

ANALYSIS OF 2024 PURSUITS



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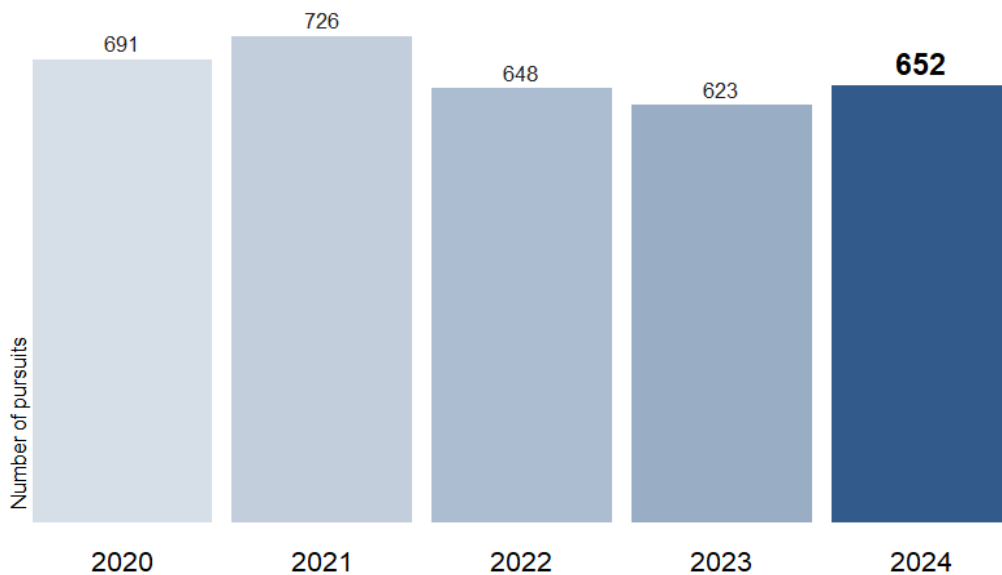
Overview

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 2024. The purpose of this analysis is to evaluate apparent trends and factors affecting both public safety 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. Trend comparisons are generally noted for the years 2020 through 2024.

Pursuits - General

A total of 652 pursuits occurred during 2024, a 4.7% increase from 2023. There were zero vessel pursuits reported during 2024.

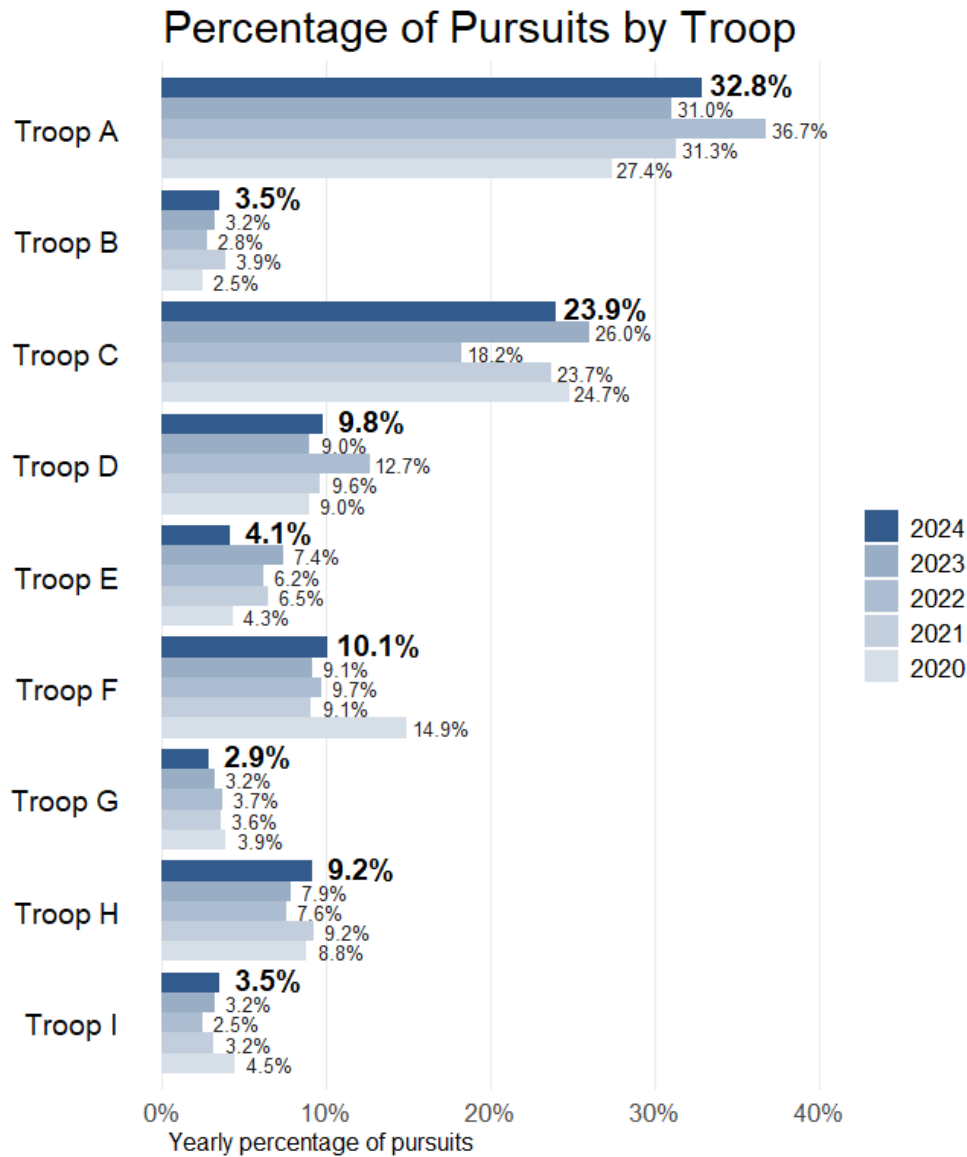
Yearly Vehicle Pursuits



The following table depicts pursuits per location (troops) for calendar years 2020 through 2024. Pursuits reported by officers assigned to General Headquarters are reported within the troop location where the pursuit took place.

Troop	2020	2021	2022	2023	2024
Troop A	189	227	238	193	214
Troop B	17	28	18	20	23
Troop C	171	172	118	162	156
Troop D	62	70	82	56	64
Troop E	30	47	40	46	27
Troop F	103	66	63	57	66
Troop G	27	26	24	20	19
Troop H	61	67	49	49	60
Troop I	31	23	16	20	23
Total	691	726	648	623	652

