

PENNSYLVANIA POLICE PURSUIT REPORT



1998 ANNUAL COMPILATION AND ANALYSIS

EXECUTIVE SUMMARY

In 1998, police officers in Pennsylvania engaged in a total of 1,900 pursuits, which is comparable to the 1,880 pursuits which occurred in 1997. The 1998 analysis showed that, once again, the vast majority of pursuits did not result in any form of collision and that Pennsylvania's pursuit injury rate has remained comparable to the injury rate reported in pursuit studies conducted in other parts of the country.

Nine fatal collisions resulting in ten fatalities occurred as the result of pursuits in 1998. Of the ten fatalities, eight were violators while two were uninvolved motorists. No police officers were killed during these pursuits. Pennsylvania's fatality rate is 0.47%; the national rate is 1.20%.

The vast majority of pursuits in 1998 resulted in the apprehension of the violators, and more than half of these apprehensions were accomplished utilizing the least forceful technique, a trailing pursuit. Minimum force or no force at all was utilized in approximately 90% of 1998 pursuits.

The 1998 pursuit analysis revealed that with respect to the majority of the pursuit factors analyzed, very little changed since 1997. These factors have also remained consistent with the findings reported nationally.

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PURSUIT FACTORS

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

Pursuit factors were also compared with those reported through numerous comprehensive studies of police pursuits occurring in various parts of the country. Although pursuit data is not collected at a national level, recent studies have analyzed pursuits by numerous law enforcement agencies throughout the United States. Studies conducted by or for the National Institute of Justice, the California Highway Patrol, the Minnesota Department of Public Safety, the University of Illinois Police Training Institute and the American Automobile Association Foundation for Traffic Safety were utilized to further provide a basis for comparison. Because law enforcement agencies maintain different reporting procedures and levels of information, comparative analyses for these pursuit factors could only be accomplished at the most basic levels.

Pursuit factor data for 1998 is provided below. Previous year comparative data is provided in Appendix A.

REASON INITIATED

The most common reason, 46.47% (Appendix A, fig. 1), for a pursuit to be initiated in 1998 was for traffic violations, such as exceeding the maximum speed limit, stop signs and yield signs, etc. According to the national studies, pursuits initiated for traffic violations had a prevalence of approximately 54%.

Stolen or suspected stolen vehicles were the second highest cause 16.26% of pursuits. DUI or suspected DUI operators were the cause of 14.42% of pursuits.

APPREHENSION

This pursuit factor was designed to capture the number of pursuits which 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, 57.58% (Appendix A, fig. 2), ended with an apprehension during the pursuit. In addition, 10.47% of the pursuits resulted in a delayed apprehension. By combining "during" and "delayed" apprehensions, 68.05% of the 1998 pursuits resulted in arrest.

Pennsylvania's apprehension rate was comparable to the national studies. These findings revealed an approximate 72.2% arrest/clearance rate.

REASON TERMINATED

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

In 1998, 30.11% (Appendix A, fig. 3) of the pursuits were discontinued. Pursuits were discontinued for a number of different reasons (officer/supervisor decision, violator evades/escapes police).

During 1998, 20% of the pursuits were drawn to a conclusion because of voluntary stops by the violators. Of all pursuits, 19.21% were terminated because of a collision by either the violator or the police. 18.53% of the 1998 pursuits were terminated because of a violator crash/collision while only 0.58% were terminated due to police collisions.

COLLISION TYPE

In 1998, 71.53% (Appendix A, fig. 4) of all pursuits had no collisions involved. 63.40% of the collisions were violator crashes. The remaining collision types had the following prevalence: police crash, 4.62%; uninvolved crash, 4.44%; violator/police crash, 7.76%; violator/uninvolved crash, 10.54%; violator/police deliberate intent, 3.14%; violator/uninvolved deliberate intent, 0%; police/violator legal intervention, 5.92%; and uninvolved/police crash, 0.18%.

Pennsylvania's collision rate continues to compare favorably to the national studies, which have reported that a collision of some type can be expected to occur in 52% of pursuits. This means that, nationally, 68% of all pursuits do not involve collisions.

ENDING APPREHENSION

More than half, 56.84% (Appendix A, fig. 5), of the pursuits ended as a result of a trailing pursuit. Firearm use and roadblocks each had an extremely low prevalence of 0.11% and 3.90%, respectively. Minimum force or no force at all had been utilized in 89.10% of all 1998 pursuits. This suggests that police officers in 1998 exercised caution by employing minimal force in affecting the arrest of violators.

