



## **Policy 307 – Vehicle Pursuits**

Enacted: July 27, 2016

Revised: November 13, 2024

**CALEA Standards:** 41.2.2 and 41.2.3

### **307.1 PURPOSE AND SCOPE**

Vehicle pursuits expose innocent citizens, law enforcement officers and fleeing violators to the risk of serious injury or death. This policy provides officers with guidance in balancing the safety of the public and themselves against law enforcement's duty to apprehend violators of the law. This policy is intended to minimize the potential for pursuit related collisions. Vehicle pursuits require officers to exhibit sound judgment. Officers must not forget that the immediate apprehension of a suspect is, generally, not more important than the safety of the public and pursuing officers (CRS § 42-4-108).

Technology is an asset to law enforcement and should be used in a safe manner that benefits members whenever possible. Members should not use cellular telephones, tablets, or other forms of communication other than the police radio while involved in an emergency response (driving "code 3"). Distracted driving is a leading cause of preventable accidents, the use of communication devices divides the driver's attention and can place the member in a dangerous situation. Furthermore, the use of these items also limits the ability of peer officers, supervisors, and communications center to monitor stressful, rapidly evolving incidents, which might inhibit a proper response.

#### **307.1.1 PHILOSOPHY**

Deciding whether to pursue a motor vehicle is a critical decision that must be made quickly and under difficult and unpredictable circumstances. In recognizing the risk to public safety created by vehicle pursuits, no officer or supervisor shall be criticized or disciplined for deciding not to engage in a vehicle pursuit due to the risk involved. This includes circumstances where Department policy would permit the initiation or continuation of the pursuit. It is recognized that vehicle pursuits are not always predictable, and decisions made pursuant to this policy will be evaluated according to the totality of the circumstances reasonably available at the time of the pursuit.

Officers must remember that the most important factors to the successful conclusion of a pursuit are proper self-discipline and sound professional judgment. An officer's conduct during a pursuit must be objectively reasonable; that is, what a reasonable officer would do under the circumstances. An individual officer's unreasonable desire to apprehend a fleeing suspect at all costs has no place in professional law enforcement.

### **307.2 DEFINITIONS**

Definitions related to this policy include:

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- **Vehicle pursuit** - An event involving one or more peace officers attempting to apprehend a suspect who is trying to avoid arrest while operating a motor vehicle by using high speed or other evasive tactics such as disregarding traffic warning signs, stop signs, red lights, driving off a roadway, turning suddenly or driving in a legal manner, but, willfully failing to yield to an officer's signal to stop.
- **Blocking or vehicle intercept** - A slow speed coordinated maneuver where two or more law enforcement vehicles simultaneously intercept and block the movement of a suspect vehicle, the driver of which may be unaware of the impending enforcement stop. The goal is containment and preventing a pursuit. Blocking is not a moving or stationary roadblock.
- **Boxing in** - A tactic designed to stop a violator's vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop.
- **Precision Immobilization Technique (PIT)** - A low-speed maneuver intended to terminate the pursuit by causing the violator's vehicle to spin out and come to a stop.
- **Ramming** - The deliberate act of impacting a violator's vehicle with another vehicle to functionally damage or otherwise force the violator's vehicle to stop.
- **Roadblocks** - A tactic designed to stop a violator's vehicle by intentionally placing a vehicle or other immovable object in the path of the violator's vehicle.
- **Violent Felony** - An attempted or completed felony in which a perpetrator uses physical force (e.g., homicide, felonious assault, vehicular assault, sexual assault, robbery, arson, etc.).
- **Tire Deflation Device** - a device, including a stop stick, which is deployed to prevent a stationary vehicle from fleeing from a location.
- **Apprehension/Intervention Method (A/IM)** - describes techniques outlined in this policy which are designed to prevent a suspect's stationary vehicle from fleeing, or to stop a vehicle that is actively being pursued by law enforcement officers. The utilization of an Apprehension/Intervention Method MUST be authorized by a supervisor prior to implementation.

