



EMERGENCY RESPONSE/ PURSUIT DRIVING		
new: ✓ rescinds: 43.4 ✓ amends: all previous		cross-reference:
effective date: July, 2015		accreditation standards: NYSLEAP Standard(s): 43.4 & 43.5
update date: June, 2024		

I. PURPOSE

The purpose of the Order is to establish guidelines for effective and efficient operational standards that will assist the Tompkins County Sheriff's Office in the care and operation of police emergency vehicles.

II. POLICY

Emergency response driving and vehicular pursuit of fleeing suspects can present a danger to the lives of the public, officers, and suspects involved in the pursuit. It is the responsibility of the Office to assist officers in the safe performance of their duties. To fulfill these obligations, it shall be the policy of this Office to regulate the manner in which emergency response driving and vehicular pursuits are undertaken and performed.

No officer or supervisor shall be criticized or disciplined for a decision not to engage in a vehicle pursuit based on the risk involved even in circumstances where this policy would permit the commencement or the continuation of the pursuit.

III. DEFINITIONS

Authorized emergency vehicle: A police vehicle equipped with operable emergency equipment, including audible siren and red/blue flashing lights, while such vehicle is being operated by a police officer.

Barricade: Any movable or stable method used to restrain or impede free flow of motor vehicles on a public road or highway in order to detain or apprehend a suspect or suspects that are either driving a motor vehicle or traveling as passengers.

Boxing In: Surrounding a violator's moving pursuit vehicle by emergency vehicles, which are then slowed to a stop along with the violator's vehicle.

Channeling: A form of boxing-in, or setting of conditions by emergency vehicle that directs vehicular traffic, or the suspect's vehicle, onto another roadway or into an area of limited escape.

Communications: The central dispatch center or personnel staffing the central dispatch center of the police agency in the jurisdiction where the pursuit is occurring.

Emergency Response: Can be defined as but not limited to the following: A citizen request to respond to a life-threatening incident such as:

- Personal injury auto accident;
- A serious crime in progress (Robbery, Burglary, Assault, Domestic Violence, any Sex Crime, Kidnapping, Arson and etc.);
- An incident which by its nature could become life threatening (serious injury ambulance call, fire, gas leak and etc.)

Heading Off: An attempt to terminate a pursuit by pulling ahead of, behind, or toward a violator's moving vehicle to force it to the side of the road to otherwise come to a stop.

High Speed: Any operation of an official vehicle over the identified speed limit in the area of operation.

Intervention Technique: Any device by its design used to reduce the risks or dangers associated with police pursuits that, when deployed and contact is made, will cause the fleeing vehicle to sustain flattened tires and force it to slow down.

Low Speed pursuit: An attempt by an officer, with emergency lights and siren engaged, to stop a vehicle that is traveling at or below the speed limit.

Police Agency: The Division of State Police, a county sheriff's office or an organized municipal police department employing police officers as defined in New York State Criminal Procedure Law §1.20 and Executive Law Article 11.

Primary Unit: The police vehicle operated by a police officer that initiates a pursuit or any police vehicle operated by a police officer that assumes control of the pursuit.

Public Risk: The degree of risk to the public posed by the actions of the suspect. It is generally comprised of the following elements: the risk inherent in the initial act or crime committed by the suspect, and the risk faced by the public should the suspect be allowed to escape and remain at large.

Pursuit: An attempt by a police officer in an authorized emergency vehicle to apprehend any occupant of another moving motor vehicle, when the driver of the fleeing vehicle is attempting to avoid apprehension by maintaining or increasing the speed of such vehicle or by ignoring the police officer's attempt to stop such vehicle.

Pursuit Intervention Technique (PIT): A low speed maneuver designed to cause the suspect vehicle to spin out and terminate the pursuit.

Roadblock: Placing a marked police car, either moving or stationary, in the roadway to narrow or block the escape route of the vehicle being pursued.