VIOLATORS ARRESTED

As previously indicated, the vast majority of pursuits during 1998 led to the apprehension of the fleeing violator. Of all pursuits, more than half, 53.11% (Appendix A, fig. 6), involved the arrest of only one violator, while 9.41% involved the arrest of multiple violators.

TYPE OF POLICE VEHICLE

The vast majority of 1998 pursuits, 85.13% (Appendix A, fig. 7), involved only a marked police vehicle(s). 5.10% of the pursuits involved only an unmarked police vehicle(s), while 9.74% of the pursuits involved both marked and unmarked police vehicles.

TYPE OF VEHICLE PURSUED

The 1998 analysis indicates that the majority of police pursuits, 71.42% (Appendix A, fig. 8), involved automobiles, 7.74% of all pursuits involved motorcycles, and 18.05% involved vans/pick-ups or sport-utility vehicles.

NUMBER OF INJURIES

According to the national studies, 13% of all pursuits can be expected to result in some form of personal injury to the violator, police, or uninvolved persons. This year, 13.26% of Pennsylvania pursuits involved injuries (Appendix A, fig. 9).

Collectively, ten people died statewide in a total of nine fatal crashes occurring during police pursuits. Of all pursuits, 0.47% resulted in a fatality. The national studies revealed that approximately 1.20% of police pursuits can be expected to result in a fatality.

Seven of the 1998 fatal pursuits, 77.77% (Appendix A, fig. 10), involved a fatality to the violators involved. A "violator fatality" is any subject in the violator's vehicle who died as a result of actions caused by a violator's driving. Therefore, if an individual is a passenger in a vehicle and is killed because of the violator's driving, they are considered to be a "violator fatality." One violator fatality occurred when police officers attempted to stop a vehicle which had been taken during an armed carjacking. A pursuit ensued in which the violator's vehicle crashed, killing the violator.

The remaining two fatal crashes in 1998 resulted in deaths to only uninvolved drivers. One such crash took place when officers attempted to stop the driver of a vehicle which was being driven erratically on a city street. The violator subsequently lost control of his car during the pursuit and struck an uninvolved vehicle. The uninvolved driver was killed as a result.

Nationally, it has been reported that approximately 33% of the people killed in police pursuits were uninvolved individuals. In Pennsylvania during 1998, 20% of the individuals killed as a result of pursuits were uninvolved individuals.

PROPERTY DAMAGE

During the year, violators incurred an average of \$282.85 in damage per pursuit, while the police incurred approximately \$94.37 in damage per pursuit. Uninvolved persons incurred \$104.63 of damage per pursuit (Appendix A, fig. 11). Collectively, the average cost of a pursuit in Pennsylvania during 1998 was approximately \$481.95.

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. The likelihood of Vehicle Code nonpursuit-related offenses was 57.13%. Also, the likelihood of Crimes Code nonpursuit-related offenses was 38.21% (Appendix A, fig. 12).

Vehicle Code violations were heavily concentrated in Chapters 15 and 37 of the Pennsylvania Vehicle Code (Appendix A, fig. 14). Chapter 15 violations primarily encompass offenses involved in the licensing of drivers, while Chapter 37 violations primarily consist of serious traffic offenses, including Driving Under the Influence. Driving Under the Influence accounted for 23.39% of all nonpursuit-related offenses in 1998.

Crimes Code violations were heavily concentrated in Chapter 39 of the Pennsylvania Crimes Code (Appendix A, fig. 15). Chapter 39 violations primarily consisted of theft and receiving stolen property.

A small percentage, 4.66% (Appendix A, fig. 16), of nonpursuit-related offenses involved controlled substance violations. Of those violations, Section 13(a)16 and 13(a)32 comprised most of the violations. Section 13(a)16 identifies the possession of a controlled or counterfeit substance by a person not registered or licensed to do so while Section 13(a)32 identifies possession with intent to use drug paraphernalia.

FURSUIT-RELATED OFFENSES

Pursuit-related offenses represent those violations committed during the course of a pursuit. The likelihood of Vehicle Code pursuit-related offenses was 86.77%. Also the likelihood of Crimes Code pursuit-related offenses was 13.23% (Appendix A, fig. 13).

