


GAINESVILLE POLICE DEPARTMENT

GENERAL ORDER

	TITLE Vehicle Pursuits	ACCREDITATION CALEA 41.2.2 (a-i); 41.2.3 (a-e)			
	PROponent UNIT Patrol Operations	PRIOR REVISIONS 07/09/09, 09/05/13, 09/31/16, 08/13/19, 04/22/2020, 05/04/22, 11/21/22, 03/21/24			
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I. **PURPOSE:** This Order provides members with the policies and procedures governing vehicle pursuits.

II. **POLICY:** Because vehicle pursuits pose a danger to the public and Department members, the Gainesville Police Department shall develop and maintain a set of policies and procedures that enable members to safely conduct pursuits. Officers will always consider the dangers of a vehicle pursuit in relation to the lives and property of innocent users of the roadways, law enforcement employees, and the violator. Officers deciding to give chase must balance the need to stop a suspect against the potential threat to everyone created by the pursuit.

III. DEFINITIONS:

A. **Pursuit:** An active attempt by a sworn member of the Department, using their vehicle's emergency equipment, to apprehend the driver of a moving motor vehicle when the driver knowingly and willfully refuses to stop and violates other laws in an effort to avoid or delay stopping or capture. While catching up to the violator, the member **MUST** use due care to ensure the safety of all other drivers. Catching up to the violator is not considered part of the pursuit, but shall be reviewed during the pursuit review. Pursuits are divided into two categories defined by the risk they pose to the public, the subjects in the fleeing vehicle, and the sworn members. (NOTE: All speeds are measured using the Member's speedometer).

1. **Low Risk:**

- I. In cases where a violator does not accelerate and/or
- II. Take evasive action in the effort to avoid being stopped (Examples of evasive actions would be to make several quick turns or turn off all lights at night) and
- III. The violator's driving behavior does not place the public in any undue danger.
- IV. A supervisor may authorize the officer attempting to stop the violator to continue to follow the car until the violator stops.

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V. Examples of low risk pursuit behavior:

- a. Violator may roll a stop sign at a very low speed.
- b. Violator travels no more than 10mph over posted speed limit.
- c. Violator does NOT cross through solid red lights at any intersection that has these types of traffic control devices.

2. High Risk:

- I. The most dangerous pursuits and only for the most serious and violent offenders, whose apprehension is critical to the safety of the citizenry.
- II. High likelihood the pursuit will end in a crash.

B. Emergency Signal Device: The siren and flashing or revolving red and/or bluelights which meet the requirements of Florida State Statutes.

C. Authorized pursuit reasons: [CALEA 41.2.2.b]

LOW RISK PURSUIT*	HIGH RISK PURSUIT*
<ul style="list-style-type: none">Any offense of traffic violationSuspected of Driving under the influenceAny crime not delineated in High Risk Pursuit criteria	<ul style="list-style-type: none">Murder or Attempted MurderAggravated Battery w/ Serious Bodily InjuryDrive-by ShootingsAny type of Robbery w/a FirearmAggravated Assault w/a FirearmKidnappingVehicular Homicide FSS 782.071

*NOTE: There are further pursuit considerations and limitations listed under Pursuit Criteria **Section: V.C.**

D. Vehicle Tactics: Reasonable vehicle strategies employed during an authorized vehicle pursuit to resolve the incident in the safest way possible. Example; channeling or P.I.T.

E. Non-Descript Police Vehicles: Non-descript police vehicles are those intended to blend in with routine vehicle traffic, and which have no visible police markings or equipment. (covert cars)

