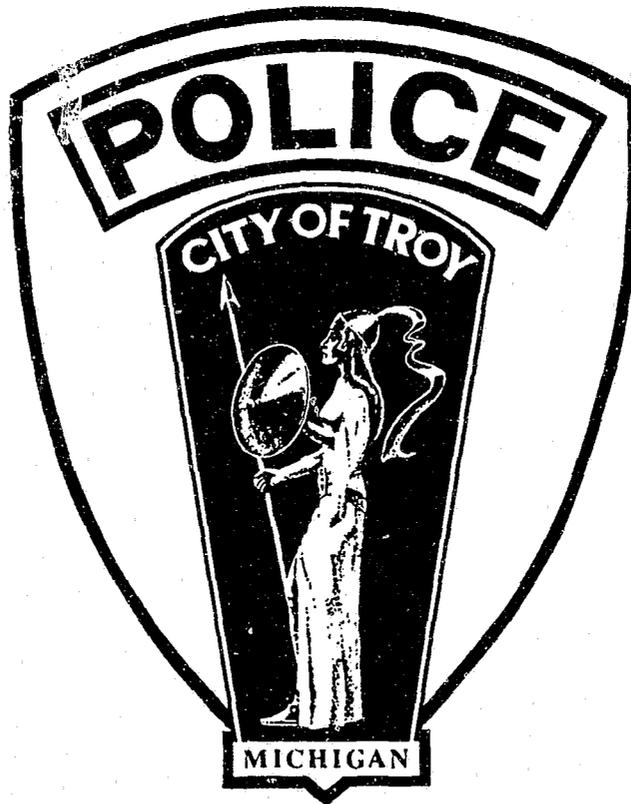


Vehicular Pursuits

An Eight Year Study



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**CITY OF TROY
POLICE DEPARTMENT**

***VEHICULAR PURSUITS
AN EIGHT YEAR STUDY***

EXECUTIVE SUMMARY

In 1986, the Troy Police Department issued its Operation of Police Vehicles policy which included a set of procedures designed to restrict and control pursuits. The policy provides not only restrictions and guidance, it also prescribes tactics and fixes responsibility for pursuit management. As a matter of course, a Pursuit Report is filed at the conclusion of each pursuit. It is reviewed at each level of supervision and management in order that ongoing policy review can be facilitated. The review also serves to ensure that the policy is being followed in the field.

After eight years of this policy being in place, the Chief of Police directed that pursuit reports be reviewed and that the data in them be compiled in order that the Department might determine the effect of the policy on public safety including crashes, property damage, and injuries. He also wanted to statistically review the policy's impact on apprehension and prosecution while identifying the "typical" fleeing motorist.

The study was completed as directed. The policy has been effective in that it has changed officer performance, reduced the number of pursuits resulting from minor law violations, and forced the utilization of alternative methods of apprehension while preserving effectiveness. Ultimately, public safety has been enhanced.

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**CITY OF TROY
POLICE DEPARTMENT**

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INTRODUCTION

City of Troy - Background

Troy, Michigan, located 6 miles north of Detroit in Oakland County, was rated by a 1989 Wall Street Journal survey as being the third-fastest-growing community in the United States. Since 1955 when Troy was incorporated into a Home Rule City, it has been referred to as the "City of Growth". With its enormous growth in the past 38 years, the city now has 34.3 square miles, 233 miles of local streets, 78 miles of main thoroughfares, eight miles of interstate highway, and a population of 77,497 (1992). Troy has a \$6.3 billion tax base, comprised of:

- 46% residential
- 35% commercial
- 19% industrial

The city has 28,059 residential dwelling units with an average value of \$141,060. In essence, Troy has grown from what was a small rural farming community in 1955 into a vibrant city.

In order to cope with this influx of growth, the Troy Police Department has expanded its resources meet community needs. To provide these needs, the Department's 132 sworn police officers, 39 non-sworn uniformed personnel, and 15 civilian employees strive to provide positive and effective service. The Department encourages and nurtures open communication with its citizens. As a result, community and problem oriented policing are department-wide strategies aimed at

solving persistent community problems. In accomplishing this mission, the Department identifies, analyzes, and responds to underlying circumstances that create incidents and calls for services.

Statement of Pursuit Policy

In 1986, a rash of pursuits occurred in the Detroit metropolitan area. Responding to community concerns, the Department determined that there was a need to address the problems and consequences associated with pursuits. The norm for ending a pursuit was to pursue until the fleeing motorist was captured, crashed, or escaped.

On June 1, 1986, the Troy Police Department instituted a restrictive pursuit policy which "placed certain restrictions on officers judgements and decisions"¹ while operating emergency vehicles. This policy, titled "Operation of Police Vehicles" (OPV) (see Appendix A), established a definitive procedure for the safe operation of police vehicles.

The basic function of a police department is to protect life and property. That objective is jeopardized when department vehicles are in collisions during routine patrol, or while engaged in pacing traffic offenders, responding to emergencies, pursuing law violators, or attempting to apprehend fleeing law violators.

Troy's OPV policy recognizes the need to perform emergency, pursuit, and pace driving in a safe professional manner. Its

main objective is to educate officers in respect to their responsibilities while driving police vehicles. It also alerts officers to the possible consequences of driving negligently. It reminds officers that emergency driving, especially pursuit driving, is one of the most dangerous activities in which officers engage. Thus, the overall message of the entire policy is that *pursuit driving is to be considered an option of last resort, used only when no other method of apprehension is reasonably available.*

The OPV policy clearly defines the steps, procedures, and tactics to be used in the operation of emergency vehicles. Section 4.(a) (*Appendix A-5*) specifies that the pursuit of a fleeing law violator is:

The active attempt by a law enforcement officer operating a motor vehicle and simultaneously utilizing full emergency equipment, to apprehend one or more occupants of another motor vehicle when the driver of the fleeing vehicle is aware of that apprehension attempt and is resisting the officer's effort to stop him or her by using evasive tactics such as driving off the highway, making sudden or unexpected stops, or maintaining the legal speed but willfully failing to yield to the officer's signal to stop.

This definition of a fleeing vehicle sets the policy's fundamental framework in deter-

ining whether an officer has engaged in a pursuit.

A pursuit policy requires the formulation of procedures and tactics, as well as clarifying the nature of a pursuit. But, this by itself does not necessarily make for a good pursuit policy. A good policy is one that is situationally applicable and is followed by those officers in the field. In order to judge policy conformance and effectiveness, the Department incorporated a pursuit report, (*Appendix A-17 and A-18*), within its OPV policy. As stated in *Appendix A-16*, whenever an officer has engaged in the pursuit of a fleeing law violator, that officer must prepare a pursuit report. It must be prepared even though there was no apprehension of the violator and whether or not the pursuit was terminated for any reason.

Each pursuit report must be forwarded to the officer's supervisor for review. It is then sent, with any recommendations, to the division commander and then to the Chief of Police. At each of these steps, a review of the incident is conducted to find out if the policy was followed and whether or not there is a need to adjust or clarify the policy.

1. I.A.C.P. National Law Enforcement Policy Center, Vehicular Pursuit: Concepts and Issues Paper, (Arlington, Virginia: I.A.C.P. National Law Enforcement Policy Center, August 1, 1990.)

RESEARCH

Research Statement

In 1986, the City of Troy believed that this restrictive pursuit policy would improve public safety. But more importantly, it was believed that the pursuit reports, evaluated through the chain of command, could be used as a basis for improving the original policy. The long term goal was to prevent catastrophic consequences as a direct result of pursuits.

In the spring of 1993, the Chief of Police decided that the Department's records had accumulated sufficient information through its pursuit reports to facilitate cogent analysis of the effect of the OPV policy. To that end, this research project was initiated.

The initial stages of this project required the development of parameters for units of measurement and analysis. Those parameters were designed to address the following questions.

- Did the policy and its amendments decrease the number of pursuits within Troy's city limits?
- Did the policy enhance public safety by reducing the number of injuries to citizens, police officers, and the fleeing violators?
- Does the data support the formulation of traits or characteristics of fleeing violators?

Identifying the Data Set

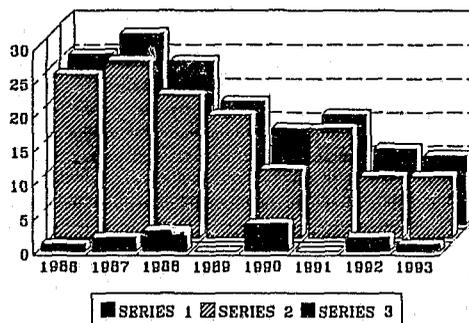
For comparison, time series analysis was chosen. The data set begins on January 1,

1986 and ends on December 31, 1993. The data (*Appendix B - G*) was retrieved from the City of Troy Police Department's pursuit reports and corresponding incident reports.

Number of Pursuit Reports

In 1986, the Department had 25 pursuit reports filed. By 1993, only twelve pursuit reports were filed. Casual consideration might indicate that the Department experienced a 54% reduction in pursuits over the eight years. However, as depicted in Figure 1, the number of pursuits did not decrease in a linear fashion over the years. As a matter of fact, the greatest number of actual pursuits (26) was recorded in 1987.

TOTAL NUMBER OF PURSUIT REPORTS FILED



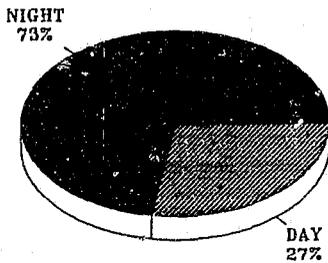
SERIES 1 - NUMBER OF REPORTS THAT WERE NOT CLASSIFIED AS PURSUITS.
SERIES 2 - TOTAL NUMBER OF ACTUAL PURSUITS.
SERIES 3 - TOTAL NUMBER OF PURSUIT REPORTS FILED.

Figure 1

A reader should note that internal Department reviews determined that some of the incidents reported as pursuits were not pursuits under the policy. In some instances, officers were unsure of how to interpret policy and decided that it was best to err by filing unnecessary pursuit reports. In 1986, one of the 25 pursuits reported was found not to have been a pursuit. In 1990,

29% of the pursuits reported were determined not to have been pursuits. Over the eight year period of this study, thirteen (10%) of the 148 reported pursuits were later classified as not having been pursuits. Therefore, there were 135 actual pursuits. The Department believes that this "over reporting" is indicative of the integrity of its officers and its OPV policy.

**TOTAL PERCENTAGE
 TIME PURSUITS OCCURRED**



Pie 1

As depicted in Pie 1, the majority (73%) of the 135 pursuits occurred at night. (For purpose of this study, night was between 6:00 pm - 5:59 am.)

Original Nature of the Pursuits

As a part of this study, the Department wanted to analyze the factors that prompted a officers to initiate pursuits. For easy comparison, three categories were used to identify the circumstances that lead to pursuit:

- Civil Infractions
- Misdemeanors
- Felonies

Civil Infractions

**PURSUIITS INITIATED FROM
 CIVIL INFRACTIONS**

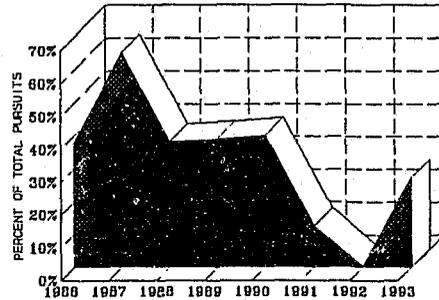


Figure 2

Figure 2 shows that when the OPV policy was first implemented, 38% of all pursuits were initiated for civil infraction offenses. In 1987, these initiations peaked at 65% and then decreased to a low of 0% in 1992. In the last year of the study, civil infraction initiations increased to 27%.

