

PENNSYLVANIA POLICE PURSUITS



2001

ANNUAL REPORT



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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. This report contains a summary of the pursuit data collected during the year 2001.

This past year, police officers in Pennsylvania reported a total of 2,314 pursuits. This number is higher than the 2,171 reported in 2000. The following are noteworthy statistics taken from this report:

- A total of 11 individuals were killed as a result of pursuit crashes. Of the 11 fatalities, 8 were to violators; 2 were to uninvolved persons; and 1 was to a police officer.
- Of the 2,314 pursuits, 700 resulted in a total of 742 crashes, with 450 of the crashes resulting in injury to the violator, police, or uninvolved persons.
- Overall, 69.36% of pursuits resulted in the apprehension of one or more violators. Over half of the apprehensions were accomplished using a trailing pursuit, the least forceful technique.
- The total number of pursuits has risen each of the past five years; however, apprehension, crash, and fatality rates have remained similar.

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PURSUIT FACTOR ANALYSIS

Pursuit factors listed in this section were compiled and analyzed from data obtained from the Pennsylvania Police Pursuit Report, Form SP 7-0032. These factors were comprehensively analyzed by combining pursuit reports from municipal police departments and the Pennsylvania State Police.

Due to a 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 2001 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, 47.41%, for a pursuit to be initiated in 2001 was for traffic violations, such as exceeding the maximum speed limit, stop signs and yield signs, etc. (*Appendix A, Figure 1*).

Stolen or suspected stolen vehicles accounted for the second highest cause, 18.50%, of initiated pursuits, while 12.01% of pursuits originated because the operator was DUI or suspected DUI (*Appendix A, Figure 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, 60.76%, ended with an apprehension during the pursuit. In addition, 8.60% of pursuits resulted in a delayed apprehension. By combining "during" and "delayed" apprehensions, approximately 69.36% of all pursuits resulted in arrest (*Appendix A, Figure 2*).

REASON TERMINATED:

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

Of the 2,314 pursuits, 24.55% were discontinued. Pursuits were discontinued for a number of reasons including officer/supervisor decision, the violator eluded the police, etc. (*Appendix A, Figure 3*).

During 2001, 25.80% of pursuits were ended because of voluntary stops by the violator. Crashes accounted for 18.97% of all terminated pursuits. (*Appendix A, Figure 3*).

CRASH TYPE:

Overall 69.75% of all pursuits ended without collision. Of the 2,314 total pursuits, 700 resulted in a total of 742 crashes. The following is a breakdown of the types of crashes that were reported during 2001: the violator was involved in 368; police in 31; uninvolved motorists in 9; violator/police crashes, 47; violator/uninvolved persons or property, 198; violator/police deliberate intention, 55; violator/uninvolved deliberate intention, 8; police/violator legal intervention, 20; and uninvolved/police crashes, 6 (*Appendix A, Figure 4*).

ENDING APPREHENSION:

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

VIOLATORS ARRESTED:

The majority of pursuits ended with the apprehension of the fleeing violator. Of all pursuits, 57.22% involved the arrest of one offender, while 12.88% involved the arrest of multiple violators (*Appendix A, Figure 6*).

TYPE OF POLICE VEHICLE:

Overall 83.45% of the pursuits involved marked police vehicle(s) only; 7.73% involved unmarked police vehicle(s) only; and 8.82% utilized both marked and unmarked vehicles (*Appendix A, Figure 7*).

TYPE OF VEHICLE PURSUED:

Pursuit analysis for the past year indicates that the majority of police pursuits, 71.39% involved automobiles, 6.61% involved motorcycles, and 18.80% involved vans/pick-ups or sport-utility vehicles (*Appendix A, Figure 8*).

NUMBER OF INJURIES:

Of the 2,314 pursuits initiated, 450 or 19.45% resulted in some form of injury. Of the 450 injuries, 286 (63.56%) involved injuries to the violator(s), 101(22.44%) to police, and 63 (14.00%) to uninvolved persons (*Appendix A, Figure 9*).