### 307.3 OFFICER RESPONSIBILITIES

It is the policy of this department that a vehicle pursuit shall be conducted using an authorized emergency vehicle, except those used as undercover vehicles by governmental agencies, shall, in addition to any other equipment and distinctive markings required, be equipped with at least one signal lamp mounted as high as practicable, which shall be capable of displaying a flashing, oscillating, or rotating red light to the front and to the rear having sufficient intensity to be visible at five hundred feet in normal sunlight. In addition to the required red light, flashing, oscillating, or rotating signal lights may be used which emit blue, white, or blue in combination with white. (CRS § 42-4-213).

The following policy is established to provide officers with guidelines for driving with due regard and caution for the safety of all persons using the highway.

#### 307.3.1 WHEN TO INITIATE A PURSUIT (41.2.2 a & b)

Officers are authorized by law to initiate a pursuit when it is reasonable to believe that a suspect is attempting to evade arrest or detention by fleeing in a vehicle that has been given a signal to stop by a peace officer (CRS § 42-4-107). Pursuits are strongly discouraged and are only to be

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engaged in under compliance with this policy. Initiation of pursuits in accordance with this policy are limited to violent felonies.

The following factors individually and collectively shall be considered in deciding whether to initiate or continue a pursuit:

- 1) The seriousness of the known or reasonably suspected crime and its relationship to community safety.
- 2) The importance of protecting the public and balancing the known or reasonably suspected offense and the apparent need for immediate capture against the risks to officers, innocent motorists, and others.
- 3) The apparent nature of the fleeing suspect (e.g., whether the suspect represents a serious threat to public safety).
- 4) The identity of the suspect has been verified and there is comparatively minimal risk in allowing the suspect to be apprehended at a later time.
- 5) The safety of the public in the area of the pursuit including the type of area, time of day, the amount of vehicular and pedestrian traffic (e.g., school zones), and the speed of the pursuit relative to these factors.
- 6) The pursuing officer's familiarity with the area of the pursuit, the quality of radio communication between the pursuing units and the communication specialist/supervisor, and the driving capabilities of the pursuing officers under the conditions of the pursuit.
- 7) The weather, traffic, and road conditions that unreasonably increase the danger of the pursuit when weighed against the risks resulting from the suspect's escape.
- 8) The performance capabilities of the vehicles used in the pursuit in relation to the speed and other conditions of the pursuit.
- 9) Vehicle speeds.
- 10) Other persons in or on the pursued vehicle (e.g., passengers, other offenders, and hostages).
- 11) The availability of other resources, such as aircraft assistance.
- 12) The police unit is carrying passengers other than on-duty police officers. Officers shall not engage in a pursuit with a prisoner, a non-sworn department member, a civilian rider, or an officer from another agency in the patrol vehicle (unless authorized by the Chief of Police or designee).

**307.3.2 WHEN TO TERMINATE A PURSUIT (41.2.2 h & i)**

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

Operating an emergency vehicle in a pursuit with emergency lights and siren does not relieve the operator of an authorized emergency vehicle of the duty to drive with due regard for the safety of all persons and does not protect the driver from the consequences of their reckless disregard for the safety of others (CRS § 42-4-108(4)).

The above factors on when to initiate a pursuit are expressly included herein and will apply equally to the decision to discontinue as well as the decision to initiate a pursuit. Officers and supervisors must objectively and continuously weigh the seriousness of the offense against the potential

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danger to innocent motorists, themselves and the public when electing to continue a pursuit. In the context of this policy, the term "terminate" shall be construed to mean to discontinue or to stop chasing the fleeing vehicle.

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

- 1) The distance between the pursuing officers and the fleeing vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time or distance.
- 2) The pursued vehicle's location is no longer definitely known.
- 3) The officer's pursuit vehicle sustains damage or a mechanical failure that renders it unsafe to drive.
- 4) The pursuit vehicle has an emergency equipment failure that causes the vehicle to no longer qualify for emergency operation use.
- 5) The hazards to uninvolved bystanders or motorists.
- 6) When the identity of the offender is known and it does not reasonably appear that the need for immediate capture outweighs the risks associated with continuing the pursuit, officers should discontinue the pursuit.
- 7) When directed to terminate the pursuit by a supervisor.