Pursuit-related Vehicle Code offenses were primarily comprised of Chapter 37 violations which encompass the violations of fleeing or attempting to elude a police officer,

careless driving, reckless driving, and driving without lights to avoid identification or arrest (Appendix A, fig. 17). The prevalence of Chapter 37 offenses was quite high, 53.75%

Pursuit-related Crimes Code offenses were primarily comprised of Chapter 27, assault offenses (Appendix A, fig. 18). Chapter 27 includes Simple Assault, Aggravated Assault, Recklessly Endangering Another Person, Harassment and Stalking, and Terroristic Threats. The prevalence of crimes committed in Chapter 27 was also quite high, 78.50%.

CROSS TABULATION

This section analyzes pursuit factors in relation to one another, and thus permits greater insight into the dynamics of police pursuits during the course of 1998.

APPREHENSION / TYPE OF VEHICLE PURSUED

Most fleeing vehicles in 1998 were apprehended during the pursuits. Approximate apprehension rates, consisting of "during" and "delayed" apprehensions, were as follows: automobiles, 68.75%; motorcycles, 49.66%; vans/pick-ups/sport-utility vehicles, 72.88%; and "other" vehicles (all-terrain vehicles), 89.81% (Appendix B, fig. 19).

COLLISION / TYPE OF VEHICLE PURSUED

The majority of pursuits in 1998, 71.53% (Appendix B, fig. 20), did not involve a collision. In fact, 69.63% of pursued automobiles, 82.31% of pursued motorcycles, and 74.34% of vans/pick-ups/sport-utility vehicles were not involved in collisions.

REASON TERMINATED / TYPE OF VEHICLE PURSUED

30.11% of all pursuits in 1998 were discontinued by the officers 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, 55.78% (Appendix B, fig. 21), involved motorcycles.

REASON INITIATED / APPREHENSION

During 1998, 86.49% of the pursuits which were initiated because of a DUI or suspected DUI operator resulted in an arrest during or sometime after the pursuit (Appendix B, fig. 22). Furthermore, pursuits initiated for felony criminal, misdemeanor criminal, other traffic, stolen or suspected, and summary criminal offenses held apprehension rates at or around 55% to 70%. This cross tabulation revealed that the majority of Pennsylvania's pursuits, 68.05%, successfully resulted in an apprehension.

REASON INITIATED / COLLISION

This comparison examines the likelihood of pursuit-related collisions based upon the reasons why a pursuit was initiated. A collision occurred in 24.12% of pursuits initiated for summary traffic offenses (Appendix B, fig. 23). The remaining "reason initiated" categories had the following prevalence of collisions: summary criminal, 32.83%; misdemeanor criminal, 25.80%; DUI or suspected DUI, 31.35%; stolen or suspected stolen, 33.33%; felony criminal, 35.80%.

REASON INITIATED / TERMINATED

This cross tabulation examines the relationship between the reason a pursuit was initiated and the reason it was terminated (Appendix B, fig. 24). Of the pursuits initiated for traffic offenses in 1998, 32.73% were discontinued in comparison with 31.82% in 1997. Police officers, once again, took into consideration the fact that if they pursued an individual for a traffic offense and driving became erratic, the risks involved were not worth the possible dangerous outcomes.

CONCLUSION

Pennsylvania's collision and injury average in 1996 was once again comparable to that of the national average and that reported in Pennsylvania during 1997. Although 1,900 pursuits occurred in Pennsylvania in 1998, 0.47% of them resulted in a fatality. According to national studies, 1.20% of all pursuits can be expected to result in a fatality.

As in 1997, it was found that officers discontinued a greater percentage of these types of pursuits after properly evaluating the risks involved.

A listing of those agencies which submitted police pursuit reports during 1998 is available by contacting the Pennsylvania State Police Bureau of Research and Development at telephone number 717-783-5536.

APPENDIX A
PURSUIT FACTORS

REASON INITIATED	1998		1997	
	N	%	N	%
DUI OR SUSPECTED	274	14.42%	294	15.64%
FELONY CRIMINAL	243	12.79%	196	10.43%
MISDEMEANOR CRIMINAL	124	6.53%	120	6.36%
TRAFFIC VIOLATIONS	881	45.37%	861	45.60%
STOLEN OR SUSPECTED	309	16.26%	339	18.08%
SUMMARY CRIMINAL	67	3.52%	70	3.72%

FIGURE #1

APPREHENSION	1998		1997	
	N	%	N	%
DELAYED	199	10.47%	200	10.64%
DURING	1094	57.58%	1102	58.32%
ELUDED	245	12.59%	199	10.53%
ESCAPED ON FOOT	132	6.95%	116	6.17%
TERMINATED	230	12.10%	263	13.99%