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- F. **Unmarked Fleet Vehicle:** Unmarked fleet vehicles have the same or similar body style as marked patrol cars, are a solid color, and are not conspicuously marked. They are equipped with police equipment (siren and lights). Normally should not be the primary vehicle in a pursuit.
- G. **Marked Fleet Vehicle:** A conspicuously marked police vehicle that has striping, lettering and Department seals. These vehicles may or may not have roof-mounted light bars. Muted marking, as on a DUI vehicle, would be considered marked for this policy.
- H. **Motor Vehicle** (for the purposes of this Order):
Any self-propelled vehicle not operated upon rails or guideway, including motorcycles, mopeds, gasoline-propelled scooters, go-carts, ATVs.
- I. **Catching Up** When an Officer has observed a violation or has information of a vehicle being involved in a crime and attempts to catch up to the vehicle with the intent of executing a traffic stop whether a traffic stop or a felony stop.
- a. Catching up must be completed within 0.5 miles where you closed the distance to within two car lengths from the violators vehicle, once you past this distance you are considered in a pursuit and it must meet the authorized pursuit criteria to continue following the vehicle.
- i. (Highway Interdiction Team) If conducting traffic enforcement on I-75, the 0.5 miles limit does not apply due to speeds and distances travelled. For all other traffic efforts within the City Limits, the 0.5 mile range does apply.
- ii. Pacing a vehicle for speed is also excluded from the distance of 0.5 miles.
- b. If a member loses sight of a vehicle for more than 15 seconds while trying to catch up, they should stop their efforts and return to the speed limit.
- c. If in order to catch up to the vehicle you are going to violate a FSS, your lights and sirens must be activated.
- i. Lights and sirens must stay activated during the entire effort to get the vehicle to stop and should not be intermittingly used.
- d. If catching up to a vehicle, officers will not exceed more than 80 mph unless for an authorized pursuit (Section III, D.).

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- i. (Highway Interdiction Team) If conducting traffic enforcement on I-75, the 0.5 miles limit does not apply due to speeds and distances travelled. For all other traffic efforts within the City Limits, the 0.5 mile range does apply.
- e. If catching up to any vehicle for anything other than a traffic violation, the officer shall notify CCC on the radio:
 - i. Location
 - ii. Tag (if possible)
 - iii. Vehicle Description
 - iv. Reason for the stop; i.e.: stolen vehicle
- f. If a member sees a vehicle which fled during a pursuit or catch up effort that was previously terminated, an on-duty shift patrol shift Lieutenant (Lieutenant or acting Lieutenant) must approve any attempt to catch-up or stop the vehicle in any subsequent encounters. Absent that approval, members shall not try to catch up or pursue a vehicle until authorization is given.

IV. Pursuit Protocol:

- A. **Responsibility:** Sworn personnel have the responsibility operate vehicles in a manner which does not unnecessarily endanger the public while attempting to apprehend suspected violators of the law.
 - 1. Sworn personnel shall have initial documented pursuit training and annual documented pursuit policy review through training. [CALEA 41.2.2 m,n]
- B. **Authority:** Only sworn personnel operating authorized marked or unmarked fleet vehicles shall participate in a high risk pursuit. (See IV. Pursuit Protocol C.3. for use of motorcycles and non-descript vehicles to initiate a low risk pursuits).
 - 1. **Primary Vehicle:** [CALEA 41.2.2.c] The primary pursuit unit is the vehicle who initiates the pursuit.
 - I. Primary vehicle status shall be assumed by the closest unit to the fleeing vehicle.
 - II. The primary vehicle shall direct other related police action and the location of the support vehicle.

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2. **Support Vehicle:** [CALEA 41.2.2.d] The support unit is defined as the unit that assists the primary unit by trailing the primary unit at a safe distance and being available to assume the primary role.

The support unit should assume radio communication responsibility if more practical.

3. **Number of Vehicles:**

- I. Up to three units may be directly engaged in the pursuit. These are the primary unit and the assigned backup. The third unit will be a K-9 unit or third marked patrol vehicle for apprehension purposes or for the application of a felony stop. Supervisors may adjust based on totality of circumstances. [CALEA 41.2.2.2e]
- II. Paralleling a pursuit is only permitted when authorized by an on-duty patrol shift Lieutenant or acting Lieutenant during an attempt to either channel the pursuit, deploy stop sticks, or a combination of both. At no time during the paralleling of a pursuit will any member operate their assigned vehicle in a manner that causes a clear and unreasonable danger to the member, the fleeing motorist, or any other person.
- III. Both marked and unmarked fleet vehicles may initiate and participate in a pursuit. However, an unmarked fleet vehicle should relinquish primary vehicle when possible. Unmarked fleet vehicles do not meet criteria set forth by FSS on Fleeing and Eluding.

