

PENNSYLVANIA POLICE PURSUITS

2009

ANNUAL REPORT



*Prepared by:
Pennsylvania State Police
Bureau of Research and Development*

Executive Summary

The Pennsylvania Vehicle Code defines a pursuit as "an active attempt by a police officer operating a motor vehicle to apprehend one or more occupants of a motor vehicle when the driver of the vehicle is resisting the apprehension by maintaining or increasing his speed or by ignoring the police officer's audible or visual signal to stop." Since 1996, the Vehicle Code has required police departments in Pennsylvania to make a record of all vehicle pursuits and to report them to the Pennsylvania State Police. The pursuit data contained in this report was updated every 30 days and did not become final until March 31, 2010.

Police officers in Pennsylvania reported a total of 1,582 pursuits in 2009. The following are noteworthy statistics taken from this report:

9 individuals were killed as a result of pursuit crashes. Of the 9 fatalities, 8 were violators; 1 was an uninvolved person; and 0 were police officers.

532 pursuits resulted in a total of 718 crashes (more than one crash may occur during a single pursuit), with 185 of the pursuits resulting in injury to the violator, police, and/or uninvolved persons.

74.34 percent of pursuits resulted in the apprehension of one or more violators. 57.40 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 in 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 vehicle 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 injuries). 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, stolen vehicle, felony criminal activity, etc). Officials can utilize the results of the Cross-Tabulation

Analysis to identify problem areas and the necessary changes to pursuit policies, training, and techniques. A summary of 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 the Cross-Tabulation Analysis 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 2009 is provided below. Previous year data is provided for comparison in Appendix 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 sign violations, etc. (Appendix A, Fig. 1). These factors accounted for 53.03% of all pursuits.

DUI or suspected DUI operators were the second highest cause, accounting for 15.55% of initiated pursuits, while 13.72% 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 (65.36%) ended with an apprehension during the pursuit. In addition, 8.98% of pursuits resulted in a delayed apprehension. By combining "during" and "delayed" apprehensions, approximately 74.34% 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 1,582 pursuits, 23.14% 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).

31.48% of pursuits were ended because the violator stopped voluntarily. Stopped by collision accounted for 20.16% of all terminated pursuits (Appendix A, Fig. 3).

Crash Type

66.37% of the reported pursuits ended without a collision. Of the 1,582 total pursuits, 532 resulted in a total of 718 crashes. The following is a breakdown of the types of crashes that were reported (Appendix A, Fig. 4).

- Violator Crash 380
- Police Crash 34
- Uninvolved Crash 15
- Violator/Police Crash 52
- Violator/Uninvolved Unoccupied Crash 80
- Violator/Uninvolved Occupied Crash 62
- Violator/Police Deliberate Intent 32
- Violator/Uninvolved Deliberate Intent 5
- Police/Violator Legal Intervention 41
- Uninvolved/Police Crash 2
- Police/Tire Deflation Deployment Crash 4
- Uninvolved Tire Deflation Deployment Crash 1
- Violator/Tire Deflation Deployment Crash 10

Ending Apprehension

This pursuit factor measures what apprehension techniques police utilized to end each pursuit. Over half (57.40%) 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, Fig. 5).

Violators Arrested

The majority of pursuits ended with the apprehension of the fleeing violator. Of the reported pursuits, 66.06% involved the arrest of one offender, while 13.59% involved the arrest of multiple violators (Appendix A, Fig. 6).

Type of Police Vehicle

80.09% of the pursuits involved marked police vehicle(s) only; 8.79% involved unmarked police vehicle(s) only; and 11.13% utilized both marked and unmarked vehicles (Appendix A, Fig. 7).

Type of Vehicle Pursued

Pursuit analysis indicates that 60.49% of police pursuits involved automobiles, 10.43% involved motorcycles, and 26.23% involved vans/pick-ups or sport-utility vehicles (Appendix A, Fig. 8).

Number of Injuries

Of the 1,582 initiated pursuits, 185 or 11.69% resulted in some form of injury. Of the 185 pursuits with injuries, 140 (75.68%) involved injuries to the violator(s), 36 (19.46%) to police, and 40 (21.62%) to uninvolved persons (Appendix A, Fig. 9).

Number of Fatalities

9 deaths occurred during police pursuits in 2009. A breakdown of the fatalities is as follows: 8 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 \$646.12 in property damage per pursuit, police incurred \$266.99 in damage per pursuit, and uninvolved persons incurred an estimated \$572.52 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 80.53% of the reported pursuits; nonpursuit-related Crimes Code in 35.46%; and nonpursuit-related Act 64 offenses occurred in 22.82% 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 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
- 🚓 Driving without Lights to Avoid Identification or Arrest
- 🚓 Homicide 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 violation(s) consist of 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 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 2009: automobiles, 76.90%; motorcycles, 52.73%; vans/pick-ups/sport-utility vehicles, 77.11%; other vehicles (example: all-terrain vehicles), 72.72%; and truck-tractor/semitrailers, 100.00% (Appendix C, Fig. 19).

Crash Type of Vehicle Pursued

The majority of reported pursuits (66.37%) did not involve collisions. 64.99% of pursued automobiles, 77.58% of pursued motorcycles, and 63.37% of pursued vans/pick-ups/sport-utility vehicles were not involved in crashes (Appendix C, Fig. 20).

Reason Terminated Type of Vehicle Pursued

23.14% 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 (42.42%) involved motorcycles (Appendix C, Fig. 21).

Reason Initiated Apprehension

Pursuits initiated because of a DUI or suspected DUI operator resulted in an arrest 85.37% 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 67.16% to 76.92% (Appendix C, Fig. 22).

Reason Initiated Crash

This comparison examines the likelihood of pursuit-related crashes based upon the reason why a pursuit was initiated. A crash occurred in 35.56% of pursuits initiated for summary traffic offenses. The remaining "reason initiated" categories had the following prevalence of collisions: summary criminal, 39.53%; misdemeanor criminal, 41.73%; DUI or suspected DUI, 44.80%; stolen or suspected stolen vehicles, 53.55%; and felony criminal, 46.00%(Appendix C, Fig. 23).

Conclusion

In recent years, few areas of police work have raised 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.

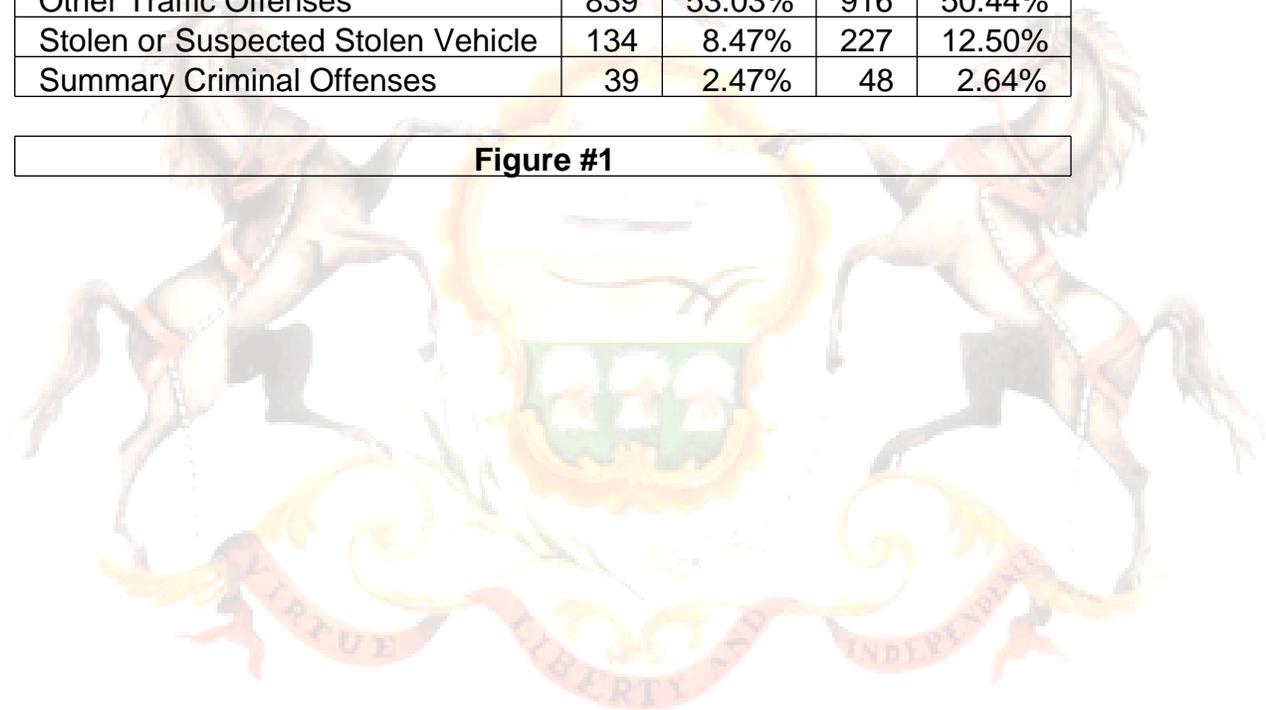
APPENDIX A

PURSUIT FACTOR ANALYSIS

Commonwealth of Pennsylvania

REASON INITIATED	2009		2008	
	N	%	N	%
DUI or Suspected DUI Operator	246	15.55%	239	13.16%
Felony Criminal Offenses	217	13.72%	260	14.32%
Misdemeanor Criminal Offenses	107	6.76%	126	6.94%
Other Traffic Offenses	839	53.03%	916	50.44%
Stolen or Suspected Stolen Vehicle	134	8.47%	227	12.50%
Summary Criminal Offenses	39	2.47%	48	2.64%

