

Vehicle Pursuits

313.1 PURPOSE AND SCOPE

Officers have the authority, at all times, to attempt to apprehend any person suspected of committing any criminal offense, and who fails to stop upon receiving proper notice. Good judgment and common sense must be exercised. Department members will only engage in pursuits when the necessity to apprehend the violator outweighs the danger to the public and department personnel caused by the pursuit. The goal of any pursuit is the apprehension of the suspect. This can be accomplished by good initial identification, establishing perimeters, and applying sound searching techniques or K-9 applications. It is not always necessary to immediately pursue the suspect.

Every department member engaging in a pursuit must be able to explain what conditions were present that justified the pursuit. If sufficient justification does not exist, or conditions change that make continuing the pursuit unreasonably dangerous, the pursuit must be terminated. Supervisors must make the monitoring of pursuits a top priority. If supervisors are unable to determine, within a reasonable time, whether sufficient justification is present to continue the pursuit, the pursuit shall be terminated.

No pursuit shall be initiated for a traffic infraction, equipment violation, misdemeanor, or non-violent felony. Nothing in this policy prohibits an officer from activating her or his lights and siren in order to signal a violator to stop. A pursuit occurs only after lights and siren have been activated and it is clear to the officer that the suspect is attempting to escape usually by speeding up and or taking evasive action..Officers shall not engage or participate in pursuits of motorcycles unless deadly force is justified or the pursuit is associated with the commission of a serious felony crime against persons.

Officers may engage in vehicular pursuits only when the initiating officer can articulate the following factors are present:

Officers reasonably believe the violator poses an imminent or future threat to public safety. This includes one of two categories of offender:

- (a) The officer reasonably believes the violator committed a felony crime of violence or threatened violence, or poses a continuing threat to public safety such that arrest cannot be delayed, or,
- (b) The officer observed such a degree of hazardous driving by the offender prior to police involvement, that the officer can articulate that the offender represents an "imminent threat" to the public, and the pursuit and the stopping of the violator will increase the public's safety.

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313.1.1 VEHICLE PURSUIT DEFINED

A vehicle pursuit is an attempt by a commissioned Pacific Police Department officer to stop a moving vehicle where the driver of such vehicle is aware that the officer is signaling the vehicle to stop and is resisting the stop by maintaining or increasing vehicle speed, making evasive maneuvers, or is otherwise ignoring the officer's attempts to stop the vehicle.

313.1.2 ATTEMPTING TO ELUDE

Refers to the actions of a vehicle operator who after being given a visual or audible signal to bring the vehicle to a stop fails or refuses to immediately stop the vehicle and drives in a reckless manner while attempting to elude a uniformed officer operating a pursuing police vehicle that is equipped with emergency lights and siren ([RCW 46.61.024](#)).

313.1.3 OTHER DEFINITIONS

Officially Marked Patrol Vehicle - An officially marked patrol vehicle is a vehicle issued by the department, equipped with emergency light bar, siren, visible markings, and operated by a commissioned Pacific Police Department officer.

Supervising Officer - A supervising officer shall be a fully commissioned supervisor of the rank of sergeant or above.

Primary Unit - The primary unit is the officer who is closest to the fleeing vehicle. Officers in unmarked patrol vehicles should not engage in pursuit driving..

Secondary Unit - The second officer to engage in a pursuit, whether upon the request of the primary officer or supervisor.

Third Unit - Requested or assigned third unit.

313.2 PURSUITS

It shall be the policy of this department that a vehicle pursuit shall be conducted only with red and blue lights and siren as required by [RCW 46.61.035](#) for exemption from compliance with the rules of the road. The following policy is 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 [RCW 46.61.035\(4\)](#).

313.2.1 INITIATION AND CONTINUATION OF A PURSUIT

The seriousness of the possible outcome of a pursuit commands a police officer to weigh many factors when deciding whether or not to pursue the violator. The officer should consider the following circumstances when deciding to initiate, sustain, determine tactics, or terminate the pursuit of a vehicle.

- (a) The seriousness of the offense.
- (b) Known suspect
- (c) The possibility of apprehension.

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- (d) The safety of the officer and the public.
- (e) The time of the day.
- (f) The traffic volume.
- (g) Pedestrian traffic present.
- (h) Road and weather conditions.
- (i) Visibility and illumination.
- (j) The compatibility of the officer with the police vehicle.
- (k) The officer's familiarity with the area.
- (l) Suspect's wanton disregard for human life, i.e., turns, headlights off, driving into oncoming lanes, intentionally hitting other vehicles, etc.
- (m) Positive identification of the pursued driver and vehicle.
- (n) The safety of any riders or passengers.