- C. **Vehicles Not Authorized To Engage in Pursuits:** Vehicles not authorized to engage or participate in pursuits are:

1. Non-descript vehicles without emergency signal equipment/devices. Non-descript vehicles and motorcycles equipped with emergency lights and sirens can initiate a low-risk pursuit, but should relinquish the primary unit role as soon as practical.
2. Department vehicles **not** equipped with emergency signal devices (lights and siren).
3. Forensic Crime Unit Truck, non-pursuit rated pickup truck; Explorer Van, Motorcycles, Bicycles, the Armored Vehicle and the Command Vehicle.
4. These vehicles may be used to assure citizen safety and block intersections.

- D. **Emergency Equipment:**

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1. When engaged in a pursuit, sworn personnel shall utilize a siren and flashing red and/or blue emergency lights
2. For increased visibility, headlights should be used, regardless of time of day.

V. PROCEDURE:

- A. Authorized Pursuits:** [CALEA 41.2.2.b] Sworn personnel may initiate a vehicle pursuit when the driver:
1. Refuses to stop; and
 2. The member reasonably believes, prior to initiating the pursuit, the criteria in section
III. C. "Authorized Pursuit Reasons" have been met; and
 3. The member reasonably believes the "Pursuit Criteria" as described in section "C" below are being adhered to.
- B. Initiating a Pursuit:** [CALEA 41.2.2.c] The Department member, when initiating a pursuit, has the full responsibility to ensure all department policies regarding pursuits are met. The Department member initiating the pursuit shall notify the communications dispatcher on the primary radio channel of the pursuit and the following information:
1. Unit identification,
 2. Location,
 3. Identify that you are in a pursuit
 4. Member's speed
 5. Direction of travel,
 6. Specific reason for the pursuit (including known violations of the law),
 7. Vehicle description (including license plate number and the number and description of the occupants of the vehicle being pursued), if possible, Traffic and pedestrian conditions.
 8. Members are required to frequently and continuously update both the CCC and the authorizing supervisor as changes occur.

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- C. Pursuit Criteria: [CALEA 41.2.2.a] Members engaged in a pursuit are not relieved from the duty to drive with due regard for the safety of all persons. When deciding whether to initiate or continue pursuits, members shall consider the potential harm to persons and property versus allowing the offender to go un-apprehended. The factors to be examined in making this decision should include, but are not limited to:

1. The seriousness of the violation(s),
2. Road, weather, lighting conditions

Example: unpaved roadways, loose gravel, heavy rain, wet road conditions, poorly lit areas (such as rural county roads)

3. Surrounding traffic

Example: active school zones; UF game day traffic; or rush hour traffic

- i. When traveling through an active school zone, member must return to the speed limit during the catch-up effort or pursuit; otherwise avoid the school zone

4. Geographical location and direction of travel

Example: the difference between heading toward a heavily congested urban area, as opposed to, driving away from one.

5. Other hazards/considerations.

Example: road workers present, heavy pedestrian activity, construction zone

- D. **Termination of Pursuit:** CALEA 42.2.2.h

1. Pursuits shall be terminated immediately under the following conditions:
 - I. The pursuit is in violation with department policy;
 - II. A supervisor orders the pursuit terminated;
 - III. The violator is, or becomes, known;

Exception: The driver is, or becomes known, and his/her driving or continued liberty would be an unreasonable hazard even if the pursuit was terminated.

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The Department member loses visual contact with the violator for over 15 seconds.

