PURSUIT RESPONSE FOR TODAY’S CHALLENGES:
How policy, technology and training can improve officer and citizen safety
Editor’s Note

That high-speed pursuits are dangerous for both law enforcement and the general public is well-known. This is documented not only by official government reports but also by the too-frequent news stories about innocent bystanders killed or injured in police pursuits.

While it’s unlikely that concern for the safety of their fellow citizens is likely to deter a suspect from fleeing, there are actions law enforcement agencies, legislative bodies, advocacy organizations, corporations and others can take to remove some of the risks associated with police pursuits.

This eBook, presented by advocacy group Pursuit Response, highlights nationwide efforts to refine pursuit policies; to train, certify and recertify law enforcement officers in policy adherence and pursuit best practices; and to provide law enforcement access to technology that not only can end pursuits safely, but may help avoid pursuits altogether in some cases.

We detail how established pursuit policies and training helps officers avoid unnecessary risks while still ensuring a timely emergency response; outline how theft prevention, driver training and vehicle location assistance technologies can help keep officers and innocent bystanders from dying in pursuits; and provide a comprehensive overview of efforts at the local, state and national level to place tighter restrictions on pursuits and standardize pursuit policies.

This eBook will provide ideas that every law enforcement agency can implement that will lead to safer outcomes for police officers, suspects and citizens alike.

– Nancy Perry, Editor-in-Chief, PoliceOne

About the Author

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Why your agency’s pursuit policy can make a life-or-death difference

Pursuit policies vary by jurisdiction — find out why more agencies are adopting more restrictive approaches.
There’s overwhelming evidence that police pursuits often result in a deadly outcome.

Nearly every day a pursuit ends in a fatal crash somewhere in the U.S. The Bureau of Justice Statistics found that between 1996 and 2015, an average of 355 persons were killed annually in pursuit crashes. A third of those affected were innocent bystanders. In 2017, the number killed rose to 416.

There is minimal data that supports the number of pursuits that don’t end in tragedy annually. The duration and reasoning for pursuits is also often undocumented. Pursuits are on the rise, yet municipalities are becoming increasingly risk averse to dangerous outcomes for their law enforcement officers and for the public.

By 2013, all state police, highway patrols, most local police departments (97%) and sheriffs’ offices (96%) had a written vehicle pursuit policy. The policies can vary widely in terms of specific criteria that define when a pursuit is permissible, how it should be conducted, methods of interdiction and when it should end. Ultimately, each agency determines policy, equipment, training, philosophical approach and interjurisdictional issues.

Most departments agree that pursuit policies should balance the need to apprehend a fleeing suspect against the risk to the public, where that tipping point lies is the crux of the dilemma.

A point of discussion

Law enforcement agencies developing policies may wish to address this question: For what offenses and under what conditions should police risk accidents and injuries to pursue fleeing suspects? – Bureau of Justice Statistics, NIJ Research in Brief, May 1997

Two decades later, it is still a valid question that the International Association of Chiefs of Police and other organizations are often discussing. With pursuits continuing to take hundreds of lives each year, despite pursuit policies on the books, many states are moving to further restrict pursuits. As a result, most agencies are making an effort to standardize pursuit policies that lead to safer outcomes for police officers, suspects and citizens.

“There is no debate about the need for pursuit policies,” said Geoff Alpert, Professor of Criminology and Criminal Justice at the University of South Carolina, who has spent decades studying police issues, including pursuits. “The remaining questions are around when to pursue and when to end it.”

Why does the pursuit begin?

Different jurisdictions have different criteria for circumstances in which pursuits can be initiated. Because policies can vary by jurisdiction, organizations like IACP are working to standardize the minimum requirements for when a pursuit is justifiable.

The minimum standard set forth in IACP’s 2015 model policy authorizes pursuit only if the officer has a reasonable believe that the suspect, if allowed to flee, would present a danger to human life or cause serious injury. It also discourages pursuits for minor violations and places the burden on the pursuing officer to conclude that there is a greater potential of danger to the officer and the public if the suspect remains at large. If the subjects can be identified with enough certainty that they can be apprehended at a later time, then a pursuit is not justified.
The IACP model policy also specifies that, in deciding whether to initiate or continue a pursuit, the officer should take various factors into consideration. Factors such as weather conditions, traffic density and the performance capabilities of the vehicles pursuing and being pursued, as well as the speed and evasive tactics employed by the suspect should all be taken into consideration.