FIGURE #2

REASON TERMINATED	1998		1997	
	N	%	N	%
VIOLATOR ABANDONED VEHICLE	381	20.05%	332	18.00%
VIOLATOR CRASH	352	18.53%	399	21.22%
DISCONTINUED	572	30.11%	585	31.17%
OTHER POLICE ACTION	129	6.79%	118	6.00%
POLICE CRASH	13	0.68%	7	0.37%
POLICE VEHICLE DISABLED	3	0.16%	3	0.15%
VIOLATOR VEHICLE DISABLED	70	3.58%	77	4.00%
VOLUNTARY STOP	380	20.00%	353	18.04%

FIGURE #3

COLLISION TYPE	1998		1997	
	N	%	N	%
NO COLLISION	1359	71.53%	1294	68.92%
COLLISION	541	28.47%	586	31.18%
VIOLATOR CRASH	343	53.40%	366	62.48%
POLICE CRASH	25	4.62%	11	1.88%
UNINVOLVED CRASH	24	4.44%	13	2.22%
VIOLATOR/POLICE CRASH	42	7.76%	59	10.07%
VIOLATOR/UNINVOLVED CRASH	57	10.54%	69	11.77%
VIOLATOR/POLICE DELIB INTENT	17	3.14%	34	5.80%
VIOLATOR/UNINVOLVED DELIB INTENT	0	0.00%	5	0.85%
POLICE/VIOL LEGAL INTERVENTION	32	5.92%	26	4.44%
UNINVOLVED/POLICE CRASH	1	0.18%	3	1.00%

FIGURE #4

APPENDIX A
PURSUIT FACTORS

ENDING APPREHENSION	1998		1997	
	N	%	N	%
NONE	613	32.26%	576	30.84%
TRAILING PURSUIT	1080	56.94%	1113	59.20%
OTHER INDUCED STOP	72	3.79%	77	4.10%
ROLLING ROADBLOCK	38	2.00%	33	2.02%
LEGAL INTERVENTION	40	2.10%	25	1.33%
PARTIAL ROADBLOCK	34	1.79%	25	1.33%
ROAD SPIKES	19	1.00%	11	0.60%
TOTAL ROADBLOCK	2	0.11%	8	0.40%
FIREARMS	2	0.11%	7	0.38%

FIGURE #5

VIOLATORS ARRESTED	1998		1997	
	N	%	N	%
ZERO ARRESTED	617	32.47%	573	30.74%
ONE ARRESTED	1104	58.11%	1105	57.80%
TWO ARRESTED	140	7.37%	139	7.03%
THREE ARRESTED	29	1.52%	48	2.45%
FOUR ARRESTED	10	0.52%	12	0.64%

FIGURE #6

TYPE OF POLICE VEHICLE	1998		1997	
	N	%	N	%
MARKED AND UNMARKED	185	9.74%	144	7.66%
MARKED	1618	85.18%	1539	81.18%
UNMARKED	97	5.10%	97	5.16%

FIGURE #7

TYPE OF VEHICLE PURSUED	1998		1997	
	N	%	N	%
AUTOMOBILE	1357	71.42%	1336	71.22%
MOTORCYCLE	147	7.74%	152	8.09%
OTHER	53	2.79%	57	3.03%
VAN/PICKUP/SUV	343	18.35%	332	17.66%

FIGURE #8

NUMBER OF PURSUITS WITH INJURIES	1998		1997	
	N	%	N	%
PURSUITS WITH INJURIES	252	13.26%	233	12.39%
PURSUITS WITHOUT INJURIES	1648	86.74%	1547	87.81%
VIOLATOR INJURIES	175	89.45%	147	76.39%
POLICE INJURIES	52	20.54%	74	10.73%
UNINVOLVED INJURIES	25	9.90%	22	13.00%

FIGURE #9

APPENDIX A
PURSUIT FACTORS

NUMBER OF PURSUITS WITH FATALITIES	1998		1997	
	N	%	N	%
PURSUITS WITH FATALITIES	9	0.47%	8	0.43%
PURSUITS WITHOUT FATALITIES	1891	99.53%	1872	99.57%
VIOLATOR FATAL PURSUITS	7	77.77%	8	75.00%
POLICE FATAL PURSUITS	0	0.00%	0	0.00%
UNINVOLVED FATAL PURSUITS	2	22.22%	1	12.50%
VIOLATOR/UNINVOLVED FATAL PURSUITS	2	0.00%	1	12.50%

