
 <input checked="" type="checkbox"/> General Order <input type="checkbox"/> Division Order <input type="checkbox"/> Bureau Order <input type="checkbox"/> Special Order Order No.: 25-109 ----- <input checked="" type="checkbox"/> Procedure <input type="checkbox"/> Plan <input type="checkbox"/> Rule	Iowa Department of Public Safety	
	TITLE/SUBJECT: Motor Vehicle Pursuits	IDENTIFIER: 22-02.02
	TO: All Sworn; DPS Communications Specialists	CC: All DPS Personnel
	RELATED DIRECTIVES/FORMS: Iowa Code 321.1(6) ; Iowa Code 321.231 ; Iowa Code 321.279 ; Iowa Code 806 ; DPS Form 130 – High Center of Gravity Vehicles	
	APPLICABLE CALEA STANDARD(S): LE 4.2.1, 41.2.1, 41.2.3, 81.2.5	
	EFFECTIVE DATE: October 10, 2025	REVISION #: 14
	INSTRUCTIONS: Changes have been made in Sections III.C. and VI.D.	
	APPROVED BY:  Bryant Strouse, Executive Officer to the Commissioner	DATE: September 26, 2025

I. Purpose

The purpose of this policy is to provide guidelines for the motor vehicle pursuit of suspects by Department officers.

II. Policy

It is the policy of this Department to allow motor vehicle pursuits in accordance with Iowa law and Departmental Rules and Regulations.

III. Definitions

- A. *Authorized Emergency Vehicle* - Vehicles of the fire department, police vehicles, ambulances, and vehicles owned by the United States, this state, any subdivision of this state, or any municipality of this state, and privately-owned vehicles as are designated by the director of transportation under section 321.451. Currently the Iowa Department of Public Safety has 5 types of authorized emergency vehicles in their fleet. These include:
1. Fully marked patrol units driven by uniformed officers.
 2. Unmarked patrol vehicles driven by uniformed officers.
 3. Unmarked, non-pursuit rated vehicles driven by non-uniformed officers.
 4. High center of gravity patrol vehicles.
 - a. All Sworn DPS personnel will be required annually to sign off on DPS form 130 in power DMS. Professional Development Bureau will facilitate the posting of the form annually for this review.
 5. Specialty and Special Purpose vehicles as defined in DOM 22-01.02, 44-022.02, 46-03.03

B. *Eluding or Attempting to Elude* – Iowa Code section 321.279 Eluding or attempting to elude pursuing law enforcement vehicle.

1. a. The driver of a motor vehicle commits a serious misdemeanor if the driver willfully fails to bring the motor vehicle to a stop or otherwise eludes or attempts to elude a marked or unmarked official law enforcement vehicle driven by a peace officer after being given a visual and audible signal to stop. The signal given by the peace officer shall be by flashing red light, or by flashing red and blue lights, and siren. For purposes of this section, “peace officer” means those officers designated under section 801.4, subsection 11, paragraphs “a”, “b”, “c”, “f”, “g”, and “h”.
- b. The driver of a motor vehicle who commits a violation under this subsection and who has previously committed any violation under this section is, upon conviction, guilty of an aggravated misdemeanor.
2. a. The driver of a motor vehicle commits a class “D” felony if the driver willfully fails to bring the motor vehicle to a stop or otherwise eludes or attempts to elude a marked or unmarked official law enforcement vehicle that is driven by a peace officer after being given a visual and audible signal as provided in this section and in doing so exceeds the speed limit by twenty-five miles per hour or more.
- b. The driver of a motor vehicle who commits any violation under this subsection and who has previously committed a violation under this section is, upon conviction, guilty of a class “C” felony.

C. *Forcible Stopping Technique* - A general term describing any technique or maneuver involving the intentional application of force intended to terminate or re-direct a pursuit. The use of forcible stopping techniques is permitted when there is legal justification for the use of force. Where feasible, a peace officer should obtain authorization from a supervisor before implementing forcible stopping techniques. Absent exigent circumstances, such techniques should not be employed by peace officers that have not been trained in the application of the selected technique.

D. *Fresh Pursuit* – (Iowa source: Iowa Code 806.5) “Fresh pursuit” as used in the Iowa Code, includes fresh pursuit as defined by the common law, and also the pursuit of a person who has committed a felony or who is reasonably suspected of having committed a felony. It shall also include the pursuit of a person suspected of having committed a supposed felony, though no felony has been committed, if there is reasonable ground for believing that a felony has been committed. Fresh pursuit as used herein shall not necessarily imply instant pursuit, but pursuit without unreasonable delay.