The policy also requires the pursuing officer to activate sirens and emergency lights. Additionally, officers must notify communications of the purpose of the stop, location, speed and direction of the pursuit and other details.

This model, which has been adopted in full or in part by law enforcement agencies across the country, gives much latitude to the pursuing officer and does not yet recognize some of the technology-based interdiction tactics available to officers. However, a BJS survey conducted in 2012 found that agencies that left pursuit decisions to an officer’s discretion had the highest pursuit rate per officer.

In Alpert’s opinion, much of this responsibility is misplaced.

“You’re forcing officers to make 10 to 20 decisions in the heat of the moment,” he said. “This is not good management.”

Vague policies do a disservice to the officer, Alpert says. He instead advocates for more restrictive policies that take discretion out of the hands of the pursuing officer and restrict pursuits to violent crimes.

“If it’s not a violent crime, you shouldn’t be risking lives to pursue someone,” he said.

The move toward more restrictive policies

The Metropolitan Nashville Police Department in Tennessee has been forward-thinking in adopting a more restrictive pursuit policy. This can be attributed to three pursuit-related fatalities in 2013 alone.

The department manual states:

“The decision to initiate a pursuit must be based on a reasonable assessment that the immediate danger to the public created by the pursuit is less than the immediate or potential danger to the public should the suspect remain at large.”

The MNPD policy does not restrict or permit vehicular pursuit according to the offense, but instead mandates three criteria, which must be met before a pursuit can be initiated:

1. A vehicle fleeing from a police officer on a public street is demonstrating a disregard for the safety of others; no matter what the offense, be it a serious felony or a minor regulatory offense;

2. The suspect operating the vehicle refuses to stop at the direction of the officer; and

3. The suspect, if allowed to flee, would present an imminent danger to human life or cause serious injury.

However, to some communities where police pursuits have resulted in deaths and lawsuits, defining the criteria does not go far enough.
Connecticut

A Uniform Statewide Pursuit Policy was implemented in Connecticut in 2005. It closely models the language about initiating a pursuit in much the same way as the MNPD policy. However, several communities in Connecticut have adopted or are looking to adopt a stricter policy than the statewide one.

For instance, The New Haven Police Department does not pursue for traffic violations, which prompt over 42% of pursuits.

In the wake of a fatal pursuit, Hamden town officials have recommended a change to the police department’s pursuit policy to restrict pursuits to only situations where the officer has “reasonable suspicion to believe the driver or occupant has committed or is attempting to commit a violent felony,” “or when officers can articulate the exigent need to apprehend the suspects(s) because of the potential for harm to the public.”

This would expressly exclude pursuits for property crimes, including stolen vehicles, which account for over 18% of pursuits and pursuit-ending tactics like forceable stops.

Former police officer and Connecticut State Representative Joe Verrengia has seen firsthand the tragic consequences of police pursuits. Like most states, Connecticut has a patchwork of policies. Verrengia has introduced legislation to standardize pursuit policies across the state and apply more restrictive standards than the statewide minimum that has been in place since 2000.

“If the state stops police pursuits for stolen cars, traffic violations or nonviolent felonies, Connecticut could be the first state to join a growing list of cities around the country to only allow police chases of violent criminals,” Alpert said.

Georgia

Georgia is another state looking to adopting a more restrictive uniform statewide pursuit policy. Legislation introduced by Georgia State Senator Gail Davenport would make it illegal for an officer to initiate a pursuit unless they believed the suspect committed a serious crime such as murder, armed robbery or kidnapping. That means some of the most common reasons for which pursuits are initiated, like stolen vehicles and traffic violations, could become prohibited if the legislation becomes law.

Ohio

While Ohio law enforcement agencies are required to have a pursuit policy, the contents of that policy are not defined. Ohio Governor Mike DeWine has charged the Ohio Collaborative Community-Police Advisory Board to develop a minimum standard for vehicular pursuits and a set of policy recommendations.

“Far too often, people are killed or seriously injured because a driver chooses to flee from police,” said DeWine in a press release. “I believe a minimum standard for law enforcement vehicular pursuits would help encourage a consistent approach to pursuits, which would be beneficial in instances where pursuits cross jurisdictional lines and could ultimately help save lives.”