FIGURE #10

PROPERTY DAMAGE TOTALS	1998	1997
TOTAL		
VIOLATOR DAMAGE	\$537,600	\$108,200
POLICE DAMAGE	\$179,300	\$43,700
UNINVOLVED DAMAGE	\$198,800	\$88,600
DAMAGE RATE		
VIOLATOR DAMAGE	\$282.95	\$55.95
POLICE DAMAGE	\$94.37	\$23.24
UNINVOLVED DAMAGE	\$104.53	\$47.23

FIGURE #11

TYPES OF NONPURSUIT-RELATED OFFENSES	1998	1997
CRIMES CODE	992	1129
VEHICLE CODE	1453	1358
CONTROLLED SUBSTANCE	121	175

FIGURE #12

TYPES OF PURSUIT-RELATED OFFENSES	1998	1997
CRIMES CODE	625	727
VEHICLE CODE	4,117	4546

FIGURE #13

APPENDIX A
PURSUIT FACTORS

TYPES OF NONPURSUIT-RELATED VEHICLE CODE OFFENSES *	
VC1301	132
VC1372	55
VC1501	184
VC1543	258
VC1788	90
VC3731	347
VC4581	24
VC4703	62
OTHER	361
FIGURE #14	

TYPES OF NONPURSUIT-RELATED CRIMES CODE OFFENSES *	
CC0901	15
CC0908	3
CC2701	48
CC3921	114
CC3925	156
CC3928	107
CC3929	13
CC5104	59
CC5503	34
CC6308	57
OTHER	346
FIGURE #15	

NONPURSUIT-RELATED CONTROLLED SUBSTANCE OFFENSES *	
CS 13(a)16	39
CS 13(a)30	21
CS 13(a)31	23
CS 13(a)32	33
FIGURE #16	

* SEE APPENDIX D

APPENDIX A
PURSUIT FACTORS

TYPES OF PURSUIT-RELATED OFFENSES *	
VC3111	147
VC3112	250
VC3301	57
VC3309	52
VC3323	438
VC3334	52
VC3351	393
VC3362	218
VC3714	177
VC3733	1198
VC3734	112
VC3736	735
OTHER	257
FIGURE #17	

TYPES OF PURSUIT-RELATED CRIMES CODE OFFENSES *	
CC2701	9
CC2702	107
CC2735	336
CC3304	90
CC5104	3
CC5503	7
OTHER	8
FIGURE #18	

* SEE APPENDIX D

APPENDIX B
CROSS TABULATION

APPREHENSION / TYPE OF VEHICLE PURSUED				
	AUTO	MC	OTHER	VAN-PJ-SUV
DELAYED	131	20	16	32
DURING	802	53	21	218
ESCAPED ON FOOT	158	41	8	38
ELUDED	99	6	5	22
TERMINATED	167	27	3	33
TOTALS	1357	147	53	343
FIGURE #19				

COLLISION TYPE / TYPE OF VEHICLE PURSUED				
	AUTO	MC	OTHER	VAN-PJ-SUV
NONE	945	121	38	255
POLICE CRASH	18	2	2	3
POLICE/VIOLATOR LEGAL INTERVENTION	28	2	1	3
UNINVOLVED CRASH	20	0	1	3
VIOLATOR CRASH	257	29	7	59
VIOLATOR/POLICE CRASH	27	1	3	11
VIOLATOR/POLICE DELIBERATE INTENT	14	1	0	2
VOL/UNINVOLVED DELIBERATE INTENT	0	0	0	0
VIOLATOR/UNINVOLVED CRASH	50	0	1	6
UNINVOLVED/POLICE CRASH	0	0	0	1
TOTALS	1357	147	53	343
FIGURE #20				

REASON TERMINATED / TYPE OF VEHICLE PURSUED				
	AUTO	MC	OTHER	VAN-PJ-SUV
ABANDONED	287	15	4	75
VIOLATOR CRASH	266	17	9	60
DISCONTINUED	382	82	23	65
OTHER POLICE ACTION	96	6	4	23
POLICE CRASH	9	1	0	3
POLICE VEHICLE DISABLED	1	1	1	3
VIOLATOR VEHICLE DISABLED	51	6	3	10
VOLUNTARY STOP	255	19	6	57
TOTALS	1357	147	53	343
FIGURE #21				