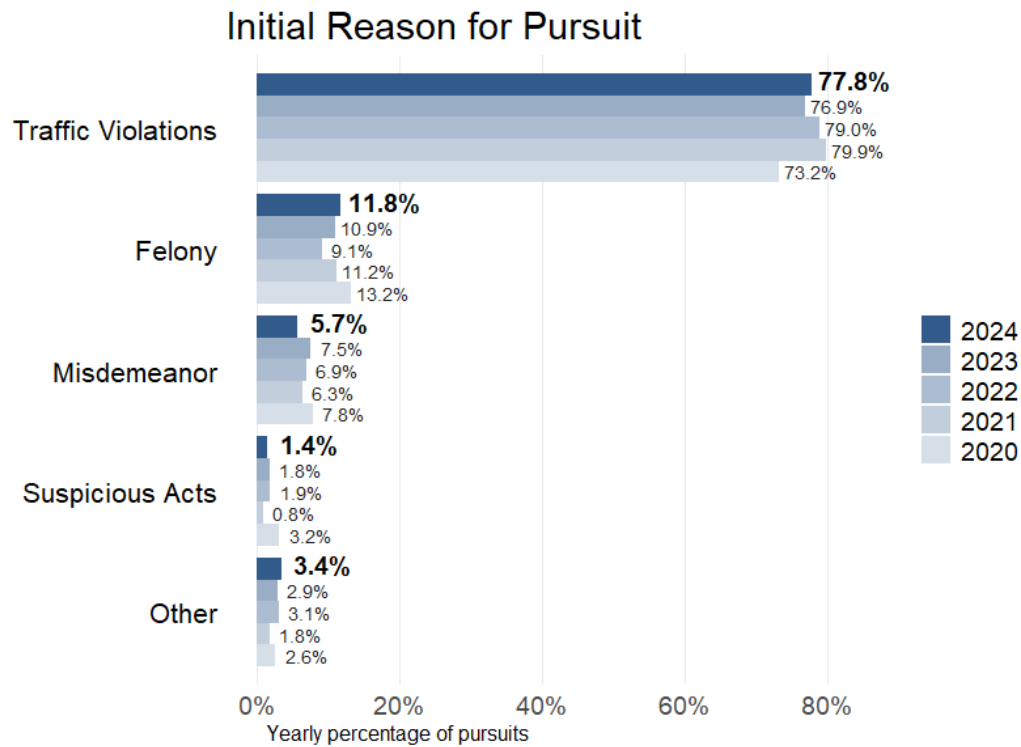
The chart below illustrates the percentage of pursuits occurring within each troop for the period 2020 through 2024.



Pursuits - Rationale

Initial Reason for Attempting to Stop Suspect Vehicle

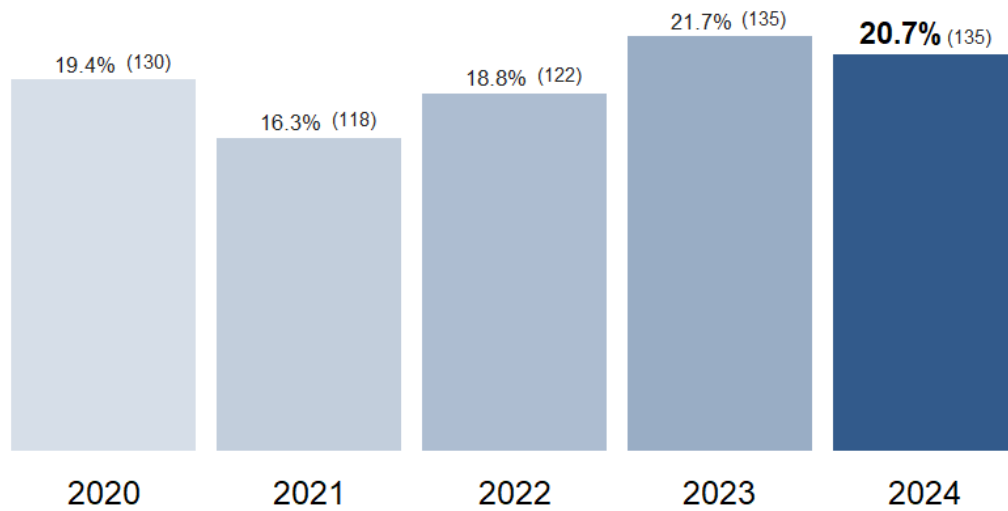
During 2024, the primary reason for initial contact continued to be Traffic Violations (77.8%), followed by Felony (11.8%), which includes offenders initially contacted because of both felonies and violent felonies. The chart below illustrates initial reasons for pursuit engagement over the past five years.



Fleeing Driver Circumstances

Drivers Voluntarily Stopping

Percentage of drivers in pursuits who voluntarily stopped (count)

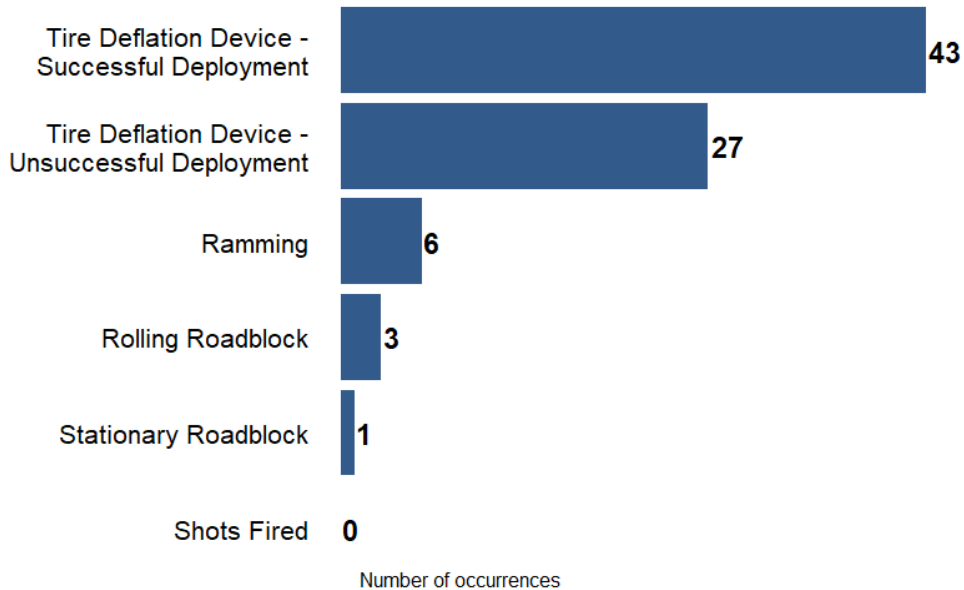


Pursued drivers who voluntarily stopped accounted for 20.7% of all pursuits in 2024. Approximately 8.6% of pursued drivers, in 2024, abandoned their vehicles and fled on foot.

Law Enforcement Circumstances

Of the 79 pursuits that did employ stopping techniques (12.1% of all pursuits), the chart below illustrates the type and frequency of techniques utilized.

Stopping Techniques Utilized



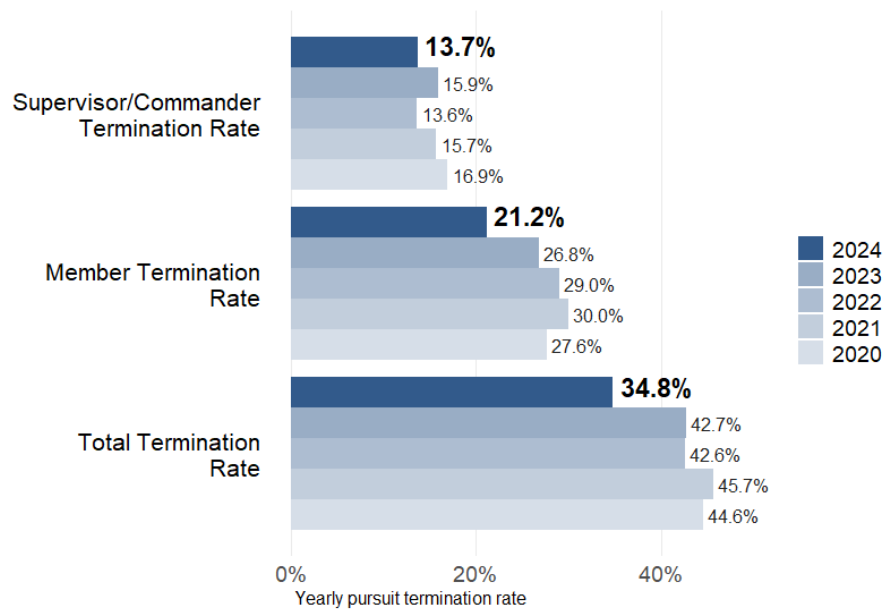
*Note: The chart only counts Tire Deflation Device deployments occurring during MSHP pursuits. For all other Tire Deflation Device deployments see Analysis of 2024 Use of Force.