- E. *Motor Vehicle Pursuit* - An active attempt by peace officers in an authorized emergency vehicle to apprehend one or more people in a moving motor vehicle who attempt to avoid apprehension or fail to respond to an officer's signal to stop.
- F. *Legal Intervention* – Any technique, maneuver or practice used by peace officers designed to terminate or re-direct a vehicular pursuit. This includes the use of stationary or rolling roadblocks, stop sticks, or forcible stopping techniques such as:
 - 1. *Precision Intervention Technique (P.I.T.)* - A specific forcible stopping technique taught to DPS officers in basic and in-service training, involving a precisely calculated contact of the pursuing officer's vehicle with the violator's vehicle, designed as a less than lethal option to end a vehicular pursuit. The P.I.T. is a use of force and must be legally justified.
 - 2. *Intentional Vehicle Contact* - A forcible stopping technique, which involves intentional vehicle contact by an officer to end or re-direct a vehicular pursuit. Intentional vehicle contact is a use of force and must be legally justified.
- G. *Pursuit Rated Vehicle* - A vehicle that is designed by the manufacturer to be used in a police pursuit. Pursuit rated, or police package vehicles, come with heavier frames, suspension, steering, braking system and speed rated tires, and are designed to be used in a high-speed pursuit situation.
- H. *High Center of Gravity Vehicles (HCGV's)* – Vehicles that are larger, taller, heavier, and less stable than other vehicles. HCGV's are vehicles that are more susceptible to inertial forces, increased body roll, rollover, and increased stopping distances. HCGV's include, pickups, full size vans, sport utility vehicles, and utility type vehicles.
- I. *TraCS (Traffic and Criminal Software)* – A computer software application that provides users with all of the functionality needed to record and retrieve information on traffic stops, incidents, pursuits, arrests and other encounters that officers might have in the course of their duties. The TraCS database is the repository for all State Patrol data and available for use by other Divisions.
- J. *Rolling Roadblock*- A technique where two (2) or three (3) police vehicles will attempt to bring the pursued vehicle to a safe, controlled stop by surrounding the pursued vehicle from the front, side, and rear.

IV. Procedure

A. Initiating a motor vehicle pursuit

1. General guidelines

- a) A pursuit is justified when, in the officer's judgment, the officer believes the risk to the public is greater without an apprehension when compared to the risk of the pursuit.
- b) Officers are expected to use their discretion throughout a pursuit unless overruled by a supervisor. Changing circumstances may affect the decision to pursue, not pursue or to terminate and pursuing officers will continually evaluate considerations outlined in IV.A.2
- c) Departmental officers should remain alert to another agency's pursuit and position themselves to provide assistance. Should it become necessary for a Departmental officer to assume the primary pursuing officer position in another agency's pursuit, that officer shall follow the guidelines in section IV.B.1. Notification shall be made to a supervisor as soon as practical as outlined in IV.B.3. If the initiating agency elects to terminate their pursuit, Departmental officers will not continue or re-initiate

the pursuit without supervisory approval.

- d) If other agencies become involved in Department of Public Safety pursuits, they shall be advised of the circumstances as soon as possible.
- e) Inter-State Pursuits – Departmental officers will notify DPS Interoperability Communications Center when a pursuit appears to be going in the direction of a state line. If the suspect vehicle crosses a state line, the officer shall consider his/her authority for “fresh pursuit” into that state:
 - (1) Departmental officers may only pursue a forcible felony (Iowa Code 702.11) or a person reasonably suspected of committing a forcible felony from Iowa into all neighboring states.
 - (2) Officers should, when feasible, obtain prior supervisory approval to continue pursuits across state lines. Supervisory approval shall not be granted for misdemeanor traffic violations.
 - (3) At the first available opportunity, the Departmental officer will yield the primary and backup pursuit positions to law enforcement officials from that state, maintaining a presence in the pursuit.
 - (4) Officers shall not utilize forcible stopping techniques during a pursuit that has continued out of state except under extreme exigent circumstances.
 - (5) See V.A.3 below for handling arrests in neighboring states.
- f) If an out of state agency engaged in a motor vehicle pursuit crosses the state line into Iowa, Departmental officers may assist as requested, as provided by the “Iowa Uniform Fresh Pursuit Law” (*Iowa Code, Chapter 806*) and Departmental policy. The conduct of the pursuit will be subject to this policy.

