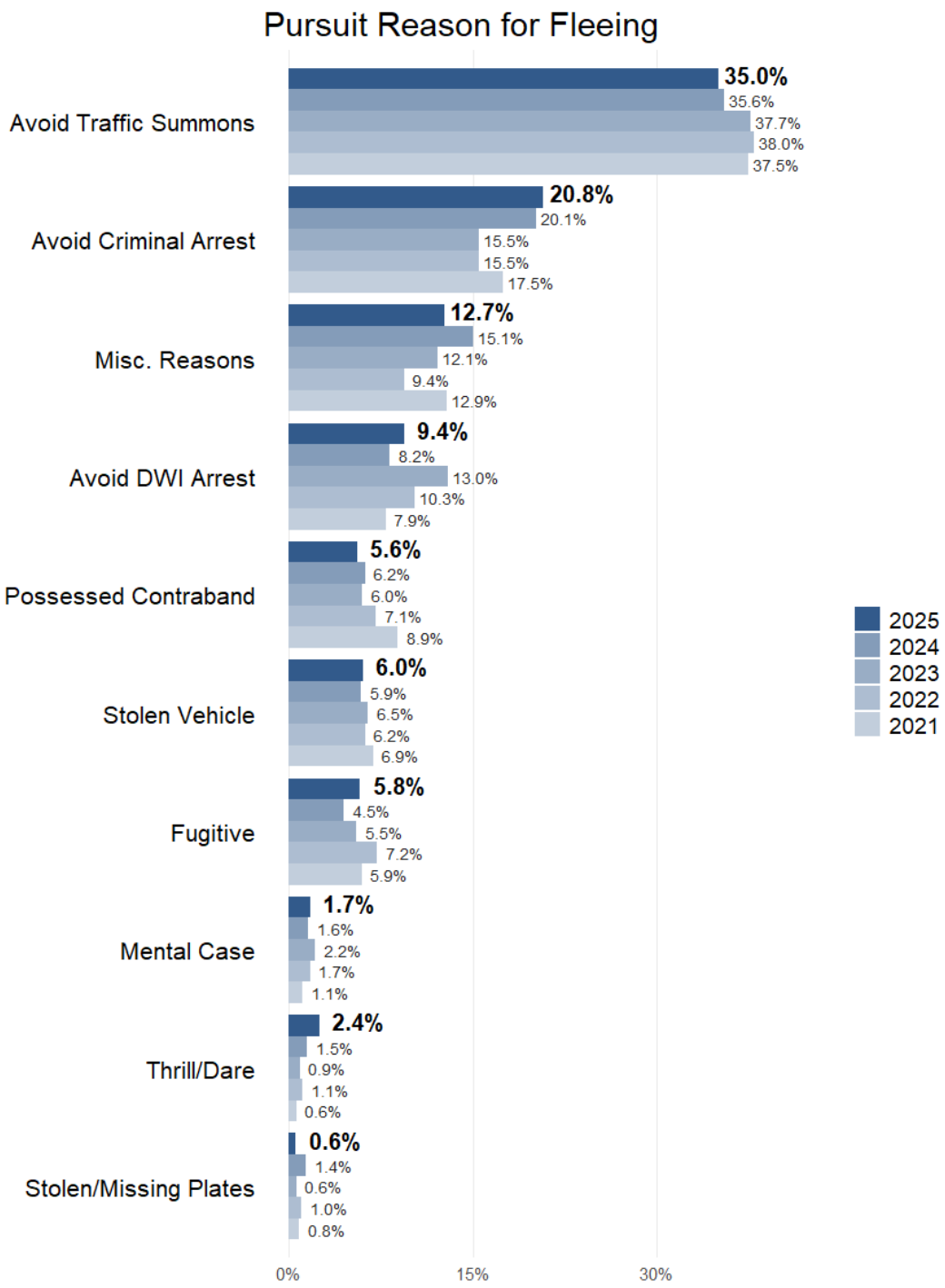
The average age of fleeing drivers in 2025 was approximately 33 years old. When pursuits were initiated, pursuing officers did not know the identities of the drivers 93.5% of the time. Compounding the hazards of pursuits was the fact that 14.2% of the fleeing drivers taken into custody were intoxicated by alcohol, drugs, or a combination of both drugs and alcohol.





