

	ELGIN POLICE DEPARTMENT 151 Douglas Avenue Elgin, Illinois 60120	
Effective Date: 07/30/01	STANDARD OPERATING PROCEDURE	Revised Date: 11/29/17
Chief of Police: 	Motor Vehicle Pursuits, 41.5	
Cross Reference: SOP 1.3 Response to Resistance	Policy Sections: 41.5.1 Decision to Initiate the Pursuit 41.5.2 Decision to Terminate the Pursuit 41.5.3 Restrictions 41.5.4 Initiating Officer's Responsibilities 41.5.5 Secondary Officer's Responsibilities 41.5.6 Support Units 41.5.7 Communications Responsibilities 41.5.8 Supervisor's Responsibilities 41.5.9 Forcible Stopping 41.5.10 Pursuits into Elgin from Other Jurisdictions 41.5.11 Required Documentation	

PURPOSE

The purpose of this policy is to establish guidelines for making decisions with regard to vehicular pursuits and the associated responsibilities, proper conduct, termination, and reporting requirements.

POLICY STATEMENT

It is the policy of the Elgin Police Department to protect human life and property. Officers shall use good judgment when considering a vehicle pursuit and follow the guidelines established in this policy. The objective of a motor vehicle pursuit is to maintain police contact with a fleeing driver. However, when the risks to human life and/or property begin to outweigh the benefits of capture, officers should refrain or disengage from pursuits.

DEFINITIONS

Emergency Warning Device: Oscillating lights, rotating lights, flashing lights, siren or any combination located on or within police vehicles.

I.S.P.E.R.N.: Illinois State Police Emergency Radio Network.

Primary Unit: The police vehicle that initiates a pursuit or any unit that assumes control of the pursuit as the lead vehicle positioned immediately behind the fleeing suspect.

Pursuit: An active attempt by a law enforcement officer in motor vehicle to apprehend a fleeing suspect who is actively attempting to elude the police.

Roadblock: A complete barricade of the roadway, constructed so as not to allow a vehicle to pass through or around the barricade.

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

Support Unit(s): Police vehicles not directly involved in the pursuit, through non-emergency driving, remains in close proximity to the pursuit. These vehicles may be located behind, in front of, or approaching the pursuit from the side. They may be used to block traffic, warn traffic and/or pedestrians, or be available to assist in any other way.

Tire Deflation Device: A portable device which is designed to cause controlled deflation of vehicle tires.

PROCEDURES

41.5.1 DECISION TO INITIATE THE PURSUIT

Once the officer has a reasonable amount of time to assess the situation, the decision to initiate a pursuit shall be based on all of the following factors:

- A. The pursuing officer's conclusion that the immediate danger to the officer and the public created by the pursuit is less than the immediate or potential danger to the public, should the suspect remain at large.
- B. The officer can articulate a reason to believe the occupant(s) of a fleeing vehicle has committed or attempted to commit a crime or is attempting to escape by use of a deadly weapon, or otherwise indicates they will endanger human life or inflict great bodily harm unless arrested without delay. All officers involved in a pursuit must, at all times, be able to justify their reasons for the pursuit.
- C. The suspect exhibits the intention to avoid apprehension by refusing to stop when properly directed to do so.
- D. In deciding whether to initiate a pursuit, the officer shall also take into consideration:
 - 1. Road, weather, time of day, and environmental/road conditions.
 - 2. Population density, vehicular, and pedestrian traffic.
 - 3. The relative performance capabilities of the pursuit vehicle and the vehicle being pursued.
 - 4. Seriousness of the offense.
 - 5. Familiarity of geographic location.
 - 6. Skill, training, and experience of the pursuing officer.
 - 7. Non-police personnel in the police unit.
- E. Should an officer with a civilian passenger become engaged in a pursuit, he/she will immediately request assistance of a marked police vehicle and will relinquish primary or secondary unit status upon the presence of another marked vehicle.

41.5.2 DECISION TO TERMINATE THE PURSUIT

The shift supervisor and primary pursuit officer have discretion in determining when a pursuit should be terminated. Shift supervisors are responsible for monitoring a pursuit. However, when appropriate, this responsibility may be accepted by a more senior or special division supervisor. Throughout the pursuit, supervisors and officers shall continuously assess the reasons for continuing the pursuit. Pursuing officers shall immediately terminate their involvement in the pursuit if any of the following events or conditions occurs:

- A. It becomes evident that the risk to life and property outweigh the benefit derived from the immediate apprehension of the offender.
- B. Upon the order of a shift supervisor.
- C. Their vehicle experiences equipment failure or malfunction involving lights, siren, radio, brakes, steering, or any other essential equipment.