Officers need not initiate or continue a pursuit if they conclude from the nature of the circumstances that the potential risk to personal or public safety is not worth the benefit of apprehension.

313.2.2 WHEN TO TERMINATE A PURSUIT

The decision to terminate a pursuit can be made by the primary officer or ordered by a supervisor at any time during the pursuit. Those making decisions should consider the nature of the offense, the time of day, and evaluation of weather, traffic conditions, geography, familiarity with the area, types of patrol vehicles involved, and the actions of the fleeing driver. No officer shall be disciplined for deciding to terminate a pursuit due to the hazards involved. A pursuit shall be terminated when:

- (a) The officer or supervisor believes danger to the public outweighs the need for the immediate apprehension of the suspect.
- (b) A supervisor orders the pursuit terminated.
- (c) The suspect vehicle proceeds through a traffic control signal without stopping. Traffic control signals include red lights, and stop signs.
- (d)
- (e) The officer loses visual contact with the fleeing vehicle for an extended period of time.
- (f) After attempts to intervene have been unsuccessful or unavailable and no apparent opportunity to stop the fleeing vehicle presents itself.

Anytime an involved patrol vehicle experiences mechanical breakdown or equipment failure involving lights, siren, radio, and/or brakes, that officer shall immediately terminate his/her involvement.

Officers who have terminated a pursuit shall deactivate their emergency equipment and drive at the posted speed limits. Upon termination, officers may follow the vehicle's predicted route of

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travel. The termination of a pursuit does not preclude any officer from further attempts to stop the suspect vehicle if the circumstances that lead to the termination no longer exist.

313.2.3 SPEED LIMITS

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.

Should high vehicle speeds be reached during a pursuit, officers and supervisors shall also consider the added danger created by the suspect vehicle as well as the patrol vehicle. High speed pursuits should be terminated unless allowing the suspect to escape creates an extreme danger to the community or road conditions and traffic make it reasonably safe to continue the pursuit. (I.e. the pursuit is on the freeway not in a residential area and traffic is light.)

313.3 PURSUIT GUIDELINES/RESPONSIBILITIES

The following guidelines are intended to assist officers in making sound decisions regarding pursuits:

- (a) No more than two patrol units should be committed to a pursuit as pursuing vehicles, unless the primary unit specifically advised that additional units are needed to safely affect the arrest of the suspect(s).
- (b) Only officially marked patrol vehicles will engage in pursuits. An unmarked vehicle will not participate in a vehicular pursuit.
- (c) Officers involved in pursuits shall use their radio call number with all radio transmissions, whenever possible. Officers transporting persons other than fully commissioned officers shall not engage in pursuits.
- (d) Vehicles operated by noncommissioned or volunteer personnel shall not engage in pursuits. Any involved officer may discontinue his/her involvement at any time during the course of a pursuit.

313.3.1 MOTORCYCLE OFFICERS

Motorcycle units will not participate in pursuits.

313.3.2 VEHICLES WITHOUT EMERGENCY EQUIPMENT

Vehicles not equipped with red and blue lights and siren are prohibited from initiating or joining in any pursuit. Officer(s) in such vehicles, however, may become involved in emergency activities involving serious crimes or life threatening situations. Those officers should terminate their involvement immediately upon arrival of a sufficient number of emergency police vehicles or any police helicopter. The exemptions provided by [RCW 46.61.035](#) do not apply to officers using vehicles without emergency equipment.

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313.3.3 PRIMARY UNIT RESPONSIBILITIES

The primary unit is the officer who is closest to the fleeing vehicle. The primary unit shall advise Valley Communications of the following:

- (a) Officer identification.
- (b) Location, direction of travel, speed, and traffic volume on a continuous basis.
- (c) Description of the fleeing vehicle and license number, if known.
- (d) Description of the suspect driver, if known.
- (e) Reason for the pursuit, including crimes or violation/s committed.
- (f) During the pursuit, a safe distance should be maintained between vehicles. This will enable the pursuing officer to duplicate any sudden turn and decrease the possibility of a collision in the event of a sudden stop or collision involving the pursued vehicle.
- (g) Officers shall not be involved as a pursuing vehicle in a pursuit without notifying the communications center.