NUMBER OF FATALITIES:

Collectively, 11 people died statewide during police pursuits in the year 2001. Police departments reported 8 violator deaths, 2 uninvolved person deaths, and 1 police officer death during 2001. (*Appendix A, Figure 10*).

PROPERTY DAMAGE:

During 2001, violators incurred approximately \$431.24 in property damage per pursuit, while police incurred \$105.30 in damage per pursuit. Uninvolved persons incurred an estimated \$179.04 of property damage per pursuit (*Appendix A, Figure 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 48.44% of all pursuits; nonpursuit-related Crimes Code violations occurred in 25.93%; and nonpursuit-related Act 64 violations occurred in 11.71% of pursuits (*Appendix A, Figure 12*).

Vehicle Code violations were heavily concentrated in Chapters 15 and 37. Chapter 15 violations primarily encompass offenses involved in the licensing of drivers. Chapter 37 violations consist of serious traffic offenses, including Driving Under the Influence (*Appendix A, Figure 14*).

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

Of the controlled substance violations, Sections CS13(a)16 and CS13(a)31 comprised most of these offenses. Section 13(a)16 identifies the possession of a controlled or counterfeit substance by a person not registered to do so, while Section CS13(a)31 deals with possession of a small amount of marijuana (*Appendix A, Figure 16*).

PURSUIT-RELATED OFFENSES:

Pursuit-related offenses represent those violations committed during the course of a pursuit (*Appendix A, Figure 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, Figure 17*).

Pursuit-related Crimes Code offenses were primarily comprised of Chapter 27, assault offenses. Chapter 27 includes Simple assault, Aggravated assault, and Recklessly endangering another person (*Appendix A, Figure 18*).

CROSS TABULATION ANALYSIS

This section analyzes pursuit factors in relation to one another, and thus permits greater insight into the dynamics of police pursuits during the year 2001.

APPREHENSION - TYPE OF VEHICLE PURSUED:

Most fleeing vehicles were apprehended during the pursuit. Approximate apprehension rates, consisting of “during” and “delayed” apprehensions, were as follows: automobiles, 69.43%; motorcycles, 54.90%; vans/pick-ups/sport-utility vehicles, 77.01%; “other” vehicles (ex. all-terrain vehicles), 52.11%; and truck-tractor/semi-trailers, 66.67% (*Appendix B, Figure 19*).

CRASH - TYPE OF VEHICLE PURSUED:

The majority of pursuits, 69.75%, did not involve collision. During the year 2001, 69.00% of pursued automobiles, 79.74% of pursued motorcycles, and 68.05% of pursued vans/pick-ups/sport-utility vehicles were not involved in crashes (*Appendix B, Figure 20*).

REASON TERMINATED - TYPE OF VEHICLE PURSUED:

Of all pursuits, 24.55% 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, 46.41%, involved motorcycles (*Appendix B, Figure 21*).

REASON INITIATED - APPREHENSION:

Pursuits initiated because of a DUI or suspected DUI operator resulted in an arrest 80.58% of the time. Apprehension rates for pursuits initiated for felony criminal, misdemeanor criminal, traffic violations, stolen or suspected stolen, and summary criminal offenses ranged from 58.88% to 76.66% (*Appendix B, Figure 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 26.62% of pursuits initiated for summary traffic offenses. The remaining “reason initiated” categories had the following prevalence of collisions: summary criminal, 16.90%; misdemeanor criminal, 20.26%; DUI or suspected DUI, 35.97%; stolen or suspected stolen, 34.81%; felony criminal, 40.42% (*Appendix B, Figure 23*).