- D. The suspect vehicle and/or the suspect's identity have been established to the point that later apprehension can be accomplished and there is no longer a need for immediate apprehension.
- E. The environmental conditions create an unacceptable heightened risk if the pursuit is continued. Traffic congestion and roadway conditions are a few examples of environmental conditions.
- F. Contact with the suspect vehicle is lost.
- G. Any other situation where an officer believes continuation of the pursuit would not be in the best interests of the department and/or the community.

41.5.3 RESTRICTIONS

- A. The restriction of the below listed vehicles does not preclude officers operating these vehicles from initiating a pursuit or becoming a secondary unit, if they have both lights and siren. The situation must necessitate immediate police action whereas a delay in awaiting other responding units would adversely affect operations. Upon availability of a marked police vehicle, officers operating a restricted vehicle shall not continue as a primary unit.
 - 1. All-terrain vehicles.
 - 2. Unmarked vehicles.
 - 3. Vans.
- B. Officers shall not normally follow the pursuit on parallel streets, unless authorized by a supervisor and such operation does not present an unreasonable hazard to other vehicular or pedestrian traffic.
- C. A pursuit will generally consist of no more than two police vehicles, a primary and secondary unit. Additional units may participate when there is a clear officer safety need or when authorized by a supervisor.
- D. Police units transporting detainees shall not become engaged in pursuits.

41.5.4 INITIATING OFFICER'S RESPONSIBILITIES

- A. Officers shall activate both the emergency lights and siren when engaged in a pursuit.
- B. Whenever two officers are in one vehicle, the driver is responsible for the operation of the vehicle and all emergency equipment in the vehicle.
- C. When an officer initiates a pursuit, he/she shall notify communications immediately. Should an Elgin initiated pursuit leave the city limits, the officer must obtain supervisory approval to continue the pursuit. The officer shall notify communications, and the Illinois State Police via ISPERN.
- D. The officer shall relay relevant facts about the pursuit, such as:
 - 1. Location.
 - 2. Direction of travel.
 - 3. Description of vehicle, to include the registration number.
 - 4. Reason for pursuit/nature of the offense.
 - 5. Speed.
 - 6. Number and description of occupants, if possible, and any other relevant factors.

- 7. Location of any accidents so medical assistance and an additional police unit can be dispatched.
- E. The officer shall keep the Communications Division updated on the progress of the pursuit.
- F. When contact is lost with the pursued vehicle, the primary unit shall broadcast any additional information to assist other units in locating suspects.

41.5.5 SECONDARY OFFICER'S RESPONSIBILITIES

- A. When the secondary unit engages in the pursuit, the officer shall:
 - 1. Activate both the emergency lights and siren.
 - 2. Advise communications that they will be the secondary unit.
 - 3. Call out the route of the pursuit.
- B. In the event of mechanical failure or accident resulting in the primary unit being unable to continue or maintain immediate pursuit, the secondary unit shall assume the position of primary unit and request that another marked unit be assigned as secondary.

41.5.6 SUPPORT UNITS

- A. Support units are those units that are not directly involved in the pursuit, but remain alert to its progress and location in the event they are needed to assist with traffic direction, accident investigation, foot pursuit, perimeter security, etc.
- B. Support units are authorized to use emergency equipment to warn the public.

41.5.7 COMMUNICATION'S RESPONSIBILITIES

Upon receiving information that an officer is in pursuit, the telecommunicator shall:

- A. Clear frequencies.
- B. Notify all units of pursuit information.
- C. Ensure the shift supervisor is notified.
- D. Coordinate pursuit vehicles.
- E. Update support units of the pursuit information.
- F. Alert other jurisdictions when appropriate.
- G. Check registration of pursued vehicle and relay information to all units.
- H. Notify all units when the pursuit has been terminated.

41.5.8 SUPERVISOR'S RESPONSIBILITIES

- A. Shift supervisors are responsible for coordinating the police response throughout the pursuit and ensuring all reports are completed. However, when appropriate, this responsibility may be accepted by a more senior or special division supervisor. Refer to section 41.5.11 for information on required documentation.

