



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

Directive Number 200-34

Date of Origin: 11/15/1994

Page 1 of 18

Revised: 11/21/2014

---

#### 200-34.10 PURPOSE:

The purpose of this directive is to establish uniform regional procedures, dealing with vehicle pursuits.

#### 200-34.20 DEFINITIONS:

**A. Pursuit/Attempt to Elude:** An attempt by an officer in an emergency vehicle to apprehend a fleeing suspect in a motor vehicle who is actively attempting to elude apprehension. The officer must have a reasonable suspicion that the subject is aware of the officer's attempt to stop the vehicle. Attempt to elude is defined as any driver of a motor vehicle that drives his vehicle in a manner indicating a wanton or willful disregard for the lives or property of others while fleeing a pursuing police vehicle, after being given a visual or audible signal to bring the vehicle to a stop.

**B. Outrageous Driving:** In assessing whether driving constitutes outrageous behavior, the following should be taken into consideration:

1. A reasonable belief that nearby citizens, the driver, officers, or the other occupants of the vehicle will be injured by the unlawful and/or outrageous actions of the driver.
2. Excessive speed or erratic vehicular movement, without potential or imminent danger to human life, is not justification for initiating a pursuit.

Some examples of qualifying circumstances include, but are not limited to the following:

- a. Actual collision or imminent collision with other vehicles, including emergency vehicles.
- b. Opposite lane travel where potential for oncoming vehicle danger is significant.
- c. Specific equipment violations that substantially threaten the safety of other motorists or pedestrians.



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

Directive Number 200-34

Date of Origin: 11/15/1994

Page 2 of 18

Revised: 11/21/2014

---

- d. Driving at night without lights at speeds that will not warn others of the vehicle's presence. Driving at high speeds on flat tires or metal rims.
  - e. The presence of large numbers of pedestrians or others in the immediate path or vicinity of the fleeing vehicle. Large public events such as Harvest Days, around local schools when in session, parades, etc.
  - f. Extreme disregard for traffic control devices directly imperiling cross traffic.
  - g. Off road actions such as cutting through parking lots at high speed where pedestrians or others are likely to be present, including driving up on sidewalks, etc.
- C. **Barricade:** The intentional blocking of a roadway, by any means, to stop a vehicle being pursued.
- D. **Boxing In:** The placement of a police vehicle into the path or potential path of a vehicle with the intent of slowing and stopping the vehicle or keeping the vehicle stopped.
- E. **Primary Unit/Support Unit:** The primary unit is the police unit that initiates a pursuit, or any unit which assumes control of the pursuit, and has the responsibility of attempting to stop a fleeing vehicle. The support unit is any other police vehicle that becomes involved as a backup to the primary pursuit unit.
- F. **Ramming (deliberate):** Using a police vehicle to purposely cause forceful contact with another vehicle in order to bring that vehicle to a stop.
- G. **Pursuit Immobilization Technique (P.I.T.):** The intentional and forced rotational contact of a fleeing suspect vehicle by a pursuing police vehicle, in an effort to stop the suspect's flight.
- H. **Emergency Lights:** At least one lamp capable of displaying a red light visible from at least five hundred feet in normal sunlight.



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**  
**Date of Origin: 11/15/1994**

**Page 3 of 18**  
**Revised: 11/21/2014**

#### **200-34.30     VEHICLE PURSUITS:**

*Pursuits other than those authorized by this policy are specifically prohibited.*

The primary considerations when determining whether to initiate, discontinue or terminate a vehicle pursuit or to conduct an emergency response, are public safety and the safety of officers. All personnel shall balance the necessity for immediate apprehension against the danger to life and property inherent in pursuit situations and situations requiring an emergency response.

