

PENNSYLVANIA POLICE PURSUITS

2011

ANNUAL REPORT



*Prepared by:
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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.

Police officers in Pennsylvania reported a total of 1,453 pursuits in 2011. The following are noteworthy statistics taken from this report:

13 individuals were killed as a result of pursuit crashes. Of the 13 fatalities, 12 were violators; 1 was an uninvolved person; and 0 were police officers.

546 pursuits resulted in a total of 731 crashes (more than one crash may occur during a single pursuit), with 208 of the pursuits resulting in injury to the violator, police, and/or uninvolved persons.

72.20 percent of pursuits resulted in the apprehension of one or more violators. 57.74 percent of the apprehensions were accomplished using a trailing pursuit, the least forceful technique.

PENNSYLVANIA POLICE PURSUIT ANNUAL REPORT

Pennsylvania Consolidated Statutes, Title 75, the Pennsylvania Vehicle Code, §6341-§6345 requires police agencies within the Commonwealth to make a record of all motor vehicle pursuits and report this data to the Pennsylvania State Police (PSP). The PSP is required to collect these reports, analyze the data, and compile and publish an annual summary of the findings.

The purpose of the detailed analysis contained within the Pennsylvania Police Pursuit Annual Report is 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 recognize training successes and deficiencies. The analysis of pursuit statistics enhances the safety of police officers and the public they serve.

The information contained in this report is broken down into three major sections:

-  Pursuit Factor Analysis
-  Five-Year Trend Analysis
-  Cross-Tabulation Analysis

Pursuit Factor Analysis examines the dynamics involved before, during, and after a pursuit was initiated by police. Pursuit Factor Analysis considers variables such as the reasons pursuits were initiated, the types of vehicles pursued, the tactics utilized by police during pursuits, and the reasons pursuits were terminated. Some other pursuit-related aspects analyzed in this section are pursuit-related crashes, injuries, fatalities, and property damage. A summary of Pursuit Factor Analysis is found within this report. Previous year comparison Pursuit Factor Analysis data can be found in Appendix A. Detailed definitions of terminology contained in the Pursuit Factor Analysis can be found in Appendix D.

Five-Year Trend Analysis examines pursuit trends over the past five-years in five major pursuit factor categories (total number of pursuits, apprehension rates, crash rates, total number of fatalities, and total number of injured persons). By examining these trends, officials can better identify and address successes and deficiencies in pursuit techniques and policies. A Five-Year Trend Analysis can be found in Appendix B of this report.

Cross-Tabulation Analysis breaks down pursuit factor data in relation to one another, providing greater insight into the dynamics of police pursuits. For example, Reason Initiated - Crash Cross-Tabulation Analysis examines the likelihood of pursuit-related crashes based upon the reasons pursuits were initiated. The results of this analysis can reveal valuable information concerning the likelihood of a crash occurring in relation to the reason a pursuit was first initiated (e.g. traffic violation, driving under the influence [DUI], stolen vehicle, felony criminal activity, etc). Officials can utilize the results of the Cross-Tabulation Analysis to identify problem areas and make the necessary changes to pursuit policies, training, and techniques. A summary of the Cross-Tabulation Analysis is found

within this report. Further details of the Cross-Tabulation Analysis can be found in Appendix C.

Detailed definitions of terminology contained in this report can be found in Appendix D.

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 for use in conducting extensive analytical research on this subject. 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 calendar year 2011 is provided below. Previous-year data is provided for comparison in Appendix A. A Five-Year Trend Analysis is contained in Appendix B.

Reason Initiated:

The most common reason for a pursuit to be initiated was for other traffic offenses, such as exceeding the maximum speed limit, stop sign and yield signs violations, etc. (Appendix A, Fig. 1). These factors accounted for 50.24% of all pursuits.

DUI or suspected DUI operators were the second highest cause, accounting for 16.52% of initiated pursuits, while 14.32% of pursuits originated due to felony criminal offenses (Appendix A, Fig. 1).

Apprehension:

This pursuit factor was designed to identify the number and percentage of pursuits that resulted in a violator's arrest. Furthermore, if a violator was not arrested, this factor serves to identify why an arrest was not made. More than half of the pursuits, (61.46%) ended with an apprehension during the pursuit. In addition, 10.74% of pursuits resulted in a delayed apprehension. By combining 'during' and 'delayed' apprehensions, approximately 72.20% 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 1,453 pursuits, 25.88% 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).

29.94% of pursuits were ended because the violator stopped voluntarily. Stopped by collision accounted for 21.20% of all terminated pursuits (Appendix A, Fig. 3).

Crash Type:

62.42% of the reported pursuits ended without a collision. Of the 1,453 total pursuits, 546 resulted in a total of 731 crashes. The following is a breakdown of the types of crashes that were reported (Appendix A, Fig. 4). More than one crash may occur during a single pursuit.

Violator Crash	379
Police Crash	30
Uninvolved Crash	25
Violator/Police Crash	58
Violator/Uninvolved Unoccupied Crash	70
Violator/Uninvolved Occupied Crash	66
Violator/Police Deliberate Intent	30
Violator/Uninvolved Deliberate Intent	5
Police/Violator Legal Intervention	47
Uninvolved/Police Crash	5
Police/Tire Deflation Deployment Crash	1
Uninvolved Tire Deflation Deployment Crash	2
Violator/Tire Deflation Deployment Crash	13

Ending Apprehension:

This pursuit factor measures what apprehension techniques police utilized to end each pursuit. Over half (57.74%) 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, 68.07% involved the arrest of one offender, while 12.04% involved the arrest of multiple violators (Appendix A, Fig. 6).

Type of Police Vehicle:

82.79% of the pursuits involved marked police vehicle(s) only; 8.12% involved unmarked police vehicle(s) only; and 9.08% utilized both marked and unmarked vehicles (Appendix A, Fig. 7).

Type of Vehicle Pursued:

Pursuit analysis indicates that 59.39% of police pursuits involved automobiles, 11.49% involved motorcycles, and 25.40% involved vans/pick-ups or sport-utility vehicles (Appendix A, Fig. 8).

Number of Injuries:

Of the 1,453 initiated pursuits, 208 or 14.32% resulted in injuries to 238 persons (more than one injury can occur in a single pursuit). Of the 238 injured persons, 157 were violators, 43 were police officers, and 38 were uninvolved persons (Appendix A, Fig. 9).

Number of Fatalities:

13 deaths occurred during police pursuits in 2011. A breakdown of the fatalities is as follows: 12 violator death(s); 1 uninvolved person death(s); and 0 police officer death(s) (Appendix A, Fig. 10).

Property Damage:

Violators incurred an average of \$624.30 in property damage per pursuit; police incurred an average of \$244.96 in damage per pursuit; and uninvolved persons incurred an average of \$642.96 in 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 81.21% of the reported pursuits; nonpursuit-related Crimes Code in 37.23%; and nonpursuit-related Act 64 offenses occurred in 21.68% of pursuits (Appendix A, Fig. 12).

Vehicle Code violations were heavily concentrated in Chapters 15 and 38. 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 38

-  Driving Under Influence of Alcohol or Controlled Substance

Criminal violations were heavily concentrated in Chapter 39 of the Pennsylvania Crimes Code. 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, CS13(a)31, 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)31 Possession of Small Amount of Marijuana
-  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 and Chapter 37 violations. Chapter 33 and Chapter 37 violations encompass the following offenses (Appendix A, Fig. 17):

Chapter 33

- 🚓 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

Chapter 37

- 🚓 Careless Driving
- 🚓 Trespass by Motor Vehicle
- 🚓 Homicide By Vehicle
- 🚓 Fleeing or Attempting to Elude Police Officer
- 🚓 Driving Without Lights to Avoid Identification or Arrest
- 🚓 Homicide By Vehicle While DUI
- 🚓 Aggravated Assault By Vehicle While DUI
- 🚓 Reckless Driving
- 🚓 Accidents Involving Damage to Attended Vehicle or Property
- 🚓 Accidents involving Damage to Unattended Vehicle or Property

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

- 🚓 Simple Assault
- 🚓 Aggravated Assault
- 🚓 Recklessly Endangering Another Person

FIVE-YEAR TREND ANALYSIS

Five-Year Trend Analysis examines pursuit trends over the past five-years in five key pursuit factor categories (total number of pursuits, apprehension rates, crash rates, total number of fatalities, and total number of injuries). By examining pursuit trends, officials can better identify and address successes and deficiencies in pursuit techniques and policies. A Five-Year Trend Analysis can be found in Appendix B of this report.

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 violators/vehicles are apprehended during police pursuits. Apprehension rates, consisting of 'during' and 'delayed' apprehensions for the different types of vehicles pursued, were as follows in 2011: automobiles, 73.46%; motorcycles, 58.68%; vans/pick-ups/sport-utility vehicles, 75.88%; other vehicles (example: all-terrain vehicles), 67.31%; and truck-tractor/semitrailers, 100.00% (Appendix C, Fig. 19).

Crash - Type of Vehicle Pursued:

The majority of reported pursuits, (62.42%), did not involve collisions. 60.25% of pursued automobiles, 71.86% of pursued motorcycles, and 60.70% of pursued vans/pick-ups/sport-utility vehicles were not involved in crashes (Appendix C, Fig. 20).

Reason Terminated - Type of Vehicle Pursued:

25.88% of police pursuits were discontinued by the officer(s) involved. In analyzing the reasons why each pursuit was discontinued with respect to the type of vehicle pursued, it was discovered that the greatest percentage of discontinued pursuits (45.51%) involved Motorcycle (Appendix C, Fig. 21).

Reason Initiated - Apprehension:

Pursuits initiated because of a DUI or suspected DUI operator resulted in an arrest 85.42% of the time. Apprehension rates for pursuits initiated for felony criminal offenses, misdemeanor criminal offenses, traffic violations, stolen or suspected stolen vehicles, and summary criminal offenses ranged from 66.93% to 71.63% (Appendix C, Fig. 22).

Reason Initiated - Crash:

This comparison examines the likelihood of pursuit-related crashes based upon the reasons pursuits were initiated. The following 'reason initiated' categories had the following prevalence of crashes in 2011: DUI or suspected DUI operator, 44.17%; felony criminal offenses, 48.08%; misdemeanor criminal offenses, 37.25%; other traffic offenses, 30.27%; stolen or suspected stolen vehicles, 55.91%; and summary criminal offenses, 21.74% (Appendix C, Fig. 23).

CONCLUSION

Few areas of police work raise as much public scrutiny as police pursuits. The basic dilemma associated with high-speed police pursuits 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 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.

