I. POLICY

Code-3 and/or pursuit driving is a dangerous activity that must be undertaken with due care and with the understanding of specific risks, as well as the need for a realistic proportionate response, for public safety emergencies. It is the Department’s policy that a pursuit or Code-3 response is justified only when the necessity of immediate apprehension or the emergency situation outweighs the level of danger created by the pursuit or Code-3 response.

Portions of this order embrace guidelines compiled by the Yolo County Law Enforcement Administrators Coordinating Council as contained in “Inter-Agency Vehicular Pursuit Guidelines” (July 16, 2003). However, in every instance where police vehicles are operated under emergency conditions, officers must comply with all applicable laws and Department Rules & Regulations.

II. EMERGENCY VEHICLE OPERATIONS

A. Response Codes

1. Code-1 assignments are generally of low priority. Code-1 calls are completed at the member’s earliest convenience, and prior to completion of the tour of duty in which it was received.

2. Code-2 assignments are responded to immediately, but not under emergency conditions, and never with red light and/or siren. Code-2 responses shall be in compliance with all traffic control regulations.

3. Code-3. An assignment in this code is an emergency and requires an urgent response.

   Only sworn members may respond Code-3. Officers should only respond Code-3 when so dispatched or when circumstances reasonably indicate an emergency response is required. If an officer believes a Code-3 response to any call is appropriate, the officer shall immediately notify Dispatch. Two officers are generally authorized to respond Code-3 if the emergency requires a primary and back-up officer. The Watch Commander or field supervisor will make a determination as to whether one or more officers driving Code-3 is appropriate or not.
Code-3 responses do not permit a reckless disregard for the safety of the officer or the public. During a Code-3 response, the emergency solid red light must be activated continuously and the siren must be activated “as may be reasonably necessary” (Cal. Vehicle Code (VC) § 21055(b)).

Officers not authorized to respond Code-3 shall observe all traffic laws and proceed without the use of emergency lights and siren.

B. Requests for Emergency Assistance

Requests for emergency assistance should be limited to those situations where the involved member reasonably believes that there is an immediate threat to their safety or assistance is needed to prevent imminent harm or injury to a person. In any event, when a situation has stabilized and emergency response is not required, the requesting member shall immediately notify Dispatch.

If circumstances permit, the requesting member should give the following information as part of the request:

- Their unit number.
- Their location.
- The reason for the request and type of emergency.
- The number of units required.

C. The following procedures are used for Code-3 responses:

1. Officers shall exercise sound judgment and care with due regard for life and property when responding to an emergency call. Officers shall reduce speed at all street intersections to such a degree that they shall have complete control of the vehicle before proceeding.

2. The decision to continue a Code-3 response is at the discretion of the officer. If, in the officer’s judgment, the roadway conditions or traffic congestion does not permit such a response without unreasonable risk, the officer may elect to respond to the call without the use of red lights and siren at the legal speed limit. In such an event, the officer should immediately notify Dispatch. An officer shall also discontinue the Code-3 response when directed by a supervisor.

3. Upon receiving authorization or determining a Code-3 response is appropriate, an officer shall immediately give the location from which they are responding.

4. Exemptions granted to emergency vehicles under VC § 21055 are limited. VC § 21056 states that emergency responses do not “relieve the driver of a vehicle from the duty to drive with due regard for the safety of all persons using the highway, nor protect him from the consequences of an arbitrary exercise of the privileges granted.”

5. The red light will be continuously displayed and the siren (either “wail”, “yelp” or “manual” mode) will be activated “as may be reasonably necessary” to alert other drivers and pedestrians (VC § 21055(b)).

6. Officers must be mindful of traffic control devices such as stop signs, traffic signals, and activated railroad crossing signals until they can proceed safely through these control devices.
7. California Vehicle Code § 21806(a) requires a driver to yield the right-of-way to an emergency vehicle with an activated red light **AND** siren and drive to the right-hand edge of the highway. Consequently, officers must not pass on the right while in Code-3 status until the passage can be accomplished safely and only when any vehicle in front of the emergency vehicle is stopped or otherwise refuses to yield the right-of-way.

