

# PENNSYLVANIA POLICE PURSUITS

2004

## ANNUAL REPORT



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Pennsylvania State Police  
Bureau of Research and Development*

## **Executive Summary**

The Pennsylvania Vehicle Code defines a pursuit as 'an active attempt by a police officer operating a motor vehicle to apprehend one or more occupants of a motor vehicle when the driver of the vehicle is resisting the apprehension by maintaining or increasing his speed or by ignoring the police officer's audible or visual signal to stop.' Since 1996, the Vehicle Code has required police departments in Pennsylvania to make a record of all vehicle pursuits and to report them to the Pennsylvania State Police. The pursuit data contained in this report is updated every 30 days and does not become final until January 31 of the next calendar year.

Police officers in Pennsylvania have reported a total of 2,233 pursuits. The following are noteworthy statistics taken from this report:

11 individuals were killed as a result of pursuit crashes. Of the 11 fatalities, 9 were to violators; 1 was to uninvolved persons; and 1 police officer.

739 pursuits have resulted in a total of 956 crashes (more than one crash may occur during a single pursuit), with 253 of the pursuits resulting in injury to the violator, police, or uninvolved persons.

71.97% of pursuits resulted in the apprehension of one or more violators. 57.32% of the apprehensions were accomplished using a trailing pursuit, the least forceful technique.

Disclaimer: Due to the fact that this report is computer generated and continuously being updated with pursuit statistics, verb agreement and/or grammatical errors may exist throughout the document. However, the statistical data contained within the report is accurate.

## **Pursuit Factor Analysis**

Pursuit factors listed in this section were compiled and analyzed from data obtained from the Pennsylvania Police Pursuit Reporting System. These factors were comprehensively analyzed by combining pursuit reports from municipal police departments and the Pennsylvania State Police.

Due to the lack of a national pursuit database, and because law enforcement agencies maintain different reporting procedures, there is little comparative information available that can be used for serious analytical research regarding pursuits. However, several independent studies revealed similar results as Pennsylvania in the analysis of certain pursuit factors such as apprehension, collision, and fatality rates.

Pursuit factor data for the year 2004 is provided below. Previous year data is provided for comparison in Appendix A. Five-year trend analysis is contained in Appendix C.

### **Reason Initiated**

The most common reason, 47.29%, for a pursuit to be initiated was for Other Traffic Offenses, such as exceeding the maximum speed limit, stop signs and yield signs, etc. (Appendix A, Fig. 1).

Stolen or Suspected Stolen Vehicle, accounted for the second highest cause, 17.20%, of initiated pursuits, while 14.29% of pursuits originated due to Felony Criminal Offenses (Appendix A, Fig. 1).

### **Apprehension**

This pursuit factor was designed to identify the number of pursuits that resulted in a violator's arrest. Furthermore, if a violator was not arrested, this factor serves to determine why an arrest was not made.

More than half of the pursuits, 61.26%, ended with an apprehension during the pursuit. In addition, 10.70% of pursuits resulted in a delayed apprehension. By combining 'during' and 'delayed' apprehensions, approximately 71.96% of all pursuits resulted in an arrest (Appendix A, Fig. 2).

### **Reason Terminated**

This pursuit factor categorizes the reasons why pursuits were terminated or what factors caused a pursuit to end.

Of the 2,233 pursuits, 23.65% were discontinued by the police. Pursuits were discontinued for a number of reasons, including officer/supervisor decision to end the pursuit, the violator eluded the police, etc. (Appendix A, Fig. 3).

28.21% of pursuits were ended because the violator Stopped Voluntarily. Stopped by Collision accounted for 18.40% of all terminated pursuits (Appendix A, Fig. 3).

### **Crash Type**

66.91% of the reported pursuits ended without a collision. Of the 2,233 total pursuits, 739 resulted in a total of 956 crashes. The following is a breakdown of the types of crashes that were reported (Appendix A, Fig. 4).

- Violator Crash 499
- Police Crash 36
- Uninvolved Crash 35
- Violator/Police Crash 68
- Violator/Uninvolved Unoccupied Crash 196
- Violator/Police Deliberate Intent 43
- Violator/Uninvolved Deliberate Intent 18
- Police/Violator Legal Intervention 36
- Uninvolved/Police Crash 5

### **Ending Apprehension**

This pursuit factor measures what apprehension techniques police utilized to end a pursuit. Over half of all pursuits ended as a result of a trailing pursuit. Pursuit data analysis reveals that police utilized minimum or no force in the majority of pursuits (Appendix A, Fig. 5).

### **Violators Arrested**

The majority of pursuits ended with the apprehension of the fleeing violator. Of the reported pursuits, 61.13% involved the arrest of one offender, 16.57% involved the arrest of multiple violators (Appendix A, Fig. 6).

### **Type of Police Vehicle**

81.77% of the pursuits involved marked police vehicle(s) only; 7.52% involved unmarked police vehicle(s) only; and 10.70% utilized both marked and unmarked vehicles (Appendix A, Fig. 7).

## **Type of Vehicle Pursued**

Pursuit analysis indicates that 67.85% of police pursuits involved automobiles, 7.97% involved motorcycles, and 22.12% involved vans/pickups or sport-utility vehicles (Appendix A, Fig. 8).

## **Number of Injuries**

Of the 2,233 initiated pursuits, 253 or 11.33% have resulted in some form of injury. Of the 253 pursuits with injuries, 185 (73.12%) involved injuries to the violator(s), 59 (23.32%) to police, and 57 (22.53%) to uninvolved persons (Appendix A, Fig. 9).

## **Number of Fatalities**

11 deaths have occurred during police pursuits. A breakdown of the fatalities is as follows: 9 violator death(s), 1 uninvolved person death(s), and 1 police officer death(s) (Appendix A, Fig. 10).

## **Property Damage**

Violators have incurred approximately \$456.11 in property damage per pursuit; police have incurred \$139.72 in damage per pursuit; uninvolved persons have incurred an estimated \$321.31 of property damage per pursuit (Appendix A, Fig. 11).

## **Nonpursuit-Related Offenses**

Nonpursuit-related offenses represent those violations which did not occur during the pursuit, but occurred prior to the encounter, during initiation, or at the apprehension stage of the pursuit. Nonpursuit-related Vehicle Code violations occurred in 78.24% of the reported pursuits; nonpursuit-related Crimes Code in 48.68%; and nonpursuit-related Act 64 offenses occurred in 21.59% of pursuits (Appendix A, Fig. 12).

Vehicle Code violations were heavily concentrated in Chapters 15 and 37. Violations primarily consisted of the following offenses: (Appendix A, Fig. 14)

### **Chapter 15**

 Drivers Required to be Licensed

- ☛ Driving While Operating Privilege is Suspended or Revoked
- Chapter 37
- ☛ Driving Under Influence of Alcohol or Controlled Substance

Crimes Code violations were heavily concentrated in Chapter 39. Violations primarily consisted of the following offenses: (Appendix A, Fig. 15).

- ☛ Theft by Unlawful Taking or Disposition
- ☛ Receiving Stolen Property
- ☛ Unauthorized Use of Automobiles and Other Vehicles

Controlled substance violations were heavily concentrated in sections CS13(a)16 and CS13(a)32. These sections are comprised of the the following offenses: (Appendix A, Fig. 16).

- ☛ CS13(a)16 Possession of a Controlled Substance
- ☛ CS13(a)32 Possession of Paraphernalia

### **Pursuit-Related Offenses**

Pursuit-related offenses represent those violations committed during the course of a pursuit (Appendix A, Fig. 13).

Pursuit-related Vehicle Code offenses were primarily comprised of Chapter 33 violations. Chapter 33 violations encompass the following offenses: (Appendix A, Fig. 17).

- ☛ Driving on Right Side of Roadway
- ☛ Limitations on Driving on Left Side of Roadway
- ☛ No-Passing Zones
- ☛ One-way Roadways and Rotary Traffic Islands
- ☛ Driving on Roadways Laned for Traffic
- ☛ Stop Signs and Yield Signs
- ☛ Duty of Driver on Approach of Emergency Vehicle
- ☛ Turning Movements and Required Signals
- ☛ Driving Vehicle at Safe Speed
- ☛ Maximum Speed Limits

Pursuit-related Crimes Code offenses were primarily comprised of Chapter 27 violations. Violation(s) consist of the following offenses: (Appendix A, Fig. 18).

- ☛ Simple Assault

- ⚖️ Aggravated Assault
- ⚖️ Recklessly Endangering Another Person

## **Cross Tabulation Analysis**

This section analyzes pursuit factors in relation to one another, providing greater insight into the dynamics of police pursuits.

### **Apprehension - Type of Vehicle Pursued**

Most fleeing vehicles are apprehended during police pursuits. Apprehension rates, consisting of 'during' and 'delayed' apprehensions for the different types of vehicles pursued are as follows: automobiles, 72.80%; motorcycles, 61.79%; vans/pickups/sport-utility vehicles 73.69%; other vehicles (example: all-terrain vehicles), 65.21%; and truck-tractor/semitrailers, .00% (Appendix B, Fig. 19).

### **Crash - Type of Vehicle Pursued**

The majority of reported pursuits, 66.91%, did not involve a collision. 64.69% of pursued automobiles, 80.90% of pursued motorcycles, and 67.41% of pursued vans/pick-ups/sport-utility vehicles were not involved in crashes (Appendix B, Fig. 20).

### **Reason Terminated - Type of Vehicle Pursued**

23.65% of police pursuits were discontinued by the officer(s) involved. In analyzing the reasons why a pursuit was discontinued with respect to the type of vehicle pursued, it was discovered that the greatest percentage of discontinued pursuits, 41.57%, involved Motorcycle (Appendix B, Fig. 21).

### **Reason Initiated - Apprehension**

Pursuits initiated because of a DUI or suspected DUI operator have resulted in an arrest 86.29% of the time. Apprehension rates for pursuits initiated for felony criminal, misdemeanor criminal, traffic violations stolen or suspected stolen, and summary offenses ranged from 66.15% to 76.00% (Appendix B, Fig. 22).

### **Reason Initiated - Crash**

This comparison examines the likelihood of pursuit-related crashes based upon the reason why a pursuit was initiated. A crash occurred in 33.95% of pursuits initiated for summary traffic offenses. The remaining 'reason initiated' categories had the following prevalence of collisions: summary criminal, 34.55%; misdemeanor criminal, 43.08%; DUI or suspected DUI 29.39%; stolen or suspected stolen, 45.06%; felony criminal, 52.53% (Appendix B, Fig. 23).

## **Conclusion**

In recent years, few areas of police work have raised as much public concerns as police pursuits. The basic dilemma associated with high-speed police pursuit of fleeing individuals is deciding whether the benefits of potential apprehension outweigh the risks to police officers, the public, and the violator(s).

The detailed analysis in this report can be used to help identify both positive and negative factors influencing the outcome of vehicular pursuits, validate or refute the merits of pursuit policies and apprehension techniques, and to recognize training successes and deficiencies. It is intended that the statistics gathered will enable police departments throughout the Commonwealth to enhance the safety of their officers and the public they serve.