Pursuits will be permitted under the following circumstances:

- A. Officers may engage in a pursuit when the officer has a reasonable belief that a qualifying felony has or is about to occur, provided that the attempt to elude charge is not the only basis for initiating a felony pursuit.
- B. To prevent the escape of a fleeing felony suspect when the officer has a reasonable belief that the suspect poses a threat of death or serious injury to the officer or others.
- C. When the driving conduct is so outrageous that failure to apprehend the driver will endanger the driver of the suspect vehicle, the officer and or members of the public, including occupants of the suspect vehicle. The officer must have this reasonable suspicion prior to the initiation of the stop.
- D. When the officer has a reasonable suspicion that the offense is that of driving while intoxicated, where the driving of the subject prior to the attempted stop already presents an intolerable risk of injury or death to persons other than the subject.
- E. When the officer has a reasonable suspicion that a domestic violence assault is occurring.
- F. Where a violent felony has been committed or the officer has a reasonable suspicion that a violent felony will be committed if the subject is allowed to escape even if the subject is known and could be apprehended by a warrant at a later date.



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

Directive Number 200-34

Date of Origin: 11/15/1994

Page 4 of 18

Revised: 11/21/2014

---

- G. Officers should evaluate the risk to the public in delaying apprehension before initiating a pursuit for a non-violent property crime felony. **Property crimes alone do not constitute justification for a pursuit barring extraordinary circumstances.** Examples of extraordinary circumstances include, but are not limited to, the display of a weapon, or any situation where the subject's actions constitute a threat to citizens or public safety. The extraordinary circumstances must be present prior to the time that a pursuit is initiated. In the event that a stolen vehicle flees, a pursuit is not authorized if the only factor involved is the theft of a vehicle or possession of a stolen vehicle. Officers engaged in the pursuit of a stolen vehicle must be able to articulate other permissible factors justifying the pursuit of the stolen vehicle.

#### 200-34.40 PROHIBITED PURSUITS:

- A. When the police vehicle involved contains any non-commissioned passenger inside the vehicle.
- B. Misdemeanors and infractions, except as listed above.
- C. When the primary reason for the pursuit is the "attempt to elude" felony.
- D. Pursuits in the opposing direction on a freeway.
- E. When the only offense is the theft of a motor vehicle or possession of a stolen vehicle.

#### 200-34.50 PURSUIT PROCEDURES:

Because of the extremely hazardous circumstances created during a pursuit it is absolutely imperative that all personnel who operate an emergency vehicle adhere to the following policies:

- A. In all pursuit situations the safety of the officer, the suspect, the public and the protection of property shall be the ultimate concern of the Battle Ground Police Department.



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**

**Date of Origin: 11/15/1994**

**Page 5 of 18**

**Revised: 11/21/2014**

---

- B. Officers will advise CRESA over the radio whenever a pursuit is initiated. The first responding supervisor or designated acting supervisor that responds or becomes aware of a pursuit will assume command responsibility for the incident. In the event that no supervisor is on duty, the officer will request CRESA contact a supervisor at home or via pager to advise of the pursuit.
- C. Officers involved in a pursuit will drive with due regard to the safety of all persons in the proximity of the incident.
- D. Officers hearing of a pursuit generally should not respond to assist unless they are specifically assigned to do so. Officers may take whatever action that would increase the safety to the public such as stopping cross traffic ahead of the pursuit path. Actions by officers not a part of the pursuit team are to be limited to steps to increase the safety for the motoring public. The officer is not otherwise permitted to join the pursuit team without supervisory authorization. Officers hearing of pursuit will limit radio traffic to keep the frequency clear for the pursuing officer. They will keep themselves available for assignment should the need arise but will remain in their assigned areas.
- E. Unless authorized by a supervisor, no more than three patrol vehicles are to engage in a pursuit except as provided under "factors in multiple vehicle assignment to pursuits."
- F. When an officer becomes engaged in a pursuit the officer shall immediately notify dispatch of the following if possible:
  - 1. That a pursuit has been initiated.
  - 2. Direction of travel and roadway used.
  - 3. A description of the vehicle being pursued.
  - 4. Description of driver and number of occupants.
  - 5. Estimated speed of suspect vehicle.
  - 6. Purpose of pursuit.
  - 7. Circumstances causing the pursuit including the necessity to continue in order to immediately apprehend the suspect.