A pursuit shall be considered terminated when the primary officer broadcasts the termination to dispatch and turns off the emergency lights and/or siren. The officer shall stop and pull to the curb, pull off the highway, turn around or take other measures reasonably indicating to the driver of the pursued vehicle that the pursuit has ended.

### 307.3.3 SPEED LIMITS

The speed of a pursuit is a factor that should be evaluated on a continuing basis by the officer and supervisor. Vehicle speeds shall be taken into consideration to prevent endangering public safety, officer safety or the safety of the occupants of the fleeing vehicle.

Should high vehicle speeds be reached during a pursuit, officers and supervisors shall also consider these factors when determining the reasonableness of the speed of the pursuit (CRS § 42-4-108(2)(c)):

- 1) Pursuit speeds have become unreasonably unsafe for the surrounding conditions.
- 2) Pursuit speeds have exceeded the driving ability of the officer.
- 3) Pursuit speeds are beyond the capabilities of the pursuit vehicle, thus making its operation unsafe.

### 307.4 PURSUIT UNITS (41.2.2 e)

Pursuit units should be limited to one primary and two assisting units. However, the number of units involved will vary with the circumstances.

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

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its progress and location. Any officer who drops out of a pursuit may then, if necessary, proceed to the termination point at legal speeds, following the appropriate rules of the road.

Distinctively marked patrol vehicles should replace unmarked vehicles involved in a pursuit whenever practicable.

#### 307.4.1 MOTORCYCLE OFFICERS

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

#### 307.4.2 VEHICLES WITHOUT EMERGENCY EQUIPMENT

Vehicles not equipped with emergency lights and siren are prohibited from initiating or joining in any pursuit. Officers in such vehicles may provide support to pursuing units as long as the vehicle is operated in compliance with all traffic laws.

#### 307.4.3 PRIMARY UNIT RESPONSIBILITIES (41.2.2 c)

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

The primary unit should notify the Communications Center, commencing with a request for priority radio traffic, that a vehicle pursuit has been initiated, and as soon as practicable, provide information including, but not limited to:

- 1) The reason for the pursuit.
- 2) The location and direction of travel.
- 3) The speed of the fleeing vehicle.
- 4) The description of the fleeing vehicle and license number, if known.
- 5) The number of occupants.
- 6) The identity or description of the known occupants.
- 7) The weather, road and traffic conditions.
- 8) The identity of other agencies involved in the pursuit.
- 9) Information concerning the use of firearms, threat of force, injuries, hostages or other unusual hazards.

The primary unit shall continually provide updated information on location, speed, direction of travel and traffic conditions.

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

#### 307.4.4 SECONDARY UNIT RESPONSIBILITIES (41.2.2 d)

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The second officer in the pursuit is responsible for:

- 1) Immediately notifying the dispatcher of their entry into the pursuit.
- 2) Remaining at a safe distance behind the primary unit unless directed to assume the role of primary officer, or if the primary unit is unable to continue the pursuit.
- 3) Broadcasting the progress of the pursuit with updated information on location, speed, direction of travel and traffic conditions unless the situation dictates otherwise.
- 4) Serving as backup to the primary unit once the subject has been stopped.

### 307.4.5 PURSUIT DRIVING TACTICS

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

- 1) Officers should consider their driving skills and vehicle performance capabilities. They will space themselves from other involved vehicles such that they are able to see and avoid hazards and react safely to maneuvers by the fleeing vehicle.
- 2) Officers may proceed past a red or stop signal or stop sign but only after slowing down as may be necessary for safe operation.
- 3) Because intersections can present increased risks, the following tactics should be considered:
  - a) Available units not directly involved in the pursuit may proceed safely to controlled intersections ahead of the pursuit in an effort to warn cross traffic.
  - b) Pursuing units shall exercise due caution and slow down as may be necessary for safe operation when proceeding through controlled intersections (CRS § 42-4-108(2)(b)).
- 4) As a general rule, officers should not pursue a vehicle driving the wrong way on a roadway, highway or freeway. In the event the pursued vehicle does so, the following tactics should be considered:
  - a) Requesting assistance from an air unit.
  - b) Maintaining visual contact with the pursued vehicle by paralleling on the correct side of the roadway.
  - c) Requesting other units to observe exits available to the suspect.
- 5) Notifying the Colorado State Patrol or other law enforcement agency if it appears the pursuit may enter their jurisdiction.