CONCLUSION

In recent years, few areas of police work have raised as much public concern 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 FACTORS**

REASON INITIATED	2001		2000	
	N	%	N	%
DUI OR SUSPECTED	278	12.01%	280	12.89%
FELONY CRIMINAL	287	12.40%	259	11.93%
MISDEMEANOR CRIMINAL	153	6.61%	117	5.39%
TRAFFIC VIOLATIONS	1,097	47.41%	1,082	49.84%
STOLEN OR SUSPECTED	428	18.50%	363	16.72%
SUMMARY CRIMINAL	71	3.07%	70	3.22%

FIGURE #1

APPREHENSION	2001		2000	
	N	%	N	%
DELAYED	199	8.60%	222	10.23%
DURING	1,406	60.76%	1,349	62.14%
ELUDED	280	12.10%	237	10.92%
ESCAPED ON FOOT	170	7.35%	154	7.09%
TERMINATED	259	11.19%	209	9.63%

FIGURE #2

REASON TERMINATED	2001		2000	
	N	%	N	%
VIOLATOR ABANDONED VEHICLE	418	18.06%	333	15.34%
CRASH/COLLISION (ALL)	439	18.97%	407	18.75%
DISCONTINUED	568	24.55%	553	25.47%
OTHER POLICE ACTION/INDUCED	140	6.05%	180	8.29%
POLICE VEHICLE DISABLED	4	0.17%	5	0.23%
VIOLATOR VEHICLE DISABLED	148	6.40%	123	5.67%
VOLUNTARY STOP	597	25.80%	570	26.26%

FIGURE #3

CRASH TYPE	2001		2000	
	N	%	N	%
PURSUIT WITHOUT CRASHES	1,614	69.75%	1,508	69.46%
PURSUIT WITH CRASHES	700	30.25%	663	30.54%
VIOLATOR CRASHES	368	49.60%	332	46.76%
POLICE CRASHES	31	4.18%	28	3.94%
UNINVOLVED CRASHES	9	1.21%	9	1.27%
VIOLATOR/POLICE CRASHES	47	6.33%	61	8.59%
VIOLATOR/UNINVOLVED CRASHES (Includes both occupied and unoccupied property)	198	26.68%	195	27.46%
VIOLATOR/POLICE DELIB INTENT	55	7.41%	50	7.04%
VIOLATOR/UNINVOLVED DELB INTENT	8	1.08%	4	0.56%
POLICE/VIOL LEGAL INTERVENTION	20	2.70%	27	3.80%
UNINVOLVED/POLICE CRASH	6	0.81%	4	0.56%
TOTAL CRASHES*:	742		710	

FIGURE #4

* Multiple crashes can occur during a single pursuit.

**APPENDIX A
PURSUIT FACTORS**

ENDING APPREHENSION	2001		2000	
	N	%	N	%
NONE	885	38.25%	717	33.06%
TRAILING PURSUIT	1,181	51.04%	1,180	54.35%
OTHER INDUCED STOP	76	3.28%	77	3.55%
ROLLING ROADBLOCK	46	1.99%	49	2.26%
LEGAL INTERVENTION	29	1.25%	36	1.66%
PARTIAL ROADBLOCK	30	1.30%	39	1.80%
ROAD SPIKES/TIRE DEFLATION DEVICE	44	1.90%	48	2.21%
TOTAL ROADBLOCK	6	0.26%	11	0.51%
FIREARMS	7	0.30%	3	0.14%
AIR SUPPORT	10	0.43%	11	0.51%
FIGURE #5				

VIOLATORS ARRESTED/PURSUIT	2001		2000	
	N	%	N	%
ZERO ARRESTED	692	29.90%	566	26.07%
ONE ARRESTED	1,324	57.22%	1,360	62.64%
TWO ARRESTED	223	9.64%	183	8.43%
THREE ARRESTED	53	2.29%	49	2.26%
FOUR ARRESTED	15	0.65%	10	0.46%
FIVE OR MORE ARRESTED	7	0.30%	3	0.23%
PURSUIITS WITH ARRESTS:	1,622	70.10%	1,605	74.02%
FIGURE #6				