- IV. There is equipment failure involving the pursuit vehicle (i.e., an emergency signal device, radio, brakes, steering, or other essential mechanical equipment).
 - V. The pursuing units lose radio contact with the CCC for more than a reasonable time.
 - VI. When deciding to continue an authorized pursuit, members shall consider the potential harm to persons and property versus allowing the offender to go un-apprehended. If deemed necessary even during an authorized pursuit, a member can terminate the pursuit if the danger outweighs the apprehension.
2. When the pursuit is terminated, either by decision of the initiating/primary officer or when ordered by the shift supervisor/Lieutenant):
- a. All pursuit actions will stop.
 - b. The member will return to the speed limit.
 - c. When safe to do so, the pursuing officers will turn off their emergency equipment.
 - d. They shall NOT continue following the offender's vehicle.
[CALEA 41.2.2.i]

E. Supervisory Responsibilities: [CALEA 41.2.2.g]

1. **Initial Responsibly:** It shall be the responsibility of the on-duty shift patrol shift Lieutenant (Lieutenant or acting Lieutenant) to acknowledge and monitor the pursuit. Upon being notified of the pursuit, an on-duty shift patrol shift Lieutenant (Lieutenant or acting Lieutenant) shall announce on the radio they are aware of the pursuit and have authorized the pursuit, based on the following:
- I. Reason for the pursuit and risk, as described in III.C (low or high).
 - II. Should the pursuit continue based on Pursuit Criteria in Section V.C.

NOTE: Once an on-duty shift patrol shift Lieutenant (Lieutenant or acting Lieutenant) becomes aware of the pursuit, they SHALL acknowledge on the radio they are monitoring the pursuit.

2. **Monitoring Pursuit:** The patrol shift commander (Lieutenant or Acting Lieutenant) who has acknowledged the pursuit, shall be responsible for

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obtaining continuous updates to ensure Department policy and procedures are adhered to, including those as described in "PURSUIT CRITERIA" (V.C.) If the member actively pursuing fails to provide required information OR updates via the radio, the supervisor SHALL terminate the pursuit..

- I. If the on-duty shift patrol shift Lieutenant (Lieutenant or acting Lieutenant) is unavailable or does not acknowledge via radio, it is a responsibility of any of the patrol Sergeants working on shift to acknowledge and monitor the pursuit.
 - II. If the on-duty shift patrol shift Lieutenant (Lieutenant or acting Lieutenant) is involved in the pursuit, it is the responsibility of any of the patrol Sergeants working on shift to acknowledge and monitor the pursuit.
3. **Post-Pursuit:** The supervisor who acknowledged the pursuit and/or who is responsible for completing the pursuit review SHALL respond immediately to the termination point of a pursuit and:
- I. Assume responsibility for controlling police action at the scene,
 - II. Meet with the Officers involved in the pursuit,
 - III. Ensure adherence to Department policies,
 - IV. Ensure appropriate documentation is completed.
 - V. Prior to the end of their shift, the Shift Lieutenant or Designee will complete a status entry about the pursuit by the end of the shift during which the pursuit occurred.

F. **Shooting at/from Moving Vehicle:** See 1.6 Weapons

G. **Inter- and Intra-Jurisdictional Pursuits:** [CALEA 41.2.2.j]

1. When a Department member pursues a vehicle into another agency's jurisdiction, Communications personnel shall notify that agency and specify:
 - I. If the call is for assistance, or
 - II. The call is for notification and no assistance is requested.
2. Requests by other agencies for pursuit assistance will be relayed to the on-duty shift patrol shift Lieutenant or designee.

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- I. Only the on-duty patrol lieutenant designee can authorize our sworn members to assist another agency with their pursuit.
 - a. For GPD to assist, the other agency's pursuit shall meet our agency's pursuit criteria.
 - b. This does not preclude our agency to assist with blocking intersections for citizen safety as another agency's pursuit travels through our jurisdiction.
- II. Only members authorized by the on-duty shift patrol shift Lieutenant (Lieutenant or acting Lieutenant) shall participate in the pursuit.
- III. An on-duty shift patrol shift Lieutenant (Lieutenant or acting Lieutenant) will respond immediately. Even if they are not actively involved in the pursuit, they will respond to where the pursuit is terminated.
- IV. In every occurrence we assist another agency in a pursuit, an AOA report will be written.

ALL members involved in the agency assist **SHALL** write a supplement.

- V. The patrol shift Lieutenant or designee **SHALL** conduct the same written review as described in K.
3. Department members shall always adhere to GPD policies and procedures while assisting another agency.

