
	LEXINGTON POLICE DEPARTMENT POLICY AND PROCEDURE GENERAL ORDER	Distribution ALL PERSONNEL	General Order Number 3.06
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Order Title: VEHICLE PURSUIT		CALEA Accreditation Standard: 41.2.2; 41.2.3 VLEPSC: OPR 01.10	Section 3
Section Title RULES OF CONDUCT		Rescinds: OPR 01-17; OPR 01-18	
		 AJ Panebianco, Interim Chief of Police	

This General Order is for departmental use only and does not apply in any criminal or civil proceeding. This General Order should not be construed as creation of a higher legal standard of safety or care in an evidentiary sense with respect to third party claims. Violations of this General Order will only form the basis for departmental administrative sanctions. Violations of law will form the basis for civil and criminal sanctions in a recognized judicial setting.

I. PURPOSE

The purpose of this policy is to establish guidelines for effective and efficient operational Standards that will assist Lexington Police Department in the care and operation of police emergency vehicles.

II. POLICY

The Lexington Police Department (“Department”), the main agency in charge of public safety within the City of Lexington, has the responsibility of implementing measures to guarantee the wellbeing of all people. As such, the Department’s public policy includes measures to ensure compliance with vehicle and traffic regulation on public roads and highways.

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 Department to assist officers in the safe performance of their duties. To fulfill these obligations, it shall be the policy of this Department to regulate the manner in which emergency response driving and vehicular pursuits are undertaken and performed. Pursuant to Virginia Code §46.2-920 the fact that officers are employing emergency lights and sirens does not relieve the officer from the duty to drive with due regard and consideration for the safety of other operators, passengers, pedestrians and property.

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.

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

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 within the Department of Public Safety, including local police officers serving in municipalities with a Resident State Trooper, or an organized municipal police department.

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.

Roadblock: An obstruction used in the roadway, natural or manmade, having the purpose of stopping vehicular traffic.

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: To immediately stop or cease the pursuit by pulling over to the side of the road or turning onto a side street. The pursuing officer and all units involved in the pursuit shall cease involvement in the pursuit and return to non-emergency driving operation. Following behind or paralleling a vehicle with or without emergency equipment activated after the pursuit has been terminated is not authorized.

Tire Deflation Device: 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.

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

IV. PROCEDURE

A. Emergency Driving – General

1. Marked police vehicles engaged in an emergency response, day or night, will utilize all emergency warning lights and siren.
2. Only unmarked vehicles equipped with emergency warning lights and siren will engage in an emergency response or pursuit.
3. 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.
4. Once the emergency response is terminated, and the use of lights and siren are discontinued, officers will respond in obedience to all traffic laws.
5. 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.
6. Non-sworn employees will NOT engage in emergency response or pursuit driving.
7. Officers will not engage in a pursuit while transporting non-departmental persons.
8. The officer's supervisor will be responsible for the management of any emergency response, including the responsibility to terminate same.
9. Spotlights and alley lights may be used when the vehicle is stationary or moving at speeds not to exceed 15 miles per hour and will not be used in a manner which will blind or interfere with the vision of operators of other vehicles (Code of VA, §46.2-1029).

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. Officers may initiate a pursuit only after they have determined that the suspect poses an imminent threat to human life. The decision must be based on the officer's assessment that the immediate risk of death or serious bodily harm outweighs the inherent dangers of the pursuit itself if the suspect remains at large.
3. Officers must not assume that individuals who flee from law enforcement or fail to yield are committing felony offenses. In fact, experience shows that most pursuits stem from misdemeanors or traffic violations. Therefore, officers shall not engage in a pursuit beyond an initial attempt to stop a vehicle when the suspected violation is a traffic infraction or other non-violent offense. 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. Below are factors that can be considered during the course of the pursuit to determine if chase should still be given
 - 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. Pursuing officer's driving skills and 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 of violence, 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 initiating the pursuit of a 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, 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 provisions of all state and local laws including VA Code §46.2-920 Officers shall not drive with reckless disregard for the safety of other motorists, pedestrians or property.

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. Central Dispatch 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 Lexington Police Officers, 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.
 - 1) 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:
 - 1) Maintain visual contact with the suspect vehicle by paralleling it on the correct side of the highway.
 - 2) 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.
- 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 as defined by Virginia Code §19.2-83.5 to end the pursuit.
- d. If a roadblock is authorized by the supervisor, the supervisor will direct the officers as to where the roadblock will be initiated based on considerations for clear sight lines and the safety of other operators on the roadway.
- e. Only those officers trained in boxing in a suspect or roadblocks and barricades shall be permitted to deploy such tactics upon approval of the supervisor.

12. Tire Deflation Device

- a. A tire deflation device may be deployed in stationary vehicle situations for the following purposes:
 - 1) To prevent a vehicle(s) from being moved by a suspect attempting to flee a scene.
 - 2) To prevent movement of a vehicle that is, or possibly will be, evidence.
- b. The deployment of an authorized tire deflation device 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 Department's Use of Force Policy.
- c. No officer shall deploy a tire deflation device unless the following criteria are met:
 - 1) The officer has received the designated training for deployment of the tire deflation device established by the Department's Lieutenant and the device is one authorized by the agency.

