Chapter VIII

Attitudes toward Police Pursuit Driving

Introduction

The information contained in the remainder of Chapter VII includes attitudinal data from police personnel, the public and those who have run from the police. Many of the answers to the questions are reported in percentages to provide the reader with an understanding of how members of each group responded. Additionally, critical pursuit concepts were operationalized into chase scenarios by creating categories which corresponded to the existing empirical information which affect officers' decisions to engage in pursuit driving. The benefits of pursuit, or the need to immediately apprehend included eight levels of potential law violations. The potential costs or risks to the public included three categories: area of pursuit, traffic and weather conditions. The areas in which the chase occurred had four levels. The traffic and weather conditions each had two levels.

Subjects were asked to imagine that they, or a police officer, initiated a traffic or felony stop and that the suspect refused to pull over and actively attempted to flee and avoid apprehension. Consistent with prior research and discussions with officers after pre-testing the instrument, subjects were asked not to rank the aggressiveness or degree of pursuit but to respond as a simple yes/no dichotomy.

The next section will begin with attitudes of recruits, followed by the attitudes of officers, supervisors, the public and suspects who have eluded the police. The findings are presented with brief explanations.

Recruits

The sections below deal with the attitudes of police recruits toward engaging in a vehicular pursuit of a suspect who will not stop. The first section presents the recruits with a series of increasingly serious law violations and reports their approval rate of giving chase, first in an environment (traffic conditions, weather, road quality, etc.) of low risk conditions and then in an environment of high risk conditions. As a means of comparison, "Time 1" indicates the recruits' approval of pursuits before they attended training class, while "Time 2" indicates their approval of pursuits after the class.

The second section looks at more detailed information on recruits' attitudes on the subject of pursuit driving. The relative influences of wanting to enforce the law while minimizing the associated risks to public safety are examined through statistical analyses that reveal which specific crimes committed, chase areas, and traffic and weather conditions might alter the recruits' attitudes of engaging in a pursuit.

Section I

Low-Risk Conditions

Percentages of recruits saying they would engage in a pursuit under low risk conditions for incidents involving a **traffic violation**:

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	71%	46%	25%
St. Petersburg	58%	24%	34%
SC Academy	78%	83%	5%
SC Highway Patrol	56%	54%	2%

Before the training class, over 50% of recruits from each location said they would engage in a pursuit under low risk conditions for incidents involving a traffic violation. Those from South Carolina Academy (78%) and Miami-Dade (71%) were most likely to give chase, while those from St. Petersburg (58%) and South Carolina Highway Patrol (56%) were less willing to do the same.

After the training class, recruits from South Carolina Academy were the only ones who would engage in pursuit more often than they would before. Percentages of recruits who would give chase reduced in the three other groups. While affirmative answers given by recruits from South Carolina Highway Patrol fell by only 2%, they decreased 25% in Miami-Dade and 34% in St. Petersburg. Therefore, after the class, over 80% of South Carolina Academy recruits would engage in a pursuit for a traffic violation. Approximately 50% of recruits from either Miami-Dade or South Carolina Highway Patrol would do the same, as would 24% of those from St. Petersburg.

Percentages of recruits saying they would engage in a pursuit under low risk conditions for incidents involving a **property crime - misdemeanor**:

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	41%	33%	8%
St. Petersburg	58%	17%	41%
SC Academy	69%	63%	6%
SC Highway Patrol	49%	46%	3%

Prior to the training class, between 41% and 69% of recruits from each location said they would engage in a pursuit under low risk conditions for incidents involving a property crime-misdemeanor. Those from St. Petersburg (58%) and South Carolina Academy (69%) were most likely to give chase, while those from South Carolina Highway Patrol (49%) and Miami-Dade (41%) were less willing to do the same.

Though in each group the percentage willing to give chase fell after the training class, only one decreased by over 10%. Following the class, 41% fewer recruits from St. Petersburg would engage in pursuit under the noted conditions. As a result, South Carolina Academy recruits were most likely (63%) to give chase. Slightly under half (46%) of those from South Carolina Highway Patrol, and one-third (33%) of those from Miami-Dade would do the same. Only 17% of recruits from St. Petersburg would engage in pursuit.

Percentages of recruits saying they would engage in a pursuit under low risk conditions for incidents involving a **property crime - felony**:

Recruits from:	Time 1	Time 2	Difference	
Miami-Dade	69%	67%		2%
St. Petersburg	73%	52%		21%
SC Academy	82%	96%		14%
SC Highway Patrol	77%	57%		20%

Before the training class, between 69% and 82% of recruits from each location said they would engage in a pursuit under low risk conditions for incidents involving a property crime-felony. Only 13% separated the group of recruits most likely (South Carolina Academy, 82%) and the group of recruits least likely (Miami-Dade, 69%) to give chase. Between these two fell those from South Carolina Highway Patrol (77%) and St. Petersburg (73%).

There was more variation in responses after the training course. While 14% more of the recruits from South Carolina Academy would engage in pursuit at this time, fewer recruits from the other three groups indicated they would do the same. The largest differences came from the groups from South Carolina Highway Patrol (20% less) and St. Petersburg (21% less). Only 2% fewer Miami-Dade recruits would give chase after taking the training class. As a result of these changes, almost every recruit (96%) from South Carolina Academy would engage in pursuit under these conditions. This was at least 29% more than any other group.

*Percentages of recruits saying they would engage in a pursuit under low risk conditions for incidents involving a **stolen** vehicle:*

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	86%	73%	13%
St. Petersburg	77%	59%	18%
SC Academy	94%	94%	0%
SC Highway Patrol	79%	70%	9%

Prior to the training class, between 77% and 94% of recruits from each location said they would engage in a pursuit under low risk conditions for incidents involving a stolen vehicle. South Carolina Academy recruits were most likely to give chase, followed by those from Miami-Dade (86%), South Carolina Highway Patrol (79%), and St. Petersburg (77%).

