

## Vehicle Pursuit and Intervention Techniques

### 313.1 PURPOSE AND SCOPE

Vehicle pursuits expose innocent citizens, law enforcement officers, and fleeing violators to the risk of serious injury or death. The primary purpose of this policy is to provide officers with guidance in balancing the safety of the public and themselves against law enforcement's duty to apprehend violators of the law. Another purpose of this policy is to minimize the potential for pursuit-related collisions. Vehicular pursuits require officers to exhibit a high degree of common sense and 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.

Deciding whether to pursue a motor vehicle is a critical decision that must be made quickly, under difficult and unpredictable circumstances. In recognizing the potential risk to public safety created by vehicular pursuits, no officer or supervisor shall be criticized or disciplined for deciding not to engage in a vehicular pursuit because of the risk involved. This includes circumstances where a department policy would permit the initiation or continuation of a pursuit. It is recognized that vehicular pursuit situations 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 in the successful conclusion of a pursuit are proper self-discipline and sound professional judgment. Officers' conduct during the course of a pursuit must be objectively reasonable, i.e. what a reasonable officer would do under the circumstances. An unreasonable desire to apprehend a fleeing suspect at all costs has no place in professional law enforcement.

#### 313.1.1 APPLICABLE UTAH CODE (UCA 41-6a-212)

Policy regarding vehicle pursuits.

The operator of an authorized emergency vehicle may exercise the following privileges when in the pursuit of an actual or suspected violator:

- Park or stand, irrespective of the provisions of this chapter.
- Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation.
- Exceed the maximum speed limits, unless prohibited by a local highway authority
- Disregard regulations governing direction of movement or turning in specified directions.

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The privileges granted the operator of an authorized emergency vehicle involved in any vehicle pursuit apply only when:

- The operator of the vehicle sounds an audible signal and uses a visual signal with emergency lights visible from in front of the vehicle.
- The public agency employing the operator of the vehicle has a written policy that describes the manner and circumstances in which any vehicle pursuit should be engaged, conducted and terminated.
- The pursuit policy of the public agency is in conformance with minimum standards established by the Department of Public Safety for emergency pursuit policies adopted by public agencies authorized to operate emergency pursuit vehicles.
- The operator of the vehicle has been trained in accordance with the written policy.

The privileges granted do not relieve the operator of an authorized emergency vehicle of the duty to act as a reasonably prudent emergency vehicle operator.

313.1.2 DEFINITIONS

**Boxing-in** - A coordinated tactic of positioning multiple police vehicles around a suspect vehicle to apprehend a suspect and / or prevent the start of a vehicle pursuit.

**Paralleling** – Participating in a pursuit by proceeding in the same direction and maintaining approximately the same speed while traveling on an alternate street or highway that parallels the pursuit route.

**Pursuit Intervention / Mitigation** – An attempt to terminate the ability of a suspect to continue to flee in a motor vehicle through tactical application of technology, road spikes, boxing-in, **PIT** (Pursuit Intervention Technique), ramming or roadblocks.

**Pinning-in** - Pinning-in a vehicle is defined as a single police vehicle blocking a stationary vehicle while utilizing the environment to impede the movement of the vehicle in question.

**Striking or forcibly moving-** When deadly force is warranted, when multiple attempts to stop the vehicle have failed, or an imminent threat to the public exists 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** – When deadly force is warranted, barricading a roadway by establishing a roadblock to force the suspect vehicle to stop, detour, or become disabled.

**Tire Deflation Devices** – Tire-deflating spikes utilized to deflate the suspect vehicle's tires.

**Cold Spike** – The use of tire deflation devices being deployed in a stealth manner. The intent is to prevent a pursuit from occurring, while also preventing the offender from trying to avoid the tire deflation device.

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**Trailing** – Following a suspect vehicle that is not actively evading or creating a public safety risk while obeying all traffic laws and without activating emergency equipment.

**Vehicle Pursuit** – An active attempt by an officer(s) in an authorized emergency vehicle to apprehend fleeing suspects who are attempting to avoid apprehension through evasive and unlawful tactics. It is not considered a pursuit if the driver is merely not paying attention to the officer's emergency lights and siren.