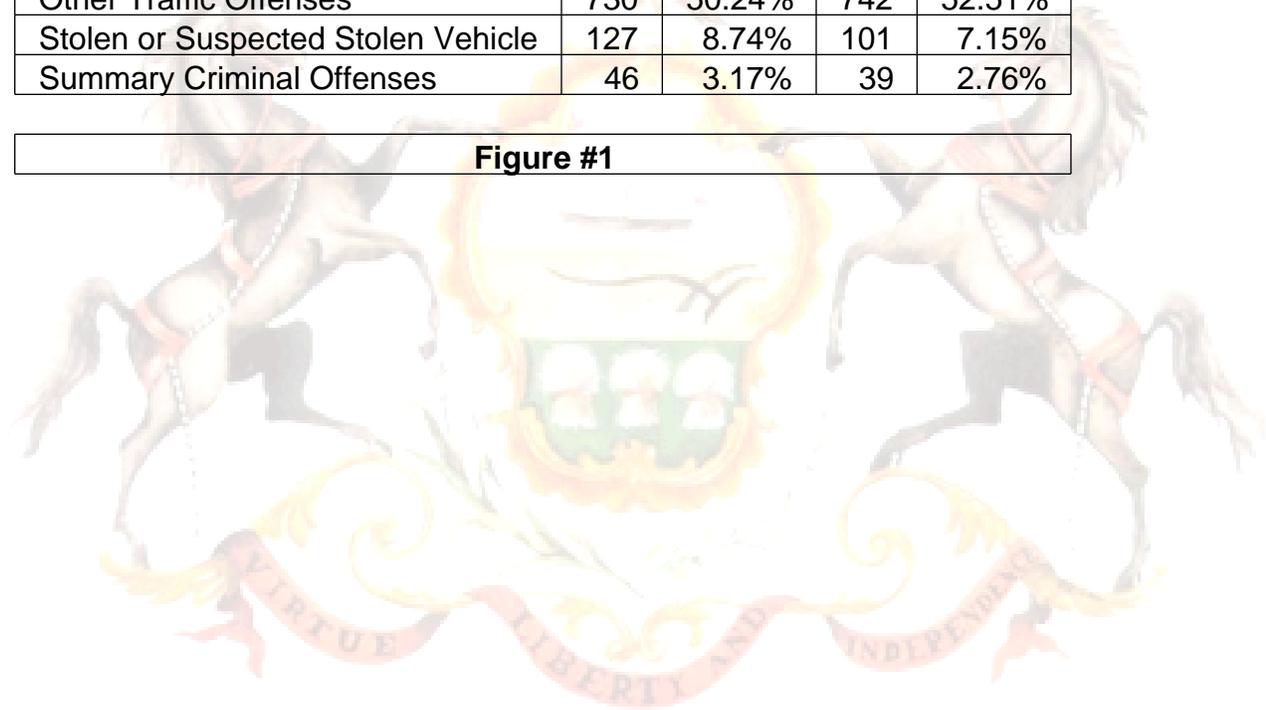
APPENDIX A

PURSUIT FACTOR ANALYSIS

Commonwealth of Pennsylvania

REASON INITIATED	2011		2010	
	N	%	N	%
DUI or Suspected DUI Operator	240	16.52%	208	14.72%
Felony Criminal Offenses	208	14.32%	214	15.15%
Misdemeanor Criminal Offenses	102	7.02%	109	7.71%
Other Traffic Offenses	730	50.24%	742	52.51%
Stolen or Suspected Stolen Vehicle	127	8.74%	101	7.15%
Summary Criminal Offenses	46	3.17%	39	2.76%

Figure #1

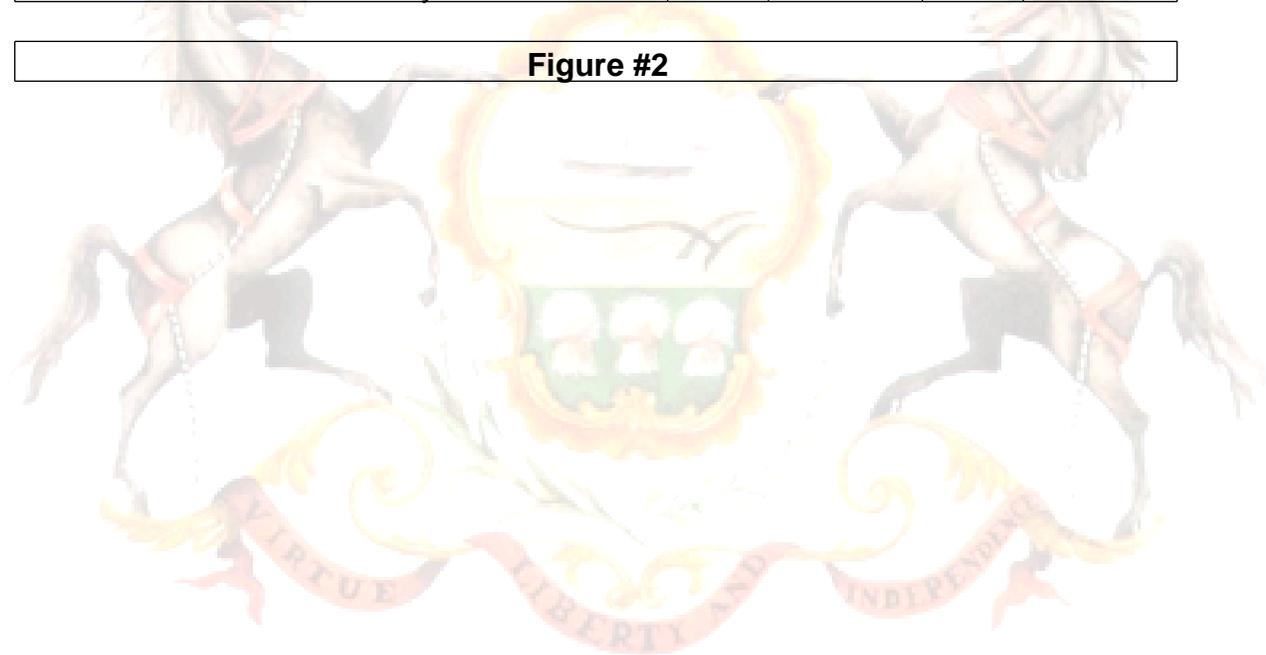


Pursuit Report

Commonwealth of Pennsylvania

APPREHENSION	2011		2010	
	N	%	N	%
Apprehended During Pursuit (Incl. on Foot)	893	61.46%	882	62.42%
Delayed - After Termination	156	10.74%	118	8.35%
None - Decision Made to Terminate	143	9.84%	160	11.32%
None - Stopped, but Escaped on Foot	98	6.74%	87	6.16%
None - Violator Successfully Eluded Police	163	11.22%	166	11.75%

Figure #2

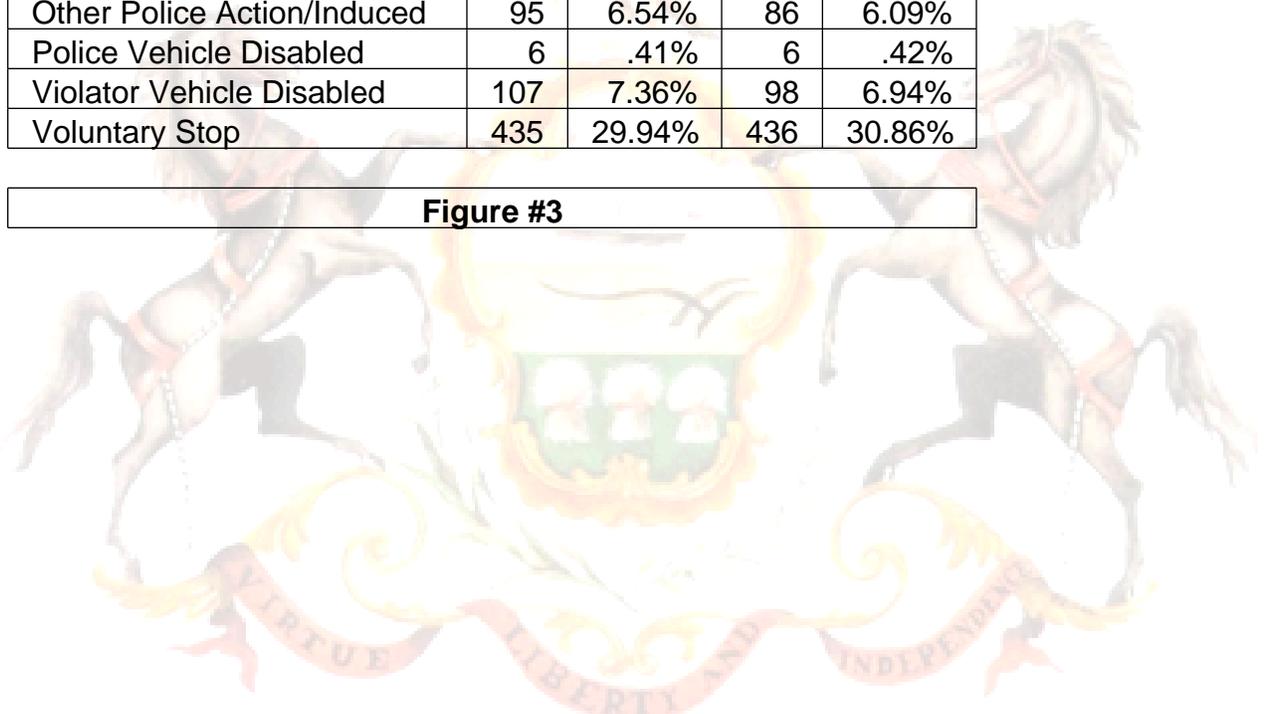


Pursuit Report

Commonwealth of Pennsylvania

REASON TERMINATED	2011		2010	
	N	%	N	%
Violator Abandoned Vehicle	126	8.67%	133	9.41%
Crash/Collision (All)	308	21.20%	285	20.17%
Discontinued	376	25.88%	369	26.11%
Other Police Action/Induced	95	6.54%	86	6.09%
Police Vehicle Disabled	6	.41%	6	.42%
Violator Vehicle Disabled	107	7.36%	98	6.94%
Voluntary Stop	435	29.94%	436	30.86%

Figure #3



Pursuit Report

Commonwealth of Pennsylvania

CRASH TYPE	2011		2010	
	N	%	N	%
Pursuits Without Crashes	907	62.42%	969	68.58%
Pursuits With Crashes	546	37.58%	444	31.42%
Police/Tire Deflation Deployment Crash	1	0.14%	1	0.17%
Uninvolved/Tire Deflation Deployment Crash	2	0.27%	1	0.17%
Violator/Tire Deflation Deployment Crash	13	1.78%	6	1.03%
Violator Crash	379	51.85%	320	54.89%
Police Crash	30	4.10%	29	4.97%
Uninvolved Crash	25	3.42%	13	2.23%
Violator/Police Crash	58	7.93%	43	7.38%
Violator/Uninvolved Crashes	136	18.61%	104	17.84%
Violator/Police Deliberate Intent	30	4.10%	23	3.95%
Violator/Uninvolved Deliberate Intent	5	0.68%	4	0.69%
Police/Violator Legal Intervention	47	6.43%	36	6.17%
Uninvolved/Police Crash	5	0.68%	3	0.51%
Total Crashes: *	731		583	

Figure #4

* Multiple crashes may occur during a single pursuit.