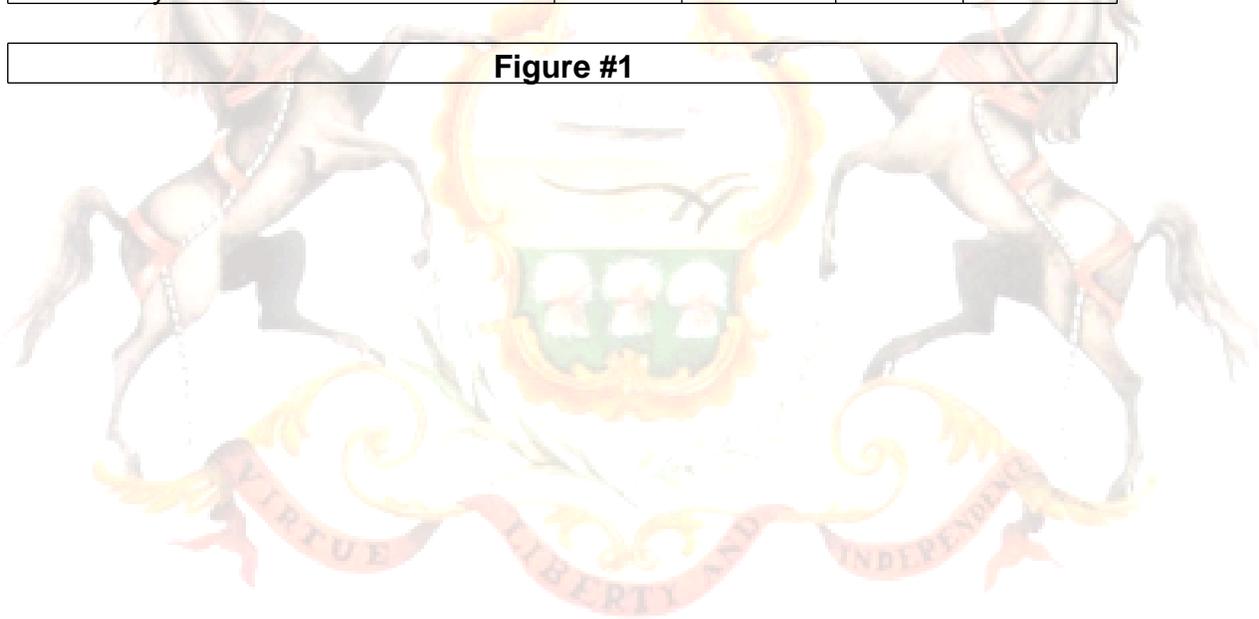
# **APPENDIX A**

## **PURSUIT FACTOR ANALYSIS**

# State of Pennsylvania

REASON INITIATED	2004		2003	
	N	%	N	%
DUI or Suspected DUI Operator	248	11.11%	234	11.24%
Felony Criminal Offenses	319	14.29%	293	14.08%
Misdemeanor Criminal Offenses	176	7.88%	151	7.26%
Other Traffic Offenses	1,056	47.29%	1,009	48.49%
Stolen or Suspected Stolen Vehicle	384	17.20%	349	16.77%
Summary Criminal Offenses	50	2.24%	45	2.16%

**Figure #1**

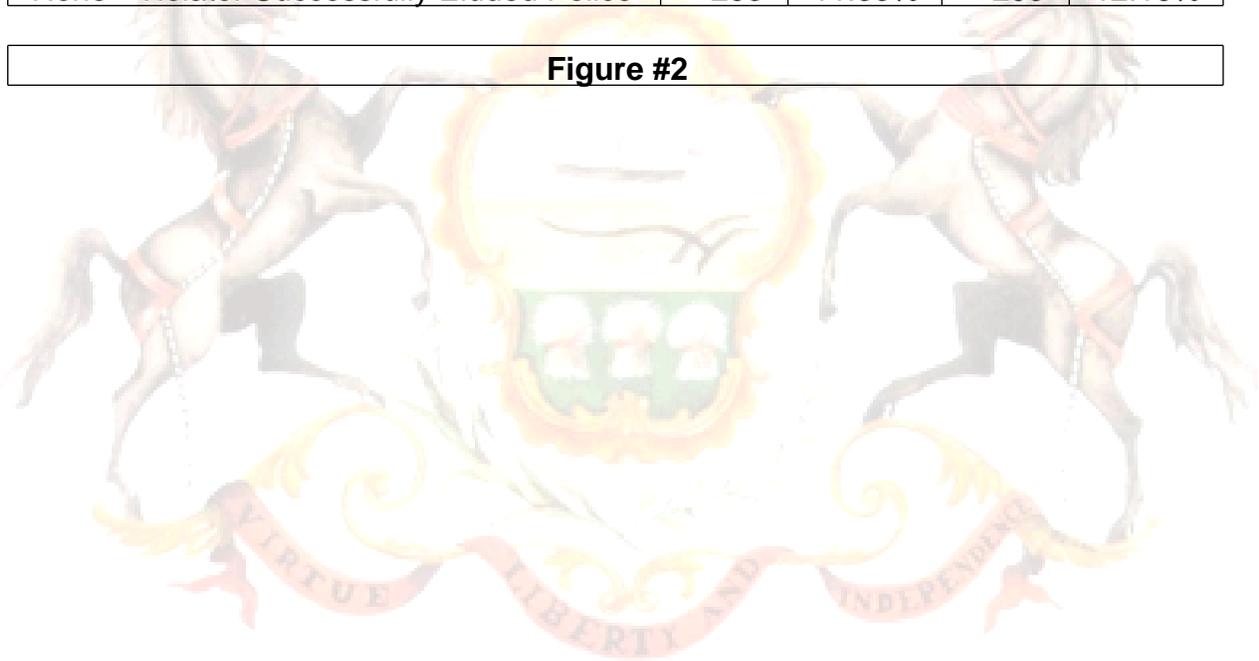


## Pursuit Report

# State of Pennsylvania

APPREHENSION	2004		2003	
	N	%	N	%
Apprehended During Pursuit (Incl. on Foot)	1,368	61.26%	1,258	60.45%
Delayed - After Termination	239	10.70%	192	9.23%
None - Decision Made to Terminate	190	8.51%	236	11.34%
None - Stopped, but Escaped on Foot	183	8.20%	142	6.82%
None - Violator Successfully Eluded Police	253	11.33%	253	12.16%

**Figure #2**

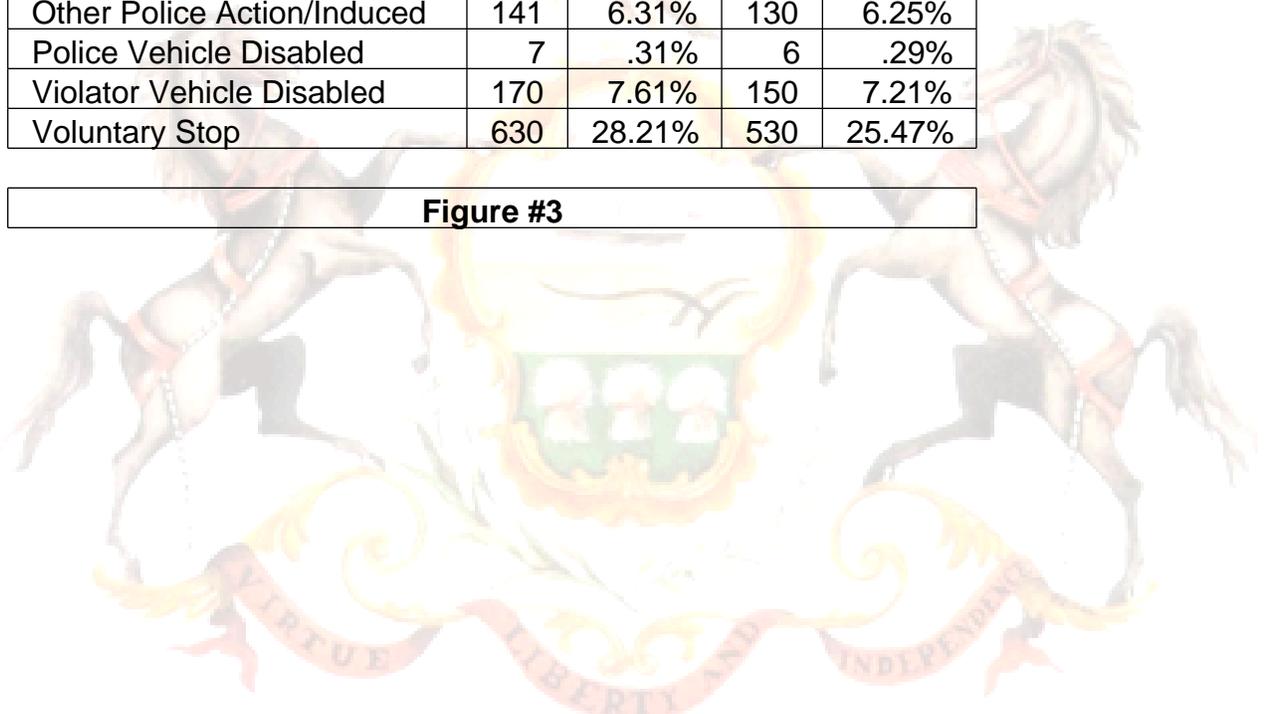


## Pursuit Report

# State of Pennsylvania

REASON TERMINATED	2004		2003	
	N	%	N	%
Violator Abandoned Vehicle	346	15.49%	297	14.27%
Crash/Collision (All)	411	18.40%	402	19.32%
Discontinued	528	23.65%	566	27.20%
Other Police Action/Induced	141	6.31%	130	6.25%
Police Vehicle Disabled	7	.31%	6	.29%
Violator Vehicle Disabled	170	7.61%	150	7.21%
Voluntary Stop	630	28.21%	530	25.47%

**Figure #3**



## Pursuit Report

# State of Pennsylvania

CRASH TYPE	2004		2003	
	N	%	N	%
Pursuits Without Crashes	1,494	66.91%	1,418	68.14%
Pursuits With Crashes	739	33.09%	663	31.86%
Police/Tire Deflation Deployment Crash	2	0.21%		
Uninvolved/Tire Deflation Deployment Crash	2	0.21%		
Violator/Tire Deflation Deployment Crash	16	1.67%	10	1.13%
Violator Crash	499	52.20%	443	50.00%
Police Crash	36	3.77%	46	5.19%
Uninvolved Crash	35	3.66%	26	2.93%
Violator/Police Crash	68	7.11%	64	7.22%
Violator/Uninvolved Crashes	196	20.50%	197	22.23%
Violator/Police Deliberate Intent	43	4.50%	42	4.74%
Violator/Uninvolved Deliberate Intent	18	1.88%	15	1.69%
Police/Violator Legal Intervention	36	3.77%	32	3.61%
Uninvolved/Police Crash	5	0.52%	11	1.24%
<b>Total Crashes: *</b>	<b>956</b>		<b>886</b>	

**Figure #4**

\* Multiple crashes may occur during a single pursuit.