TYPE OF POLICE VEHICLE	2001		2000	
	N	%	N	%
MARKED AND UNMARKED	204	8.82%	157	7.23%
MARKED	1,931	83.45%	1,894	87.25%
UNMARKED	179	7.73%	120	5.53%
FIGURE #7				

TYPE OF VEHICLE PURSUED	2001		2000	
	N	%	N	%
AUTOMOBILE	1,652	71.39%	1,522	70.11%
MOTORCYCLE	153	6.61%	175	8.06%
OTHER	71	3.07%	63	2.90%
VAN/PICKUP/SUV	435	18.80%	410	18.88%
TRUCK TRACTOR/SEMI-TRAILER	3	0.13%	1	.046%
FIGURE #8				

**APPENDIX A
PURSUIT FACTORS**

NUMBER PURSUITS WITH INJURIES	2001		2000	
	N	%	N	%
PURSUITS WITH INJURIES	450	19.45%	363	16.72%
PURSUITS WITHOUT INJURIES	1,864	80.55%	1,808	83.28%
VIOLATOR INJURIES	286	63.56%	239	65.84%
POLICE INJURIES	101	22.44%	78	21.49%
UNINVOLVED INJURIES	63	14.00%	46	12.67%
FIGURE #9				

NUMBER OF PURSUITS W/ FATALITIES	2001		2000	
	N	%	N	%
PURSUITS WITH FATALITIES	10	0.48%	11	0.51%
PURSUITS WITHOUT FATALITIES	2,304	99.52%	2,160	99.49%
VIOLATOR FATALITIES	8	72.73%	6	54.55%
POLICE FATALITIES	1	9.09%	0	0.00%
UNINVOLVED FATALITIES	2	18.18%	5	45.45%
TOTAL FATALITIES:	11		11	
FIGURE #10				

PROPERTY DAMAGE TOTALS	2001	2000
<i>TOTAL:</i>		
VIOLATOR DAMAGE	\$997,886.00	\$2,309,110.00
POLICE DAMAGE	\$243,664.00	\$299,841.00
UNINVOLVED DAMAGE	\$414,287.00	\$522,231.00
<i>DAMAGE RATE PER PURSUIT:</i>		
VIOLATOR DAMAGE	\$431.24	\$1,063.62
POLICE DAMAGE	\$105.30	\$138.11
UNINVOLVED DAMAGE	\$179.04	\$240.55
FIGURE #11		

TYPES OF NONPURSUIT-RELATED OFFENSES	2001	2000
CRIMES CODE	1,243	1,143
VEHICLE CODE	2,211	1,905
CONTROLLED SUBSTANCE	575	343
FIGURE #12		

TYPES OF PURSUIT-RELATED OFFENSES	2001	2000
CRIMES CODE	2,628	1,705
VEHICLE CODE	19,587	10,140
FIGURE #13		

**APPENDIX A
PURSUIT FACTORS**

TYPES OF NONPURSUIT-RELATED VEHICLE CODE OFFENSES*	
VC1301	225
VC1372	119
VC1501	485
VC1543	524
VC1786	197
VC3731	506
VC4703	155
FIGURE #14	

TYPES OF NONPURSUIT-RELATED CRIMES CODE OFFENSES*	
CC2701	81
CC3921	290
CC3925	452
CC3928	197
CC5104	146
CC6308	87
FIGURE #15	

TYPES OF NONPURSUIT-RELATED CONTROLLED SUBSTANCE OFFENSES*	
CS13(a)00	28
CS13(a)16	179
CS13(a)30	112
CS13(a)31	135
CS13(a)32	121
FIGURE #16	

*SEE APPENDIX D

**APPENDIX A
PURSUIT FACTORS**

TYPES OF PURSUIT-RELATED VEHICLE CODE OFFENSES*	
VC3111	1,110
VC3112	1,931
VC3301	495
VC3306	396
VC3307	292
VC3308	214
VC3309	559
VC3323	3,287
VC3325	563
VC3334	1,836
VC3361	1,169
VC3362	961
VC3714	1,339
VC3717	120
VC3733	2,437
VC3734	2,052
VC3736	2,296
VC3743	185
VC3745	192
FIGURE #17	