Officers involved in a pursuit should not attempt to pass other units unless the situation indicates otherwise or they are requested to do so by the primary unit and a clear understanding of the maneuver process exists between the involved officers.

### 307.4.6 TACTICS/PROCEDURES FOR UNITS NOT INVOLVED IN THE PURSUIT

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

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

**307.4.7 PURSUIT TRAILING**

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

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

**307.4.8 AIRCRAFT ASSISTANCE**

When needed, aircraft assistance should be requested. The primary and secondary ground units should consider whether the participation of an aircraft warrants their continued involvement in the pursuit.

**307.5 SUPERVISORY CONTROL AND RESPONSIBILITIES (41.2.2 g, 41.2.3 d)**

It is the policy of this department that available supervisory and management control will be exercised over all vehicle pursuits involving officers from this department.

The field supervisor of the officer initiating the pursuit, or if unavailable, the nearest field supervisor will be responsible for the following:

- 1) Upon becoming aware of a pursuit, immediately notify involved officers and the Communications Center that the pursuit is being monitored.
- 2) Ascertain all reasonably available information to continuously assess the situation and risk factors associated with the pursuit to ensure that the pursuit is conducted within established Department guidelines.
- 3) Engage in the pursuit, when appropriate to provide on-scene supervision.
- 4) Monitor all pursuits from inception to conclusion, asserting control when necessary.
- 5) Ensure that no more than the number of required law enforcement units needed are involved in the pursuit under the guidelines set forth in this policy.
- 6) Order that the pursuit be terminated if, in their judgment, it is not justified to continue the pursuit under the guidelines of this policy.
- 7) Ensure that aircraft assistance is requested, if available.
- 8) Ensure that the proper radio channel is being used.
- 9) Ensure the notification and/or coordination of outside agencies if the pursuit either leaves or is likely to leave the jurisdiction of this agency.
- 10) Control and manage TPD units when a pursuit enters another jurisdiction.
- 11) Shall respond to the scene if the pursuit was concluded with the apprehension of a suspect or a vehicle.
- 12) Complete a Vehicle Pursuit Report.

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- 13) Shall take photographs of all vehicles involved and damage following the utilization of the PIT maneuver.

### 307.5.1 SHIFT COMMANDER RESPONSIBILITIES

Upon becoming aware that a pursuit has been initiated, the Shift Commander should monitor and continually assess the situation and ensure the pursuit is conducted within the guidelines and requirements of this policy. The Shift Commander has the final responsibility for the coordination, control and termination of a vehicle pursuit and shall be in overall command.

The Shift Commander shall review all pertinent reports for content and forward them to the Division Deputy Chief.

## 307.6 COMMUNICATION

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

### 307.6.1 THE COMMUNICATIONS CENTER RESPONSIBILITIES (41.2.2 f)

Upon notification that a pursuit has been initiated, the Communications Center will be responsible to:

- 1) Coordinate pursuit communications of the involved units and personnel.
- 2) Notify and coordinate with other involved or affected agencies as practicable.
- 3) Ensure that a field supervisor is notified of the pursuit.
- 4) Log all pursuit activities.
- 5) Broadcast pursuit updates as well as other pertinent information.

### 307.6.2 LOSS OF CONTACT WITH PURSUED VEHICLE

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

## 307.7 INTER JURISDICTIONAL CONSIDERATIONS (41.2.2 j)

When a pursuit enters another agency's jurisdiction, the primary officer or field supervisor, taking into consideration distance traveled, unfamiliarity with the area and other pertinent facts, should determine whether to request the other agency to assume the pursuit. It is generally recommended that the primary officer or supervisor ensure that notification is provided to each outside jurisdiction into which the pursuit is reasonably expected to enter, regardless of whether such jurisdiction is expected to assist.

### 307.7.1 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY



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

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

Notification of a pursuit in progress should not be construed as a request to join the pursuit.

Requests for another agency to assume a pursuit should be specific.