8. If the emergency equipment on the vehicle fails to operate, the officer must terminate the Code-3 response and respond accordingly. In all cases, the officer shall notify a supervisor of the equipment failure so that another unit may be assigned to the emergency response.

D. Dispatch Responsibilities

A dispatcher shall assign a Code-3 response when a member requests emergency assistance or available information reasonably indicates that the public is threatened with serious injury or death and immediate police response is needed. In all other circumstances, the dispatcher shall obtain authorization from the Watch Commander or a field supervisor prior to assigning units Code-3. The dispatcher shall:

- Attempt to assign the closest available unit to the location requiring assistance.
- Confirm the location from which the unit is responding.
- Notify and coordinate allied emergency services (e.g., fire and ambulance).
- Continue to obtain and broadcast information as necessary concerning the response and monitor the situation until it is stabilized or terminated.
- Control all radio communications during the emergency and coordinate assistance under the direction of the Watch Commander or field supervisor.

E. Supervisor Responsibility

1. Upon being notified that a Code-3 response has been initiated the Watch Commander or field supervisor shall verify the following:

   - The proper response has been initiated.
   - No more than those units reasonably necessary under the circumstances are involved in the response.
   - Affected outside jurisdictions are being notified as practical.

2. The supervisor shall monitor the response until it has been stabilized or terminated and assert control by directing units into or out of the response if necessary. If, in the supervisor’s judgment, the circumstances require additional units to be assigned a Code-3 response, the supervisor may do so.

3. It is the supervisor’s responsibility to terminate a Code-3 response that, in their judgment, is inappropriate due to the circumstances.

4. When making the decision to authorize a Code-3 response, a supervisor should consider the following:

   - The type of call.
   - The necessity of a timely response.
   - Traffic and roadway conditions.
   - The location of the responding units.
III. PURSUIT DRIVING REGULATIONS

Vehicle pursuits are inherently dangerous and expose the public, law enforcement officers and fleeing violators to the risk of serious injury or death. It shall be the policy of this Department that a vehicle pursuit shall be conducted only with red light and siren as required by Vehicle Code § 21055 for exemption from compliance with the rules of the road. The following regulations are established to provide officers with guidelines for driving with due regard and caution for the safety of all persons using the highway as required by Vehicle Code §§17004.7 and 21056.

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

A. “Pursuit” Defined

A vehicle pursuit is an event involving one or more law enforcement officers attempting to apprehend a suspect who is attempting to avoid arrest while operating a motor vehicle by using high speed driving or other evasive tactics such as driving off a highway, turning suddenly, or driving in a legal manner but willfully failing to yield to an officer’s signal to stop.

B. Initiating a Vehicle Pursuit

The decision to initiate a pursuit, with all its inherent dangers, must be weighed against the societal necessity to immediately apprehend the suspected violator or let them escape. 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 and 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 Department policy would otherwise permit the initiation or continuation of the 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 are authorized to initiate a pursuit when it is reasonable to believe that a suspected violator is attempting to evade arrest or detention by fleeing in a vehicle.

Factors that shall be considered prior to initiating a vehicle pursuit:

- The seriousness of the crime and its relationship to community and officer safety (a suspected infraction or non-violent crime alone will generally not, without more, give rise to an interest in continuing a vehicle pursuit);
• Apparent nature of the fleeing suspect(s) (e.g. whether the person(s) represents a serious threat to public safety);

• The importance of protecting the public and balancing the known or reasonably suspected offense and the apparent need for immediate capture against the risks to officers, innocent motorists and others;

• The peril to public safety, including the amount of vehicular and pedestrian traffic and the speed of the pursuit relative to these factors;

• The safety of the pursuing officer(s), including familiarity with the area of the pursuit, the quality of radio communications between vehicles, with dispatch, and with the police supervisor;

• The skill and experience of the pursuing officer and the performance capabilities of the vehicle(s) used in the pursuit;

• Road or weather conditions (e.g., rain, fog), and visibility that could significantly impair the officers’ ability to safely operate the vehicle during the pursuit;

• High vehicle speeds;

• Other persons in or on the pursued vehicle (e.g., passengers, co-offenders and hostages);

• Availability of other resources such as helicopter assistance;

• The police vehicle is carrying passengers other than police officers (a pursuit shall not be undertaken with a prisoner(s) in the police vehicle);

• Except for violent crimes, if the identity of the pursued person is known, no pursuit shall be initiated or continued.