Pursuit Report

Commonwealth of Pennsylvania

ENDING APPREHENSION	2011		2010	
	N	%	N	%
None	457	31.45%	446	31.56%
Trailing Pursuit	839	57.74%	805	56.97%
Other Induced Stop	55	3.79%	41	2.90%
Rolling Roadblock	20	1.38%	20	1.42%
Legal Intervention	34	2.34%	38	2.69%
Partial Roadblock	20	1.38%	21	1.49%
Tire Deflation Device	16	1.10%	24	1.70%
Total Roadblock	5	.34%	5	.35%
Firearms	5	.34%	9	.64%
Air Support	2	.14%	4	.28%

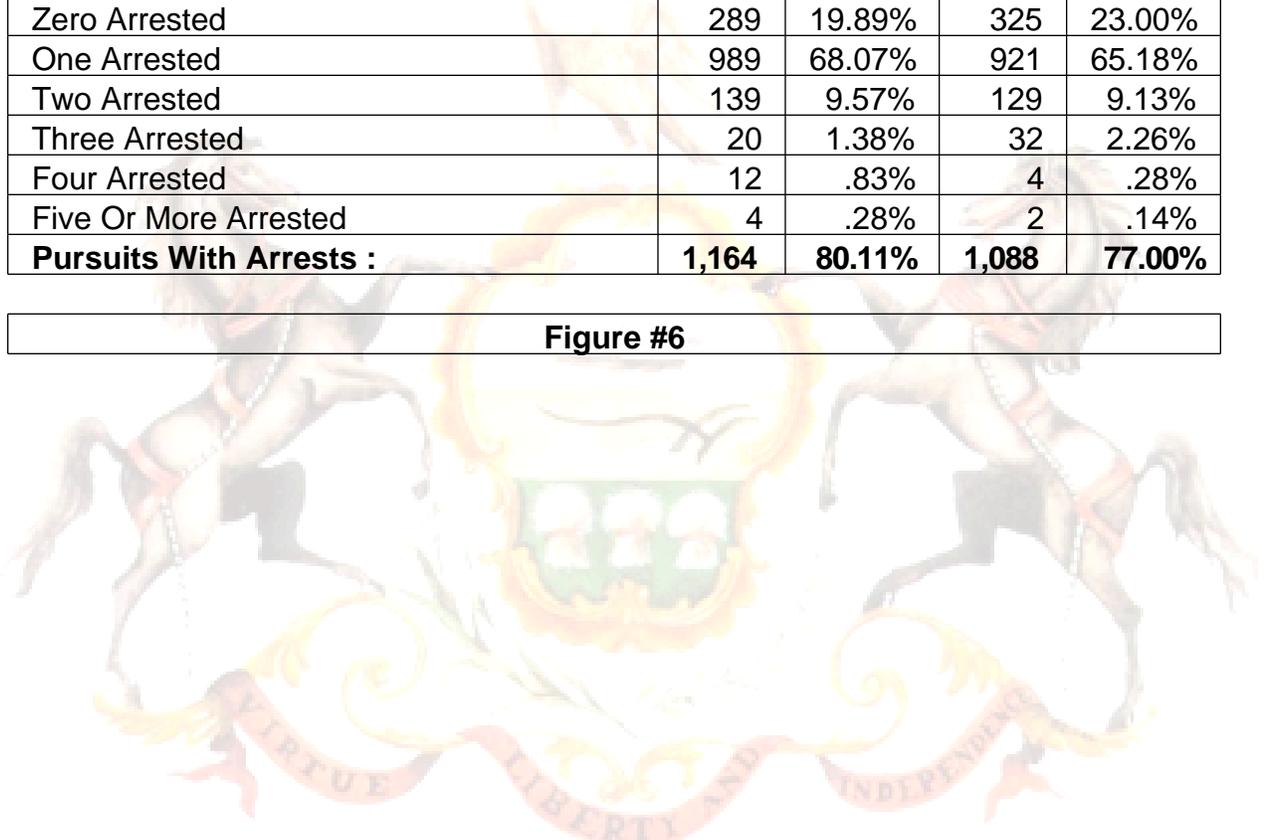
Figure #5

Pursuit Report

Commonwealth of Pennsylvania

VIOLATORS ARRESTED/PURSUIT	2011		2010	
	N	%	N	%
Zero Arrested	289	19.89%	325	23.00%
One Arrested	989	68.07%	921	65.18%
Two Arrested	139	9.57%	129	9.13%
Three Arrested	20	1.38%	32	2.26%
Four Arrested	12	.83%	4	.28%
Five Or More Arrested	4	.28%	2	.14%
Pursuits With Arrests :	1,164	80.11%	1,088	77.00%

Figure #6

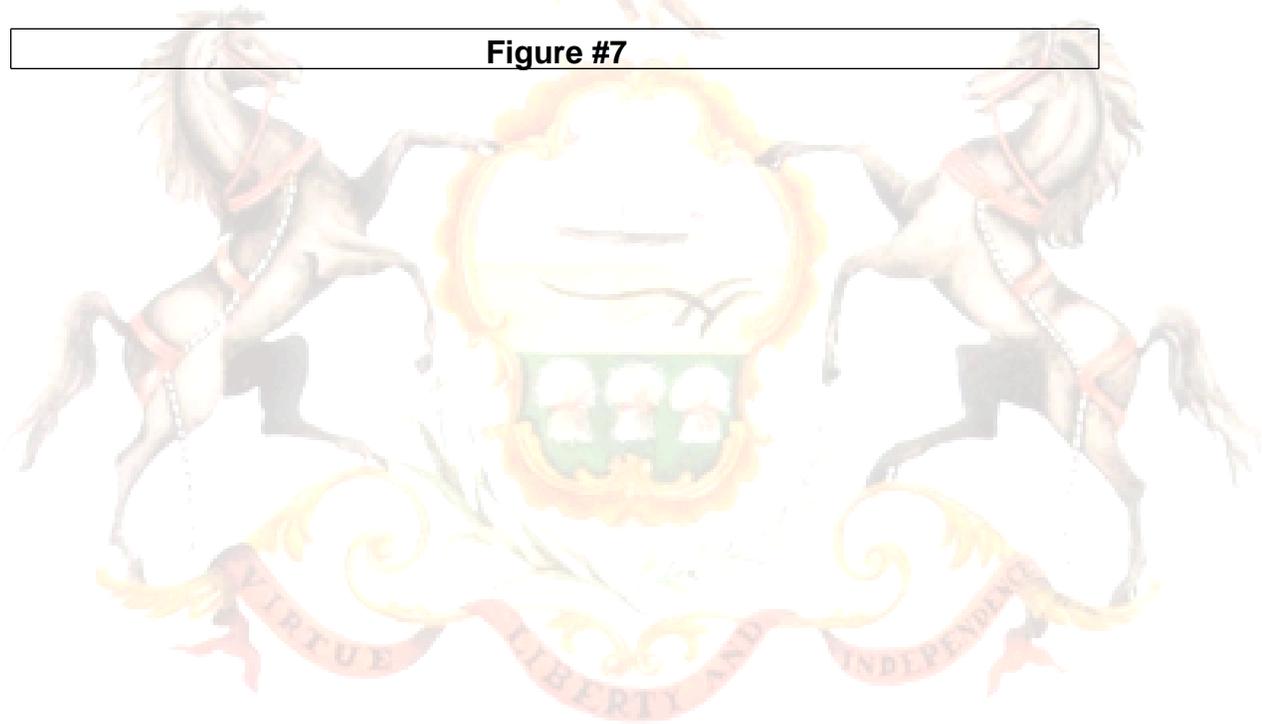


Pursuit Report

Commonwealth of Pennsylvania

TYPE OF POLICE VEHICLE	2011		2010	
	N	%	N	%
Marked And Unmarked	132	9.08%	152	10.76%
Marked	1,203	82.79%	1,114	78.84%
Unmarked	118	8.12%	147	10.40%

Figure #7

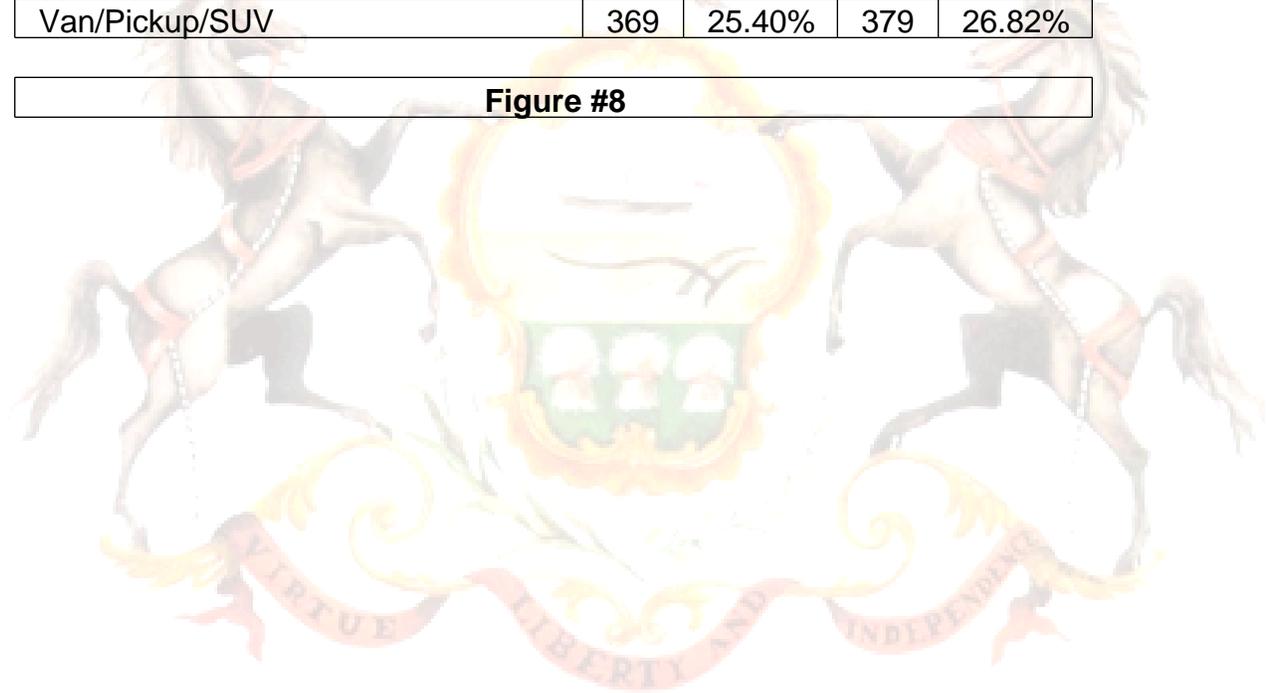


Pursuit Report

Commonwealth of Pennsylvania

TYPE OF VEHICLE PURSUED	2011		2010	
	N	%	N	%
Automobile	863	59.39%	840	59.45%
Motorcycle	167	11.49%	158	11.18%
Other	52	3.58%	35	2.48%
TT or TT/STLR	2	.14%	1	.07%
Van/Pickup/SUV	369	25.40%	379	26.82%