Figure #1

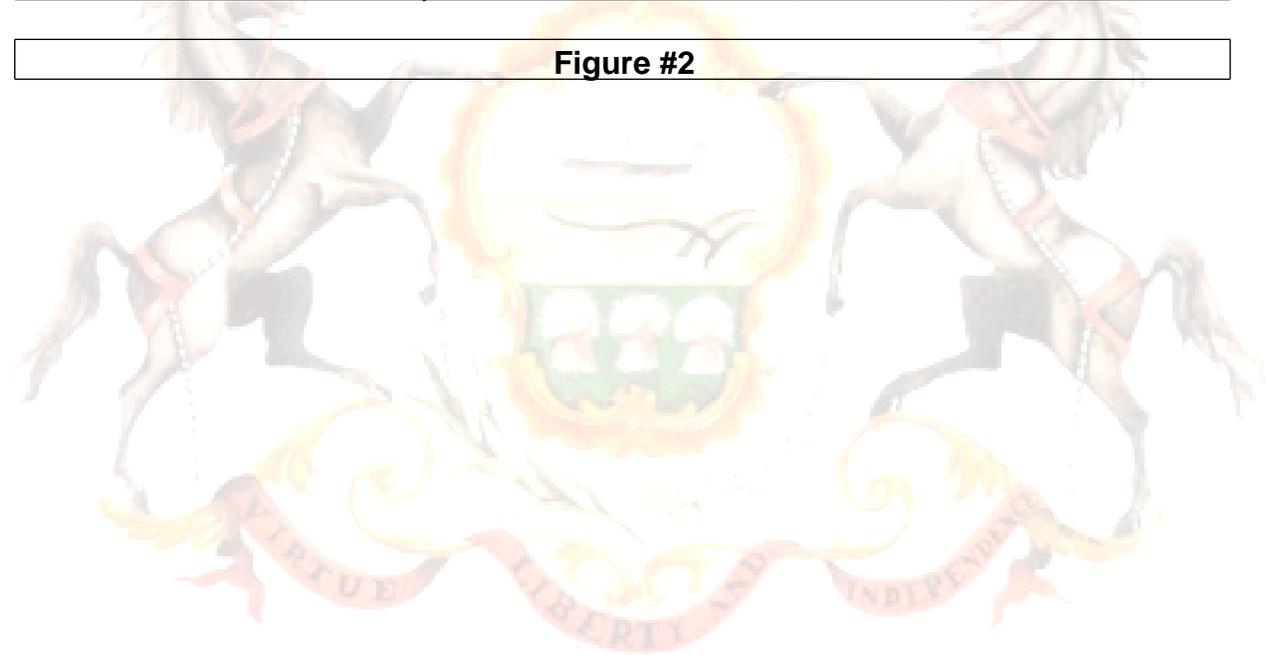


Pursuit Report

Commonwealth of Pennsylvania

APPREHENSION	2009		2008	
	N	%	N	%
Apprehended During Pursuit (Incl. on Foot)	1,034	65.36%	1,127	62.06%
Delayed - After Termination	142	8.98%	180	9.91%
None - Decision Made to Terminate	158	9.99%	182	10.02%
None - Stopped, but Escaped on Foot	98	6.19%	138	7.60%
None - Violator Successfully Eluded Police	150	9.48%	189	10.41%

Figure #2

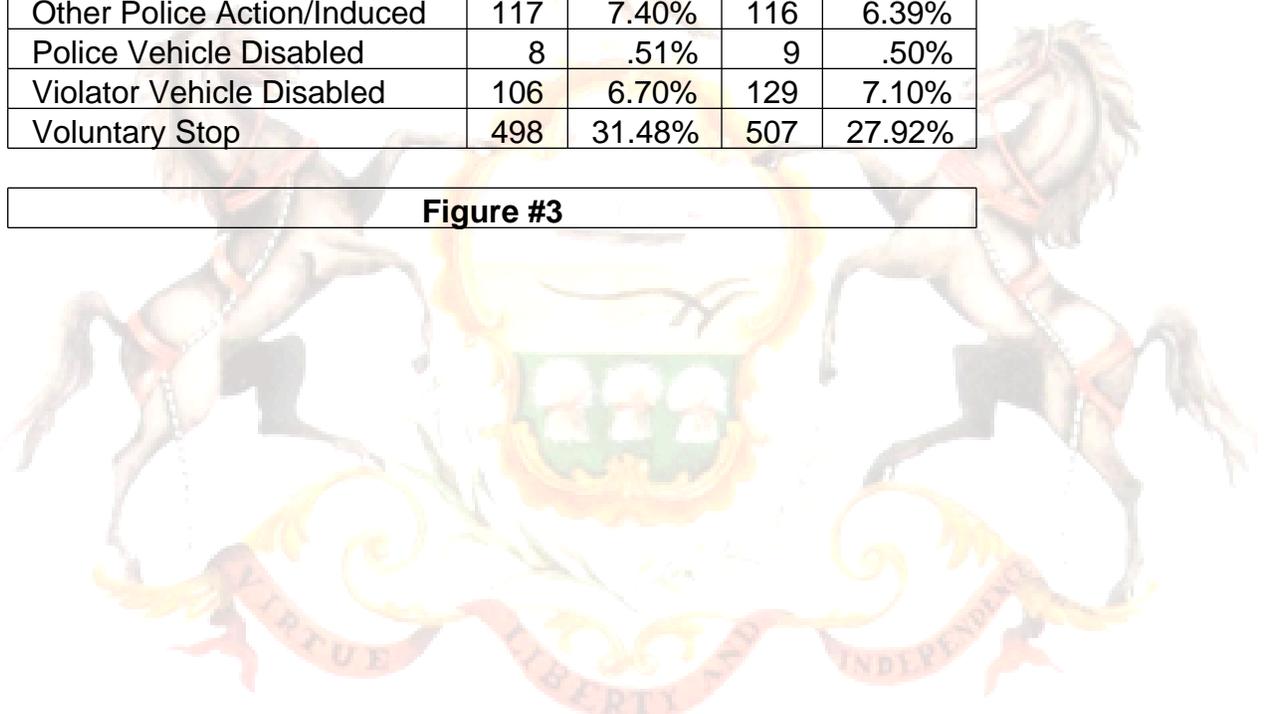


Pursuit Report

Commonwealth of Pennsylvania

REASON TERMINATED	2009		2008	
	N	%	N	%
Violator Abandoned Vehicle	168	10.62%	221	12.17%
Crash/Collision (All)	319	20.16%	350	19.28%
Discontinued	366	23.14%	484	26.65%
Other Police Action/Induced	117	7.40%	116	6.39%
Police Vehicle Disabled	8	.51%	9	.50%
Violator Vehicle Disabled	106	6.70%	129	7.10%
Voluntary Stop	498	31.48%	507	27.92%

Figure #3



Pursuit Report

Commonwealth of Pennsylvania

CRASH TYPE	2009		2008	
	N	%	N	%
Pursuits Without Crashes	1,050	66.37%	1,210	66.63%
Pursuits With Crashes	532	33.63%	606	33.37%
Police/Tire Deflation Deployment Crash	4	0.56%	2	0.25%
Uninvolved/Tire Deflation Deployment Crash	1	0.14%	2	0.25%
Violator/Tire Deflation Deployment Crash	10	1.39%	14	1.73%
Violator Crash	380	52.92%	406	50.06%
Police Crash	34	4.74%	37	4.56%
Uninvolved Crash	15	2.09%	20	2.47%
Violator/Police Crash	52	7.24%	59	7.27%
Violator/Uninvolved Crashes	142	19.77%	153	18.87%
Violator/Police Deliberate Intent	32	4.46%	53	6.54%
Violator/Uninvolved Deliberate Intent	5	0.70%	13	1.60%
Police/Violator Legal Intervention	41	5.71%	42	5.18%
Uninvolved/Police Crash	2	0.28%	10	1.23%
Total Crashes: *	718		811	

Figure #4

* Multiple crashes may occur during a single pursuit.

Pursuit Report

Commonwealth of Pennsylvania

ENDING APPREHENSION	2009		2008	
	N	%	N	%
None	495	31.29%	546	30.07%
Trailing Pursuit	908	57.40%	1,053	57.98%
Other Induced Stop	48	3.03%	75	4.13%
Rolling Roadblock	30	1.90%	36	1.98%
Legal Intervention	38	2.40%	36	1.98%
Partial Roadblock	17	1.07%	22	1.21%
Tire Deflation Device	30	1.90%	30	1.65%
Total Roadblock	7	.44%	4	.22%
Firearms	4	.25%	7	.39%
Air Support	5	.32%	7	.39%