Secondary Unit: Any police vehicle that becomes involved as a backup to the primary unit and follows the primary unit at a safe distance.

Street Paralleling: Driving the police vehicle on a street parallel to a street on which a pursuit is occurring.

Supervisor: A person designated by the policy agency to have supervisory control over the operation of the agency's vehicles during a pursuit.

Terminate: The pursuing officer and all units involved in the pursuit shall cease involvement in the pursuit and return to non-emergency driving operation.

Tire Deflation Device (Stop Sticks): A tire-puncturing apparatus which can be placed on a road surface in front of a moving vehicle such as an automobile. A special spike is used to first penetrate the tire's surface and then embed a hollow quill into the tread of the tire, allowing the tire to deflate at a controlled rate, rather than causing a blowout and subsequent loss of control of the vehicle

Vehicle Contact Action: Any action undertaken by the pursuing officer intended to result in contact between the moving police vehicle and the pursued vehicle.

Vehicle Paralleling: A deliberate offensive tactic by one or more law enforcement vehicles to drive alongside the pursued vehicle while it is in motion.

Violation: An offense, for which the only sentence authorized is a fine, is a violation unless expressly designated as an infraction. New York State Criminal Procedure Law Section 1.20.

Violator: Any person operating a motor vehicle that a police officer reasonable believes: (1) has committed a violation or a crime as defined by New York State General Statutes, (2) poses an immediate threat to the safety of the public or other police officers.

IV. PROCEDURE

A. Emergency Driving- General

1. Section 1104 of the NY Vehicle and Traffic Law exempts authorized emergency vehicle involved in emergency operations from some restrictions of the Vehicle and Traffic Law. The provision however, "shall not relieve the driver of an emergency vehicle from the duty to drive with due regard for the safety of all persons, nor shall such provisions protect the driver from the consequences of reckless disregard for the safety of others."
2. Marked police vehicles engaged in an emergency response day or night, will utilize overhead emergency lights, siren and alternating headlights or front strobes in grill.

3. Only unmarked vehicles equipped with alternating headlights or front strobes in grill, siren, and authorized emergency lights will engage in an emergency response or pursuit.
4. In cases of crimes in progress, the siren will be utilized up to the point where it may be heard at the scene of the crime; the lights will be utilized until they may be visible at the scene.
5. Once the emergency response is terminated, and the use of lights and siren are discontinued, officers will respond in obedience to all traffic laws.
6. Unmarked police vehicles not equipped with emergency response equipment will not be operated in an emergency response.
 - a. If dispatched to a high priority incident in an unmarked vehicle without emergency response equipment, officers will respond in obedience to all traffic laws.
 - b. Unmarked police vehicles may temporarily engage in a pursuit authorized in Sections B and C (below) only until a marked unit is available at which time the unmarked unit will disengage and/or become the back-up or an assisting unit.
7. Non-sworn employees will **not** engage in emergency response or pursuit driving.
9. Officers will not engage in an emergency response or pursuit driving while transporting non-departmental persons (prisoners, witnesses, etc.) unless:
 - a. The passenger is a ride-along observer who has signed a Liability Release Form; or
 - b. When necessary to preserve life when a timely ambulance transport is not available.
9. The officer's supervisor will be responsible for the management of any emergency response, including the responsibility to terminate same.
10. Escorts of civilian vehicles will only be conducted in medical emergencies when:
 - a. Such escort is necessary to preserve life and timely ambulance transport is not available; or
 - b. Permission is granted by an immediate supervisor.

B. Initiation of a Pursuit

1. All officers must, prior to starting a pursuit, secure their seatbelts and activate all audible and visible emergency warning signals, and shall take any proper precautions in order to safeguard their life, as well as the life and property of others.
2. An officer should only initiate a pursuit if they conclude the potential danger to the public from the suspect remaining free is greater than the immediate risk of harm that could occur during the pursuit itself, considering the severity of the suspected crime and its impact on

community safety; essentially, prioritizing public safety over immediate apprehension of the suspect.