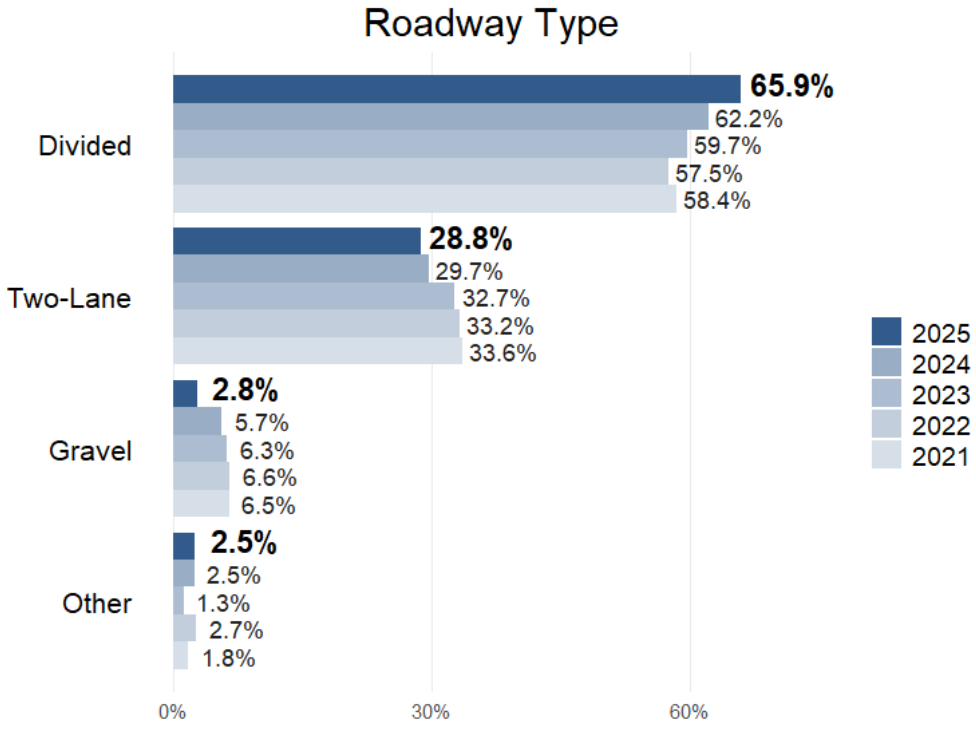
Apparent Reason for Fleeing

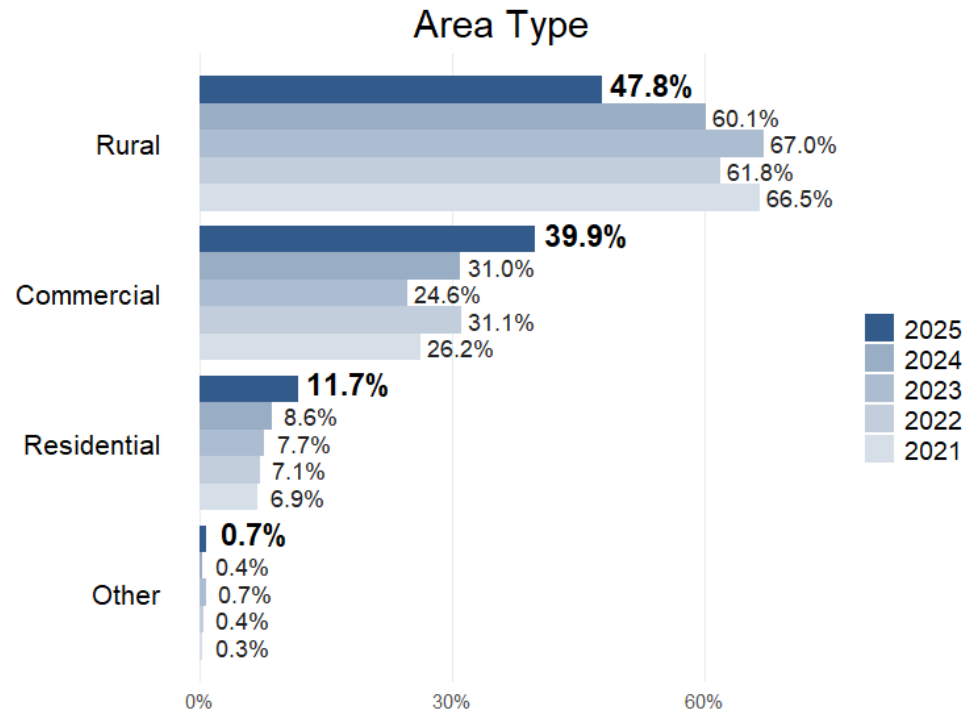
The “Avoid Traffic Summons” category has consistently been the leading reason for fleeing, accounting for 35.0% of all pursuits in 2025.