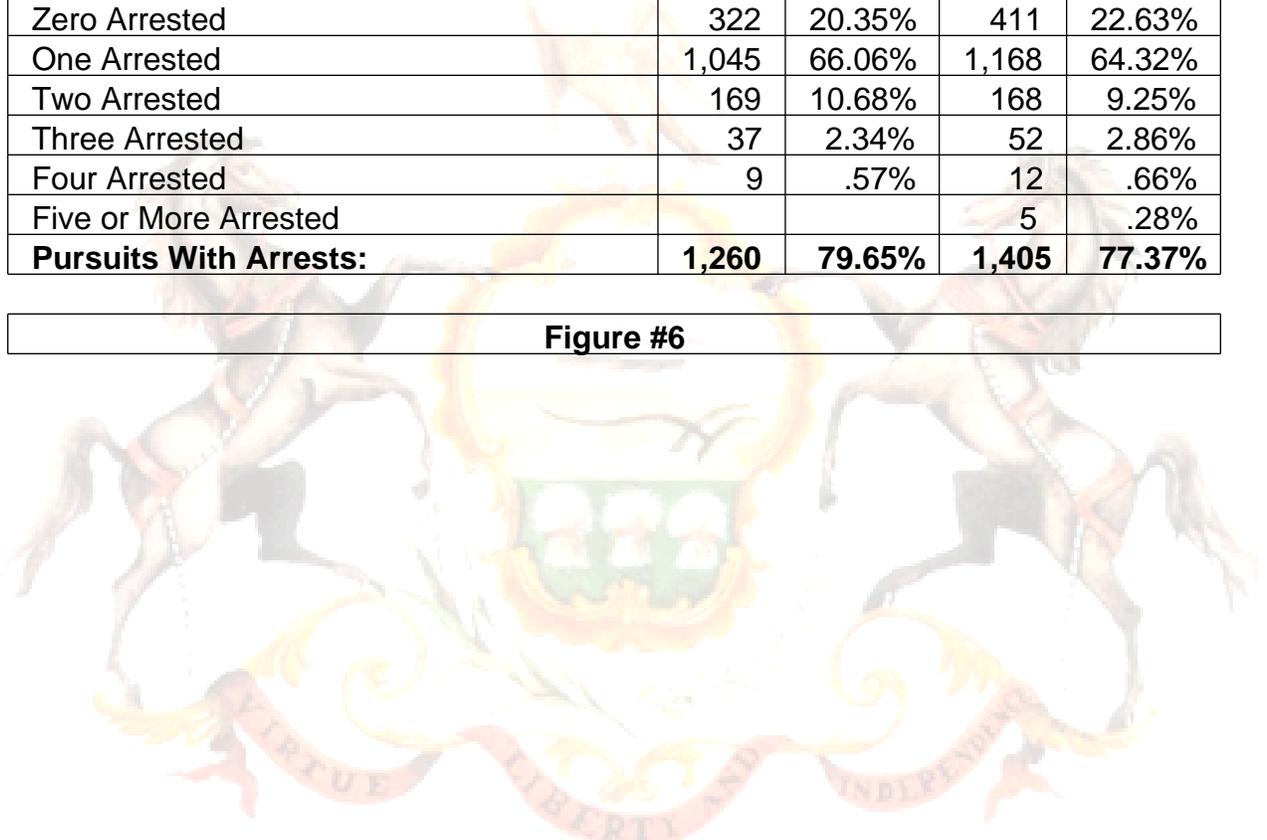
Figure #5

Pursuit Report

Commonwealth of Pennsylvania

VIOLATORS ARRESTED/PURSUIT	2009		2008	
	N	%	N	%
Zero Arrested	322	20.35%	411	22.63%
One Arrested	1,045	66.06%	1,168	64.32%
Two Arrested	169	10.68%	168	9.25%
Three Arrested	37	2.34%	52	2.86%
Four Arrested	9	.57%	12	.66%
Five or More Arrested			5	.28%
Pursuits With Arrests:	1,260	79.65%	1,405	77.37%

Figure #6

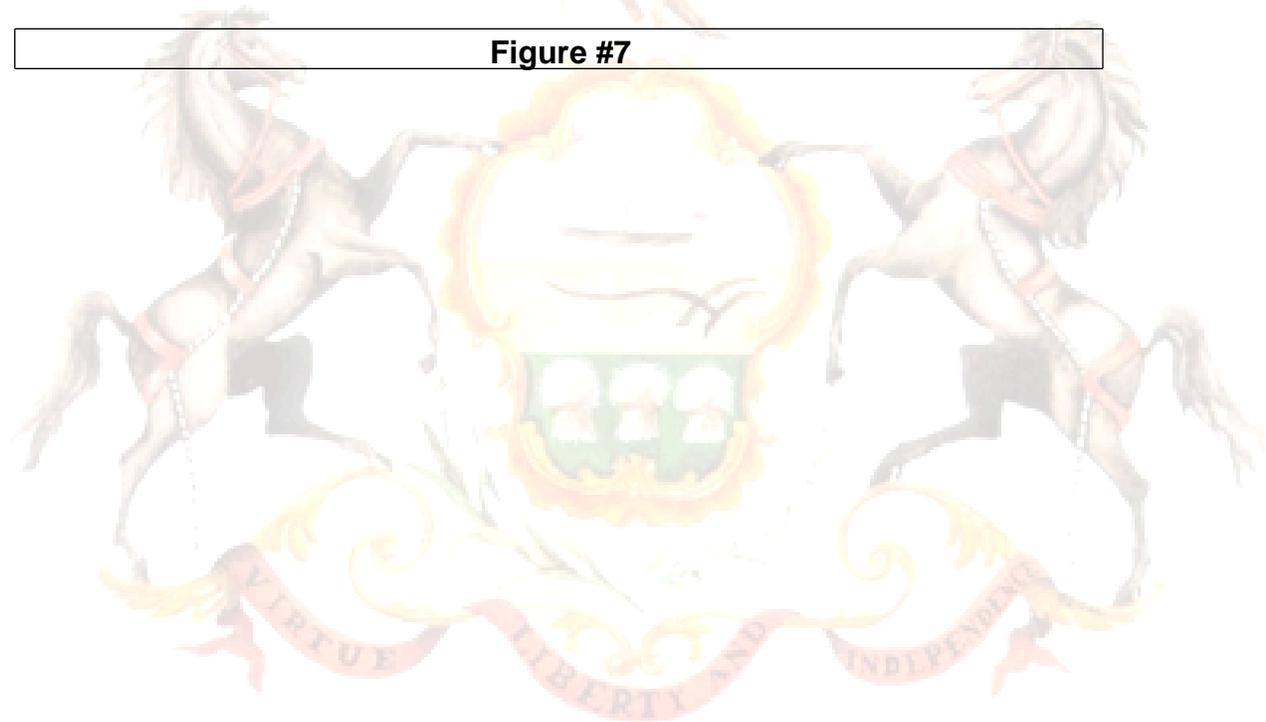


Pursuit Report

Commonwealth of Pennsylvania

TYPE OF POLICE VEHICLE	2009		2008	
	N	%	N	%
Marked and Unmarked	176	11.13%	182	10.02%
Marked	1,267	80.09%	1,516	83.48%
Unmarked	139	8.79%	118	6.50%

Figure #7

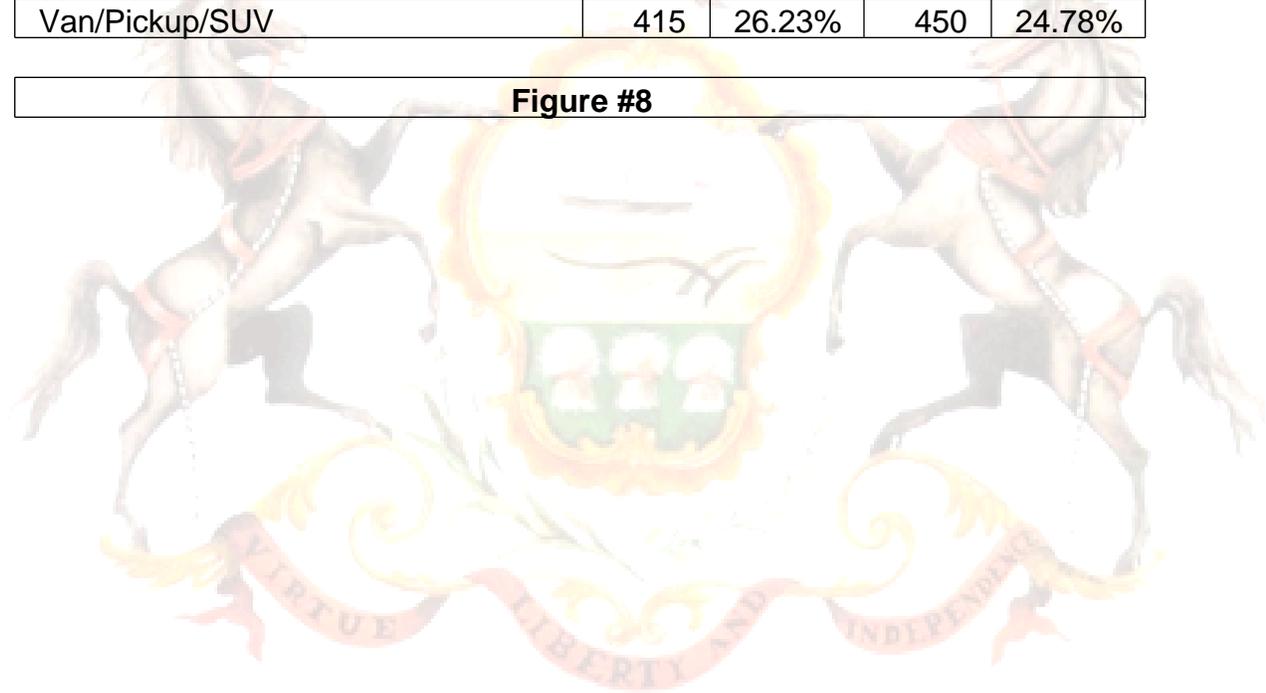


Pursuit Report

Commonwealth of Pennsylvania

TYPE OF VEHICLE PURSUED	2009		2008	
	N	%	N	%
Automobile	957	60.49%	1,104	60.79%
Motorcycle	165	10.43%	204	11.23%
Other	44	2.78%	58	3.19%
TT or TT/STLR	1	.06%		
Van/Pickup/SUV	415	26.23%	450	24.78%