### **313.2 JUSTIFICATIONS FOR PURSUITS**

The crimes listed below will be offenses and / or circumstances in which an officer will be justified to initiate a pursuit:

- A violent felony.
- A situation where the officer can specifically articulate factors leading them to believe there is an immediate and imminent danger of serious bodily injury or death.

It is important to continually evaluate the Risk Factors in all pursuits, no matter what crime has been committed. All members involved in a pursuit must continually evaluate the need to apprehend the suspect(s) compared to the immediate risk to the public.

Knowing the identity of the suspect may determine if the pursuit should be continued or terminated. If the suspect's identity is known and they pose an imminent threat to the public, a pursuit may be continued.

### **313.3 RISK FACTORS WHEN PURSUING A VEHICLE**

The decision to pursue a motor vehicle is a process of weighing risk factors of the pursuit against the primary responsibility of preserving life. Officers will balance the need for apprehension against the risk created in a motor vehicle pursuit.

**RISK FACTORS INCLUDE:**

Pedestrians

Vehicle traffic

Low visibility

Inclement Weather

Driving the wrong way and / or into oncoming traffic

Type of vehicle the offender is driving such as extra-large, heavy commercial vehicles, motorcycles, RV's.

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### 313.3.1 PROHIBITED PURSUITS

The crimes listed below will be offenses which, in general, do not warrant a pursuit under most circumstances:

- Traffic offenses;
- Misdemeanor violations;
- Non-forcible felony violations;
- Property crimes;
- Stolen vehicles, without other articulable and aggravating factors, will not by itself be grounds for a pursuit.

Except where otherwise expressly stated, the provisions of this policy shall be considered as guidelines. It is recognized that the work of law enforcement is not always predictable, and circumstances may arise which warrant departures from these guidelines. It is the intent of this manual to be viewed from an objective standard, taking into consideration the SOUND DISCRETION entrusted to members of this department under the circumstances reasonably available at the time of ANY incident.

### 313.4 LIMITATIONS

- Vehicle Pursuits are strictly prohibited in all canyons within Salt Lake County except for Parley's Canyon (I-80)
- Officers driving non-pursuit rated vehicles will relinquish their position in the pursuit when officers driving marked units are in position to assume the primary and / or back-up positions, when feasible.
- Officers will not participate in pursuits as the primary, back up, or support unit when their vehicle is occupied by prisoners, a civilian ride-along, or any other person without peace officer status.
- All officers in a pursuit shall space their vehicles at a distance that will allow for sufficient reaction time and braking distance in the event preceding vehicles stop, slow down, or turn.
- Officers shall not attempt to pass other police units involved in the pursuit unless such movement has been first acknowledged by the officer being passed.
- Officers will not pursue violators the wrong way on a freeway, divided highway, or a one-way road.

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### 313.5 INITIATING PURSUITS

Upon initiating a pursuit, an officer will immediately engage both emergency lights and siren. The officer will then notify dispatch of the following:

- Location, direction of travel, and estimated speed.
- Description of the suspect vehicle.
- Number of occupants.
- Reason for the pursuit.
- Each change of direction or other situation changes

### 313.6 ASSISTING UNITS

Only the officer who initiated the pursuit and two back up officers shall pursue the suspect vehicle, unless an incident commander or supervisor controlling the pursuit assigns other officers to assist. Other officers close to the pursuit should attempt to position their vehicles at strategic points to assist the pursuing vehicle in the event the suspect stops or eludes the pursuing officer. **Officers will not engage in high- speed paralleling or following of the pursuit.** Holding intersections for approaching vehicles in the pursuits are permissible when officers have sufficient time to arrive and hold such intersection safely. The holding of intersections does not relieve the pursuing officers of the responsibility to enter a “held” intersection with due caution.