DeWine urged the board to consider recommendations that include policies on initiating, continuing and discontinuing vehicle pursuits to ensure the safety of law enforcement and the general public.

With added scrutiny of law enforcement, more departments are taking a new look at their pursuit policies and considering whether the safety benefits of a restricted pursuit policy in terms of officer and citizen safety outweigh the essential function to enforce the laws.
Alpert said, “Troopers and some police officers worry that overly restrictive pursuit policies would hamper the ability to do their job and embolden criminals, but these fears are unfounded. “There are two myths surrounding police pursuits, but both of these are debunked by research.”

**Myth #1: If we don’t pursue, the bad guys will get away.**

Police officers are loath to let a scofflaw get away. According to Alpert, there is little empirical evidence that not pursuing encourages criminals to run more or commit more crimes.

People will keep running as long as they are being pursued, says Alpert, but will slow down to normal speeds when they feel they have outdistanced the police.

In fact, a survey of suspects who had actually fled from police, recounted in a National Institute of Justice research brief¹, found that “More than 70 percent of the suspects said that they would have slowed down ‘when I felt safe,’ whether the pursuit was on a freeway, on a highway, or in a town. The phrase ‘when I felt safe’ was interpreted by the respondents as outdistancing the police by 2.2 blocks on surface streets, 2.3 miles on highways, and 2.5 miles on freeways.”

**Myth #2: The dead body in the trunk.**

Another objection that police officers may have against restricting pursuits is the theory that the suspect is fleeing to avoid police finding evidence of a heinous crime in the vehicle.

Alpert has analyzed 20,000 pursuits – and in only one case was there a dead body in the trunk.

“Statistically, that should not drive policy,” he said.

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Using technology to end the pursuit and reduce the risk

Too many lives – including blue ones – have been lost already. According to the IACP model policy and statewide policies under consideration:

The IACP model policy and statewide policies under consideration stipulate that pursuits should be continually reevaluated while in progress – and terminated when the suspect’s identity has been determined and immediate apprehension is not necessary to protect the public or officers.

Pursuit-management technologies like the StarChase GPS tagging and tracking system make apprehensions at a later time feasible, thus eliminating the need to pursue at high speeds. A number of mid to major cities and highway patrol agencies actively use StarChase as part of their pursuit policy to mitigate risk. When reviewing changes to pursuit policy, lawmakers and law enforcement agencies should consider including the use of pursuit mitigating technologies in their pursuit policies.

“With technology like StarChase, you can track fleeing cars in real time and find them when they are stopped,” said Alpert, “or apprehend them with the right resources and without a high-speed pursuit, rather than apprehending them when they stop (which they rarely do) or when they crash.”

A NIJ-funded field test studied StarChase technology and found that “on average, a tagged fleeing suspect slowed to within 10 miles of the posted speed limit in less than 2 minutes, reducing the risk for a crash. In the case studies reviewed, there were no injuries, fatalities, or property damage. There was an 80% apprehension rate for suspects in tagged cars.” The 80% apprehension rate is higher than traditional arrest rates and safety is improved due to the behavioral changes such as lower adrenaline and reduced tunnel vision, which occurs during traditional pursuit events.

As pursuit policies are reexamined and debated at the local, state and national level, pursuit-management technologies like StarChase offer an effective method to reduce the need for pursuits, and thus reduce the risk of fatalities.
Why officers should train to department policy, not field practice

Established pursuit policies and training help officers avoid unnecessary risks while still ensuring a timely response.
Every department has rules – but practices on the street are often different.

How many times have you seen a package delivery driver exceeding the speed limit or roll past a stop sign in order to deliver a package on time? No doubt their company policies require them to follow all traffic laws, but in order to do their jobs or meet their delivery quotas, they are “forced” to bend the rules.

Even in law enforcement, the policy of what should happen doesn’t always align with what does happen.

When an officer is responding to an incident where a citizen or a fellow officer is in danger, the responding officer may be tempted to jump into the patrol vehicle and race to the scene. After all, it’s the nature of police officers to provide assistance.

Department policy or state law may require an officer adhere to a speed limit, follow traffic laws, use a seat belt, slow down at intersections or report their position. That is “policy.”

Unfortunately, what happens is it that in an effort to get to that call quickly, the officer skips putting on their seat belt, exceeds the speed limit, passes slow traffic on the right or barrels through an intersection without turning their head to see what other traffic is approaching. That’s “field practice.” In other words, what often happens in real life.