Figure #8

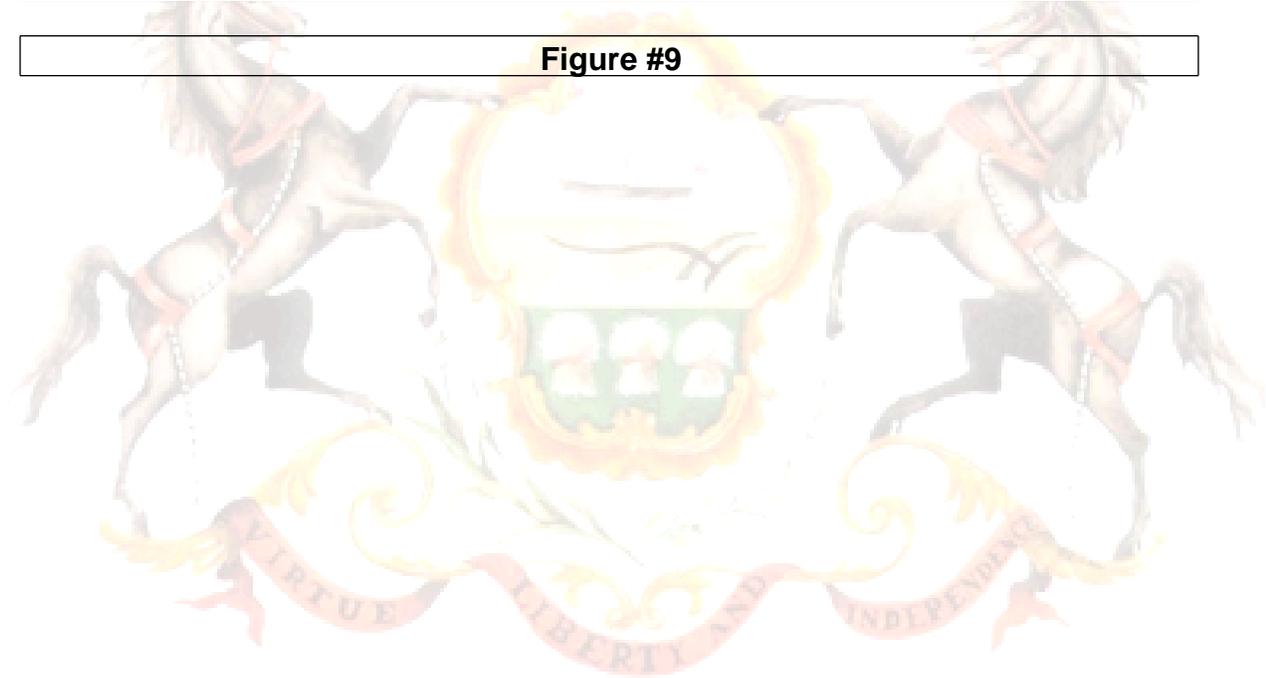


Pursuit Report

Commonwealth of Pennsylvania

NUMBER PURSUITS WITH INJURIES	2009		2008	
	N	%	N	%
Pursuits With Injuries	185	11.69%	212	11.67%
Pursuits Without Injuries	1,397	88.31%	1,604	88.33%
Violator Injuries	140	75.68%	161	75.94%
Police Injuries	36	19.46%	49	23.11%
Uninvolved Injuries	40	21.62%	38	17.92%

Figure #9

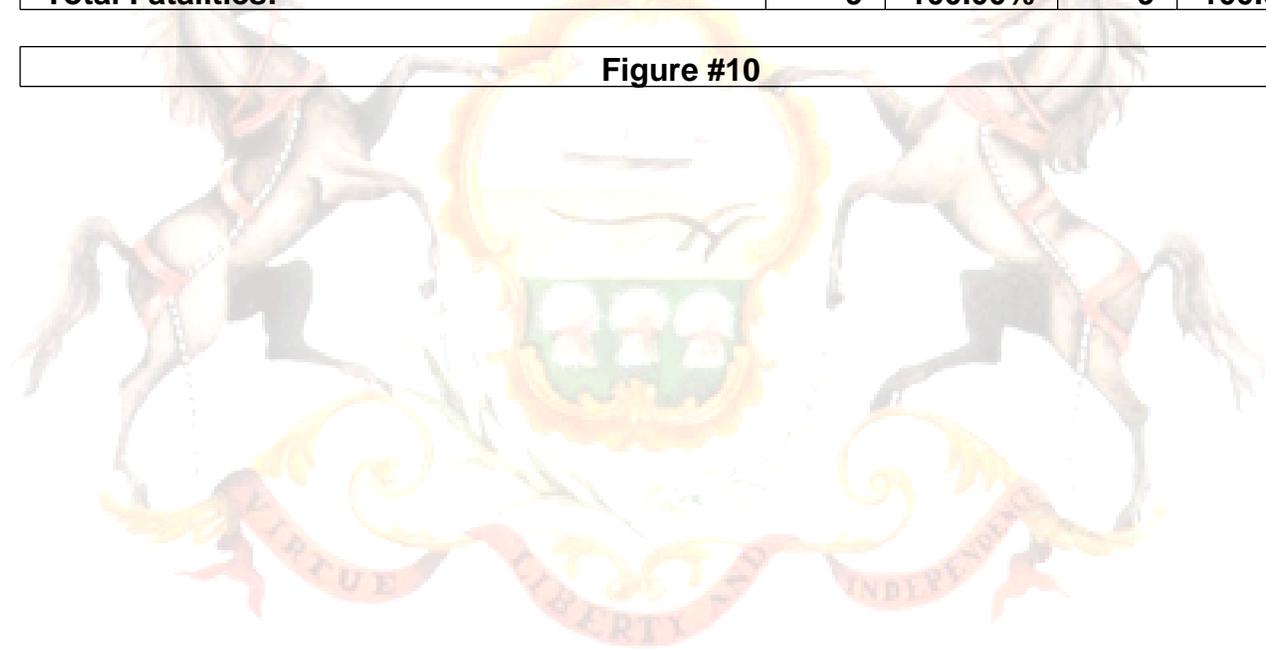


Pursuit Report

Commonwealth of Pennsylvania

NUMBER OF PURSUITS WITH FATALITIES	2009		2008	
	N	%	N	%
Pursuits With Fatalities	9	.56%	9	.50%
Pursuits Without Fatalities	1,590	99.44%	1,807	99.50%
Violator Fatalities	8	88.89%	8	88.89%
Police Fatalities	0	0	1	11.11%
Uninvolved Fatalities	1	11.11%	0	0
Total Fatalities:	9	100.00%	9	100.00%

Figure #10



Pursuit Report

Commonwealth of Pennsylvania

	2009	2008
PROPERTY DAMAGE TOTALS		
Violator Damage	\$1,022,169.00	\$1,183,368.00
Police Damage	\$422,385.00	\$458,953.00
Uninvolved Damage	\$905,727.00	\$606,436.00

Damage Rate Per Pursuit:

Violator Damage	\$646.12	\$651.63
Police Damage	\$266.99	\$252.73
Uninvolved Damage	\$572.52	\$333.94

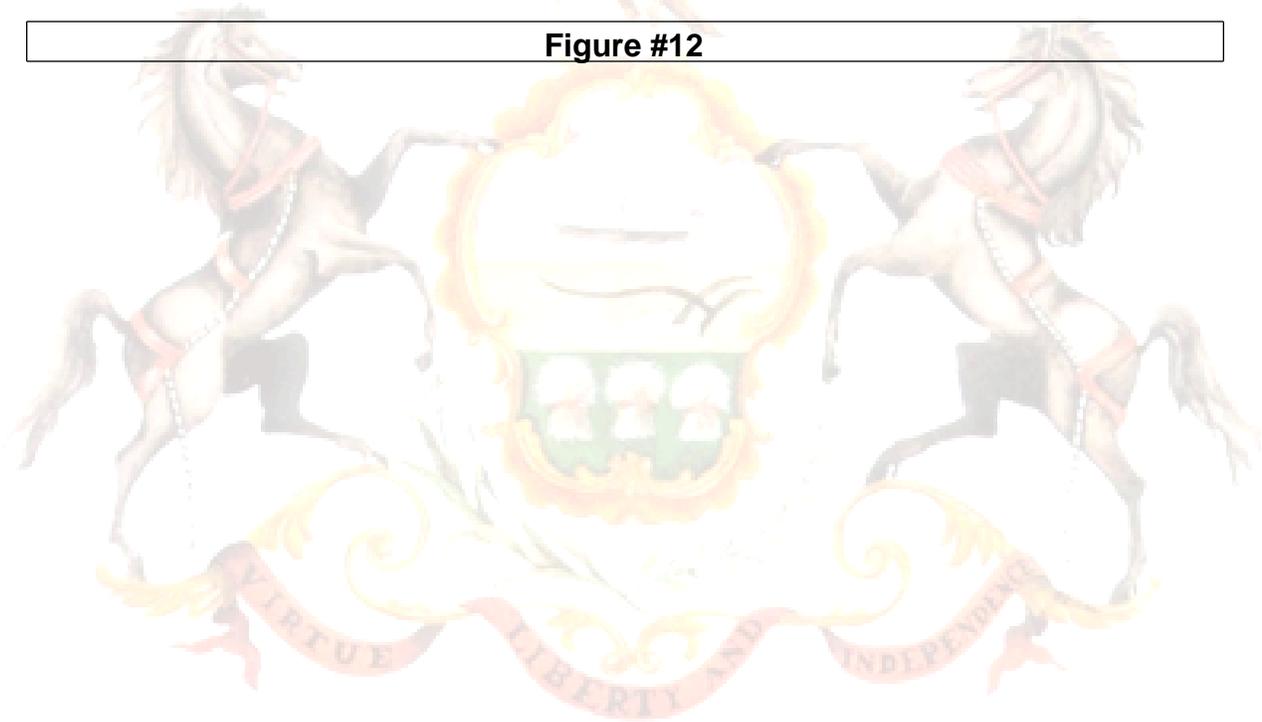
Figure #11

Pursuit Report

Commonwealth of Pennsylvania

	2009	2008
TYPES OF NONPURSUIT-RELATED OFFENSES	Pursuits	Pursuits
Crimes Code	561	767
Vehicle Code	1,274	1,490
Controlled Substance	361	354