### 313.7 SUPERVISORY CONTROL / INCIDENT COMMAND

Supervisors and Watch Commanders will manage, control pursuits, and ensure compliance with department policy. Supervisors who assume command of a pursuit incident will notify dispatch on the air that they are the “Incident Commander.” The Incident Commander will not become actively involved in the pursuit, except as required by exigent circumstances. Upon notification that there is a pursuit in progress, the patrol supervisor of the precinct in which the pursuit is initiated shall assume incident command of the pursuit, if it has not already been established. The Watch Commander may assume Incident Command of any pursuit; however, the Watch Commander shall assume incident command of a pursuit in the absence of a supervisor. After being notified of a pursuit, a supervisor shall:

- Assume command of the incident and notify dispatch over the air.
- Ensure proper radio channels and procedures are in use.
- Ensure tactics are in conformance with any policy of the department.
- Ensure only the necessary numbers of units are involved.
- Ensure allied agencies are notified.

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- Consider aborting the pursuit if cause exists.
- Consider air support availability and practicality.
- Ensure post-incident notifications.
- Ensure that proper written reports are completed and forwarded to the appropriate Commander for an administrative review.
- Monitor and evaluate the pursuit for the safety of all parties.

The supervisor shall proceed to the termination point of the pursuit and provide appropriate assistance and supervision at the scene, when practicable.

**313.7.1 WATCH COMMANDER RESPONSIBILITY**

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

**313.8 INTER-JURISDICTIONAL PURSUIT**

**313.8.1 UNIFIED POLICE DEPARTMENT-INITIATED PURSUITS**

Due to law enforcement authority of UPD officers throughout the State of Utah, pursuits initiated by officers will be handled by UPD until the pursuit is terminated or the responsibility of the pursuit is assumed by another agency.

**313.8.2 OUTSIDE AGENCY-INITIATED PURSUITS**

Unless one or more of the following circumstances occurs, officers will not become involved in pursuits initiated by outside agencies.

- The officer's assistance is requested by the other agency.
- The officer makes a valid, reasoned determination that the safety of the pursuing officer or others is in jeopardy.
- The officer is specifically authorized or assigned by their UPD supervisor. Except in cases when specifically assigned by their supervisor, officers will immediately notify their supervisor of their involvement in an outside agency-initiated pursuit. Officers who switch to "Salt Lake Regional" channel to monitor an outside agency's pursuit will notify dispatch that they will be on "Salt Lake Regional."

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### **313.9 TERMINATING A PURSUIT**

Pursuits shall 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 risks of continuing the pursuit reasonably appear to outweigh the risks resulting from the suspect's escape.

The factors listed above 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 danger to innocent motorists and themselves when electing to continue a pursuit. In the context of this policy, the term "terminate" shall be construed to mean discontinue or to stop chasing the fleeing vehicles. When terminating a pursuit, the officer shall notify dispatch of their intent to terminate the pursuit, pull to the right shoulder of the roadway or highway, come to a complete stop, and turn off all emergency lights and siren.

In addition to the factors, listed above the following factors shall also be considered in deciding whether to terminate a pursuit:

- 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 and / or distance.
- Pursued vehicle's location is no longer definitely known.
- Officer's pursuit vehicle sustains any type of damage that renders it unsafe to drive.
- The danger posed by the continued pursuit to the public, the officers, or the suspect is greater than the value of apprehending the suspect.
- Weather or traffic conditions substantially increase the danger of the pursuit beyond the benefit of apprehending the suspect.
- If 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 shall strongly consider discontinuing the pursuit and apprehending the offender later.
- The pursuit is terminated by a supervisor.
- The officer is unfamiliar with the area and is unable to accurately notify dispatch of the location and direction of the pursuit.
- The violator is driving the wrong way on a freeway, divided highway, or one-way road.
- Air support is available to track the suspect.
- Pursuits will terminate at the state line unless exigent circumstances exist.