### 307.7.2 PURSUITS EXTENDING INTO THIS JURISDICTION

In all circumstances, officers and supervisors from this department must verify the pursuit criteria is in accordance with policy 307 before assisting in any pursuit. The agency that initiates a pursuit shall be responsible for conducting any pursuit that enters our jurisdiction. Units from this department shall not join a pursuit unless specifically requested to do so by the agency whose peace officers are in pursuit. When a single unit from an initiating agency is in pursuit, an officer from this jurisdiction may join the pursuit until such time there are sufficient units from the initiating agency to pursue.

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

- 1) Ability to maintain the pursuit.
- 2) Circumstances serious enough to continue the pursuit.
- 3) Adequate staffing to continue the pursuit.
- 4) The public's safety within this jurisdiction.
- 5) Safety of the pursuing officers

As soon as practicable, a field supervisor or the shift commander should review a request for assistance from another agency. The shift commander or field supervisor, after consideration of the above factors, may assist or decline to assist in or assume the other agency's pursuit.

Assistance to a pursuing outside agency by officers of this department will terminate at the City limits provided that the pursuing agency has sufficient units from other sources. Ongoing participation from this department may continue only until sufficient units are present.

In the event that a pursuit from another agency terminates within this jurisdiction, officers shall notify the initiating agency of the termination of the pursuit, and provide appropriate assistance including, but not limited to, scene control, coordination and completion of supplemental reports and any other assistance requested or needed.

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### **307.8 PURSUIT INTERVENTION (41.2.3 a, b, & c)**

Pursuit intervention is an attempt to stop the suspect's ability to continue to flee in a vehicle through tactical application of a Pursuit Intervention Technique (PIT).

Tire deflation devices, blocking, or vehicle intercept, boxing-in, ramming, and roadblocks to end an active pursuit are strictly prohibited.

#### **307.8.1 WHEN USE IS AUTHORIZED**

Use of a PIT maneuver should be employed only if the pursuit is authorized by this policy. In deciding whether to use intervention tactics, officers/field supervisors should balance the risk of allowing the pursuit to continue with the potential hazards arising from the use of a PIT maneuver to the public, the officers, and persons in or on the pursued vehicle. With this in mind, the decision to use a PIT maneuver should be reasonable in light of the circumstances apparent to the officer at the time of the decision.

The decision to use the PIT maneuver while assisting an outside agency with a pursuit will be made by the field supervisor or shift commander.

#### **307.8.2 USE OF FIREARMS**

The use of firearms to disable a pursued vehicle is rarely an effective tactic and involves all the dangers associated with discharging firearms. Officers should not utilize firearms during an ongoing pursuit unless the conditions and circumstances meet the requirements authorizing the use of deadly force. Nothing in this section shall be construed to prohibit any officer from using a firearm to avert the threat of a vehicle used as a deadly weapon.

#### **307.8.3 INTERVENTION STANDARDS**

Any pursuit intervention tactic, depending upon the conditions and circumstances under which it is used, may present dangers to the officers, the public, or anyone in or on the vehicle being pursued.

All pursuit intervention tactics authorized by this department may be used when assisting other agencies with supervisor approval only. Pursuits involving outside agencies must fit Thornton Police Department's pursuit policy when determining whether to join or continue that pursuit.

Certain applications of intervention tactics may be construed to be a use of force, including deadly force, and are subject to Department policies guiding such use. Officers shall consider these facts and requirements before deciding how, when, where, and if an intervention tactic should be employed. An officer may use the PIT maneuver so long as the pursuit meets the guidelines for an authorized pursuit.

- 1) Only those officers trained in the use of the PIT will be authorized to use this procedure. Officers should consider the circumstances and conditions presented at the time, including the potential for injury to officers, the public, and the occupants of the pursued vehicle. Only department vehicles that are equipped with push bumpers are authorized to perform the PIT maneuver.

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- 2) It is the responsibility of the pursuing officers to constantly broadcast the progress of the pursuit with updated information on location, speed, direction of travel, and traffic conditions unless the situation dictates otherwise.
- 3) Officers shall follow the Use of Force Policy and Officer Response to Calls Policy before initiating the PIT maneuver.
- 4) High speeds can impact the outcome of the PIT maneuver. The recommended use of the PIT is 40 mph or less. Utilizing PIT at speeds higher than 40 mph is less predictable and should be considered deadly force.