C. Pursuit Procedures

A. Primary Pursuing Unit. The initial pursuing unit will be designated as the primary pursuit unit and will be responsible for the conduct of the pursuit, unless the unit is unable to remain reasonably close enough to the violator’s vehicle. The primary responsibility of the officer initiating the pursuit is the apprehension of the suspected violator(s) without unreasonable danger to themselves or other persons.

a. Upon initiation of a vehicle pursuit the primary pursing unit shall immediately notify the dispatcher that a vehicle pursuit has been initiated and, as soon as practical, provide information including, but not limited to:

• Reason for the pursuit;
• Location and direction of travel;
• Speed of the fleeing vehicle;
• Description of the fleeing vehicle and license number, if known;
• Number of known occupants;
• The identity or description of the known occupants;
• Information concerning the use of firearms, threat of force, injuries, hostages or other unusual hazards.
b. Unless relieved by a supervisor or secondary unit, the officer in the primary unit shall be responsible for the broadcasting of the progress of the pursuit. Unless practical circumstances indicate otherwise, and in order to concentrate on pursuit driving, the primary officer should relinquish the responsibility of broadcasting the progress of the pursuit to a secondary unit or aircraft joining the pursuit.

B. Secondary Pursuing Unit. The assisting unit closest to the primary pursuit vehicle shall be designated as the second pursuing unit. When an officer joins a pursuit as the second unit, they shall immediately notify the dispatcher. If practical, the second pursuing unit will assume responsibility for communicating the pursuit route. The secondary unit should remain a safe distance behind the primary unit unless they are directed to assume the role of the primary unit if the primary unit is unable to continue.

C. Number of Pursuing Units. Normally, only three Davis Police units, consisting of two units and one supervisor, shall directly maintain a vehicle pursuit.

The Watch Commander shall ensure only an appropriate number of police units are involved in the pursuit. The Watch Commander or supervisor may request additional units to join a pursuit if, after assessing the factors outlined above, it appears that the number of officers involved would be insufficient to safely arrest the individual(s). All other officers should stay out of the pursuit, but should remain alert to its progress and location. Any officer who drops out of a pursuit may then, if necessary, proceed to the termination point.

D. Operation in Code-3 status. The primary, secondary, and supervisory units should be the only units operating under emergency Code-3 conditions (red light and siren), unless other units are assigned to the pursuit. Officers are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicular and pedestrian traffic to protect the public.

E. Unmarked Vehicles and Police Motorcycles. A pursuit initiated by a motorcycle, police utility vehicle, or an unmarked police vehicle shall be abandoned by that type of vehicle when marked vehicles can assume the primary and secondary pursuit roles. The exemptions provided by VC § 21055 do not apply to officers using vehicles without emergency equipment.

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

The air unit should 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 hazards, or other pertinent information to evaluate whether or not 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.

G. Non-Pursuing Personnel. Non-pursuing personnel needed at the termination of the pursuit should respond in a non-emergency manner, observing the rules of the road, unless a Code-3 response is necessary and in compliance with this policy.
D. Abandoning/Termination of a Vehicle Pursuit

1. During a vehicle pursuit, officers shall continually weigh the risk of collision against the gravity of the offense that prompted the pursuit. The pursuit shall be abandoned when the risk exceeds the benefit of apprehension. **Officers are never required to sustain a pursuit that is, in their judgment, too hazardous to themselves or others nor will any officer who discontinues a pursuit because it is, in their judgment, too hazardous suffer any negative consequences whatsoever.**

2. The factors listed in Section III.B. above are expressly included herein and will apply equally to the decision to discontinue as well as the decision to not 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.

3. The following additional factors may be cause to abandon a pursuit:
   
a. The fleeing suspect demonstrates a wanton disregard for the safety of others on the roadway or drives the wrong way on the freeway.

b. Driving at speeds that are inordinately high for city streets or highways.
   