After the class, the greatest decrease (18%) in those willing to engage in pursuit was seen in the group of St. Petersburg recruits. In comparison, 13% fewer Miami-Dade and 9% fewer South Carolina Highway Patrol recruits would still give chase. There was no change in the responses from South Carolina Academy recruits; after the class, at least 20% more recruits from this group would engage in pursuit than would those from either Miami-Dade, St. Petersburg or South Carolina Highway Patrol.

Percentages of recruits saying they would engage in a pursuit under low risk conditions for incidents involving a **DUI**:

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	100%	73%	27%
St. Petersburg	81%	57%	24%
SC Academy	98%	93%	5%
SC Highway Patrol	93%	84%	9%

Before the training class, between 81% and 100% of recruits from each location said they would engage in a pursuit under low risk conditions for incidents involving a DUI. All of the recruits from Miami-Dade would give chase, while only slightly less (98%) from South Carolina Academy would do the same. The number of recruits willing to engage in pursuit stood at 93% for those from South Carolina Highway Patrol and 81% for those from St. Petersburg.

Following the class, fewer recruits from each group were willing to give chase under the stated conditions. The largest drops were experienced in the recruits from Miami-Dade (27% less) and St. Petersburg (24% less). The drops in percentages of willing recruits from South Carolina Academy and South Carolina Highway Patrol also dropped but not nearly as much. As a result, recruits from South Carolina Class were the ones most likely (93%) to engage in pursuit.

Behind them were those from South Carolina Highway Patrol (84%), Miami-Dade (73%) and St. Petersburg (57%).

Percentages of recruits saying they would engage in a pursuit under low risk conditions for incidents involving a **violent felony - no death**:

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	100%	79%	21%
St. Petersburg	87%	90%	3%
SC Academy	89%	96%	7%
SC Highway Patrol	91%	84%	7%

Prior to the training class, between 87% and 100% of recruits from each location said they would engage in a pursuit under low risk conditions for incidents involving a violent felony-no death. All of the recruits from Miami-Dade would give chase, while 91% of those from South Carolina Highway Patrol, 89% of those from South Carolina Academy, and 87% of those from St. Petersburg would do the same.

After the class, 21% fewer recruits from Miami-Dade said they would give chase under the stated conditions. The other group to experience a decrease was South Carolina Highway Patrol, but it was much less (7%) in comparison. More recruits from both St. Petersburg and South Carolina Academy would be willing to engage in a pursuit. Therefore, Miami-Dade recruits became the least likely (79%) and South Carolina Academy recruits the most likely (96%) willing to give chase. Between the two were those from South Carolina Highway Patrol (84%) and St. Petersburg (90%).

Percentages of recruits saying they would engage in a pursuit under low risk conditions for incidents involving a **violent felony - death**:

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	100%	97%	3%
St. Petersburg	97%	100%	3%
SC Academy	96%	100%	4%
SC Highway Patrol	95%	97%	2%

Before the training class, between 95% and 100% of recruits from each location said they would engage in a pursuit under low risk conditions for incidents involving a violent felony-death. All of the recruits from Miami-Dade would give chase, while 97% of those from St. Petersburg, 96% of those from South Carolina Academy, and 95% of those from South Carolina Highway Patrol would do the same.

After the class, 100% of the recruits from both St. Petersburg and South Carolina Academy answered that they would give chase under the stated conditions. Miami-Dade recruits were slightly less willing and South Carolina Highway Patrol recruits slightly more willing than before to engage in pursuit, which resulted in 97% of recruits from either group saying they would give chase.

Percentages of recruits saying they would engage in a pursuit under low risk conditions for incidents involving an **officer shot**:

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	100%	94%	6%
St. Petersburg	97%	100%	3%
SC Academy	96%	100%	4%
SC Highway Patrol	95%	92%	3%

Before the training class, between 95% and 100% of recruits from each location said they would engage in a pursuit under low risk conditions for incidents involving an officer shot. All of the recruits from Miami-Dade would give chase, while 97% of those from St. Petersburg, 96% of those from South Carolina Academy, and 95% of those from South Carolina Highway Patrol would do the same.

Following the training class, 100% of the recruits from both St. Petersburg and South Carolina Academy answered that they would give chase under the stated conditions. Recruits from the other two groups willing to engage in pursuit decreased to 94% for those from Miami-Dade and 92% for those from South Carolina Highway Patrol.

High-Risk Conditions

Percentages of recruits saying they would engage in a pursuit under high risk conditions for incidents involving a **traffic violation**:

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	15%	7%	8%
St. Petersburg	7%	0%	7%
SC Academy	43%	24%	19%
SC Highway Patrol	26%	11%	15%

Before the training class, between 7% and 43% of recruits from each location said they would engage in a pursuit under high risk conditions for incidents involving a traffic violation. Those from South Carolina Academy (43%) were by far the most willing to give chase, with those from South Carolina Highway Patrol (26%) and Miami-Dade (15%) less likely to do the same. Only 7% of St. Petersburg recruits said they would engage in a pursuit.

After the training class, almost one-fourth (24%) of the recruits from South Carolina Academy would still give chase, signifying a drop of 19%. Fewer recruits from the other groups were willing to engage in pursuit as well. The South Carolina Highway Patrol group recruits experienced a decrease of 15% and Miami-Dade a decrease of 8%. After the class, none of those from St. Petersburg would give chase under the noted circumstances.