TREND

**PURSUIITS INITIATED FROM
 CIVIL INFRACTIONS**

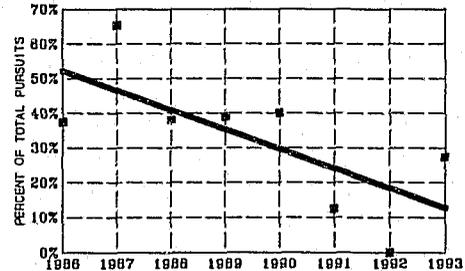


Figure 3

Figure 3 shows a general trend for the eight year period. Civil infraction initiations sharply decreased from 51% to 21%.

Misdemeanors

PURSUIITS INITIATED FROM MISDEMEANORS

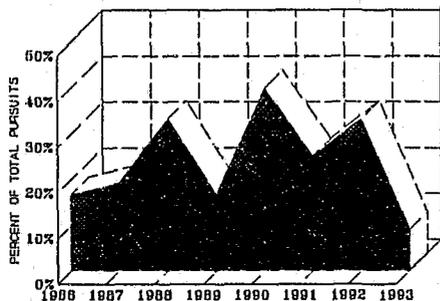


Figure 4

Actual pursuits from misdemeanor initiations varied from year to year. This type went from 17% in 1986 to 9% in 1993 but, fluctuated from year to year as shown in Figure 4. There is no obvious explanation. Trend analysis (Figure 5) indicates an increase of only 2% over the years.

TREND

PURSUIITS INITIATED FROM MISDEMEANORS

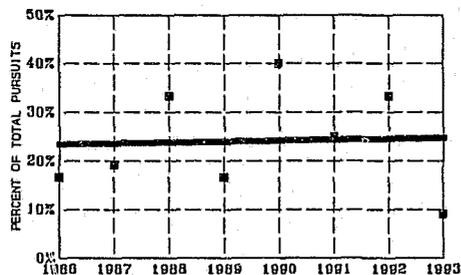


Figure 5

Felonies

Finally, felonies substantiated the largest portion of the pursuits. Fifty-four (40%) of the 135 pursuits originated from felonious activity.

PURSUIITS INITIATED FROM FELONIES

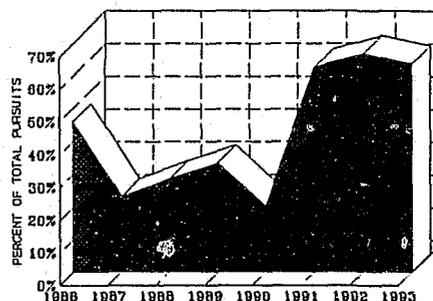


Figure 6

Figure 6 shows that between 1987 and 1990 the felony rate remained relatively low. Felony precipitated pursuits drastically increased between 1991 and 1993 with 1992 being the highest at 67%.

TREND

PURSUIITS INITIATED FROM FELONIES

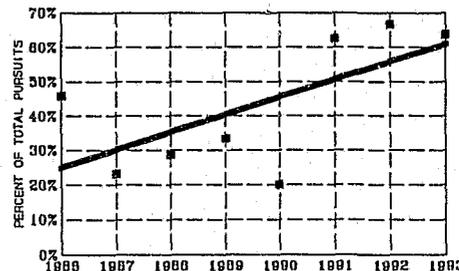


Figure 7

To illustrate this further, Figure 7 shows the overall trend of felony initiated pursuits. This trend is the inverse of that found in civil infractions. As the civil infraction trend decreased, felony initiations increased.

Thus, before and well after the implementation of the OPV policy, the Department's norm was to initiate the majority of its pursuits from civil infraction offenses. Clearly, this standard has changed in recent years, due to the constant re-

evaluation and enforcement of the policy. Today, Troy police officers are two to three times more likely to initiate a pursuit from felony offenses than they were six or seven years ago.

METHODS OF APPREHENSION

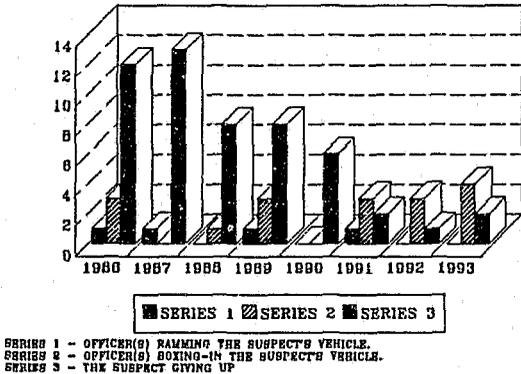


Figure 8

Final Outcome of the Pursuits

It is important to assess the circumstances that lead up to a pursuit. Because of the potential for serious, and sometimes catastrophic, consequences for officers, the suspect and his passengers, and innocent bystanders, it is vital to assess the circumstances under which pursuits end. The experience of the Troy Police Department has been that, once a pursuit begins, there are basically five outcomes.

- The suspect stops and surrenders
- The suspect's vehicle crashes and stops
- Officers use a "box-in" technique to stop the suspect's vehicle
- Officers intentionally ram the fleeing vehicle to stop it
- The pursuing officer or his supervisor terminates the pursuit

Figure 8, Series 1 portrays the number of officers that intentionally rammed fleeing suspect vehicles. Provided that an officer

has adequate road conditions without civilian traffic or pedestrians, this maneuver, if instituted correctly, can force a suspect's automobile off of the road quickly, reducing the risk of injury to innocent bystanders. Effectiveness notwithstanding, this tactic is considered to be very dangerous. The OPV policy forbids this approach to apprehension, unless a "life-threatening felony" has previously been committed. There must also be an immediate danger to the public at large if the suspect were allowed to continue unimpeded.

Figure 8, Series 2 shows the total number of incidents in which a "box-in" technique was utilized. This tactic, which requires highly advanced driving skills, can be very effective in apprehending fleeing motorists. However, under the OPV policy it requires the use of three or four police vehicles, strategically placed in the following positions.

- One in front of the suspect
- One on each accessible side of the suspect
- One behind the suspect

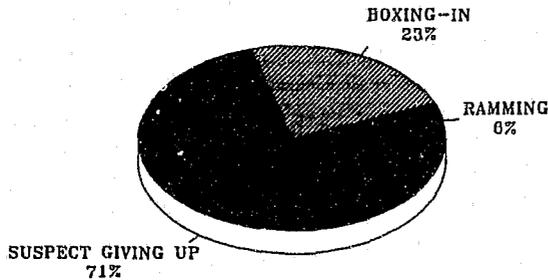
Once the "box" is in place, all police vehicles slow down and force the suspect to a stop. This technique has become extremely successful.

Finally, Series 3 of Figure 8 depicts the number of fleeing motorists who "gave-up" by intentionally pulling over after an officer initiated a pursuit.

In the 135 pursuits, 109 subjects were apprehended. As depicted in Pie 2, 71% of the fleeing subjects gave-up, 23% were apprehended by the box-in technique, and only 6% of the subjects were forced to a halt by ramming tactics. No serious injuries

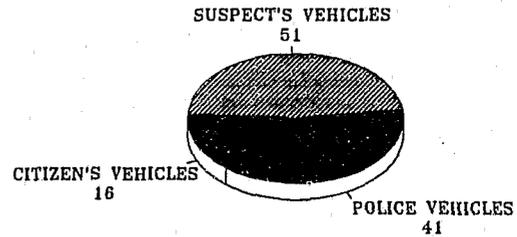
occurred.

TOTAL PERCENTAGES METHODS OF APPREHENSION



Pie 2

TOTAL NUMBER OF VEHICLES DAMAGED AS A DIRECT RESULT OF A PURSUIT



TOTAL OF 108 VEHICLES DAMAGED

Pie 3

Pursuit Related Crashes and Damage

In this study, a "vehicle crash" is considered to have occurred during a pursuit if a vehicle came into contact with an object or another vehicle while the suspect was attempting to elude a police officer. If that occurred and regardless of whether that striking was accidental or intentional, the pursuit was classified as a crash event.

In only thirteen (10%) of the 135 pursuits studied, did a crash occur. However, during those thirteen pursuits 108 vehicles were damaged. (see Pie 3)

The Department took a detailed look at pursuits that involved crashes and found that:

- 1). 54 offenders damaged their own vehicles during their attempts to escape.
- 2). 35 instances of damage occurred while officers were engaged in "box-in" procedures

- 17 police vehicles sustained minor damage
- 5 police vehicles sustained major damage
- 4 suspect vehicles sustained minor damage
- 6 suspect vehicles sustained major damage
- 2 suspect vehicles were totaled
- 1 bystander vehicle was totaled

63% of the vehicles were police vehicles and 77% of those sustained only minor damage

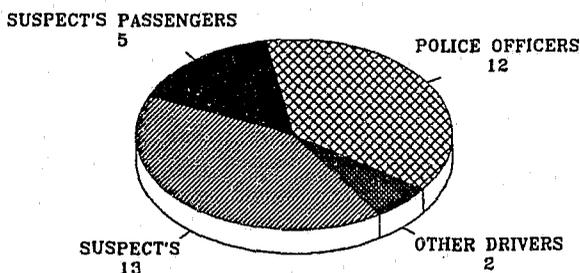
- 3). 4 police vehicles struck objects other than vehicles.
- 4). 15 bystander vehicles were struck by suspect vehicles.
- 5). 4 police vehicles sustained damage while intentionally ramming suspect vehicles.

Injuries

The study found that during 135 pursuits, 32

injuries occurred. Pie 4 illustrates the four different types of people injured. Not one fatality was recorded and no pedestrians were injured. All of the injuries recorded were minor and none was disabling. Fifteen pursuits (11%) injured civilians. Confusion in reporting made it difficult to determine with certainty how many pursuits injured police officers. It is believed, however, that officers were injured in approximately four pursuits (3%). Therefore, it was concluded that over the eight year study period, nineteen pursuits (14%) resulted in injury.

TOTAL NUMBER OF INJURIES



TOTAL OF 32 INJURIES

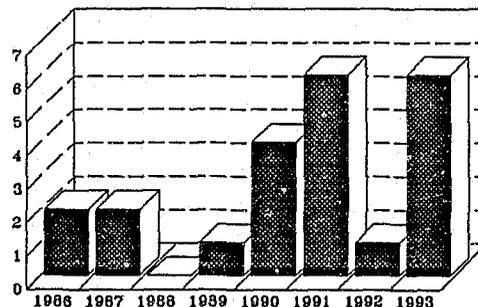
Pie 4

Damage to Personal Property

Personal property (i.e. street signs, telephone poles, buildings, houses, city of private lawns, etc.) is also sometimes damaged during pursuits.

Figure 9 illustrates the 22 instances of damage that occurred over the eight year period. As shown, 1988 had none, while 1991 and 1993 each had six. Again, these 22 damage incidents did not develop from 22 pursuits. Instead, only seventeen pursuits involved property damage. Over the study period, personal property was damaged in one of every eight pursuits.

NUMBER OF DAMAGES TO PERSONAL PROPERTY



TOTAL OF 22 INCIDENTS OF DAMAGES TO PERSONAL PROPERTY

Figure 9

Speed Traveled

Once again, there are many reasons why injury and damage occurs during a pursuit. Speed can be one of them. Therefore, the Department wanted to determine what speeds its officers traveled after initiating a pursuit.

Appendix F illustrates a general summary of speeds. With the exception of the year 1992, many pursuit and incident reports did not contain the highest speed traveled. Of the 135 pursuits recorded, only 85 reports (63%) contained maximum speed information. Thus, an accurate assessment of average speed could not be determined.