   1. The speed of a pursuit is a factor that should 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.
   
   2. 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 unreasonably 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 its operation unsafe.

   c. Traversing traffic congested, narrow, or blind streets.

   d. Lengthy pursuits in terms of time and distance.

   e. When the suspect vehicle’s location is no longer known.

   f. Distance between the pursuing officers and the fleeing vehicle(s) is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time and/or distance.

   g. The suspect’s identity becomes known and it does not reasonably appear that the need for immediate capture outweighs the risks associated with continuing the pursuit; officers should strongly consider discontinuing the pursuit and apprehending the suspect at a later time.

   h. When directed by a passenger officer in a pursuing vehicle if, in their judgment, it is unjustified to continue the pursuit under the guidelines of this policy.

   i. Officer’s pursuit vehicle sustains any type of damage that renders it unsafe to drive.
j. When directed by a supervisor.

4. Whenever an officer elects to abandon a pursuit, they shall immediately notify the dispatcher of that decision.

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

E. Pursuit Driving Tactics

The decision to use or not use specific driving tactics requires the same assessment of considerations outlined in the factors to be considered concerning pursuit initiation and termination. The following are tactics for units involved in the pursuit:

1. Officers, considering their driving skills and vehicle performance capabilities, will space themselves from other involved vehicles such that they are able to see and avoid hazards or react safely to maneuvers by the fleeing vehicle;

2. As a general rule, officers should not pursue a vehicle driving left of center (wrong way) on a freeway. In the event the pursued vehicle does so, the following tactics should be considered:
   - Requesting assistance from an air unit.
   - Maintaining visual contact with the pursued vehicle by paralleling it on the correct side of the freeway.
   - Requesting other units to observe exits available to the suspect(s).

3. Officers involved in a pursuit should not attempt to pass other units unless the situation indicates otherwise or requested to do so by the primary unit.

4. Because intersections can present increased risks, the following tactics should be considered:
   - Available units not directly involved in the pursuit may proceed safely to controlled intersections ahead of the pursuit in an effort to warn cross traffic.
   - Pursuing units must exercise due caution when proceeding through controlled intersections.

5. Notifying the California Highway Patrol (CHP) and/or other jurisdictional agency if it appears that the pursuit may enter their jurisdiction.

F. Tactics/Procedures for Units Not Involved in the Pursuit

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

The primary, secondary and in some instances the supervisory units should be the only units operating under emergency conditions (red light and siren) unless other units are assigned to the pursuit. Officers are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicular and pedestrian traffic to protect the public.
G. Communications Procedures

If the pursuit is confined within the city limits, radio communications will be conducted on the primary channel unless instructed otherwise by a supervisor or communications dispatcher. If the pursuit leaves the jurisdiction of this city, or such is imminent, involved units may switch radio communications to an appropriate radio frequency for the jurisdiction they are about to enter.

1. Upon receipt of information of a vehicle pursuit, the communications dispatcher shall broadcast the following information immediately: Primary Unit identification, location, direction of travel, and approximate speed.

2. Code-33 (emergency radio traffic only) status shall be initiated, followed by obtaining the reason for the pursuit, vehicle description and license number if available, number and description of occupants, and pursuit conditions (weather, traffic).

3. The duty Watch Commander shall be immediately alerted.

4. If a suspect vehicle license number is available, a full CLETS registration and stolen check shall be made.

5. Broadcast updated information received from the pursuer(s) including arrival of secondary pursuit unit, changes in direction, pursuit speed, and traffic conditions, and pursuit abandonment or loss of pursued vehicle.

6. The dispatcher has the prerogative to direct field units to another radio frequency if the pursuit exceeds the effective radio transmission range of the original frequency, or to better coordinate responses by responding allied agencies.

7. Notification of allied agencies for assistance.

8. Assign an incident number and log all pursuit activities

H. Supervisory Control - Watch Commander Responsibility

It is the policy of this Department that available supervisory and management control will be exercised over all motor vehicle pursuits involving Davis police officers.

1. The Watch Commander shall monitor and supervise the conduct of all vehicle pursuits to ensure compliance with the provisions of this policy. The Watch Commander should 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.