3. Officers must not assume that all persons who flee from the police and refuse to yield are felons. Experience has shown that most pursuits involve misdemeanor and motor vehicle violations only. Officers should also be aware that, in the heat of a chase, the violator frequently refuses to give up and the officer, likewise, feels the obligation to succeed in the pursuit. This psychological phenomenon may cloud an officer's judgment and may cause him to continue a chase beyond the point where common sense and good judgment would require the pursuit to be terminated.
4. Officers must constantly evaluate the risks involved with initiating or continuing a pursuit or emergency response, and assess if the risks associated with the pursuit outweigh the possible benefits as determined by a review that includes, but is not limited to, the following factors:
 - a. Reason for the response or pursuit, seriousness of the incident or charges;
 - b. Traffic density/pedestrian volume and population density;
 - c. Weather/road conditions;
 - d. Speed involved;
 - e. Officer's driving skill/specialized training;
 - f. Time of day;
 - g. Type of area (business vs. residential);
 - h. Type of road;
 - i. Condition of police vehicle;
 - j. Availability of additional police vehicles to assist at the scene or to intercept pursued vehicle;
 - k. Knowledge of the offender's identity and danger to the community if the suspect is not immediately apprehended;
 - l. Danger caused by the operation of vehicle being pursued;
 - m. Alternate means of apprehension, including knowledge of the identity of the suspect(s) and possible destination;
 - n. Likelihood of apprehension, including availability of assistance;
 - o. Familiarity with the roadway/area;
 - p. Characteristics and driving behavior exhibited by the suspect(s);
 - q. Existence of possible innocent third party inside suspect vehicle; and
 - r. Ability to maintain radio communications.

C. Prohibitions

1. Officers are authorized to engage and continue in a pursuit only when they have reasonable suspicion to believe the driver or occupant has committed or is attempting to commit a crime that warrants the apparent need for immediate capture against the risks to officers, innocent motorists and others, or when officers can articulate the exigent need to apprehend the suspect(s) because of the potential for harm to the public (Public Risk). The danger created by the suspect cannot constitute justification for the pursuit.
2. High speed vehicle pursuits are prohibited under the following conditions:

- a. When non-law enforcement officers are present in the vehicle;
 - b. Pursuits of motorcycles;
 - c. During severe weather conditions;
 - d. The police vehicle does not have functioning emergency equipment (lights and siren);
 - e. The identity of the violator has been established to the point that a later apprehension and identification is likely through other means, unless there exists an immediate need for apprehension
3. All intervention tactics such as low speed tactical intervention techniques (PIT maneuver), and speed channeling are prohibited.
 4. Officers shall not pursue any off-road type vehicles, which include three and four wheeled ATVs, dirt bikes, motorized scooters, go-peds, mopeds, go- carts, and any other recreational type vehicle that may be operated on public roads or property. Very often these vehicles are operated by youths who are incapable of handling the pressures involved in pursuit situations. In only the most extreme situations, where allowing the operators escape creates a severe risk of serious injury or death to either an officer or another citizen, a supervisor may allow the pursuit.
 5. Officers are prohibited from discharging firearms at or from a moving vehicle or bicycle unless officers reasonably believe deadly force is necessary to defend the officer or a third person from the use, or imminent use, of deadly force. For purposes of this policy, officers will not discharge their firearms at moving vehicles except under extreme circumstances.