Figure #12

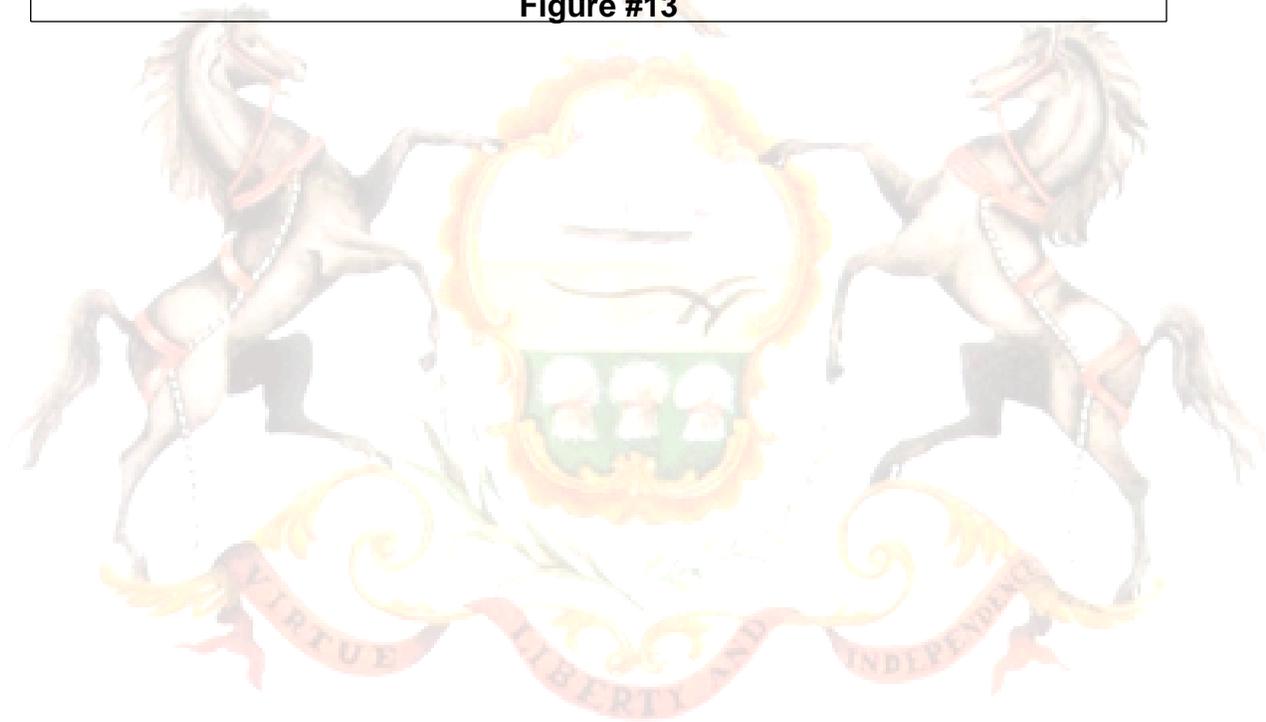


Pursuit Report

Commonwealth of Pennsylvania

	2009	2008
TYPES OF PURSUIT-RELATED OFFENSES	Offenses	Offenses
Crimes Code	1,019	1,207
Vehicle Code	5,711	6,963