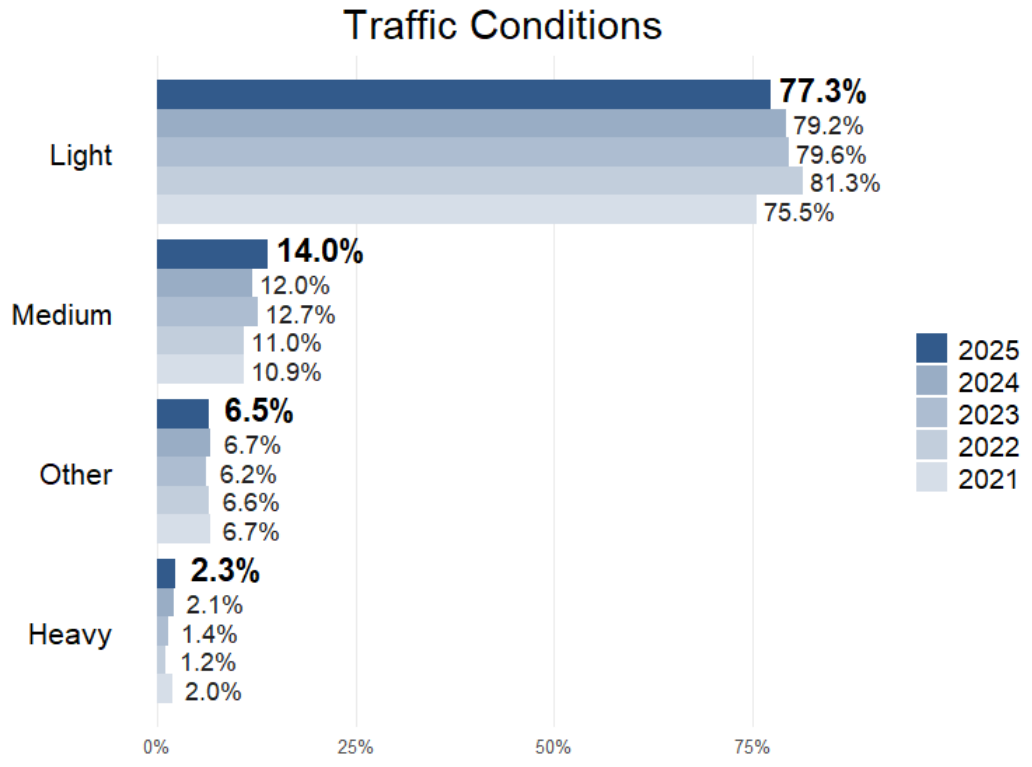


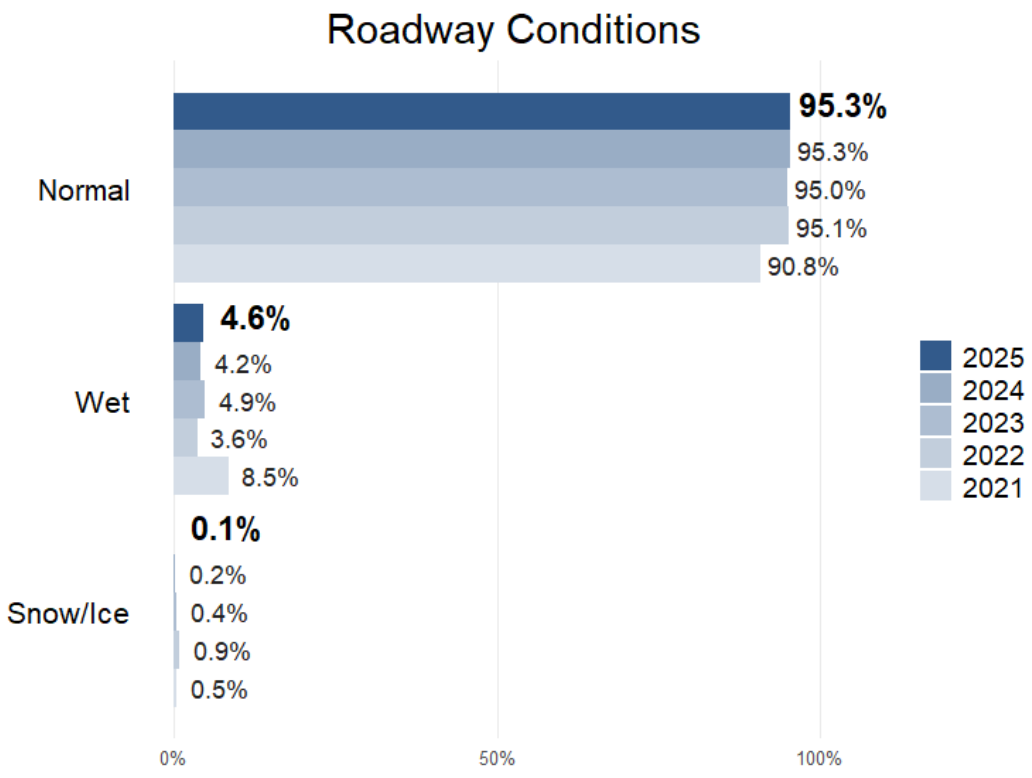
Pursuit Conditions

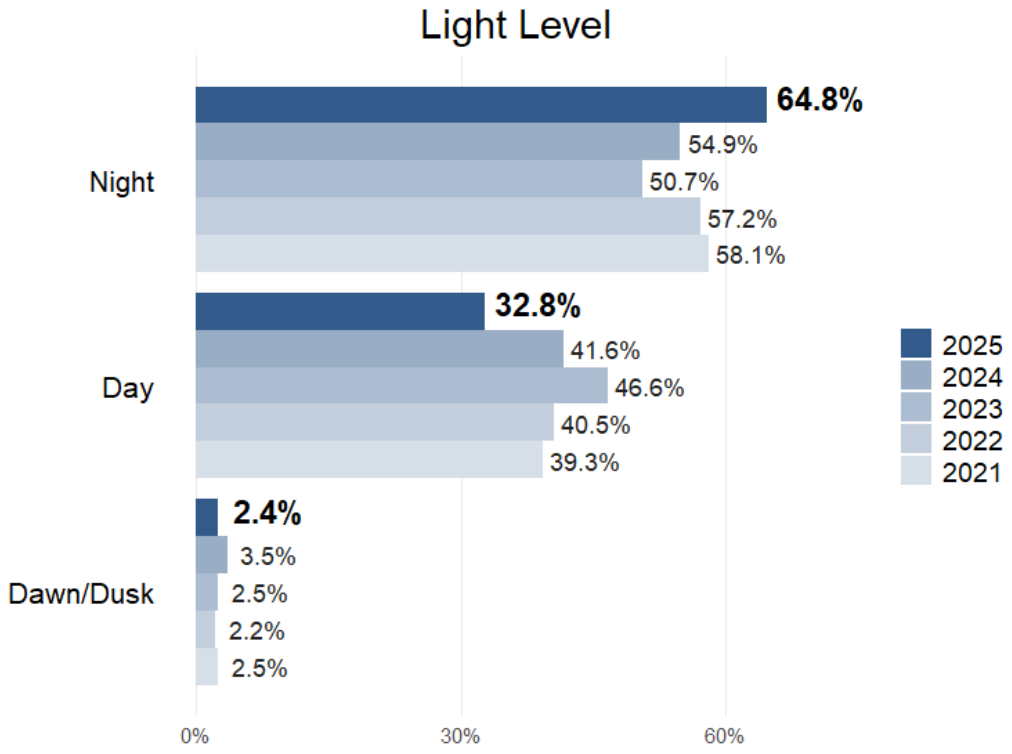
Most 2025 pursuits took place on divided highways (65.9%) and two-lane paved highways (28.8%). In addition, most occurred in rural areas (47.8%) with light traffic (77.3%). Weather and road conditions