

COLUMBIA POLICE DEPARTMENT

Policy and Procedure Manual

VEHICLE PURSUITS

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CALEA 6th Edition Standard: 41.2.2; 41.2.3

314 VEHICLE PURSUITS

314.1 PURPOSE AND SCOPE

The purpose of this policy is to establish guidelines for the initiation and continuation of vehicular pursuits.

314.1.1 POLICY

This department's response to those who unlawfully flee from law enforcement action shall balance the importance of apprehending offenders and the high risk nature of vehicle pursuits.

314.2 DEFINITIONS

Definitions related to this policy include:

Vehicle pursuit - An event involving one or more peace officers attempting to apprehend a suspect who is trying to avoid arrest while operating a vehicle by using high speed or other evasive tactics, such as disregarding traffic warning signs, stop signs, red lights, driving off a roadway, turning suddenly or driving in a legal manner but willfully failing to yield to an officer's signal to stop.

Blocking or vehicle intercept - A slow-speed coordinated maneuver where two or more law enforcement vehicles simultaneously intercept and block the movement of a suspect vehicle, the driver of which may be unaware of the impending enforcement stop. The goal is containment and preventing a pursuit. Blocking is not a moving or stationary road block.

Boxing in - A tactic designed to stop a violator's vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop.

Pursuit Intervention Technique (PIT) - A low-speed maneuver performed by a trained officer intended to terminate the pursuit by causing the violator's vehicle to spin out and come to a stop.

Ramming - The deliberate act of impacting a violator's vehicle with another vehicle to functionally damage or otherwise force the violator's vehicle to stop.

Roadblocks - A tactic designed to stop a violator's vehicle by intentionally placing a vehicle or other immovable object in the path of the violator's vehicle.

Tire Deflation Device, Spikes or Tack Strips - A device that extends across the roadway and is designed to puncture the tires of the pursued vehicle.

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314.3 OFFICER RESPONSIBILITIES

A vehicle pursuit shall be conducted using an authorized emergency vehicle that is equipped with and using, a siren and at least one lighted front red light (§ 304.022, RSMo). The officer may, when in pursuit of a suspect (§ 304.022, RSMo):

- Proceed past a red light, stop signal or stop sign, but only after slowing down as may be necessary for safe operation.
- Officers operating emergency vehicles with red and blue lights and siren activated in pursuits or responding to assist in a pursuit have the statutory privilege to exceed speed limits; however, they are still required to operate their vehicles in a manner that is reasonable for conditions and necessary as based on the totality of the circumstances involved. Excessive speed will be highly scrutinized and should be a prevalent factor in the officer's consideration for self-termination.
- Disregard regulations governing direction of movement or turning in specified directions so long as the officer does not endanger life or property.

Officers shall drive with due regard for the safety of all persons.

314.3.1 WHEN TO INITIATE A PURSUIT

Conditional Authorization:

The initiation or continuation of a pursuit is authorized only when the necessity of an immediate apprehension of a suspect outweighs the level of risk associated with the pursuit. Any action taken by an officer must first and foremost be to protect and preserve the safety of the public. Officers will also weigh the need for an immediate apprehension with the risk to the safety of officers involved and the public.

Consideration of Circumstances Required:

Officers will consider the following circumstances and conditions before initiating a pursuit and will continually reevaluate changing circumstances and conditions during a pursuit to determine if the pursuit should be continued:

- a. The seriousness of the original offense that led to the pursuit. Infractions, misdemeanors, and property crimes do not warrant the same level of risk as might be taken to apprehend violent felons, e.g., there is less urgency to pursuing a vehicle registration violation than a stolen vehicle, while there is less urgency to pursue a stolen vehicle (property crime) than a carjacking suspect who used violence in committing the crime (violent crime against person).
- b. If the suspect is known or the likelihood of identifying the suspect at a later date.
- c. The speeds of the suspect and law enforcement vehicles. (see 314.3 for speed guidelines)