H. Dispatcher Responsibilities: [CALEA 41.2.2.f]

The Communications dispatcher's responsibilities include:

1. Immediately notifying the pursuing unit's supervisor and on duty patrol shift Lieutenant or designee of the fact a pursuit is in progress and providing any available information. If a supervisor does not acknowledge the dispatcher, the dispatcher will notify another supervisor until they get a response;
 - i. Normally will place channel on emergency traffic.

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2. Serving as the controller for all radio messages relevant to the pursuit; advising pursuit vehicles of known hazardous conditions, and keeping other units advised of pursuit progress;
3. Notifying surrounding law enforcement agencies of the pursuit and all pertinent information if it appears the pursuit may enter into that jurisdiction;
4. Advising surrounding jurisdictions of the pursuit's termination, if applicable.

I. Crashes: (See G.O. 61.7)

J. Documentation:

1. **Member's Responsibility:** ALL members involved in a vehicle pursuit shall document their involvement by completing a crash or incident report or a supplement to the original officer's report. [CALEA 41.2.2.k]
2. **Patrol Shift Lieutenant (or Designee) Responsibility:** Shift Lieutenant or Designee will thoroughly review all of the documents along with any available video and complete the pursuit review within 14 business days. The completed pursuit review will then be forwarded through the chain of command to the District/Bureau Commander.
 - I. A High Risk Pursuit MUST be reviewed by the rank of Lieutenant or above.
 - II. The pursuit shall be documented on the shift status report.
3. **District/Bureau Commander's Responsibility:** The respective district/bureau commander or designee shall review the documentation within 14 days and then forward copies, with their comments about policy compliance, to the Assistant Chief and Chief Inspector and cc Internal Affairs. Violations of pursuit policy shall be formally addressed as defined in General Order 26.5. [CALEA 41.2.2.k]

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Due Dates for Blue Team:

Use Of Force/Response to Resistance	14 Days Corporal, Sgt., Lt.
Display of Force	14 Days Corporal Sgt., Lt.
Pursuits	14 Days Corporal, Sgt., Lt.
AIR (Administrative Investigative Report)	14 Days Corporal, Sgt., Lt.

** All of the above investigations are routed through the chain of command to the Bureau Captain. The Captain will review them within 30 days and forward them directly to Internal Affairs Unit*

***SWAT and Canine will refer to their individual unit manuals.*

- K. Annual Review:** The Chief Inspector's office shall formally review pursuit incidents annually to determine if there is pattern or trend that may indicate training needs or policy modifications. The report shall be completed and submitted to the Chief of Police annually. [CALEA 41.2.2.i]

The analysis will review, at least, the following:

1. Number and level of pursuits.
2. Vehicle and related use-of-force tactics used before, during and after the pursuit;
3. Are policies and protocols being followed? Are there any that need updating?
4. Number of vehicle tactics employed. Are they effective?

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5. Determining the quality of supervision before, during, and after the pursuit;
6. Resulting personal injuries and / or property damage.
7. Whether or not proper documentation is completed in order to have a successful review process.

I. Vehicle Tactics: vehicle tactics are sometimes also defined as “Roadblocks and Forcible Stopping” techniques (CALEA 41.2.3. a-e).

A. Vehicle Tactics Criteria:[CALEA 41.2.3.a] Vehicle tactics may be used in **ONLY** high risk pursuit situations, however due consideration shall be used as defined below:

When deciding whether to use vehicle tactics members shall consider the potential harm to persons and property versus allowing the offender to go unapprehended. The factors to be examined in making this decision should include, but are not limited to:

1. The seriousness of the violation(s),
Example: strong arm robbery verses armed robbery w/a firearm
2. Danger to the public and the sworn personnel involved
3. Road, weather, lighting conditions
Example: unpaved roadways, loose gravel, heavy rain, wet road conditions, poorly lit areas (such as rural county roads).
4. Surrounding traffic.
5. Geographical location and direction of travel
Example: the difference between traveling toward a heavily congested urban area, as opposed to, driving away from one.
6. Other hazards/considerations.