Based upon incomplete data, the average highest speed traveled by officers was 69 miles per hour. During 1992, the year for which complete data is available, the average highest speed traveled was 77 miles per hour.

Officer Terminations

According to the OPV policy, an officer who initiates a pursuit may do so *only* with

the emergency lights and the siren fully activated and the officer must be driving a fully marked patrol car. The warning equipment must be kept in full operation until the pursuit is ended by the vehicle's apprehension or until the pursuit is terminated by the officer or a supervisor.

If a fleeing suspect is not wanted for a life threatening felony and is unlikely to continue to threaten the safety of the public if he escapes, an officer *must* terminate pursuit at Troy's city limits. In the case of a life threatening felony or a continuing threat to public safety, an officer may continue pursuit past Troy's city limits. An officer or a supervisor may, however, terminate a pursuit at any time based upon professional judgement.

If a pursuit is terminated, an officer may continue to follow the suspect without using lights and siren and while observing the posted speed limit and all other traffic laws. On occasion that tactic aids in the suspect's apprehension by removing the pressure of the pursuit while waiting for other police units to box the suspect in or otherwise make the apprehension. Many times, however, following is fruitless and is discontinued.

Figure 10 shows that 49 (36%) of the 135 pursuits were terminated. Of the 49 terminations, Series 1 shows that 10 (20%) of the subjects were apprehended by another jurisdiction at a later time. These captures ranged from 0 to 4 per year, with an average of 1.25 or one apprehension by another jurisdiction for every five Troy Police Department initiated pursuits.

Series 2 depicts the number of terminated pursuits for which the Troy Police Department apprehended the offender at a later time. Here, the overall average of 1.75 per year resulted from the fourteen subjects (29%) apprehended after termination. The range varied from one to four per year, giving a ratio of one Troy Police Department post-termination apprehension for every four terminated pursuits.

Finally, Series 3 shows the number of fleeing motorists who accomplished their goal of escape because an officer terminated a pursuit. After officer terminations, 25 suspects (51%) escaped.

Even though escapes averaged 3.125 per year, 1991 had an extremely high number. During 1991, seven subjects (44%) were never located after a termination.

The study concluded that half of the terminated pursuits ended without an apprehension.

Apprehension Rate

The previous sections have emphasized the various types of final outcomes that occurred during pursuits. Although these sections focused on the tactical ramifications of the Troy Police Department's OPV

OFFICER TERMINATIONS

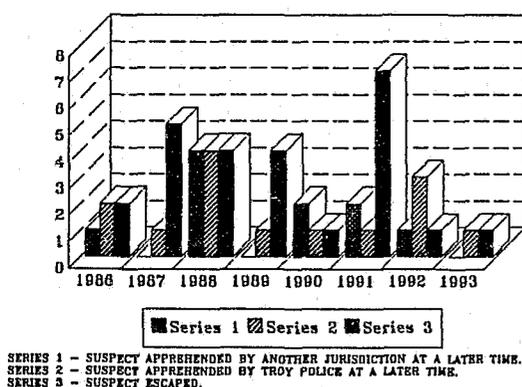


Figure 10

TOTAL PERCENT OF
"FLEEING" MOTORISTS APPREHENDED

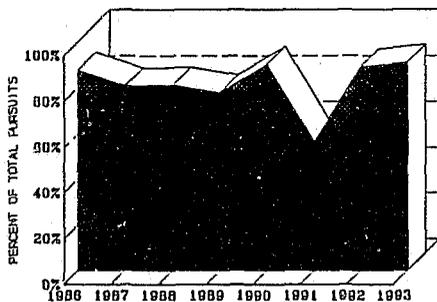


Figure 11

policy, the Department's administration also wanted to determine how successful the policy was in facilitating the apprehension of fleeing motorists.

Figure 11 shows the percentage, by year, of fleeing subjects apprehended. During the eight year period, 109 fleeing motorists (81%) were apprehended.

Some significant deviations from the norm were noted. For unknown reasons, 1991 had an extremely low rate of apprehensions. Of the sixteen 1991 pursuits, only nine subject (56%) were captured. If this one year (1991) were to be deleted from the data set, the seven year apprehension rate would have been 87%. Finally, 1993 had the highest capture rate (91%). Of those suspects who crashed their vehicles, 92% were apprehended -- only one escaped.

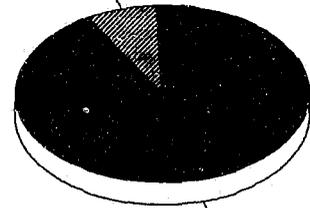
The Troy police Department believes that its OPV policy has maintained the Department's effectiveness in apprehending fleeing motorist.

Charges Brought Against Offenders

From the standpoint of the Troy Police

APPREHENSION PERCENTAGE
FOR ALL VEHICLE CRASHES

SUSPECTS ESCAPED
8%



SUSPECTS APPREHENDED
92%

BASED ON A TOTAL OF 13 CRASHES

Pie 5

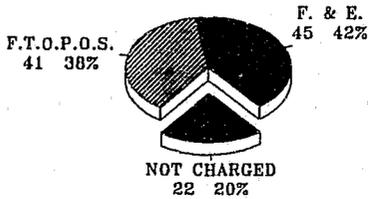
Department, its OPV policy has adequately regulated pursuits while providing an 81% apprehension rate and maintaining the highest possible safety for officers and the public. However, a question remained. Did the strict policy guidelines affect the charges brought against fleeing motorists?

In order to assess this, the Department researched every court record on every charge brought. This entailed obtaining copies of citations and warrants issues for the 109 captured drivers and their passengers. Because passengers often urge drivers to flee from police officers, it was felt that the charges brought against them also needed to be analyzed.

When a fleeing motorist is apprehended, he or she is usually charged with one of two misdemeanors. One is "fleeing and eluding a police officer" (F. & E.), and the other is "failure to obey police officers signal" (F.O.P.O.S.). The latter is considered to be the lesser of the two offenses.

Pie 6 illustrates the total number of "F. & E." and "F.T.O.P.O.S." charges issued. Of the 109 apprehended fleeing subjects, 86

FLEEING AND ELUDING
vs
FAIL TO OBEY POLICE OFFICERS SIGNAL
CHARGES



DEFINITIONS
"FLEEING AND ELUDING" = (F. & E.)
"FAIL TO OBEY POLICE OFFICERS SIGNAL" = (F.T.O.P.O.S.)

Pie 6

(80%) were formally charged with one of these two offenses. Only one suspect's charges could not be located.

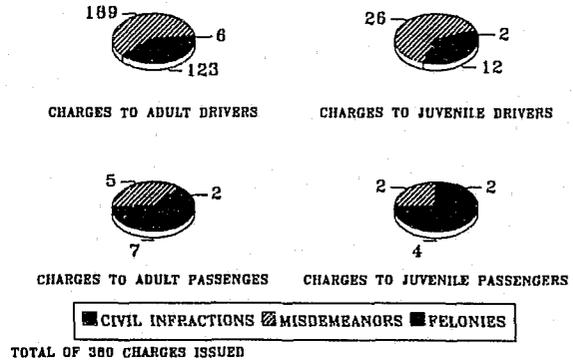
However, 22 subjects (20%) were not formally charged with either of these two crimes. These 22 were not charged because they had committed a more serious crime. Many of these more severe crimes occurred before or during the pursuit or after it ended. Therefore, the prosecutor chose not to issue one of these two charges; but prosecuting the more serious offenses.

Only five (11%) of the 45 "F. & E." charges were dismissed. Similarly, "F.T.O.P.O.S." charges were dismissed in only four (10%) of the 42 cases in which it was brought.

Pies 7-10 break down the number of civil infraction, misdemeanor, and felony charges issued. A total of 380 citations and warrants were issued against 318 adult drivers, 40 juvenile drivers, 14 adult passengers, and 8 juvenile passengers.

Of the 380 citations and warrants issued,

TOTAL NUMBER OF CHARGES ISSUED



Pies 7 - 10

only 108 records (28%) showed that subjects were charged with either "F. & E." or "F.T.O.P.O.S.". The remaining 271 citations and warrants (71%) came about from criminal activity committed prior to, during, or after a pursuit.

Offender Characteristics

As the last part of the study, the Department wanted to describe a stereotypical person who flees from a police officer. In order to achieve this, the study measured three separate characteristics; age, gender, and race. (Appendix D)

OFFENDER CHARACTERISTICS

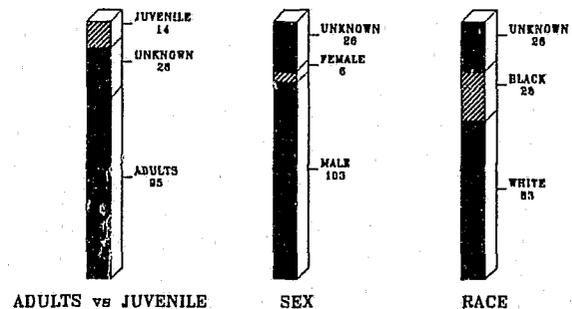


Figure 12

Figure 12 characterizes the traits of the 109 apprehended subjects. Of those offenders captured, 94% were male and 6% were female, 76% were white and 24% were black, 13% were juveniles and 87% were adults.

AVERAGE AGE OF OFFENDERS

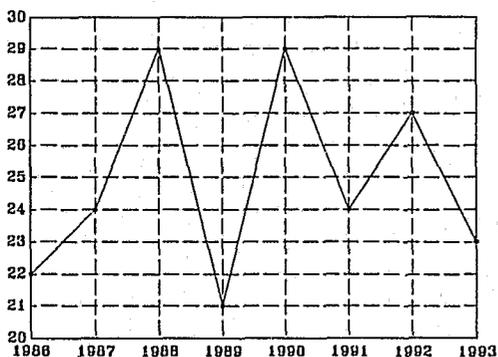


Figure 13

In *Appendix E*, a breakdown of offender ages is charted by year. The Department found that the age ranged from 15 to 72 years.

Figure 13 plots the average age of offenders by year of offense.

The average fleeing motorist was a white male 25 years of age.

DISCUSSION

Policy Development

Troy's issuance of a restrictive policy in 1986 represented a position on pursuits that was ahead of the cutting edge of change. Its policy circulated far and wide, was repeatedly copied, and was almost never acknowledged as a source. A review of current literature on the subject quickly tells a reader that Troy's 1986 policy meets virtually all of the standards currently being extended as essential for model policies. An example includes that offered by the International Association of Chiefs of Police.²

Policy Enforcement

When the Troy Police Department implemented its restrictive OPV policy, a hue and cry arose from its officers. There was great concern that officers were no longer going to be able to successfully carry out their responsibilities in enforcement activities. "Who will stop anymore?", was a common question. But, the Department was adamant in its belief that the policy was workable and necessary.

Each pursuit was meticulously reviewed. At first, correction of officers was made gently. Supervisors who did not adequately enforce the policy were dealt with firmly, but in a measured fashion. Disciplinary actions have been virtually unnecessary. Constant attention and regulating pressure have been sufficient to alter the practices of officers. Whether or not everyone agrees with the policy, compliance has resulted.

Review & Policy Changes

Pursuit Report review during the early stages of the study period resulted in minor clarifying and refining alterations to the original OPV policy. During the last five years, reviews fostered no changes. (*Appendix C, page 2*)

However, the process of the compilation of data for this study resulted in a major revision of the Pursuit Report form itself. A lack of understanding of the purpose of the document by officers and shortcomings in specificity of information from officers and supervisors was discovered. Therefore, the report form itself has been substantially revised. (*Appendix A, pages 17-19*)

Ramming vs. Boxing-in

A comprehensive discussion of police pursuits was produced as a result of a Michigan State University study and was published in The Police Chief in 1987.³ Two statements from that report are worth repeating here.