were dry and normal in 95.3% of all 2025 pursuits, with 64.8% occurring during the hours of darkness.





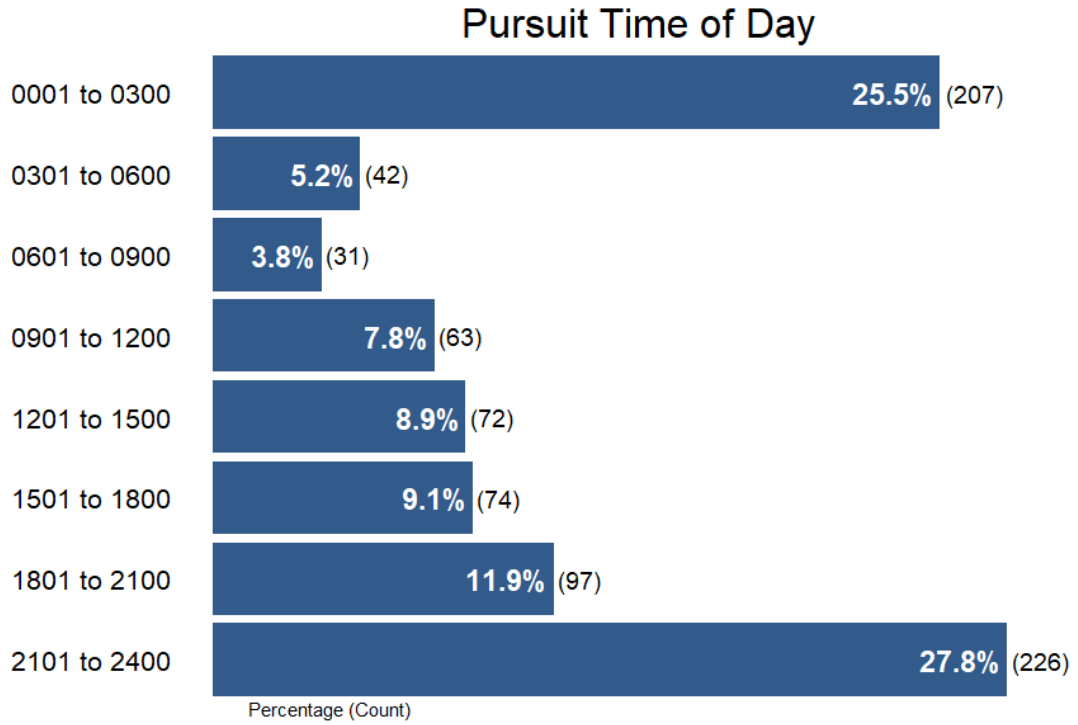

Traffic Conditions
Light
77.3%
79.2%
79.6%
81.3%
75.5%
Medium
14.0%
12.0%
12.7%
11.0%
10.9%
Other
6.5%
6.7%
6.2%
6.6%
6.7%
Heavy
2.3%
2.1%
1.4%
1.2%
2.0%
0%
25%
50%
75%
2025
2024
2023
2022
2021