**Note: One 2024 pursuit utilized two stopping techniques.

Pursuit Termination Considerations

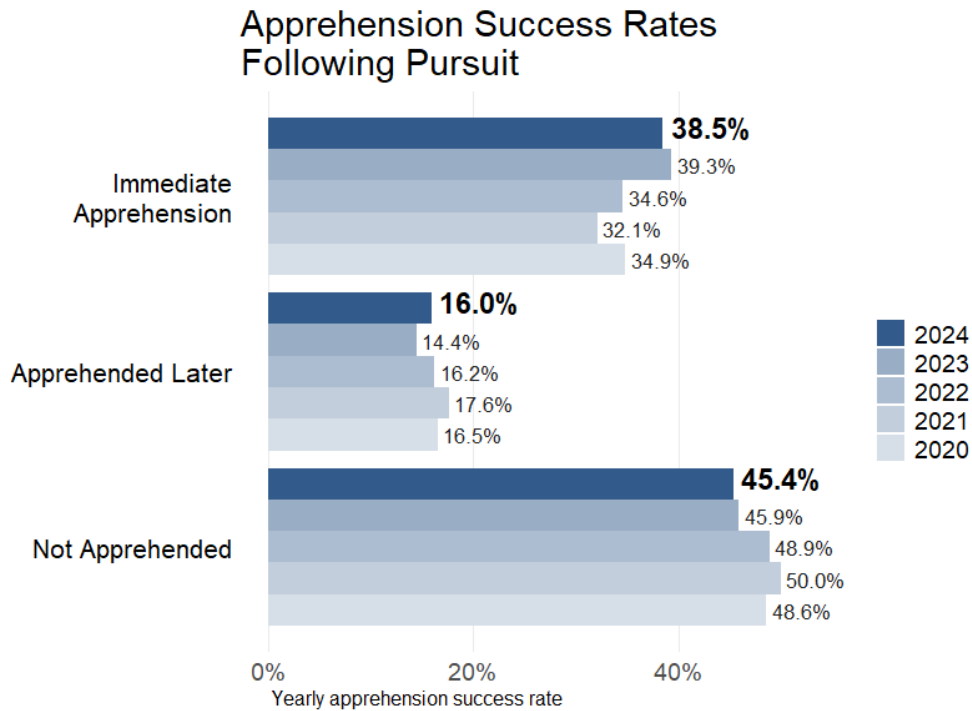
Members voluntarily terminated 21.2% of all 2024 pursuits. Supervisor/command terminations of pursuits occurred in 13.7% of all pursuits. In 2024, 34.8% (227) pursuits were terminated by participating members and supervisors/commanders.

Pursuit Termination Rates

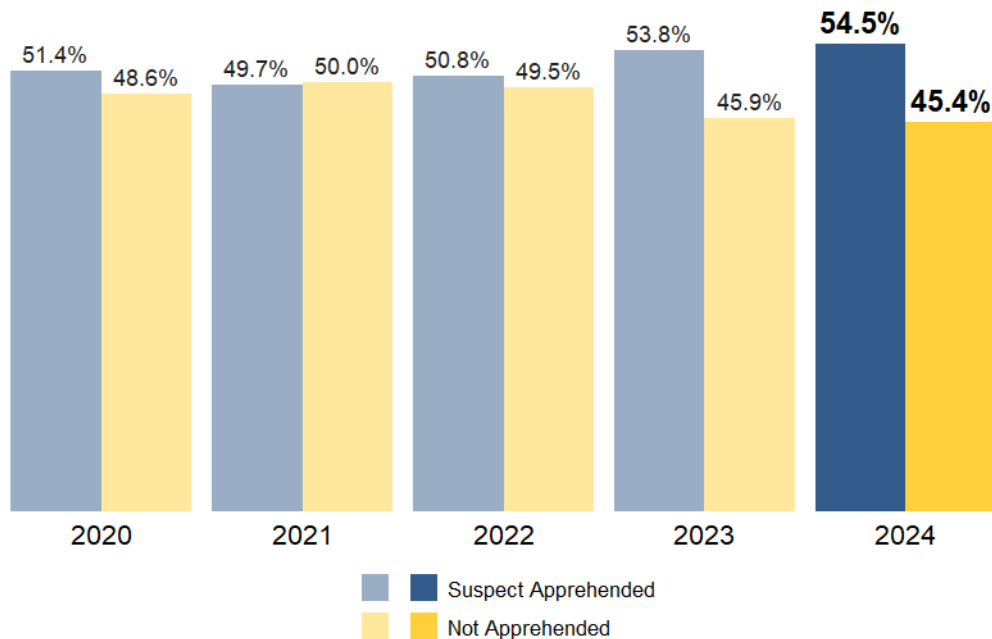


Apprehension Considerations

Following a pursuit, 38.5% of pursued drivers were immediately apprehended, 16.0% were apprehended later, and 45.4% were not apprehended. Combined apprehension rates for 2024 were 54.5%.



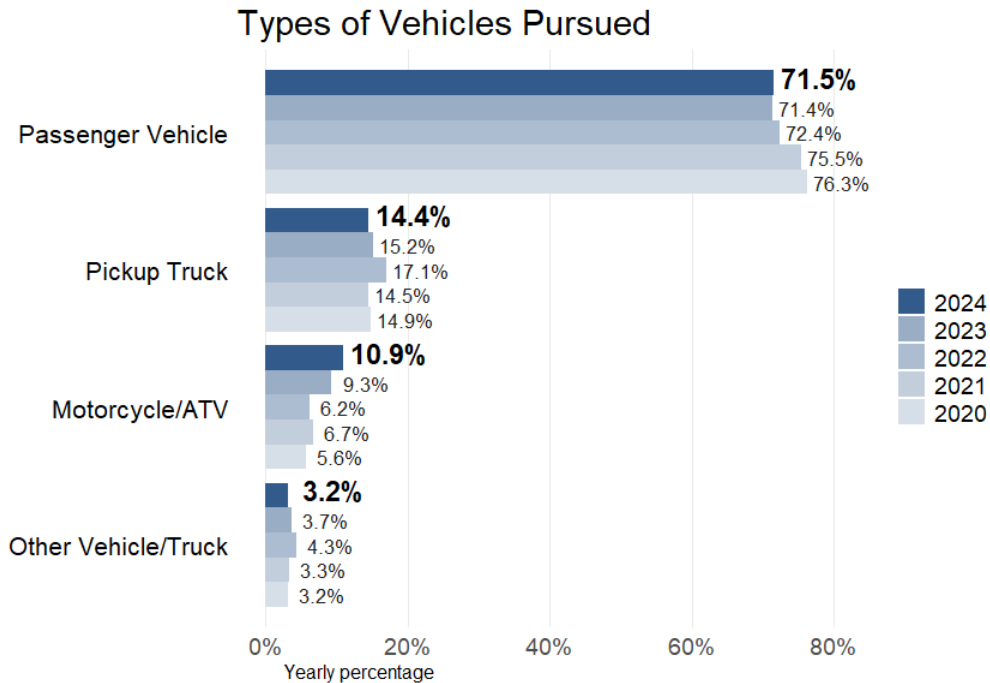
Combined Apprehension Success Rates Following Pursuits