TYPES OF PURSUIT-RELATED CRIMES CODE OFFENSES*	
CC2701	187
CC2702	414
CC2705	1,527
CC3304	120
CC5104	228
CC5503	152
FIGURE #18	

*SEE APPENDIX D

**APPENDIX B
CROSS TABULATION**

APPREHENSION - TYPE OF VEHICLE PURSUED					
	AUTO	MC	OTHER	VAN-PU-SUV	TT/ST
DELAYED	124	25	14	36	0
DURING	1,023	59	23	299	2
ESCAPED ON FOOT	132	5	4	28	1
ELUDED	190	39	20	31	0
TERMINATED	183	25	10	41	0
TOTALS	1,652	153	71	435	3

FIGURE #19

CRASH - TYPE OF VEHICLE PURSUED					
	AUTO	MC	OTHER	VAN-PU-SUV	TT/ST
NONE	1,140	122	54	296	2
CRASHES	512	31	17	139	1
TOTALS	1,652	153	71	435	3

FIGURE #20

REASON TERMINATED - TYPE OF VEHICLE PURSUED					
	AUTO	MC	OTHER	VAN-PU-SUV	TT/ST
ABANDONED	307	17	5	88	1
CRASH/COLLISION	316	22	9	78	1
DISCONTINUED	377	71	37	83	0
OTHER POLICE ACTION/INDUCED	101	4	6	28	1
POLICE VEHICLE DISABLED	3	0	0	1	0
VIOLATOR VEHICLE DISABLED	103	11	5	29	0
VOLUNTARY STOP	440	27	5	125	0
POLICE CRASH	5	1	4	3	0
TOTALS	1,652	153	71	435	3

FIGURE #21

REASON INITIATED - APPREHENSION					
	DELAYED	DURING	ESCAPED	ELUDED	TERMINATED
DUI OR SUSPECTED	13	211	17	15	22
FELONY CRIMINAL	23	197	10	33	24
MISDEMEANOR CRIMINAL	13	89	15	16	20
TRAFFIC VIOLATIONS	116	645	80	146	110
STOLEN OR SUSPECTED	27	225	41	60	75
SUMMARY CRIMINAL	7	39	7	10	8
TOTALS	199	1,406	170	280	259