“So, it’s an internal struggle, and we say, ‘No, we got to get there.’ So, we take the risk, we fly through the intersection, we crash, somebody gets hurt – a family, ourselves, someone else,” said Chuck Deakins, lieutenant commander (retired) and lead specialist for simulation training at FAAC. “What did we accomplish?”

In order to get to that call quickly, the officer risked their personal safety and the safety of others. They have also likely violated department policies that were put in place for good reason. And how does that look to the citizen who lodged a complaint after witnessing a police officer driving like a bat out of hell? The officer will be held accountable for violating department policy, even if he or she felt the situation justified it.

So, it is more important to adhere to policy or to arrive first to an emergency?

It’s a false dilemma. With the right policies in place and the right training, officers can arrive at a scene quickly and safely while still avoiding unnecessary risks and following the law.

Do what I say, not what I do

In regular driving, most people know they shouldn’t text and drive. But in urgent situations, they may be tempted to sneak a peek at that text or send an email while sitting at a light or while stuck in traffic.

Police officers are no different, even having witnessed firsthand the tragedy that can result from texting and driving. But when it comes to being a police officer, they may feel that their job requires them to make exceptions.

“Unfortunately, as law enforcement officers, we can never not be distracted drivers,” said Deakins. “But there are department policies that say you can’t interact with the MDT while you’re driving, which is no different than telling a teenager, ‘You shouldn’t be texting on your phone while you’re driving.’”
The simplest option is to do what we’d tell a teen driver to do – pull over or wait until you get where you’re going. Do you really need to read that text or make MDT contact while you’re driving, or can it wait 10 minutes? Chances are it could wait.

It sounds reasonable enough to follow common-sense policies like wearing a seat belt or not looking at a screen while driving, but what if there is a true emergency and a life is on the line?

The same principles apply in emergency response driving as regular driving, says Deakins. “You still have to make it to get through that intersection safely. But it turns into an internal struggle where we say, ‘No, we’ve got to get there,’” he said.

In theory, the most important objective is to arrive to the incident scene safely. In practice, that doesn’t always happen. Of the 16 traffic-related officer fatalities in 2018 that were single-vehicle crashes, seven of the officers were responding to a call for service or as backup for another officer. In 40% of those fatalities, the officer was not wearing a seat belt.

“We’re just trying to go from call to call to call, and we forget about these things until there’s a crash or until somebody gets hurt,” said Deakins. “And then we step back and say, what happened?”

Pursuit policy versus pursuit practice

The high risk of injury or death to an officer, a suspect or an innocent civilian due to a police pursuit is well documented. That’s why there is a trend among law enforcement agencies toward prohibiting pursuit altogether or restricting pursuits to only felonious situations.

There are many cities, counties and states that say it must be a felony before you can pursue, says Deakins. But he acknowledges that some officers will balk, saying, “It’s going to be anarchy. They’re all just going to get away.”

That sets up a conflict between what the department policy is and what police officers want to do or do in practice.

Deakins describes a common scenario:

“A pursuit policy says you have to call out the description of the vehicle, description of the occupants, the weather conditions, the traffic conditions. You have to call all these things out while you’re in the middle of the pursuit. So, a lot of officers are saying, ‘I don’t have time to call out all those details. I’m in the middle of a pursuit. I’m chasing this guy. I need to catch him.’”

The officer is focused on getting the job done. But they are also likely to experience physiological effects of stress that can result
in impaired cognition and motor skills and perception that can endanger themselves and others.

The model pursuit policy published by the International Association of Chiefs of Police recommends that “The primary unit and supervisor shall continually reevaluate and assess the pursuit situation including all of the initiating factors and terminate the pursuit whenever it is reasonable to believe the risks associated with continued pursuit are greater than the public safety benefit of making an immediate apprehension.”

By following practice rather than policy during a pursuit, the officer in this scenario is also passing up the opportunity for the policy to work as intended. They are not giving the supervisor the chance to evaluate the situation and to call off the pursuit when the risks outweigh the urgency or importance of the situation.

When almost half of all police pursuits are initiated by traffic violations or nonviolent misdemeanors, chances are that the pursuit is not worth the risk.

That’s one reason why the policy exists, and that’s why trainers need to train officers to follow the policy rather than choose their own field practice, says Deakins.