Figure #8



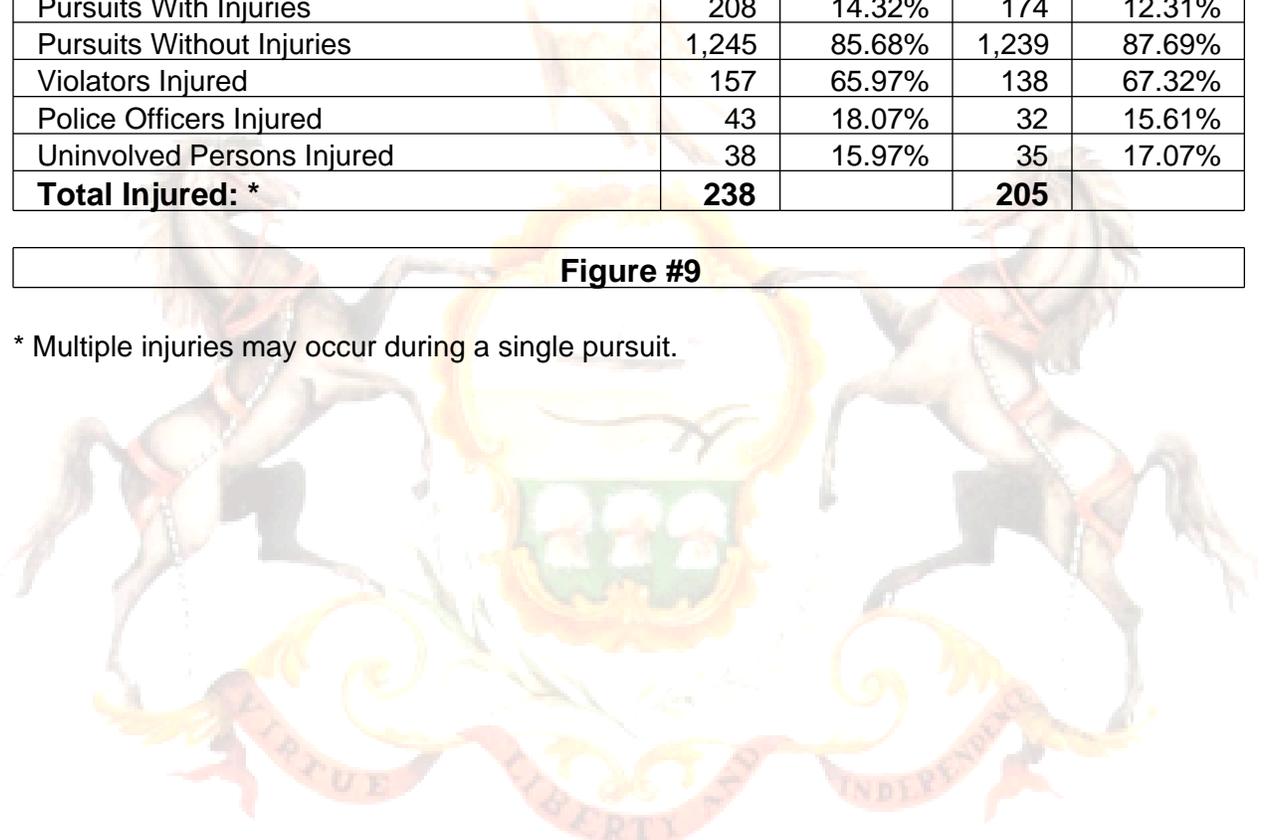
Pursuit Report

Commonwealth of Pennsylvania

NUMBER PURSUITS WITH INJURIES	2011		2010	
	N	%	N	%
Pursuits With Injuries	208	14.32%	174	12.31%
Pursuits Without Injuries	1,245	85.68%	1,239	87.69%
Violators Injured	157	65.97%	138	67.32%
Police Officers Injured	43	18.07%	32	15.61%
Uninvolved Persons Injured	38	15.97%	35	17.07%
Total Injured: *	238		205	

Figure #9

* Multiple injuries may occur during a single pursuit.



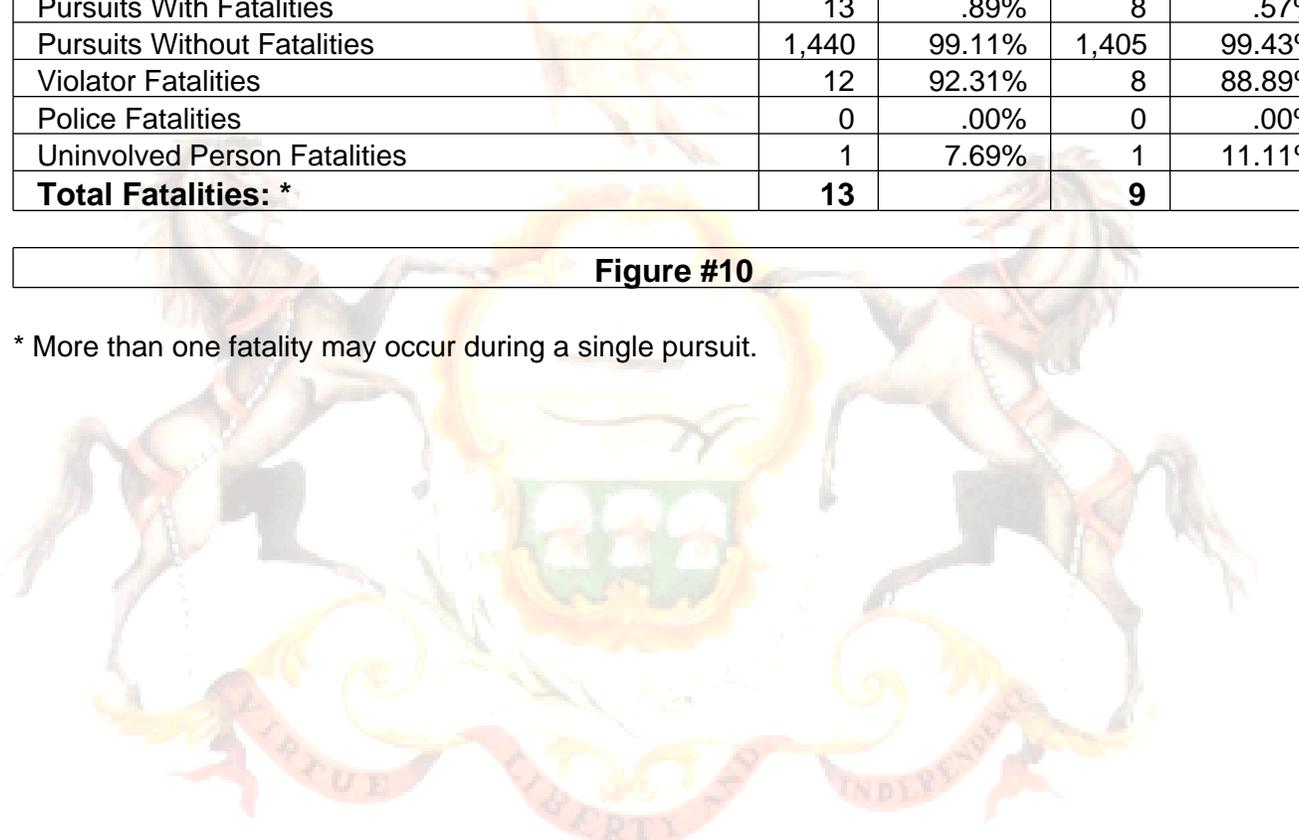
Pursuit Report

Commonwealth of Pennsylvania

NUMBER OF PURSUITS WITH FATALITIES	2011		2010	
	N	%	N	%
Pursuits With Fatalities	13	.89%	8	.57%
Pursuits Without Fatalities	1,440	99.11%	1,405	99.43%
Violator Fatalities	12	92.31%	8	88.89%
Police Fatalities	0	.00%	0	.00%
Uninvolved Person Fatalities	1	7.69%	1	11.11%
Total Fatalities: *	13		9	

Figure #10

* More than one fatality may occur during a single pursuit.



Pursuit Report

Commonwealth of Pennsylvania

	2011	2010
PROPERTY DAMAGE TOTALS		
Violator Damage	\$907,108.00	\$744,049.00
Police Damage	\$355,920.00	\$310,181.00
Uninvolved Damage	\$934,215.00	\$503,466.00

Damage Rate Per Pursuit:

Violator Damage	\$624.30	\$526.57
Police Damage	\$244.96	\$219.52
Uninvolved Damage	\$642.96	\$356.31