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- d. The likelihood that the driver would slow or drive more reasonably if the pursuit were discontinued as demonstrated by the suspect driving at higher speeds or in an increasingly hazardous manner after the officer initiated the pursuit or as the pursuit continues.
- e. The physical and mental state of the fleeing suspect, including suspected intoxication, mental impairments, etc.
- f. The presence of passengers in the fleeing vehicle.
- g. Indications that the suspect or any passenger in the pursued vehicle is a juvenile.
- h. Visibility, weather, road conditions, and the time of day or night.
- i. The officer's familiarity with the area.
- j. The type of roadway and area the pursuit is in or is about to enter, i.e., rural, business, industrial, residential, school zone, etc.
- k. The speed, direction(s), and density of vehicular and pedestrian traffic in the area and the area about to be entered.
- l. Pursuits should not be conducted by an officer who has a passenger who is not a law enforcement officer of this department or officer of another agency riding in an official capacity.
- m. The apparent condition and capabilities of the pursued vehicle and the known mechanical condition and capabilities of the pursuit vehicle and its emergency equipment.
- n. If there is a reasonable expectation of safely stopping the fleeing suspect through continued pursuit.
- o. The effect on the community if the suspect is not apprehended immediately or is never apprehended.
- p. The quality and reliability of communications among involved officers, the communications personnel, and other affected agencies.
- q. If the pursuit becomes more dangerous than the pursued suspect(s). **DO NOT PURSUE.**

314.3.2 WHEN TO TERMINATE A PURSUIT

Pursuits should be discontinued whenever the totality of objective circumstances known or which reasonably ought to be known to the officer or supervisor during the pursuit indicates that the present risk of continuing the pursuit reasonably appears to outweigh the risk resulting from the suspect's escape.

The above factors on when to initiate a pursuit are expressly included herein and will apply equally to the decision to discontinue as well as the decision to initiate a pursuit. Officers and supervisors must objectively and continuously weigh the seriousness of the offense against the potential danger to innocent motorists, themselves and the public when electing to continue a pursuit. In the context of this policy, the term "terminate" shall be construed to mean to discontinue or to stop chasing the fleeing vehicle.

In addition to the factors listed above, the following factors should be considered when deciding whether to terminate a pursuit:

- a. The distance between the pursuing officers and the fleeing vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time or distance.

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- b. The pursued vehicle's location is no longer definitely known.
- c. The officer's pursuit vehicle sustains damage or a mechanical failure that renders it unsafe to drive.
- d. The pursuit vehicle has an emergency equipment failure that causes the vehicle to no longer qualify for emergency operation use.
- e. The hazards to uninvolved bystanders or motorists.
- f. When directed to terminate the pursuit by a supervisor.

314.4 PURSUIT UNITS

Pursuit units should be limited to three vehicles (two units and a supervisor at his/her discretion).

An officer or supervisor may request additional units to join a pursuit if, after assessing the factors outlined above, it appears that the number of officers involved would be insufficient to safely arrest the suspect. All other officers shall stay out of the pursuit but should remain alert to its progress and location.

314.4.1 MOTORCYCLE OFFICERS

A distinctively marked patrol vehicle equipped with emergency overhead lighting and siren should replace a police motorcycle as primary and/or secondary pursuit unit as soon as practicable.

314.4.2 VEHICLES WITHOUT EMERGENCY EQUIPMENT

Vehicles without emergency equipment are prohibited from initiating or joining in any pursuit. Officers in such vehicles may provide support to pursuing units as long as the vehicle is operated in compliance with all traffic laws.

314.4.3 PRIMARY UNIT RESPONSIBILITIES

The initial pursuing officer will be designated as the primary pursuit unit and will be responsible for the conduct of the pursuit unless it is unable to remain reasonably close to the violator's vehicle. The primary responsibility of the officer initiating the pursuit is the apprehension of the suspect without unreasonable danger to him/herself or other persons.