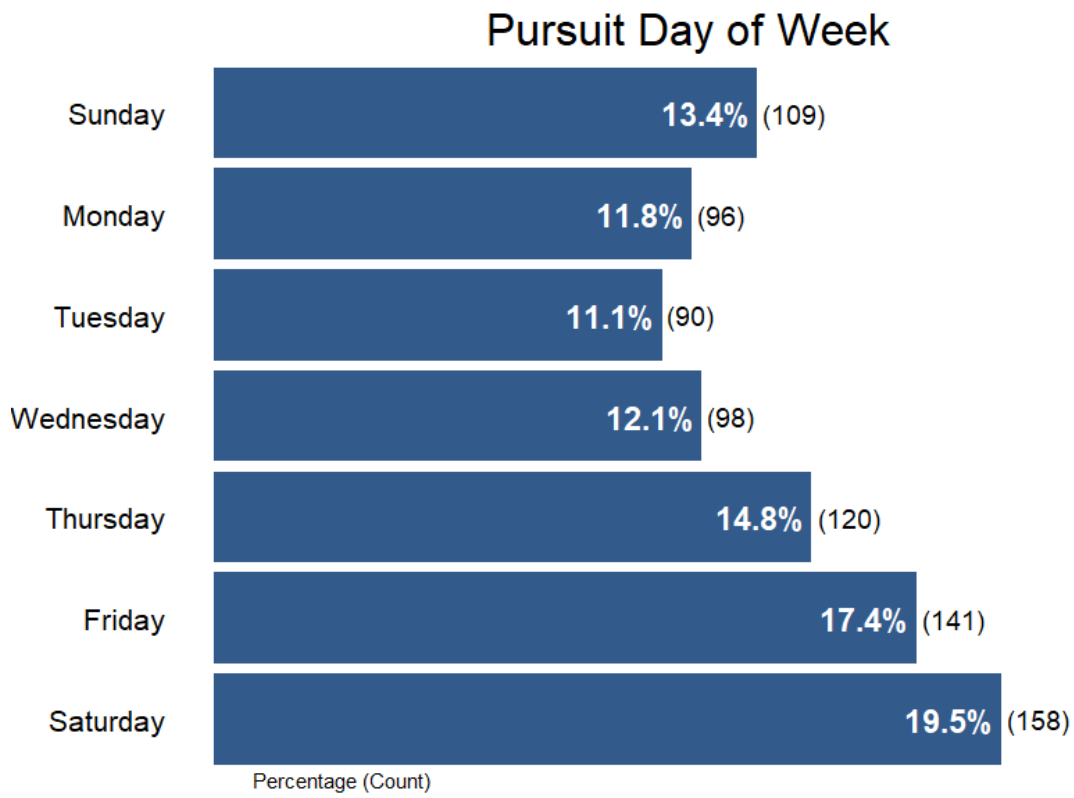

Roadway Conditions
Normal
95.3%
95.3%
95.0%
95.1%
90.8%
Wet
4.6%
4.2%
4.9%
3.6%
8.5%
Snow/Ice
0.1%
0.2%
0.4%
0.9%
0.5%
0%
50%
100%
2025
2024
2023
2022
2021