2. Considerations

- a) Seriousness of the offense(s).
 - b) Area in which the pursuit is occurring.
 - c) Time of Day
 - d) The current volume of vehicle and pedestrian traffic.
 - e) Capability of the officer’s vehicle.
 - f) Current weather and road surface conditions.
 - g) Available assistance.
 - h) Speed of the vehicle being pursued.
 - i) Probability of subsequent apprehension of the pursued person.
 - j) Radio coverage and communications interoperability between assisting units
 - k) Presence of other persons in the suspect’s vehicle and in the officer’s vehicle.
- 3. Barring exigent circumstances, officers shall not conduct pursuits in Special Purpose Vehicles. This does not include the use of ISP Aircraft to assist during a pursuit.
 - 4. Vehicles transporting prisoners, witnesses, suspects, ride along observers (unless certified Peace Officer), civilian employees, Chaplains or complainants shall not engage in a pursuit.

B. Responsibilities

1. Initiating Officer

- a) If a pursuit is initiated, the officer will notify the coordinating DPS Communications Center of the pursuit and provide the following information:
 - (1) Speed, location, and direction of the pursuit.
 - (2) Description of the pursued vehicle, license plate number, and a description of the occupants, if observed.
 - (3) Reason the pursuit is continuing, including the original offense.
- b) The pursuing officer will activate the vehicle's emergency lights and siren throughout the pursuit. This would not preclude the officer from silencing the siren momentarily to operate or hear radio traffic.
- c) If the officer is unable to comply with both **a)** and **b)** above, pursuit should only be continued if the officer believes serious imminent harm to the public will occur without apprehension.
- d) The pursuing officer bears the operational authority for the pursuit unless relieved by a supervisor. This authority pertains to field operation of the pursuit only and is always subordinate to the command of a supervisor.
- e) The pursuing officer will continue to provide updated information to the communications center throughout the pursuit except as shown below when a back-up officer is available to assume communication responsibility.
- f) If the pursuing officer is driving a high center of gravity vehicle or a non-pursuit rated vehicle the officer will allow a non HCGV or pursuit rated vehicle to become the primary pursuing officer as soon as this can be completed safely.

2. Back-up (secondary) Officer

- a) Departmental officers should refrain from becoming involved in a "caravan of vehicles" involving over three (3) DPS vehicles during a pursuit. Department officers should not actively engage in the pursuit if there are already four (4) vehicles from other agencies actively involved in the pursuit. However, other officers in the area of the pursuit, and not directly involved, should remain alert to the progress and location.
- b) The primary back-up officer, upon joining the pursuit, shall immediately notify the coordinating communications center of their identity. The back-up officer should immediately assume radio communications, allowing the primary pursuing officer to devote full attention to pursuit driving. The primary back-up officer will notify the communications center as soon as the pursuit is terminated. This should include the location and status of the pursuing officer and subjects involved in the pursuit.
- c) The back-up officer should maintain a safe distance behind the pursuing officer, but close enough to render assistance, if needed.
- d) If the pursuing officer's vehicle becomes disabled, or loses position, the back-up officer may become the primary pursuing officer. If so, the back-up officer should immediately notify the communications center. If available, a 3rd DPS vehicle should become actively involved in the pursuit.
- e) Other officers in the area may assist by monitoring the pursuit from parallel roadways and thus be in position to assist in stopping the fleeing vehicle.