# Pursuit Report

# State of Pennsylvania

ENDING APPREHENSION	2004		2003	
	N	%	N	%
None	722	32.33%	744	35.75%
Trailing Pursuit	1,280	57.32%	1,106	53.15%
Other Induced Stop	73	3.27%	84	4.04%
Rolling Roadblock	41	1.84%	38	1.83%
Legal Intervention	38	1.70%	26	1.25%
Partial Roadblock	29	1.30%	24	1.15%
Tire Deflation Device	25	1.12%	34	1.63%
Total Roadblock	9	.40%	12	.58%
Firearms	4	.18%	2	.10%
Air Support	12	.54%	11	.53%

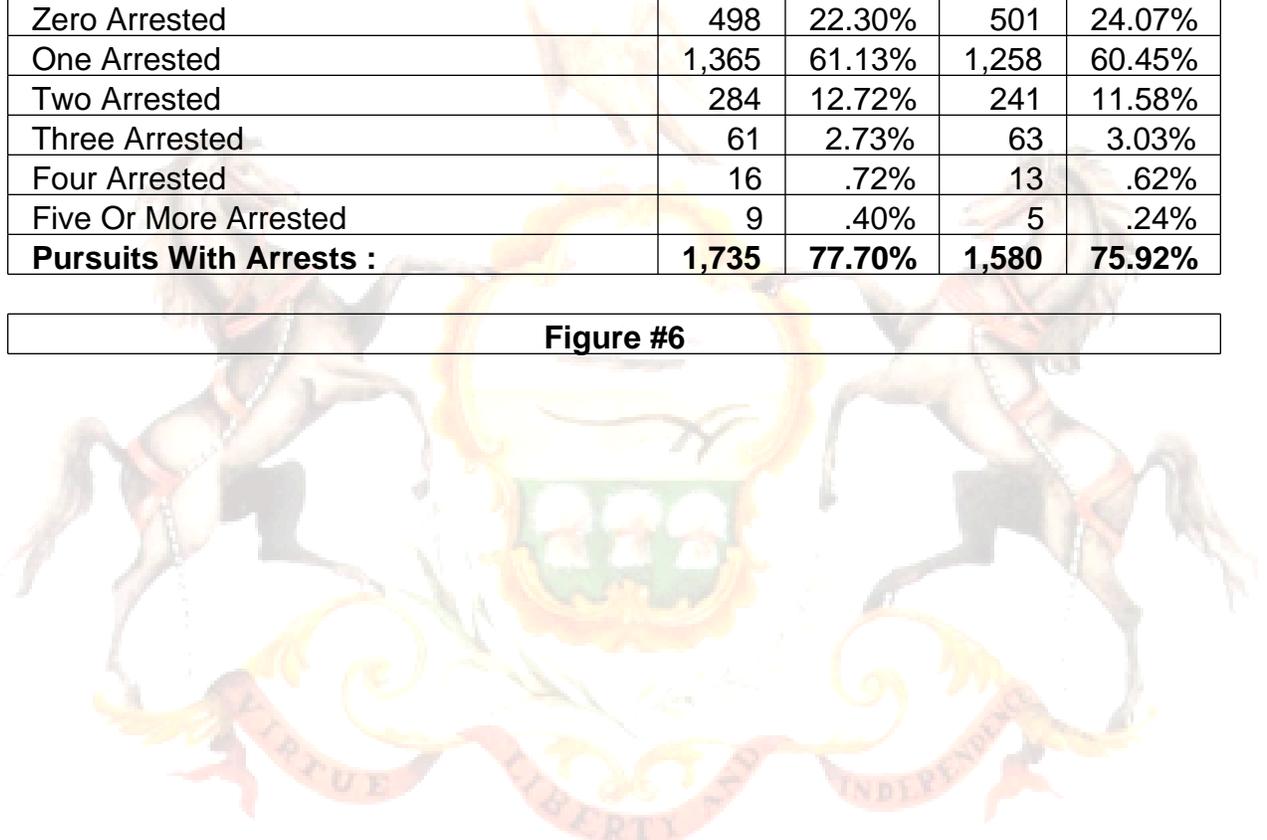
**Figure #5**

## Pursuit Report

# State of Pennsylvania

VIOLATORS ARRESTED/PURSUIT	2004		2003	
	N	%	N	%
Zero Arrested	498	22.30%	501	24.07%
One Arrested	1,365	61.13%	1,258	60.45%
Two Arrested	284	12.72%	241	11.58%
Three Arrested	61	2.73%	63	3.03%
Four Arrested	16	.72%	13	.62%
Five Or More Arrested	9	.40%	5	.24%
<b>Pursuits With Arrests :</b>	<b>1,735</b>	<b>77.70%</b>	<b>1,580</b>	<b>75.92%</b>

Figure #6

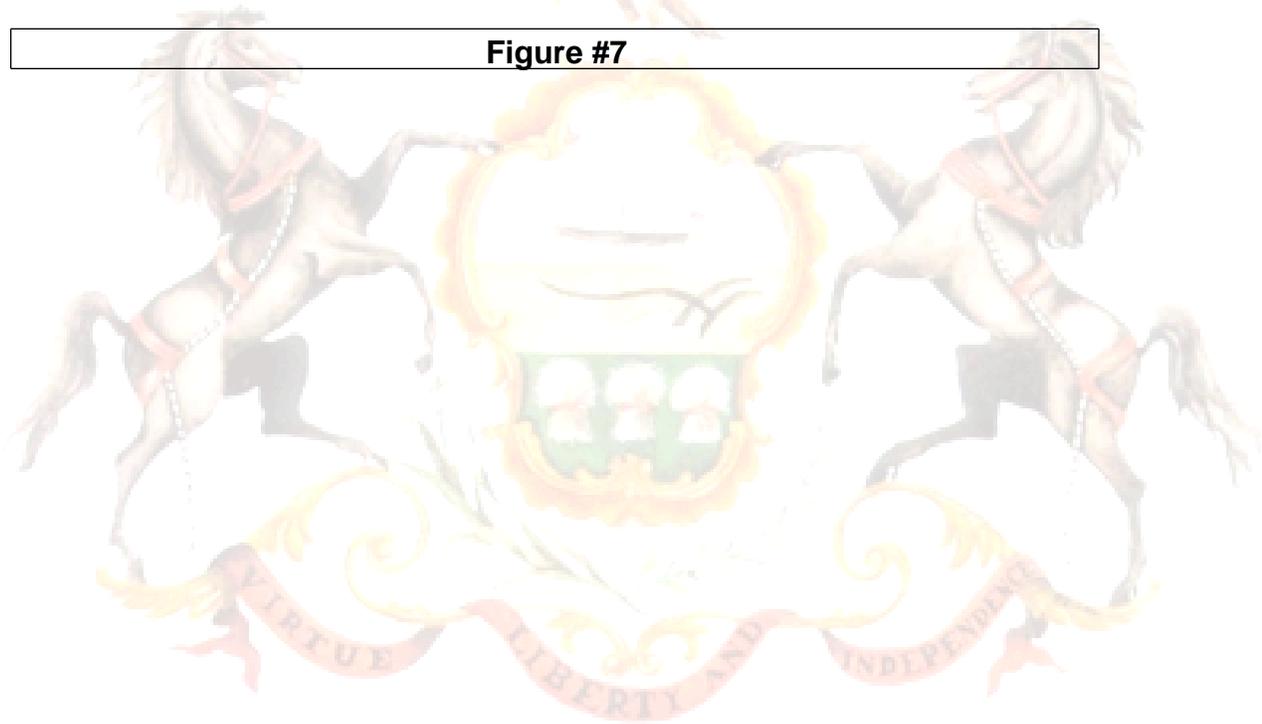


## Pursuit Report

# State of Pennsylvania

TYPE OF POLICE VEHICLE	2004		2003	
	N	%	N	%
Marked And Unmarked	239	10.70%	197	9.47%
Marked	1,826	81.77%	1,717	82.51%
Unmarked	168	7.52%	167	8.02%

**Figure #7**

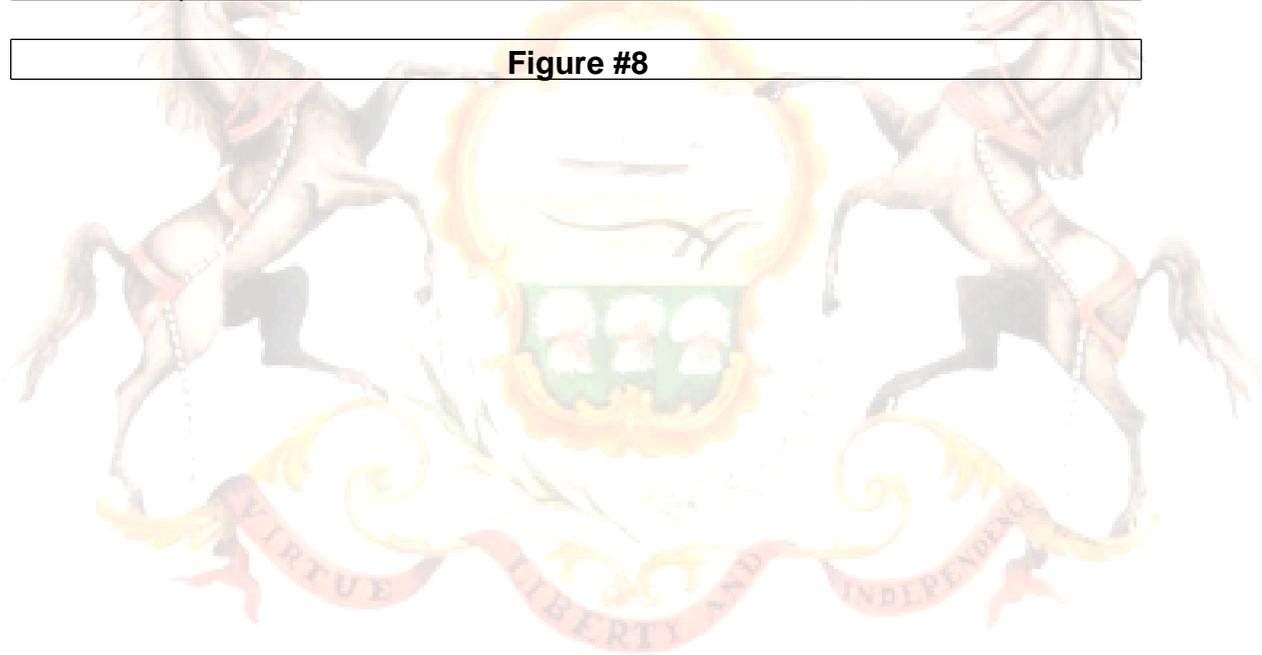


## Pursuit Report

# State of Pennsylvania

TYPE OF VEHICLE PURSUED	2004		2003	
	N	%	N	%
Automobile	1,515	67.85%	1,504	72.27%
Motorcycle	178	7.97%	144	6.92%
Other	46	2.06%	49	2.35%
TT or TT/STLR			4	.19%
Van/Pickup/SUV	494	22.12%	380	18.26%