#### 307.8.4 APPREHENSION/INTERVENTION METHOD - STATIONARY VEHICLES

The use of vehicle tire deflation devices including stop sticks and the "Piranha" are authorized Apprehension/ Intervention Methods (A/IM), for preventing a vehicle from fleeing a scene. Such devices may only be deployed when their use is permitted pursuant to this policy and with prior approval of a supervisor. Only those officers trained in the use of the Apprehension/Intervention Methods are authorized to deploy these devices.

An Apprehension/Intervention Method (A/IM) may be deployed on a stationary vehicle, in which the occupants have *not committed a violent felony*, only when there is a reasonable and articulable belief by officers that a potential imminent threat to public safety exists.

If a tire deflation device is used as an Apprehension/Intervention Method (A/IM) on a stationary vehicle in which the occupants *have not committed a violent felony* and that vehicle subsequently flees causing the tires to deflate, the vehicle will **not** be pursued.

In the case of a stationary vehicle in which officers have probable cause to believe that the occupants *have committed a violent felony*, officers may deploy tire deflation devices to prevent the vehicle from fleeing the scene. Officers may subsequently pursue the vehicle subject to the requirements of this policy, with public safety being paramount.

#### 307.8.5 CAPTURE OF SUSPECTS

Proper self-discipline and sound professional judgment are the keys to a successful conclusion in the pursuit and apprehension of evading suspects. Officers shall use only that amount of force that reasonably appears necessary under the circumstances to properly perform their lawful duties.

Unless relieved by a supervisor, the primary officer should coordinate efforts to apprehend the suspect following the pursuit. Officers should consider the safety of the public and the involved officers when formulating plans to contain and capture the suspect.

#### 307.9 REPORTING AND REVIEW REQUIREMENTS (41.2.2 k & l, 41.2.3 e)

All appropriate reports shall be completed prior to the end of watch.

- 1) The primary officer shall complete appropriate crime/arrest reports.

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- 2) After first obtaining available information, the on-duty field supervisor shall promptly complete a pursuit report, briefly summarizing the pursuit to the Chief of Police or the authorized designee. This report should minimally contain the following information:
  - a) Date and time of pursuit.
  - b) Length of pursuit in distance and time.
  - c) Involved units and officers
  - d) Initial reason and circumstances surrounding the pursuit.
  - e) Starting and termination points.
  - f) Alleged offense, charges filed or disposition: arrest, citation or other release.
  - g) Arrestee information should be provided if applicable.
  - h) Injuries and/or property damage.
  - i) Medical treatment.
  - j) The outcome of the pursuit.
  - k) Name of supervisor handling or at the scene.
  - l) A preliminary determination that the pursuit appears to be in compliance with this policy or that additional review and/or follow-up is warranted.
  - m) Communication Center record of pursuit.
- 3) After receiving copies of reports, logs and other pertinent information, the Chief of Police or the authorized designee shall conduct or assign the completion of a post pursuit review as appropriate to the circumstances.
- 4) Annually, the Chief of Police should direct a documented review and analysis of department vehicle pursuits to minimally include policy suitability, policy compliance and training needs.
- 5) The Professional Standards Unit shall maintain a list of officers that have shown proficiency at annual EVOC training and are authorized to use the PIT maneuver.
- 6) Besides requiring a written report from all officers involved, and a pursuit report from an uninvolved supervisor, an administrative review (defined in "Policy Manual") of each pursuit will also be completed by the Professional Standards Unit, or their authorized designee.
- 7) The Professional Standards Unit will conduct a documented annual analysis of pursuit reports, to include a review of policy and reporting procedures, which will be approved by the Chief of Police.

### 307.9.1 EMERGENCY VEHICLE OPERATIONS TRAINING

In addition to the initial emergency vehicle operations course (EVOC), all members of the rank of sergeant and below will successfully complete EVOC training annually. Training should address this policy and the importance of vehicle safety and protecting the public at all times. Training will include a recognition of the need to balance the known offense and the need for immediate capture of suspects against the risks to officers and others.