D. Pursuit Procedures

1. All authorized emergency vehicle operations shall be conducted in strict conformity with department policy and the laws of the State of New York. Officers shall not drive with reckless disregard for the safety of other motorists or pedestrians.
2. Upon engaging in, or entering into a pursuit, the pursuing vehicle shall activate appropriate warning equipment. An audible warning device shall be used during all such pursuits.
3. When a motor vehicle pursuit is initiated, the pursuing officer will immediately report same to emergency dispatch personnel by stating that the officer has a pursuit and advising of the following:
 - a. The officer's assigned unit number;
 - b. Initial purpose of stop and reason for pursuit (officer will clearly articulate this);
 - c. Location, route, and direction of travel;
 - d. Description of pursued vehicle and license plate number;
 - e. Number of occupant(s) and description;
 - f. Weapons involved, if any;
 - g. Speed of pursuit; and
 - h. Operation of pursued vehicle, e.g., reckless, slow, etc.
4. The officer shall keep dispatch personnel updated on the status of the pursuit.

5. All personnel on the same channel will refrain from radio transmissions during the pursuit except for short transmissions of their locations as safety permits. A secondary channel will be utilized for other emergencies.
6. Tompkins County Department of Emergency Response Communications Division personnel shall immediately notify the on-duty supervisor, clear the radio channel of non-emergency traffic, enter the pursuit into the CAD system, and relay necessary information to other Sheriff's Deputies and adjacent police agencies in whose directions the pursuit is proceeding.
7. Number of Police Units
 - a. The primary unit in pursuit and one back up unit will be responsible for the actual pursuit. With the authorization of a supervisor, other assisting units will take parallel courses and remain in the area of the pursuit.
 - b. When feasible, available patrol units having the most prominent markings and emergency lights shall be used to pursue, particularly as the primary unit. If the pursuit is initiated with an unmarked vehicle, such unit shall become the secondary unit when a marked unit becomes available. The unmarked unit shall disengage when another marked unit becomes available as the secondary unit.
 - c. No more than two police vehicles (to include patrol vehicles from other agencies) and one supervisor will follow behind the suspect vehicle in a pursuit.
 - d. The primary pursuit unit shall become the secondary unit when the fleeing vehicle comes under police air surveillance, or when another unit has been assigned primary responsibility.
 - e. The secondary unit will become the primary unit when the primary unit becomes disabled or is unable to continue the pursuit.
 - f. The back-up unit shall follow at a safe distance and shall be responsible for all radio communications, allowing the primary pursuing unit to devote full attention to driving.
 - Exception: If the primary pursuing unit is a two-officer vehicle, the unit may opt to maintain responsibility for radio communications. In such a case, the passenger officer will assume responsibility for all communications.
 - g. The back-up unit will maintain a safe distance behind the primary pursuing unit that is reasonable and prudent under the existing conditions. Other than one supervisor, no other units will follow behind these two units.
 - h. Police officers, not engaged in the pursuit as the primary or secondary unit, shall not follow the pursuit on parallel streets unless authorized by a supervisor.

8. Passing Primary Pursuit Vehicle
 - a. There shall be no attempt by officers to pass the primary pursuing unit unless a request is made to do so by the primary pursuing unit or unless directed by a supervisor.
9. Overtaking Pursued Vehicle
 - a. Overtaking or attempts to overtake a pursued vehicle is prohibited.
10. Controlled Access Highways
 - a. Pursuit vehicles shall not pursue a vehicle the wrong way on a controlled access highway. The following options are to be considered:
 - Maintain visual contact with the suspect vehicle by paralleling it on the correct side of the highway.
 - Request assisting units to observe the exits available to the suspect vehicle, and block access to the highway for other vehicles which may head into the path of the suspect vehicle.
11. Forcible Stops
 - a. Ramming or heading off the fleeing vehicle by a police vehicle is prohibited unless officers reasonably believe deadly force is necessary to defend the officer or a third person from the use, or imminent use, of deadly force. For purposes of this policy, officers will not ram or head off the fleeing vehicle except under extreme circumstances.
 - b. Boxing in a suspect vehicle is prohibited unless expressly authorized by a supervisor.
 - c. Roadblocks and Barricades are prohibited unless specifically authorized by the supervisor after consideration of the necessity of applying deadly physical force to end the pursuit.
 - d. Procedures for setting up roadblocks are as follows:
 - Roadblocks may be used only when deadly force is justified.
 - The pursuit supervisor's approval shall be obtained to set up a roadblock. The pursuit supervisor may cancel a roadblock at any time.
 - Only marked police cars will be used in setting up roadblocks.
 - The marked police cars used to set up the roadblock will be unoccupied. Officers from those vehicles shall be a safe distance away from the roadblock in case the pursued vehicle strikes a police vehicle.
 - Marked police cars used in the roadblock will have all emergency lighting activated.