APPENDIX B
CROSS TABULATION

REASON INITIATED / APPREHENSION					
	DELAYED	DURING	ESCAPED	ELUDED	TERMINATED
DUI OR SUSPECTED	24	213	9	19	9
FELONY CRIMINAL	19	150	11	34	25
MISDEMEANOR CRIMINAL	12	66	11	15	20
OTHER TRAFFIC	120	475	62	110	110
STOLEN OR SUSPECTED	8	159	2	57	54
SUMMARY CRIMINAL	5	32	12	9	8
TOTALS	199	1095	132	244	230

FIGURE #22

REASON INITIATED / COLLISION		
	NO COLLISIONS	COLLISIONS
DUI OR SUSPECTED	188	85
FELONY CRIMINAL	155	87
MISDEMEANOR CRIMINAL	92	52
OTHER TRAFFIC	672	211
STOLEN OR SUSPECTED	208	103
SUMMARY CRIMINAL	45	22

FIGURE #23

APPENDIX B
CROSS TABULATION

REASON INITIATED / REASON TERMINATED								
***	ABAN	VCOLL	DISC	ACTION	PC	PVDIS	VVDIS	VOLUN
DUI OR SUSPECTED	46	53	36	29	4	0	17	89
FELONY CRIMINAL	50	47	77	26	1	1	6	55
MISDEMEANOR CRIMINAL	25	23	40	1	0	0	5	29
OTHER TRAFFIC	159	147	239	49	6	1	23	234
STOLEN OR SUSPECTED	30	64	109	12	1	1	11	21
SUMMARY CRIMINAL	11	17	20	2	1	0	3	13
TOTALS	381	351	571	129	13	3	70	332

FIGURE #24

APPENDIX D

DEFINITIONS

The following terms and definitions were utilized in the Pennsylvania Police Pursuit Report: 1998 Annual Compilation and Analysis. This section will serve as a reference tool to assist the reader.

For the purpose of this report, these phrases 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** - 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 criminal offense.
 - E. **FELONY CRIMINAL** - Any known or suspected felony criminal offense, except those relating to the vehicle known to be or suspected of being stolen.
 - F. **STOLEN OR SUSPECTED** - The vehicle is known or suspected to be stolen.

2. **TYPE VEHICLE PURSUED:**
 - A. **AUTOMOBILE** - Passenger cars and mini-vans, 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, motor-driven pedacycles.
 - D. **OTHER** - All other vehicles.

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 their supervisor(s), even though the officer(s) was able to continue the pursuit.
- C. **NONE - STOPPED, BUT ESCAPED ON FOOT -** The pursuit resulted in the violator vehicle being 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 as an immediate continuation of the original pursuit.
- E. **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 ACCIDENT -** The pursuit was terminated because the pursuing police vehicle was involved in an accident.
- C. **POLICE VEHICLE DISABLED -** The pursuit was terminated because the pursuing police vehicle suffered a mechanical failure other than that caused by an accident or collision.
- 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, without the use of road spikes, roadblocks, induced stops, or other apprehension techniques, then fled on foot.
 - F. **VIOLATOR STOPPED BY COLLISION OR ACCIDENT** - The violator was involved in a collision or accident which terminated the pursuit.
 - G. **VIOLATOR VEHICLE DISABLED** - The pursuit was terminated because the violator vehicle suffered a mechanical failure other than that caused by an accident or other police action.
 - H. **STOPPED BY OTHER POLICE ACTION** - The violator was stopped by apprehension techniques other than trailing pursuit, e.g., roadblock, induced stop, etc.
6. **COLLISION TYPE:**
- A. **NO COLLISION** - Self-explanatory.
 - B. **VIOLATOR ACCIDENT** - An accident involving only a pursuing police vehicle.
 - C. **POLICE ACCIDENT** - An accident involving only a pursuing police vehicle.
 - D. **UNINVOLVED ACCIDENT** - An accident involving only a vehicle or vehicles not involved in the pursuit, and the accident is a result of the actions of either the violator or police vehicles, e.g., the violator forces an uninvolved vehicle off the road.
 - E. **VIOLATOR - POLICE ACCIDENT** - An accident involving the violator and pursuing police vehicles.
 - F. **VIOLATOR - UNINVOLVED ACCIDENT** - An accident involving the violator vehicle and an occupied vehicle not involved in the pursuit.
 - G. **UNINVOLVED - POLICE ACCIDENT** - An accident 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 INTER. (Legal Intervention)** - Police vehicle was deliberately driven into the violator vehicle as an act of legal intervention.
6. **APPREHENSION TECHNIQUES:**
- A. **TRAILING PURSUIT** - Following the violator in an attempt to stop it.
 - B. **ROAD SPIKES** - Road Fangs, Spike Strips, Stop Sticks, or other devices designed 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 violator vehicle to stop.
 - F. **OTHER INDUCED STOP** - One or more police vehicles being used to force the pursued vehicle to stop. For the purposes of this report, in an induced stop, there is no attempt to make contact with the pursued vehicle.
 - G. **LEGAL INTERVENTION** - For the purposes 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 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.