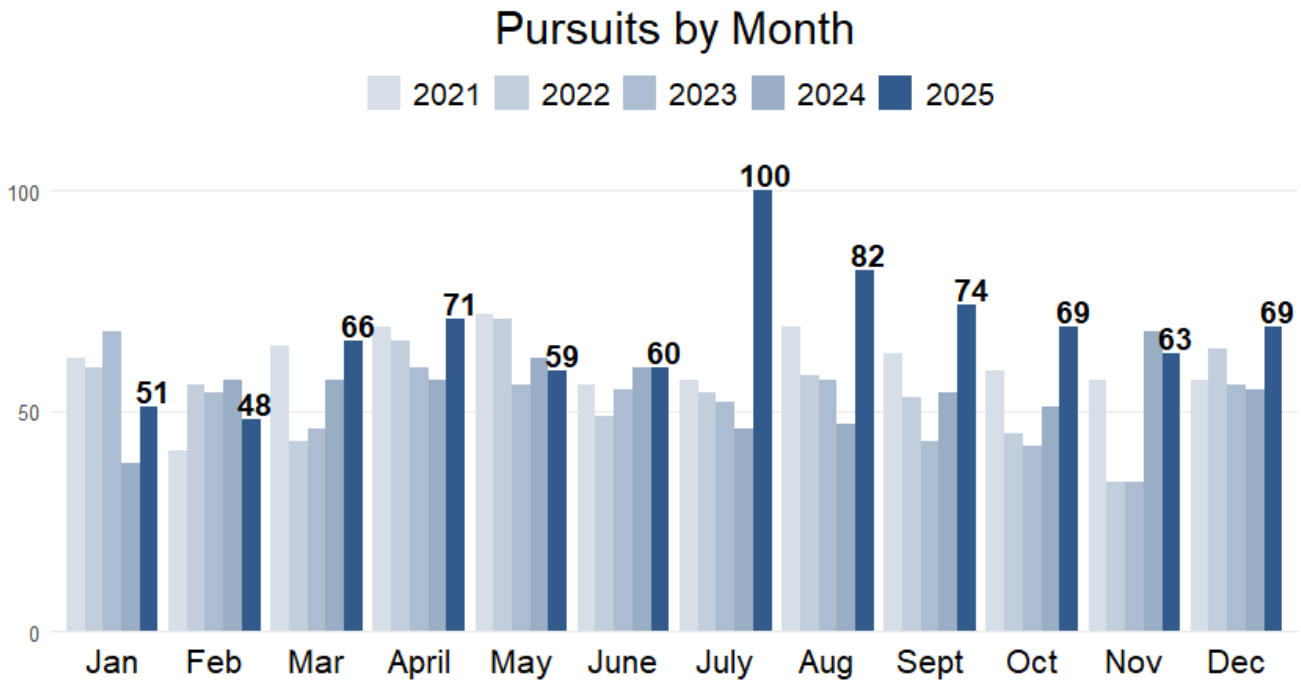


Pursuits by Time of Day, Day of Week and Month

No significant pattern or trend could be determined to indicate which month experienced the highest or least number of pursuits during the past five years, although there was a noticeable spike in the number of pursuits conducted by MSHP beginning in July of 2025. The graphs below illustrate pursuit occurrences by time, day of the week and month.



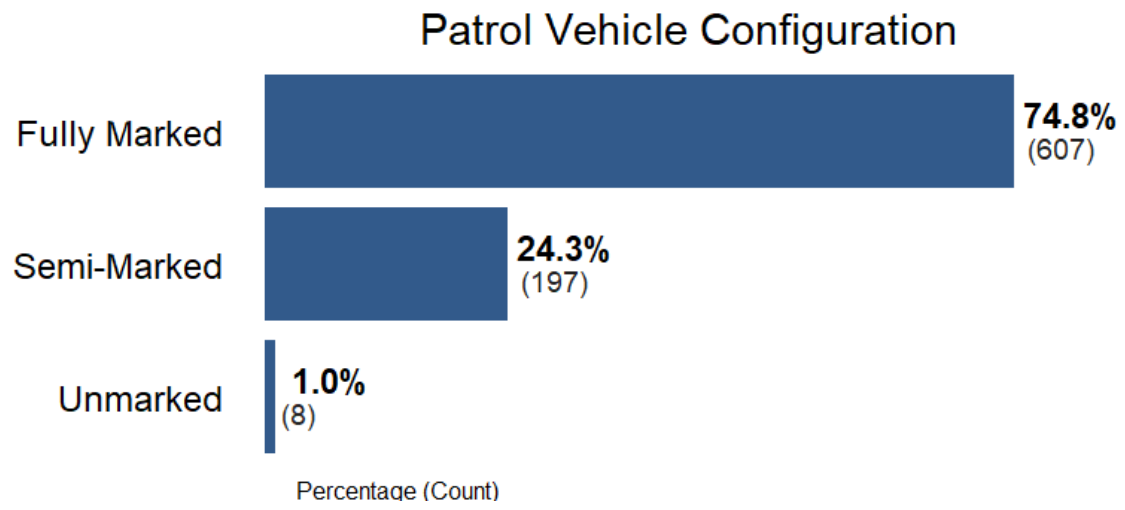

Pursuit Day of Week
Sunday
13.4% (109)
Monday
11.8% (96)
Tuesday
11.1% (90)
Wednesday
12.1% (98)
Thursday
14.8% (120)
Friday
17.4% (141)
Saturday
19.5% (158)
Percentage (Count)


Pursuits by Month
2021
2022
2023
2024
2025
100
50
0
51
48
66
71
59
60
100
82
74
69
63
69
Jan
Feb
Mar
April
May
June
July
Aug
Sept
Oct
Nov
Dec