B. Monitoring Involvement:

1. It shall be the responsibility of the appropriate supervisor to continually review the facts given by the pursuing officer and to make independent judgments whether or not the pursuit should continue. This includes authorizing or denying the pursuit to continue outside the city limits.
2. Based on all information available, the appropriate supervisor shall order the termination of the pursuit if, in his/her opinion, the danger created by the pursuit outweigh the need for an immediate apprehension of the offender. Refer to Section 41.5.2 for more information on the decision to terminate the pursuit.

C. Response to Termination Scene:

1. When warranted, the appropriate supervisor shall respond to the termination scene of any pursuit including locations outside the city limits of Elgin, when initiated by an Elgin police officer.
2. In the event of an accident or injuries as a result of any pursuit, the shift supervisor shall respond to the scene.

41.5.9 FORCIBLE STOPPING

A. Except in situations where deadly force is authorized, as described in Standard Operating Procedure 1.3 Response to Resistance, officers shall not:

1. Attempt to deliberately collide with or pull in front of pursued vehicles. During high risk arrests, members of the Special Weapons and Tactics Team (SWAT) are authorized to utilize the tactical maneuver of bumping a parked or slow moving vehicle to prevent an escape.
2. Use the police unit to force any other vehicle off a roadway.
3. Discharge a firearm at or from a moving vehicle.
4. Utilize roadblocks, as defined in this policy. During high risk arrests, members of the Special Weapons and Tactics Team (SWAT) are authorized to utilize the tactical maneuver of boxing in a parked or slow moving vehicle to prevent an escape.

B. Tire deflation devices, known as stop sticks, are used to reduce the speed of a vehicle pursuit. These are also used to prevent a stopped vehicle from moving.

1. These devices are maintained in each command vehicle.
2. Tire deflation devices may be deployed by supervisors and officers trained in their use.
3. The location of the tire deflation deployment shall be broadcasted to other units prior to use. Officers shall ensure they maintain a safe distance from the location of the device.
4. Tire deflation devices shall be used with the safety of the public in mind.
5. Tire deflation devices will not be deployed against a vehicle with less than four wheels.

41.5.10 PURSUITS INTO ELGIN FROM OTHER JURISDICTIONS:

When a pursuit originates in another jurisdiction and enters the city limits of Elgin, Elgin police officers, with permission of the shift supervisor, may assist the pursuing officers in the following manner:

- A. The Elgin police telecommunicator may assign a secondary and support units to the pursuit, using the guidelines established in this department's pursuit procedures.
- B. The Elgin police telecommunicator shall maintain communications with the agency initiating

pursuit when possible.

- C. Restrictions, the decision to terminate, and other guidelines for involvement in a pursuit initiated by another agency shall be consistent with the police department's policy on Elgin initiated pursuits.

41.5.11 REQUIRED DOCUMENTATION

- A. All pursuits involving Elgin police officers shall be documented by completing police report and a Pursuit Driving Report Form, even if the pursuit was terminated prior to apprehension of the pursued subject. Officers shall forward a copy of the squad pursuit video to the appropriate supervisor. The police report shall outline the pursuit circumstances, officer's actions, and activities.
- B. As soon as possible, the appropriate supervisor shall conduct an administrative review, in the form of a meeting, to critique the pursuit. Included in the administrative review shall be responding supervisor(s), the initiating officer, the secondary officer, the communications operator(s), and any other department personnel the patrol supervisor believes can contribute to a meaningful discussion. The review shall include a review of the squad video. It is recommended that, at a minimum, the following topics be discussed:
 - 1. What were the positive aspects of the pursuit.
 - 2. What each participant would do differently.
 - 3. Actions by participants which caused difficulty or confusion.
 - 4. Adherence to policy, particularly regarding the decision to initiate and/or continue the pursuit.
 - 5. Policy failure or weakness.
 - 6. Equipment performance.
 - 7. Any other relevant topic.
- C. Following the administrative review, the appropriate supervisor shall submit a summary of the administrative review, including any significant findings, through the chain of command to the deputy chief.
- D. The respective commander and deputy chief shall review the documentation to determine if there are any issues relating to policy and/or training. The training officer shall be notified of identified training issues.
- E. Annually, the commander for operations shall conduct written analysis of all pursuits to determine if there are any trends requiring additional training or directive changes. The analysis will be submitted to the training coordinator and the deputy chief.