313.3.4 SECONDARY UNIT RESPONSIBILITIES

The responsibility of the secondary unit is to allow the primary unit to devote full attention to the fleeing vehicle.

Upon joining the pursuit, the acknowledged or assigned secondary unit shall advise the communications center of their involvement and should be responsible for primary radio communications. The secondary unit shall replace the primary unit in the event the primary unit cannot continue.

313.3.5 BACKUP UNIT'S RESPONSIBILITIES

Other patrol units near the pursuit area shall monitor the progress of the pursuit. They shall not directly engage in the pursuit unless requested by the primary unit or directed by a supervising officer. These units should be ready to replace any assigned unit in the event they cannot continue. They should be in position to respond to any collision that may result from the pursuit. Other officers should make attempts to safely stop traffic at intersections in the path of the pursuit. These units should also make attempts to safely respond to a location where they can deploy spike strips. Backup units should be available to assist in the apprehension of the suspects or provide any needed traffic control at the termination of the pursuit.

Officers not involved in the pursuit should restrict radio transmissions except for emergency traffic. The pursuit, or routine radio traffic, may be switched to a secondary channel as determined by a supervisor or the dispatcher. When possible, the secondary unit should assume responsibility for radioing directions and the status of the pursuit in order that the primary officer may direct all of his/her attention to the pursued vehicle and/or occupants.

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Officers assigned to or deploying "Spike Strips" should be aware of the extreme danger posed by a fleeing vehicle and should insure adequate time distance and protection for themselves when deploying spike strips.

313.3.6 PURSUIT DRIVING TACTICS

The decision to 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:

- (a) Officers, considering their driving skills and vehicle performance capabilities, will space themselves from other involved vehicles so that they are able to see and avoid hazards or react safely to maneuvers by the fleeing vehicle.
- (b) Because intersections can present increased risks, the following tactics should be considered:
 - 1. 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.
 - 2. Pursuing units should exercise due caution by slowing and stopping when proceeding through controlled intersections.
- (c) 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:
 - 1. Requesting assistance from an air unit.
 - 2. Maintaining visual contact with the pursued vehicle by paralleling it on the correct side of the roadway.
 - 3. Requesting other units to observe exits available to the suspect(s).
 - 4. Discontinuing the pursuit.
- (d) Notifying the Washington State Patrol and/or other jurisdictional agency if it appears that the pursuit may enter their jurisdiction.
- (e) 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.

313.3.7 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 remain in their assigned area and should not become involved with the pursuit unless directed otherwise by a supervisor.

Non-pursuing personnel needed at the termination of the pursuit should respond in a non-emergency manner, observing the rules of the road, if appropriate to the situation.

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The primary and secondary units should be the only units operating under emergency conditions (red and blue lights and siren) unless other units are assigned to the pursuit.

313.3.8 PURSUIT TRAILING

In the event the initiating unit from this agency either relinquishes control of the pursuit to another unit or jurisdiction, that initiating unit may, with permission of the 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.

313.3.9 AIRCRAFT ASSISTANCE

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. Generally ground units will discontinue a pursuit once an air unit has visual contact with the pursued vehicle.

The air unit should coordinate the activities of resources on the ground, report progress of the fleeing vehicle and provide officers and supervisors with details of upcoming traffic congestion, road hazards, or other pertinent information.

313.4 SUPERVISORY CONTROL AND RESPONSIBILITY

It is imperative that patrol supervisors take an active role during pursuits. Upon notification of a pursuit, the on-duty supervisor shall assume supervisory command of the pursuit and will direct or change tactics as needed. "Assuming supervisory command" means notifying dispatch and patrol officers over the air that the supervisor is monitoring the pursuit. When the shift supervisor has not immediately assumed command of the pursuit, any department supervisor trained in pursuit operations should assume this responsibility. Supervisors engaged in a pursuit may have supervisory command of the pursuit.

The supervisor can order the termination of the pursuit. The on duty supervisor or higher ranking officer shall continue supervisory command of a pursuit until it has ended.

313.5 INTER-JURISDICTIONAL CONSIDERATIONS

If Pacific officers pursue a vehicle into other jurisdictions, the dispatcher will notify the respective jurisdiction(s). Pacific officers pursuing vehicles into another jurisdiction shall maintain authority and responsibility for the pursuit. A request should be made to the outside agency for assistance at intersections, spike, strips, and possibly to assume the number two spot.