2. The Watch Commander shall acknowledge, by radio, the fact that they are monitoring the pursuit.

3. The Watch Commander shall direct that the pursuit be terminated if, in their judgment, it is unjustified to continue the pursuit under the guidelines of this policy.

4. At the conclusion of a local successful pursuit, a supervisor shall immediately respond to the scene and provide necessary on-site supervision. If a supervisor cannot respond at once,
they shall designate a senior officer (FTO if possible) to assume control pending arrival of the supervisor.

a. The supervisor shall ensure the offender is removed promptly from the scene of the arrest.
b. Restore order to the scene, including returning non-essential units to duty, and assigning tasks to personnel who are performing essential duties.
c. Notification of command staff, when appropriate.

I. Pursuits into Other Police Jurisdictions

1. The Watch Commander shall make the determination if a vehicle pursuit should be continued, abandoned, or transferred to another police agency. Timely notification should be made if entering another jurisdiction.

2. The factors for the Watch Commander to consider in this decision include:
   • The distance traveled.
   • Pursuing officer’s familiarity with the area.
   • Radio communications limitations.

3. A request for CHP assistance will mean that they will assume responsibilities for the pursuit.

4. Units originally involved will discontinue the pursuit when advised that another agency has assumed the pursuit and assistance of the Davis Police Department is no longer needed. In the event that the initiating unit from this agency either relinquishes control of the pursuit to another unit or jurisdiction, that initiating unit may, with permission of a supervisor, trail the pursuit to the termination point in order to provide necessary information and assistance for the arrest of the suspect(s).

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

6. Upon completion of a successful pursuit outside the City, the initiating officer shall respond to the scene and provide any necessary assistance. A supervisor may also respond as needed. The role and responsibilities of officers at the termination of a pursuit initiated by this Department shall be coordinated with appropriate consideration of the units from the agency assuming the pursuit.

J. Pursuits by Other Police Agencies in Davis City Limits

Notification of a pursuit in progress should not be construed as a request to join the pursuit. Requests to or from another agency to assume a pursuit should be specific. Because of communication limitations between local agencies and CHP units, a request for CHP assistance will mean that they will assume responsibilities for the pursuit. For the same reasons, when a pursuit leaves the freeway and a request for assistance is made to this Department, the CHP should relinquish control.

1. The agency that initiates a pursuit shall be responsible for conducting the pursuit. Units from this Department should not join a pursuit unless specifically requested to do so by the
agency whose officers are in pursuit. The exception to this is when a single unit from the initiating agency is in pursuit. Under this circumstance, a unit from this Department may join the pursuit until sufficient units from the initiating agency join the pursuit.

2. When a request is made for this Department to assist or take over a pursuit from another agency that has entered this jurisdiction, the Watch Commander should consider these additional following factors:

- Ability to maintain the pursuit.
- Circumstances serious enough to continue the pursuit.
- Adequate staffing to continue the pursuit.
- The public’s safety within this jurisdiction.
- Safety of the pursuing officers.

3. As soon as practical, the Watch Commander should review a request for assistance from another agency. The Watch Commander, after consideration of the above factors, may decline to assist in, or assume the other agency’s pursuit.

4. Assistance to a pursuing allied agency by officers of this Department will terminate at the City limits provided that the pursuing officers have sufficient assistance from other sources. Ongoing participation from this Department may continue only until sufficient assistance is present.

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

K. Pursuit Intervention Tactics (See Policy and Procedure 3.05-A, Use of Force)

1. Pursuit Intervention. Pursuit intervention is an attempt to terminate the ability of a suspect to continue to flee in a motor vehicle through tactical application of technology, road spikes, blocking, boxing, PIT (Pursuit Intervention Technique), ramming or roadblock procedures.

2. When Authorized. Use of pursuit intervention tactics should be employed only after approval of the Watch Commander or another supervisor if that supervisor is directly involved in the pursuit. In deciding whether to use pursuit intervention tactics, officers/supervisors should balance the risks of allowing the pursuit to continue with the potential hazards arising from the use of each tactic to the public, the officers and persons in or on the pursued vehicle. With these risks in mind, the decision to use any intervention tactic should be reasonable in light of the circumstances confronting the officer at the time of the decision.

