P.O. 1112 Pursuit/Roadblock			
Effective From:	01/01/2025	Effective To:	Current

P.O. 1112 – Pursuit/Roadblock

1. PURPOSE
   i) The purpose of this policy is to guide officers in safely and responsibly conducting vehicle pursuits and roadblocks while minimizing risks to the public, officers, and suspects.
2. POLICY
   i) The Department has established guidelines for officers regarding vehicle pursuits and the use of roadblocks. Officers are required to make pursuit decisions based on an assessment of risks to public safety, ensuring that any pursuit is reasonable and justifiable under the circumstances. Roadblocks and pursuit termination techniques, such as ramming, are to be used only as last resorts when a fleeing suspect poses an imminent threat. Officers must follow specific reporting procedures after a pursuit to ensure accountability and compliance with department policies and training standards.
3. PURSUIT DEFINITIONS
   i) Pursuit – An active attempt by an officer operating a police vehicle utilizing emergency warning lights and/or an audible warning device to apprehend one or more occupants of another moving vehicle when the officer reasonably believes that the driver of the fleeing vehicle is aware of the attempts to stop them and refuses to stop. The fleeing driver may demonstrate resistance by increasing or decreasing speed, excessive speeding, ignoring traffic controls, leaving the roadway or forcing others off the road, or otherwise attempting to elude the officer.
   ii) Primary Unit – The police vehicle that initiates a pursuit or any unit that assumes control of the pursuit as the lead police vehicle.
   iii) Secondary Unit – Any police vehicle that becomes involved as a backup to the primary unit.
   iv) Roadblock – A restriction or obstruction used or intended for the purpose of preventing free passage of vehicles on a roadway to apprehend a violator.
   v) Avenue of Escape – An opening or a gap in a roadblock wide enough to permit a vehicle to safely bypass or negotiate the roadblock at a reasonable speed. Allowing sufficient distance for the suspect vehicle to stop before approaching the roadblock is also considered an avenue of escape.
   vi) Tire deflation devices – a device used to impede or stop the movement of wheeled vehicles by puncturing their tires.
   vii) Boxing In – a technique designed to utilize police vehicles to surround and box in a suspect vehicle, forcing the vehicle to gradually slow to a stop with or without contact with vehicles.
   viii) Ramming – the intentional use of a vehicle against another vehicle, object, or person in order to stop an imminent threat of harm to the officer or to the public that would lead a reasonable officer to conclude that its use poses a substantial risk of causing death or serious bodily injury.
   ix) Vehicle Intervention – the intentional use of a vehicle against another vehicle, object, or person in order to stop an imminent threat of harm to the officer or to the public that would lead a reasonable officer to conclude that its use would not pose a substantial risk of causing death or serious bodily injury.
   x) Vehicle Intercept – the use of two or three patrol vehicles to block a suspect's vehicle in when parked or stopped, stopped at an intersection or traffic control device (in order to prevent the vehicle from fleeing) in order to prevent the pursuit before it begins.
4. DECISION TO PURSUE
   i) Each decision to pursue must be objectively reasonable and based upon the conditions and circumstances existing at the time. Ultimately, the test will be the "reasonableness" of the

course of action taken. While it is clear that it is the officer who initiates the stop, it is the violator who initiates the pursuit. To reduce the likelihood of a pursuit developing, an officer intent on stopping a vehicle should be within close proximity to that vehicle prior to activating the emergency warning lights or siren.

ii) Each officer should be aware of the inherent danger to which they expose themselves and others during a pursuit. It is imperative that the officer weighs the need for immediate apprehension of the violator against the risk created by the pursuit.

iii) In recognition of the potential risk to public safety created by vehicle pursuits, no officer or supervisor shall be criticized or disciplined for a decision not to engage in a pursuit or to discontinue an ongoing pursuit based on the risk involved, even under circumstances where this policy permits the commencement or continuation of a pursuit.

iv) A pursuit may be discontinued by the pursuing officer, or the shift supervisor, when continuing the pursuit exceeds the value of apprehending the suspect and/or poses a clear and unreasonable hazard to the public, the officers involved, or the suspect.