	2021	2022	2023	2024	2025
January	62 (8.5%)	60 (9.2%)	68 (10.9%)	38 (5.8%)	51 (6.3%)
February	41 (5.6%)	56 (8.6%)	54 (8.7%)	57 (8.7%)	48 (5.9%)
March	65 (8.9%)	43 (6.6%)	46 (7.4%)	57 (8.7%)	66 (8.1%)
April	69 (9.5%)	66 (10.1%)	60 (9.6%)	57 (8.7%)	71 (8.7%)
May	72 (9.9%)	71 (10.9%)	56 (9.0%)	62 (9.5%)	59 (7.3%)
June	56 (7.7%)	49 (7.5%)	55 (8.8%)	60 (9.2%)	60 (7.4%)
July	57 (7.8%)	54 (8.3%)	52 (8.3%)	46 (7.1%)	100 (12.3%)
August	69 (9.5%)	58 (8.9%)	57 (9.1%)	47 (7.2%)	82 (10.1%)
September	63 (8.7%)	53 (8.1%)	43 (6.9%)	54 (8.3%)	74 (9.1%)
October	59 (8.1%)	45 (6.9%)	42 (6.7%)	51 (7.8%)	69 (8.5%)
November	57 (7.8%)	34 (5.2%)	34 (5.5%)	68 (10.4%)	63 (7.8%)
December	57 (7.8%)	64 (9.8%)	56 (9.0%)	55 (8.4%)	69 (8.5%)

Patrol Vehicle Configuration

The graph below illustrates vehicle configuration percentages for 2025. Nearly all pursuits (98.9%) were captured on the Patrol vehicle camera system.

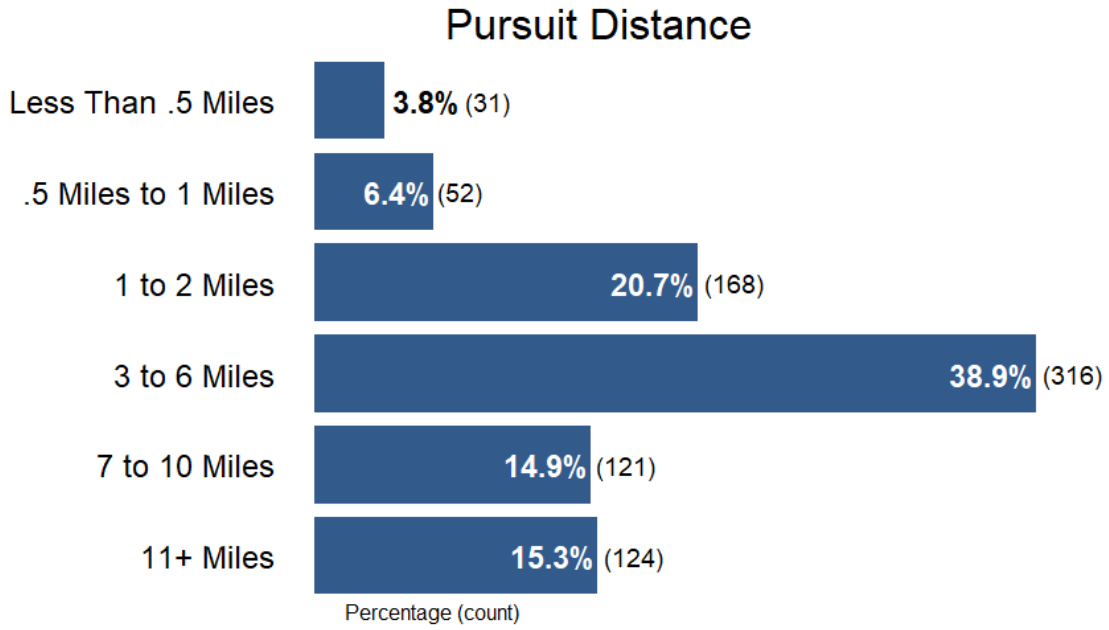


Speed and Duration

The table below and accompanying graphs illustrate average Patrol vehicle top speed, violator speeds and average pursuit duration for the past five years.