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When Pacific units continue a pursuit into another jurisdiction, responsibility for their continued involvement rests with the Pacific supervisor. Officers should keep in mind that pursuing vehicles to outside jurisdictions poses an additional set of factors such as officer unfamiliarity with the geographical area, the potential for limited resources, and unknown peculiarities with traffic patterns. Officers must constantly evaluate whether the initial criteria for starting the pursuit still exist, or if it would be more prudent to terminate.

313.5.1 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY

Units originally involved will discontinue the pursuit when advised that another agency has assumed the pursuit and assistance of the Pacific Police Department is no longer needed. Upon discontinuing the pursuit, the primary unit may proceed upon request, with or at the direction of a supervisor, to the termination point to assist in the investigation.

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.

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 WSP units, a request for WSP 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 WSP should relinquish control.

313.5.2 PURSUITS EXTENDING INTO THIS JURISDICTION

When a police pursuit is originated by another agency and enters the City of Pacific, the shift supervisor will determine what assistance is to be rendered and make assignments accordingly. Officers should keep in mind that outside agency pursuit policies vary and are not identical to the Pacific PD policy. Their criteria for initiating and continuing pursuits are likely to be different from ours, and before actively engaging in these pursuits, officers must apply the same criteria in outside agency pursuits coming into Pacific as they do for initiating a pursuit inside Pacific. Officers are discouraged from actively engaging in pursuits from outside agencies that enter the City of Pacific. Instead, it may be more prudent to assist by safeguarding traffic at intersections and attempting spike strips. A Pacific Police Officer shall be informed of the offense that initiated the pursuit and the pursuit shall be within the Pacific Police Department's Pursuit policy prior to engaging in the pursuit.

313.6 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. In this context, ramming shall be construed to mean maneuvering the police unit into contact with the pursued vehicle to mechanically disable or forcibly position it such that further flight is not possible or practical.

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313.6.1 WHEN USE AUTHORIZED

Use of pursuit intervention techniques should be employed after the involved officer/s has balanced the risks of allowing the pursuit to continue with the potential hazards arising from the use of each technique to the public, the officers, and persons in the pursued vehicle. With these risks in mind, the decision to use any intervention technique should be reasonable in light of the circumstances confronting the officer at the time of the decision. P.I.T. maneuvers may be executed at 40 miles per hour and under at the discretion of the pursuing officer and only by who have successfully completed department approved training.

It is imperative that officers act within the bounds of legality, good judgment and accepted practices. Pursuit Intervention Technique is only authorized when the officer is aware of facts and circumstances that meet the restrictions enumerated in Policy 313.1 which provides guidelines on the decision to initiate a pursuit. If facts and circumstances do not meet the justification needed to initiate a pursuit then the use of PIT is prohibited.

313.6.2 DEFINITIONS

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.

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.

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

Ramming - 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 - A tactic designed to stop a violator's vehicle by intentionally placing an emergency vehicle or other immovable object in the path of the violator's vehicle.

Spikes or Tack Strips - A device that extends across the roadway designed to puncture the tires of the pursued vehicle.

313.6.3 USE OF FIREARMS

The use of firearms to disable a pursued vehicle is not generally an effective tactic and involves all the dangers associated with discharging firearms. Officers should not utilize firearms during an ongoing pursuit unless the conditions and circumstances dictate that such use reasonably appears necessary to protect life. Firing from a moving vehicle is prohibited unless deadly force is justified and no reasonably effective alternative appears to exist. Nothing in this section shall be construed to prohibit any officer from using a firearm to stop a suspect from using a vehicle as a deadly weapon. The use of a firearm to disable a vehicle is prohibited.

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313.6.4 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. Only officers who have received certified departmental training in the application and use of intervention tactics or equipment may consider their use. Officers shall consider the facts and requirements of their training and equipment prior to deciding how, when, where, and if an intervention tactic should be employed.