Example: A violator eludes police and, therefore, is charged with fleeing and eluding under Pursuit-Related Charges. However, this violator was found to be the subject of a warrant for armed robbery. The armed robbery charge would be a Nonpursuit-Related Charge due to the fact that this action occurred not as a direct result of the physical pursuit.

8. CC: Crimes Code
9. CS: The Controlled Substance, Drug, Device, and Cosmetic Act
10. FW: Fireworks Law
11. GM: Game Law
12. LL: Liquor Law
13. VC: Vehicle Code
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(s) on which the pursuit started, traveled on during the pursuit, and on which the pursuit ended.
17. **MARKED VEHICLES DIRECTLY INVOLVED:** Total number of marked police vehicles directly involved in the pursuit.
18. **UNMARKED VEHICLES DIRECTLY INVOLVED:** Total number of unmarked police vehicles directly involved in the pursuit.
19. **INJURIES:**
 - A. **VIOLATOR** - Total number of persons in the violator vehicle(s) who received non-fatal injuries resulting from vehicular operation during the pursuit.
 - B. **POLICE** - Total number of persons in police vehicle(s) who received non-fatal injuries resulting from vehicular operation during the pursuit.

- C. **UNINVOLVED** - Total number of uninvolved persons who received non-fatal injuries resulting from vehicular operation during the pursuit.
20. **FATALITY:** The person died as a direct result of injuries sustained in the accident.
- 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 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. **VIOLATOR PROPERTY DAMAGE:** Estimated amount of property damage, in hundreds, to the violator vehicle resulting from the pursuit.
22. **POLICE PROPERTY DAMAGE:** Estimated amount of property damage, in hundreds, to police vehicles resulting from the pursuit.
23. **UNINVOLVED PROPERTY DAMAGE:** Estimated amount of property damage, in hundreds, to uninvolved property resulting from vehicular operation during the pursuit.
24. **PERSONS IN PURSUED VEHICLE ARRESTED:** Self-explanatory.
25. **VEHICLE:** Pertinent information concerning the pursued vehicle.

26. CRIMES CODE VIOLATIONS:

- CC09:**
 0901 Criminal attempt.
 0903 Criminal conspiracy.
 0907 Possessing instruments of crime.
 0908 Prohibited offensive weapons.
- CC25:**
 2501 Criminal homicide.
 2502 Murder.
 2504 Involuntary manslaughter.
- CC27:**
 2701 Simple assault.
 2702 Aggravated assault.
 2705 Recklessly endangering another person.
 2708 Terroristic threats.
 2709 Harassment and stalking.
- CC29:**
 2901 Kidnapping.
 2902 Unlawful restraint.
- CC33:**
 3302 Causing or risking catastrophe.
 3303 Failure to prevent catastrophe.
 3304 Criminal mischief.
 3309 Agricultural vandalism.
- CC35:**
 3502 Burglary.
 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.
 4105 Bad checks.
- CC45:**
 4303 Concealing death of child.
 4304 Endangering welfare of children.
- CC47:**
 4701 Bribery in official and political matters.
- CC49:**

- 4904 Unsworn falsification to authorities.
 4906 False reports to law enforcement authorities.
 4910 Tampering with or fabricating physical evidence.

- CC51:**
 5104 Resisting arrest or other law enforcement.
 5105 Hindering apprehension or prosecution.
 5127 Escape.
 5129 Flight to avoid apprehension, trial or punishment.

- CC55:**
 5503 Disorderly conduct.
 5504 Harassment by communication or address.
 5505 Public drunkenness.
 5506 Loitering and prowling at night time.
 5507 Obstructing highways and other public passages.
 5509 Desecration of venerated objects.