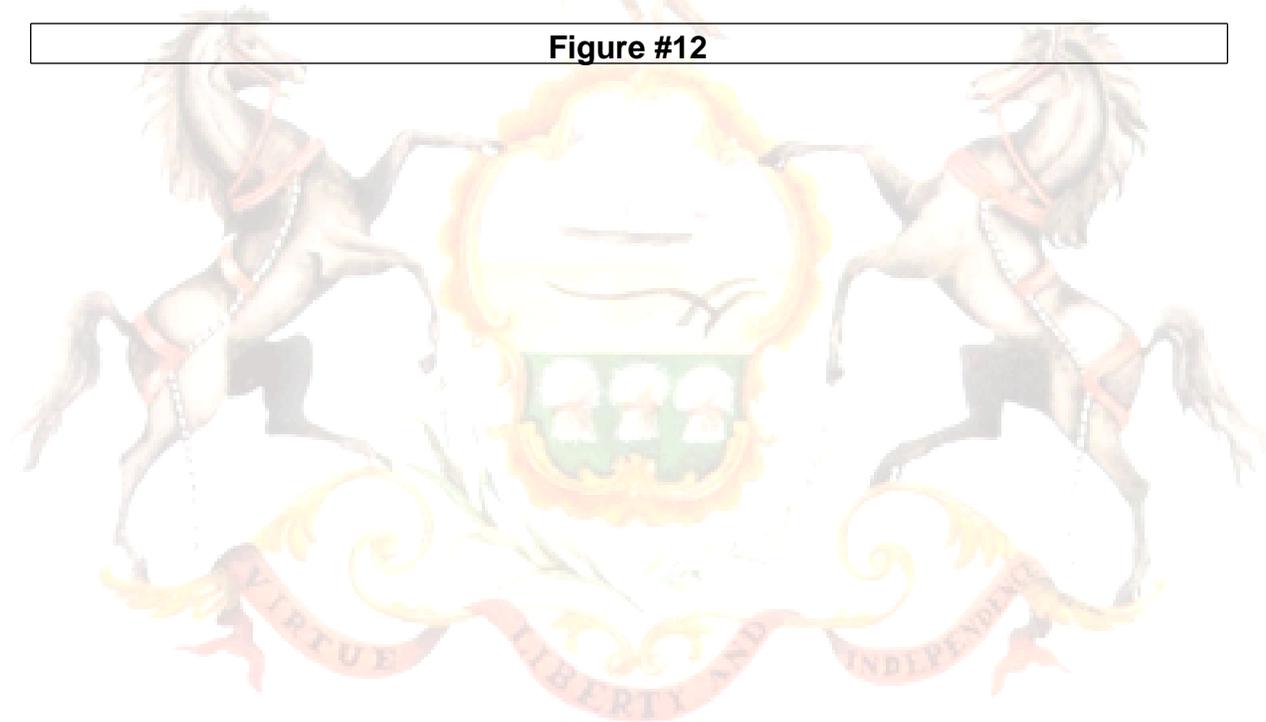
Figure #11

Pursuit Report

Commonwealth of Pennsylvania

	2011	2010
TYPES OF NONPURSUIT-RELATED OFFENSES	Pursuits	Pursuits
Crimes Code	541	493
Vehicle Code	1,180	1,146
Controlled Substance	315	288

Figure #12

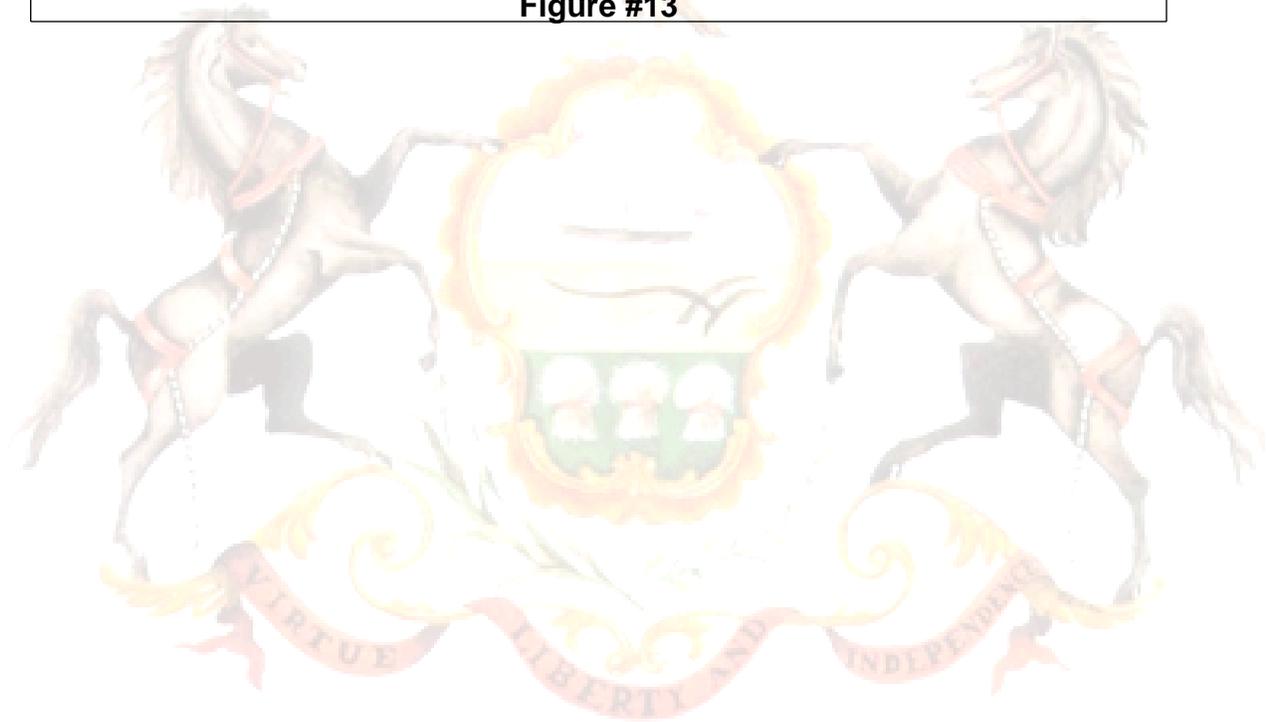


Pursuit Report

Commonwealth of Pennsylvania

	2011	2010
TYPES OF PURSUIT-RELATED OFFENSES	Offenses	Offenses
Crimes Code	879	830
Vehicle Code	5,259	5,144