- 2) The officer has made the intent to use tire deflation device known to the supervisor. The supervisor will respond to the scene of the tire deflation device deployment to the extent possible.
- 3) The officer deploying the tire deflation device must advise pursuing vehicles, by radio, that a tire deflation device will be used, where the tire deflation device will be used, and any officer-controlled lane restrictions established.

d. Tire deflation devices should not be deployed:

- 1) To terminate pursuits involving motorcycles, other two- wheel vehicles, or any vehicle transporting flammable or hazardous materials.
- 2) Roadways bounded by steep descending embankments.
- 3) Areas of special events or activities.
- 4) Curves or locations where the safety of oncoming traffic cannot be ensured (blind hills and curves).
- 5) Construction zones.
- 6) Pedestrians in the immediate area.

e. Deployment Process:

- 1) The tire deflation device will be maintained as per instructions and secured within the trunk as designed.
- 2) After removal from the trunk the spike will be deployed and secured in accordance with training and manufacturer's instructions.
- 3) 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).
- 4) The positioning of the police vehicle(s) must allow for a lane of traffic to remain open, across which the tire deflation device may be deployed.
- 5) Whenever possible, officers should place their vehicles out of

sight of the approaching suspect vehicle in order to reduce the chance of tire deflation device avoidance by the suspect vehicle.

- 6) An officer shall remain outside their police vehicle when deploying a tire deflation device. Officers, however, must take a safe cover position away from the point of contact between the suspect vehicle and the tire deflation device.
- 7) Remove the tire deflation device immediately after it has been run over to allow police vehicles to proceed.
- 8) Tire deflation devices are not waterproof and must be wiped dry before they are returned to their storage rack.
- 9) The damaged portion of a tire deflation device used to successfully stop a vehicle involved in a pursuit should be placed in evidence. The undamaged portion(s) of a tire deflation device may be returned to service. All damaged tire deflation devices not placed in evidence should be turned into the Lieutenant for replacement.
- 10) Personnel using the tire deflation device will return the device to proper storage/deployment ready condition, following training directives.

f. Reporting:

- 1) The deployment of the tire deflation device must be documented with a [*Response to Resistance Form*](#) by the deploying officer.
- 2) A copy of the report shall be sent to Lieutenant. Each deployment of a tire deflation device will include an administrative review as specified in the Use of Force directives.
- 3) A [*Response to Resistance Form*](#) and a case report must be generated as per General Order [*3.05: Reporting and Investigating Force*](#).
- 4) In the event the deployment of a tire deflation device results in a fatality, the tire deflation device 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 vehicle operators will use due regard 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 Act 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. The pursuing officer or supervisor have the authority to terminate the pursuit under any of the following conditions:
 - 1) 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.
 - 2) 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.
 - 3) When the pursued vehicle's location is no longer known by pursuing officers.
 - 4) When radio contact is lost and officers are prevented from communicating with their supervisors, dispatch personnel, or other police officers.
 - 5) 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.
 - 6) 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 their unit number and the fact that they are 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 of continuing 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. Central Dispatch Responsibilities

1. Central Dispatch, 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, Central Dispatch will terminate the pursuit.
3. Notify other channels and police agencies if the pursuit may enter their jurisdiction.
4. Initiate the Virginia Criminal Information Network (VCIN), 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 Lexington, the Lexington Police supervisor and/or Central Dispatch personnel shall be responsible for immediately notifying the police agency responsible for such area. Lexington officers will not engage in a pursuit initiated by an outside agency that does not conform with this directive.
3. Notification from another jurisdiction of a pursuit in progress is not a request to join the pursuit. The caller from 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 Virginia State Police Troop responsible for that area or the area County Sheriff's Office.

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 should be taken of all damage caused to police vehicle(s), the violator's vehicle, and other vehicles damaged during the pursuit.
2. The Shift Supervisor may notify and request that a Lexington Police Department's accident reconstructionist 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 Chief of Police.

I. Reporting/Review Requirements

1. Officers' Responsibility:

- a. The initiating officer of the pursuit will submit a Case Incident Report detailing all actions taken, including, but not limited to, the deployment of tire deflation devices, blocking side streets, etc.. All secondary officers involved in the pursuit will provide supplemental reports as necessary.
- b. The reports shall be completed prior to the end of the officer's shift. If the officer(s) are physically unable to comply, they should be interviewed by their immediate supervisor as soon as possible.

2. Supervisor's Responsibilities:

- a. After each pursuit situation, it will be the responsibility of the assigned supervisor to notify their immediate supervisor pursuant to current notification protocols.
- b. Complete Case Incident Report and all supplemental reports as required.
- c. Document unit numbers of those vehicles involved in the pursuit and all those who respond to the apprehension site.
- d. Request an audio file copy of the pursuit from Central Dispatch, to include all transmissions on those channels affected by the pursuit. These audio files will then be forwarded to the Chief of Police as soon as practical.
- e. In-car videos will be secured and also forwarded to the Chief of Police as soon as possible.

- f. The administrative review of the pursuit shall be conducted by a supervisor not involved in the pursuit, as directed by the Chief of Police.
3. Each pursuit will be reviewed by the Chief of Police. 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.
4. The Lieutenant shall prepare an annual vehicular pursuit analysis of all pursuit reports to the Chief's Office by February 1st of each year. The yearly report shall contain the following information:
 - a. Total number of pursuits
 - b. Number of pursuits which resulted in accidents, injuries, death and number of arrests;
 - c. The number and types of vehicles involved in accidents;
 - d. A description of the individuals injured or killed (police, violator, third party);
 - e. The number of violators involved and arrested in pursuit incidents, including passengers;
 - f. All charges filed;
 - g. A review of policy and reporting procedures; and
 - h. Identified equipment or training needs.
5. Training
 - a. All police personnel shall be given initial and periodic update training in the agency's pursuit policy and in safe driving tactics. The provisions of VA Code §46.2-920 shall be a part of the curriculum for all police basic recruit training and re-certification programs.
 - b. This policy shall be reviewed at least once each year by each Lexington Police Department Officer.