**Figure #8**

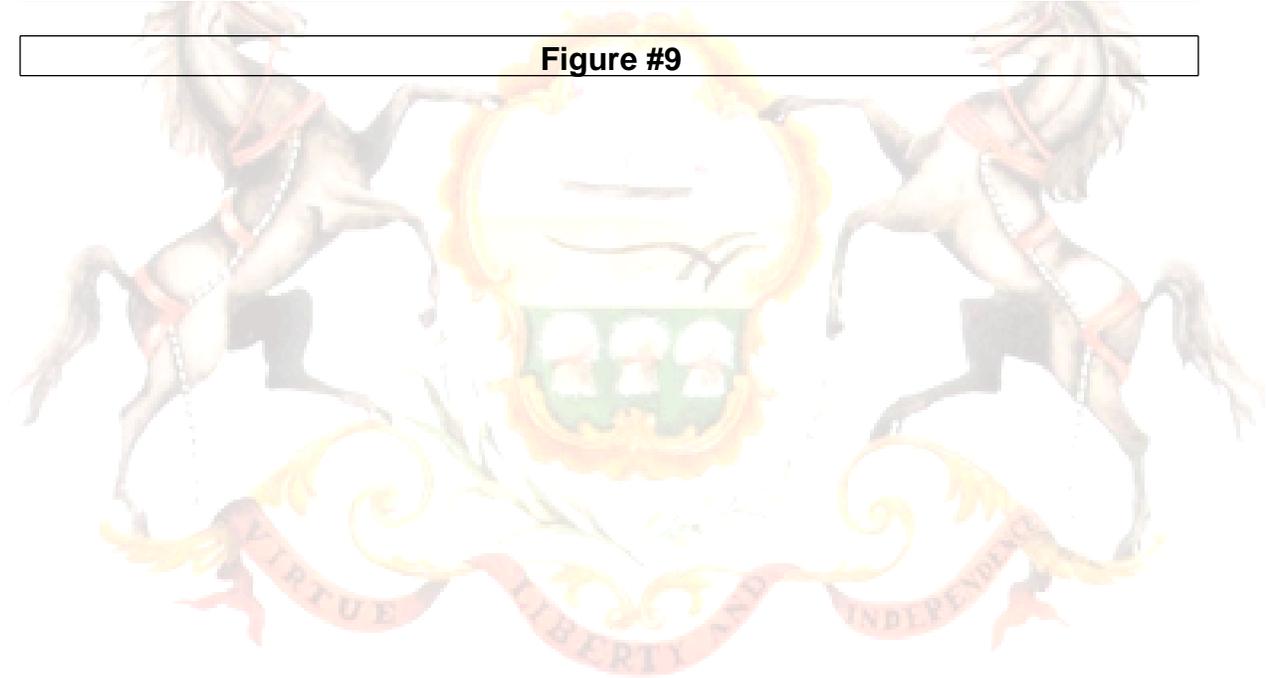


## Pursuit Report

# State of Pennsylvania

NUMBER PURSUITS WITH INJURIES	2004		2003	
	N	%	N	%
Pursuits With Injuries	253	11.33%	251	12.06%
Pursuits Without Injuries	1,980	88.67%	1,830	87.94%
Violator Injuries	185	73.12%	197	78.49%
Police Injuries	59	23.32%	56	22.31%
Uninvolved Injuries	57	22.53%	38	15.14%

**Figure #9**

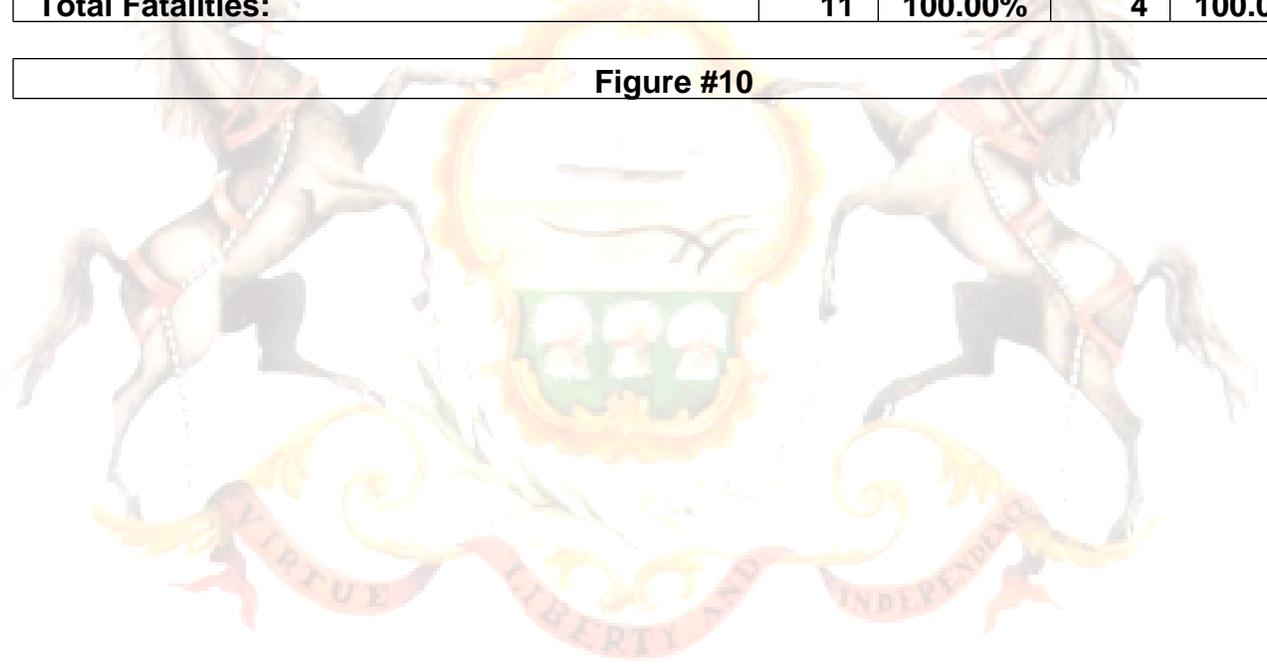


## Pursuit Report

# State of Pennsylvania

NUMBER OF PURSUITS WITH FATALITIES	2004		2003	
	N	%	N	%
Pursuits With Fatalities	11	.49%	4	.19%
Pursuits Without Fatalities	2,222	99.51%	2,077	99.81%
Violator Fatalities	9	81.82%	4	100.00%
Police Fatalities	1	9.09%	0	0
Uninvolved Fatalities	1	9.09%	0	0
<b>Total Fatalities:</b>	<b>11</b>	<b>100.00%</b>	<b>4</b>	<b>100.00%</b>

Figure #10



# Pursuit Report

# State of Pennsylvania

	2004	2003
<b>PROPERTY DAMAGE TOTALS</b>		
Violator Damage	\$1,018,493.00	\$1,182,780.00
Police Damage	\$311,999.00	\$349,208.00
Uninvolved Damage	\$717,484.00	\$631,503.00

Damage Rate Per Pursuit:

Violator Damage	\$456.11	\$568.37
Police Damage	\$139.72	\$167.81
Uninvolved Damage	\$321.31	\$303.46

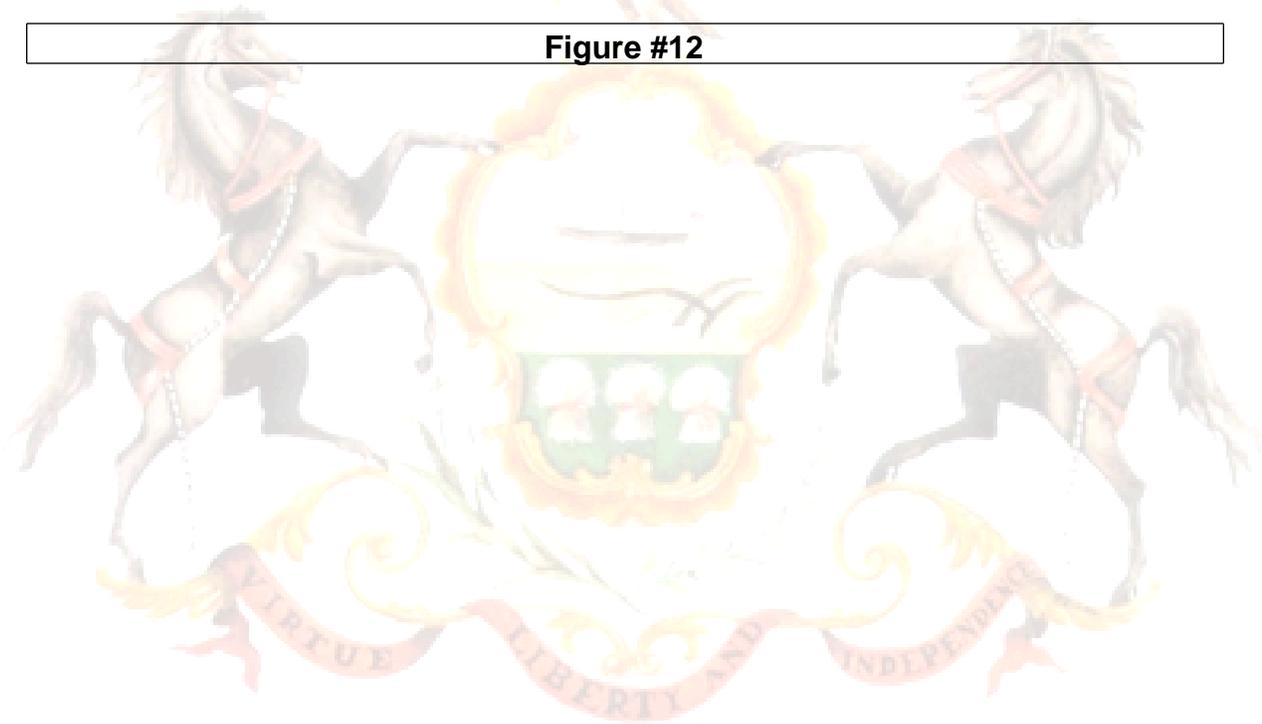
**Figure #11**

## Pursuit Report

# State of Pennsylvania

	2004	2003
TYPES OF NONPURSUIT-RELATED OFFENSES	Pursuits	Pursuits
Crimes Code	1,087	986
Vehicle Code	1,747	1,531
Controlled Substance	482	476

Figure #12

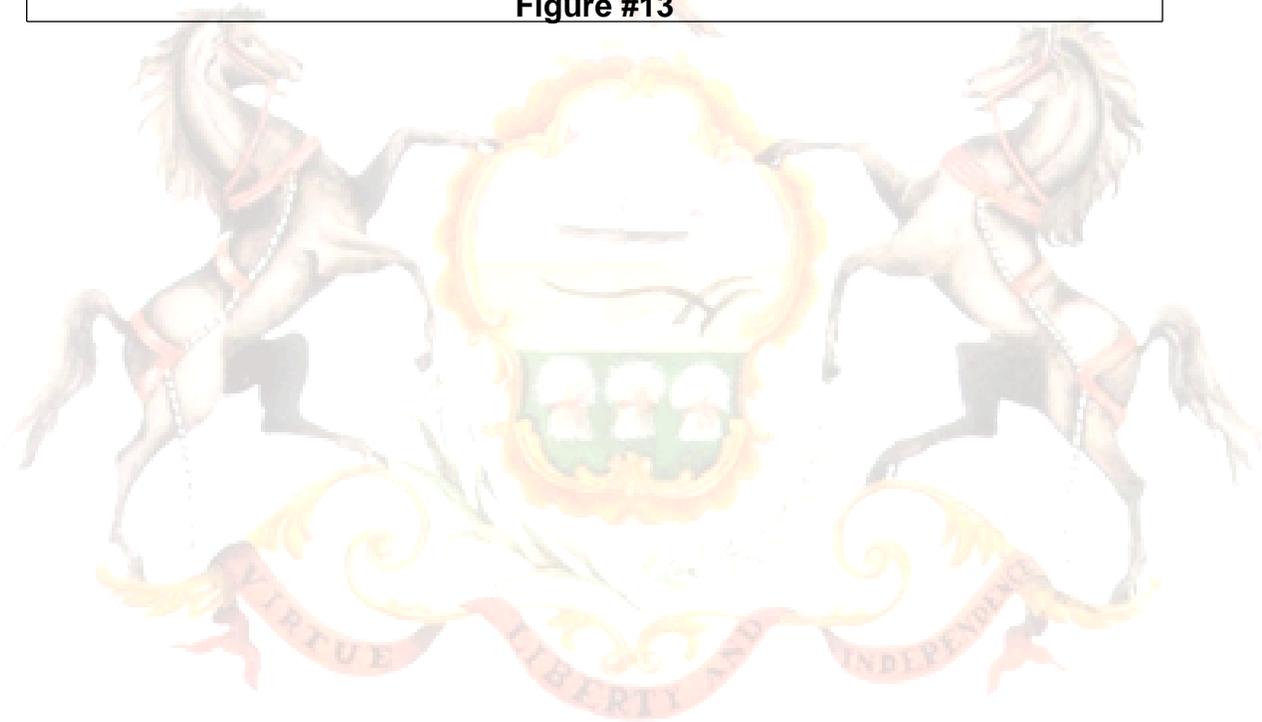


## Pursuit Report

# State of Pennsylvania

	2004	2003
TYPES OF PURSUIT-RELATED OFFENSES	Offenses	Offenses
Crimes Code	1,329	1,160
Vehicle Code	8,240	7,257