v) The type and seriousness of violations play an important role in deciding the appropriateness and extent of pursuit driving.

vi) An officer may initiate a vehicular pursuit when:
   a) The suspect operating the vehicle refuses to stop at the direction of the officer.
   b) The suspect exhibits the intention to avoid arrest by using the vehicle to evade apprehension for a felony or misdemeanor.
   c) The suspect, if allowed to flee, could present a danger to human life or cause serious bodily injury.

vii) An officer involved in a pursuit shall consider these factors in determining the continuation of the pursuit including, but not limited to:
   a) The nature of the offense involved.
   b) The actions of the suspect.
   c) The identity of the suspect, if known.
   d) The risks and dangers faced by the officers.
   e) The chance of the suspect's escape if particular means are not employed.
   f) The existence of alternate methods of arrest.
   g) The performance capability of the pursuit vehicle.
   h) The condition of the roadway.
   i) The amount of vehicular and pedestrian traffic.
   j) Weather and environmental conditions.
   k) Visibility.
   l) The exigency of the moment.
   m) The exercise of reasonable judgment.

5. PURSUIT OFFICER RESPONSIBILITIES

i) Upon engaging in a pursuit, the pursuing officer shall:
   a) Immediately activate the vehicle's emergency lights and/or audible warning device if not already activated.
   b) Notify Communications of the pursuit and provide the following information as soon as practicable:
      1) The location, speed, direction of travel, weather, roadway, and traffic conditions.
      2) The description and license plate number, if possible, of the fleeing vehicle.
      3) The number of occupants in the fleeing vehicle and their description, if possible.
      4) The reason for the pursuit.
      5) Broadcast updates of the pursuit.

ii) The primary pursuit unit shall assume the role of a backup or support unit when an air unit establishes direct surveillance of the fleeing vehicle or when a supervisor directs another unit to assume primary pursuit responsibility.

iii) Any officer involved in a pursuit during which the vehicle sustains any damage or

experiences essential vehicle equipment failure shall notify the Troop so that another unit may be assigned to the pursuit if necessary.

iv) The officer shall notify the Troop of their location upon stopping the violator; they shall also advise the Troop when the situation is under control.

6. PURSUIT SECONDARY UNIT OFFICER RESPONSIBILITIES

i) Any officer joining in a pursuit initiated by another officer, regardless of agency, shall notify the communications operator as soon as practicable. Until a supervisor begins to direct the actions of the pursuing units, only one secondary unit should become directly involved in a pursuit unless a rolling roadblock is utilized.

ii) The secondary unit officer is responsible for serving as a backup to the primary unit. This officer shall respond to directions from the primary unit officer unless directed otherwise by a supervisor.

iii) Once engaged in a pursuit as a secondary unit, an officer shall activate their vehicle's emergency warning lights and/or audible warning device.

iv) When practicable, the secondary unit officer shall assume the responsibility for broadcasting updates of the pursuit by radio communications for the primary unit.

v) If requested by the primary unit officer or directed by a supervisor, the secondary unit officer may assume primary unit status. Otherwise, the secondary unit should not attempt to overtake or pull alongside the primary unit.

7. PURSUIT COMMUNICATIONS PERSONNEL RESPONSIBILITIES

i) Upon notification that a pursuit is in progress, Communications personnel shall:

a) Receive and record all incoming information on the pursued vehicle.

b) Control all radio communications and clear radio channels of all non-emergency radio traffic and advise which radio frequency the units in the pursuit shall use.

c) Coordinate and dispatch backup assistance under the direction of the Shift Lieutenant or Sergeant.

d) Obtain criminal records and vehicle checks of the suspects.

e) Notify adjacent parishes or states when a pursuit may extend into their jurisdiction.