Other Factors

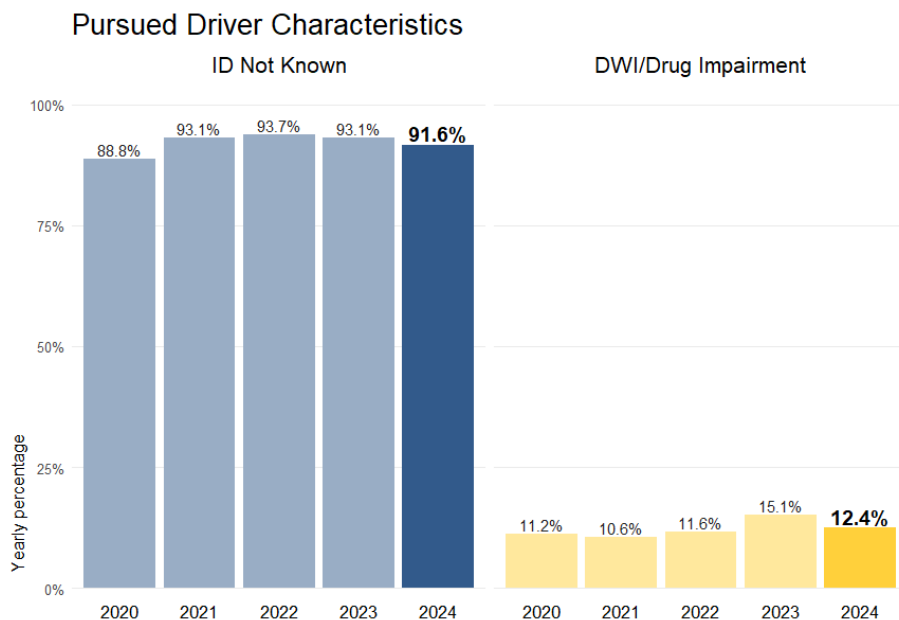
Types of Vehicles Pursued

During 2024, passenger vehicles accounted for 71.5% of all vehicular pursuits, while pickup trucks accounted for 14.4% and motorcycles/ATVs 10.9%. The chart below represents percentages of vehicle types by category for the period 2020-2024.

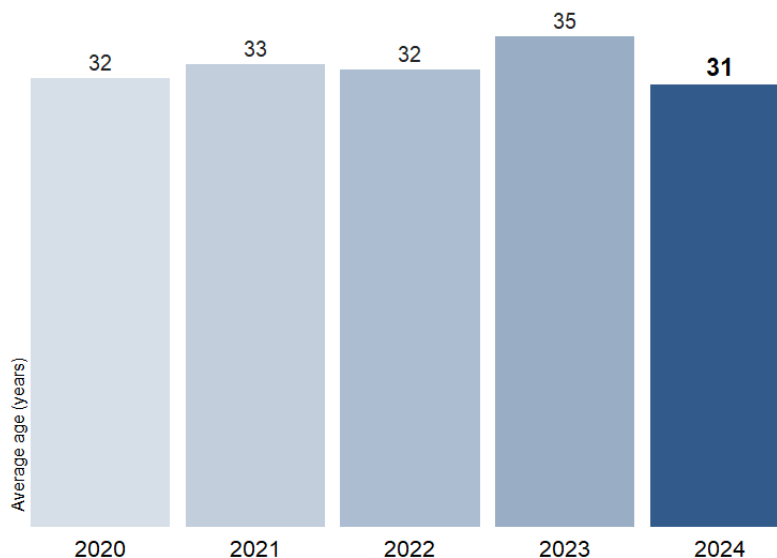


Pursued Driver Characteristics

The average age of fleeing drivers in 2024 was approximately 31 years old. When pursuits were initiated, pursuing officers did not know the identities of the drivers 91.6% of the time. Compounding the hazards of pursuits was the fact that 12.4% of the fleeing drivers taken into custody were intoxicated by alcohol, drugs, or a combination of both drugs and alcohol.