- CC51:**
 6103 Crimes committed with firearms.
 6105 Persons not to possess, use, manufacture, control, sell or transfer firearms.
 6106 Firearms not to be carried without a license.
 6108 Carrying firearms on public streets or public property in Philadelphia.
 6110 Persons to whom delivery shall not be made.

- CC63:**
 6303 Purchase, consumption, possession or transportation of liquor or malt or brewed beverages.

27. CONTROLLED SUBSTANCE VIOLATIONS:

- CS 13(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 (less than 30 grams of marijuana or less than 9 grams of hashish).
 13(a)32 Possession of paraphernalia.
- 1301 Registration and certificate of title required.
 1311 Registration card to be signed and exhibited on demand.
 1332 Display of registration plate.
 1371 Operating following suspension of registration.
 1372 Unauthorized transfer or use of registration.

28. VEHICLE CODE VIOLATIONS:

- VC15:**
 1501 Drivers required to be licensed.
 1503 Persons ineligible for licensing.
 1504 Classes of licenses.
 1505 Learners' permits.

1511	Carrying and exhibiting driver's license on demand.	3731	Driving under the influence of alcohol or controlled substance.
1543	Driving while operating privilege is suspended or revoked.	3732	Homicide by vehicle.
1575	Permitting violation of title.	3733	Fleeing or attempting to elude police officer.
		3734	Driving without lights to avoid identification or arrest.
VC17:	1786 Required financial responsibility.	3735	Homicide by vehicle while under the influence.
		3743	Accidents involving damage to attended vehicle or property.
VC31:		3744	Duty to give information and render aid.
3102	Obedience to authorized persons directing traffic.	3745	Accidents involving damage to unattended vehicle or property.
3111	Obedience to traffic-control devices.	3748	Immediate notice of accident to police department.
3112	Traffic-control signals.		
3114	Flashing signals.		
VC33:		VC41:	
3301	Driving on right side of roadway.	4107	Unlawful activities.
3302	Meeting vehicles proceeding in opposite direction.		
3303	Overtaking vehicle on the left.	VC43:	
3304	Overtaking vehicle on the right.	4302	Periods of requiring lighted lamps.
3305	Limitations on overtaking on the left.	4303	General lighting requirements.
3306	Limitations on driving on left side of roadway.	4306	Use of multiple-beam road lighting equipment.
3307	No-passing zones.		
3308	One-way roadways and rotary traffic islands.	VC45:	
3309	Driving on roadways laned for traffic.	4523	Exhaust systems, mufflers and noise control.
3310	Following too closely.	4524	Windshield obstructions and wipers.
3311	Driving on divided highways.	4525	Tire equipment and traction surfaces.
3312	Limited access highway entrances and exits.	4534	Rearview mirrors.
3322	Vehicle turning left.	4581	Restraint systems.
3323	Stop signs and yield signs.		
3324	Vehicle entering or crossing roadway.	VC47:	
3325	Duty of driver on approach of emergency vehicle.	4703	Operation of vehicle without official certificate of inspection.
3331	Required position and method of turning.	4730	Violations of use of certificate of inspection.
3334	Turning movements and required signals.		
3335	Signals by hand and arm or signal lamps.	VC61:	
3344	Emerging from alley, driveway or building.	6110	Regulation of traffic on Pennsylvania Turnpike.
3345	Meeting or overtaking school bus.		
3353	Prohibitions in specified places.	VC63:	
3361	Driving vehicle at safe speed.	5306	Investigation by police officers.
3362	Maximum speed limits.		
3367	Racing on highways.	VC71:	
VC35:		7133	Dealing in vehicles with removed or falsified numbers.
3523	Operating motorcycles on roadways laned for traffic.	7122	Altered, forged or counterfeit documents and plates.
3525	Protective equipment for motorcycle riders.	7124	Fraudulent use or removal of registration plate.
3545	Driving through and around safety zones.		
VC37:		VC77:	
3701	Unattended motor vehicle.	7712	Registration of snowmobiles and registration and issuance of certificates of title for ATVs.
3702	Limitations on backing.	7713	Certificates of registration and decals.
3703	Driving upon sidewalk.	7721	Operation on streets and highways.
3709	Depositing waste and other material on highway, property or waters.		
3714	Careless driving.		
3715	Restriction on alcoholic beverages.		
3716	Accidents involving overturned vehicles.		
3717	Trespass by motor vehicle.		