8. PURSUIT SHIFT SUPERVISOR RESPONSIBILITIES

i) Upon notification that a vehicle pursuit is in progress, the shift supervisor(s) shall be notified.

ii) The shift supervisor(s) shall assume responsibility for monitoring and controlling the pursuit.

iii) The shift supervisor(s) shall continuously evaluate the provided information and consider the factors in this order to determine whether the pursuit should be continued.

iv) In controlling the pursuit, the shift supervisor(s) shall coordinate the pursuit by:

a) Directing vehicles and air units into and out of the pursuit.

b) Redesignating primary, support, or other backup vehicle responsibilities.

c) Coordinating forcible stop tactics.

d) Approving or discontinuing a pursuit into a neighboring state in accordance with the requirements of this order.

e) Discontinuing the pursuit at any time if they conclude that the danger to the pursuing officers or to the public outweighs the necessity for the immediate apprehension of the violator.

v) The shift supervisor(s) may approve and assign additional backup units to assist in a pursuit after considering:

a) The nature of the offense for which the pursuit was initiated.

b) The violator's known history of violence.

c) The number and location of available units.

d) The number of units already involved in the pursuit and the danger to the public in assigning additional units.

e) Any injury to the primary or secondary officers or damage to their units

f) Any other clear and articulable facts that would warrant an increased number of pursuit vehicles.

vi) At the conclusion of the pursuit, shift supervisors shall conduct a debriefing with the officers involved. Supervisors shall evaluate and discuss whether the actions of the officer(s) complied with Policy and Procedure and training.

9. PURSUIT TRAFFIC REGULATIONS

i) In accordance with the provisions of LRS 32:24, an officer engaged in a pursuit may suspend conformance with normal traffic laws only when making use of audible and/or visual signals sufficient to warn others of their approach, but an emergency will not excuse an officer from a failure to exercise due regard.

ii) Unless expressly authorized by a shift supervisor, a pursuit should be limited to the assigned primary and secondary vehicles. An officer should not otherwise directly join the pursuit team. Unless otherwise directed by a shift supervisor, an officer not directly involved in the pursuit may assist by proceeding to the general area of the pursuit, monitoring radio traffic, and positioning themselves so that they may assist if needed.

iii) Officers should not pursue a vehicle in a direction opposite the flow of traffic on a divided highway. However, this will not prevent an officer from traveling in the proper direction on the divided highway while the suspect is traveling the wrong way. Additionally, this policy shall not prevent an officer from ramming a vehicle that is posing an imminent threat of serious bodily injury or death to the public.

iv) Officers should exercise extreme caution and due regard if pursuing a vehicle in a direction opposite the flow of traffic on a one-way roadway. A one-way roadway is defined as a roadway designated and signposted for one-way traffic.

v) A pursuit shall not be conducted when any non-law enforcement personnel occupies a Department vehicle.

vi) An unmarked police vehicle shall not participate in a vehicle pursuit unless it is equipped with an emergency warning light and/or audible device.

vii) An officer operating a non-pursuit-rated unit, as defined and maintained by the Fleet Operations Unit, shall avoid becoming involved in a pursuit. Should exigent circumstances dictate engagement in a pursuit, the operator of the non-pursuit-rated unit shall immediately notify the Troop Communications in which the pursuit is initiated and request assistance from the nearest marked unit, regardless of agency. Once a marked unit has entered into the pursuit, the operator of the non-pursuit-rated unit shall disengage. The Fleet Operations Unit will maintain a current list of all pursuit-rated units which will be published on PowerDMS.

10. FORCIBLE STOP TACTICS AND RESTRICTIONS

i) Roadblocks should be employed as one of the last resorts to end a pursuit. Officers may initiate a roadblock after other reasonable means to stop the violator have failed.

ii) The use of tire deflation devices is recommended before the establishment of a roadblock or the utilization of ramming to stop a fleeing vehicle.

iii) The risk of continuing the pursuit must be greater than the risks encountered by establishing the roadblock. The shift supervisor and the pursuing officer shall evaluate available information in electing to establish a roadblock. Factors to be considered include:
   a) The safety of the public.
   b) The safety of the officers involved.
   c) The safety of the violator.

iv) A roadblock shall be established in an area that offers clear visibility to approaching traffic and to highway users.

v) An avenue of escape must be established to permit sufficient stopping distance and/or negotiation of the roadblock at a reasonable speed.

vi) An officer shall place themselves in a position of safety and not expose themselves to injury for the sake of stopping a moving vehicle.