- (a) 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:
 - (a) The need to immediately stop the suspect vehicle or prevent it from leaving substantially outweighs the risks of injury or death to occupants of the suspect vehicle, officers, or other members of the public.
 - (b) All other reasonable intervention techniques have failed or reasonably appear ineffective.
 - (c) Employing the blocking maneuver does not unreasonably increase the risk to officer safety.
 - (d) The target vehicle is stopped or traveling at a low speed.
 - (e) At no time should civilian vehicles be used to deploy this technique.
- (b) The Pursuit Immobilization Technique (PIT) is a method to reduce risks in bringing pursuits to a conclusion. PIT is a forced rotation stop of a non-compliant suspect in an effort to end the suspect's flight.
 - (a) PIT - (Under 40 miles per hour) PIT maneuvers at less than 40 miles per hour may be executed at the discretion of a pursuing officer. If executed at less than 40 miles per hour, PIT may be used to apprehend offenders whose actions indicate a disregard for the safety of the officer(s) or the public.
 - (b) PIT - (40 miles per hour or higher) If executed at 40 miles per hour or higher, PIT requires supervisory approval if circumstances allow, and if not, then supervisory advisement as soon as practical. In these instances, PIT may be used:
 - (a) After less intrusive methods have been considered or tried and have been judged to be ineffective.
 - (b) When the totality of the circumstances requires immediate intervention to stop a fleeing suspect's vehicle.
 - (c) To apprehend felony offenders whose actions indicate a disregard for the safety of the officer(s) or the public.

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- (d) Eluding can be the only felony present precipitating the need for PIT maneuvers at 40 miles per hour or higher.
- (c) Site assessment for use of PIT - Site assessment is crucial when considering the use of PIT. Prior to executing a PIT maneuver, officers should consider features in the surrounding area, such as:
 - (a) Blind curves (PIT works best in curves, but should not be executed when the officer believes that visibility is significantly compromised).
 - (b) Bridge abutments. Major obstacles on road sides.
 - (c) Other requirements - Officers shall not be disciplined for a decision against executing a PIT maneuver in a pursuit situation.
 - (d) Officers are not authorized to execute PIT maneuvers until successfully completing an authorized PIT training program.
 - (e) Critique - Whenever a PIT is attempted, the officer will notify the supervisor and document the actions in a use of force report.
- (c) Boxing-Boxing is the intentional surrounding of a violator's vehicle with patrol vehicles, which are then slowed to a stop along with the suspect vehicle. Boxing of fleeing vehicles is not authorized and shall not be used as maneuver to terminate a pursuit,
- (d) Hollow Spike Strips - Officers may use spike strips in an attempt to stop or prevent a vehicle's movement. All officers must have received training in the use of the spike strip before utilization and follow training protocol while deploying.
 - 1. (a) Decision to deploy - All factors present in relation to a fleeing vehicle or a vehicle failing to yield should be considered before the discretionary decision to use the device is made. Those factors include but are not limited to the following:
 - 1. The presence of innocent passengers in the fleeing vehicle.
 - 2. Severity of the crime of the fleeing driver.
 - 3. Road and traffic conditions where the device is to be used.
 - 4. Presence of bystanders and/or residential structures nearby.
 - 5. Speed of the fleeing driver.
 - 6. Risk of harm to others if offender is not stopped.
 - (b) The spike strip should not be used to stop fleeing motorcycles.
 - (c) The device should not be used on large trucks, such as semi-trucks.
 - (d) The spike strip should not be used in locations where specific geographic configurations increase the risk of serious injuries to the operator, violator, or the public (alongside rivers, embankments, etc).
 - (a) Communications - Attempts should be made to notify dispatch and other police units of the location where the spike strips will be

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deployed. Pursuing officers shall keep officers at the site of the spike strips informed of pertinent information.

- (b) Critique - Whenever the hollow spike strip is deployed, the deploying officer will notify the supervisor and document its use in a use of force report.
- (e) A roadblock is a barricade using marked police vehicles only (excluding the hollow spike strip) across a roadway set up to stop or prevent the escape of a fleeing vehicle. The use of roadblocks is considered a use of deadly force. All the responsibilities and limitations contained in the Deadly Force policy are required.