Figure #13



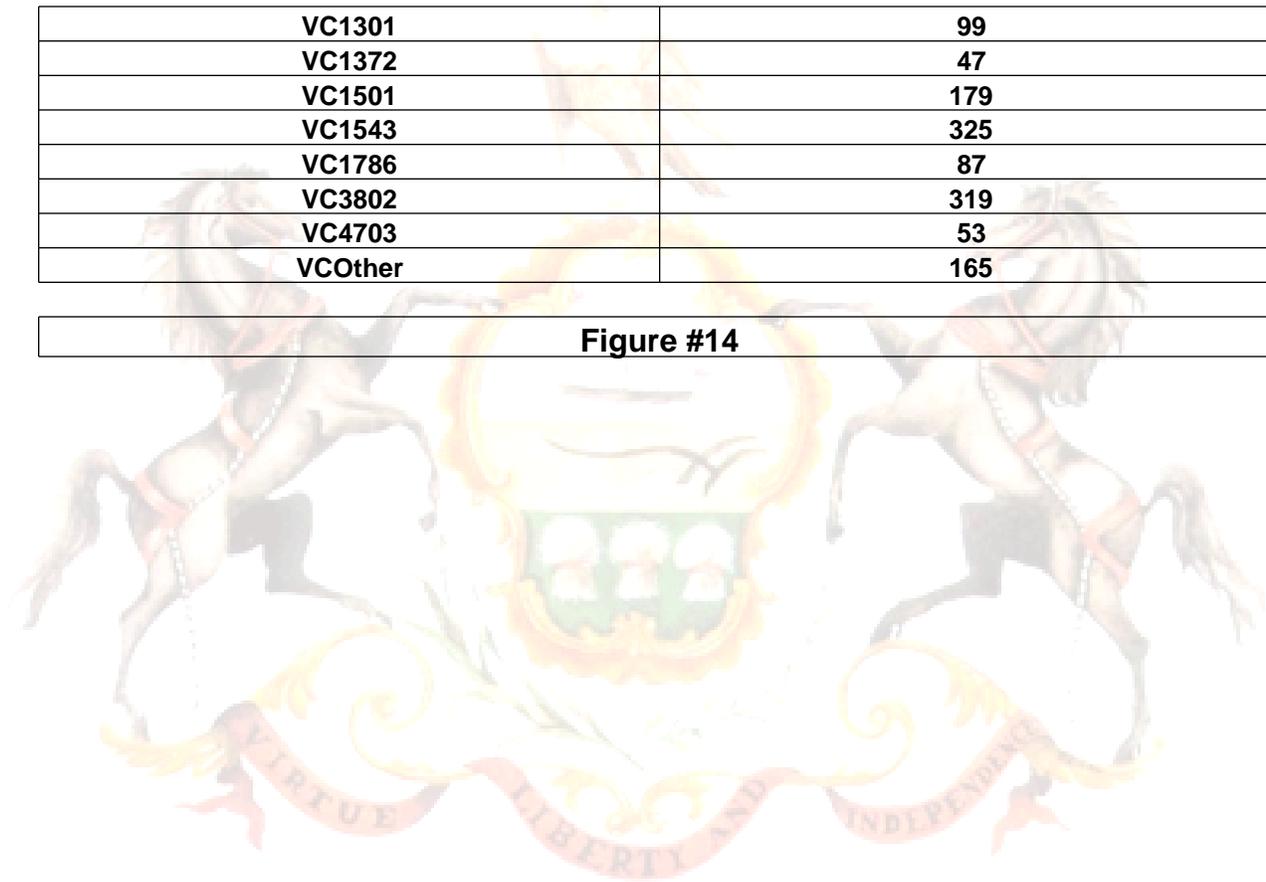
Pursuit Report

Commonwealth of Pennsylvania

TYPES OF NONPURSUIT-RELATED VEHICLE CODE OFFENSES

VC1301	99
VC1372	47
VC1501	179
VC1543	325
VC1786	87
VC3802	319
VC4703	53
VCOther	165

Figure #14



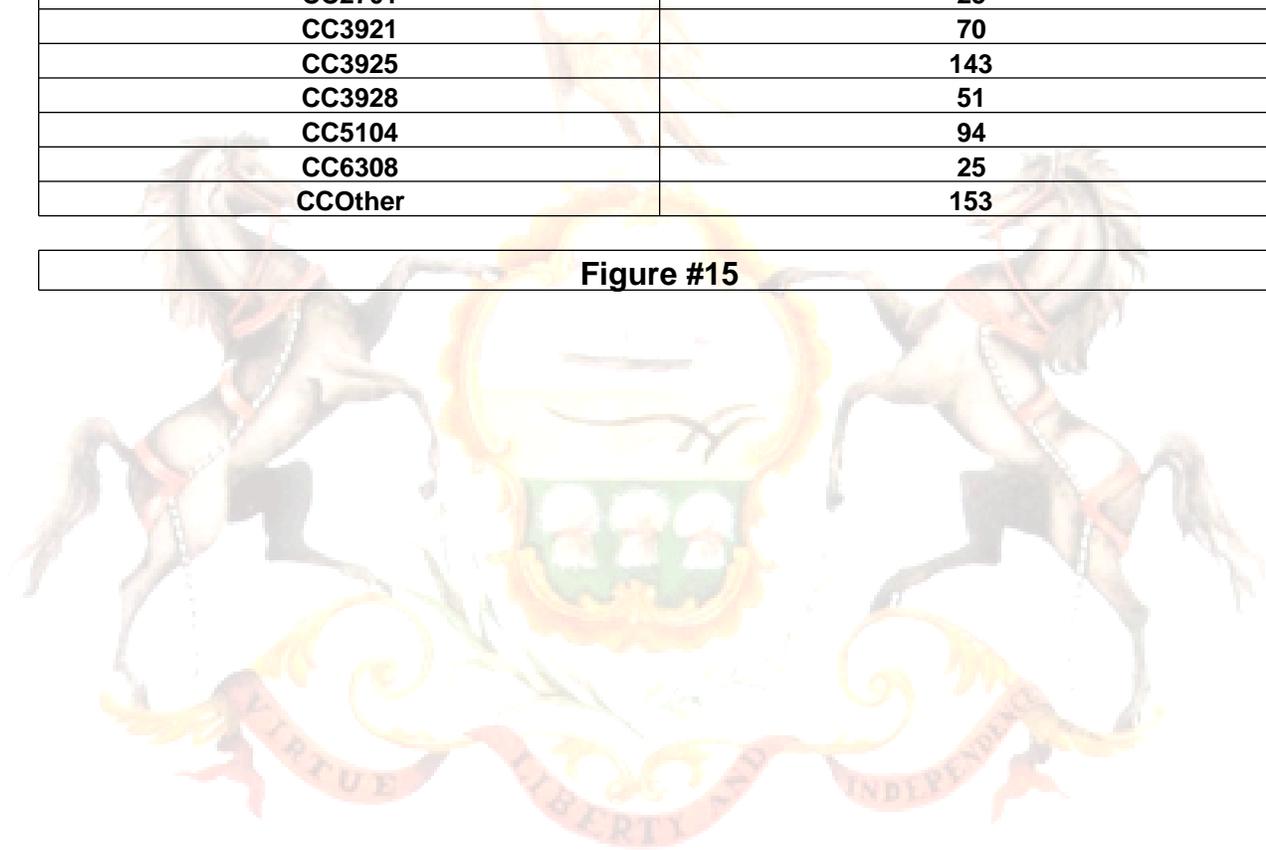
Pursuit Report

Commonwealth of Pennsylvania

TYPES OF NONPURSUIT-RELATED CRIMES CODE OFFENSES

CC2701	25
CC3921	70
CC3925	143
CC3928	51
CC5104	94
CC6308	25
CCOther	153

Figure #15



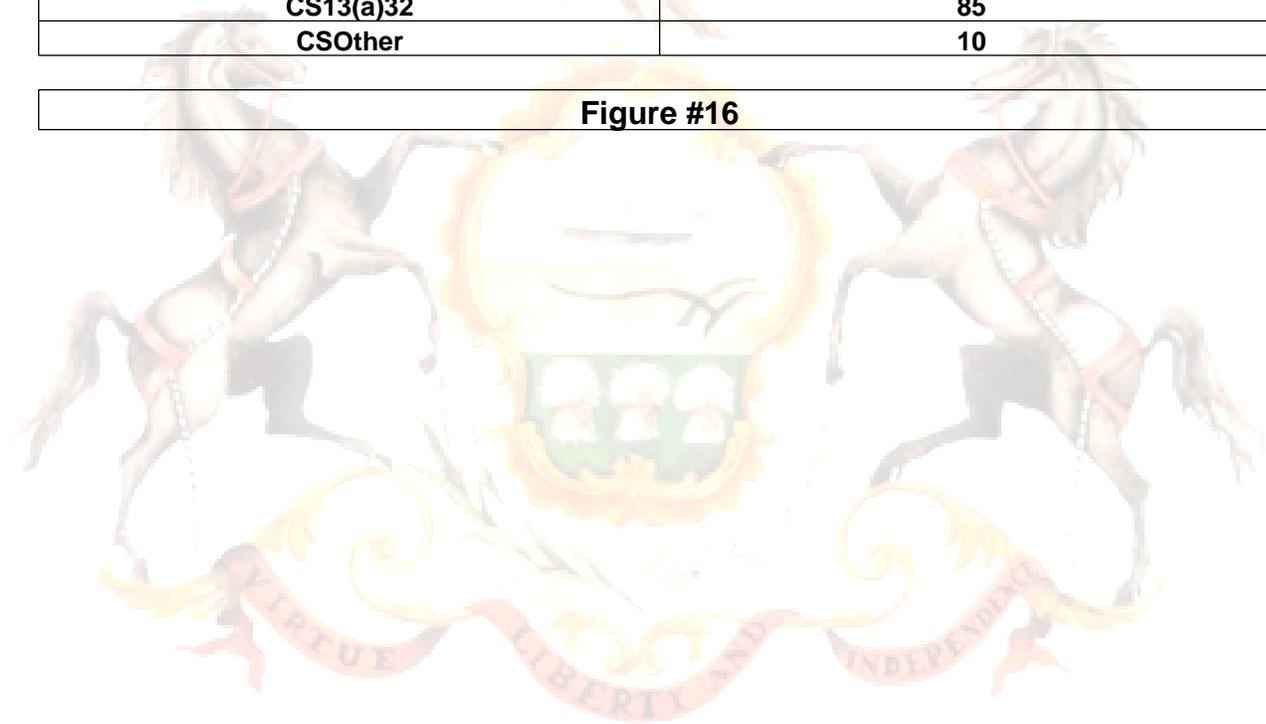
Pursuit Report

Commonwealth of Pennsylvania

TYPES OF NONPURSUIT-RELATED CONTROLLED SUBSTANCE OFFENSES

CS13(a)00	5
CS13(a)16	108
CS13(a)30	71
CS13(a)31	82
CS13(a)32	85
CSOther	10

Figure #16



Pursuit Report

Commonwealth of Pennsylvania

TYPES OF PURSUIT-RELATED VEHICLE CODE OFFENSES

VC3111	141
VC3112	306
VC3301	174
VC3306	76
VC3307	78
VC3308	80
VC3309	174
VC3323	517
VC3325	137
VC3334	262
VC3361	389
VC3362	234
VC3714	482
VC3717	50
VC3732	3
VC3733	1,267
VC3734	77
VC3735	1
VC3735.1	18
VC3736	780
VC3743	97
VC3745	121
VCOther	247