Figure #13



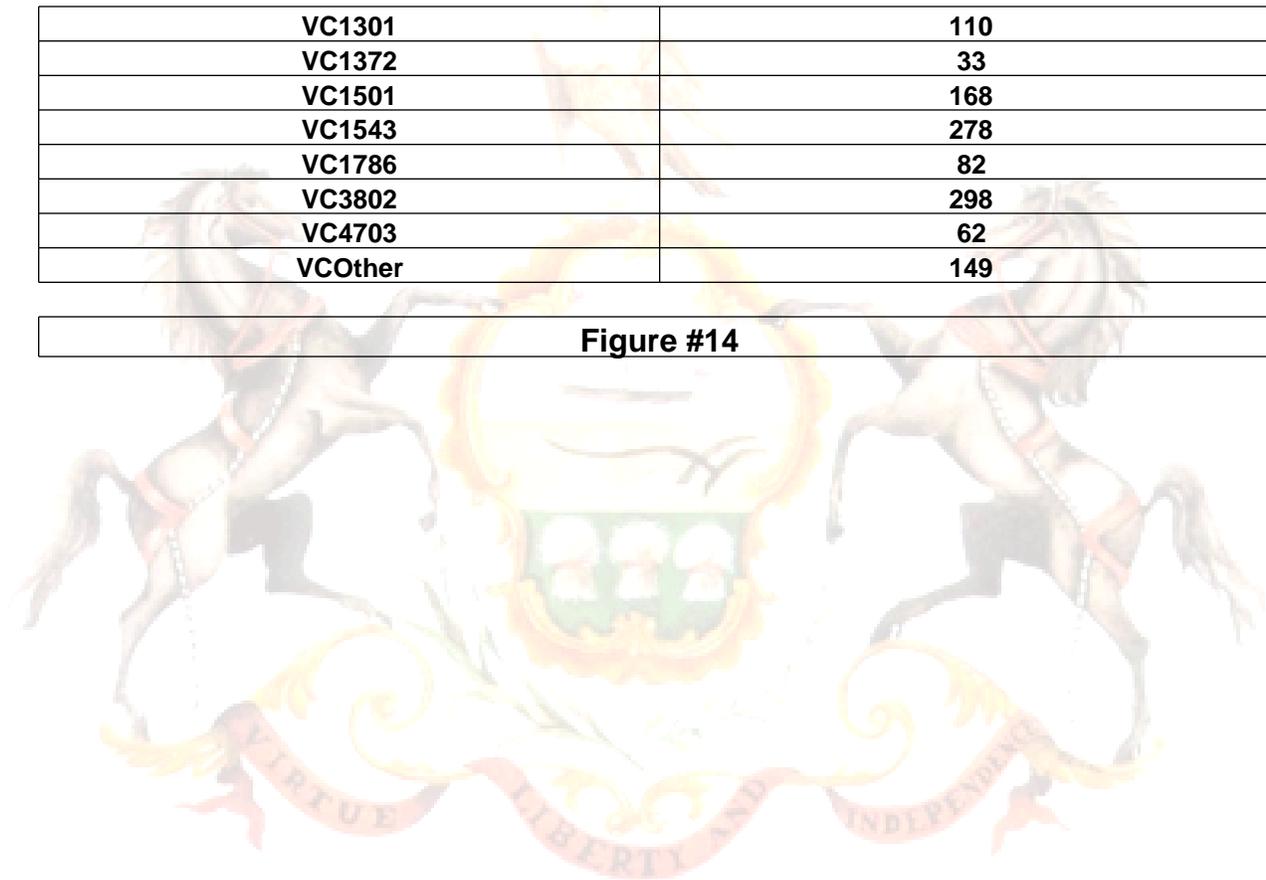
Pursuit Report

Commonwealth of Pennsylvania

TYPES OF NONPURSUIT-RELATED VEHICLE CODE OFFENSES

VC1301	110
VC1372	33
VC1501	168
VC1543	278
VC1786	82
VC3802	298
VC4703	62
VCOther	149

Figure #14



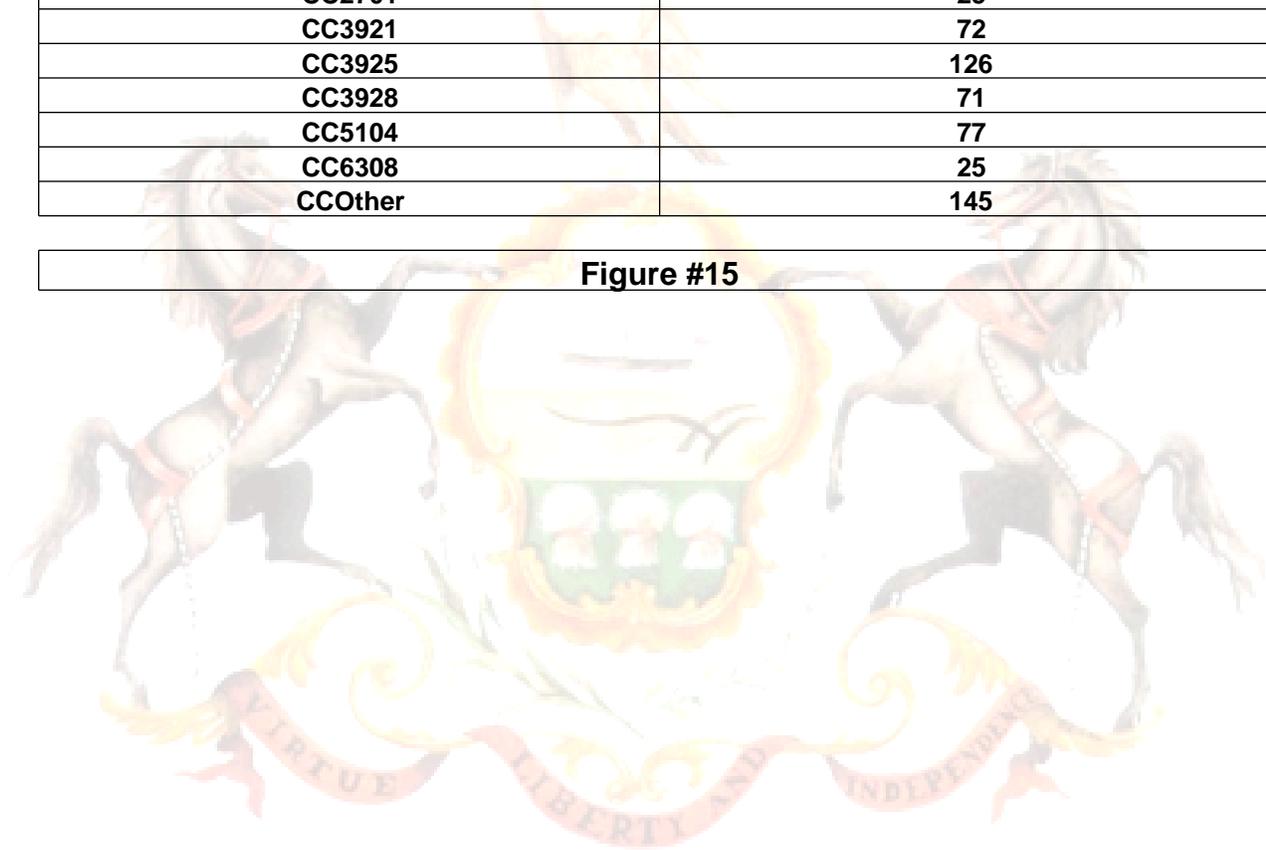
Pursuit Report

Commonwealth of Pennsylvania

TYPES OF NONPURSUIT-RELATED CRIMES CODE OFFENSES

CC2701	25
CC3921	72
CC3925	126
CC3928	71
CC5104	77
CC6308	25
CCOther	145

Figure #15



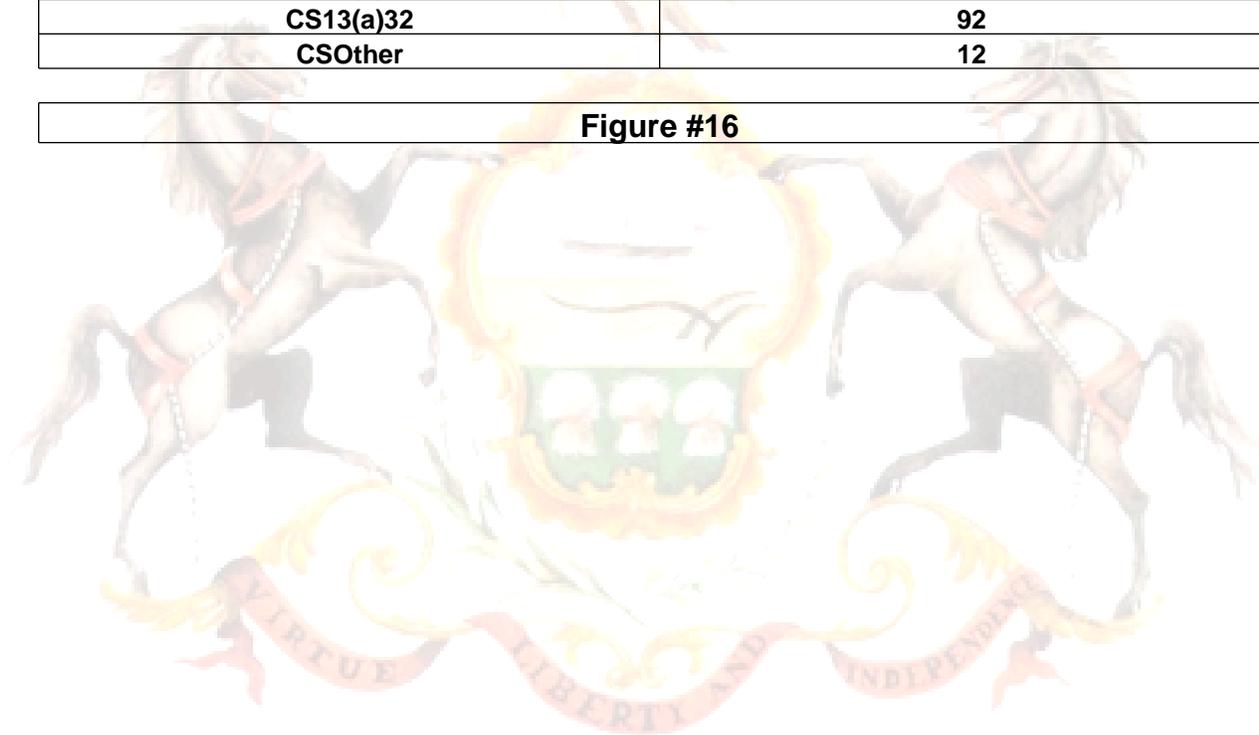
Pursuit Report

Commonwealth of Pennsylvania

TYPES OF NONPURSUIT-RELATED CONTROLLED SUBSTANCE OFFENSES

CS13(a)00	7
CS13(a)16	86
CS13(a)30	52
CS13(a)31	66
CS13(a)32	92
CSOther	12

Figure #16



Pursuit Report

Commonwealth of Pennsylvania

TYPES OF PURSUIT-RELATED VEHICLE CODE OFFENSES

VC3111	154
VC3112	276
VC3301	139
VC3306	65
VC3307	57
VC3308	68
VC3309	209
VC3323	454
VC3325	114
VC3334	222
VC3361	411
VC3362	218
VC3714	499
VC3717	42
VC3732	2
VC3733	1,133
VC3734	77
VC3735	1
VC3735.1	16
VC3736	697
VC3743	91
VC3745	97
VCOther	217