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**313.10 TRAILING TERMINATED PURSUIT VEHICLE**

It is encouraged for officers to saturate an area where the vehicle was last observed after a pursuit was terminated, to locate abandoned suspect vehicles and suspects on foot. Officers **will not** re-engage with a suspect vehicle after a pursuit is terminated. Trailing the vehicle may be utilized under the following criteria:

- The trailing / following vehicle should be an unmarked police vehicle or a patrol vehicle that was not involved in the initial pursuit.
- The trailing / following vehicle can maintain a visual on the suspect vehicle, while obeying all traffic laws.
- The suspect vehicle is not actively evading the trailing / following vehicle.

If the suspect vehicle being trailed / followed begins to evade, the suspect vehicle WILL NOT be re-engaged unless further circumstance arises to the level of a justified pursuit. If justification is not met the vehicle will not be trailed / followed a second time unless otherwise approved by a sergeant or higher rank.

**313.11 SPEED LIMITS**

The speed of a pursuit is a factor that shall be evaluated on a continuing basis by the officer and supervisor. Evaluation of vehicle speeds shall take into consideration public safety, officer safety, and 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:

- Pursuit speeds have become unsafe for the surrounding conditions.
- Pursuit speeds have exceeded the driving ability of the officer.
- Pursuit speeds are beyond the capabilities of the pursuit vehicle thus making the operation unsafe.

**313.12 PURSUIT DOCUMENTATION**

All officers involved in a pursuit shall fully document their actions by use of a General Offense, Follow- Up, or Supplemental Report. The Watch Commander, Supervisor, or Incident Commander shall submit a detailed pursuit critique listing all events, justification, and identifying the role of all participants involved in the pursuit.

**313.13 COMMANDER RESPONSIBILITY**

The Commanders of the officers initiating the pursuit will be responsible for the fact gathering process for pursuits. When officers from other divisions are involved, the initiating officer's Commander will be responsible for coordinating and collecting the response of the officers



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through their own commanding officers. The Commander responsible for gathering the pursuit-related information has the authority to investigate and question all officers involved. As appropriate, the Internal Affairs Unit may be utilized to assist in the fact gathering process.

The initiating officer's Commander will submit the documentation of the pursuit including:

- Identification of all participants to include all officers, other agencies' law enforcement officials, suspects, and civilian witnesses.
- Copies of all reports generated by officers involved in the pursuit.
- A transcribed copy of the radio traffic related to the pursuit.
- An audiotape copy of the radio traffic related to the pursuit.
- Copies of all videotape recordings made by Mobile Video Recording (MVR), equipment in any UPD vehicles involved in the pursuit and all body worn camera footage.

If the pursuit meets the MIRB review criteria (Any pursuit resulting in injury, major property damage) the report will be submitted to the MIRB within 10 working days of the incident for review.

### **313.14 TIRE DEFLATION DEVICES (SPIKES, STOP STICKS)**

The use of tire deflating devices (spikes, Stop Sticks) will be governed by sound professional judgment and the procedures outlined in this policy. Tire deflating devices may be used to facilitate the disabling of a vehicle when:

- There is probable cause to believe an occupant has committed an offense justifying the custodial arrest of that occupant; or
- The operator of the vehicle has been given reasonable notice of a peace officer's command to stop and the operator ignores the efforts and warnings that would be obvious to a reasonable person in a similar situation; or
- The officer believes the movement of the vehicle will place the operator or others in imminent danger of serious bodily injury or death.

#### **313.14.1 COLD SPIKE**

Supervisors must approve the use of tire deflating devices being deployed with the intent of preventing a potential high-speed pursuit from occurring, also known as a cold spike. A cold spike may be used in situations where the driver is known to flee, or the seriousness of the crime makes it more likely the suspect will flee.

If the driver of a vehicle that has been successfully spiked then refuses to yield to an officer's signal to stop, a pursuit may be initiated.

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#### 313.14.2 RAT TRAPS

If available, tire deflating devices (“rat traps”) should be used against a stationary vehicle to reduce the chance of a high-speed pursuit or escape of the suspect(s) when that target vehicle becomes occupied by a suspect who may attempt to flee from law enforcement. As with other tire deflating devices, “rat traps” require the approval of the on-duty supervisor.