Train to an established policy

During emergency response driving, an officer must manage multiple events coincidentally, be prepared to adjust to a rapidly changing environment, make split-second decisions, control emotions, comprehend radio transmissions, acknowledge communications, give directions and be able to accurately recall the event after the fact.

That’s a tall order for anyone. That’s why an officer has to train so these skills become second nature.

“Pursuit driving takes practice, because once your heart starts pumping and your adrenaline starts going, now you are into fight-or-flight and you’re just chasing this guy everywhere they go,” said Deakins. “You need to step back and break up your tunnel vision.”

Following the policy to scan and assess traffic conditions and reporting it on the radio automatically breaks up tunnel vision – and increases officer safety – says Deakins.

Unfortunately, it’s common to follow procedures long enough to pass a test – and then promptly forget everything you’ve learned and go back to your old ways. In some police departments, training to policy is the same way. Policy says one thing, but the “locker room leader” may influence a younger officer to skip the policy and do it a “more practical” way.

So, how can a department be sure that its officers are training to achieve proficiency in the skills that both conform to policy and encourage safe driving? A tool like FAAC’s Virtual Instructor and Trainee Assessment and Learning System (VITALS) can help ensure each officer trains to policy, not field practice, by recording a student’s every step for effective review and assessment.

The training scenario can be configured to department policy and indicate when a student violates policy by exceeding the maximum speed or by failing to use the seat belt, radioing required information, or scanning and assessing road conditions at a regular interval. The training is not complete until the student demonstrates proficiency in not only driving skills but driving to policy.

Not every policy is perfect. If you train to policy, you will be able to vet the policy, says Deakins. On some occasions, FAAC’s training tool has revealed that a policy simply doesn’t work in practice. In such cases, the department has the objective data it needs to advocate for a change in policy.

The advantage of training is that it helps an officer develop the muscle memory to follow policy and safety procedures that improve officer safety without diminishing job effectiveness. It also helps police agencies adhere to the higher standard of behavior that the public expects and ensure that when officers are called to respond to an incident, they arrive safely.
3 road safety actions law enforcement should be taking now

Theft prevention, driver training and vehicle location assistance technologies can help keep officers and innocent bystanders from dying in pursuits.
In 1980, a young police officer was dispatched to the scene of a crash. What he found at the scene was shattering: His own wife and 2-year-old daughter were killed in that crash, and his 4-year-old daughter was critically injured.

They were hit by another police officer engaging in a high-speed pursuit.

This tragic event changed both the young officer's life and the trajectory of his career.

“One of the first decisions in the aftermath of the crash was whether or not to remain in law enforcement,” said former Sheriff John Whetsel, now retired after 50 years of service. “I decided to remain in law enforcement in order to make a difference.”

In the years after the crash, Whetsel has continued to spend much of his time speaking to law enforcement groups, raising awareness of the dangers of law enforcement and pursuit crashes, and working to improve law enforcement driver training.

“There was no law enforcement driver training required in the state of Oklahoma before 1980,” said Whetsel. “After the crash, within six months, the Oklahoma Highway Patrol had put in place a law enforcement driver training program – the Emergency Vehicle Operator’s Course.”

While much has improved in terms of awareness of the dangers of pursuits and the need for law enforcement driver training, traffic fatalities still claimed the lives of 32 officers in 2018, according to the National Law Enforcement Officers Memorial Fund. According to the Bureau of Justice Statistics, an average of one person per day is killed annually in pursuit-related crashes, one-third of them innocent bystanders.

As law enforcement associations like the National Sheriffs' Association and the International Association of Chiefs of Police work to educate law enforcement and prevent future loss of life on the nation's roadways, law enforcement agencies can take action now to keep officers – and families – safer on the road.

1. Prevent car theft

A vehicle is stolen every 41 seconds in the United States, and car thefts are at an eight-year high. More than 18% of police pursuits involve a vehicle thought to be stolen. One way to reduce dangerous pursuits, therefore, is to prevent vehicles from being stolen in the first place.

Chris McDonold is executive director for the Maryland Vehicle Theft Prevention Council (MVPTC). In the mid-1990s, vehicle theft was a major problem in Maryland, and McDonold, then a police officer, was assigned to a regional team organized to combat vehicle theft and related crimes in the Baltimore region. The MVPTC has since become very active in developing course material to train law enforcement around the country in vehicle thefts and related crimes.