3. Communications Specialist

- a) Multi-Select/Patch the pursuing officer to the ISICS approved statewide pursuit talk group. [ISICS Statewide Pursuit Communications 1.4.0.](#)
 - b) Advise all cars not involved in the pursuit to switch to another law talk group for routine traffic.
 - c) Broadcast on Area Multi Group that a pursuit is currently active, and which Statewide pursuit talk group the officer is using.
 - d) Contact the appropriate supervisor as soon as reasonably possible to provide the supervisor the information available on the pursuit.
 - e) Coordinate communications activities.
 - f) Be responsible for receiving and recording information on the pursuit and the pursued vehicle, if applicable.
 - g) Obtain driver's license check on registered owner, vehicle registration, and wanted checks of the vehicle and suspect(s).
 - h) Coordinate and dispatch back-up assistance and air support under the direction of the field supervisor, if applicable.
 - i) Notify neighboring jurisdictions, where practical, when pursuit may extend into their jurisdiction.
 - j) Upon termination of the pursuit, the DPS Interoperability Communications Center will conduct a general broadcast on the pursuit talk group that the pursuit is terminated.
 - k) Upon termination of the pursuit, the Communications Specialist will take down the patch or unselect the multi group.
4. Supervisor
- a) It is the primary responsibility of the supervisor to coordinate the pursuit through effective communication. It is not necessary that the supervisor be physically present, or directly involved in the pursuit.
 - b) The supervisor, upon being notified of a pursuit, should verify the following:
 - (1) Ascertain the basis for the pursuit.
 - (2) Departmental policies are being followed.
 - (3) Aircraft assistance has been requested, if available.
 - (4) The proper talk group(s) is/are being utilized.
 - (5) All affected agencies and chain of command have been notified.
 - c) The supervisor shall coordinate Departmental officers involved, including methods to stop the fleeing vehicle.
 - d) The supervisor may reverse a pursuing officer's decision to pursue or continue the pursuit.
 - e) If a pursuit is terminated by a supervisor, the pursuing officer/s shall disengage from the pursuit by deactivating all emergency lights and sirens and return to normal vehicle operations. Officers shall not re-engage in the pursuit unless authorized by the supervisor.
 - f) If property damage, or a personal injury accident, or the use of deadly force occurs during the pursuit, a supervisor should proceed to the pursuit termination scene.
 - g) Should a supervisor initiate a pursuit, the supervisor shall relinquish the pursuit to another officer as soon as reasonably practical and assume a supervisory role.

5. Air Support Unit

- a) When an Air Support Unit responds to a pursuit, the Air Unit shall notify the coordinating communications center that visual contact is made with suspect vehicle.
 - (1) Aircraft shall be given radio priority to relay speed, direction, potential hazards, and possible apprehension sites to ground units and supervisors.
 - (2) Aircraft Unit should assume control and coordination over the pursuit if possible from the Ground Unit calling the pursuit.
 - (3) The primary, secondary Ground Units and supervisor shall consider the Air Unit's assistance when determining whether to continue the pursuit.
 - (4) The pilot calling the pursuit may at any time terminate ground units based upon observations of fleeing vehicle or approaching hazards.
 - (5) Flight Safety parameters remain within the purview of the pilot in charge.
 - (6) The Pilot, using their discretion, can disengage the Air Unit from the pursuit at any time.

C. Termination of the Pursuit

1. The pursuing officer may decide at any time to discontinue the pursuit as the considerations may change during the pursuit.
2. Like the decision to pursue, the decision on how or when to stop the violator is discretionary with the pursuing officer and/or supervisor. Any tactic contemplated should take into consideration all of the factors surrounding the incident, including the safety of the public, officers, the pursued, legal justification for forcible stopping techniques, and the severity of offenses committed by the violator.
3. In the event the violator's identity is established to the point where later apprehension can be accomplished and where there is no immediate threat to the safety of the public or police officers, the pursuit shall be terminated, and forcible stopping techniques shall not be used.
4. Push bumpers are not designed to be used during high-speed pursuits to ram or strike a vehicle. The only exception would be if the officer is involved in a lethal/deadly force situation. Exceptions may include, but not be limited to, incidental contact during Pursuit Intervention Techniques or deadly force situations. Use of Push Bumpers is outlined in 45-05.06 ISP – Use of Push Bumpers.
5. In the event a pursued vehicle travels the wrong way on a fully controlled access roadway such as an interstate, freeway or by-pass, officers shall not follow. This does not prohibit pursuit on the adjacent roadway where the Officer is driving with the flow of traffic.
6. In the event a vehicle being pursued travels the wrong way on a divided roadway or on a one way street other than described in section C.(5) above, officers should not follow unless extreme emergency circumstances dictate otherwise.

V. Procedures/Responsibilities after a Pursuit is Concluded

A. Initiating and Participating Officers

1. If the officer that initiated the pursuit is not present when the pursued violator is apprehended, the officer will go to the scene of the apprehension, unless otherwise directed by a supervisor. It will be this officer's responsibility to request a case number and complete the *TraCS Pursuit Report* form. (Anytime the Communication Center is notified, or a criminal charge would have been warranted, the initiating officer will complete the *TraCS Pursuit Report* form.)