#### 313.14.3 DEPLOYMENT

The position and vulnerability of the public, private property and other assisting units must be considered prior to use of tire deflation devices. Traffic conditions, construction, special events and / or other activities may create situations where the use of tire deflation devices would be inappropriate.

Deployment of tire deflation devices will only be made by an officer who has successfully completed UPD approved training with the device, and in accordance with the device manufacturer’s instructions. The deploying officer will advise dispatch on the air when and where the device will be used. Dispatch will repeat the deployment information for the benefit of other units involved in the incident.

#### 313.14.4 RESTRICTIONS

Tire deflating devices will not be used against the following vehicles unless the justification for deployment clearly exceeds the risks of not disabling the vehicles:

- Vehicles transporting hazardous materials
- Buses transporting passengers
- Any vehicle that poses an unusually dangerous hazard to the officers or the public at the scene
- Any two- or three-wheel vehicle unless the use of deadly force is justified
- Any vehicle that does not meet the requirements of a pursuit as outlined in policy 313.2

#### 313.14.5 DOCUMENTATION AND INVESTIGATION

The use of tire deflating devices is an intentional act of an officer performing a law enforcement tactic and not a traffic accident; therefore, a state traffic accident form need not be submitted.

When the use of tire deflating devices results in a collision, a traffic accident investigation and State traffic accident report is required. That investigation will be conducted by an outside agency and a Forensic Investigations Unit member will be requested to photograph the scene. In cases of serious injury or death resulting from the use of tire deflating devices, an outside agency will be requested to investigate. To deal with claims made to Risk Management, a driver’s report of traffic accident will be completed in all cases where tire deflating devices are used. The Commander may review all non-training uses of tire deflating devices and will forward the appropriate documentation to the Professional Standards Division for review for

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possible training issues. The supervisor of the member using tire deflating devices or the supervisor managing the incident will be responsible to report the use to the on-duty Watch Commander. They will also be responsible to document the incident in the IA software.

**313.15 STRIKING OR FORCING VEHICLE INTO A DESIRED DIRECTION**

Striking or forcing moving vehicles into a desired direction, such as ramming a vehicle, shall only be used to stop suspects against whom the use of deadly force would be legally permissible, if other reasonable attempts to stop the pursuit have failed, or when an immediate and substantial threat exists to the safety of the public. If possible, the member intending to strike or force a vehicle will notify the on-duty supervisor of their intent. If possible, the actions will be approved by a supervisor.

Officers should consider the “crumple” zone in the police vehicle they are driving. This design of vehicles is meant to help protect the occupants of the vehicle from increased injury. Striking another vehicle, even with minimal force, may result in major damage and / or disabling of the police vehicle.

**313.15.1 DOCUMENTATION AND INVESTIGATION**

Striking or forcing a vehicle into a desired direction is an intentional act of an officer performing a law enforcement tactic and not a traffic accident; therefore, a state traffic accident form need not be submitted. When striking or forcing a vehicle results in a secondary collision, a traffic accident investigation and State traffic accident report is required. That investigation will be conducted by an outside agency and a Forensic Investigations Unit member will be requested to photograph the scene. In cases of serious injury or death resulting from striking or forcing a vehicle, an outside agency will be requested to conduct an investigation.

To deal with claims made to Risk Management, a Driver’s Report of Traffic Accident will be completed in all cases when striking or forcing a vehicle is used.

The supervisor of the member striking or forcing the vehicle or the supervisor managing the incident will be responsible to report the striking or forcing of the vehicle to the on-duty Watch Commander. They will also be responsible to document the incident in the IA software.

**313.16 BOXING-IN**

A coordinated tactic of positioning multiple police vehicles around a suspect vehicle to apprehend a suspect and / or prevent the start of a vehicle pursuit.

**313.16.1 TRAINING**

All officers must receive initial training from the Professional Standards Division prior to utilizing the technique. The Professional Standards Division will develop the initial training and any subsequent training that is deemed necessary.