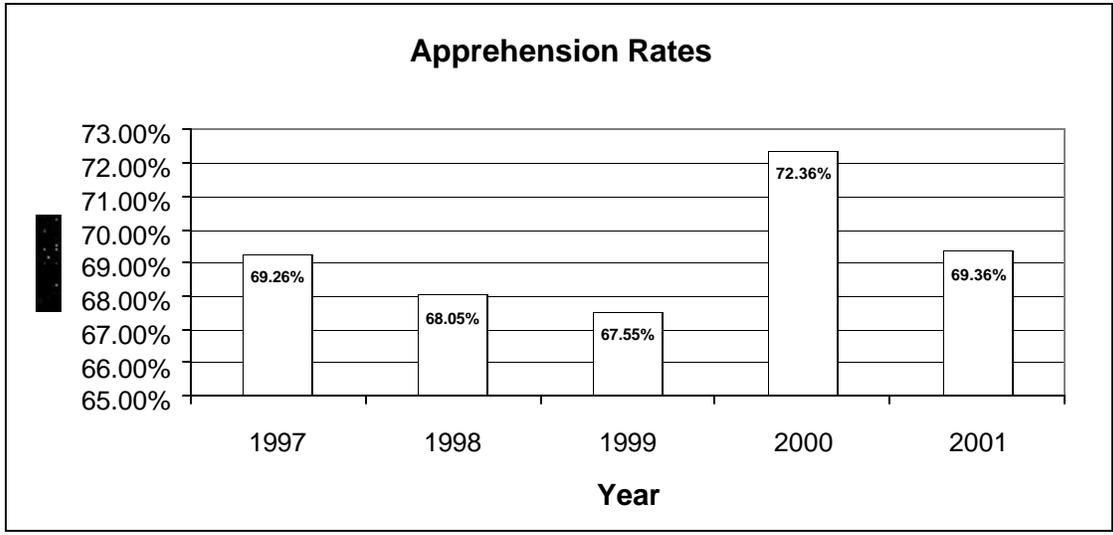
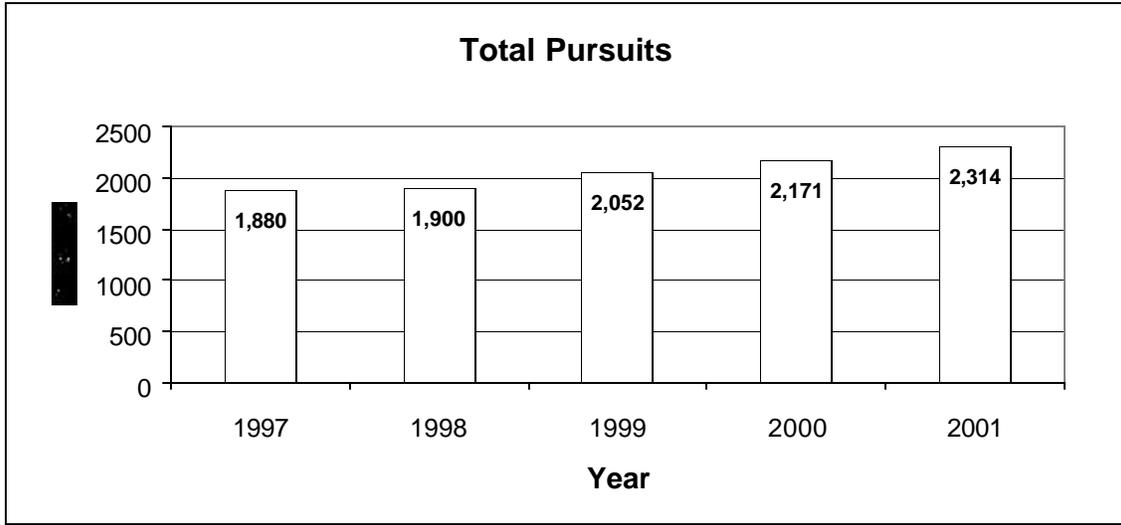
FIGURE #22