When the MVPTC started, cars were easier to steal and most vehicle thefts were of the joyriding variety, undertaken not by professional thieves, but by individuals who were out for “fun” by taking police on high-speed chases.

Today's car thieves are more likely to be professional, lured by potentially high payoffs of stealing luxury vehicles and shipping them
abroad for sale. The actual extent of the vehicle theft problem is hard to calculate, however, because some thefts are recorded as burglaries, insurance fraud or identity theft.

McDonold says there while we can’t eliminate car thefts, there are ways to limit the chance of having a vehicle stolen. Police agencies can raise public awareness about common-sense preventive measures like locking doors, taking keys and hiding valuables. (In Maryland, for instance, approximately 50% of cars are stolen with the keys inside.)

“Law enforcement doesn’t do this alone,” said McDonold. “Public and private sectors need to all come together. It’s a collaborative effort to fight and reduce crime and bring these individuals that are responsible for these thefts to have them arrested and prosecuted.”

2. Driver training

Other critical strategies police agencies can adopt to reduce law enforcement road fatalities are driver training and certification – and, perhaps most important, annual recertification.

“Some people have the attitude that everybody knows how to drive. But, in fact, that isn’t the case,” said Whetsel. “And everybody doesn’t know how to drive at 100 miles an hour in a pursuit.”

It’s not just about driving skills, he adds, it’s about decision-making. How long do you continue your pursuit? Is 20 miles an hour over the speed limit too fast? Do you pursue through a school zone, in a residential zone, in a business area?

The most important question is, arguably, why pursue? Is it really worth the danger to pursue over a traffic violation or a stolen van?

In 2015, the International Association of Chiefs of Police published a model policy specifying 13 considerations when deciding to initiate or continue a pursuit. These factors include weather and traffic conditions, location and population density, and the seriousness of the offense, as well as officer training and experience.

The policy also states that “Officers who drive police vehicles shall be given initial and periodic updated training in the agency’s pursuit policy and in safe driving tactics.”

When he was Oklahoma County Sheriff, Whetsel required his deputies to take driver training (both classroom and track) and requalify every year to hone their skills and keep from losing sharpness.

“In this age of litigation when the agency provides two forms of deadly force, you’re just as liable for training with a vehicle as you are for training with a firearm,” he said. “We wouldn’t think of
not recertifying our officers in firearms, and we shouldn’t think about not recertifying our officers with a motor vehicle.”

3. Vehicle location assistance technologies
More and more new vehicles are equipped with vehicle location assistance technologies like OnStar that provide safety and security services such as roadside assistance, remote unlocks and automatic crash response. These technologies are also becoming a valuable tool police agencies can use to recover stolen vehicles and end pursuits safely.

OnStar (available on Chevrolet, Buick, GMC and Cadillac vehicles) receives over 1,000 stolen vehicle assistance requests every month in North America. When the owner of a vehicle equipped with OnStar and an active service plan files a police report, an OnStar Advisor can locate the vehicle using GPS technology and, if conditions are appropriate, send a signal to disable the vehicle’s engine to gradually slow the vehicle to an idle speed. This helps avoid dangerous situations by reducing high speeds and assisting officers in securing the vehicle more safely and quickly.

Using the remote ignition block feature, the Advisor can also send a signal to disable the vehicle’s engine, preventing it from being restarted once it’s shut off.

“I think as more vehicles are equipped with this type of technology, law enforcement is going to adopt it more,” said McDonold. “A lot of it is just awareness, knowing that it’s out there.”

To that end, an IACP working group is working to update the model policy to include pursuit-ending technologies. Asking whether a vehicle has OnStar or a similar vehicle location assistance technology would be a logical first step that could help recover stolen vehicles and intercept dangerous suspects while preventing potentially deadly pursuits.

“I don’t think any law enforcement officer begins a pursuit with the thought that, ‘I may die in this pursuit,’” said Whetsel. “We also can’t ask the public and innocent people to pay the price, unless the person that you are pursuing has killed someone or has committed a major violent crime.”

Pursuits are probably one of the most stressful things that law enforcement deals with, adds McDonold, because you we never know the outcome.

“If you can get that vehicle slowed down or stopped before it can hurt that person or hurt anybody else, obviously it’s a win/win for law enforcement,” he said.
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