Figure #17

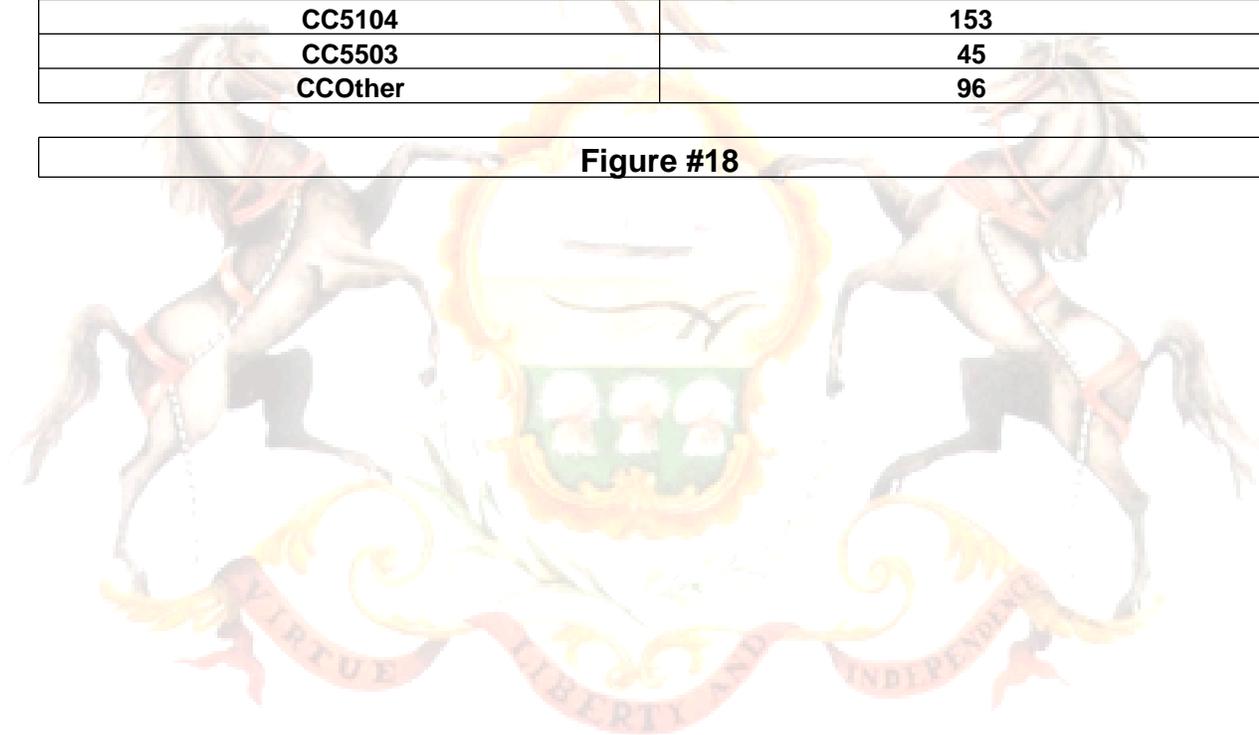
Pursuit Report

Commonwealth of Pennsylvania

TYPES OF PURSUIT-RELATED CRIMES CODE OFFENSES

CC2701	28
CC2702	112
CC2705	393
CC3304	52
CC5104	153
CC5503	45
CCOther	96

Figure #18

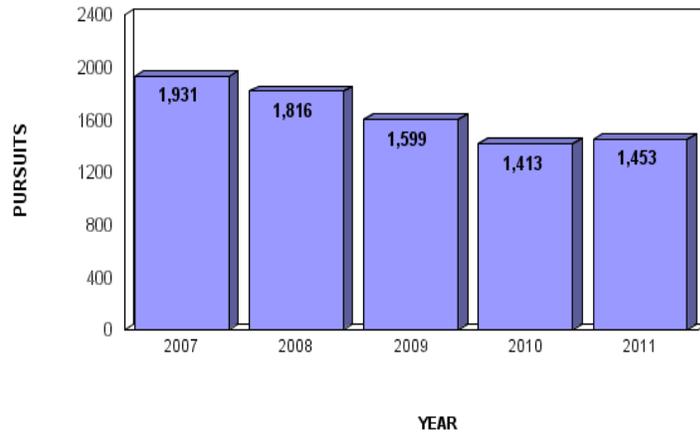


Pursuit Report

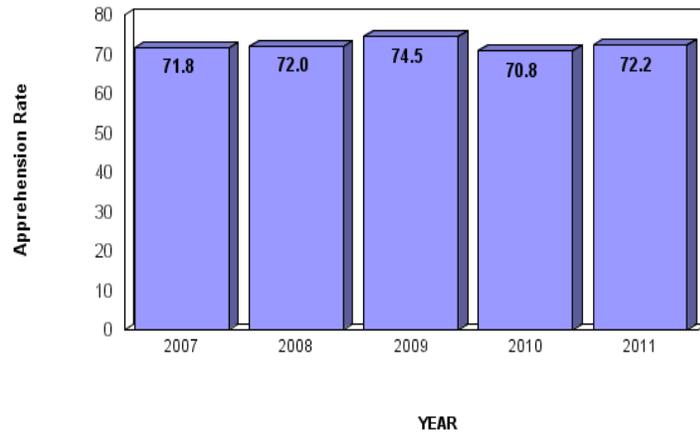
APPENDIX B

FIVE-YEAR TREND ANALYSIS

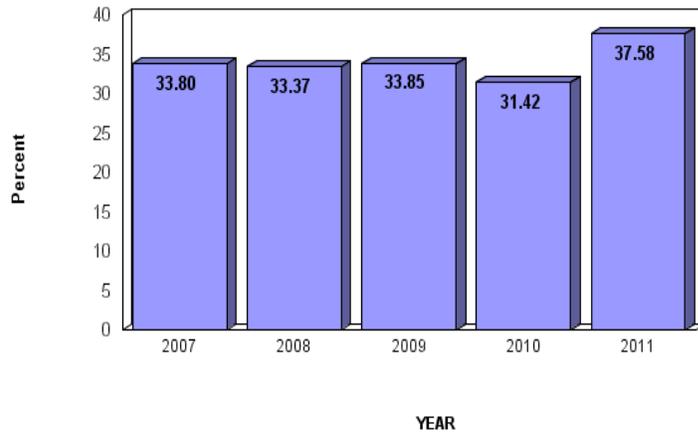
Trends Total Pursuits



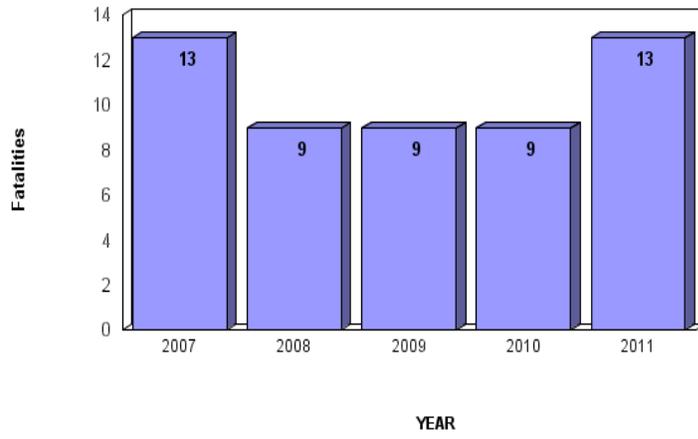
Trends Apprehension Rates



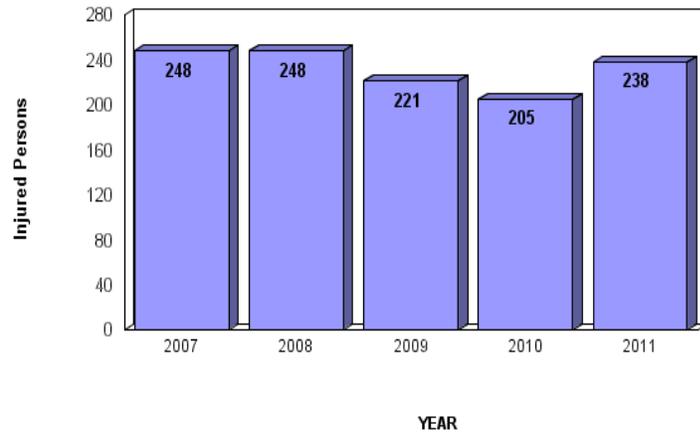
Trends Crash Rates



Trends Total Fatalities



Trends Total Injured Persons



APPENDIX C

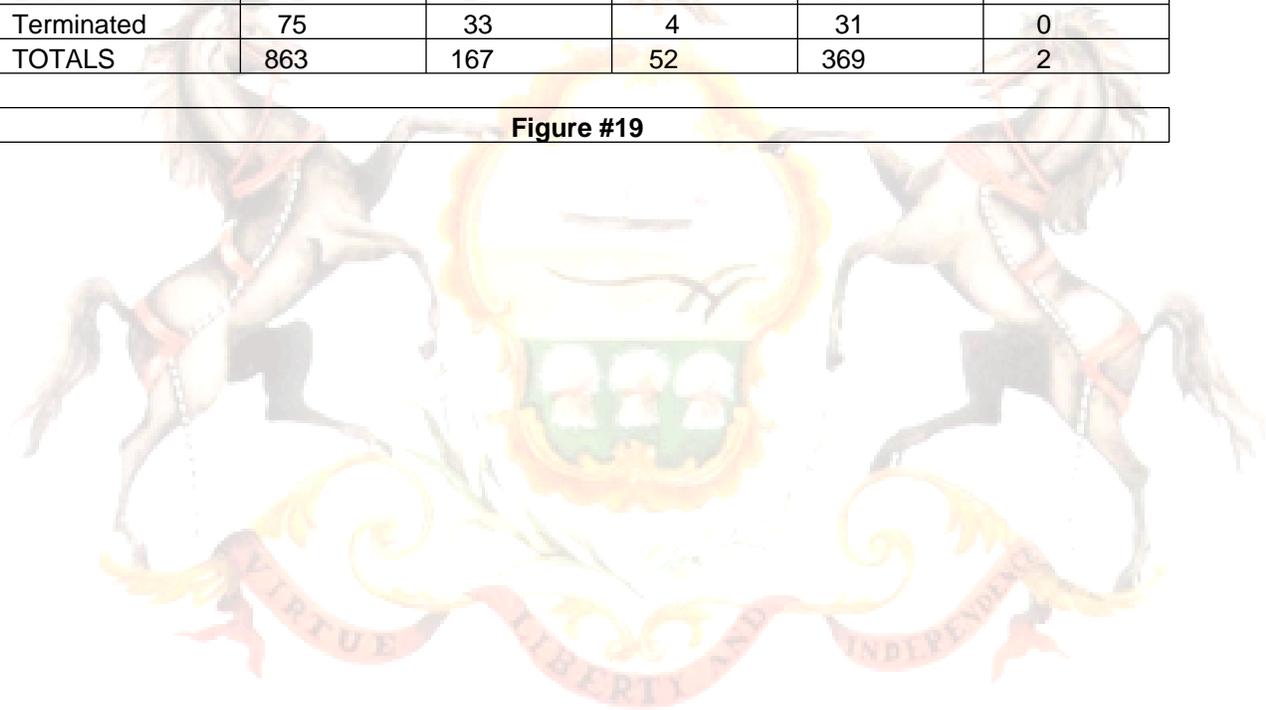
CROSS-TABULATION ANALYSIS

Commonwealth of Pennsylvania

APPREHENSION - TYPE OF VEHICLE PURSUED

	AUTO	MC	OTHER	VAN-PU-SUV	TT/ST
Delayed	91	25	7	33	0
During	543	73	28	247	2
Escaped On Foot	62	8	1	27	0
Eluded	92	28	12	31	0
Terminated	75	33	4	31	0
TOTALS	863	167	52	369	2

Figure #19



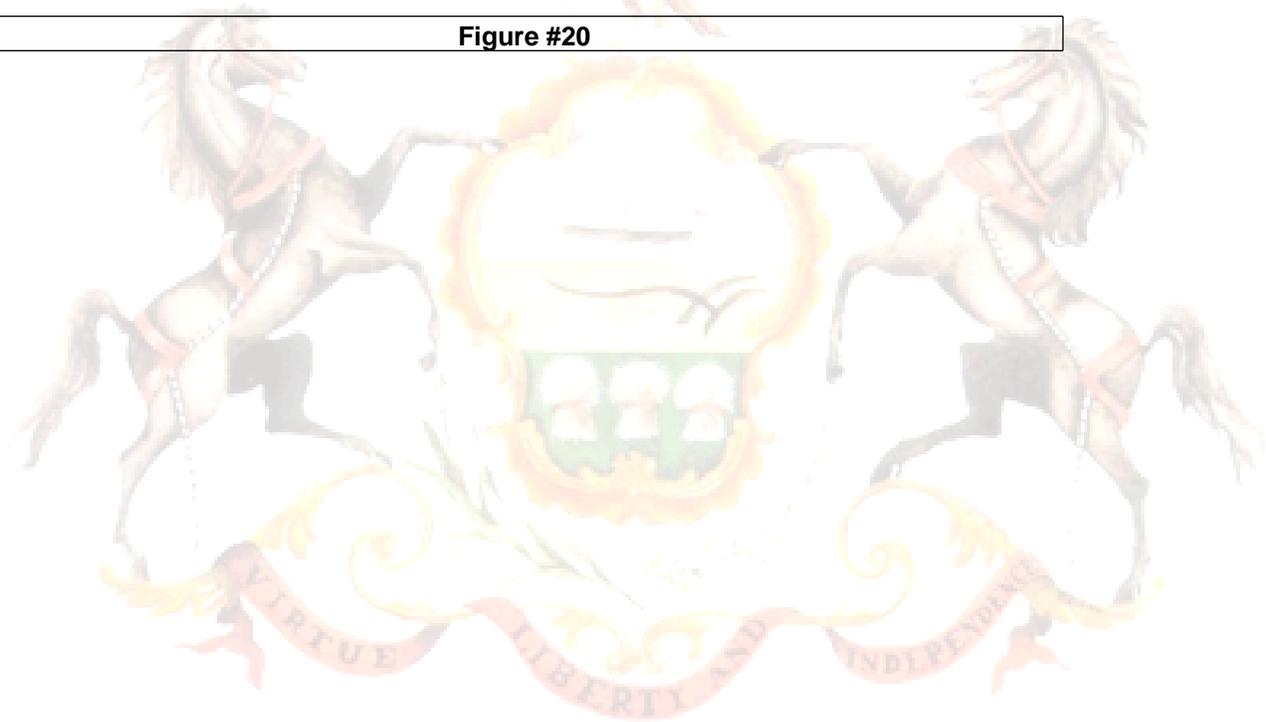
Pursuit Report

Commonwealth of Pennsylvania

CRASH - TYPE OF VEHICLE PURSUED

	AUTO	MC	OTHER	VAN-PU-SUV	TT/ST
None	520	120	41	224	2
Crashes	343	47	11	145	0
TOTALS	863	167	52	369	2