Analysis showed that pursuits involving agencies with policies prohibiting ramming or roadblock use did not result in a lower capture rate than pursuits involving agencies whose policies allowed these practices.⁴

Troy's philosophy and policy prohibiting ramming predates that report. The Troy apprehension experience supports the finding.

Secondly, of ramming and roadblocks, the MSU report stated:

The findings of a high arrest rate and a lower overall injury rate when forcible stops were used in arrests may warrant consideration of these procedures, particularly in cases involving a violent felony suspect.⁵

Troy's belief is that ramming, because its outcome is unpredictable and uncontrollable, is acceptable only as a last resort. Officers can be trained and trained in ramming techniques. Officers can practice these techniques only in a cloistered atmosphere such as is provided on a race track, practice track, or airport. But, those situations involve the rammed vehicle being also driven by skilled drivers who know in advance what is going to happen. Safety is considered ahead of time; there are no bystanders in the vicinity nor are there any static obstacles to be encountered. Unlike the practice track, in the real world of pursuit, the outcome is far from predictable.

Combine that unpredictability with the likelihood of civil litigation, particularly

in light of the Supreme Court's decision that forceful pursuit termination through ramming, roadblocks, or deadly force constitutes a "seizure"⁶, and the bringing of suit under USC Title 42, 1983 is to be expected.

Troy's experience with the "boxing-in" procedure has been encouraging. However, boxing-in requires skill and teamwork on the part of officers and is not applicable to every pursuit. It takes time and a wide highway for it to be implemented. Although it provides a means to successfully end pursuits with an apprehension and without serious injury, it also increases the number of vehicles damaged. Rarely is a box-in procedure used without several police vehicles sustaining minor damage. The suspect's speed and determination to escape are issues that must be seriously considered before attempting a box-in apprehension.

2. International Association of Chiefs of Police National Law Enforcement Policy Center, Vehicular Pursuit, Concepts and Issues Paper (Arlington, Virginia: IACP National Law Enforcement Policy Center, August 1, 1990)

3. Erik Beckman, "Identifying Issues in Police Pursuits: The First Research Findings", The Police Chief, July 1987, pp. 57-63.

4. Ibid., p. 60.

5. Ibid., p. 63.

6. Brower v. Inyo, 109 S. Ct. 1197 (1989).

CONCLUSION

The Troy Police Department believes that its Operation of Police Vehicles policy has been a success. It has provided a clear statement of the Department's philosophy, meaningful guidance to officers, significant authority and responsibility for supervisors, and a useful means to undertake oversight and review of pursuit activities. In addition, it has played a substantive role in reducing the instances of pursuit without sacrificing efficiency or effectiveness in enforcement and the apprehension of violators or criminals. It has protected and strengthened the integrity of the police mission while it has enhanced public safety.

This study has demonstrated that Troy's officers are now more selective in their pursuits. Pursuits are more often restricted to instances of felony crimes. Officers are also foregoing the "chase 'em 'till they crash" syndrome of earlier years and replacing it with reasoned responses while seeking alternative methods of apprehension. In short, officers are demonstrating that they are "working smarter" and from a more clearly defined perspective of public safety.

The Department has been gratified to learn that the study substantiates its position that violators seldom escape punishment. It is also gratifying to ascertain that the prosecutors and the courts have been supportive of reasoned charging. It is significant that dismissals were few in number.

All of the above having been said, the Department also recognizes that its OPV policy is not a panacea. There is a need for additional efforts.

It is possible that additional legislation might

be of assistance. Raising the penalties for "fleeing and eluding" violations must be done carefully and with restraint. Such actions will be of little benefit if penalties are raised so high that prosecutors are reluctant to charge, juries are reluctant to convict, and courts are reluctant to sentence under their provisions. The act of fleeing is not seen by many as being particularly serious in comparison with those crimes more readily identifiable as "violent".

In addition, it is debatable whether or not the "typical" fleeing motorist will be deterred from fleeing because of legislation that will potentially send him to jail for two years. Many are savvy enough to doubt that the judiciary will jail them, especially in light of chronic jail overcrowding.

Perhaps forfeiture of the vehicle used might have a greater impact. Forfeiture would strike at the heart of the younger drivers in particular. Few adults have forgotten the importance that a car had to them when they were a young person. In this study, the modal age of the most frequent fleeing subject was shared by 17 and 23 year olds, the mean age was 25, and 61% of all subjects were under 26 years of age. (*Appendix E*) If society wants to create parental involvement in this issue, just imagine the involvement of a parent who is trying to prevent the court from forfeiting the family car after junior has forced the police to pursue him. Other states are doing it.⁷

Legislation aimed at punishing fleeing drivers who precipitate pursuits resulting in damage, injury, or death is potentially helpful in deterring pursuits by heightening the public's concept of the seriousness of the

crime of fleeing. It is important that we all understand that, particularly during a pursuit, there are no "accidents"; there are only crashes and each is a caused occurrence. The cause is the fleeing driver. It is he who should be called to account.

7. Utah Code Annotated; 41-6-13.5, 1993.

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CITY OF TROY POLICE DEPARTMENT

OPERATION OF POLICE VEHICLES POLICY

POLICY: The purpose of this order is to establish this Department's policy regarding the safe operation of City of Troy Police Department vehicles.

A basic function of the Police Department is the protection of life and property. Because of the hazardous nature of this function, the basic mission of the Department is jeopardized when department vehicles are involved in collisions during routine patrol, while pacing traffic offenders, responding to emergencies, pursuing law violators, or attempting to apprehend fleeing law violators.

Therefore, the City of Troy Police Department must do everything in its power to prevent collisions involving its own vehicles. This order is written to provide officers with guidelines to follow when operating department vehicles in an effort to prevent these collisions.

The law accords a "*preferred status*" to authorized emergency vehicles in these situations. **BUT THE LAW NEVER RELIEVES OFFICERS FROM THE DUTY OF OPERATING THEIR VEHICLES WITH DUE CARE FOR THE SAFETY OF THE PUBLIC. THE OBLIGATION NOT TO ENDANGER LIFE AND PROPERTY IS THE PARAMOUNT CONCERN IN GUIDING DRIVING CONDUCT.**

IT IS THE POLICY OF THIS DEPARTMENT THAT NO OFFICER SHALL OPERATE A MOTOR VEHICLE WITHOUT EXERCISING DUE CARE AND CAUTION FOR THE SAFETY OF THE PUBLIC. NO OFFICER SHALL ENDANGER LIFE OR PROPERTY BY THE OPERATION OF A MOTOR VEHICLE.

This policy recognizes the basic need for emergency, pursuit and pace driving in a professional public safety department. The policy is designed to educate officers with respect to their responsibility in regards to emergency, pursuit and pace driving. It also alerts the officer to the possible consequences of driving negligence. Officers are reminded that emergency driving, especially high speed pursuit driving, is one of the most dangerous activities officers will engage in. High speed pursuit driving is to be considered an option of last resort, where no other methods of apprehension are reasonably available.

MICHIGAN VEHICLE CODE REFERENCES

1. Michigan Vehicle Code Speed Limitations

257.632

Vehicle in pursuit of criminal, fire apparatus, ambulance. [MSA 9.2332]

Sec. 632.

The speed limitation set forth in this chapter shall not apply to vehicles when operated with due regard for safety under the direction of the police when traveling in emergencies or in the chase or apprehension of violators of the law or of persons charged with or suspected of a violation, nor to fire department or fire patrol vehicles when traveling in response to a fire alarm, nor to public or private ambulances when traveling in emergencies. This exemption shall apply only when the driver of the vehicle while in motion sounds an audible signal by bell, siren or exhaust whistle as may be reasonably necessary or when the vehicle is equipped with at least 1 lighted lamp displaying a flashing, oscillating or rotating red or blue light visible under normal atmospheric conditions from a distance of 500 feet to the front of such vehicles, unless the nature of the mission requires that a law enforcement officer travel without giving warning to suspected law violators. This exemption shall not however protect the driver of the vehicle from the consequences of a reckless disregard of the safety of others.

Am. 1976, Act 164

2. Emergency Vehicle Operation

257.603

Traffic regulations; government vehicles, authorized emergency vehicles, workers upon surface of highways. [MSA 9.2303]

Sec. 603.

- (a) The provisions of this chapter applicable to the drivers of vehicles upon the highway shall apply to the drivers of all vehicles owned or operated by the United States, this state, or a county, city, town, district, or any other political subdivision of the state, subject to the specific exceptions as are set forth in this chapter with reference to authorized emergency vehicles.
- (b) The driver of an authorized emergency vehicle when responding to an emergency call, but not while returning from an emergency call, may exercise the privileges set forth in this section, subject to the conditions of this section.
- (c) The driver of an authorized emergency vehicle may:
 - (1) Park or stand, irrespective of the provisions of this act.
 - (2) Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for the safe operation.

- (3) Exceed the prima facie speed limits so long as he does not endanger life or property.
 - (4) Disregard regulations governing direction of movement or turning in specified direction.
- (d) The exemptions granted in this section to an authorized emergency vehicle shall apply only when the driver of the vehicle while in motion sounds an audible signal by bell, siren, air horn, or exhaust whistle as may be reasonably necessary except as provided in subsection (e), and when the vehicle is equipped with at least 1 lighted lamp displaying a flashing oscillating, or rotating red or blue light visible under normal atmospheric conditions from a distance of 500 feet in a 360 degree arc except where it is deemed advisable not to equip a police vehicle operating as an authorized emergency vehicle with a flashing, oscillating, or rotating red or blue light which is visible under normal atmospheric conditions from a distance of 500 feet to the front of the vehicle. Only police vehicles which are publicly owned shall be equipped with a flashing, oscillating, or rotating blue light which when activated shall be visible under normal atmospheric conditions from a distance of 500 feet in a 360 degree arc.
- (e) A police vehicle shall retain the exemptions granted in this section to an authorized emergency vehicle without sounding an audible signal if the police vehicle is engaged in an emergency run where silence is required.
- (f) The exemptions provided for by this section shall apply to persons, teams, motor vehicles, and other equipment while actually engaged in work upon the surface of a highway but shall not apply to those persons and vehicles when traveling to or from work. The provisions of this chapter governing the size and width of vehicles shall not apply to vehicles owned by public highway authorities when the vehicles are proceeding to or from work on public highways.
- AM.1976, Act 347.**

PROCEDURES:

1. GENERAL OPERATION - ROUTINE PATROL

- (a) The police officer on routine patrol must observe all traffic regulations and be ready to yield the right-of-way at intersections. Always be extra courteous while driving a police vehicle. Courtesy costs nothing but can pay big dividends in creating good will toward the Department.
- (b) Except when answering emergency calls, all police vehicles will be parked legally. Irregular parking may be expected on an emergency call, but on routine calls such practice increases possible danger, and decreases public respect.
- (c) When a vehicle is left unattended, the ignition shall be turned off and the keys removed from the ignition.

2. PACING OF TRAFFIC OFFENDERS

(a) **Definition:**

The positioning of the police vehicle at a stable, fixed distance behind a speeding vehicle at a constant speed in order to clock the speed of the violator.