*Percentages of recruits saying they would engage in a pursuit under high risk conditions for incidents involving a **property crime - misdemeanor**:*

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	11%	7%	4%
St. Petersburg	13%	10%	3%
SC Academy	24%	22%	2%
SC Highway Patrol	14%	11%	3%

Prior to the training class, between 11% and 24% of recruits from each location said they would engage in a pursuit under high risk conditions for incidents involving a property crime-misdemeanor. Those from South Carolina Academy (24%) were most likely to give chase, while those from South Carolina Highway Patrol (14%), St. Petersburg (13%), and Miami-Dade (11%) were less willing to do the same.

Though the percentage in every group fell after the training class, the changes were relatively minor. The greatest shift came from the Miami-Dade group, with a decrease of 4%. Twenty-two percent of South Carolina Academy recruits would still engage in a pursuit under the noted conditions. Behind this group were recruits from South Carolina Highway Patrol (11%), St. Petersburg (10%) and Miami-Dade (7%).

Percentages of recruits saying they would engage in a pursuit under high risk conditions for incidents involving a **property crime - felony**:

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	22%	20%	2%
St. Petersburg	10%	3%	7%
SC Academy	55%	49%	6%
SC Highway Patrol	43%	30%	13%

Before the training class, between 10% and 55% of recruits from each location said they would engage in a pursuit under high risk conditions for incidents involving a property crime-felony. Recruits from South Carolina Academy (55%) were over five times as likely as those from St. Petersburg (10%) to give chase. Between these two extremes were South Carolina Highway Patrol recruits (43%) and Miami-Dade recruits (22%).

Each group was less likely to engage in a pursuit after the training class. Although the decreases ranged from a high of 13% in South Carolina Highway Patrol to a low of 2% in Miami-Dade, the order of groups did not change. Forty-nine percent of South Carolina Academy recruits were still willing to give chase, followed by those from South Carolina Highway Patrol (30%), Miami-Dade (20%) and St. Petersburg (3%).

Percentages of recruits saying they would engage in a pursuit under high risk conditions for incidents involving a **stolen vehicle**:

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	43%	33%	10%
St. Petersburg	35%	0%	35%
SC Academy	75%	62%	13%
SC Highway Patrol	57%	49%	8%

Prior to the training class, between 35% and 75% of recruits from each location said they would engage in a pursuit under high risk conditions for incidents involving a stolen vehicle. Three-quarters (75%) of South Carolina Academy recruits said they would give chase, and over half (57%) from South Carolina Highway Patrol would do the same. Recruits from Miami-Dade (43%) and St. Petersburg (35%) were somewhat less likely to engage in a pursuit.

After the class, the greatest decrease by far was in the group from St. Petersburg; no longer was any recruit willing to give chase under the noted circumstances. The percentage of willing recruits from the other groups also fell, but not to this extreme. Sixty-two percent of South Carolina Academy recruits, 49% of South Carolina Highway Patrol recruits and 33% of Miami-Dade recruits would still engage in a pursuit following the training.

Percentages of recruits saying they would engage in a pursuit under high risk conditions for incidents involving a **DUI**:

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	68%	52%	16%
St. Petersburg	57%	10%	47%
SC Academy	96%	100%	4%
SC Highway Patrol	84%	73%	11%

Before the training class, between 57% and 96% of recruits from each location said they would engage in a pursuit under high risk conditions for incidents involving a DUI. Almost all (96%) of the recruits from the South Carolina Academy would give chase, while only somewhat less (84%) from South Carolina Highway Patrol would do the same. The number of recruits willing to pursue stood at 68% for those from Miami-Dade and 57% for those from St. Petersburg.

Following the class, an even greater difference was seen between groups. This was due to the fact that while the number of recruits from the South Carolina Academy willing to engage in a pursuit increased to 100%, only 10% of those from St. Petersburg were still willing to do the same. There was some decrease in the other groups, but after the class 73% of South Carolina Highway Patrol recruits and 52% of Miami-Dade recruit still said they would give chase.

Percentages of recruits saying they would engage in a pursuit under high risk conditions for incidents involving a **violent felony - no death**:

Recruits from:	Time 1	Time 2	Difference	
Miami-Dade	86%	57%		29%
St. Petersburg	76%	70%		6%
SC Academy	81%	83%		2%
SC Highway Patrol	88%	69%		19%

Prior to the training class, between 76% and 88% of recruits from each location said they would engage in a pursuit under high risk conditions for incidents involving a violent felony-no death. Eighty-eight percent of the recruits from South Carolina Highway Patrol would give chase, while 86% of those from Miami-Dade, 81% of those from the South Carolina Academy, and 76% of those from St. Petersburg would do the same.

There were more fluctuations seen between the groups' responses after the training class. Of the recruits from Miami-Dade, 29% fewer were willing to engage in a pursuit under the stated conditions. The South Carolina Academy became the group most likely to give chase as recruits willing to take this action increased to 83%. They were followed by those from St. Petersburg (70%), South Carolina Highway Patrol (69%), and Miami-Dade (57%).

Percentages of recruits saying they would engage in a pursuit under high risk conditions for incidents involving a **violent felony - death**:

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	100%	84%	16%
St. Petersburg	90%	97%	7%
SC Academy	96%	100%	4%
SC Highway Patrol	100%	100%	0%

Before the training class, between 90% and 100% of recruits from each location said they would engage in a pursuit under high risk conditions for incidents involving a violent felony-death. All of the recruits from both Miami-Dade and South Carolina Highway Patrol would give chase, while 96% of those from the South Carolina Academy and 90% of those from St. Petersburg would do the same.

After the class, all of the South Carolina Highway Patrol recruits would still engage in a pursuit. Every recruit from South Carolina Academy and almost all of those (97%) from St. Petersburg would also give chase. Only Miami-Dade recruits were less likely to engage in a pursuit than before; after the class, only 84% of recruits said they would take this action under the noted conditions.