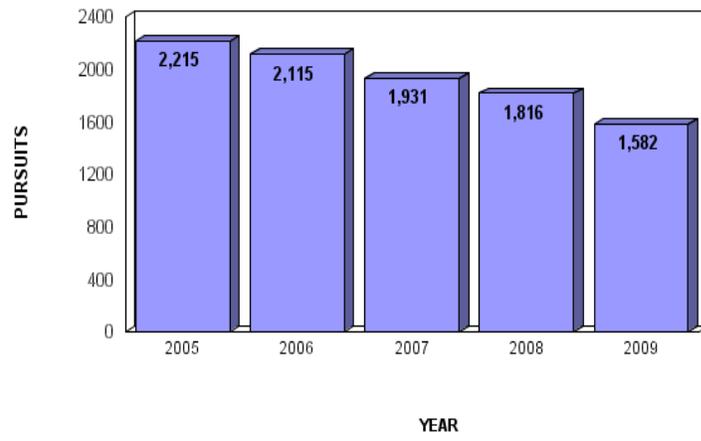
Figure #17

Pursuit Report

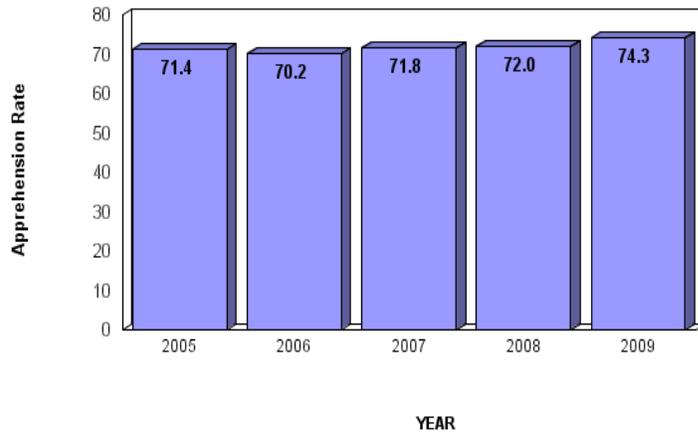
APPENDIX B

FIVE YEAR TREND ANALYSIS

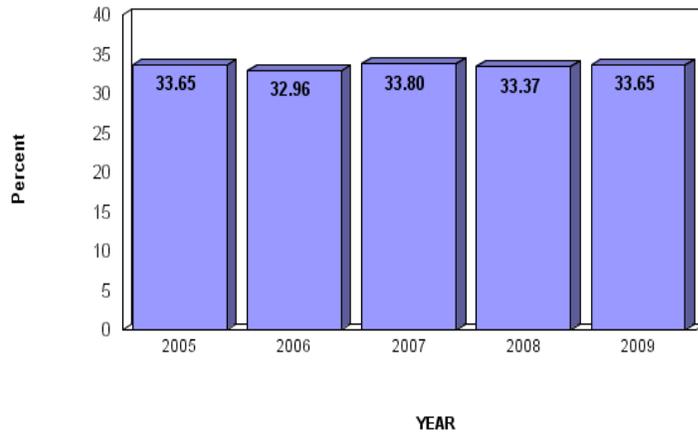
Trends Total Pursuits



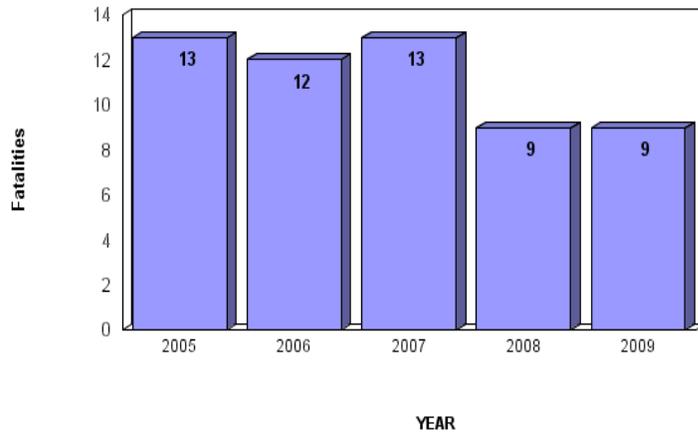
Trends Apprehension Rates



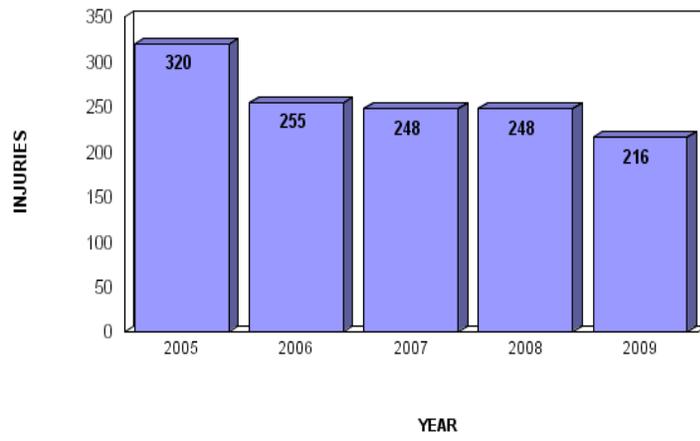
Trends Crash Rates



Trends Total Fatalities



Trends Total Injuries



APPENDIX C

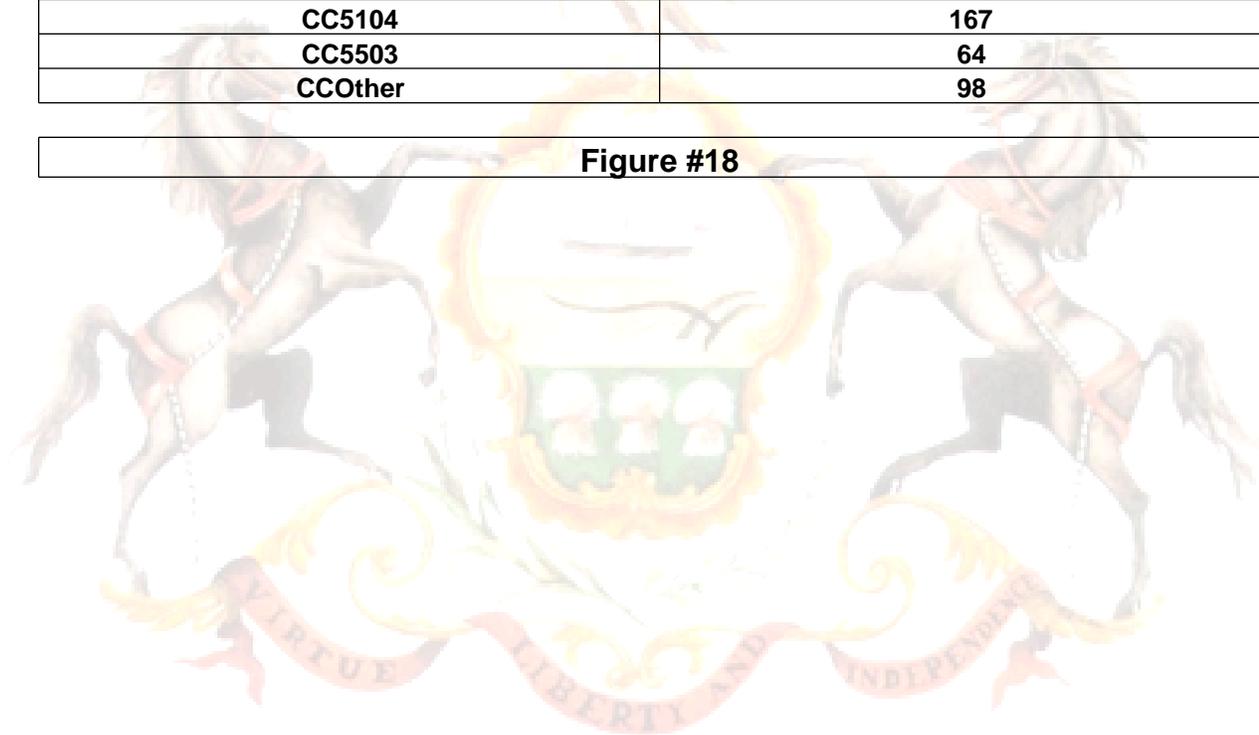
CROSS-TABULATION ANALYSIS

Commonwealth of Pennsylvania

TYPES OF PURSUIT-RELATED CRIMES CODE OFFENSES

CC2701	43
CC2702	138
CC2705	441
CC3304	68
CC5104	167
CC5503	64
CCOther	98

Figure #18



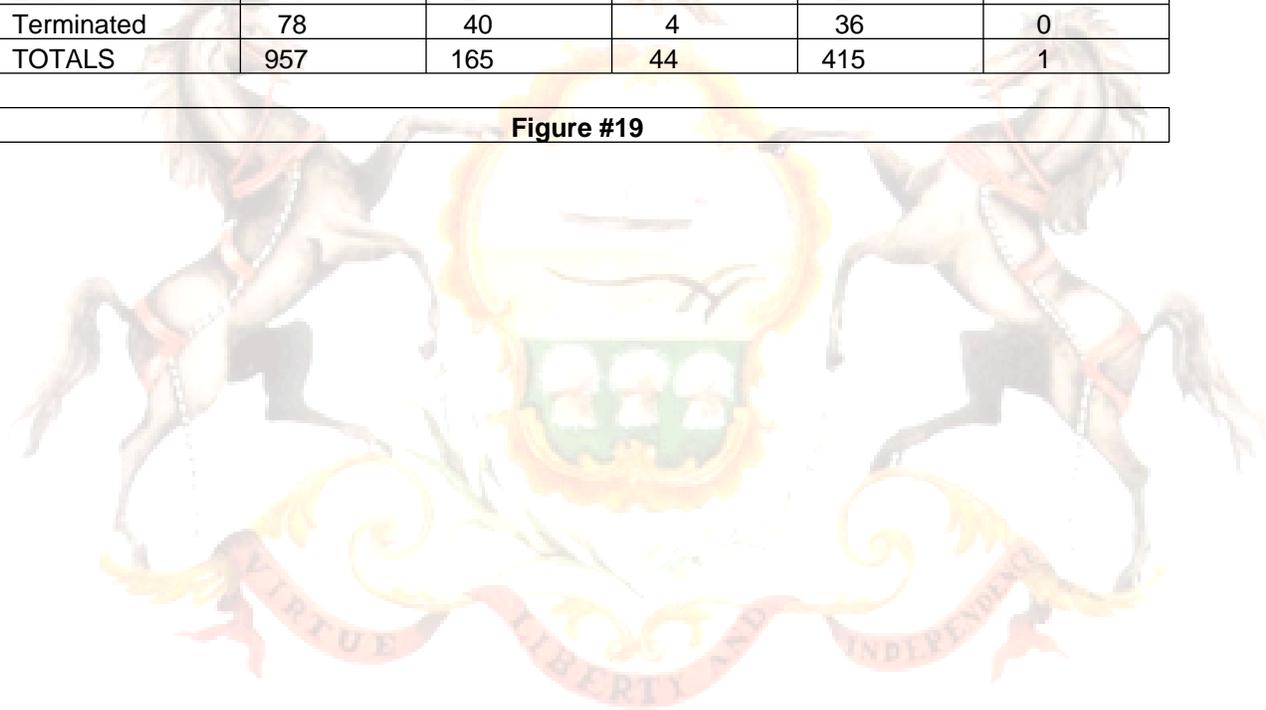
Pursuit Report

Commonwealth of Pennsylvania

APPREHENSION - TYPE OF VEHICLE PURSUED

	AUTO	MC	OTHER	VAN-PU-SUV	TT/ST
Delayed	81	18	12	31	0
During	655	69	20	289	1
Escaped On Foot	57	9	2	30	0
Eluded	86	29	6	29	0
Terminated	78	40	4	36	0
TOTALS	957	165	44	415	1

Figure #19



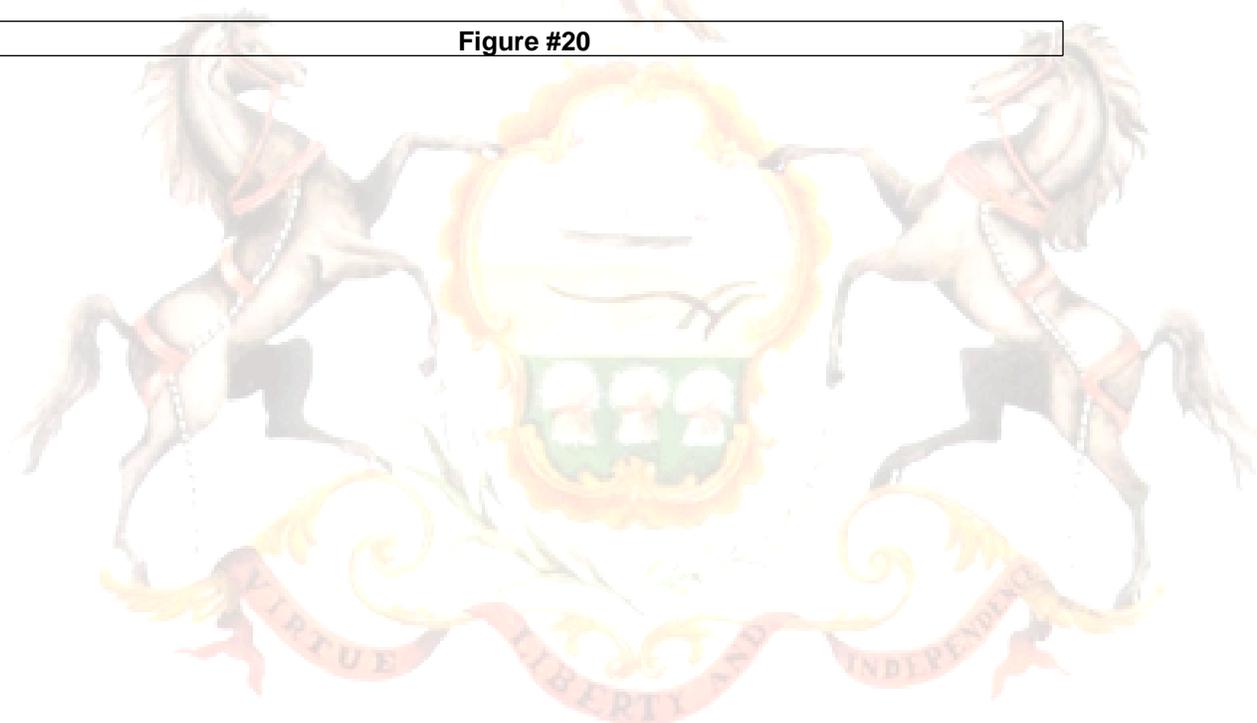
Pursuit Report

Commonwealth of Pennsylvania

CRASH - TYPE OF VEHICLE PURSUED

	AUTO	MC	OTHER	VAN-PU-SUV	TT/ST
None	622	128	36	263	1
Crashes	335	37	8	152	0
TOTALS	957	165	44	415	1