The primary unit should notify Boone County Joint Communications, commencing with a request for priority radio traffic, that a vehicle pursuit has been initiated, and as soon as practicable, provide information which includes:

- a. The reason for the pursuit (the primary offense/charge for which the vehicle and occupants are wanted).
- b. The location and direction of travel.
- c. The speed of the fleeing vehicle.
- d. The description of the fleeing vehicle and license number, if known.

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- e. The number of occupants.
- f. The identity or description of the known occupants.
- g. The weather, road and traffic conditions.
- h. The identity of other agencies involved in the pursuit.
- i. Information concerning the use of firearms, threat of force, injuries, hostages or other unusual hazards.
- j. Presence of pedestrian traffic.

Unless relieved by a supervisor or secondary unit, the officer in the primary unit shall be responsible for broadcasting the progress of the pursuit. Unless circumstances reasonably indicate otherwise, the primary unit should relinquish the responsibility of broadcasting the progress of the pursuit to a secondary unit or aircraft joining the pursuit to minimize distractions and allow the primary unit to concentrate foremost on safe pursuit tactics.

314.4.4 SECONDARY UNIT RESPONSIBILITIES

The second officer in the pursuit is responsible for:

- a. Immediately notifying the dispatcher of his/her entry into the pursuit.
- b. Remaining at a safe distance behind the primary unit unless directed to assume the role of primary officer, or if the primary unit is unable to continue the pursuit.
- c. Broadcasting the progress of the pursuit unless the situation indicates otherwise.
- d. Serving as backup to the primary unit once the subject has been stopped.

314.4.5 PURSUIT DRIVING TACTICS

The decision to use specific driving tactics requires the same assessment of considerations outlined in the factors to be considered concerning pursuit initiation and termination. The following are tactics for units involved in the pursuit:

- a. Officers, considering their driving skills and vehicle performance capabilities, will space themselves from other involved vehicles such that they are able to see and avoid hazards or react safely to maneuvers by the fleeing vehicle.
- b. Because intersections can present increased risks, the following tactics should be considered:
 - 1. Available units not directly involved in the pursuit may proceed safely to controlled intersections ahead of the pursuit in an effort to warn cross traffic.
 - 2. Pursuing units shall exercise due caution and slow down as may be necessary for safe operation when proceeding through controlled intersections.
- c. As a general rule, officers should not pursue a vehicle driving the wrong way on a roadway, highway or freeway. In the event the pursued vehicle does so, the following tactics should be considered:

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1. Maintaining visual contact with the pursued vehicle by paralleling on the correct side of the roadway.
 2. Requesting other units to observe exits available to the suspect.
- d. Notifying the Missouri State Highway Patrol or other law enforcement agency if it appears the pursuit may enter their primary jurisdiction (§ 544.157, RSMo).
 - e. Officers involved in a pursuit should not attempt to pass other units unless the situation indicates otherwise or they are requested to do so by the primary unit and a clear understanding of the maneuver process exists between the involved officers.

314.4.6 TACTICS/PROCEDURES FOR UNITS NOT INVOLVED IN THE PURSUIT

There should be no paralleling of the pursuit route. Officers are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicular and pedestrian traffic to protect the public. Officers should remain in their assigned area and should not become involved with the pursuit unless directed otherwise by a supervisor.

Non-pursuing personnel needed at the termination of the pursuit should respond in a non-emergency manner, observing the rules of the road. Non-pursuing personnel authorized to deploy a tire deflation device along the apparent pursuit route should respond to an appropriate location in a non-emergency manner, observing the rules of the road.

The primary unit, secondary unit and supervisor should be the only units operating under emergency conditions (emergency lights and siren) unless other units are assigned to the pursuit.

314.4.7 PURSUIT TRAILING

In the event that the initiating unit from this agency relinquishes control of the pursuit to another unit or jurisdiction, that initiating unit may, with permission of a supervisor, trail the pursuit to the termination point in order to provide information and assistance for the arrest of the suspect.