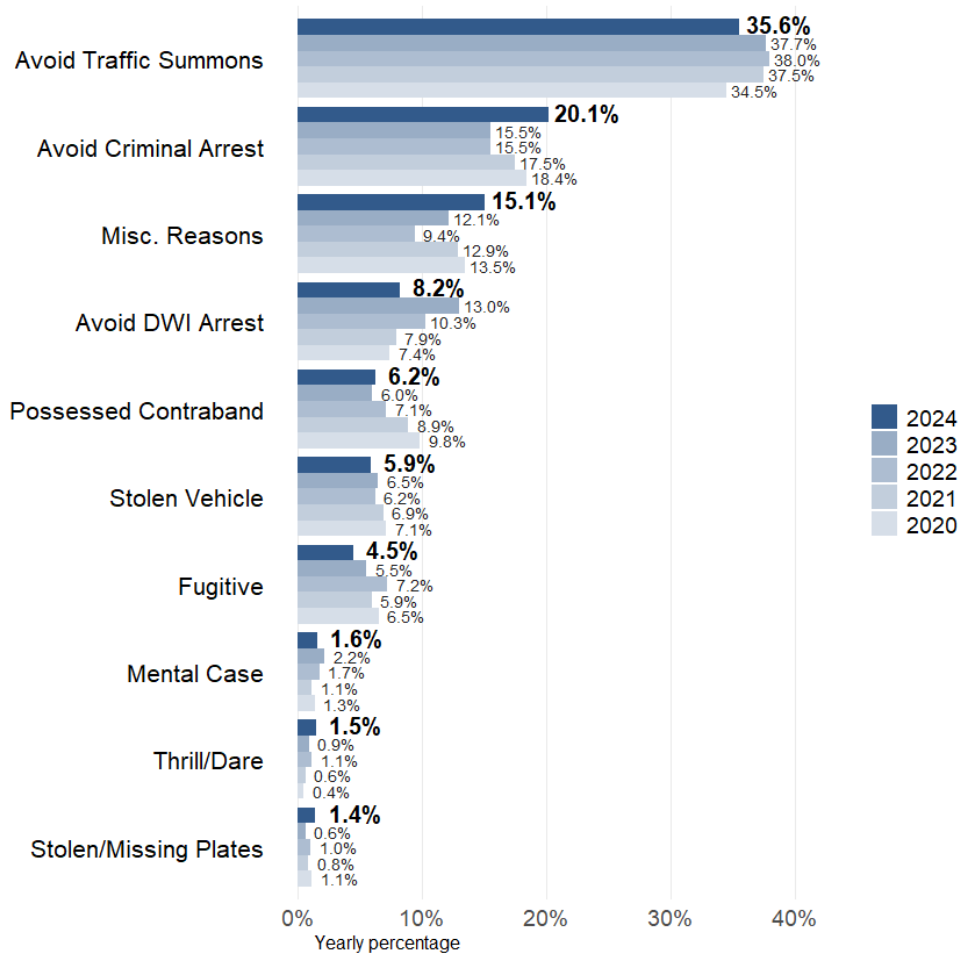
Average Age of Offender



Apparent Reason for Fleeing

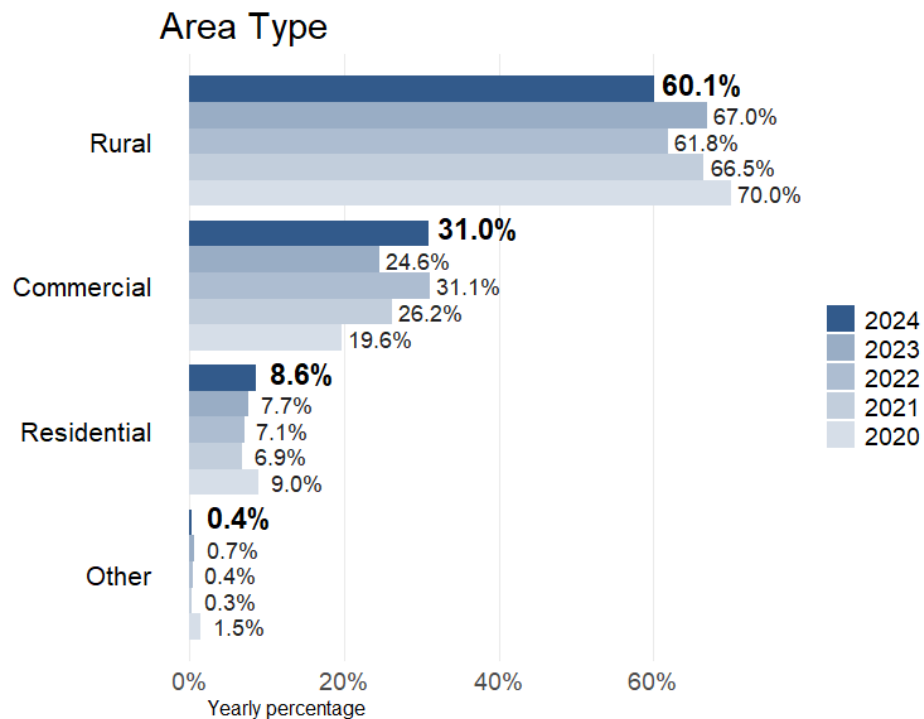
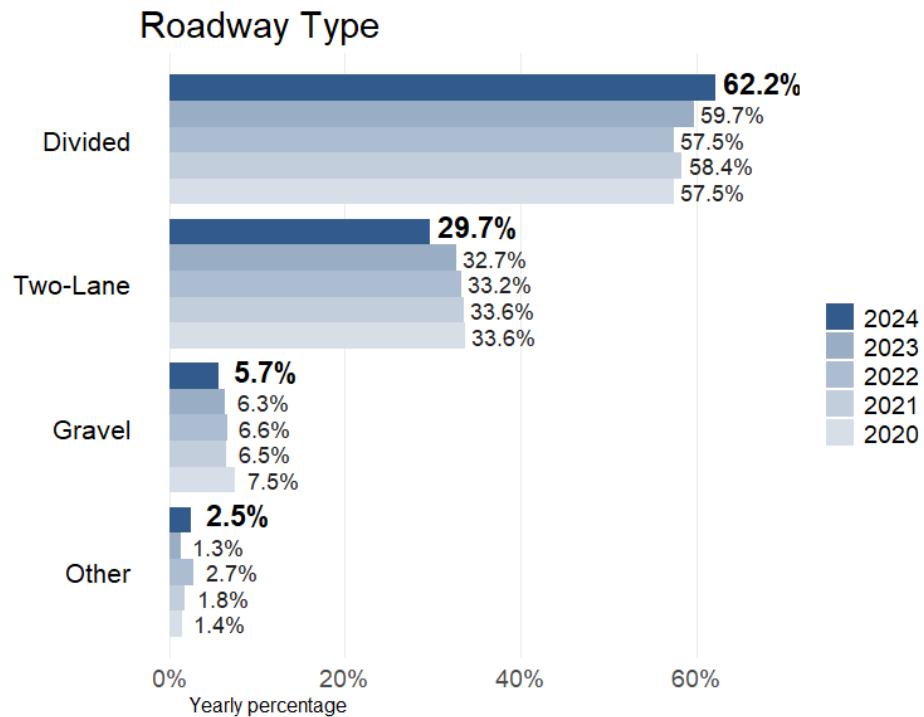
The “Avoid Traffic Summons” category has consistently been the leading reason for fleeing, accounting for 35.6% of all pursuits in 2024.

Pursuit Reason for Fleeing

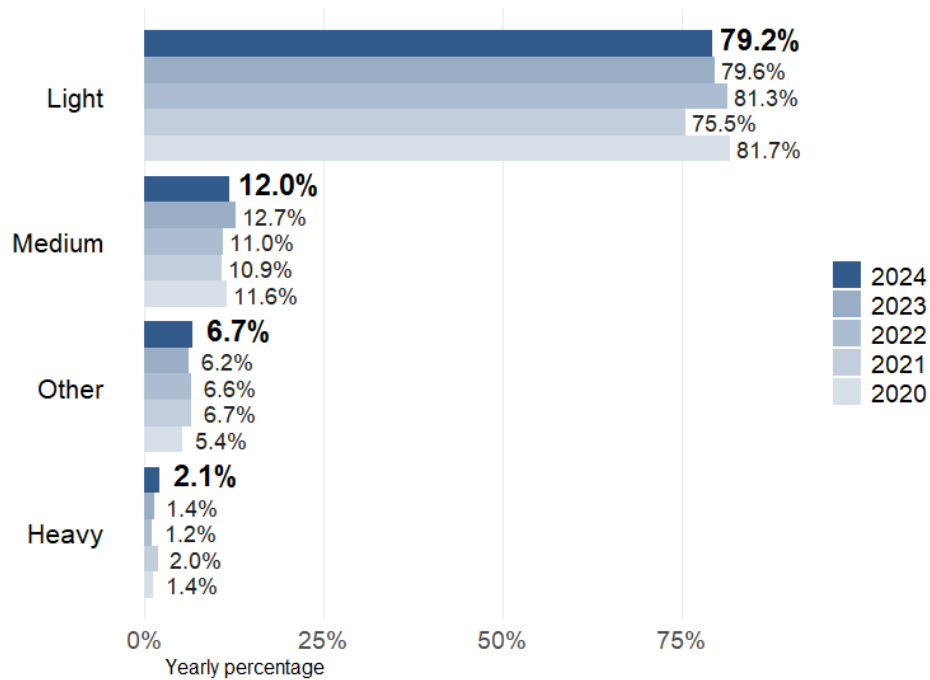


Pursuit Conditions

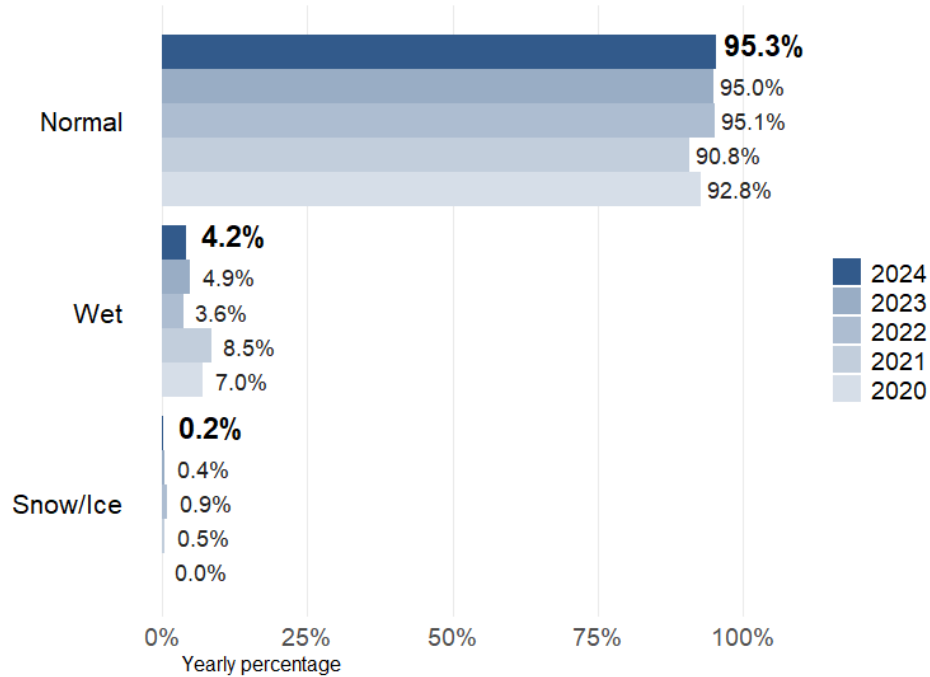
Most 2024 pursuits took place on divided highways (62.2%) and two-lane paved highways (29.7%). In addition, most occurred in rural areas (60.1%) and with light traffic (79.2%). Weather and road conditions were dry and normal in 95.3% of all 2024 pursuits, with 54.9% occurring during the hours of darkness.