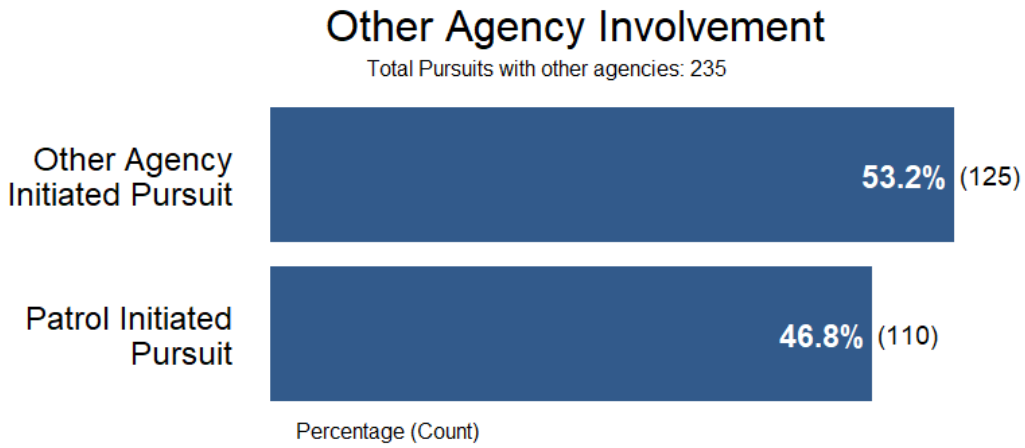
	2021	2022	2023	2024	2025
Patrol Vehicle Speed	103 mph	104 mph	105 mph	106 mph	108 mph
Violator Speed	98 mph	99 mph	101 mph	102 mph	105 mph
Average Duration	5 mins	6 mins	6 mins	6 mins	5 mins

The chart below illustrates approximate distances traveled during 2025 pursuits.



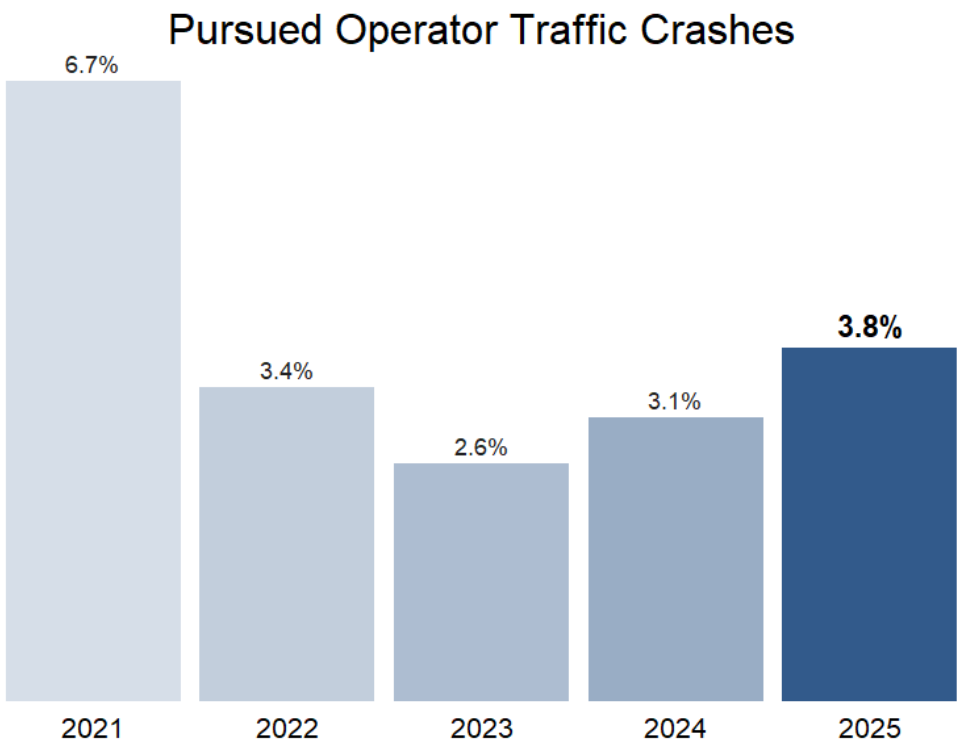
Other Agency Involvement

During 2025, 71.1% of MSHP pursuits did not involve other agencies. Of the 28.9% of MSHP pursuits that did involve other agencies, 53.2% involved officers from other agencies assisting in an MSHP initiated pursuit, while 46.8% involved MSHP officers assisting with pursuits initiated by another agency.



Damage and Injuries

Pursued operators were involved in traffic crashes during pursuits in 2025; representing 3.8% of all pursuits reported during the calendar year.



Drivers

In 2025, one fleeing driver was fatally injured in pursuits (Troop A) and zero pursued drivers drowned. There were two drivers who received suspected serious injuries, and an additional 48 sustained minor or possible injuries.

Passengers

Zero passengers were killed in pursued vehicles during 2025. Passengers also were reported to have three suspected serious injuries and six suspected minor or possible injuries.

Law Enforcement

There were no deaths or suspected serious injuries to officers from other agencies, and members experienced zero disabling injuries and no deaths vehicular pursuits in 2025.

Citizens

There were zero citizen deaths, but 11 citizens received suspected minor or possible injuries because of a pursuit.

Seventy-Nine vehicles owned by the Patrol (9.7% of all Patrol vehicles involved in pursuits) were damaged during 2025 pursuits. Twelve vehicles owned by other law enforcement agencies were damaged during Patrol pursuits in 2025.

During 2025, 183 vehicles (22.5%) driven by pursued drivers were damaged during pursuits.