The term "trail" means to follow the path of the pursuit at a safe speed, while obeying all traffic laws and without activating emergency equipment. If the pursuit is at a slow rate of speed, the trailing unit will maintain sufficient distance from the pursuit units to clearly indicate an absence of participation in the pursuit.

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314.4.8 AIRCRAFT ASSISTANCE

Role of an Aircraft:

- The role of an aircraft in pursuits will be to observe and enhance communications and coordination of activities. The pilot will not endanger the aircraft or others by taking a direct role in attempting to stop the fleeing vehicle.

Tactics to Safely Apprehend the Suspect:

- Once an aircraft is involved, officers should not continue their pursuit for traffic violations, misdemeanor or non-violent felony crimes. Officers should slow to the prescribed speed limit and deactivate their emergency equipment. The pilot will continue to observe and report the route taken by the fleeing vehicle to its eventual stopping point. The pilot will coordinate further attempts to apprehend the suspect. Ground units will stay out of sight and allow the pilot to guide them to the violator but should not provoke the violator's actions or reinstate the pursuit unless exigent circumstances are present. Officers may continue to actively pursue violators in close proximity who were involved in violent felonies, i.e., strong-armed robbery, assault-first degree, etc.

314.5 SUPERVISORY CONTROL AND RESPONSIBILITIES

It is the policy of this department that available supervisory and management control will be exercised over all vehicle pursuits involving officers from this department (§ 304.022, RSMo). The field supervisor of the officer initiating the pursuit, or if unavailable, another field supervisor will be responsible for the following:

- a. Upon becoming aware of a pursuit, immediately notifying involved officers and Boone County Joint Communications of supervisory presence and ascertaining all reasonably available information to continuously assess the situation and risk factors associated with the pursuit in order to ensure that the pursuit is conducted within established department guidelines.
- b. Ensuring that no more than the number of required law enforcement units needed are involved in the pursuit under the guidelines set forth in this policy.
- c. Exercising management and control of the pursuit even if not engaged in it.
- d. Ensuring that the proper radio channel is being used.
- e. Ensuring that outside agencies are notified and/or coordinated if the pursuit either leaves or is likely to leave the primary jurisdiction of this agency.
- f. Controlling and managing CPD units when a pursuit enters another agency's primary jurisdiction.
- g. Considering whether to request aircraft assistance, if available.
- h. Directing that the pursuit be terminated if, in his/her judgment, it is not justified to continue the pursuit under the guidelines of this policy.
- i. Respond to the end location to provide on-scene supervision.
- j. Preparing a post-pursuit critique and analysis of the pursuit for training purposes.

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314.5.1 WATCH COMMANDER RESPONSIBILITIES

The appropriate Watch Commander will assess the pursuit to ensure it was conducted within the guidelines and requirements of this policy. The Watch Commander will forward his/her review to the appropriate Bureau Commander for evaluation.

The Bureau Commander will review the pursuit and the actions of the officers to ensure consistency in the application of this policy. The Bureau Commander can recommend an investigation for policy violations, training, or policy adjustments.

314.6 COMMUNICATIONS

If the pursuit is confined within the City limits, radio communications will be conducted on the primary channel unless instructed otherwise by a supervisor or communications dispatcher. If the pursuit leaves the primary jurisdiction of this department or such is imminent, involved units should, whenever available, switch radio communications to an emergency channel most accessible by participating agencies and units.

314.6.1 BOONE COUNTY JOINT COMMUNICATIONS

Officers involved in the pursuit should request Boone County Joint Communications to do the following:

- a. Coordinating pursuit communications of the involved units and personnel.
- b. Notifying and coordinating with other involved or affected agencies as practicable.
- c. Ensuring that a field supervisor is notified of the pursuit.
- d. Assigning an incident number and logging all pursuit activities.
- e. Broadcasting pursuit updates as well as other pertinent information as necessary.
- f. Notifying the Watch Commander as soon as practicable.

314.6.2 LOSS OF PURSUED VEHICLE

When the pursued vehicle is lost, the primary unit should broadcast pertinent information to assist other units in locating the vehicle. The primary unit will be responsible for coordinating any further search for either the pursued vehicle or suspects fleeing on foot.