- (b) When pacing a law violator officers should exercise extreme caution and restraint and use good judgment. The decision to pace should be based upon: the seriousness of the violation, the road and traffic conditions, and the availability of other police units. If pacing conditions are hazardous to the general public to the degree that their safety is put in danger, the officer should make a secondary decision to discontinue the pace.
- (c) While pacing a traffic violator an officer may operate the police vehicle without emergency equipment so as to not give warning to the suspected law violator. This enables the officer to establish the pace and avoid accelerating the traffic stop into a fleeing law violator situation.
- (d) Officers may not violate any traffic law, other than exceeding the speed limit when establishing a pace of a traffic violator, without the use of full emergency equipment (*lights and siren*).
- (e) According to **257.632**, officers while pacing a traffic offender may exceed the speed limit to establish a pace but must do so with due regard for the safety of others.
- (f) As stated in **257.632** of the Michigan Vehicle Code, the speed exemption does not protect the officer operating the police vehicle from the consequences of a reckless disregard of the safety of others.
- (g) The officer while engaged in a pace must exercise that degree of care which a reasonably prudent man in the discharge of similar duties and under like circumstances would use.

3. PURSuing A LAW VIOLATOR

(a) **Definition:**

The catching up to or closing of the distance between a police vehicle and the law violator.

- (b) When pursuing a law violator officers should exercise extreme caution and restraint and use good judgment. The decision to pursue should be based upon: the seriousness of the violation, the road and traffic conditions, and the availability of other police units. If pursuing conditions are hazardous to the general public to the degree that their safety is put in danger, the officer should make a secondary decision to discontinue the pursuit.

- (c) While pursuing a law violation an officer may operate the police vehicle without emergency equipment so as not to give warning to the suspected law violator. This enables the officer to choose the location for the stop and to avoid accelerating the pursuit into a fleeing law violator situation.
- (d) Officers may not violate any traffic law, other than exceeding the speed limit when pursuing a law violator without the use of full emergency equipment (*lights and siren*).
- (e) Officers while in pursuit of a law violator may exceed the speed limit as authorized under **Section 257.632** of the Michigan Vehicle Code, but must do so with due regard for the safety of others.
- (f) As stated in **257.632**, the speed exemption does not protect the officer operating the police vehicle from the consequences of a reckless disregard of the safety of others.
- (g) The officer while engaged in the pursuit of a law violator must exercise that degree of care which a reasonably prudent man in the discharge of similar duties and under like circumstances would use.

4. **PURSUIT OF A FLEEING LAW VIOLATOR POLICY**

- (a) **Definition:**
The active attempt by a law enforcement officer operating a motor or vehicle and simultaneously utilizing full emergency equipment, to apprehend one or more occupants of another motor vehicle when the driver of the fleeing vehicle is aware of that apprehension attempt and is resisting the officer's effort to stop him or her by using high speed driving or other evasive tactics such as driving off the highway, making sudden or unexpected stops, or maintaining the legal speed but willfully failing to yield to the officer's signal to stop.
- (b) As soon as the operator of a pursued vehicle increases his speed or drives in such a manner so as to endanger the safety of others, the pursuing officer shall immediately activate both siren and emergency lights, and shall continuously use both throughout the entire pursuit. Officers are reminded that the warning effect of the siren will decrease rapidly as the speed of the pursuit vehicle increases.
- (c) If the officer feels certain that his pursuit of the fleeing law violator is justified according to the established criteria and it can be performed safely, he should continue with the intent to apprehend the suspect, but only while exercising the maximum of safety to all concerned. Officers should never be indifferent to the safety of the public, and every endeavor should be made to handle pursuits with such care and finesse that they can rationally be justified as a help, not a hazard, to highway safety.

(d) When faced with a pursuit of a fleeing law violator, officers should exercise extreme caution and restraint and use good judgment. The decision to continue to pursue should be based upon: the seriousness of the violation, the road and traffic conditions, and the availability of other police units. If the above conditions change, the officer should make a secondary decision to discontinue the pursuit. In the event that pursuit is necessary, the officer shall immediately notify Communications and provide pertinent information as to the nature of the pursuit, i.e.:

- (1) traffic;
- (2) misdemeanor;
- (3) felony (type);
- (4) reason for pursuit;
- (5) location and direction of the pursuit;
- (6) description of vehicle, including license number, if known;
- (7) description and number of occupants.

(e) Desk personnel shall immediately notify a Patrol Supervisor who shall be apprised of all known facts regarding the nature of the pursuit. It shall then be the responsibility of the Patrol Supervisor to monitor the pursuit to determine whether the pursuit should be allowed to continue or should be terminated. This does not preclude the officer from terminating the pursuit.

(f) The actual pursuit shall be undertaken by no more than **TWO POLICE VEHICLES**, a **PRIMARY VEHICLE** and a **BACK-UP VEHICLE**.

The **PRIMARY VEHICLE** will normally be the vehicle which initiated the chase. Both the **PRIMARY** and the **SECONDARY UNITS** shall utilize full emergency equipment while engaged in the pursuit.

(g) The officer in charge of the Primary Unit shall have responsibility for determining the wisdom of continued pursuit. **HOWEVER**, the Patrol Supervisor shall have the authority to order pursuit termination at any time.

(h) Pursuits originating in the City of Troy by Troy officers shall be terminated when the pursuit continues beyond the City jurisdiction except in those cases where the crime committed is a life threatening felony or when the officer knows or has reasonable grounds to believe the suspect presents a clear and immediate threat to the safety of other motorists, and when the necessity of immediate apprehension outweighs the level of danger created by the pursuit, as in the case of a serious traffic violation such as **OUIL**.

(i) Occasionally, pursuits originating in other jurisdictions and involving other departments which enter the City of Troy, result in our department becoming involved. When a pursuit initiated by an outside police agency enters our community, the initiating unit and jurisdiction shall be responsible for the progress of the pursuit.

- (j) If a vehicle pursued by another agency is observed and the outside agency does not have a primary or secondary vehicle in position, a Troy vehicle may assume those positions. In such instances, City of Troy police officers shall not pursue beyond our City limits, except in those cases where the crime committed is a life threatening felony and the pursuit would be put in jeopardy if Troy officers terminated the pursuit.

5. EMERGENCY, PURSUIT AND PACE OPERATION

- (a) When deciding to pace a traffic law violator, pursue a law violator or a fleeing law violator, officers must carefully consider all of the following factors:
 - (1) The nature of the violation (*e.g., civil infraction, misdemeanor, felony or violent or life threatening felony*).
 - (2) Time of day.
 - (3) Weather conditions.
 - (4) Geographical location (*e.g., business/residential/rural*) and conditions (*e.g., hills, flat, curves*).
 - (5) Roadway (*type/condition*).
 - (6) Traffic conditions.
 - (7) Lighting.
 - (8) Population density in the area (*e.g., existence of schools, shopping areas, residential units, businesses*).
 - (9) Familiarity with area, both of the officer and the violator. This factor becomes more important as the pursuit leaves the jurisdiction of the officer and enters into unfamiliar areas.
 - (10) Patrol vehicle conditions.
 - (11) Driver ability, both of the officer and the violator.
 - (a) Officers are reminded that they should never drive beyond their abilities.
 - (12) Danger to innocent public and to property.
 - (13) Liability of assistance.
 - (14) Possibility of alternative methods of apprehension.
 - (15) Likelihood of successful apprehension.
- (b) Units that have prisoners, witnesses, suspects, or complainants aboard shall not become engaged in pacing, pursuit or response to emergency call situations.
- (c) City of Troy vehicles not equipped with emergency lights and siren shall not become involved in the pacing or pursuit of law violators or the response to emergency calls for service.

6. **TERMINATION OF A PACE, PURSUIT OF A LAW VIOLATOR
OR THE PURSUIT OF A FLEEING LAW VIOLATOR**

- (a) In order to avoid being arrested, many motorists will take imperiling chances. Regardless of the extenuating circumstances, the pursuing officer shall not duplicate these hazards. In the apprehension of traffic offenders and other violators, an officer must be sensitive to the public's reaction. This means that in all cases he must operate his vehicle in a manner that shows consideration for his own safety, the safety of the violator whom he seeks to apprehend, and, above all, the safety of others who may be using the roadway. Because of the many handicaps he encounters, the pursuit officer must recognize and accept the fact that he will not be able to successfully apprehend every motorist he decides to stop.
- (b) The officer must at all times use his/her best judgment in evaluating and re-evaluating the situation and must make a continuous appraisal of the decision whether or not to continue the pace or pursuit.

Officers shall discontinue a pace or pursuit when:

- (1) The pace or pursuit endangers the lives and/or property of the officer and/or public; or
 - (2) Whether road or geographical conditions indicate that a continued pace or pursuit would be futile.
- (c) Officers shall terminate a pace or pursuit whenever they reasonably believe that the risk to themselves and others outweighs the benefit of apprehension.
- (d) Officers shall not become involved in a pursuit of a fleeing law violator if the identity of the violator is known. If the identity is known, a warrant shall be sought for all observed offenses.
- (e) **Personal Challenge:**
Officers shall realize that discontinuance of a pace or pursuit is sometimes the wisest and most professional course of action. **PERSONAL CHALLENGE SHOULD NEVER ENTER INTO AN OFFICER'S EVALUATION.** A decision to discontinue in no way signifies a lack of courage or perseverance. It is sometimes the **ONLY** way we may secure adequate protection of the lives and property of those citizens utilizing that roadway -- citizens whom we are sworn to protect.

7. **PURSUIT OF FLEEING LAW VIOLATOR - PURSUIT TACTICS**

- (a) Communications personnel shall be responsible for alerting other communities, if necessary. All information listed above, shall be given to the community being alerted. When Communications personnel receive information of a pursuit entering our jurisdiction initiated by another department, they shall notify a Patrol Supervisor.
- (b) When engaged in the pursuit of a fleeing law violator, the pursuing officer should remember that the sooner the subject is stopped or apprehended, the less the opportunity for an accident. *Of the utmost importance, he should not endanger the public or himself as a result of his driving techniques.*
- (c) Officers shall use extreme care when disobeying traffic control signs or signals. Officers shall slow down or stop as may be necessary for the safe operation of the police vehicle.
- (d) In the course of the pursuit a safe distance shall be maintained between the fleeing law violator and the pursuing police vehicle as this will enable the pursuing officer to duplicate any sudden turn and lessen the possibility of a collision in the event of a sudden stop.
- (e) The backup vehicle shall also pursue at a safe distance behind the primary vehicle and shall operate with all emergency equipment in operation. If the primary unit must drop out of the pursuit because of mechanical problems or an accident, the **BACK-UP UNIT SHALL BECOME THE PRIMARY UNIT** and another nearby unit, previously uninvolved, shall be assigned to assume backup responsibilities.
- (f) There shall be no paralleling of the pursuit route unless the pursuit passes through a unit's assigned patrol area. The unit which is paralleling shall not join or interfere with the pursuit and shall stop all pursuit related activity at the boundary of its assigned patrol area. Paralleling units shall not disregard traffic control devices or laws. The primary responsibility of the paralleling unit is to insure that innocent motorists or pedestrians are not injured by inadvertently crossing the path of the pursuit vehicle.
- (g) Area units covering the streets parallel to the one the pursuit is on creates a "boxing in" effect which will, hopefully, if not capture, at least discourage the violator from continuing his flight. This technique is also advantageous in the event the violator is able to elude the immediate pursuit vehicle, or in case the violator abandons his vehicle and flees on foot.

- (h) Because of the potential dangers involved, pursuing officers shall not pull alongside a fleeing motorist, except for boxing in procedures as outlined in this order. Officers shall not attempt to force the subject into a ditch, curb, parked car, or any other obstacle. It should be noted that if an officer were to pull alongside a fleeing motorist on a four-lane highway, the danger of a side-swipe collision would be increased, and the opportunity for escape would become greater through quick application of the brakes and a sudden turn by the violator.
- (I) If the violator should abandon his vehicle and flee on foot, the pursuit officer should, before giving foot pursuit, notify the dispatcher of his location, remove his ignition keys, and quickly check the violator's vehicle for other occupants who may have hidden.