B. Vehicle Tactics Procedures:

1. If possible, department members shall obtain approval from the shift supervisor of their intent to use a vehicle tactic. [CALEA 41.2.3.b]

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2. Prior to the use of a vehicle tactic, a supervisor must approve their use, unless circumstances do not allow this, such as radio communication is down or events are happening so quickly this communication is not possible. [CALEA 41.2.3.d]
3. A member should always be aware of their immediate surrounding to ensure innocent third parties are not affected.
4. Each technique has a specific training and re-training standard. The member is responsible for understanding and abiding by this standard.
5. When assisting another agency with a vehicle tactic, the patrol shift lieutenant designee must approve their use.
6. A supervisor SHALL respond to the scene when a vehicle tactic is employed by a member.
7. In ALL cases a vehicle tactic is used, or attempted to be used, ALL members involved must document such activity, either in an Incident Report or Supplemental Report.
8. An administrative review will be conducted as required in section V.J-Documentation [41.2.3.e]

C. Approved Vehicle Tactics:

1. **Channeling:** A method for directing a suspect vehicle through a pre-positioned "channel" of marked patrol vehicles to cause the vehicle to either run over stop sticks or direct it into a progressively narrowing passageway or lane location on the roadway.
 - I. Ideally this technique is set up with between three and six marked units.
 - II. All additional units should position down the road to continue the pursuit if the suspect fails to channel down the created lane.
 - III. All officers setting up the channel should exit their vehicles and position themselves away from the channeling vehicles: preferably behind "hard" cover.
 - IV. Only Officers who have received training on the Channeling Technique are authorized to perform it, and only when in the judgment of the Officer the fleeing vehicle must be stopped and/or disabled

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immediately in order to safeguard life and public safety. [CALEA 41.2.3.c]

2. **Use of Stop Sticks:** A vehicle tire deflating device that may be used as an aid in the termination of vehicle pursuits. When successfully used they result in a rapid, controlled deflation of one or more tires of the suspect vehicle which reduces the fleeing capabilities of the vehicle. **Extreme Caution** must be used when deploying Stop Sticks to ensure the safety of Officers, bystanders, the target vehicle (its occupants), and other motorists.

I. Deployment:

- a. A Stop Stick should normally only be deployed on motor vehicles having four(4) or more tires.
- b. A Stop Stick may only be used on a motorcycle, ATV, or other similar vehicles in cases where the use of deadly force is appropriate and there is an immediate need to end a dangerous pursuit without delay.
- c. Officer(s) must always be mindful of their position while deploying the Stop Sticks so that they do not become entangled in the deploying line, or be struck accidentally or on purpose by the fleeing vehicle.

II. Warning prior to Deployment:

- a. Prior to Stop Stick deployment, the CCC should be advised of the geographic location and specific lanes targeted for deployment.
- b. The CCC will immediately notify the other units and/or agencies involved in the pursuit of the Stop Stick location.
- c. Pursuing units shall adjust their speed and following distance as appropriate when approaching the deployment location to avoid becoming disabled by the Stop Stick.

III. Selecting a Deployment Location:

- a. The Stop Stick is most effective when used on roads with a concrete or asphalt surface and may be deployed at multiple locations on the pursuit route to increase the chances of contact and multiple tire deflations

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- b. Deployment should not be deployed in or within a ½ mile or less of approaching a curve, but may be used immediately following a curve after the target vehicle has established a straight line of travel.
- c. Officers should ensure that it is safe before they leave their position of safety to retrieve the reel and/or stop sticks from the roadway.

IV. Documentation of use:

- a. In all cases of deployment of the Stop Sticks the deploying Officer shall complete an Incident Report or supplement to the original Report regarding the incident during which Stop Sticks were used.
- b. Include the unit's serial number, results of the Stop Stick deployment, information on damaged property to include specific information regarding the tires of the target vehicle, and any injuries.
- c. Complete a Stop Stick Pursuit Reporting Form (which is required in order for the Department to receive a replacement device) and include the serial number of each Stop Stick which needs to be replaced, as per the manufacturer's contract requirement. The actual serial number decals must be affixed to the Pursuit Reporting Form.