314.7 INTERJURISDICTIONAL CONSIDERATIONS

An officer may only initiate a pursuit while within the primary jurisdiction of this department.

When a pursuit enters another agency's primary jurisdiction, the primary officer or supervisor, taking into consideration the distance traveled, unfamiliarity with the area and other pertinent facts, should determine whether to request the other agency to assume the pursuit. Unless entry into another jurisdiction is expected to be brief, it is generally recommended that the primary officer or supervisor ensure that notification is

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provided to each outside jurisdiction into which the pursuit is reasonably expected to enter, regardless of whether such jurisdiction is expected to assist.

A pursuit that has commenced within, and has continued outside, the primary jurisdiction of this department shall be terminated once the pursuing officer has lost contact with the person being pursued (§ RSMo 544.157, RSMo).

Employees who observe reckless or dangerous behavior by an employee of another agency involved in a pursuit should report the behavior through the chain of command to the Chief of Police for appropriate action.

314.7.1 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY

Columbia Police Department officers will discontinue the pursuit when another agency has assumed the pursuit, unless the continued assistance of the Columbia Police Department is requested by the agency assuming the pursuit. Upon discontinuing the pursuit, the primary unit may proceed upon request, with or at the direction of a supervisor, to the termination point to assist in the investigation. A supervisor should coordinate with the agency managing the termination point to determine the supervisor's need to respond or otherwise assist in the investigation. The officer and/or supervisor should obtain any information that is necessary for inclusion in any reports from the agency managing the termination point.

The role and responsibilities of officers at the termination of a pursuit that was initiated by this department shall be coordinated with appropriate consideration of the units from the agency assuming the pursuit.

Notification of a pursuit in progress should not be construed as a request to join the pursuit. Requests to or from another agency to assume a pursuit should be specific. Because of communication limitations between local agencies, a request for another agency's assistance will mean that its personnel will assume responsibility for the pursuit. For the same reasons, when a pursuit leaves another agency's primary jurisdiction and a request for assistance is made to this department, the other agency should relinquish control.

314.7.2 PURSUITS OF ANOTHER AGENCY ENTERING THIS JURISDICTION

The agency that initiates a pursuit shall be responsible for conducting the pursuit. Units from this department should not join a pursuit unless specifically requested to do so by the agency whose peace officers are in pursuit, and the pursuit would be authorized under this department's policy.

When a request is made for this department to assist or take over a pursuit that has entered this jurisdiction, the supervisor should consider these additional factors:

- a. Ability to maintain the pursuit.
- b. Circumstances serious enough to continue the pursuit.

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- c. Adequate staffing to continue the pursuit.
- d. The public's safety within this jurisdiction.
- e. Safety of the pursuing officers.

As soon as practicable, a supervisor or the Watch Commander should consider the request for assistance from another agency. The Watch Commander or supervisor, after consideration of the above factors, may choose to:

- f. Allow assistance in the other agency's pursuit;
- g. Decline to assist;
- h. Or assume the other agency's pursuit.

Assistance to a pursuing outside agency by officers of this department will terminate at the City limits provided that the pursuing peace officers have sufficient assistance from other sources. Ongoing participation from this department may continue outside city limits with supervisor approval until sufficient assistance is present. Once sufficient assistance for the outside agency is present all participation in the pursuit shall be terminated.

In the event that a pursuit from another agency terminates within this jurisdiction, officers shall provide appropriate assistance to peace officers from the initiating agency and other involved agencies.

314.8 PURSUIT INTERVENTION

Pursuit intervention is an attempt to terminate the ability of a suspect to continue to flee in a vehicle through tactical application of technology, tire deflation devices, blocking, boxing in, PIT, ramming or roadblock procedures.