Fixed roadblocks may be utilized only when the officer believes it is necessary to remove the threat of death or serious bodily injury, or to prevent the escape of someone believed to have unlawfully used deadly force, or there is an imminent and serious threat to public safety. Prior planning, when possible, should take place before the establishment of a roadblock. Supervisory permission is required. No officer will be admonished for failing, or for canceling a roadblock, if he/she believes the danger involved outweighs the advantage. The on duty supervisor will be in charge of the scene and is charged with the responsibility of terminating a roadblock should he/she decide that it cannot be safely conducted. Only marked police vehicles will be used for roadblocks. The number of units in a roadblock will be dictated by the situation and as authorized by the on duty supervisor. Adequate warning to the approaching traffic is a necessity. Therefore, unless the only vehicle reasonably expected as the first vehicle to approach the roadblock is that of the suspect, a reasonable system of warnings to motorists approaching the roadblock will be in operation prior to the closing of the roadway by the roadblock.
- (f) Firearms may be ready for use at roadblocks and may only be used in accordance with the existing deadly force policy. Officers will not remain inside of vehicles used to block the roadway. Vehicles used to establish a roadblock will be positioned on the roadway in such a manner as to allow for expedient and safe egress. To the extent possible, roadblocks will be established in suitable locations which take into consideration terrain, natural and man made obstructions such as hills, curves, bridges, tunnels, etc.

Consideration should be given to position the roadblock in a manner that will allow as much advance visual notice of the roadblock as possible. Training on roadblocks will be provided by the department EVOC instructional staff and will be in the form of lecture, reading materials, slides, video, films, scenarios, and/or hands on training.

Records of all such training shall be maintained by the training officer. The Pacific Police Department does not use roadblocks for the spot checking of driver's licenses, vehicle equipment violations, or DUI checkpoints.
- (g) Intentional striking is the deliberate act of striking another vehicle with a patrol vehicle for the purpose of stopping the suspect's actions. This technique will be limited to the following circumstances:
 - (a) It is to be used for incidents where the driver presents a risk of bodily harm to the public, officer, or himself. Bodily harm means physical pain or injury, illness, or an impairment of physical condition ([9A.04.110-4a](#))
 - (b) Speeds of both vehicles will be 25 miles per hour or less when striking. It is not considered a use of deadly force at speeds of less than 25 MPH.

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- (c) The intentional striking of the vehicle will be made at non-passenger compartment areas such as the front fenders or the rear quarter panels.
- (d) Whenever an intentional strike is performed, the officer shall notify the supervisor and document the actions in a use of force report.

313.6.5 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.

313.7 REPORTING REQUIREMENTS

At the conclusion of a pursuit, the following reports shall be completed:

- (a) The primary officer shall complete a Incident Report to be reviewed by the Sergeant, which shall minimally contain the following information.
 - 1. Whether any person involved in the pursuit or subsequent arrest was injured, specifying the nature of that injury and differentiating between the suspect driver, a suspect passenger and the officers involved.
 - 2. The violation(s) that caused the pursuit to be initiated.
 - 3. The identity of the officers involved in the pursuit.
 - 4. The means or methods used to stop the suspect being pursued.
 - 5. The charges filed with the court by the County Prosecutor.
 - 6. The conditions of the pursuit, including, but not limited to, all of the following:
 - (a) Duration.
 - (b) Mileage.
 - (c) Number of officers involved.
 - (d) Maximum number of units involved.
 - (e) Time of day.
 - (f) Weather conditions.
 - (g) Maximum speeds.
 - 7. Whether the pursuit resulted in a collision and a resulting injury or fatality to an uninvolved third party, and the corresponding number of persons involved.

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8. Whether the pursuit involved multiple agencies.
9. How the pursuit was terminated.
- (b) After all pursuits, the involved supervisor shall promptly complete a Report of Pursuit and Pursuit Critique. This report should minimally contain the following information:
 - (a) Date and time of pursuit.
 - (b) Length of pursuit.
 - (c) Involved units and officers.
 - (d) Initial reason for pursuit.
 - (e) Starting and termination points.
 - (f) Disposition: arrest, citation, etc. Arrestee information should be provided if applicable.
 - (g) Injuries and/or property damage. (Any pursuit that results in death, serious injury, or major property damage, will be investigated by mutual aid request of an outside agency).
 - (h) Medical treatment.
 - (i) Name of supervisor at scene.
 - (j) A preliminary determination, simply stating whether or not the pursuit appears to be in compliance with this policy.
 - (k) Determine the need for any additional review and/or follow up.

313.7.1 REGULAR AND PERIODIC PURSUIT TRAINING

In addition to initial and supplementary CJTC training on pursuits, all sworn 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.

313.7.2 POLICY REVIEW

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

313.7.3 ANNUAL PURSUIT ANALYSIS

The Lieutenant conducts an annual documented analysis of incidents involving vehicular pursuits.

The findings are used to identify training needs or policy modifications. Once the analysis is completed, the Lieutenant shall forward it to the Chief of Police for review.