8. ACCOUNTABILITY

This procedure is based upon recognition of the basic need for pursuit under certain circumstances. Great reliance is placed upon the individual officer and the field supervisor in the application of their experience, common sense and training. All officers involved in vehicular pursuits will be held accountable for continuing a pursuit when circumstances indicate that it should have been discontinued.

9. RESPONDING TO EMERGENCY CALLS FOR POLICE SERVICE

(a) **Definition:**

An emergency call for service is a life threatening occurrence which demands immediate police action.

Some examples of life threatening occurrences are:

- (1) Aggravated Assault in Progress;
- (2) Burglary in Progress;
- (3) Life Threatening Felony in Progress;
- (4) Personal Injury Motor Vehicle Accidents;
- (5) Other Personal Injury Accidents;
- (6) Medical Emergencies;
- (7) Fires.

- (b) When responding to emergency calls for service all driving by City of Troy police officers shall be consistent with the provisions set forth in **Section 257.603** and **257.632** of the Michigan Vehicle Code relating to the operation of emergency vehicles.

- (c) In responding to an emergency call an officer should get to the scene as quickly as possible with safety. He should keep his vehicle under control at all times and drive at a speed which will enable him to avoid hazards he should reasonably anticipate by being alert and exercising due care and caution. The officer shall use the emergency lights and siren so that all persons using the highway will be given adequate warning of his approach.
- (d) When responding to life threatening felony in progress calls for service, all emergency operating equipment shall be used up until such use may frighten or warn possible suspects.

After a police vehicle's lights and siren have been shut down the officer shall approach the scene by operating the police vehicle at legal operating speeds and while obeying all traffic regulations.

10. ROUTINE MOTOR VEHICLE STOPS

- (a) When attempting to stop a violator who has not yet begun to flee, the pursuing officer should, keeping in mind personal safety, try everything within his authority to apprehend the subject without resorting to a high speed fleeing law violator situation. For example, officers should utilize their outside radio speakers and/or spotlights or wait until the subject parks or stops at a traffic light. It should be remembered that some individuals enjoy being chased by the police solely for the suspense and the excitement that the experience may yield.
- (b) The officer shall broadcast a message to the police dispatcher prior to actually making the stop. The message should contain the following information:
 - (1) Police unit number or call letters;
 - (2) Location of the stop;
 - (3) Reason for the stop;
 - (4) License number and description of the vehicle to be stopped.

In addition, it is a good practice to indicate the number and a brief description of the occupants if time permits.

- (c) All radio transmissions should be planned in advance, and officers should have in their possession all necessary items of equipment such as flashlights, batons, etc., prior to effecting the stop. It is extremely critical that the officer exit the police vehicle as quickly as possible following the stop.
- (d) One of the first rules of officer safety to be practiced in making vehicle stops is for the officer, not the suspect, to pick the location for the stop. Vehicle stops, whenever possible, should be made in an area that offers the officer the most surrounding cover, greatest illumination and clearest visibility of the vehicle being stopped, and freedom from interference from passing vehicles and pedestrians.

- (e) When a violation has been observed and the decision to stop a violator made the emergency or flasher lights are turned on. This gives notice to others on the street or road that unusual vehicular movements are about to occur. Motorists also are alerted by the officer's use of turn or hand signals.
- (f) The siren (*a valuable psychological tool in apprehending suspected felons or for use in emergency calls*) is seldom necessary for the traffic stop. Some motorists may react too quickly or without enough care when they hear the siren. Some may become confused and unable to follow directions.
- (g) In notifying a moving violator that he is to curb and park his vehicle, efforts by the officer should begin with the simplest and safest methods and should only progress into more complex and hazardous maneuvers when the lesser efforts fail.

First, the violator's attention is obtained by tapping the horn and switching the headlights on and off. At night, the headlights are flicked from low to high and then back to low. The spotlight may be used to "sweep" the violator's car, but caution should be exercised to prevent the light beams from blinding the driver or other motorists. If the violator fails to respond the officer then would use the siren instead of the horn.

On a routine traffic stop every effort should be made to move the violator and police vehicle to a safe location.

- (h) Vehicle stops should be made, whenever possible, completely off the traveled roadway preferably on the right-hand shoulder. Several officers have been killed due to their police vehicles or themselves being struck by a vehicle after the traffic stop was made. For this same reason, neither the officer nor the person(s) stopped should ever be positioned between the police unit and the vehicle that has been stopped. All persons should position themselves as far from the stopped vehicle and roadway as possible to avoid being struck by an errant or intoxicated motorist.
- (i) For maximum safety, officers should offset their patrol vehicle approximately three feet to the left of the stopped vehicle's left fender line. The recommended distance between the vehicles is 10 to 15 feet. This position:
 - (1) Provides an excellent view of the violator;
 - (2) Provides a lane of safety from on-coming traffic; and,
 - (3) Lessens the possibility of being suddenly backed into by the violator.
- (j) If there is not enough room to park in an offset position, the police vehicle should be parked at the curb in line with the violator's automobile. The officer should leave his vehicle, walk behind the patrol vehicle and make his approach from the curb side. The officer will then confront the driver from the passenger side. During this confrontation the police officer employs the same caution and safeguards he would in any other vehicle stop.

- (k) Before taking a position to the rear of the violator's automobile, the officer should signal other motorists as to what he intends to do. Should a motorist over-react and stop in the center of the traffic lane, all traffic traveling in the same direction must be halted until the violator and the police vehicle have been properly moved to the right shoulder or curb.
- (l) Department officers shall leave the police vehicle's emergency lights on following the stop when the police unit and vehicle stopped are in or encroaching on a lane of traffic. However, during hours of darkness, when stopped off the roadway, it may prove advantageous to extinguish all emergency lights once the stop has been made. Rotating emergency lights reflect off the windows of the vehicles being stopped as well as surrounding buildings. This can frequently prove distracting to the approaching officer and may impair his or her visibility of the interior of the vehicle stopped.
- (m) The police unit's high beam headlights and clear spotlights should all be used during traffic stops made during hours of darkness. High beam headlights and spotlights should be focused directly on the stopped vehicle with spotlights directed into the vehicle's passenger compartment. Not only does this provide maximum visibility of the vehicle's passenger compartment, but the suspect and his movements are also clearly detectable. Suspects, on the other hand, are blinded when looking back in the direction of the police vehicle, and the officer is afforded concealment on his approach.
- (n) The officer should approach quickly but should pause to check for hidden rear seat occupants. He should also check the trunk lid and rear doors of a van. If he can't see inside, he should rest his hand on the vehicle momentarily to check for vibration caused by passenger movement. The officer should never approach further than the rear edge of the driver's door. Stopping short of the driver's door forces the driver to turn around to converse with the officer. This simple tactic serves to the driver's disadvantage as any aggressive move toward the officer requires obvious and easily detected movement by the driver. This procedure also insures that the officer's duty sidearm remains out of the suspect's grasp. In addition, an attempt by the driver to abruptly open the driver's door in an effort to strike and injure the officer will be fruitless.
- (o) If a citation is to be written the officer, after obtaining necessary documents from the driver, should step backwards toward the right front door of the police vehicle. Walking backwards permits the officer to observe the driver and any other occupants of the vehicle. The citation should not be written or data system inquiries made by radio except from behind a position of cover. To do so otherwise places the officer in far too much jeopardy.

11. **FELONY MOTOR VEHICLE STOP TACTICS**

- (a) No felony vehicle stop should ever be made by a single officer as the threats to officer safety are just too great. If it is necessary to delay a felony vehicle stop pending the arrival of an assisting unit, then do so.
- (b) The placement of the primary police unit in relation to the suspect vehicle is the same in felony stop situations as in other types of vehicle stops. Once the stop has been made, quickly exit the vehicle with weapon drawn and remain behind the cover of the police vehicle door. If the stop is made by a one officer police unit, the officer should angle the patrol vehicle so as to put the engine block between the officer and the felony suspect's vehicle.
- (c) Following of the wanted vehicle:
 - (1) In an effort to stop vehicles whose occupants are wanted for felonies or serious crimes this Department has developed a procedure to follow the wanted vehicle without the use of emergency equipment and without initiating a stop.
 - (2) The purpose of following procedure is to allow backup vehicles to arrive and make the stop by boxing in the wanted vehicle, thereby, preventing a fleeing law violator pursuit situation.
- (d) Following within City limits:
 - (1) **Fully equipped emergency vehicles -**
Once the wanted vehicle being followed begins to flee the following unit shall activate full emergency equipment.
 - (2) **Non emergency equipped vehicles -**
Once the wanted vehicle being followed begins to flee the non emergency equipped vehicle shall terminate the pursuit.
- (e) Following outside the City:

If the wanted vehicle leaves the city, the unit following can continue to follow in an attempt to make an apprehension through boxing in of the wanted vehicle by arriving backup units.

- (1) **Fully equipped emergency vehicles following outside of the City -**
Once the wanted vehicle begins to flee the marked police vehicle following shall terminate the pursuit if the vehicle is not wanted for a life threatening felony or continue the pursuit with full emergency equipment operating if the vehicle is wanted for a life threatening felony.

(2) **Non emergency equipped vehicles following outside of the City -**

Once the wanted vehicle begins to flee the non emergency equipped vehicle following shall terminate the pursuit.

12. **OTHER POLICE VEHICLE USE RESTRICTIONS**

- (a) The police vehicle shall not be used to ram or intentionally strike the pursued vehicle except when the vehicle is wanted for a life threatening felony or under extreme circumstances when the safety of the public necessitates immediate apprehension, which outweighs the level of danger created by this action. These actions must be used as a last resort means to effect an apprehension. Under no circumstances shall a police vehicle ram or intentionally strike a pursued vehicle where pedestrian or vehicular congestion exists and the general public would be put in danger.
- (b) Before deciding to pursue, an officer faced with an "off road" pursuit situation must consider the seriousness of the violation involved, and the possibility of injury to himself and damage to the police vehicle which may result. As a rule, if the pursuit is the result of a traffic violation the officer shall not continue the pursuit "off road".
- (c) Vehicle roadblocks shall not be used to stop fleeing vehicles wanted for any offense other than a life threatening felony.
- (d) Employees shall not provide private citizen vehicle escorts for any reasons. If a medical transport is required, an emergency medical services unit shall be summoned to the scene.

13. **GENERAL RULES**

- (a) In this policy, a "life threatening felony" is defined as:

(1) **Violent and life-threatening felonies:**

- (a) Murder and its attempt.
- (b) Armed robbery and its attempt.
- (c) Arson (felony) and its attempt.
- (d) Kidnapping and its attempt.
- (e) Assault with a dangerous weapon.
- (f) Criminal Sexual Conduct involving penetration (*first and third degree*).
- (g) Assault with intent to murder, to rob while armed, to kidnap, to commit great bodily harm, to commit criminal sexual conduct involving penetration.

- (b) The officer has **PROBABLE CAUSE** to believe that the suspect has committed a violent or life-threatening felony or where the suspect has escaped from custody after having been arrested or convicted of committing a life-threatening felony.
 - (1) *Probable cause* exists where the facts and circumstances within the officer's knowledge, of which he or she has reasonably trustworthy information, are sufficient in themselves to warrant a man of reasonable caution in the reasonable belief that an offense has been committed.
- (c) Each officer assigned to patrol duty shall complete an inspection of his assigned patrol vehicle to ascertain that such vehicle is in good working order, and is equipped with all assigned equipment.
- (d) Private persons shall not be transported in department vehicles which are being used in the performance of duty unless the presence of such person is necessary to the furtherance of the police service.
- (e) Any person, whether officer or citizen, driving or riding in a department vehicle shall wear a seat belt as provided whenever the vehicle is in motion.
- (f) Department vehicles unless specially equipped shall not be used for pulling, pushing, towing or other road services to other vehicles.
- (g) Officers involved in an accident while driving a department vehicle shall notify the desk officer as soon as possible. Reporting of accidents and statements shall be made in the manner prescribed by current department policy.