314.8.1 WHEN USE IS AUTHORIZED

Whenever practicable, an officer shall seek approval from a supervisor before employing a pursuit intervention tactic. In deciding whether to use intervention tactics, officers/supervisors should balance the risk of allowing the pursuit to continue with the potential hazards arising from the use of each tactic to the public, the officers and persons in or on the pursued vehicle. With this in mind, the decision to use any intervention tactic should be reasonable in light of the circumstances apparent to the officer at the time of the decision. Except in extreme circumstances, only officers trained in the specific intervention tactic should attempt to employ such methods.

314.8.2 USE OF FIREARMS

The use of firearms to disable a pursued vehicle is not generally an effective tactic and involves all the dangers associated with discharging firearms. Officers should not utilize firearms during an ongoing pursuit unless the conditions and circumstances meet the requirements authorizing the use of deadly force. Nothing

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in this section shall be construed to prohibit any officer from using a firearm to stop a suspect from using a vehicle as a deadly weapon.

314.8.3 INTERVENTION STANDARDS

Any pursuit intervention tactic, depending upon the conditions and circumstances under which it is used, may present dangers to the officers, the public or anyone in or on the vehicle being pursued. Certain applications of intervention tactics may be construed to be a use of force in response to resistance, including deadly force, and are subject to department policies guiding such use. Officers shall consider these facts and requirements prior to deciding how, when, where and if an intervention tactic should be employed.

- a. Blocking or vehicle intercept should only be considered in cases involving felony suspects or impaired drivers who pose a threat to public safety, and when officers reasonably believe that attempting a conventional enforcement stop will likely result in the driver attempting to flee in the vehicle. Because of the potential risk involved, this technique should only be employed by officers who have received training in such tactics and after giving consideration to the following:
 1. The need to immediately stop the suspect vehicle or prevent it from leaving substantially outweighs the risk of injury or death to occupants of the suspect vehicle, officers or other members of the public.
 2. All other reasonable intervention techniques have failed or reasonably appear ineffective.
 3. Employing the blocking maneuver does not unreasonably increase the risk to officer safety.
 4. The target vehicle is stopped or traveling at a low speed.
 5. At no time should civilian vehicles be used to deploy this technique.
- b. Only those officers trained in the use of the PIT will be authorized to use this procedure and only then with approval of a supervisor upon consideration of the circumstances and conditions presented at the time, including the potential for injury to officers, the public and occupants of the pursued vehicle.
- c. Ramming a fleeing vehicle should be done only after other reasonable tactical means at the officer's disposal have been exhausted. This tactic should be reserved for situations where there does not appear to be another reasonable alternative method. When ramming is to be employed as a means to stop a fleeing vehicle:
 1. The suspect is an actual or suspected felon who reasonably appears to represent a serious threat to society if not apprehended; and
 2. The suspect is driving with willful or wanton disregard for the safety of persons or driving in a reckless and life-endangering manner.

If there does not reasonably appear to be a present or immediately foreseeable serious threat to the public, the use of ramming is not authorized.

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- d. As with all intervention techniques, pursuing officers should obtain supervisor approval before attempting to box in a suspect vehicle during a pursuit. The use of such a technique must be carefully coordinated with all involved units, taking into consideration the circumstances and conditions apparent at the time, as well as the potential risk of injury to officers, the public and occupants of the pursued vehicle.
- e. Tire deflation devices should be deployed only when it is reasonably apparent that only the pursued vehicle will be affected by their use. Prior to the deployment of spike strips, the officer shall notify pursuing units and the supervisor of the intent and location. Officers should carefully consider the limitations of such devices as well as the potential risk to officers, the public and occupants of the pursued vehicle. If the pursued vehicle is a motorcycle, a vehicle transporting hazardous materials or a school bus transporting children, tire deflation devices will not be deployed.

In addition to completing the appropriate offense/supplement report and applicable use of force documentation, the deploying officer shall complete any deployment report required by the tire deflation device manufacturer for tracking and warranty service purposes. Currently the CPD is using Stop Stick brand tire deflation devices.