Percentages of recruits saying they would engage in a pursuit under high risk conditions for incidents involving an **officer shot**:

Recruits from:	Time 1	Time 2	Difference
Miami-Dade	100%	94%	6%
St. Petersburg	97%	100%	3%
SC Academy	98%	100%	2%
SC Highway Patrol	100%	97%	3%

Before the training class, between 97% and 100% of recruits from each location said they would engage in a pursuit under high risk conditions for incidents involving an officer shot. Every recruit from both Miami-Dade and South Carolina Highway Patrol would give chase compared to 98% of those from South Carolina Academy and 97% of those from St. Petersburg.

Following the training class, the percentage of recruits willing to engage in a pursuit increased to 100% in St. Petersburg and the South Carolina Academy. The opposite occurred in the other two groups. Of those from Miami-Dade, only 94% would still give chase, while in South Carolina Highway Patrol the percentage decreased to 97%.

Section II

This section was designed to elicit attitudinal information on pursuit driving. Specifically assessed was the influence of the two critical factors on the decision to pursue: 1) the need to immediately apprehend (enforcement of laws) and 2) the risk to the public (public safety). Recruits were provided a set of pursuit scenarios. Each scenario contained four bits of information depicting the environment of a pursuit including the need to immediately apprehend the suspect (the known offense) and the risk factors (the area in which the chase occurred, the traffic and weather conditions).

Each subject was provided a questionnaire that included chase scenarios. The critical pursuit concepts were operationalized in the chase scenarios by creating categories which corresponded to the existing empirical information which affected the recruits' decisions to engage in pursuit driving. The benefits of pursuit, or the <u>need to immediately apprehend</u> included eight levels of potential law violations. The potential costs or <u>risks to the public</u> included three categories: area of pursuit, traffic and weather conditions. The areas in which the chase occurred had four levels. The traffic and weather conditions each had two levels.

Subjects were asked to imagine that they initiated a traffic or felony stop and that the suspect refused to pull over and after a short distance, actively attempted to flee and avoid apprehension. Consistent with prior research and discussions with officers after pre-testing the instrument, subjects were asked not to rank the aggressiveness or degree of pursuit but to respond as a simple yes/no dichotomy. The specific methodology and analysis are presented and discussed in Chapter V.

The data presented below represent the parameter estimates and tests of statistical fit for the dummy variables for the combined sample of recruits. The factor "need to apprehend" shows a significant difference from the base "traffic violation" in all cases. The pooled results for all recruits prior to training (Recruit 1) represents the parameter estimates and tests of statistical fit for the dummy variables for the combined sample of 160 respondents. The factor 'need to apprehend' was viewed at all levels as significantly different from the base of traffic violation. Respondents reported that they were less likely to chase for a misdemeanor over the base of traffic violation; the odds ratio was .72:1. A significant difference existed between all levels of violations. The odds ratio ranged from 8.72:1 for a felony-property crime to 403.44:1 for a violent felony with a death.

Prior to training, recruits were less likely to chase in all areas when compared to the base of a freeway situation. A significant difference exists between all areas when recruits considered the chase areas, the traffic conditions, and the weather. Recruits reported being more likely to pursue when the traffic was non-congested compared to congested, and the weather was dry as opposed to wet.

Parameter Estimates for Pooled Logistic Regression-All Recruits Time 1

Level	Coefficient	Exp(B)	Statistic	df	P-value
Need to Apprehend					
Traffic violation*	0.00				
Misdemeanor	-.328	.72	8.86	1	.00
Felony-property	.31	1.37	8.72	1	.00
Stolen car	1.11	3.03	95.90	1	.00
DUI	1.61	5.0	191.6	1	.00
Violent felony-					
no death	2.07	7.98	271.9	1	.00
Violent felony-					
with death	3.28	26.46	403.44	1	.00
Officer shot	4.37	79.14	382.35	1	.00
Risks to the Public					
Chase Area:					
Freeway*	0.00				
Commercial	-.07	.94	.51	1	.00
Inner City	-.19	.82	4.16	1	.04
Residential	-.56	.57	39.59	1	.00
Traffic Conditions:					
Congested*	0.00				
Non-congested	1.28	3.58	333.7	1	.00
Weather:					
Wet*	0.00				
Dry	.71	2.04	108.29	1	.00

*Base

The pooled results for all recruits following training (Recruit 2) represent the combined sample of 145 respondents. A significant difference exists between all levels of violations. Recruits were less likely to chase for a misdemeanor over the base of traffic violation and more likely to chase for all other violations. The odds for chase ranged from 2.35:1 for a misdemeanor to 369.49:1 for a police officer shot.

When considering risks to the public, recruits were less likely to chase in all areas compared to the base of freeway. Recruits reported being more likely to chase in non-congested

areas over congested ones and dry conditions over wet conditions. A significant difference

existed in all comparisons with the exception of commercial areas.

Parameter Estimates for Pooled Logistic Regression-All Recruits Time 2

Level	Coefficient	Exp(B)	Statistic	df	P-value
Need to Apprehend					
Traffic violation* 0.00					
Misdemeanor	- .21	.81	2.35	1	.12
Felony-property	.58	1.79	21.44	1	.00
Stolen car	1.22	3.4	90.01	1	.00
DUI	1.78	5.95	180.65	1	.00
Violent felony-					
no death	2.39	10.94	292.56	1	.00
Violent felony-					
with death	3.79	44.24	430.35	1	.00
Officer shot	5.09	162.9	369.49	1	.00
Risks to the Public					
Chase Area:					
Freeway*	0.00				
Commercial	- .16	.85	2.32	1	.13
Inner City	- .37	.69	11.83	1	.00
Residential	- .48	.62	22.09	1	.00
Traffic Conditions:					
Congested*	0.00				
Non-congested	1.35	3.84	310.36	1	.00
Weather:					
Wet*	0.00				
Dry	.54	1.72	52.57	1	.00

*Base

All groups reported the factor "Need to Apprehend" as the most important part of the

decision to pursue. When considering risks to the public, the most important consideration was

traffic conditions. The importance of weather conditions and the violation increased after

training. The area of pursuit decreased in importance upon completion of training.