vii) Emergency lights shall be in operation when an emergency vehicle is used in a roadblock. Additionally, such vehicles should be unoccupied.

viii) Any police vehicle not being used to block the roadway should be safely positioned off the

roadway and ready to resume the pursuit should the fleeing vehicle not stop. These vehicles should also have their emergency lights in operation.

ix) Other vehicles and persons not directly involved with the roadblock should be moved away from the area of the roadblock.

x) Privately owned vehicles shall not be used as part of a roadblock, unless specific consent is obtained from the owner or operator.

xi) Ramming may be used when necessary to stop the pursuit if the suspect poses an imminent threat of death or serious bodily injury to the officer or others. The decision should be based on the totality of circumstances.

xii) Ramming is prohibited except where the use of deadly force is justified. Any use of force used to terminate a pursuit should be consistent with P.O. 238, Use of Force.

xiii) Shooting at or from a moving vehicle is prohibited except where the use of deadly force is justified, as set forth in P.O. 238, Use of Force.

11. INTER-JURISDICTIONAL PURSUITS

i) Of the three states sharing borders with Louisiana, only Arkansas and Texas have a fresh pursuit law. Therefore, officers may:

a) Not pursue misdemeanor violators into another state.

b) Not pursue any violator (misdemeanor or felony) into Mississippi.

c) Pursue a suspected felon into Arkansas or Texas, provided that once apprehended, the suspect is brought before the nearest magistrate from that state prior to extradition to Louisiana.

ii) An officer in pursuit of a misdemeanor violator who crosses a state line should attempt to get a description of the violator, the vehicle, the license plate number, or any other identifying information so that an arrest warrant may be obtained.

iii) If a pursuit extends into another Troop area, the supervisor of the Troop area into which the pursuit enters shall assume responsibility for the pursuit.

iv) If a pursuit is assumed by another Troop or agency, the officer initiating the pursuit shall proceed to the termination point in a support or backup role. Upon apprehension of the violator, this officer shall provide any information needed for the arrest of the violator if they are not the one making the arrest.

v) No officer should become involved in a pursuit initiated by another police agency unless requested to do so by that agency or their shift supervisor, or unless they are aware of the reason for the pursuit or learn of the reason for the pursuit immediately upon becoming involved, and the pursuit is justifiable under this order.

12. PURSUIT REPORTING REQUIREMENTS

i) The shift supervisor shall ensure that an entry is made in the Mark 43 RMS Pursuit Incident Report outlining the participants and circumstances of a pursuit. The following situations require an entry:

a) The pursuit is originated by an LSP / DPS officer. The specifics of the pursuit will be outlined in the Mark 43 RMS Pursuit Incident Report.

b) An outside agency originates a pursuit and an LSP / DPS officer participates in the pursuit. The entry will be made, and the officer primarily assisting the other agency will be listed as the "originating officer." The specifics of the pursuit will be outlined in the Mark 43 Pursuit Report.

ii) Only one report shall be completed per incident and shall include all LSP / DPS officers involved.

iii) The primary officer involved shall complete the Mark 43 RMS Pursuit Incident Report. If the officer utilizes ramming or any vehicle termination technique resulting in injury during a pursuit, they must also complete a Use of Force report.

iv) Supervisors shall review the vehicle pursuit report and any pertinent videos of the incident. Supervisors should indicate whether actions taken by the officer(s) complied with Policy and Procedure and training. Any training deficiencies shall be addressed by the Training

Academy. Comments shall be addressed in the comment section of the Mark 43 RMS Pursuit Incident Report.

v) Supervisors may consult with the Training Academy or subject matter experts as needed to determine whether:
   a) The relevant policy was clearly understandable and effective to cover the situation.
   b) Department training is currently adequate.
   c) When a review determines that Department policies may have been violated, the Training Academy Director will report this to the Troop Commander to determine if the appropriate administrative actions have been taken.

vi) The Training Academy Director shall ensure that an annual report is generated which will reveal patterns or trends that could indicate a need for training, equipment upgrades, and/or policy revisions. The Training Academy Director shall provide an annual analysis to the Superintendent no later than March 1st of each year.