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313.16.2 CONSIDERATIONS

Officers utilizing the boxing-in tactic shall, whenever practical, ensure that:

- All officers participating wear clear and easily identifiable police markings.
- All officers involved deploy with appropriate equipment including personal body armor.
- All officers maintain an awareness of other officers' locations to prevent crossfire.
- Vehicles equipped with push bumpers should be utilized for this tactic.

313.16.3 JUDGEMENT

The decision to utilize the boxing-in tactic must be based on the belief that the benefit in apprehending a suspect, or preventing a pursuit, exceeds the risk that the tactic potentially creates to the public, officers, and suspects. Officers and supervisors must consider the totality of the facts and circumstances known at the time the decision is made to utilize the boxing-in tactic. Those considerations include, but are not limited to:

- Safety of the public in the area where the tactic is utilized, including the type of area, time of day, amount of vehicular and pedestrian traffic, backdrops, etc.
- Identity, status, and age of the occupants of the suspect vehicle.
- The possibility that the suspect or occupants of the vehicle may be armed.
- The suspect's criminal history and prior actions.
- The capabilities or limitations of the vehicles and equipment being utilized in the tactic.
- The potential for the use of deadly force.

313.16.4 JUSTIFICATION

The boxing-in tactic may be utilized to prevent a vehicle pursuit when an officer has a legally justifiable reason to detain the occupant(s) of a vehicle and has a reasonable belief that the driver may attempt to flee to avoid police contact. Supervisor authorization and oversight of the boxing in tactic is required.

313.16.5 RESTRICTIONS

Unless exigent circumstances exist, the boxing-in tactic will not be utilized against moving vehicles.

313.16.6 DOCUMENTATION AND INVESTIGATION

Boxing in of a vehicle is an intentional act of an officer performing a law enforcement tactic and not a traffic accident; therefore, a state traffic accident form need not be submitted.

When boxing in a vehicle results in a secondary collision, a traffic accident investigation and State traffic accident report is required. That investigation will be conducted by an outside agency. Forensic Investigations Unit member will be requested to photograph the scene.

In cases of serious injury or death resulting from boxing in a vehicle, an outside agency will be requested to investigate.

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A Salt Lake County driver's report of traffic accident will be completed in all cases when the tactic is used, and vehicle damage is present. The Precinct Commander may review all non-training uses of boxing in vehicles and will forward the appropriate documentation to the Professional Standards Division for review for possible training issues.

The supervisor authorizing the boxing in tactic or the supervisor managing the incident will be responsible to report the incident to the on-duty Watch Commander. They will also be responsible to document the incident in the IA software.

### **313.17 PINNING IN-**

Pinning-in a vehicle is defined as a single police vehicle blocking a stationary vehicle while utilizing the environment to impede the movement of the vehicle in question.

#### **313.17.1 TRAINING**

All officers must receive initial training from the Professional Standards Division prior to utilizing the tactic. The Professional Standards Division will develop the initial training and any subsequent training that is deemed necessary.

#### **313.17.2 CONSIDERATION**

Officers utilizing the pinning-in tactic shall, whenever practical, ensure that:

- The officer deploying the tactic wear clear and easily identifiable police markings.
- The officer deploying the tactic wear appropriate equipment including body armor.
- All officers in the area maintain awareness to prevent crossfire and unnecessary danger to all involved.

Officers should consider the capabilities and limitations of the police vehicle being utilized in the tactic. If available officers should also consider the suspect's criminal history, prior actions, identity, status, and age of the occupants in the vehicle, and consider whether allowing the vehicle on the road may cause a public safety concern.

Officers should carefully consider the advantages and disadvantages in staying in the vehicle or creating distance to find sufficient cover and / or concealment.

#### **313.17.3 JUDGEMENT**

The decision to pin in a vehicle must be weighed considering the circumstances and information available to Officers at the time. The risk to the public must always be considered. Special consideration to the vehicle location, surrounding area, public and private property, and public present in the area at the time of the use of the tactic.