Supervisors shall ensure that:

- 1) The original form is forwarded to the Property and Evidence Unit and
- 2) A copy is attached to the original/supplemental report and
- 3) A copy is attached to the Vehicle Pursuit review packet.

V. Replacement of stop sticks:

- a. If assigned Stop Sticks are illegally removed from a patrol vehicle or inadvertently left at the scene of a deployment, members shall complete a stolen or lost property report, as appropriate, to include an NCIC/FCIC entry.

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- b. Complete an “Assist Other Agency” report if authorized to use Departmental Stop Sticks via another agency’s request for aid.
- VI. **Unintended Damage/Injury:** In the case of damage to any property other than City property or the target vehicle, or injury to any person other than an involved department member of suspect, the patrol shift lieutenant or designee shall contact the owner/injured party to notify them of the incident (in the case of damaged property), assess immediate needs, and advise them what to expect regarding follow-up activity (i.e., contact information for City Risk Management; etc).
- VII. Only Officers who have received training on the use of Stop Sticks are authorized to deploy them, and only when in the judgment of the Officer the fleeing vehicle must be stopped immediately in order to safeguard life and public safety. [CALEA 41.2.3.c]
- 3. **Precision Immobilization Technique (PIT):** A moving Vehicle Tactic that consist of the intentional use of a law enforcement vehicle to make “controlled” contact with a fleeing vehicle using a specific technique designed to force it from its course of travel in order to terminate a pursuit.
 - I. The PIT is considered an Intermediate Vehicle Force Tactic not likely to cause serious bodily injury when conducted at speeds less than 45 mph, and when performed as instructed during in- service PIT training.
 - II. Unless exigent circumstances require immediate action, it is recommended the PIT maneuver only be used after two support units are in position to provide immediate assistance conducting Boxing-in technique and Felony Takedown once the suspect vehicle has been pitted, slowed down, or stopped.
 - III. The decision to use PIT must take into account the safety of bystanders, all the known occupants of the fleeing vehicle, the Officer(s) involved in the pursuit, and availability of back-up Officers who can help box the suspect vehicle in immediately after the successful use of a PIT maneuver.
 - IV. Only Officers who have demonstrated PIT proficiency after receiving competency- based training from PIT Certified Driving Instructors during in-service training are authorized to use it, and only when in the judgment of the Officer the fleeing vehicle must be stopped immediately in order to safeguard life and public safety. [CALEA 41.2.3.c]

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V. **NOTE:** The use of PIT at speeds in excess of 45 MPH may be considered deadly force and shall be limited to situations where life threatening, exigent circumstances clearly exist and/or when deadly force is justified against all occupants of the fleeing vehicle.

VI. **Officers are never to execute a PIT on the following types of vehicles:**

- a. Motorcycles;
- b. ATV's;
- c. Vehicle pulling trailers;
- d. Tractor trailers;
- e. Large motor homes;
- f. Vehicles with known children occupants as passengers (uninvolved in the commission of the crime)
- g. Pickup trucks with persons in the bed
- h. Vehicles carrying known hazardous materials
- i. Tanker type vehicles.

VII. **Unauthorized Uses of the Vehicle:** Unless deadly force is justified, it is not authorized to utilize a vehicle, or any part of the vehicle to hit an individual fleeing from officers who are fleeing by any other means other than a motor vehicle. Officers are not authorized to use force or intermediate weapons to attempt to knock down, push, or try to detain an individual who is fleeing from them while the officer is still in their vehicle. Several examples of an individual without a vehicle which is not all inclusive includes; on foot, bicycle, wheelchair, scooter, motorcycle, ATV, crutches, walkers, skateboards, roller skates, in-line skates, etc.

4. **Boxing-in Technique:** A moving Vehicle Tactic that basically consists of using law enforcement vehicles to form a tight box around a suspect vehicle so it can be forced to slow down and stop. Boxing-in can be executed with three or four police vehicles depending on the roadway environment, and light incidental vehicle contact may occur while maintaining the box around the suspect vehicle.

NOTE: The boxing-in tactic may be authorized by a supervisor on any felony vehicle in order to prevent a pursuit.