- When possible, there shall also be a reasonable sight distance to allow the driver of the pursued vehicle to stop before striking a police vehicle.
 - If time allows, flares (at least three), or other warning devices shall be placed at an approximate distance of 500' from the blockade in both directions.
 - The number of police vehicles used in a roadblock shall be limited to only those
 - necessary to cause the offender to stop.
- e. This policy is not intended to prohibit the strategic placement of police cars on side streets, driveways, parking lots and alleys to eliminate potential escape routes and assist in controlling a pursuit.
- f. Use of forcible stops will be documented with a Defensive Action Report by the deploying officer as per *G.O. 900 Use of Force – General*.
12. Tire Deflation Device (Stop Sticks)
- a. With prior authorization, a stop stick may be deployed in stationary vehicle situations for the following purposes:
- To prevent a vehicle(s) from being moved by a suspect attempting to flee a scene.
 - To prevent movement of a vehicle that is, or possibly will be, evidence.
- b. The deployment of a stop stick on a moving vehicle during the course of a pursuit is considered a use of force and shall be used in accordance with this policy and the Office's Use of Force Policy.
- c. A stop stick will be deployed only with the approval of a supervisor. A Supervisor's approval may be communicated through the emergency dispatch personnel.
- The supervisor must give consideration to all available information and authorize the use of the stop stick only when in his/her opinion the use of the stop stick is necessary to bring a pursuit to an end.
 - Requests from outside agencies for the use or deployment of a stop stick will be at the discretion of the supervisor.
- d. No officer shall deploy a stop stick unless the following criteria are met:
- The officer has received the designated training for deployment of the stop stick established by the Office's Training Coordinator.
 - A sergeant or higher-ranking officer has authorized the deployment of the stop sticks. Exceptions from a sergeant or higher-ranking officer's approval are justified when in the totality of the situation or the circumstances surrounding the pursuit presents additional risks that clearly outweigh prior approval of the deployment of a stop stick.

- The officer deploying the stop stick must advise pursuing vehicles, by radio, that a stop stick will be used, where the stop stick will be used, and any officer-controlled lane restrictions established.
- e. Stop Sticks should **not** be deployed:
- To terminate pursuits involving motorcycles, other two wheel vehicles, or any vehicle transporting flammable or hazardous materials.
 - Roadways bounded by steep descending embankments.
 - Areas of special events or activities.
 - Curves or locations where the safety of oncoming traffic cannot be ensured (blind hills and curves).
 - Construction zones.
 - Pedestrians in the immediate area.
- f. Deployment Process:
- The stop stick will be maintained as per instructions and secured within the vehicle as designed.
 - After removal from the trunk the spike will be deployed and secured in accordance with training and manufacturer's instructions.
 - Personnel will make every effort to deploy the tire deflation device from a position of safety, utilizing protective barriers, such as guardrails, a tree, etc. (officer's patrol vehicle or any other vehicles are not appropriate protective barriers).
 - The positioning of the police vehicle(s) must allow for a lane of traffic to remain open, across which the stop stick may be deployed.
 - Whenever possible, officers should place their vehicles out of sight of the approaching suspect vehicle in order to reduce the chance of stop stick avoidance by the suspect vehicle.
 - An officer shall remain outside his/her police vehicle when deploying a stop stick. Officers, however, must take a safe cover position away from the point of contact between the suspect vehicle and the stop stick.
 - Remove the stop stick immediately after it has been run over to allow police vehicles to proceed.
 - Stop sticks are not waterproof and must be wiped dry before they are returned to their storage rack.