Group Parameter Estimates And Factor Importance

Level	Time 1		Time 2	
Need to Apprehend				
Traffic violation*	0.00		0.00	
Misdemeanor		-.328		-.21
Felony-property		.31		.58
Stolen car		1.11		1.22
DUI		1.61		1.78
Violent felony- no death		2.07		2.39
Violent felony- with death		3.28		3.79
Officer shot		4.37		5.09
Risks to the Public				
Chase Area:				
Freeway*		0.00		0.00
Commercial		-.07		-.16
Inner City		-.19		-.37
Residential		-.56		-.48
Traffic Conditions:				
Congested*		0.00		0.00
Non-congested		1.28		1.35
Weather:				
Wet*		0.00		0.00
Dry		.71		.54

Relative Importance of Factors

	Time 1	Time 2
Need to Apprehend	65%	69%
Area of Pursuit	8%	6%
Traffic Conditions	18%	18%
Weather Conditions	1%	7%

*Base

To assess potential differences among the three groups of respondents, contrasts were constructed at the 95% confidence level by adding and subtracting 1.96 times the pooled standard error to the coefficients estimated at the group level. Nonoverlapping intervals indicate significant differences between two groups. The only significant difference between the recruits prior to training and after training was for an inner city chase.

Significant Contrast

Variable	Recruit Time 1 vs Recruit Time 2
Need to Apprehend	
Misdemeanor	N
Felony-property	N
Stolen car	N
DUI	N
Violent felony- no death	N
Violent felony- with death	N
Officer shot	N
Risks to the Public	
Chase Area:	
Commercial	N
Inner City	Y
Residential	N
Traffic Conditions:	
Non-congested	N
Weather:	
Dry	N

*All Contrasts at the A= .05 level

PARAMETER ESTIMATES FOR LOGISTIC REGRESSION

South Carolina Criminal Justice Academy

Time 1

Level	Coefficient	Exp(B)	Statistic	df	P-Value
Need to Apprehend					
Traffic Violation*	0.00				
Misdemeanor	-.12	.89	.21	1	.64
Felony-property	.63	1.87	7.05	1	.01
Stolen Car	1.20	3.35	23.89	1	.00
DUI	1.66	5.25	44.75	1	.00
Violent felony - no death	2.58	13.24	86.55	1	.00
Violent felony - with death	4.37	78.80	93.38	1	.00
Officer shot	6.52	676.12	40.70	1	.00
Risks to the Public					
Chase Area:					
Freeway*	0.00				
Commercial	-.00	1.00	.00	1	.99
Inner City	-.11	.90	.28	1	.60
Residential	-.47	.63	5.71	1	.02
Traffic Conditions:					
Congested*	0.00				
Non-congested	1.25	3.49	69.28	1	.00
Weather:					
Wet*	0.00				
Dry	.72	2.06	23.88	1	.00

PARAMETER ESTIMATES FOR LOGISTIC REGRESSION

Miami-Dade Community College Criminal Justice Institute

Time 1

Level	Coefficient	Exp(B)	Statistic	df	P-Value
Need to Apprehend					
Traffic Violation*	0.00				
Misdemeanor	-.49	.61	2.06	1	.15
Felony-property	.24	1.23	.63	1	.43
Stolen Car	1.20	3.31	15.21	1	.00
DUI	2.13	8.38	44.40	1	.00
Violent felony - no death	2.43	11.35	52.56	1	.00
Violent felony - with death	3.36	28.78	74.27	1	.00
Officer shot	5.40	221.96	50.88	1	.00
Risks to the Public					
Chase Area:					
Freeway*	0.00				
Commercial	.00	1.00	.00	1	.99
Inner City	-.01	.99	.00	1	.96
Residential	-.41	.66	2.69	1	.10
Traffic Conditions:					
Congested*	0.00				
Non-congested	1.10	3.01	36.11	1	.00
Weather:					
Wet*	0.00				
Dry	.60	1.82	10.91	1	.00

PARAMETER ESTIMATES FOR LOGISTIC REGRESSION

St. Petersburg Junior College Criminal Justice Institute

Time 1

Level	Coefficient	Exp(B)	Statistic	df	P-Value
Need to Apprehend					
Traffic Violation*	0.00				
Misdemeanor	-.54	.58	2.25	1	.13
Felony-property	.55	1.73	3.13	1	.08
Stolen Car	.85	2.34	7.20	1	.01
DUI	1.46	4.31	22.69	1	.00
Violent felony - no death	2.50	12.23	55.53	1	.00
Violent felony - with death	2.98	19.72	73.91	1	.00
Officer shot	3.73	41.72	84.78	1	.00
Risks to the Public					
Chase Area:					
Freeway*	0.00				
Commercial	.04	1.04	.02	1	.88
Inner City	.06	1.06	.06	1	.81
Residential	-.44	.65	3.37	1	.07
Traffic Conditions:					
Congested*	0.00				
Non-congested	1.08	2.95	40.25	1	.00
Weather:					
Wet*	0.00				
Dry	.61	1.84	12.78	1	.00