- I. The three-vehicle technique involves the lead Officer maneuvering to a position in front of the suspect vehicle, one moving to one side opposite an obstruction (such as a guard rail) on the other side, and the final vehicle at the rear of the suspect vehicle.
- II. The four-vehicle technique is the same as for the three-vehicle except that both sides are blocked as well as the front and rear of the suspect vehicle.

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- III. The lead vehicle/Officer serves as the control unit for this maneuver and determines when to begin the slowing down process once the other units are in position. Care must be taken by all involved units to avoid allowing a space or hole large enough for the suspect to drive out of the "box" , or to lose contact with the suspect vehicle.
 - IV. Once the suspect vehicle is stopped, the unit or units located at the sides of the suspect vehicle must be positioned to prevent the subject(s) exiting from the doors of the suspect vehicle. If the suspect vehicle is a van with a rear door, then the unit in the rear position will also have to position their vehicle to prevent subjects exiting that way.
 - V. NOTE: Extreme caution must be used during all facets of this tactic in the event the subject(s) open fire on Officers at these very close quarters, or attempts to PIT or ram the Officers' vehicles.
 - VI. Once the suspect vehicle has been successfully stopped using the Boxing-in Technique, the Officer on the left side of the suspect vehicle will assume control of the situation.
 - VII. Once all Officers are ready to physically apprehend the vehicle occupants, the left side Officer will issue verbal commands to the suspect(s), and will move his or her vehicle the minimum space necessary to allow cooperating suspect(s) to exit the vehicle to be physically apprehended.
 - VIII. Only Officers who have received training on the Boxing-in Technique are authorized to perform it, and only when in the judgment of the Officer the fleeing vehicle must be stopped immediately in order to safeguard life and public safety. [CALEA 41.2.3.c]
 - IX. Only Officers who have received training on the Boxing-in Technique are authorized to perform it, and only when in the judgment of the Officer the fleeing vehicle must be stopped immediately in order to safeguard life and public safety. [CALEA 41.2.3.c]
5. **Directed Contact:** A moving Vehicle Tactic that consists of "low speed ramming" of a suspect vehicle designed to physically disable the vehicle, but not intentionally physically incapacitate the suspect(s) or occupant(s). To be considered a Directed Contact:
- I. The suspect vehicle must be stopped or traveling under 20 MPH, and
 - II. The Officer's vehicle is traveling no more than 20 MPH

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- III. Under normal conditions most vehicle air bags should not deploy at speeds of 20 MPH or less, however, Officers should be mentally and physically prepared for this to happen.
- 6. **Directed Contact:** A moving Vehicle Tactic that consists of “low speed ramming” of a suspect vehicle designed to physically disable the vehicle, but not intentionally physically incapacitate the suspect(s) or occupant(s). To be considered a Directed Contact:
 - I. The suspect vehicle must be stopped or traveling under 20 MPH, and
 - II. The Officer’s vehicle is traveling no more than 20 MPH
 - III. Under normal conditions most vehicle air bags should not deploy at speeds of 20 MPH or less, however, Officers should be mentally and physically prepared for this to happen.
 - IV. Directed Contact is considered an Intermediate Vehicle Force Tactic not likely to cause serious bodily injury when performed as instructed in GPD training.
 - V. Only Officers who have received training on the Directed Contact Technique are authorized to perform it, and only when in the judgment of the Officer the fleeing vehicle must be stopped and/or disabled immediately in order to safeguard life and public safety. [CALEA 41.2.3.c]
 - VI. **Ramming:** A moving Vehicle Tactic that consist of intentionally using a GPD vehicle as a weapon to ram a suspect vehicle at speeds greater than 20 MPH to immediately either terminate a pursuit by disabling the vehicle and/or to incapacitate a dangerous subject(s). This vehicle tactic shall always be considered deadly force.
- 7. **Stationary Roadblock:** Not Authorized by GPD.
Because of the dangers inherent in the use of stationary roadblocks during pursuit situations Officers will not utilize stationary roadblocks as a means of terminating a pursuit. [CALEA 41.2.3 a-c].

By Order Of

Nelson Moya
Chief of Police