**APPENDIX B
CROSS TABULATION**

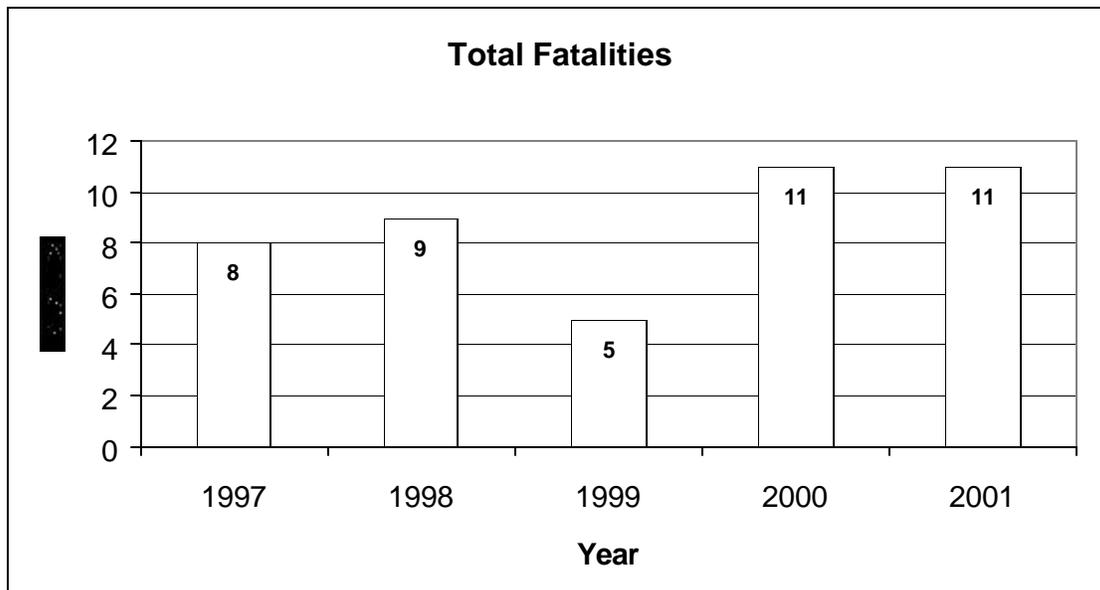
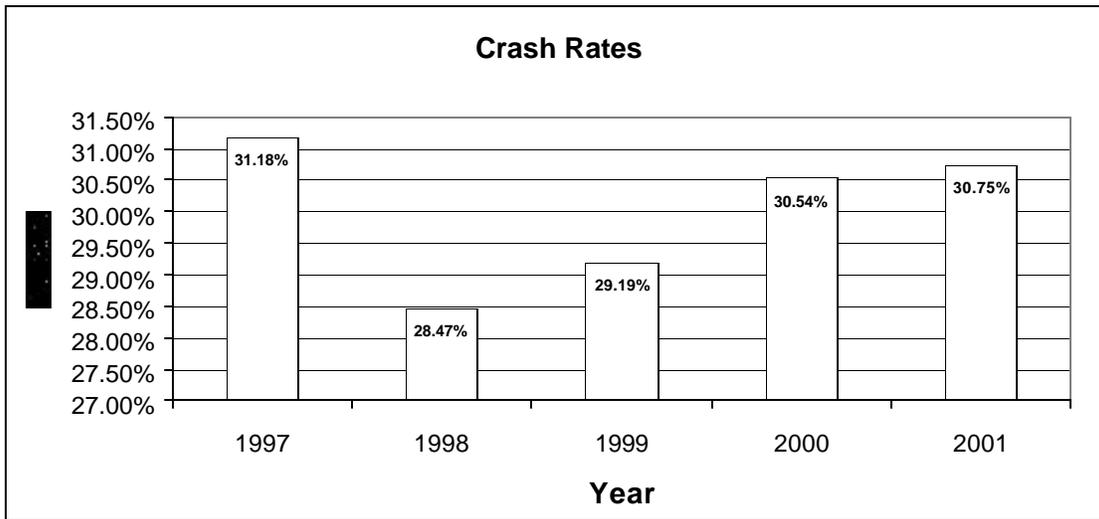
REASON INITIATED - CRASH		
	NO CRASHES	CRASHES
DUI OR SUSPECTED	178	100
FELONY CRIMINAL	171	116
MISDEMEANOR CRIMINAL	122	31
TRAFFIC VIOLATIONS	805	292
STOLEN OR SUSPECTED	279	149
SUMMARY CRIMINAL	59	12
FIGURE #23		

NOTE: 2001 pursuit data received after February 15, 2002, is not counted in this report.