Figure #13



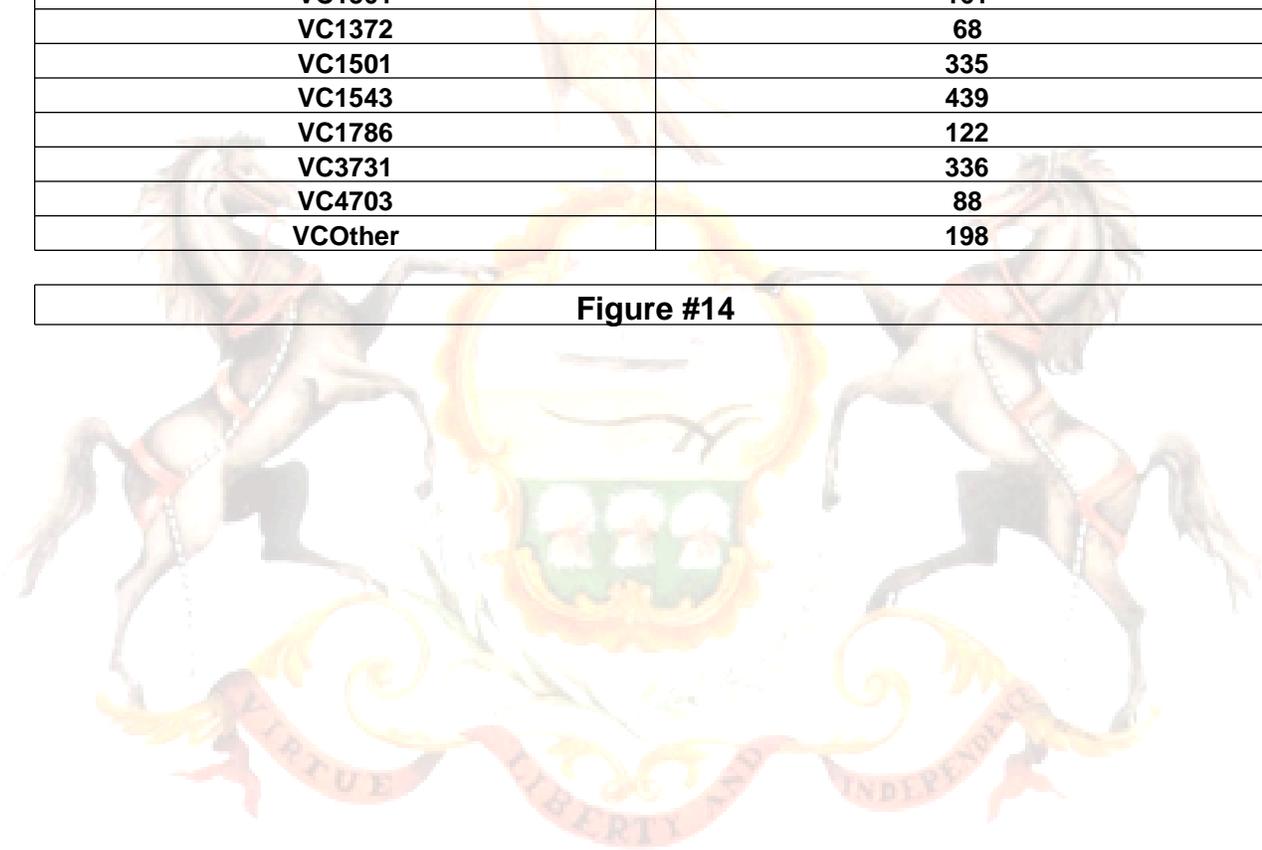
## Pursuit Report

# State of Pennsylvania

## TYPES OF NONPURSUIT-RELATED VEHICLE CODE OFFENSES \*

VC1301	161
VC1372	68
VC1501	335
VC1543	439
VC1786	122
VC3731	336
VC4703	88
VCOther	198

Figure #14



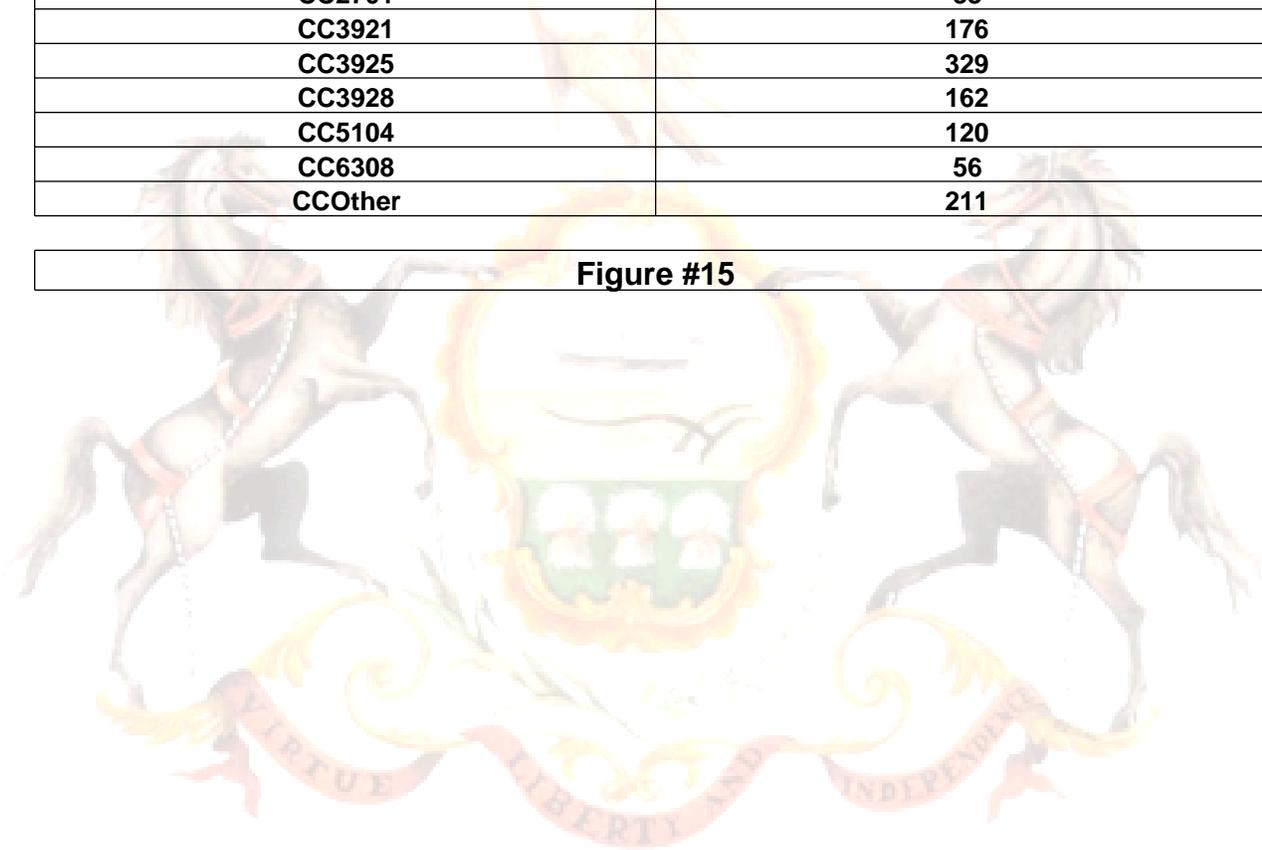
# Pursuit Report

# State of Pennsylvania

## TYPES OF NONPURSUIT-RELATED CRIMES CODE OFFENSES\*

CC2701	33
CC3921	176
CC3925	329
CC3928	162
CC5104	120
CC6308	56
CCOther	211

Figure #15



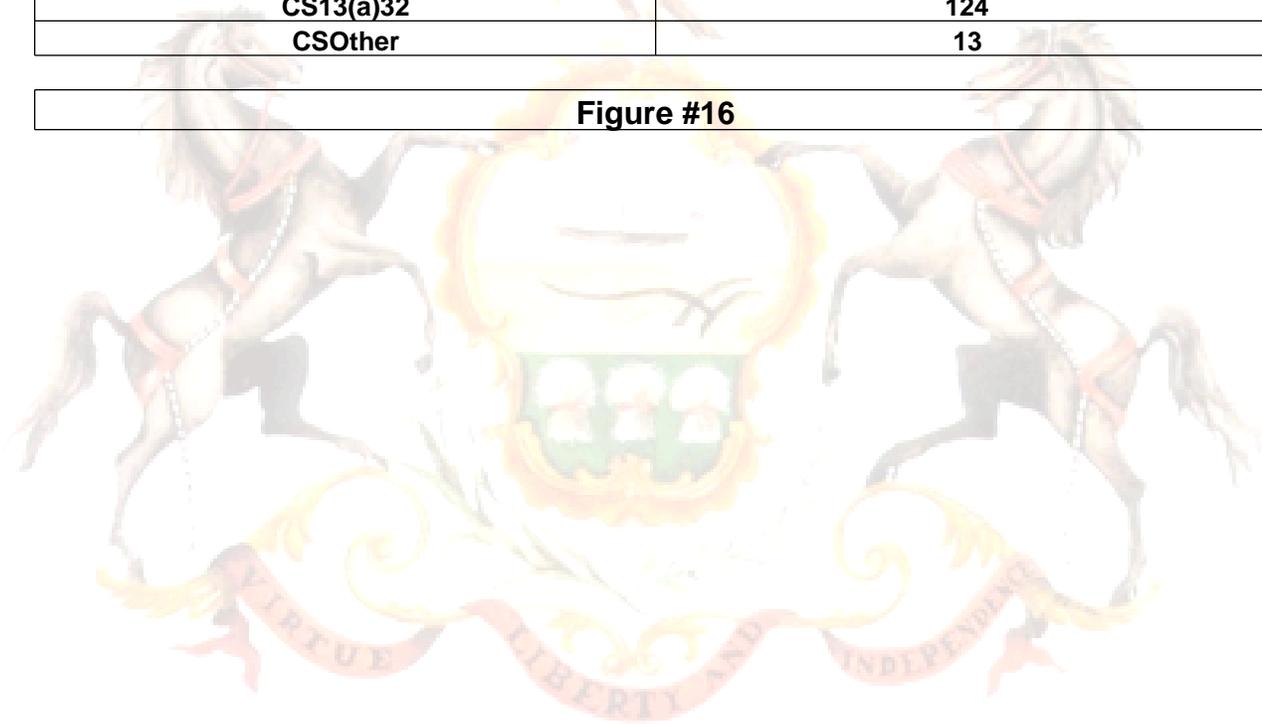
# Pursuit Report

# State of Pennsylvania

## TYPES OF NONPURSUIT-RELATED CONTROLLED SUBSTANCE OFFENSES \*

CS13(a)00	18
CS13(a)16	163
CS13(a)30	84
CS13(a)31	80
CS13(a)32	124
CSOther	13

Figure #16



# Pursuit Report

# State of Pennsylvania

## TYPES OF PURSUIT-RELATED VEHICLE CODE OFFENSES\*

VC3111	249
VC3112	503
VC3301	242
VC3306	125
VC3307	127
VC3308	138
VC3309	205
VC3323	809
VC3325	190
VC3334	342
VC3361	577
VC3362	347
VC3714	676
VC3717	60
VC3732	7
VC3733	1,742
VC3734	131
VC3735	1
VC3735.1	15
VC3736	1,179
VC3743	146
VC3745	152
VCOther	277