   It is imperative that officers act within the bounds of legality, good judgment and accepted practices.

3. Intervention Standards. Any pursuit intervention tactic, depending upon the conditions and circumstances under which it is used, may present dangers to the officers, the public, or anyone in or on the vehicle being pursued. Certain applications of intervention tactics may be construed to be a use of deadly force and subject to the requirements for such use. Officers who have not received certified POST or Departmental training in the application
and use of any intervention tactic or equipment shall consider these facts and requirements prior to deciding how, when, where, and if an intervention tactic should be employed.

4. Pursuit intervention tactics include:

a. **Ramming.** Deliberate contact by a police vehicle to the pursued vehicle to functionally damage or otherwise force the violator’s vehicle to stop.

Ramming a fleeing vehicle should be done only after other reasonable tactical means at the officer’s disposal have been exhausted. This tactic should be reserved for situations where there does not appear to be another reasonable and alternative method. This policy is an administrative guide to direct officers in their decision-making process before the fact of ramming another vehicle. It is not a standard for civil or criminal litigation to judge the propriety of the act; that is a matter for the courts to determine by established law. When ramming is to be employed as a means with which to stop a fleeing vehicle, one or more of the following factors should be present:

- The suspect is an actual or suspected felon who reasonably appears to represent a serious threat to society if not apprehended.
- The suspect is driving in willful or wanton disregard for the safety of persons; or, driving in a reckless and life-endangering manner.

If there does not reasonably appear to be a present or immediately foreseeable serious threat to the public, the use of ramming is not authorized.

Officers are cautioned that airbags may deploy in the pursuit vehicle at an impact angle of 35 degrees or less and at an impact speeds over 14 mph into a fixed object and 28 mph into a moveable object.

b. **Blocking or Vehicle Intercept.** A slow speed coordinated maneuver where two or more patrol vehicles simultaneously intercept and block the movement of a suspect vehicle, the driver of which may be unaware of the impending enforcement stop, with the goal of containment and preventing a pursuit. Blocking is not a moving or stationary road block.

Blocking or vehicle intercept should only be considered in cases involving felony suspects or impaired drivers who pose a threat to public safety when officers reasonably believe that attempting a conventional enforcement stop will likely result in the driver attempting to flee in the vehicle. Because of the potential risks involved this technique should only be employed by officers who have received training in such tactics after giving consideration to the following:

1. The need to immediately stop the suspect vehicle or prevent it from leaving substantially outweighs the risk of injury or death to occupants of the suspect vehicle, officers, or other members of the public.
2. All other reasonable intervention techniques have failed or reasonably appear ineffective.
3. Employing the blocking maneuver does not unreasonably increase the risk to officer safety.
4. The target vehicle is stopped or traveling at a low speed.
5. At no time should civilian vehicles be used to deploy this technique.
c. **Pursuit Intervention Technique (PIT)**. A low speed maneuver designed to cause the suspect vehicle to spin out and terminate the pursuit.

Only those officers trained in the use of the Pursuit Intervention Technique (PIT) will be authorized to use this procedure and only then with approval of a supervisor upon consideration of the circumstances and conditions presented at the time, including the potential for risk of injury to officers, the public and occupants of the pursued vehicle.

d. **Boxing-in.** A tactic designed to stop a violator’s vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop.

The use of such a technique must be carefully coordinated with all involved units, taking into consideration the circumstances and conditions presented at the time as well as the potential risk of injury to officers, the public and occupants of the pursued vehicle.

e. **Roadblocks.** Vehicles or other heavy obstructions are placed in the roadway to deny passage to the pursued vehicle.

Because roadblocks involve a potential for serious injury or death to occupants of the pursued vehicle if the suspect does not stop, the intentional placement of roadblocks in the direct path of a pursued vehicle is generally discouraged and should not be deployed without prior approval of a supervisor and only then under extraordinary conditions when all other reasonable intervention techniques have failed or reasonably appear ineffective and the need to immediately stop the pursued vehicle substantially outweighs the risk of injury or death to occupants of the pursued vehicle, officers or other members of the public.

f. **Channelization.** By use of pylons, barricades, or unoccupied vehicles, the pursued vehicle is directed from the roadway and towards a terminal location.

g. **Spike Strip.** A device that extends across the roadway designed to puncture the tires of the pursued vehicle.