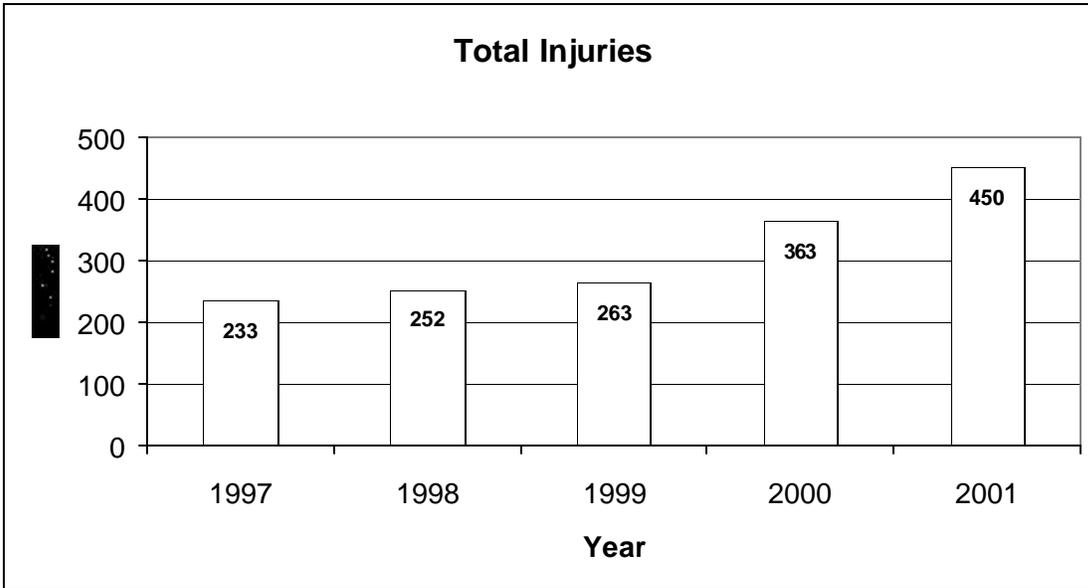
**APPENDIX C
FIVE-YEAR TRENDS**



**APPENDIX C
FIVE-YEAR TRENDS**



**APPENDIX C
FIVE-YEAR TRENDS**



APPENDIX D DEFINITIONS

The following terms and definitions were utilized in the Pennsylvania Police Pursuit Report: Year 2000 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/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 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:

CC09:

0901 Criminal Attempt
0903 Criminal Conspiracy
0907 Possessing Instruments of
Crime
0908 Prohibited Offensive
Weapons

CC25:

2501Criminal Homicide
2502Murder
2504Involuntary Manslaughter

CC27:

2701Simple Assault
2702Aggravated Assault
2705 Recklessly Endangering
Another Person
2706Terroristic Threats
2709Harassment and Stalking

CC29:

2901 Kidnapping
2902 Unlawful Restraint

CC33:

3302 Causing or Risking
Catastrophe
3303Failure 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

CC43:

4303 Concealing Death of Child
4304 Endangering Welfare of
Children

CC49:

4904 Unsworn Falsification to
Authorities
4906False Reports to Law
Enforcement Authorities

CC51:

5104 Resisting Arrest or Other
Law Enforcement
5105 Hindering Apprehension or
Prosecution
5121 Escape
5126 Flight to Avoid
Apprehension, Trial or
Punishment

CC55:

5503 Disorderly Conduct
5504 Harassment and Stalking by
Communication or Address
5505 Public Drunkenness and
Similar Misconduct

CC61:

6103 Crimes Committed with
Firearms
6106 Firearms not to be Carried
Without a License

CC63:

6308: Purchase, Consumption,
Possession or
Transportation of Liquor or
Malt or Brewed Beverages.

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	VC41:		4107	Unlawful Activities
VC35:	3523	Operating Motorcycles on Roadways Laned for Traffic	VC47:	4703	Operation of Vehicle Without Official Certificate of Inspection	
	3525	Protective Equipment for Motorcycle Riders		4730	Violations of Use of Certificate of Inspection	
	3546	Driving Through or Around Safety Zones				
VC37:	3701	Unattended Motor Vehicle	VC71:	7122	Altered, Forged or Counterfeit Documents and Plates	
	3702	Limitations on Backing		7124	Fraudulent Use or Removal of Registration Plate	
	3703	Driving Upon Sidewalk				
	3714	Careless Driving	VC77:	7712	Registration of Snowmobiles and Registration and Issuance of Certificates of Title for ATV's	
	3717	Trespass by Motor Vehicle		7721	Operation on Streets and Highways	
	3731	Driving Under Influence of Alcohol or Controlled Substance				
	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				