2. The officer who initiated the pursuit and all participating officers shall complete written reports, (CIRF NIBRS or Supplemental) with the initiating officer's case number within five (5) days. If the pursuit resulted in death, serious injury or serious property damage, the reports shall be filed within two (2) days.
3. If the violation is a felony and the pursuit concluded out of state, the violator is to be taken before a magistrate of the out-of-state county in which the arrest was made, without unnecessary delay, to determine the legality of the arrest and to set bond or hold for extradition.
4. All officers participating in the pursuit whose car is equipped with Mobile Video Recording Equipment, shall properly classify the recording as a pursuit and include the case number issued to the Primary Pursuing Officer in the video management software.

B. Assisting officers

All officers who participated in the pursuit, but were not directly involved in the apprehension, will immediately return to normal duties when assistance is no longer required unless otherwise directed by a supervisor.

C. Supervisor

1. If a death, serious injury, or serious property damage occurs in a pursuit, or if the pursued vehicle was rammed or struck by an officer's vehicle, the supervisory officer originally notified of the pursuit will be notified and will, as soon as possible through the chain of command, notify the Commissioner/designee.
2. For a pursuit not resulting in death, personal injury, or property damage, the officers involved in the pursuit will file an incident report within five (5) days following the incident. In addition to normal arrest/incident report the TraCs *Pursuit Report form* will be completed by the officer who initiated the pursuit. These reports will be reviewed by the supervisor on duty at the time the incident occurred and/or the officer's immediate supervisor.
3. If the initiating officer is not physically able to complete the required reports, the supervisor will assure these reports are completed.
4. The supervisor will review the reports for timeliness, completeness, content and overall review of compliance with policy. The initial pursuit reviewer, (SAC, Sergeant or Lieutenant) will complete the TraCs pursuit form on the Time Activity Report (TAR) and indicate if the pursuit was compliant or non-compliant with policy. The reviewer will email the results of the review to the next reviewer level, (AD, Captain or Major) indicating any policy violations and officer safety concerns.
5. Pursuits that result in death, serious injury, major property damage including totaled patrol vehicles or apparent major policy violations shall be reviewed by the ISP District Commander within 72 hours. Results of this review will be forwarded to the Area Commander and Field Operations Officer.
6. Pursuits resulting in minor injury, property damage or any apparent policy violations shall be reviewed by the officer's immediate supervisor within 10 days. Results of this review will be forwarded up the chain of command.
7. In consultation with the chain of command if there appears to be a serious policy violation, unnecessary and preventable damage, inappropriate application of forcible stopping techniques or uses of force a complaint shall be forwarded to the Professional Standards Bureau. Rules violations determined to be less serious may be handled at the supervisory level. Repeated violations shall be forwarded to the Professional Standards

Bureau. Officer safety concerns including poor driving and vehicle handling, excessive speed, unsafe pursuit driving shall be documented and result in verbal counseling and corrective action at a minimum.

8. The TraCs Pursuit form upon being end-shifted, will be automatically forwarded to the Professional Standards Bureau for documentation and tracking. The remaining reports will be filed according to the normal procedure.

D. Pursuit Review

If a pursuit involves significant property damage, personal injury, death, or other major safety concerns, command staff and the lead driving instructors shall review the pursuit. Violations of this policy shall be reviewed by command staff and may consult with the lead driving instructor for additional recommendations. The review will include all incident reports, accident reports, damage reports, videos, CFS and radio recordings associated with the pursuit. If during the review, it is determined that a training issue exists, the lead driving instructors shall provide appropriate training to the officers involved and ensure that all officers receive training at their next Emergency Vehicle Operations training session.

E. Annual Reporting

The TraCS pursuit information will be automatically forwarded to the Iowa State Patrol to be utilized to conduct an annual documented analysis, providing a report to the Division Directors and Commissioner. This information will be utilized to identify training needs and/or policy modifications.

1. The absence of pursuit reports does not remove the requirement of reviewing the policies, procedures and practices associated with the reporting process.
2. The annual analysis shall include a review of pursuit policies and reporting procedures.
 - a) This analysis shall be completed and forwarded to the Commissioner for review by March 15th, of the following year; with a completion date of March 31st.
3. This information shall be utilized to identify training needs and/or policy modifications.