- The damaged portion of a stop stick used to successfully stop a vehicle involved in a pursuit should be placed in evidence. The undamaged portion(s) of a stop stick may be returned to service. All damaged stop sticks not placed in evidence should be turned into the Training Division for replacement.
- Personnel using the tire deflation device will return the device to proper storage/deployment ready condition, following training directives.

g. Reporting

- The deployment of the stop sticks must be documented with the *Vehicle Pursuit Form*.
- In the event the deployment of a stop stick results in a fatality, the stop stick will be turned over as evidence in any ensuing investigation.

13. Traffic Control Devices

- a. Extreme care will be used when passing traffic signs or signals. Police vehicles will stop to ensure that all vehicular and pedestrian traffic is aware of and yielding to the emergency vehicle. When two or more emergency operated vehicles approach an intersection at the same time from different directions where traffic control devices are installed, said devices and the Vehicle and Traffic Law will determine the right-of-way.

14. Apprehension

- a. The primary and back-up units and supervisor are responsible for the activities at the apprehension site. No other units will respond unless requested by the primary unit or supervisor as dictated by the situation.

15. Termination

- a. The police officer serving as the primary unit engaged in the pursuit shall continually re-evaluate and assess the pursuit situation, including all of the initiating factors, and terminate the pursuit under any of the following conditions:
 - When circumstances develop, whereby the risks associated with continued pursuit are greater than the potential danger to the public or greater than the need to make an immediate apprehension.
 - Under those circumstances wherein the offender can be identified and an arrest made at a later time without risk of creating an unreasonable danger to the public.
 - When the pursued vehicle's location is no longer known by pursuing officers.

- When radio contact is lost and officers are prevented from communicating with their supervisors, dispatch personnel, or other police officers.
- When the officer is unfamiliar with the area and is unable to accurately notify the dispatcher of his location and the direction in which the pursuit is proceeding.
- When ordered by the supervisor in accordance with Section E below.

E. Immediate Supervisor's Responsibilities

1. Affirmatively authorize continuance of the pursuit and immediately acknowledge responsibility for management of the pursuit by stating over the radio his/her unit number and the fact that he/she is responding to the area.
2. If a supervisor determines that more units are needed, the number of units will be determined by:
 - a. The nature of the offense;
 - b. The number of suspects involved;
 - c. Whether the participating units have more than one officer; and
 - d. Other clear and articulated facts that would warrant the increased hazard of having more police units involved.
3. Assume sole supervisory responsibility for monitoring the pursuit until termination, until or unless relieved by a higher ranking authority.
4. Determine the reason for the pursuit, direction of travel, speed, description of vehicle, description of occupant(s), and weapons involved, if any.
5. Terminate any pursuit that does not conform to the restrictions of this policy as outlined herein.
6. Terminate any pursuit where the risks to continue the pursuit outweigh the benefits.
7. Constantly evaluate risks in continuing the pursuit.
8. When the supervisor issues a termination directive, all agency vehicles shall disengage warning devices and cease the pursuit immediately.
9. If pursuit is terminated, the supervisor will confirm that all units have ceased the pursuit.
10. The on-duty supervisor shall respond to the location where a vehicle has been stopped following a pursuit.

F. Communications Division Responsibilities

1. The Tompkins County Department of Emergency Response Communications Division dispatcher, upon notification of a pursuit will:
 - a. Clear the channel except for vehicles involved in the pursuit; and
 - b. Ensure that all other transmissions are sent to a secondary channel.
2. If a patrol supervisor has not taken command of the pursuit within the first minute, assign one from the area originating the pursuit (or nearest available supervisor) to be responsible to manage the pursuit until termination or conclusion. If a supervisor cannot be located to take command of the pursuit within the first two minutes, the Dispatch Center will terminate the pursuit.
3. Notify other channels and police agencies if the pursuit may enter their jurisdiction.
4. Initiate registration and criminal record searches as soon as possible and broadcast when time permits.