PARAMETER ESTIMATES FOR LOGISTIC REGRESSION

Miami-Dade Community College Criminal Justice Institute

Time 2

Level	Coefficient	Exp(B)	Statistic	df	P-Value
Need to Apprehend					
Traffic Violation*	0.00				
Misdemeanor	**-.22**	**.80**	**.52**	**1**	**.47**
Felony-property	.82	2.27	9.70	1	.00
Stolen Car	1.40	4.02	27.37	1	.00
DUI	2.65	14.10	92.14	1	.00
Violent felony - no death	2.77	15.96	100.35	1	.00
Violent felony - with death	4.54	93.53	152.72	1	.00
Officer shot	6.12	453.32	118.68	1	.00
Risks to the Public					
Chase Area:					
Freeway*	0.00				
Commercial	-.13	.88	.39	1	..53
Inner City	-.31	.73	2.09	1	.15
Residential	-.33	.72	2.72	1	.10
Traffic Conditions:					
Congested*	0.00				
Non-congested	1.26	3.52	68.81	1	.00
Weather:					
Wet*	0.00				
Dry	.81	2.25	30.19	1	.00

PARAMETER ESTIMATES FOR LOGISTIC REGRESSION

St. Petersburg Junior College Criminal Justice Institute

Time 2

Level	Coefficient	Exp(B)	Statistic	df	P-Value
Need to Apprehend					
Traffic Violation*	0.00				
Misdemeanor	-.43	.65	.30	1	.58
Felony-property	.86	2.36	1.86	1	.17
Stolen Car	2.22	9.12	14.11	1	.00
DUI	2.55	12.79	20.04	1	.00
Violent felony - no death	4.86	128.91	69.89	1	.00
Violent felony - with death	6.15	470.15	86.13	1	.00
Officer shot	7.00	1091.47	94.75	1	.00
Risks to the Public					
Chase Area:					
Freeway*	0.00				
Commercial	.02	1.02	.00	1	.95
Inner City	-.04	.96	.01	1	.92
Residential	-.58	.56	3.64	1	.06
Traffic Conditions:					
Congested*	**0.00**				
Non-congested	1.70	5.48	36.48	1	.00
Weather:					
Wet*	0.00				
Dry	.38	1.46	1.79	1	.18

PARAMETER ESTIMATES FOR LOGISTIC REGRESSION

South Carolina Highway Patrol

Time 1

Level	Coefficient	Exp(B)	Statistic	df	P-Value
Need to Apprehend					
Traffic Violation*	0.00				
Misdemeanor	-.16	.85	.62	1	.43
Felony-property	.25	1.29	1.53	1	.22
Stolen Car	1.52	4.59	33.75	1	.00
DUI	2.00	7.41	52.77	1	.00
Violent felony - no death	2.07	7.96	53.28	1	.00
Violent felony - with death	2.60	13.44	75.33	1	.00
Officer shot	4.06	58.26	91.31	1	.00
Risks to the Public					
Chase Area:					
Freeway*	0.00				
Commercial	-.27	.76	1.89	1	.17
Inner City	-.46	.63	5.44	1	.02
Residential	-.84	.43	23.11	1	.00
Traffic Conditions:					
Congested*	0.00				
Non-congested	1.88	6.58	103.98	1	.00
Weather:					
Wet*	0.00				
Dry	1.14	3.11	38.70	1	.00

PARAMETER ESTIMATES FOR LOGISTIC REGRESSION

South Carolina Criminal Justice Academy

Time 2

Level	Coefficient	Exp(B)	Statistic	df	P-Value
Need to Apprehend					
Traffic Violation*	0.00				
Misdemeanor	-.62	.54	4.57	1	.03
Felony-property	.56	1.75	4.72	1	.03
Stolen Car	1.23	3.43	21.34	1	.00
DUI	1.80	6.03	39.60	1	.00
Violent felony - no death	2.1	8.17	52.67	1	.00
Violent felony - with death	3.65	38.34	82.36	1	.00
Officer shot	5.55	256.49	54.90	1	.00
Risks to the Public					
Chase Area:					
Freeway*	0.00				
Commercial	-.20	.82	.83	1	.36
Inner City	-.38	.68	2.76	1	.10
Residential	-.28	.76	1.65	1	.20
Traffic Conditions:					
Congested*	0.00				
Non-congested	1.33	3.78	63.77	1	.00
Weather:					
Wet*	0.00				
Dry	.59	1.80	13.20	1	.00

PARAMETER ESTIMATES FOR LOGISTIC REGRESSION

South Carolina Highway Patrol

Time 2

Level	Coefficient	Exp(B)	Statistic	df	P-Value
Need to Apprehend					
Traffic Violation*	0.00				
Misdemeanor	-.06	.95	.06	1	.80
Felony-property	.65	1.91	8.57	1	.00
Stolen Car	1.53	4.60	35.19	1	.00
DUI	1.71	5.50	42.67	1	.00
Violent felony - no death	2.04	7.71	52.89	1	.00
Violent felony - with death	2.77	15.92	80.52	1	.00
Officer shot	4.11	60.98	86.45	1	.00
Risks to the Public					
Chase Area:					
Freeway*	0.00				
Commercial	-.22	.80	1.15	1	1.15
Inner City	-.57	.57	7.75	1	.01
Residential	-.81	.44	19.37	1	.00
Traffic Conditions:					
Congested*	0.00				
Non-congested	1.91	6.77	133.22	1	.00
Weather:					
Wet*	0.00				
Dry	.61	1.85	21.53	1	.00

PARAMETER ESTIMATES FOR LOGISTIC REGRESSION

All Recruits

Time 1

Level	Coefficient	Exp(B)	Statistic	df	P-Value
Need to Apprehend					
Traffic Violation*	0.00				
Misdemeanor	-.33	.72	8.86	1	.03
Felony-property	.31	1.37	8.72	1	.00
Stolen Car	1.11	3.03	95.91	1	.00
DUI	1.61	5.00	191.60	1	.00
Violent felony - no death	2.08	7.98	271.90	1	.00
Violent felony - with death	3.28	26.46	403.44	1	.00
Officer shot	4.37	79.14	382.35	1	.00
Risks to the Public					
Chase Area:					
Freeway*	0.00				
Commercial	-.07	.94	.51	1	.48
Inner City	-.19	.82	4.16	1	.04
Residential	-.56	.57	39.59	1	.00
Traffic Conditions:					
Congested*	0.00				
Non-congested	1.28	3.58	337.70	1	.00
Weather:					
Wet*	0.00				
Dry	.71	2.04	108.29	1	.00