VI. Use of Forcible Stopping Techniques and Roadblocks

- A. All forcible stopping techniques and maneuvers are intentional applications of force which are intended to terminate or re-direct a pursuit. When any technique succeeds in terminating the pursuit, a seizure has occurred, and the use of force will be analyzed under the Fourth Amendment reasonableness standard and Departmental policy (See DOM 01-03.01, Use of Force). When considering the use of forcible stopping techniques, legal justification, seriousness of the offense(s), officer and subject safety, and probability of later apprehension will be factors.
- B. Precision Intervention Technique (P.I.T.) - The following guidelines should be considered when executing the Precision Intervention Technique (P.I.T.):
 1. The P.I.T. shall only be utilized by officers trained in this technique.
 2. Speed of the violators' vehicle should not exceed 40 MPH.
 3. Area chosen for the P.I.T. should be large enough to allow the violator's vehicle and the officer's vehicle to come to rest without striking other vehicles, fixed objects or other obstacles, and should not continue off the roadway unless suitable for safe vehicle operation.

4. Sufficient back-up officers are available at the time of the P.I.T. to prevent the violator's vehicle from escaping after initially coming to rest.
 5. The P.I.T. should not be used merely to stop a vehicle from entering a city without other legal justification or articulable public safety concerns.
 6. P.I.T. shall not be utilized during a vehicular pursuit involving a motorcycle.
 7. The execution of a P.I.T. during a vehicular pursuit involving a pursued vehicle with a high center of gravity should be carefully evaluated by the officer prior to execution.
 8. The execution of a P.I.T. during a vehicular pursuit involving a pursued vehicle with a short wheelbase should be carefully evaluated by the officer prior to execution.
 9. A P.I.T. should not be utilized during a vehicular pursuit involving a vehicle with **both** a high center of gravity and short wheelbase.
 10. A P.I.T. should not be utilized on a pursued vehicle that has deflated tires.
- C. Intentional vehicle contact, other than the P.I.T., is an option available to all Departmental officers. However, it shall only be used in situations where legal justification can be clearly documented in the appropriate *Pursuit* Report and should be done with the concurrence of a supervisor, when feasible. Conditions specified in IV.A.2 and IV.A.3 above should be taken into consideration prior to initiating this maneuver.
1. Intentional vehicle contact shall not be used on a motorcycle unless lethal force is authorized.
 2. Maneuvering the patrol vehicle into the path of the pursued vehicle or otherwise causing a collision will be considered intentional vehicle contact and a Use of Force.
- D. Use of Road Spike Devices (Stop Sticks)
1. Road spike devices placed across the roadway are to be used when officers are attempting to end a pursuit. They are an effective tool designed to stop a vehicle by deflating the tires. They are designed to be deployed across the roadway so that when a vehicle passes over them the hollow spikes penetrate the tire's rubber belt. The tires are then deflated at a controlled rate, resulting in a safer and somewhat effective immobilization of the vehicle. Remember that most vehicles will still operate on the rims.
 2. These devices may be used in conjunction with a stationary roadblock to slow the violator prior to striking the road spike devices. Notice of the intent and location to use the road spike device should be communicated to all officers involved in the pursuit prior to laying them across the roadway. **DO NOT use the spikes for stopping a motorcycle.**
 3. The road spike device should not be used in locations where specific geographic configurations increase the risk of injury to any person, i.e., alongside rivers or embankments.
 4. The use of road spike devices on a two-way roadway should be carefully evaluated. Officers should evaluate the volume of traffic and the opportunity to stop on-coming traffic prior to the deployment of the stop sticks.
 5. Officer safety should be considered when selecting a position to deploy road spike devices. A safe position of cover behind a solid object shall be used. ***Patrol vehicles and cable barriers are not adequate cover and shall not be used as the only means of cover for deploying officers.***

6. When the fleeing vehicle approaches, the officer will place the spike strip onto the opposite side of the roadway and then step away from the spike strip in case the device moves when the violator's vehicle passes over it. Utilizing hard cover, use the red handled cord reel to pull the spike strip across the path of the violator's vehicle. Officers shall avoid "throwing" the spike strip into the path of the violator's vehicle. The officer should make every effort to avoid having a non-violator drive over the spike.