G. Inter-Jurisdictional Pursuits

1. The pursuing police officer shall notify dispatch when it is likely that a pursuit will continue into a neighboring police agency's area of law enforcement responsibility.
2. In all cases where a pursuit enters an area of law enforcement responsibility of a police agency other than TCSO, the Tompkins County Department of Emergency Response shall be responsible for immediately notifying the police agency responsible for such area.
3. Notification from another jurisdiction of a pursuit in progress is not a request to join the pursuit. The caller from the outside jurisdiction will be specifically asked if this is a request for assistance or merely a notification. Unless specifically authorized by the supervisor/command staff member, no officer shall join in an active pursuit by another law enforcement agency.
4. The shift supervisor shall communicate with the other agency's supervisor, when feasible, to determine the respective responsibilities of each police agency, and to determine which police agency will assume primary operational control of the pursuit. The supervisors shall also communicate with each other regarding any external conditions pertinent to the continued conduct of the pursuit.
5. In all cases where the pursuit enters a municipality without a regularly organized police department, notification shall be made to the New York State Police Troop responsible for that area.

H. After-Pursuit Inspection and Investigation

1. Upon termination of the pursuit, the on-duty supervisor shall inspect any vehicle utilized during the pursuit. Any vehicle which is suspected to have suffered damage in a pursuit shall immediately be removed from service for inspection. Photographs shall be taken of all damage caused to police vehicle(s), the violator's vehicle, and other vehicles damaged during the pursuit.
2. Upon notification, the Lieutenant may request that an accident reconstruction team report to the scene of any accident that is the result of a pursuit. The Reconstructionist shall have the responsibility of investigating the accident and shall report their findings to the Sheriff.

I. Reporting/Review Requirements

1. Officers' Responsibility
 - a. Each officer involved in the pursuit will submit a Spillman Incident Report detailing all actions taken, including, but not limited to, the deployment of tire deflation devices, blocking side streets, etc.
 - b. The officer initiating the pursuit will complete and submit to their supervisor a Vehicle Pursuit Report form.
 - c. The reports shall be completed prior to the end of the officer's shift unless excused by their supervisor for good reason. The officer's immediate supervisor(s) is responsible to ensure that the reports are completed in a timely manner.
2. Supervisor's Responsibility
 - a. After each pursuit situation, it will be the responsibility of the assigned supervisor to verbally notify their immediate supervisor.
 - b. The review of the pursuit shall be conducted by a supervisor not involved in the pursuit. The reviewing supervisor shall complete and submit to the Lieutenant the *Vehicle Pursuit Report – Supervisory Review form*.
3. Lieutenant's Responsibility
 - a. Request an audiotape copy of the pursuit from the Dispatch Center, to include all transmissions on those channels affected by the pursuit. These audiotapes will then be forwarded to the Undersheriff as soon as practical.
 - b. Review the Vehicle Pursuit Report – Supervisory Review form and then forward it to the Undersheriff. The scope of the review will include compliance with this policy and the identification of any training deficiencies, as well as suggestions for changes and/or modifications to this policy.

- c. Provide an annual vehicular pursuit summary report to the Undersheriff. The yearly report shall contain the following information:
- Total number of pursuits;
 - Number of pursuits which resulted in accidents, injuries, death, and number of arrests;
 - The number and types of vehicles involved in accidents;
 - A description of the individuals injured or killed (police, violator, third party);
 - Number of pursuits which were terminated utilizing tire deflation devices; and
 - List of charges filed.

5. Training

- a. Police officers who drive police vehicles shall be given initial and periodic updated training in the agency's pursuit policy and in safe driving tactics.

Attachments:

- A. [Vehicle Pursuit Report](#)
B. [Vehicle Pursuit Report – Supervisory Review](#)

By Order Of



Derek Osborne
Sheriff