Figure #20



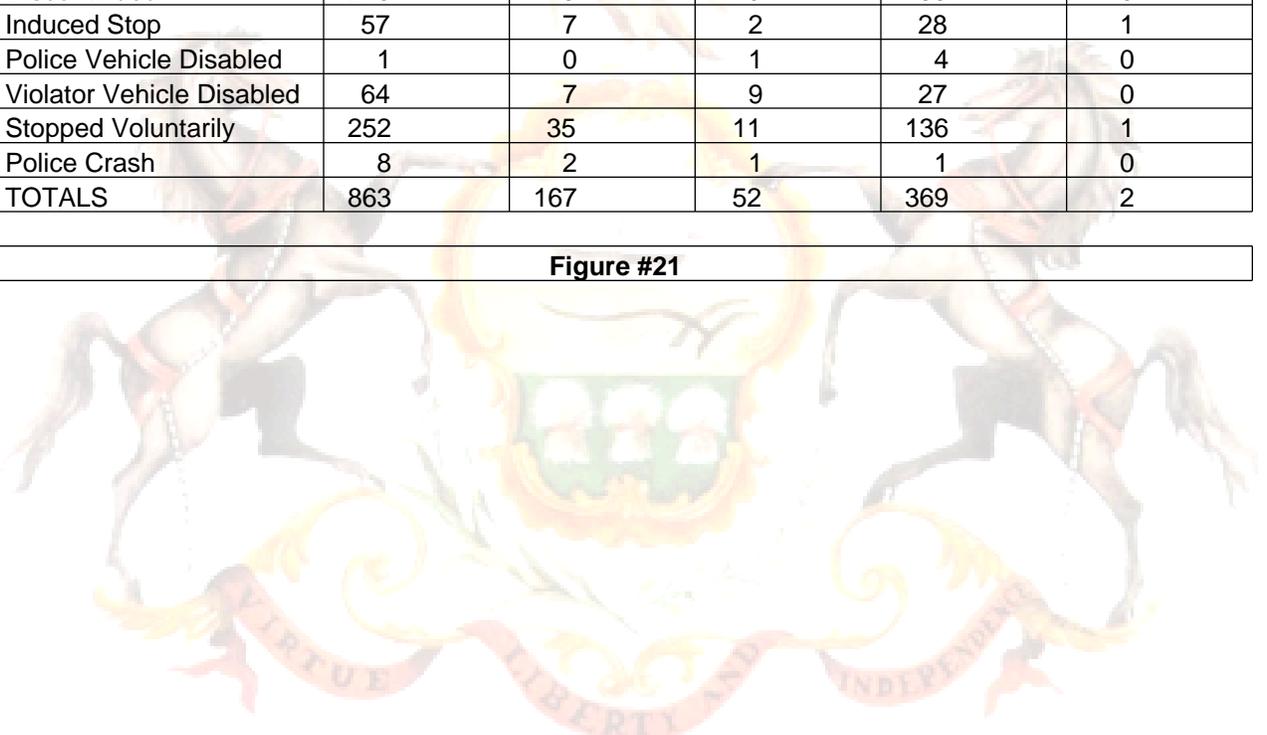
Pursuit Report

Commonwealth of Pennsylvania

REASON TERMINATED - TYPE OF VEHICLE PURSUED

	AUTO	MC	OTHER	VAN-PU-SUV	TT/ST
Abandoned	76	9	3	38	0
Stopped by Collision	190	31	6	69	0
Discontinued	215	76	19	66	0
Induced Stop	57	7	2	28	1
Police Vehicle Disabled	1	0	1	4	0
Violator Vehicle Disabled	64	7	9	27	0
Stopped Voluntarily	252	35	11	136	1
Police Crash	8	2	1	1	0
TOTALS	863	167	52	369	2

Figure #21



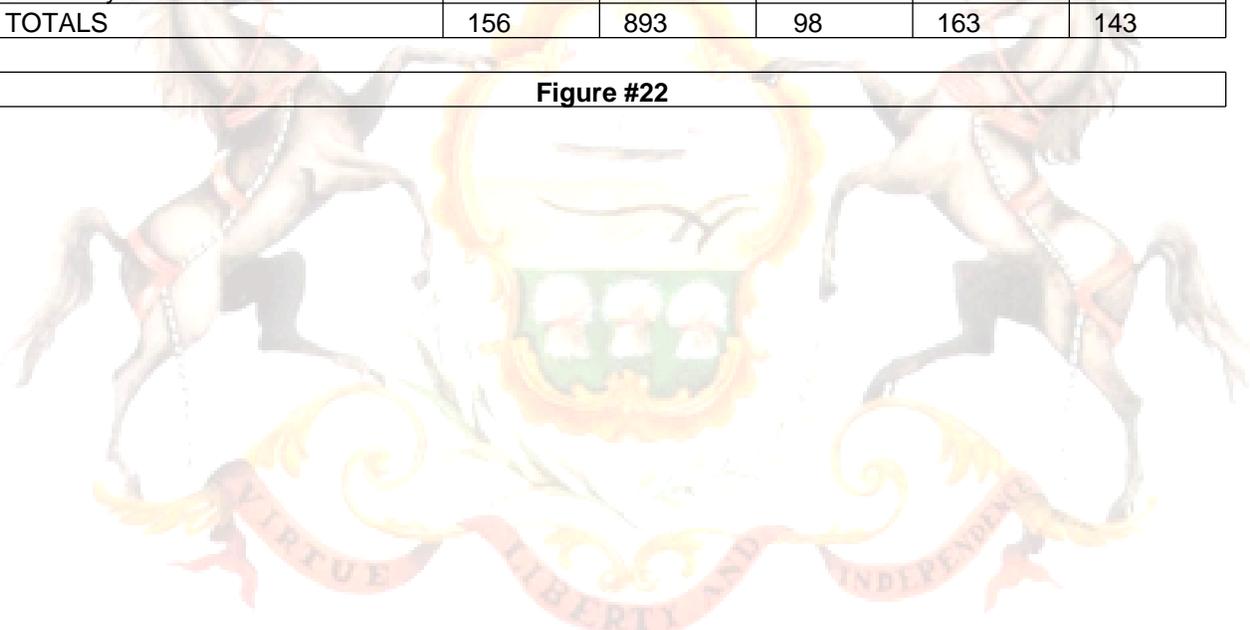
Pursuit Report

Commonwealth of Pennsylvania

REASON INITIATED - APPREHENSION

	Delayed	During	Escaped	Eluded	Terminated
DUI or Suspected DUI Operator	19	186	12	14	9
Felony Criminal Offenses	21	128	10	28	21
Misdemeanor Criminal Offenses	11	62	4	11	14
Other Traffic Offenses	91	414	56	84	85
Stolen or Suspected Stolen Vehicle	8	77	11	20	11
Summary Criminal Offenses	6	26	5	6	3
TOTALS	156	893	98	163	143

Figure #22



Pursuit Report

Commonwealth of Pennsylvania

REASON INITIATED - CRASH

	Initiated	Crash *	%
DUI or Suspected DUI Operator	240	106	44.17%
Felony Criminal Offenses	208	100	48.08%
Misdemeanor Criminal Offenses	102	38	37.25%
Other Traffic Offenses	730	221	30.27%
Stolen or Suspected Stolen Vehicle	127	71	55.91%
Summary Criminal Offenses	46	10	21.74%
TOTAL	1,453	546	37.58%

Figure #23

* Indicates number of pursuits where one or more crashes occurred (multiple crashes may occur during a single pursuit).

Pursuit Report

APPENDIX D

DEFINITIONS

APPENDIX D DEFINITIONS

The following terms and phrases are utilized in the Pennsylvania Police Annual Pursuit Report. For the purpose of this report, these terms and phrases have the following meanings:

1. **REASON 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 except driving under the influence.
 - C. **SUMMARY CRIMINAL** – Any known or suspected summary criminal offense.
 - D. **MISDEMEANOR CRIMINAL** – Any known or suspected misdemeanor criminal offense.
 - E. **FELONY CRIMINAL** - Any known or suspected felony criminal offense, except those relating to known or suspected stolen vehicles.
 - F. **STOLEN OR SUSPECTED** – The vehicle is known to be or suspected of being stolen.

2. **TYPE VEHICLE PURSUED:**
 - A. **AUTOMOBILE** – Passenger cars and minivans, regardless of the manner in which they are registered.
 - B. **VAN/PICK-UP/SUV** – Full-size vans, all pick-up trucks, and sport-utility vehicles (even though they may be registered as station wagons).
 - C. **MOTORCYCLE** – All two-wheeled motorcycles, mopeds, and motor-driven pedalcycles.
 - D. **OTHER** – All other vehicles.
 - E. **TT or TT/STLR** – Tractor Trailer, Tractor Semi-Trailer, or any other type of commercially registered vehicle.

3. **APPREHENSION:**

- A. **NONE – VIOLATOR SUCCESSFULLY ELUDED POLICE** – Self-explanatory.
- B. **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.
- C. **NONE – STOPPED, BUT ESCAPED ON FOOT** – The violator vehicle was stopped, but the violator escaped on foot.
- D. **APPREHENDED DURING PURSUIT** – The violator was apprehended during the pursuit. This includes during any foot pursuit or search.
- E. **DELAYED – AFTER TERMINATION OF PURSUIT** – The violator was apprehended after the pursuit was terminated. This includes cases in which the violator was identified through investigation, or the violator was identified during the pursuit and a decision was made to terminate the pursuit. The violator was 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 (e.g., legal intervention, roadblock, tire deflation device).
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(s).
 - D. **UNINVOLVED CRASH** – A crash involving only a vehicle(s) not involved in the pursuit.
 - 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(s) not involved in the pursuit.
 - G. **UNINVOLVED – POLICE CRASH** – A crash involving an occupied vehicle(s) not involved in the pursuit and a pursuing police vehicle(s).
 - 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 vehicle 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/or 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 or roadway 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:**
- A. **VIOLATOR** – Total number of persons in the violator vehicle 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 direct 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 dollar value 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:

CC09:		4105	Bad Checks
	0901		Criminal Attempt
	0903	CC43:	4303 Concealing Death of Child
	0907		4304 Endangering Welfare of Children
			Crime
	0908	CC49:	4904 Unsworn Falsification to Authorities
			4906 False Reports to Law Enforcement Authorities
			Weapons
CC25:			
	2501		Criminal Homicide
	2502		Murder
	2504		Involuntary Manslaughter
CC27:		CC51:	
	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
CC29:		CC55:	
	2901		5503 Disorderly Conduct
	2902		5505 Public Drunkenness and Similar Misconduct
CC33:		CC61:	
	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
CC35:		CC63:	
	3502		6308: Purchase, Consumption, Possession or Transportation of Liquor or Malt or Brewed Beverages.
	3503		Criminal Trespass
CC37:			
	3701		Robbery
	3702		Robbery of Motor Vehicle
CC39:			
	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
CC41:			
	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