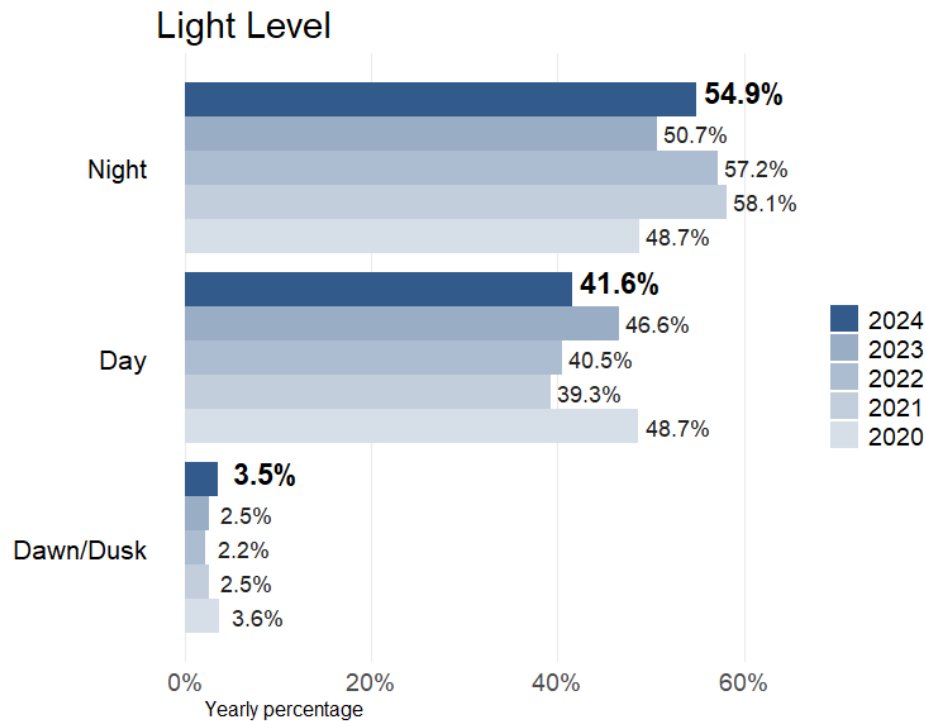


Traffic Conditions



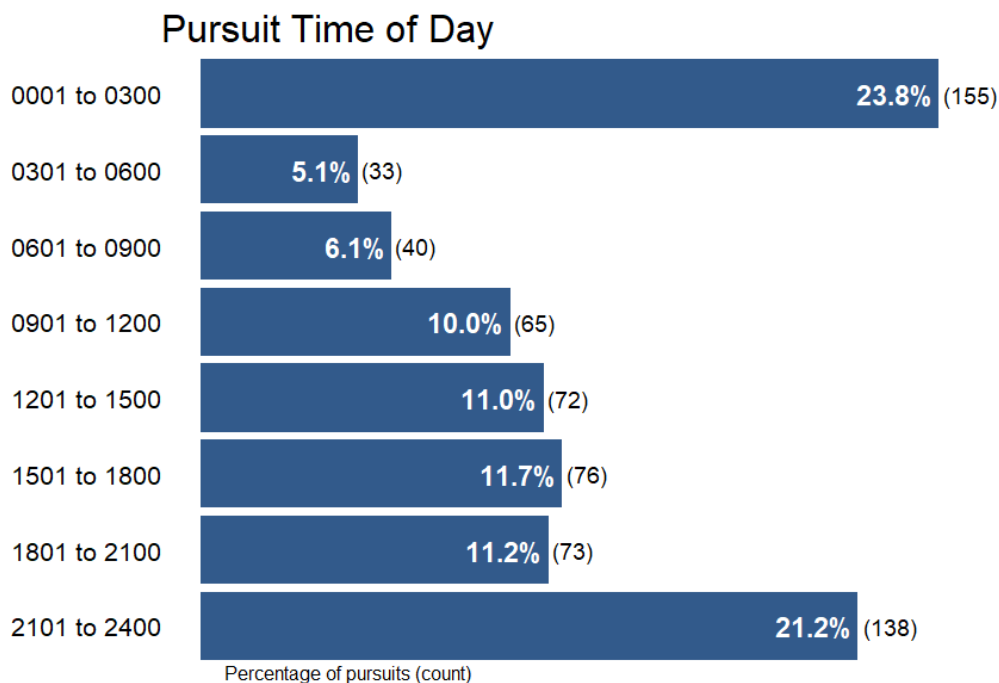
Roadway Conditions



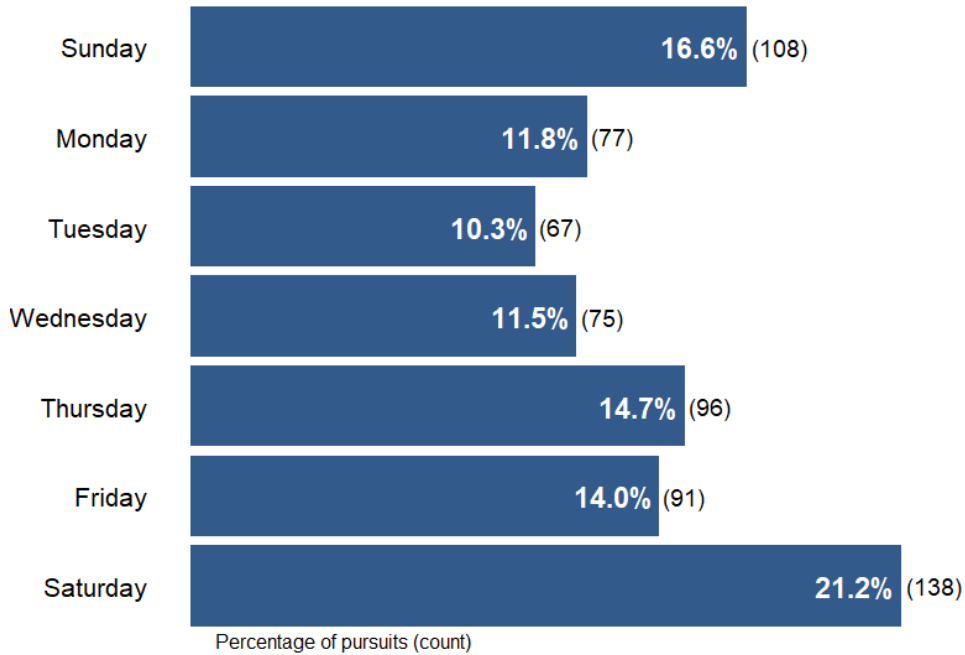


Pursuits by Time of Day, Day of Week and Month

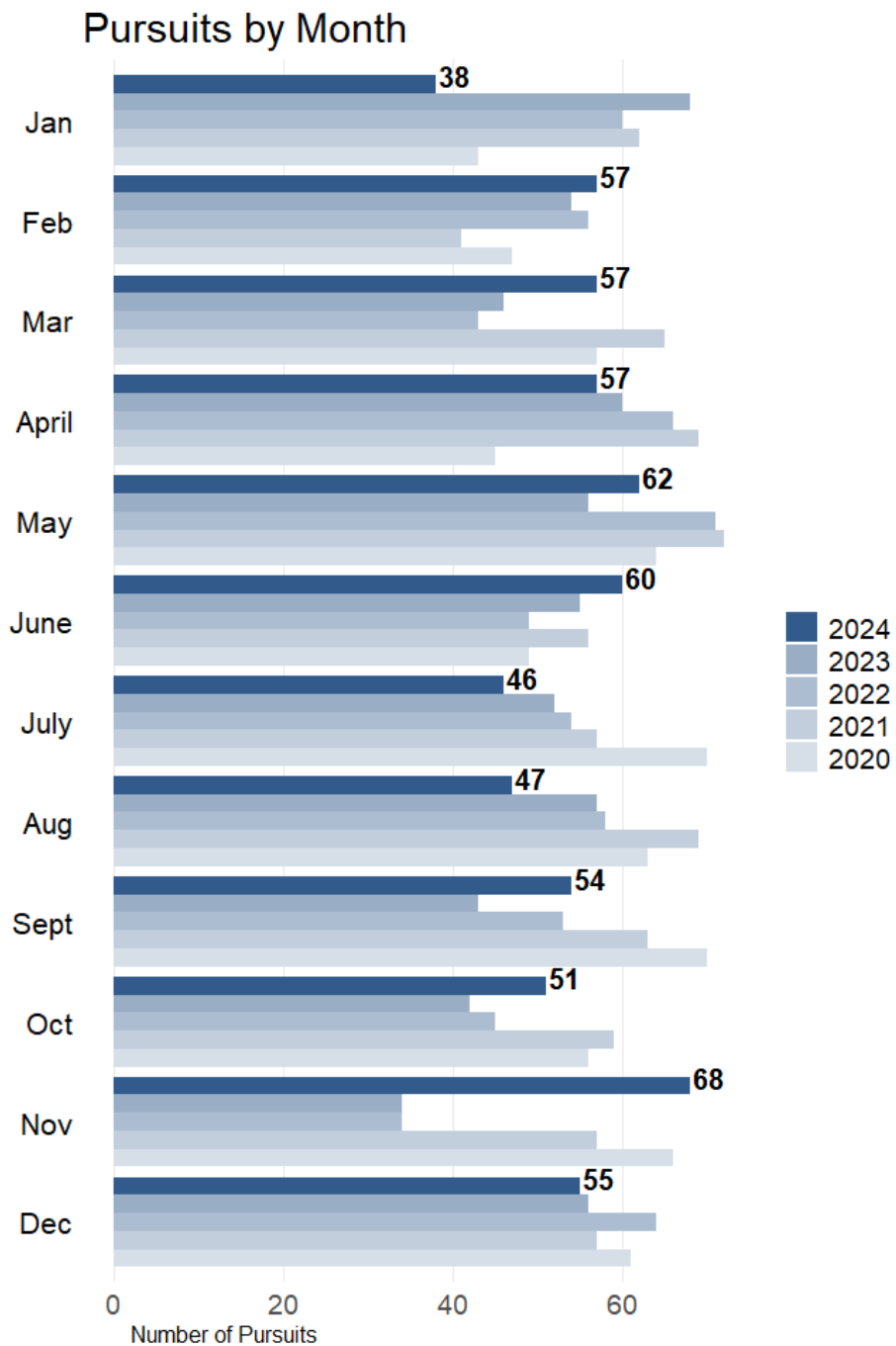
No significant pattern or trend could be determined to indicate which month experienced the most or least number of pursuits during the past five years. The graphs below illustrate pursuit occurrences by time, day of the week and month.



Pursuit Day of Week



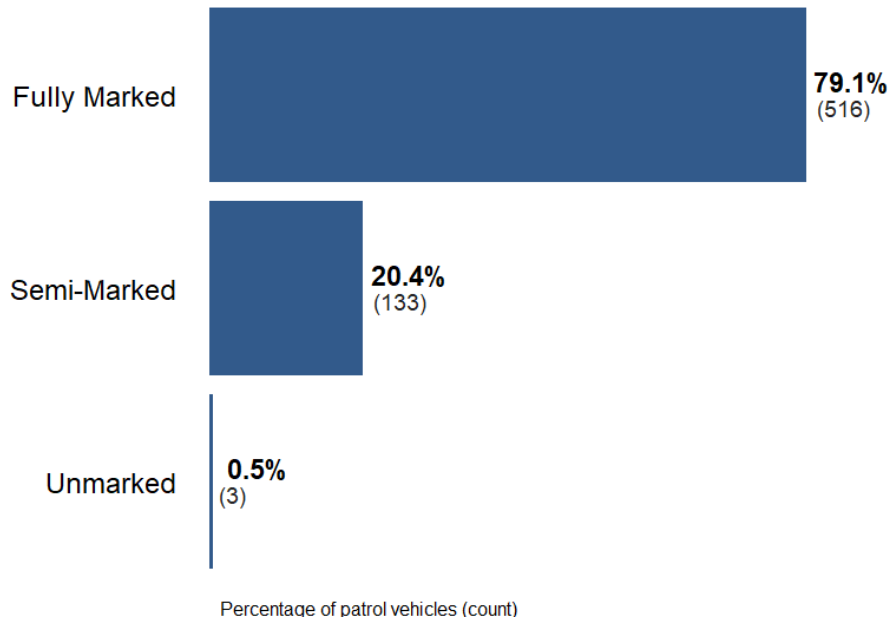
Month	2020	2021	2022	2023	2024
January	43 (6.2%)	62 (8.5%)	60 (9.2%)	68 (10.9%)	38 (5.8%)
February	47 (6.8%)	41 (5.6%)	56 (8.6%)	54 (8.7%)	57 (8.7%)