Any officer who deploys Stop Sticks in performance of his/her duties and the Stop Stick is struck by a vehicle or otherwise damaged as a result of the deployment, shall adhere to the following procedure:

1. Complete an online Stop Stick Deployment Report located at [StopStick Deployment Report Form](#)
 2. Enter the deploying officers email address where requested;
 3. If the Stop Stick is needed for evidentiary purposes, place the used Stop Stick in an evidence locker, follow appropriate evidence handling procedures, and submit the locker key to evidence;
 4. If the stop stick is not needed for evidence, place the used Stop Stick in an evidence locker and deliver the key to the CPD Equipment Technician;
 5. When the officer receives a response email from stopstick.com, they shall forward the email to the CPD Equipment Technician for tracking and warranty purposes;
 6. The Equipment Technician shall retain all Stop Stick Deployment Reports according to established retention schedules.
- f. Because roadblocks involve a potential for serious injury or death to occupants of the pursued vehicle if the suspect does not stop, the intentional placement of roadblocks in the direct path of a pursued vehicle is generally discouraged and should not be deployed without prior approval of a supervisor. If roadblocks are deployed, it should only be done under extraordinary conditions when all other reasonable intervention techniques have failed or reasonably appear ineffective and the need to immediately stop the pursued vehicle substantially outweighs the risk of injury or death to occupants of the pursued vehicle, officers or other members of the public.

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314.8.4 CAPTURE OF SUSPECTS

At the conclusion of a pursuit where the vehicle has stopped, either voluntarily or involuntarily, caution should be used when contacting the driver and other occupants. Aggressively charging the vehicle to physically confront the driver and other occupants may jeopardize an officer's safety and result in other negative outcomes. Officers should maintain a defensive position of cover and order the individuals out of the vehicle. Due to the unknown motivation for the driver's failure to initially stop, felony car stop procedures are an option that should be considered. The information contained in this section is not intended to limit the physical extraction of non-compliant drivers or other occupants that, following a verbal request by an officer or other assisting officer, refuse to exit a vehicle.

RESPONSIBILITIES

a. Initiating Agency

1. Arrest and custody of the persons charged;
2. Disposition of any passenger(s);
3. Disposition of the arrested persons vehicle;
4. Coordination of all reports related to the arrest, citations and criminal charges; and
5. Collection of evidence.

b. Agency of Primary Jurisdiction

1. Reporting of any traffic collisions that occur as a result of a pursuit.
2. As a matter of professional courtesy, a supervisor from the agency where the pursuit ceases will respond to the location to offer immediate assistance at the scene and to determine any pertinent information regarding the pursuit.

314.9 REPORTING AND REVIEW REQUIREMENTS

All appropriate reports shall be completed to comply with local and state regulations.

- a. The primary officer shall complete appropriate offense/arrest reports.
- b. The primary officer or supervisor shall complete the appropriate Blue Team entry to include the following information:
 1. Date and time of pursuit
 2. Length of pursuit in distance and time
 3. Involved units and involved officers
 4. Initial reason and circumstances surrounding the pursuit
 5. Starting and termination points
 6. Alleged offenses or disposition (e.g., arrest, citation or other release)

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7. Arrestee information should be provided if applicable
 8. Injuries and/or property damage
 9. Medical treatment
 10. The outcome of the pursuit
 11. Name of supervisor handling or at the scene
 12. A preliminary determination that the pursuit appears to be in compliance with this policy or that additional review and/or follow-up is warranted.
- c. The appropriate Bureau Commander will conduct an administrative review of each vehicle pursuit.
 - d. The Bureau Commander over Internal Affairs will conduct a documented annual analysis of pursuit reports, to include a review of policy and reporting procedures, approved by the Chief of Police.

314.9.1 REGULAR AND PERIODIC PURSUIT TRAINING

In addition to initial training on pursuits, all licensed officers will participate in a bi-annual review of and training on this policy and the importance of vehicle safety and protecting the public at all times. Training will include recognition of the need to balance the known offense and the need for immediate capture against the risks to officers and others.