PARAMETER ESTIMATES FOR LOGISTIC REGRESSION

All Recruits

Time 2

Level	Coefficient	Exp(B)	Statistic	df	P-Value
Need to Apprehend					
Traffic Violation*	0.00				
Misdemeanor	-.21	.81	2.35	1	.12
Felony-property	.58	1.79	21.44	1	.00
Stolen Car	1.22	3.40	90.01	1	.00
DUI	1.78	5.95	180.65	1	.00
Violent felony - no death	2.39	10.93	292.56	1	.00
Violent felony - with death	3.79	44.24	430.35	1	.00
Officer shot	5.09	162.90	369.49	1	.00
Risks to the Public					
Chase Area:					
Freeway*	0.00				
Commercial	-.16	.85	2.32	1	.13
Inner City	-.37	.69	11.84	1	.00
Residential	-.48	.62	22.09	1	.00
Traffic Conditions:					
Congested*	0.00				
Non-congested	1.35	3.84	310.38	1	.00
Weather:					
Wet*	0.00				
Dry	.54	1.72	52.57	1	.00

Parameter Estimates and Factor Importance
St. Petersburg Junior College Criminal Justice Institute

Level	Time 1	Time 2
Need to Apprehend		
Traffic Violation*	0.00	0.00
Misdemeanor	-.54	-.43
Felony-property	.55	.86
Stolen Car	.85	2.22
DUI	1.46	2.55
Violent felony - no death	2.50	4.86
Violent felony - with death	**2.98**	**6.15**
Officer shot	3.73	7.00
Risks to the Public		
Chase Area:		
Freeway*	0.00	0.00
Commercial	.04	.02
Inner City	.06	-.04
Residential	-.44	-.58
Traffic Conditions:		
Congested*	0.00	0.00
Non-congested	1.08	1.70
Weather:		
Wet*	0.00	0.00
Dry	.61	.38
Relative Importance Factor		
Need to Apprehend	64%	72%

Area of Pursuit	8%	6%
Traffic Conditions	18%	18%
Weather Conditions	10%	4%

Parameter Estimates and Factor Importance
All Recruits

Level

	Time 1	Time 2
Need to Apprehend		
Traffic Violation*	0.00	0.00
Misdemeanor	-.33	-.21
Felony-property	.31	.58
Stolen Car	1.11	1.22
DUI	1.61	1.78
Violent felony - no death	2.08	2.39
Violent felony - with death	3.28	3.79
Officer shot	4.37	5.09
Risks to the Public		
Chase Area:		
Freeway*	0.00	0.00
Commercial	-.07	-.16
Inner City	-.19	-.37
Residential	-.56	-.48
Traffic Conditions:		
Congested*	0.00	0.00
Non-congested	1.28	1.35
Weather:		
Wet*	0.00	0.00
Dry	.71	.54

Relative Importance Factor

	Time 1	Time 2
Need to Apprehend	63%	68%

Part 3

The final part of the survey asked officers whether or not they had been involved in a pursuit(s) in the last twelve months There were further questions concerning the characteristics of the pursuit(s). The results are as reported below with a breakdown by city.

First, officers were asked whether or not they had been involved in a pursuit as a primary driver in the past 12 months. The following numbers indicate the percentage of affirmative responses:

All officers		**26%**
Metro-Dade		34%
Omaha	20%	
Aiken		38%
Mesa		16%

Officers were asked how many pursuits they were involved in over the last 12 months:

		0		*1-5*		*6-10*		*>10*
All officers		3%		73%		11%		13%
Metro-Dade		3%		58%		14%		25%
Omaha	4%		89%		6%		1%	
Aiken		n/a		n/a		n/a		n/a
Mesa		n/a		n/a		n/a		n/a

	None	1%-25%	26%-50%	>50%
All officers	**26%**	**58%**	**11%**	**5%**
Metro-Dade	17%	64%	14%	5%
Omaha	30%	54%	11%	5%
Aiken	7%	74%	14%	5%
Mesa	49%	46%	4%	1%

Fifty-eight percent of officers believe that between 1%-25% of pursuits result in the use of excessive force. Also worth noting is the average of 26% of all officers who believe that no pursuits result in the use of excessive force. Looking at individual groups, only 7% of Aiken officers believe that no pursuits result in the use of excessive force while 49% of Mesa officers also believe this to be true.

Research shows that the majority of pursuits are conducted by young male officers. Officers that agree with this statement are as follows:

All officers	**52%**
Metro-Dade	51%
Omaha	50%
Aiken	58%
Mesa	61%

An average of 52% of officers believe that the majority of pursuits are conducted by young male officers, with little variance between individual groups.

Officers were asked what percent of the suspects who run are driving while impaired by drugs or alcohol. The responses were as follows:

	<=25%	26%-50%	51%-75%	> 75%
All officers	37%	36%	16%	11%
Metro-Dade	62%	28%	7%	3%
Omaha	24%	39%	21%	16%
Aiken	18%	48%	17%	17%
Mesa	31%	37%	20%	12%

Thirty-seven percent of all officers believe that 25% or below of all suspects who flee are driving impaired by drugs or alcohol. Metro-Dade officers believe this to be true 62% of the time. Forty-eight percent of Aiken officers believe the range of impaired drivers is between 26%-50%.