The use of spike strips shall be deployed only when it is reasonably certain that only the pursued vehicle will be affected by the use. Officers should carefully consider the limitations of such devices as well as the potential risks to officers, the public and occupants of the pursued vehicle. If the pursued vehicle is a motorcycle, a vehicle transporting hazardous materials, or a school bus transporting children officers and supervisors should weigh the potential consequences against the need to immediately stop the vehicle.

Tire deflation devices should only be deployed on surface streets from a position of hard cover.

When deploying tire deflation devices the deploying officer must have direct radio contact with the lead or secondary pursuing officer.

L. **Use of Firearm**

The use of firearms to disable a pursued vehicle is not generally an effective tactic and involves all the dangers associated with discharging firearms. Any use of a firearm must be in compliance with
PP 3.05-A, Use of Force. Officers should not utilize firearms during an ongoing pursuit unless the conditions and circumstances dictate that such use reasonably appears necessary to protect life.

M. Capture of Suspects

Proper self-discipline and sound professional judgment are the keys to a successful conclusion of a pursuit and apprehension of evading suspects. Officers shall use only that amount of force, which reasonably appears necessary under the circumstances, to properly perform their lawful duties. Unless relieved by a supervisor the primary officer should coordinate efforts to apprehend the suspect(s) following the pursuit. Officers should consider safety of the public and the involved officers when formulating plans to contain and capture the suspect.

N. Report Documentation Requirements

The following reports shall be completed to comply with appropriate local and state regulations:

1. The primary officer is responsible for ensuring the completion of appropriate crime/arrest reports.

2. Pursuant to Vehicle Code § 14602.1(b), the Watch Commander shall complete a Pursuit Report using the current CHP Pursuit Report form.

3. The Watch Commander shall forward the original CHP Pursuit Report form to the Patrol Commander by the end of the shift. The Patrol Commander is responsible for mailing or faxing the pursuit form to the CHP. An informational copy will be forwarded, through channels, to the Police Chief.

4. The Patrol Commander shall conduct a post pursuit analysis of every reported vehicle pursuit. The analysis shall minimally include a review of the written reports filed, a review of any in-camera footage of the pursuit, and listening to an audible recording of the radio traffic for the pursuit. Individual officers may be interviewed if necessary and subject to the considerations of PP 1.07-A, Internal Investigations. Absent referral of the incident for further internal investigation, the Patrol Commander will ensure that any involved officer and the Deputy Police Chief are notified of the results of the review and are provided any feedback on the handling of the pursuit and compliance with the provisions of this policy.

O. Regular and Periodic Pursuit Training

In addition to initial and supplementary POST training on pursuits required by Penal Code § 13519.8, all members of this Department will participate, no less than annually, in regular and periodic Department training addressing this policy and the importance of vehicle safety and protecting the public at all times, including a recognition of the need to balance the known offense and the need for immediate capture against the risks to officers and others. Vehicle Code § 17004.7(d).

P. Policy Review

Each member of this Department shall certify in writing that they have received, read and understand this policy initially and upon any amendments.

Q. Application of Motor Vehicle Pursuit Policy

This policy is expressly written and adopted pursuant to the provisions of Vehicle Code § 17004.7, with additional input from the POST Vehicle Pursuit Guidelines.
Darren Pytel
Police Chief

Created:
3/93

Revised:
2/96
4/97
6/97
11/98
10/99
1/02 (renumbering)
1/03 (tack strip became I, legal intervention moved to J)
7/06: Modification to comply with legislative changes operative in 2006 and 2007.
2/08; section VI L 4 added
3/10; renumbering of emergency vehicle operations, clarification of pursuit intervention tactics, clarification of Code-3 driving procedures, clarification of pursuit driving procedures.
05/17; changes to code 3 and pursuit portions
10/19 changes to policy

Reviewed:
12/00, 11/05, 1/06, 7/06, 10/11, 10/15, 12/17, 5/19