14. **PURSUIT REPORT**

- (a) Whenever an officer has been engaged in the pursuit of a fleeing law violator, the officer shall prepare an official department Pursuit Report.
- (b) This report shall be prepared even though there is no apprehension of the violator. It shall be prepared when the pursuit is terminated for any reason.
- (c) All Pursuit Reports shall be forwarded to the officer's on-duty commander for review.
- (d) The shift, section, bureau, or unit commander shall forward a copy of the Pursuit Report, along with any recommendations concerning the incident, to the Division Commander.
- (e) The Division Commander shall then forward a copy of the Pursuit Report and any attachments to the Office of the Chief for Staff Inspections review.



CITY OF TROY POLICE DEPARTMENT PURSUIT REPORT

(Pursuit Report #) _____

Date of Occurrence: _____ Time of Occurrence: _____ Complaint #: _____

Officer: _____ Badge #: _____ Platoon #: _____ Shift: _____

Other Troy Officer(s) Involved: _____ Badge #: _____ Platoon #: _____ Shift: _____

_____ Badge #: _____ Platoon #: _____ Shift: _____

_____ Badge #: _____ Platoon #: _____ Shift: _____

Original Nature of the Pursuit: _____

(Traffic, O.U.I.L., Misdemeanor, Felony, Warrant Arrest, Other)

Pursuit Origination: _____ Pursuit Ending: _____

Traffic Conditions -	Light: _____	Road Type -	Freeway: _____	Weather Conditions -	Dry: _____
	Medium: _____		Main Road: _____		Wet: _____
	Heavy: _____		Residential: _____		Snow: _____
			Off Road: _____		Icy: _____

Was this Pursuit an A.O.D. - Yes: _____ No: _____ Highest Speed Traveled: _____ M.P.H.

Pursuit Disposition -	Suspect Stopped: _____	Officer Termination: _____	Box-in: _____
	Suspect Escaped: _____	Supervisor Termination: _____	Vehicle Crash: _____

Was the Pursuit Continued into another Jurisdiction - Yes: _____ No: _____

If Yes:

Yes: _____	No: _____	Was it in Full Pursuit?
Yes: _____	No: _____	Was Pursuit Terminated and Suspect Escaped?
Yes: _____	No: _____	Was Pursuit Terminated - Followed - and Ended in Apprehension?
Yes: _____	No: _____	Was Pursuit Terminated - Followed - and Turned over to another Jurisdiction?

If turned over to another Jurisdiction:

_____ (Name of Jurisdiction) _____ (Officer)

Suspect (If Known): _____ Race / Sex: _____ D.O.B.: _____

Address: _____ Phone #: _____

(Arrested) Passenger(s): _____

Arresting Charge(s): _____

Other Disposition(s): _____

Was the Vehicle Stolen - Yes: _____ No: _____ Was the Vehicle Wanted - Yes: _____ No: _____

(Name / Address / Telephone # of the Owner of the Vehicle's Registered Owner)



CITY OF TROY POLICE DEPARTMENT

PURSUIT REPORT EVALUATIONS AND RECOMMENDATIONS SHEET

Describe any actions taken regarding this incident as it relates to Department policy. Recommend changes in officer tactics, department procedures or policy that would provide improved effectiveness in future incidents.

Supervisor: _____

Signature: _____ Date: _____

Shift, Section, Bureau, or unit Commander: _____

Signature: _____ Date: _____

Division Commander: _____

Signature: _____ Date: _____

Chief of Police: _____

Signature: _____ Date: _____

SUMMARY - STATISTICS FOR EIGHT YEAR STUDY OF PURSUITS WITHIN THE CITY OF TROY - TROY, MICHIGAN

	<u>1993</u>	<u>1992</u>	<u>1991</u>	<u>1990</u>	<u>1989</u>	<u>1988</u>	<u>1987</u>	<u>1986</u>	<u>TOTALS</u>
NUMBER OF PURSUIT REPORTS FILED	12	11	16	14	18	24	28	* 25	148
NUMBER OF PURSUITS THAT THE TROY POLICE DEPARTMENT CLASSIFIED AS NOT BEING A PURSUITS	1	2	0	4	0	3	2	1	13
TOTAL NUMBER OF ACTUAL PURSUITS WITHIN THE CITY LIMITS OF TROY	11	9	16	10	18	21	26	24	135
** ORIGINAL NATURE OF THE PURSUITS WERE:									
1. CIVIL INFRACTIONS	3	0	2	4	7	8	17	9	50
2. MISDEMEANORS	1	3	4	4	3	7	5	4	31
3. FELONIES	7	6	10	2	6	6	6	11	54
TIME OF THE DAY THE PURSUITS OCCURRED:									
1. DAY (6:00 AM - 5:59 PM)	2	4	6	2	9	2	8	4	37
2. NIGHT (6:00 PM - 5:59 AM)	9	5	10	8	9	19	18	20	98

* 1986 PURSUIT TOTAL INCLUDES (8) PURSUITS THAT OCCURED BEFORE THE IMPLEMENTATION OF THE PURSUIT POLICY ON 06/01/86.

** THE INFORMATION IS BASED UPON THE NUMBER OF REPORTS THAT WERE CLASSIFIED AS ACTUAL PURSUITS BY THE TROY POLICE DEPARTMENT'S ADMINISTRATION.

SUMMARY - STATISTICS FOR EIGHT YEAR STUDY OF PURSUITS WITHIN THE CITY OF TROY - TROY, MICHIGAN

	<u>1993</u>	<u>1992</u>	<u>1991</u>	<u>1990</u>	<u>1989</u>	<u>1988</u>	<u>1987</u>	<u>1986</u>	<u>TOTALS</u>
FINAL OUTCOME OF THE PURSUITS ENDED IN:									
1. THE SUSPECT GIVING UP	2	1	2	6	8	8	13	12	52
2. A BOX-IN SITUATION - SUSPECT APPREHENDED	4	3	3	0	3	1	0	3	17
3. A VEHICLE CRASH - SUSPECT APPREHENDED	3	0	0	0	0	0	3	2	8
4. A VEHICLE CRASH - SUSPECT APPREHENDED BY ANOTHER JURISDICTION	0	0	0	0	1	0	3	0	4
5. A VEHICLE CRASH - SUSPECT ESCAPED	0	0	0	0	0	0	0	1	1
6. A VEHICLE CRASH - SUSPECT KILLED	0	0	0	0	0	0	0	0	0
7. AN OFFICER(S) TERMINATION - SUSPECT ESCAPED	1	1	7	1	4	4	5	2	25
8. AN OFFICER(S) TERMINATION - SUSPECT APPREHENDED BY THE TROY POLICE DEPARTMENT AT A LATER TIME/DATE	1	3	1	1	1	4	1	2	14
9. AN OFFICER(S) TERMINATION - SUSPECT APPREHENDED BY ANOTHER JURISDICTION AT A LATER TIME/DATE	0	1	2	2	0	4	0	1	10
0. OFFICER(S) RAMMED SUSPECTS VEHICLE - SUSPECT APPREHENDED	0	0	1	0	1	0	1	1	4
TOTAL NUMBER OF FLEEING SUSPECTS APPREHENDED	10	8	9	9	14	17	21	21	109
NUMBER OF POLICY CHANGES PER YEAR THAT DIRECTLY RESULTED OUT OF A PURSUIT	0	0	0	0	0	1	3	1	5
NUMBER OF PURSUITS THAT RESULTED IN CIVIL SUIT ACTION	0	1	1						

SUMMARY - STATISTICS FOR EIGHT YEAR STUDY OF PURSUITS WITHIN THE CITY OF TROY - TROY, MICHIGAN

	<u>1993</u>	<u>1992</u>	<u>1991</u>	<u>1990</u>	<u>1989</u>	<u>1988</u>	<u>1987</u>	<u>1986</u>	<u>TOTALS</u>
* AS A RESULT OF THE PURSUITS - THE NUMBER OF INJURIES INFLICTED UPON:									
1. THE POLICE OFFICER(S)	1	0	1	0	2	4	4	0	12
2. THE SUSPECT	3	1	0	1	2	1	4	1	13
3. THE SUSPECT'S PASSENGER(S)	0	1	0	0	0	0	2	2	5
4. OTHER DRIVERS (CITIZENS)	0	0	0	0	0	1	1	0	2
5. PEDESTRIANS	0	0	0	0	0	0	0	0	0
AS A RESULT OF THE PURSUITS - THE NUMBER OF VEHICLE DAMAGES TO:									
1. THE POLICE VEHICLE(S)	9	4	9	1	** 6	3	5	*** 4	41
2. THE SUSPECT'S VEHICLE	5	4	10	5	5	5	10	7	51
3. OTHER CITIZEN(S) VEHICLES	1	1	1	0	2	5	5	1	16
NUMBER OF DAMAGES TO PERSONAL PROPERTY									
	6	1	6	4	1	0	2	2	22
NUMBER OF FINAL CHARGES TO:									
1. ADULT DRIVERS WITH:									
A. CIVIL INFRACTIONS	0	0	1	0	0	1	2	2	6
B. MISDEMEANORS	22	10	15	16	26	42	35	23	189
C. FELONIES	7	14	26	5	10	12	15	34	123
2. JUVENILE DRIVERS WITH:									
A. CIVIL INFRACTIONS	0	0	2	0	0	0	0	0	2
B. MISDEMEANORS	3	8	0	3	3	2	3	4	26
C. FELONIES	5	4	0	2	0	0	0	1	12

* THE REMAINING INFORMATION IS BASED UPON THE TOTAL NUMBER OF PURSUIT REPORTS FILED. THIS INFORMATION INCLUDES THE REPORTS THAT WERE CLASSIFIED AS NOT BEING PURSUITS.

** (2) DAMAGED POLICE VEHICLES WERE NOT OWNED THE CITY OF TROY.

*** (1) DAMAGED POLICE VEHICLE WAS NOT OWNED THE CITY OF TROY.

SUMMARY - STATISTICS FOR EIGHT YEAR STUDY OF PURSUITS WITHIN THE CITY OF TROY - TROY, MICHIGAN

	<u>1993</u>	<u>1992</u>	<u>1991</u>	<u>1990</u>	<u>1989</u>	<u>1988</u>	<u>1987</u>	<u>1986</u>	<u>TOTALS</u>
NUMBER OF FINAL CHARGES TO: (continued)									
3. THE SUSPECT'S ADULT PASSENGER(S) WITH:									
A. CIVIL INFRACTIONS	0	0	0	0	0	0	1	1	2
B. MISDEMEANORS	5	0	0	0	0	0	0	0	5
C. FELONIES	0	1	0	5	1	0	0	0	7
4. THE SUSPECT'S JUVENILE PASSENGER(S) WITH:									
A. CIVIL INFRACTIONS	0	2	0	0	0	0	0	0	2
B. MISDEMEANORS	1	0	0	0	0	0	0	1	2
C. FELONIES	2	0	0	0	0	0	0	2	4
* TOTAL NUMBER OF CHARGES PER YEAR RESULTED IN:									
1. CIVIL INFRACTIONS	0	2	3	0	0	1	3	2	11
2. MISDEMEANORS	36	18	15	20	29	44	38	28	228
3. FELONIES	14	19	26	15	11	12	15	40	152
4. TOTAL DISMISSALS	7	7	11	8	3	9	44	13	102
5. CHARGES THAT ARE STILL PENDING	13	0	0	0	0	0	0	0	13
TOTAL NUMBER OF DRIVERS ARRESTED FROM A PURSUIT - BUT WERE NOT CHARGED									
	0	0	1	0	0	0	0	0	1
NUMBER OF JUVENILE CHARGES THAT COULD NOT BE LOCATED									
	0	0	0	0	1	1	0	0	2

* THE TOTAL NUMBER OF CHARGES PER YEAR INCLUDES CHARGES THAT ENDED IN PLEA'S OF: PLEAD GUILTY AS CHARGED, PLEAD GUILTY, FOUND GUILTY AT BENCH TRIALS, FOUND GUILTY AT JURY TRIALS, Y.T.A.'S, DEFENDANT'S ADMITTING RESPONSIBILITY, NOLLE CONTENDRE, AND COURT DIVERSIONS.