Officers were asked what percent of arrests after a pursuit result in the use of force. The following responses were reported:

	<=25%	26%-50%	51%-75%	> 75%
All officers	28%	33%	16%	23%
Metro-Dade	37%	34%	17%	14%
Omaha	25%	31%	17%	27%
Aiken	21%	33%	19%	26%
Mesa	16%	37%	9%	38%

Thirty-three percent of all officers believe that between 26%-50% of all pursuits result in the use of force, with the numbers fairly consistent across groups. Twenty-eight percent of officers believe the range of these incidents is 25% or below.

Officers were asked what percent of arrests after a pursuit result in the use of excessive force. The following responses were reported:

They have something to hide:

All officers	**95%**
Metro-Dade	96%
Omaha	95%
Aiken	86%
Mesa	95%

They are just scared and want to escape:

All officers	**39%**
Metro-Dade	36%
Omaha	39%
Aiken	61%
Mesa	40%

Most officers believe suspects flee because they have something to hide, with the average being 95% for all officers. Slightly more than half (56%) believe that suspects have committed a serious offense. Thirty-nine percent of all officers believe that suspects are scared and want to escape.

Officers were asked what percent of suspects would flee from police after being ordered to stop if their department had a "no pursuit" policy that was known to the public. The following percentages were recorded:

	<=25%	26%-50%	51%-75%	76%-100%
All officers	**31%**	**17%**	**17%**	**35%**
Metro-Dade	20%	21%	17%	42%
Omaha	37%	16%	16%	31%
Aiken	26%	14%	30%	30%
Mesa	42%	13%	13%	32%

An average of 35% of all officers believe that between 76%-100% of suspects would flee if they knew they would not be pursued. Similarly, 31% of all officers believed the range of suspects that would flee was less than 25%.

The most frequent response was 6-9 months by an average of 40% of all officers. Fifty-five percent of Mesa officers approved of this term while only 25% of Aiken officers held this opinion.

Of the officers approving of incarceration, the recommended term fell in the following categories for years in prison:

	1yr		2-5yrs	> 5yrs
All officers	53%		39%	8%
Metro-Dade	46%		43%	11%
Omaha	70%	23%		7%
Aiken	47%		47%	6%
Mesa	25%		67%	8%

Fifty-three percent of all officers recommended one year as the length of a prison term for fleeing suspects. The range was wide with 70% of Omaha officers recommending this term compared to only 25% of Mesa officers approving. An average of only 8% of all officers approved of a prison term of over five years.

Officers were asked if they believed that suspects flee for the following reasons (percent responding "yes" reported):

They have committed a serious offense:
All officers	56%
Metro-Dade	63%
Omaha	50%
Aiken	48%
Mesa	66%

	$100 & below	$101-$500	$501-$1000	Above $1000
All officers	10%	44%	27%	19%
Metro-Dade	6%	37%	33%	24%
Omaha	16%	54%	21%	8%
Aiken	4%	50%	28%	18%
Mesa	---	17%	28%	55%

The range most recommended for a fine was the $101-$500 group at 44% for all officers, with 54% of Omaha officers falling in this category.

Officers were asked if incarceration would be appropriate. The following percentages indicate the "yes" responses recorded:

All officers	90%
Metro-Dade	90%
Omaha	88%
Aiken	95%
Mesa	99%

Ninety percent of all officers approved of incarceration for fleeing suspects. The approval rate ranged from 88% of Omaha officers to 99% of Mesa officers. Of the officers approving of incarceration, the recommended term fell in the following categories for months in jail:

	1mth	2-5mths	6-9mths	10-12mths	> 12mths
All officers	24%	21%	40%	13%	2%
Metro-Dade	24%	21%	37%	17%	1%
Omaha	27%	21%	42%	8%	2%
Aiken	29%	25%	25%	21%	---
Mesa	10%	19%	55%	14%	2%

Half of all officers believe they have been adequately trained in the use of force, with the lowest percentage (36%) from Omaha officers and the highest from Metro-Dade officers (64%). Eighty-seven percent of officers believe they have been trained adequately in the use of force. Only 22% of all officers agree that during a pursuit they find themselves focusing only on apprehending the offender. Thirty-four percent believe that pursuits are worth the risks to the officer and the public, with a low of 13% of all Mesa officers and a high of 25% of Metro-Dade officers.

Part 2

Officers were questioned as to the appropriate punishment for someone who refused to stop his or her vehicle after being ordered to do so. First, they were asked if a fine would be appropriate. The following percentages indicate the "yes" responses recorded:

All officers		**80%**
Metro-Dade		88%
Omaha	73%	
Aiken		80%
Mesa		90%

Most officers agree with a fine for fleeing suspects, with the average being 80%. The lowest score came from Omaha at 73%, and Mesa officers approved of a fine 90% of the time. Of officers approving of a fine, the recommended amount fell in the following categories:

Section I

In parts one and two of this section, officers were asked about the various aspects of a chase, ranging from why the suspect would flee in the first place to opinions on the punishments the suspects should be given once caught. The third part centered solely on the officers' experiences with pursuits during the previous twelve months. (Responses in the first part are organized in paragraph form, while in the second and third parts they are in tables.)

Part 1

The questions posed to officers about feelings during a pursuit revealed that 84% of them feel excited during a pursuit. Seventy-five percent feel stimulated and 76% feel nervous. Only 37% reported feeling angry during a pursuit, with averages from individual cities falling close to the total average.

Officers are most concerned with catching the suspect during a pursuit, with an average of 96% of all officers expressing this concern. The range began with a low of 95% from Omaha officers and ended with a high of 98% from Aiken officers. Teaching the suspect a lesson was of least concern to officers, with the average being 21% for all officers.

When asked their opinions concerning departmental policies, 85% of all officers agreed that the department they belonged to had a very restrictive pursuit policy. Only 6% agreed that their department's pursuit policy permitted total discretion. Seventy-seven percent of all officers agreed that they understand their department's pursuit policy, with a low of 67% of Omaha officers and a high of 92% of Mesa officers.