Figure #17

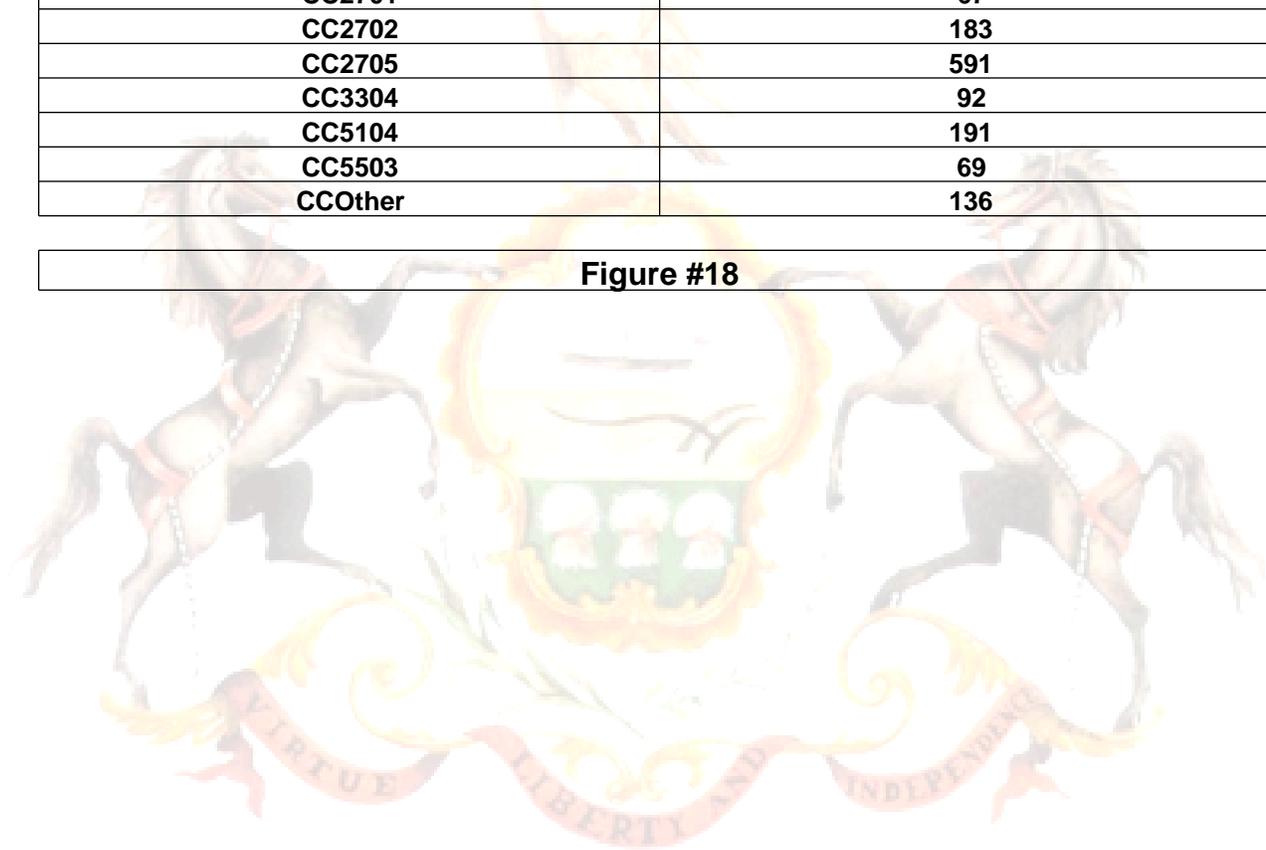
# Pursuit Report

# State of Pennsylvania

## TYPES OF PURSUIT-RELATED CRIMES CODE OFFENSES\*

CC2701	67
CC2702	183
CC2705	591
CC3304	92
CC5104	191
CC5503	69
CCOther	136

Figure #18



# Pursuit Report

**APPENDIX B**

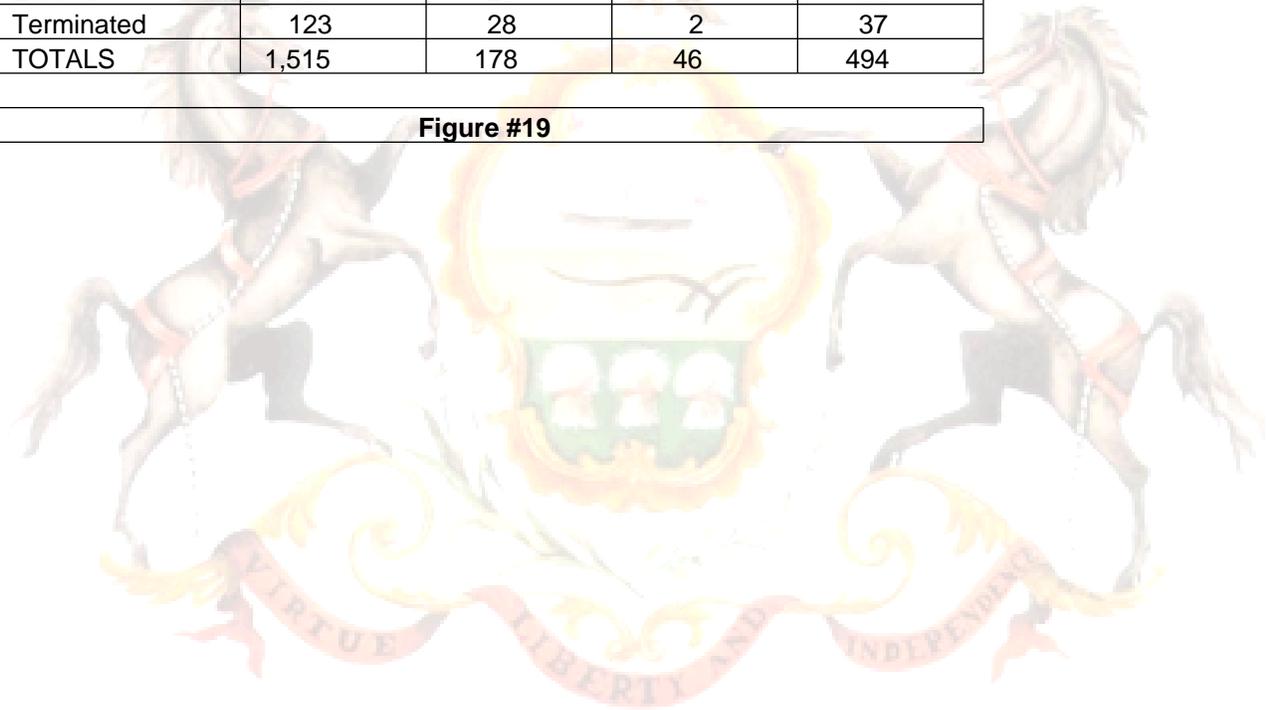
**CROSS TABULATION  
ANALYSIS**

# State of Pennsylvania

## APPREHENSION - TYPE OF VEHICLE PURSUED

	AUTO	MC	OTHER	VAN-PU-SUV
Delayed	139	30	6	64
During	964	80	24	300
Escaped On Foot	134	12	2	35
Eluded	155	28	12	58
Terminated	123	28	2	37
TOTALS	1,515	178	46	494

Figure #19



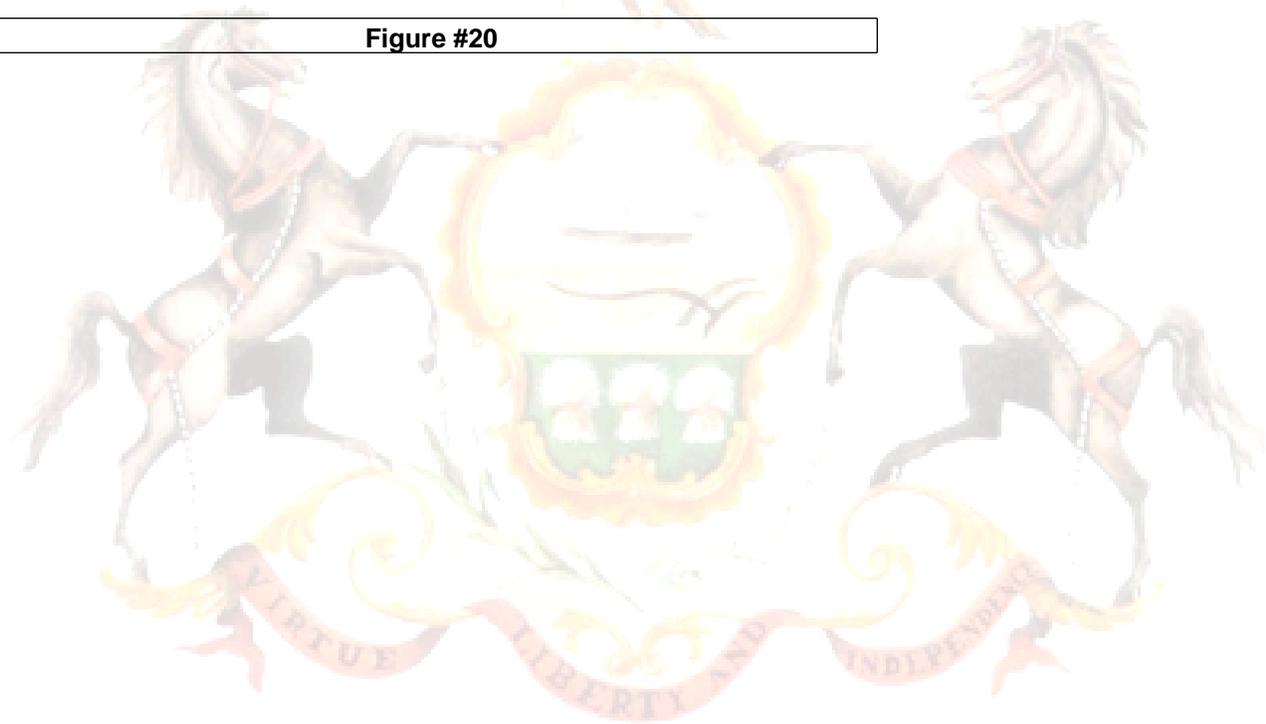
# Pursuit Report

# State of Pennsylvania

## CRASH - TYPE OF VEHICLE PURSUED

	AUTO	MC	OTHER	VAN-PU-SUV
None	980	144	37	333
Crashes	535	34	9	161
TOTALS	1,515	178	46	494

Figure #20



# Pursuit Report

# State of Pennsylvania

## REASON TERMINATED - TYPE OF VEHICLE PURSUED

	AUTO	MC	OTHER	VAN-PU-SUV
Abandoned	236	16	6	88
Stopped by Collision	296	20	4	80
Discontinued	324	74	15	115
Induced Stop	96	8	3	34
Police Vehicle Disabled	5	0	0	2
Violator Vehicle Disabled	115	11	5	39
Stopped Voluntarily	434	48	12	136
Police Crash	9	1	1	0
TOTALS	1,515	178	46	494