March	57 (8.2%)	65 (8.9%)	43 (6.6%)	46 (7.4%)	57 (8.7%)
April	45 (6.5%)	69 (9.5%)	66 (10.1%)	60 (9.6%)	57 (8.7%)
May	64 (9.3%)	72 (9.9%)	71 (10.9%)	56 (9.0%)	62 (9.5%)
June	49 (7.1%)	56 (7.7%)	49 (7.5%)	55 (8.8%)	60 (9.2%)
July	70 (10.1%)	57 (7.8%)	54 (8.3%)	52 (8.3%)	46 (7.1%)
August	63 (9.1%)	69 (9.5%)	58 (8.9%)	57 (9.1%)	47 (7.2%)
September	70 (10.1%)	63 (8.7%)	53 (8.1%)	43 (6.9%)	54 (8.3%)
October	56 (8.1%)	59 (8.1%)	45 (6.9%)	42 (6.7%)	51 (7.8%)
November	66 (9.6%)	57 (7.8%)	34 (5.2%)	34 (5.5%)	68 (10.4%)
December	61 (8.8%)	57 (7.8%)	64 (9.8%)	56 (9.0%)	55 (8.4%)



Patrol Vehicle Configuration

The graph below illustrates vehicle configuration percentages for 2024. Nearly all pursuits (98.6%) were captured on the Patrol vehicle camera system.