** TOTAL DISMISSAL INCLUDES NOLLE PROSQUE.

PERCENT CHANGES FOR THE EIGHT YEAR STUDY OF PURSUITS WITHIN THE CITY OF TROY - TROY, MICHIGAN

	<u>1993</u>	<u>1992</u>	<u>1991</u>	<u>1990</u>	<u>1989</u>	<u>1988</u>	<u>1987</u>	<u>1986</u>
NUMBER OF PURSUIT REPORTS FILED	12	11	16	14	18	24	28	* 25
PERCENT OF ACTUAL PURSUITS WITHIN THE CITY LIMITS OF TROY	92%	82%	100%	71%	100%	88%	93%	96%
PERCENT OF PURSUITS THAT THE TROY POLICE DEPARTMENT CLASSIFIED AS NOT BEING PURSUITS	8%	18%	0%	29%	0%	12%	7%	4%
PERCENT TOTALS	100%	100%	100%	100%	100%	100%	100%	100%
** PERCENT CHANGES OF THE ORIGINAL NATURE OF THE PURSUITS WERE:								
1. CIVIL INFRACTIONS	27%	0%	13%	40%	39%	38%	65%	38%
2. MISDEMEANORS	9%	33%	25%	40%	28%	33%	12%	17%
3. FELONIES	64%	67%	62%	20%	33%	29%	23%	45%
PERCENT CHANGES OF THE TIME DAY THE PURSUITS OCCURRED:								
1. DAY (6:00 AM - 5:59 PM)	18%	44%	38%	20%	50%	10%	31%	17%
2. NIGHT (6:00 PM - 5:59 AM)	82%	56%	62%	80%	50%	90%	69%	83%

* 1986 PURSUIT TOTAL INCLUDES (8) PURSUITS THAT OCCURED BEFORE THE IMPLEMENTATION OF THE PURSUIT POLICY ON 06/04/86.

** THE FOLLOWING INFORMATION IS BASED UPON THE NUMBER OF REPORTS THAT WERE CLASSIFIED AS ACTUAL PURSUITS BY THE TROY POLICE DEPARTMENT'S ADMINISTRATION.

PERCENT CHANGES FOR THE EIGHT YEAR STUDY OF PURSUITS WITHIN THE CITY OF TROY - TROY, MICHIGAN

	<u>1993</u>	<u>1992</u>	<u>1991</u>	<u>1990</u>	<u>1989</u>	<u>1988</u>	<u>1987</u>	<u>1986</u>
PERCENT CHANGES OF THE FINAL OUTCOME OF THE PURSUITS - WHICH ENDED IN:								
1. THE SUSPECT GIVING UP	18%	11%	13%	60%	44%	38%	50%	50%
2. A BOX-IN SITUATION - SUSPECT APPREHENDED	36%	33%	19%	0%	17%	5%	0%	13%
3. A VEHICLE CRASH - SUSPECT APPREHENDED	27%	0%	0%	0%	0%	0%	12%	8%
4. A VEHICLE CRASH - SUSPECT APPREHENDED BY ANOTHER JURISDICTION	0%	0%	0%	0%	6%	0%	12%	0%
5. A VEHICLE CRASH - SUSPECT ESCAPED	0%	0%	0%	0%	0%	0%	0%	4%
6. A VEHICLE CRASH - SUSPECT KILLED	0%	0%	0%	0%	0%	0%	0%	0%
7. AN OFFICER(S) TERMINATION - SUSPECT ESCAPED	9%	11%	44%	10%	22%	19%	19%	8%
8. AN OFFICER(S) TERMINATION - SUSPECT APPREHENDED BY THE TROY POLICE DEPARTMENT AT A LATER TIME/DATE	9%	33%	6%	10%	6%	19%	4%	8%
9. AN OFFICER(S) TERMINATION - SUSPECT APPREHENDED BY ANOTHER JURISDICTION AT A LATER TIME/DATE	0%	11%	13%	20%	0%	19%	0%	4%
0. OFFICER(S) RAMMED SUSPECTS VEHICLE - SUSPECT APPREHENDED	0%	0%	6%	0%	6%	0%	4%	4%
PERCENT TOTALS	100%	100%	100%	100%	100%	100%	100%	1 00%
PERCENT CHANGES OF THE FLEEING MOTORISTS THAT WERE ACTUALLY APPREHENDED								
	91%	89%	56%	90%	78%	81%	81%	88%
PERCENT OF POLICY CHANGES PER YEAR THAT DIRECTLY RESULTED OUT OF A PARTICULAR PURSUIT								
	0%	0%	0%	0%	0%	5%	12%	4%
PERCENT OF PURSUITS THAT RESULTED IN CIVIL SUIT ACTION								
	0%	0%	0%	0%	0%	0%	0%	4%

CHARACTERISTICS OF OFFENDERS

<i>CHARACTERISTICS</i>	<i>1993</i>	<i>1992</i>	<i>1991</i>	<i>1990</i>	<i>1989</i>	<i>1988</i>	<i>1987</i>	<i>1986</i>	<i>TOTALS</i>
1. ADULTS	8	6	8	7	12	16	19	20	96
2. JUVENILES	2	2	1	2	2	1	2	2	14
3. UNKNOWN	1	1	7	1	4	4	5	2	25
4. MALE	9	7	9	9	13	16	19	22	104
5. FEMALE	1	1	0	0	1	1	2	0	6
6. UNKNOWN	1	1	7	1	4	4	5	2	25
7. WHITE	6	7	6	8	11	12	16	18	84
8. BLACK	4	1	3	1	3	5	5	4	26
9. UNKNOWN	1	1	7	1	4	4	5	2	25
10. AVERAGE (MEAN) AGE	23	27	24	29	21	29	24	22	

PERCENTAGES

<i>CHARACTERISTICS</i>	<i>1993</i>	<i>1992</i>	<i>1991</i>	<i>1990</i>	<i>1989</i>	<i>1988</i>	<i>1987</i>	<i>1986</i>
1. ADULTS	73%	67%	50%	70%	67%	76%	73%	84%
2. JUVENILES	18%	22%	6%	20%	11%	5%	8%	8%
3. UNKNOWN	9%	11%	44%	10%	22%	19%	19%	8%
PERCENT TOTALS	100%	100%	100%	100%	100%	100%	100%	100%
4. MALE	82%	78%	56%	90%	72%	76%	73%	92%
5. FEMALE	9%	11%	0%	0%	6%	5%	8%	0%
6. UNKNOWN	9%	11%	44%	10%	22%	19%	19%	8%
PERCENT TOTALS	100%	100%	100%	100%	100%	100%	100%	100%
7. WHITE	55%	78%	37%	80%	61%	57%	62%	75%
8. BLACK	36%	11%	19%	10%	17%	24%	19%	17%
9. UNKNOWN	9%	11%	44%	10%	22%	19%	19%	8%
PERCENT TOTALS	100%	100%	100%	100%	100%	100%	100%	100%

DETAILED AGE, RACE, AND SEX DISTRIBUTION OF OFFENDERS

1986

AGE	15	16	17	18	19	20	21	23	25	28	37	47
1. WHITE MALE	1	1	3	1	3	1	2	2	2			1
2. BLACK MALE		1					1			1	1	
3. WHITE FEMALE												
4. BLACK FEMALE												

1987

AGE	13	14	15	16	17	18	19	21	23	27	29	30	31	33	34	35	39
1. WHITE MALE	1	1	1	1		1	1		1	1	1	1	1	1		1	1
2. BLACK MALE					1				2								
3. WHITE FEMALE					1			1									
4. BLACK FEMALE																	

1988

AGE	15	16	17	18	20	21	23	24	26	29	38	39	47	72
1. WHITE MALE	1	1	1		1		1	1	1	1	2			1
2. BLACK MALE				1		1	1					1	1	
3. WHITE FEMALE									1					
4. BLACK FEMALE														

1989

AGE	14	17	18	20	21	23	24	25	40
1. WHITE MALE	2		1	1	2	1	1	1	1
2. BLACK MALE		1		1	1				
3. WHITE FEMALE			1						
4. BLACK FEMALE									

DETAILED AGE, RACE, AND SEX DISTRIBUTION OF OFFENDERS

1990

AGE	16	19	22	25	29	33	41	56
1. WHITE MALE	1	1	1	1	1	1	1	1
2. BLACK MALE			1					
3. WHITE FEMALE								
4. BLACK FEMALE								

1991

AGE	16	18	23	24	26	27	36
1. WHITE MALE	2		1	1	1	1	
2. BLACK MALE		1			1		1
3. WHITE FEMALE							
4. BLACK FEMALE							

1992

AGE	13	15	24	29	30	32	34	37
1. WHITE MALE	1	1	1		1	1		1
2. BLACK MALE				1				
3. WHITE FEMALE							1	
4. BLACK FEMALE								

1993

AGE	15	16	17	22	24	26	31	36
1. WHITE MALE	1	1	1		1	1		1
2. BLACK MALE			1	1			1	
3. WHITE FEMALE								
4. BLACK FEMALE						1		

SUMMARY - THE AVERAGE HIGHEST SPEEDS TRAVELED

	<u>1993</u>	<u>1992</u>	<u>1991</u>	<u>1990</u>	<u>1989</u>	<u>1988</u>	<u>1987</u>	<u>1986</u>
AVERAGE HIGHEST SPEED TRAVELED	63	77	61	60	74	67	68	82
NUMBER OF ACTUAL PURSUITS	11	9	16	10	18	21	26	24
PERCENTAGE OF PURSUITS IN WHICH SPEEDS TRAVELED WERE INDICATED WITHIN THE REPORTS	64%	100%	25%	80%	67%	62%	58%	71%

SUMMARY - TRAFFIC VIOLATIONS, TRAFFIC ACCIDENTS, AND O.U.I.L. ENFORCEMENT - TROY MICHIGAN

	<u>1993</u>	<u>1992</u>	<u>1991</u>	<u>1990</u>	<u>1989</u>	<u>1988</u>	<u>1987</u>	<u>1986</u>	<u>TOTAL</u>
TRAFFIC VIOLATIONS									
1. HAZARDOUS	6,890	8,489	9,481	7,429	8,630	8,778	9,127	9,790	68,614
2. NON-HAZARDOUS	3,261	4,018	4,982	4,320	5,652	5,885	5,239	4,523	37,880
TOTALS	10,151	12,507	14,463	11,749	14,282	14,663	14,366	14,313	106,494
TRAFFIC ACCIDENTS									
1. PERSONAL DAMAGE	2,502	2,435	2,539	2,755	3,041	3,103	3,016	3,063	22,454
2. PERSONAL INJURY	1,018	937	890	972	939	1,055	1,076	990	7,877
TOTALS	3,520	3,372	3,429	3,727	3,980	4,158	4,092	4,053	30,331
O. U. I. L. ENFORCEMENT									
1. NUMBER OF INCIDENTS	240	264	450	415	625	785	702	623	4,104