Figure #21

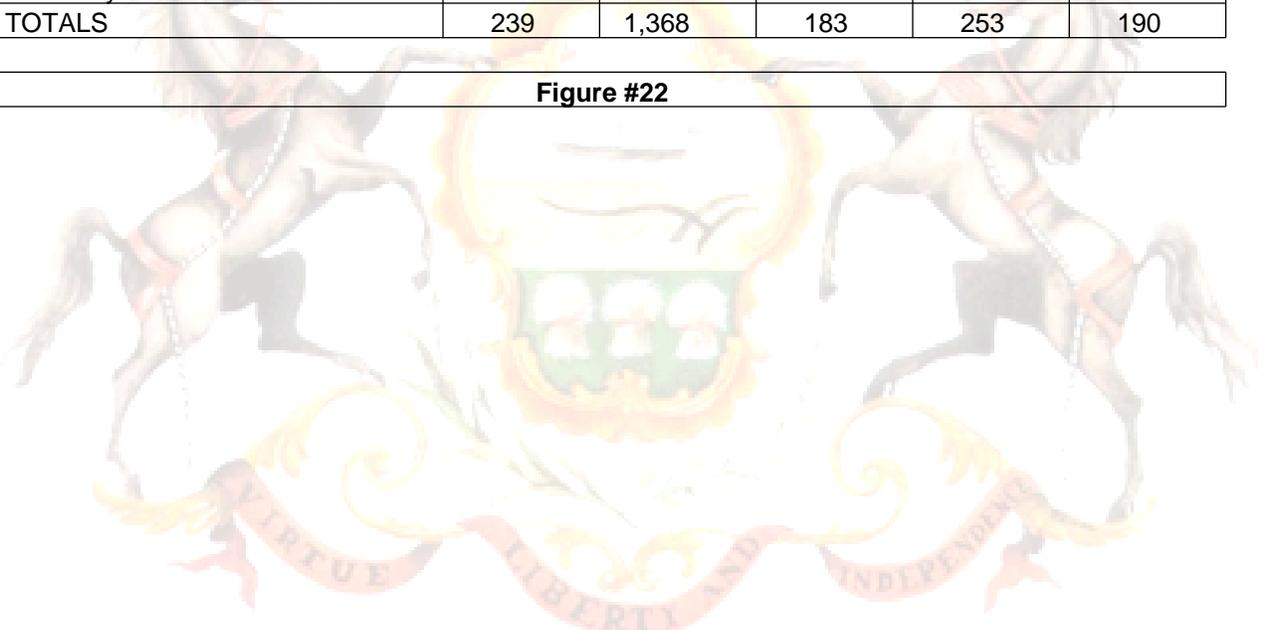
# Pursuit Report

# State of Pennsylvania

## REASON INITIATED - APPREHENSION

	Delayed	During	Escaped	Eluded	Terminated
DUI or Suspected DUI Operator	23	191	10	12	12
Felony Criminal Offenses	32	200	28	36	23
Misdemeanor Criminal Offenses	20	106	14	20	16
Other Traffic Offenses	122	621	91	127	95
Stolen or Suspected Stolen Vehicle	34	220	33	54	43
Summary Criminal Offenses	8	30	7	4	1
TOTALS	239	1,368	183	253	190

Figure #22



Pursuit Report

# State of Pennsylvania

## REASON INITIATED - CRASH

	No Crashes	Crashes
DUI or Suspected DUI Operator	185	77
Felony Criminal Offenses	178	197
Misdemeanor Criminal Offenses	111	84
Other Traffic Offenses	745	383
Stolen or Suspected Stolen Vehicle	239	196
Summary Criminal Offenses	36	19
<b>TOTAL</b>	<b>1,494</b>	<b>956</b>

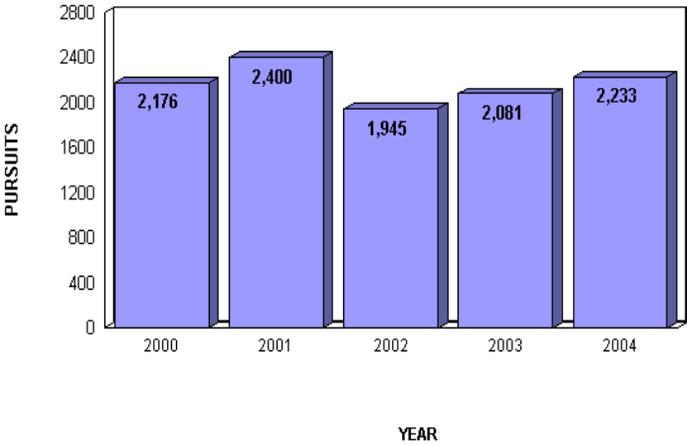
Figure #23

# Pursuit Report

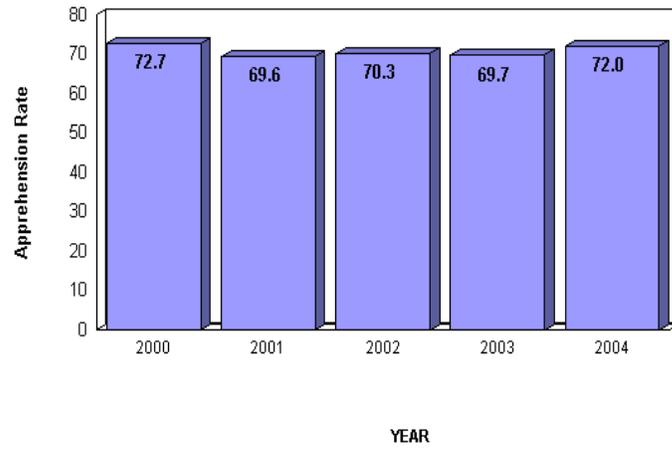
# **APPENDIX C**

## **5 YEAR TREND ANALYSIS**

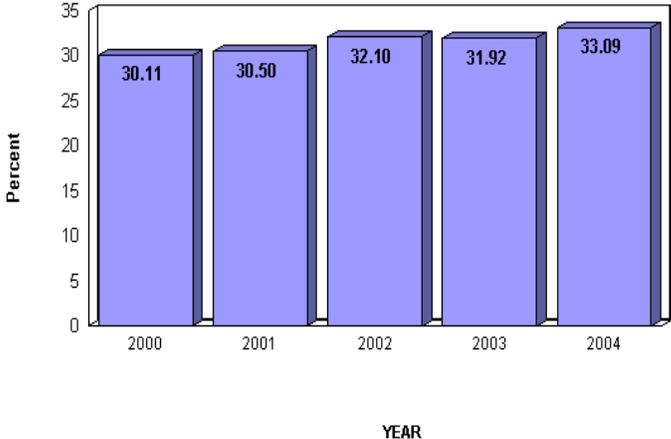
**Trends  
Total Pursuits**



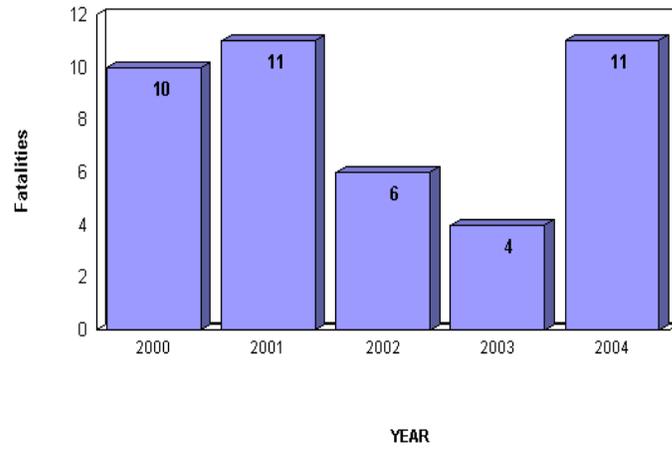
### Trends Apprehension Rates



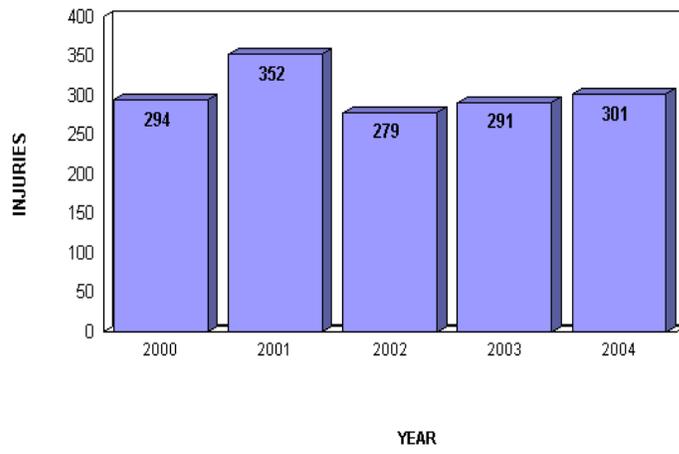
**Trends  
Crash Rates**



### Trends Total Fatalities



### Trends Total Injuries



# **APPENDIX D**

## **DEFINITIONS**

## **APPENDIX E DEFINITIONS**

The following terms and definitions were utilized in the Pennsylvania Police Pursuit Report Annual Compilation and Analysis.

For the purpose of this report, these phrases will have the following meanings:

1. **REASONS INITIATED:** Offense or suspected offense for which the officer initially decided to pursue the vehicle.
  - A. **DUI OR SUSPECTED DUI** – The driver was known to be or suspected of driving under the influence.
  - B. **OTHER TRAFFIC** – Any other traffic violation.
  - C. **SUMMARY CRIMINAL** – Any known or suspected summary criminal offense.
  - D. **MISDEMEANOR CRIMINAL** – Any known or suspected misdemeanor offense.
  - E. **FELONY CRIMINAL** - Any known or suspected felony criminal offense, except those relating to the vehicle to be or suspected of being stolen.
  - F. **STOLEN OR SUSPECTED** – The vehicle is known to or suspected stolen.
  
2. **TYPE VEHICLE PURSUED:**
  - A. **AUTOMOBILE** – Passenger cars and minivans, regardless of the manner in which they are registered.
  - B. **VAN/PICKUP/SUV** – Full size vans, all pickup trucks, and sport utility vehicles, even though they may be registered as station wagons.
  - C. **MOTORCYCLE** – All two-wheeled motorcycles, mopeds, motor-driven pedalcycles.
  - D. **OTHER** – All other vehicles.
  
3. **APPREHENSION:**
  - A. **NONE – VIOLATOR SUCCESSFULLY ELUDED**

- B. **POLICE** – Self-explanatory.
- C. **NONE – DECISION MADE TO TERMINATE** – The pursuit was terminated due to a decision made by the pursuing officer(s) or by their supervisor(s), even though the officer(s) was able to continue the pursuit.
- D. **NONE – STOPPED, BUT ESCAPED ON FOOT** – The violator vehicle was stopped, but the violator escaped on foot.
- E. **APPREHENDED DURING PURSUIT** – The violator was apprehended during the pursuit. This includes during any foot pursuit or search as an immediate continuation of the original pursuit.
- F. **DELAYED – AFTER TERMINATION OF PURSUIT** – The violator is apprehended after the pursuit is terminated. This includes cases in which the violator is identified through investigation, or in cases when the violator is identified during the pursuit and the decision is made to terminate. The violator is then apprehended at a later time.