Patrol Vehicle Configuration



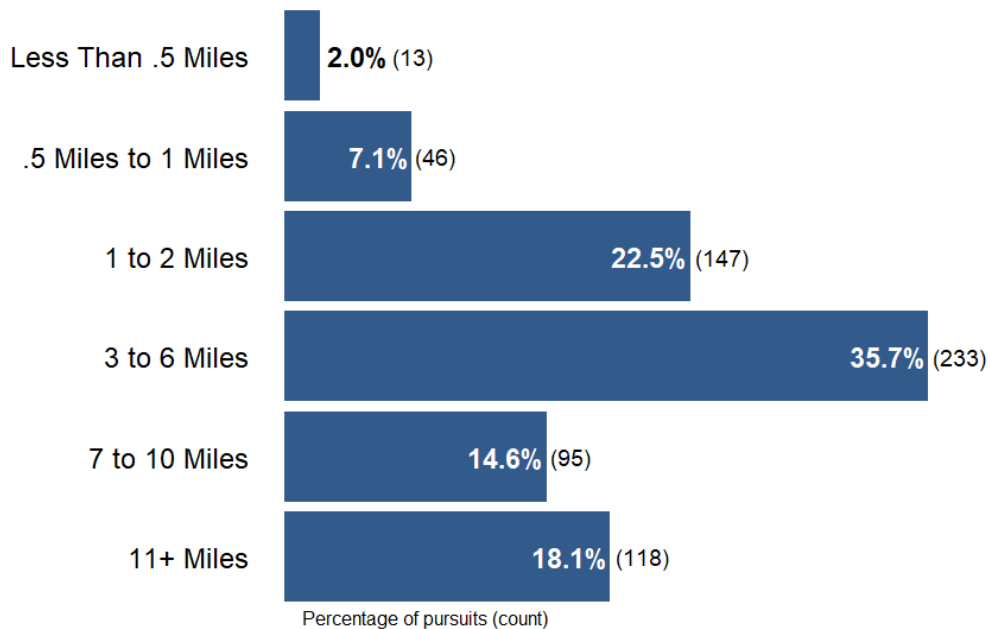
Speed and Duration

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

	2020	2021	2022	2023	2024
Patrol Vehicle Speed	104 mph	103 mph	104 mph	105 mph	106 mph
Violator Speed	99 mph	98 mph	99 mph	101 mph	102 mph
Average Duration	5 mins	5 mins	6 mins	6 mins	6 mins

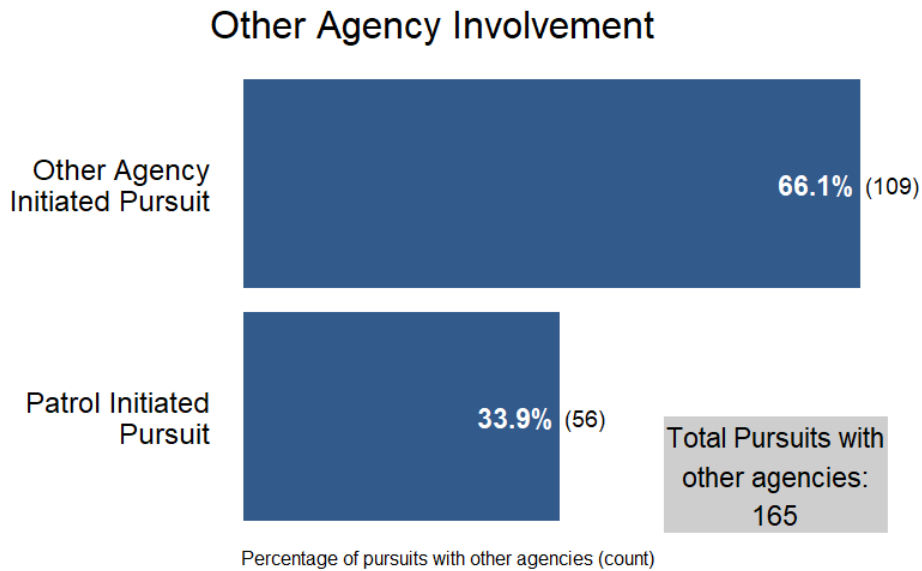
The chart below illustrates approximate distances traveled during 2024 pursuits.

Pursuit Distance



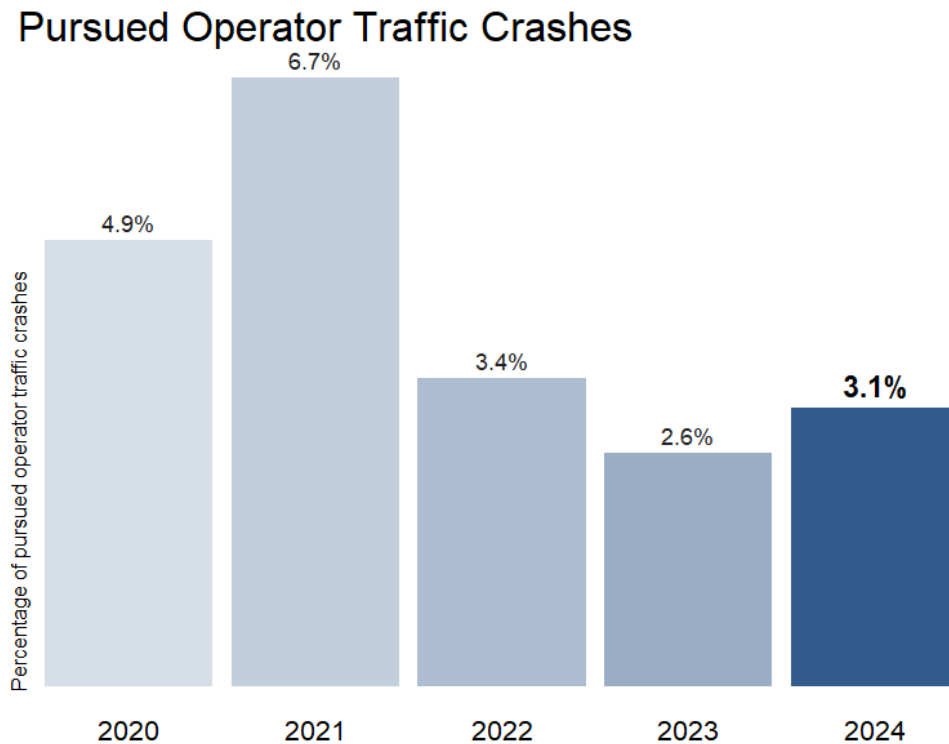
Other Agency Involvement

During 2024, 74.7% of MSHP pursuits did not involve other agencies. Of the 25.3% of MSHP pursuits that did involve other agencies, 66.1% involved officers from other agencies assisting in a MSHP initiated pursuit, while 33.9% involved MSHP officers assisting with pursuits initiated by another agency.



Damage and Injuries

Pursued operators were involved in 20 traffic crashes during pursuits in 2024; representing 3.1% of all pursuits reported during this period.



Drivers

In 2024, two fleeing drivers were fatally injured in pursuits (both in Troop A). There were two drivers who received suspected serious injuries, and an additional 21 sustained suspected minor injuries or possible injuries.

Passengers

Zero passengers were killed in pursued vehicles during 2024, and 12 received suspected minor injuries or possible injuries.

Law Enforcement

There were no deaths or suspected serious injuries to officers from other agencies, and members experienced one suspected serious injury and no fatalities in vehicular pursuits in 2024.

Citizens

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

Twenty-Three vehicles owned by the Patrol (3.5% of all Patrol vehicles involved in pursuits) were damaged during 2024 pursuits. Eight vehicles owned by other law enforcement agencies were damaged during Patrol pursuits in 2024.

During 2024, 85 vehicles (13.0%) driven by pursued drivers were damaged during pursuits.

Pursued Vehicles Damaged