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313.17.4 JUSTIFICATION

The pinning-in of a vehicle may be utilized in the following circumstances but is not limited to:

- Pinning-in a known suspect vehicle involved in a crime.
- Pinning-in a stolen vehicle.
- To prevent a vehicle pursuit.
- To prevent the escape of a suspect in a crime.

313.17.5 RESTRICTIONS

Unless exigent circumstances exist, the pinning-in tactic will not be utilized against a moving vehicle.

**313.18 ROADBLOCKS-**

Roadblocks are an effective method for protecting public safety, enforcing traffic laws, and creating a deterrent effect through increased public perception of enforcement activity. To ensure the successful completion of law enforcement actions, while at the same time minimizing risk and inconvenience to the public, all “advisory” roadblocks, “enforcement” roadblocks, and roadblocks intended to apprehend pursuit suspects will be conducted consistent with the following procedures.

313.18.1 ROADBLOCKS INTENDED TO APPREHEND PURSUIT SUSPECTS

Barricading a roadway by establishing a roadblock to force the suspect vehicle to stop, detour, or become disabled may be considered as an action which could result in serious injury or even death.

313.18.2 SUPERVISORY AUTHORIZATION

Roadblocks to apprehend a suspect must be authorized by the assigned patrol supervisor, Watch Commander, or other command level officer. The supervisor authorizing the roadblock will advise dispatch on the air when and where the roadblock will be positioned.

313.18.3 PROCEDURE

This type of roadblock will be established away from intersections and other congested areas, in a place that is clearly visible on approach. Precautions to protect the safety of those staffing the roadblock will be taken. Consideration will be given to the possibility that the suspect may attempt to commit suicide or injure those at the roadblock. Only UPD-owned equipment will be used.

UPD vehicles will be used only if other, more suitable equipment is not available. Use of non-UPD equipment or vehicles may only be authorized by a sergeant-level Incident Commander, Watch Commander, or another command-level officer.

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**313.18.4 RESTRICTIONS**

The following restrictions apply to roadblocks used to apprehend pursuit suspects:

- Such roadblocks will not be used until all other reasonable alternatives have been exhausted.
- Such roadblocks will only be established to apprehend forcible felony suspects.
- Unless all known suspect vehicle occupants are suspects against who the use of deadly force would be legally permissible, an escape lane must be part of such roadblock.

**313.18.5 DOCUMENTATION AND INVESTIGATION**

The use of roadblocks intended to apprehend pursuit suspect(s) are an intentional act of an officer performing a law enforcement tactic and not a traffic accident; therefore, a state traffic accident form need not be submitted.

When the use of roadblocks intended to apprehend pursuit suspect(s) results in a collision, a traffic accident investigation and State traffic accident report is required. That investigation will be conducted by an outside agency and a Forensic Investigations Unit member will be requested to photograph the scene.

In cases of serious injury or death resulting from the use of a roadblock intended to apprehend a pursuit suspect(s), an outside agency will be requested to investigate.

To deal with claims made to Risk Management, a driver's report of traffic accident will be completed in all cases where a roadblock intended to apprehend pursuit suspect(s) is used.

The Precinct / Division Commander may review all non-training uses of roadblocks intended to apprehend pursuit suspect(s) and will forward the appropriate documentation to the Professional Standards Division for review for possible training issues.

The supervisor authorizing the use of the roadblock intended to apprehend a pursuit suspect(s) or the supervisor managing the incident will be responsible to report the roadblock incident to the on-duty Watch Commander. They will also be responsible to document the incident in the IA software.

**313.19 AIRCRAFT ASSISTANCE**

When available, aircraft assistance shall be requested, once the air vehicle has established visual contact with the pursued vehicle, it shall assume control over the pursuit. The primary and secondary ground units shall consider the participation of aircraft assistance when determining whether to continue the pursuit.

The air vehicle shall coordinate the activities of resources on the ground, report progress of the pursuit and provide officers and supervisors with details of upcoming traffic congestion, road

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hazards, or other pertinent information to evaluate whether to continue the pursuit. If ground units are not within visual contact and the air unit determines that it is unsafe to continue the pursuit, the air unit has the authority to terminate the pursuit.