4. **REASON TERMINATED:**

- A. **PURSUIT DISCONTINUED** – Self-explanatory.
- B. **POLICE CRASH** – The pursuit was terminated because the pursuing police vehicle was involved in a crash.
- C. **POLICE VEHICLE DISABLED** – The pursuit was terminated because the pursuing police vehicle suffered a mechanical failure other than that caused by a crash.
- D. **VIOLATOR STOPPED VOLUNTARILY** – The violator stopped voluntarily, without the use of road spikes, roadblocks, induced stops or other apprehension techniques, and surrendered.
- E. **VIOLATOR ABANDONED VEHICLE** – The violator stopped voluntarily, then fled on foot.

- F. **VIOLATOR STOPPED CRASH** - The violator was involved in a crash which ended the pursuit.
- G. **VIOLATOR VEHICLE DISABLED** – The pursuit was terminated because the violator vehicle suffered mechanical failure other than that caused by a crash, or other police action.
- H. **STOPPED BY OTHER POLICE ACTION** – The violator was stopped by apprehension techniques other than trailing pursuit.

5. **CRASH TYPE:**

- A. **NO CRASH** – Self-explanatory.
- B. **VIOLATOR CRASH** – A crash involving only the violator vehicle.
- C. **POLICE CRASH** – A crash involving only a pursuing police vehicle.
- D. **UNINVOLVED CRASH** – A crash involving only a vehicle(s) not involved in the pursuit, and the crash is a result of the actions of either the violator or police vehicle(s).
- E. **VIOLATOR – POLICE CRASH** – A crash involving the violator and pursuing police vehicle(s).
- F. **VIOLATOR – UNINVOLVED CRASH** – A crash involving the violator vehicle and an occupied vehicle not involved in the pursuit.
- G. **UNINVOLVED – POLICE CRASH** – A crash involving an occupied vehicle not involved in the pursuit and a pursuing police vehicle.
- H. **VIOLATOR – POLICE DEL. INT. (Deliberate Intent)**- Violator vehicle was deliberately driven into a police vehicle.
- I. **VIOLATOR – UNINVOLVED DEL. INT. (Deliberate Intent)** – Violator vehicle was deliberately driven into an uninvolved vehicle.

- J. **POLICE – VIOLATOR LEGAL INT. (Legal Intervention)** – Police vehicle was deliberately driven into the violator vehicle as an act of legal intervention.
6. **APPREHENSION TECHNIQUES:**
- A. **TRAILING PURSUIT** – Following a violator in an attempt to stop it.
  - B. **ROAD SPIKES/TIRE DEFLATION DEVICE** – Road Fangs, Spike Strips, Stop Sticks, or other devices used to deflate the tires of a pursued vehicle.
  - C. **PARTIAL ROADBLOCK** – A roadblock intended to stop or slow the pursued vehicle while allowing the vehicle to pass through or around the roadblock.
  - D. **TOTAL ROADBLOCK** – A roadblock which completely blocks the pursued vehicle's path, preventing the vehicle from passing through or around the roadblock without striking the roadblock.
  - E. **ROLLING ROADBLOCK** - One or more police vehicles being driven in front of, and in the same direction as, the pursued vehicle. The police vehicles are then slowed to force the pursued vehicle to stop.
  - F. **OTHER INDUCED STOP** – One or more police vehicles being used to force the pursued vehicle to stop. For the purpose of this report, in an induced stop, there is no attempt to make contact with the pursued vehicle.
  - G. **LEGAL INTERVENTION** – For the purpose of this report, deliberately driving a police vehicle into the violator vehicle in an attempt to stop the vehicle.
  - H. **FIREARMS** – Firearms or long guns discharged at the pursued vehicle or driver.
  - I. **AIR SUPPORT** – Assistance in pursuit is provided by any type of aircraft.
7. **NONPURSUIT-RELATED CHARGES:** Charges filed against the operator and occupants of the pursued vehicle which are not a result of their conduct during the pursuit.

8. **CC:** Pennsylvania Crimes Code (Title 18)
9. **CS:** The Controlled Substance, Drug, Device, and Cosmetic Act (Act 64)
10. **FW:** Fireworks Law
11. **GM:** Game Law
12. **LL:** Liquor Law
13. **VC:** Pennsylvania Vehicle Code (Title 75)
14. **PURSUIT-RELATED CHARGES:** Charges relating to the violator's operation of the pursued vehicle during the pursuit.
15. **OTHER PURSUIT-RELATED CHARGES:** Additional charges relating to the violator's operation of the pursued vehicle during the pursuit.
16. **HIGHWAY:** Type of highway on which the pursuit started, traveled on during the pursuit, and on which the pursuit ended.
17. **MARKED VEHICLES DIRECTLY INVOLVED:** The total number of marked police vehicles directly involved in the pursuit.
18. **UNMARKED VEHICLES DIRECTLY INVOLVED:** The total number of unmarked police vehicles directly involved in the pursuit.
19. **INJURIES:**
  - A. **VIOLATOR** – Total number of persons in the violator vehicle who received nonfatal injuries resulting from vehicular operation during the pursuit.
  - B. **POLICE** – Total number of persons in police vehicle(s) who received nonfatal injuries resulting from vehicular operation during the pursuit.

- C. **UNINVOLVED** – Total number of uninvolved persons who received nonfatal injuries resulting from vehicular operation during the pursuit.
20. **FATALITY:** The person died as a result of injuries sustained in the pursuit collision.
- A. **VIOLATOR** – Total number of persons in the violator vehicle(s) who died as a direct result of vehicular operation during the pursuit.
  - B. **POLICE** – Total number of persons in the police vehicle(s) who died as a result of vehicular operation during the pursuit.
  - C. **UNINVOLVED** – Total number of uninvolved persons who died as a direct result of vehicular operation during the pursuit.
21. **PROPERTY DAMAGE:** Estimated amount of property damage, in hundreds, to violator vehicle(s), police vehicle(s), and uninvolved property resulting from the pursuit.
22. **PERSONS IN PURSUED VEHICLE ARRESTED** – Self-explanatory.

**23. RELATED CRIMES CODE VIOLATIONS:**

<b>CC09:</b>		4105	Bad Checks
	0901		Criminal Attempt
	0903	<b>CC43:</b>	4303 Concealing Death of Child
	0907		4304 Endangering Welfare of Children
			Crime
	0908	<b>CC49:</b>	
			4904 Unsworn Falsification to Authorities
			4906 False Reports to Law Enforcement Authorities
<b>CC25:</b>			
	2501		Criminal Homicide
	2502		Murder
	2504		Involuntary Manslaughter
<b>CC27:</b>		<b>CC51:</b>	
	2701		5104 Resisting Arrest or Other Law Enforcement
	2702		5105 Hindering Apprehension or Prosecution
	2705		5121 Escape
			5126 Flight to Avoid Apprehension, Trial or Punishment
	2706		Terroristic Threats
	2709		Harassment and Stalking
<b>CC29:</b>		<b>CC55:</b>	
	2901		5503 Disorderly Conduct
	2902		5505 Public Drunkenness and Similar Misconduct
<b>CC33:</b>		<b>CC61:</b>	
	3302		6103 Crimes Committed with Firearms
			6106 Firearms not to be Carried Without a License
	3303		Failure to Prevent Catastrophe
	3304		Criminal Mischief
	3309		Agricultural Vandalism
<b>CC35:</b>		<b>CC63:</b>	
	3502		6308: Purchase, Consumption, Possession or Transportation of Liquor or Malt or Brewed Beverages.
	3503		Criminal Trespass
<b>CC37:</b>			
	3701		Robbery
	3702		Robbery of Motor Vehicle
<b>CC39:</b>			
	3921		Theft by Unlawful Taking or Disposition
	3925		Receiving Stolen Property
	3926		Theft of Services
	3928		Unauthorized Use of Automobiles and Other Vehicles
	3929		Retail Theft
<b>CC41:</b>			
	4101		Forgery

## 24. CONTROLLED SUBSTANCE VIOLATIONS:

### CS13(a):

- 13(a)16 Possession of a Controlled Substance
- 13(a)30 Possession with Intent to Deliver or manufacture of a Controlled Substance
- 13(a)31 Possession of a Small Amount of Marijuana
- 13(a)32 Possession of Paraphernalia

## 25. VEHICLE CODE VIOLATIONS:

### VC13:

- 1301 Registration and Certificate of Title Required
- 1311 Registration Card to be Signed and Exhibited on Demand
- 1332 Display of Registration Plate
- 1371 Operation Following Suspension of Registration
- 1372 Unauthorized Transfer or Use of Registration

### VC15:

- 1501 Drivers Required to be Licensed
- 1503 Persons Ineligible for Licensing; License Issuance to Minors; Junior Driver's License.
- 1504 Classes of Licenses
- 1505 Learners' Permits
- 1511 Carrying and Exhibiting Driver's License on Demand
- 1543 Driving While Operating Privilege is Suspended or Revoked
- 1575 Permitting Violation of Title

### VC17:

- 1786 Required Financial Responsibility

### VC31:

- 3102 Obedience to Authorized Persons Directing Traffic
- 3111 Obedience to Traffic-Control Devices
- 3112 Traffic-Control Signals
- 3114 Flashing Signals

### VC33:

- 3301 Driving on Right Side of Roadway
- 3302 Meeting Vehicle Proceeding in Opposite Direction
- 3303 Overtaking Vehicle on the Left
- 3304 Overtaking Vehicle on the Right
- 3305 Limitations on Overtaking on the Left
- 3306 Limitations on Driving on Left Side of Roadway
- 3307 No-Passing Zones
- 3308 One-Way Roadways and Rotary Traffic Islands
- 3309 Driving on Roadways Laned for Traffic
- 3310 Following Too Closely
- 3311 Driving on Divided Highways
- 3312 Limited Access Highway Entrances and Exits
- 3322 Vehicle Turning Left
- 3323 Stop Signs and Yield Signs
- 3324 Vehicle Entering or Crossing Roadway
- 3325 Duty of Driver on Approach of Emergency Vehicle
- 3331 Required Position and Method of Turning
- 3334 Turning Movements and Required Signals
- 3361 Driving Vehicle at Safe Speed
- 3362 Maximum Speed Limits
- 3367 Racing on Highways

**VC35:**

- 3523 Operating Motorcycles on Roadways Laned for Traffic
- 3525 Protective Equipment for Motorcycle Riders
- 3546 Driving Through or Around Safety Zone

**VC37:**

- 3701 Unattended Motor Vehicle
- 3702 Limitations on Backing
- 3703 Driving Upon Sidewalk
- 3714 Careless Driving
- 3717 Trespass by Motor Vehicle
- 3732 Homicide by Vehicle
- 3733 Fleeing or Attempting to Elude Police Officer
- 3734 Driving without Lights to Avoid Identification or Arrest
- 3735 Homicide by Vehicle While DUI
- 3743 Accidents Involving Damage to Attended Vehicle or Property
- 3745 Accidents Involving Damage to Unattended Vehicle or Property

**VC38:**

- 3802 Driving Under Influence of Alcohol or Controlled Substance

**VC41:**

- 4107 Unlawful Activities

**VC47:**

- 4703 Operation of Vehicle Without Official Certificate of Inspection
- 4730 Violations of Use of Certificate of Inspection

**VC71:**

- 7122 Altered, Forged or Counterfeit Documents and Plates
- 7124 Fraudulent Use or Removal of Registration Plate

**VC77:**

- 7721 Operation on Streets and Highways