Figure #20



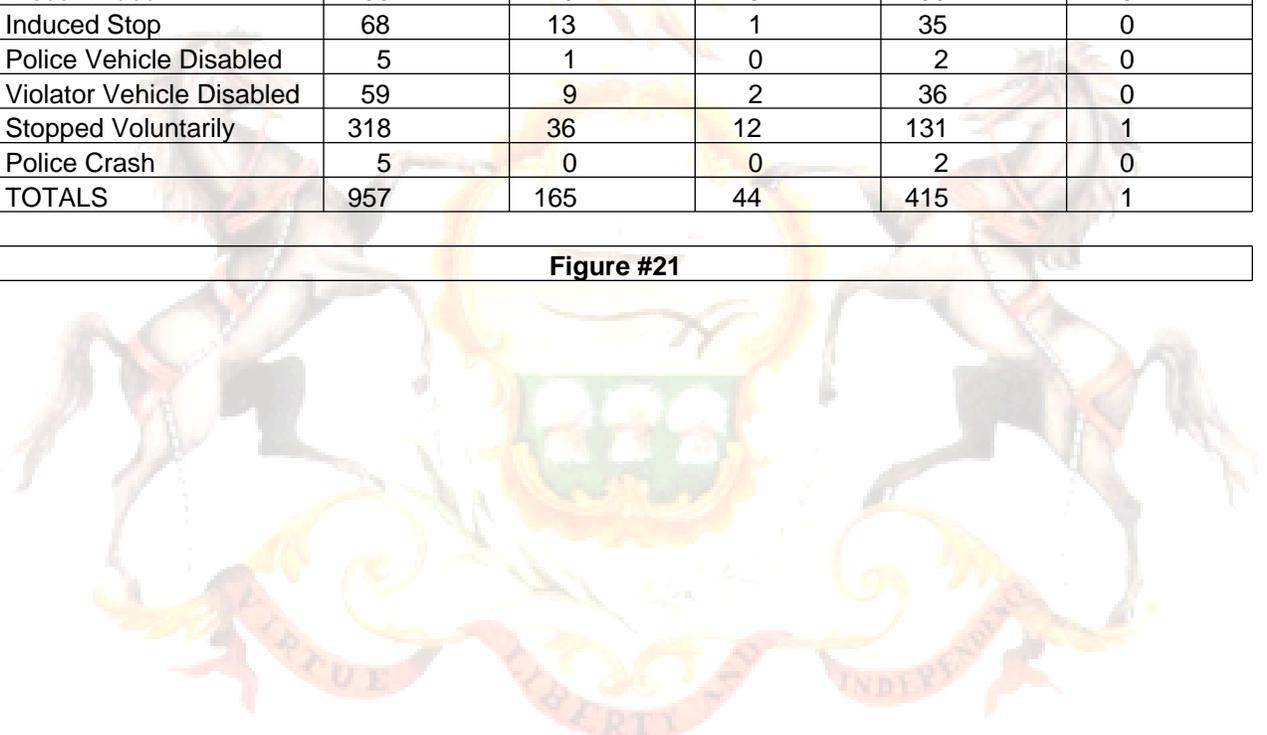
Pursuit Report

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REASON TERMINATED - TYPE OF VEHICLE PURSUED

	AUTO	MC	OTHER	VAN-PU-SUV	TT/ST
Abandoned	104	11	6	47	0
Stopped by Collision	200	25	5	82	0
Discontinued	198	70	18	80	0
Induced Stop	68	13	1	35	0
Police Vehicle Disabled	5	1	0	2	0
Violator Vehicle Disabled	59	9	2	36	0
Stopped Voluntarily	318	36	12	131	1
Police Crash	5	0	0	2	0
TOTALS	957	165	44	415	1

Figure #21



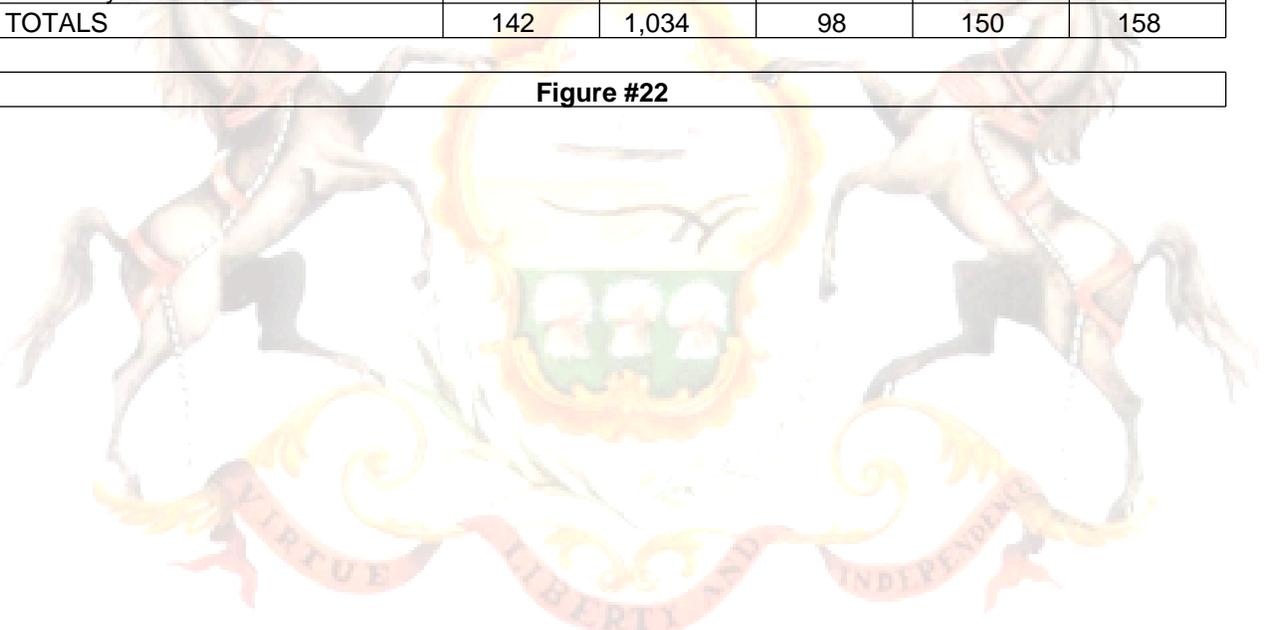
Pursuit Report

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REASON INITIATED - APPREHENSION

	Delayed	During	Escaped	Eluded	Terminated
DUI or Suspected DUI Operator	22	188	9	10	17
Felony Criminal Offenses	14	149	11	20	23
Misdemeanor Criminal Offenses	6	73	6	10	12
Other Traffic Offenses	89	515	53	95	87
Stolen or Suspected Stolen Vehicle	7	83	18	11	15
Summary Criminal Offenses	4	26	1	4	4
TOTALS	142	1,034	98	150	158

Figure #22



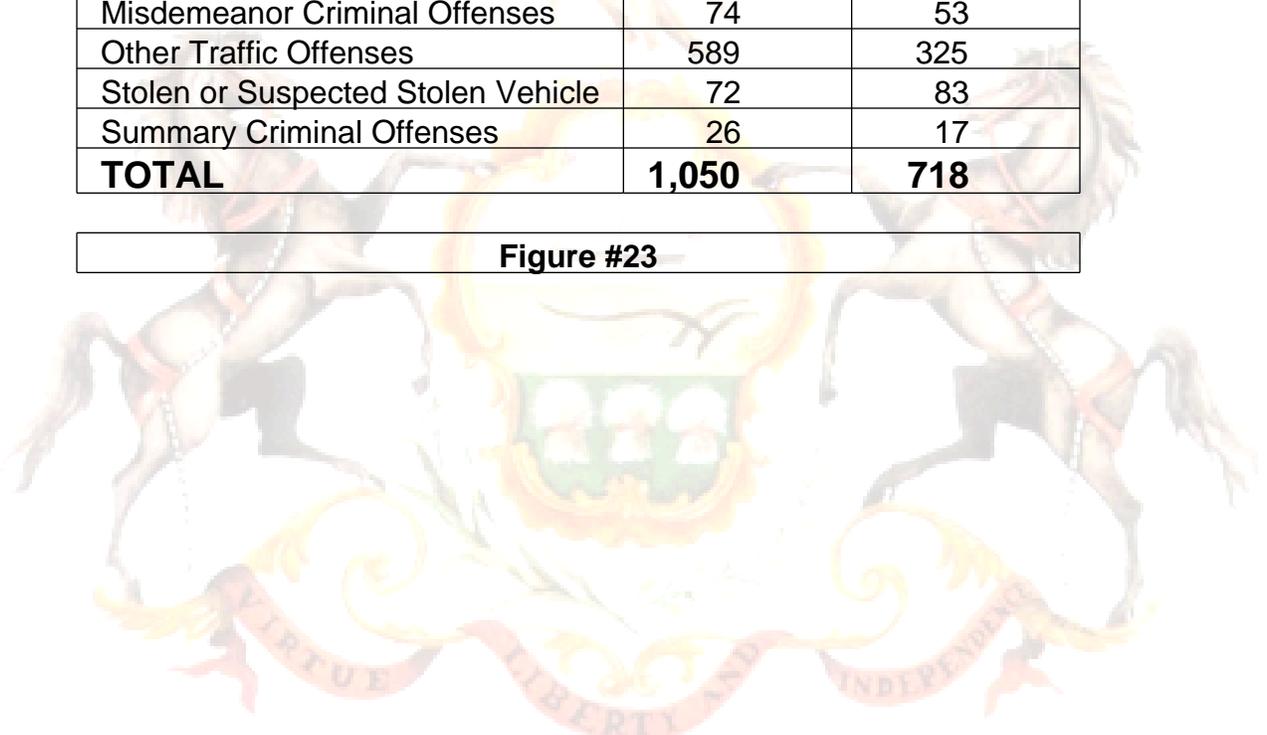
Pursuit Report

Commonwealth of Pennsylvania

REASON INITIATED - CRASH

	No Crashes	Crashes
DUI or Suspected DUI Operator	154	125
Felony Criminal Offenses	135	115
Misdemeanor Criminal Offenses	74	53
Other Traffic Offenses	589	325
Stolen or Suspected Stolen Vehicle	72	83
Summary Criminal Offenses	26	17
TOTAL	1,050	718

Figure #23



Pursuit Report

APPENDIX D

DEFINITIONS

APPENDIX D DEFINITIONS

The following terms and definitions were utilized in the Pennsylvania Police Pursuit Report annual compilation and analysis.

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

1. **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.
 - 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 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.

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 apprehension during any foot pursuit or search immediately subsequent to the original vehicle 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 a 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.
- D. **UNINVOLVED CRASH** – A crash involving only a vehicle(s) not involved in the pursuit resulting from 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 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 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 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 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:		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