E. Use of Roadblocks

1. Roadblocks for stopping fleeing violators may be used by officers as outlined in this policy.
2. A roadblock is a deliberate obstruction of traffic on a highway at one or more selected points installed for a specific purpose. It does not necessarily mean a complete stoppage of traffic or a complete blockage of the roadway.
3. There are several types of roadblocks that may be used. Selection of the appropriate roadblock and circumstances for use is at the discretion of the officer/supervisor. This is a decision the pursuing officer and/or the supervisor must make, depending upon the circumstances of each pursuit.
4. Types of Roadblocks
 - a) Fusees or Traffic Cones
 - (1) Fusees or traffic cones may be placed across a roadway in an effort to stop or funnel the fleeing vehicle onto the shoulder to stop.
 - (2) The Patrol car should be off the roadway with the emergency lights activated and in a reasonably safe position ready to assume immediate pursuit assistance, if necessary. Officers should place themselves in a position of safety which also affords them the opportunity to make an apprehension if a violator does terminate the pursuit at the roadblock.
 - b) Stationary Roadblocks
 - (1) This is a partial blockage of the roadway using an unoccupied patrol car with emergency lights activated. The roadblock will not be barricaded or occupied by privately owned vehicles. The roadblock will be constructed in such a manner to leave a route through the area and designed so that it will be necessary to proceed slowly.
 - (2) A supervisor may consider a complete roadway blockage if the fleeing vehicle/driver has previously caused death or will likely cause death if the pursuit is allowed to continue and there is ample visual distance for the pursued driver to perceive the roadway blockage.
 - (3) Stationary roadblocks should be in an area that provides a reasonably safe stopping distance to avoid hazards to officers and the public.
 - (4) Officers should place themselves in a position of safety. The officers should be in a position that affords them the opportunity to make an apprehension if the violator does terminate the pursuit at the roadblock.
 - c) Rolling Roadblocks
 - (1) This is a partial blockage of the roadway by moving patrol cars into position for the purpose of slowing or stopping the fleeing suspect. This involves the use of at

least two or three patrol cars, one in front, one to the side, and one to the rear. The patrol cars then gradually slow to a stop, forcing the violator to stop.

- (2) A rolling roadblock is appropriate when it reasonably appears there is imminent danger to life and property if the vehicle is not stopped at the earliest possible time.
- (3) The time of day, volume of traffic, suspect vehicle actions/type, type of roadway, and environment should be considered prior to executing the maneuver.
- (4) The primary pursuing officer bears operational authority of the rolling roadblock.
- (5) When practicable, officers should seek approval from a supervisor, prior to initiating a rolling roadblock.
- (6) Any officer may abort the maneuver at any time for any reason.

VII. Alternative to Motor Vehicle Pursuit

A. Vehicular pursuit of a fleeing suspect can present danger to the lives of the public, officers, and suspects involved in the pursuit. This policy is to assist Officers in the safe performance of their duties and to regulate the way motor vehicle pursuits are undertaken. General guidelines and considerations for such decisions can be located in IV. Procedure.

B. Common Alternatives

1. Pre-event Termination- For instances the violator or target vehicle flees prior to Officer's ability to safely maneuver into position to signal a vehicle stop.
2. Pursuit Termination- Supervisory or Officer Decision to discontinue.
3. Investigative- Identify the suspect and apprehend later if possible.
4. Scenario/Intelligence based Termination- For instances when the suspect's identity is known, pursuit danger is greater than the danger posed to the public if suspect is not immediately apprehended, and other known considerations such as seriousness of offense.

VIII. Training

- A. The Precision Driving/Vehicle Operations training in the DPS Academy will meet or exceed the standards set forth by the Iowa Law Enforcement Academy. This training will include a documented review of the DPS Pursuit Policy via PDMS.
- B. All instruction given to peace officer members of the Department is given by instructors certified by the Iowa Law Enforcement Academy in this area of expertise.
- C. In-service training requirements will consist of classroom study biennially and hands-on practical training every other year. This training will address the use of roadblocks and other forcible stopping techniques. The hands-on training will consist of instruction in areas identified by Command Staff as problem areas. These problem areas will be determined by review of pursuit reports, policy violations, vehicle collision and vehicle damage reports.
- D. All sworn personnel will complete an annual documented review of the DPS Pursuit Policy via PDMS.