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**

**Date of Origin: 11/15/1994**

**Page 6 of 18**

**Revised: 11/21/2014**

---

- G. Officers should not overtake and pass a suspect in an attempt to get in front of the suspect vehicle except as outlined in Sec O of this policy.
- H. During a pursuit an officer must remember that a citizen using a public highway does not expect to encounter a high speed pursuit during his or her travel.
- I. Officers shall not cause deliberate physical contact between their vehicle and the fleeing vehicle except under circumstances outlined in the department policy regarding Pursuit Immobilization Technique (P.I.T.) or when deadly force is authorized. Officers also shall not pull alongside the fleeing vehicle and attempt to force it into any obstacle.
- J. If appropriate and if approved by a supervisor, air support may be used during a pursuit situation. If used, an officer may ride in the helicopter or plane and shall be able to communicate via radio with ground units
- K. Should the person attempting to avoid apprehension stop the fleeing vehicle and proceed on foot, the officer should stop, advise his or her location and continue his or her efforts on foot. Officer safety should be remembered and tactics consistent with departmental guidelines and training should be utilized.
- L. Whenever the course of the pursuit is extended off of the roadway the pursuing officer must carefully consider whether or not the seriousness of the offense outweighs the risk to his safety and the potential damage to the police vehicle and/or private property.
- M. Once a suspect is stopped, the primary and secondary pursuit units of the pursuit team and the supervisor are the only officers authorized to go to or remain at the scene unless additional units are specifically requested by the officer in charge at the scene. If no supervisor is available it is up to the primary pursuit officer to take control over response to the scene.
- N. The spotlight shall at no time be directed at the windshield or vision of a suspect vehicle in an attempt to blind or halt the pursuit. This requirement does not limit the use of a spotlight to increase officer safety after a vehicle has come to a stop.



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**

**Date of Origin: 11/15/1994**

**Page 7 of 18**

**Revised: 11/21/2014**

---

- O. Officers may use their police vehicle to “box in” the vehicle of a stopped offender in order to prevent the movement of the offender’s vehicle or to stop a slow moving vehicle (one traveling at a speed less than 20 mph). This should only be done when accepted officer safety principles are adhered to and the officer’s assessment of the danger of placing himself in front of the suspect vehicle makes this action reasonable under the circumstances. The “boxing in” or placement of a police vehicle in the path of a vehicle traveling over 20 mph will be considered a barricade and is prohibited by this policy.

#### **200-34.60     UNMARKED OR SPECIAL PURPOSE VEHICLES:**

Authorized personnel operating unmarked vehicles may engage in vehicular pursuits when:

- A. The vehicle is equipped with at least one lamp capable of displaying red or blue lights visible from at last five hundred feet in normal sunlight and a siren capable of giving an audible signal.
- B. Non-pursuit rated vehicles shall not initiate a vehicle pursuit except under the following circumstance:
  - 1. The subject being pursued is suspected of committing a violent felony or will commit a violent felony if he is allowed to flee.
- C. When a marked vehicle becomes available to take over the pursuit, the unmarked vehicle assumes the position of a support pursuit unit until a second marked unit arrives. At that time the unmarked vehicle may assume the position of the third support pursuit unit for purposes of tactical vehicle intervention, or for officer safety purposes should the pursuit be terminated and the suspect vehicle stopped.
- D. All other requirements of this policy can be met.



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**  
**Date of Origin: 11/15/1994**

**Page 8 of 18**  
**Revised: 11/21/2014**

#### **200-34.70     PURSUIT REPORT RESPONSIBILITIES:**

Whenever an officer is involved in a pursuit, that officer shall file a Pursuit Driving Report (*Appendix A*) detailing the incident to include, but not limited to, the following information if available:

- A. The initial reason for the pursuit.
- B. The route of the pursuit using a map and tracing the route. In vehicles equipped with AVL, information regarding vehicle speed and route taken along with the appropriate mapping may be provided by CRESA.
- C. Other police units/agencies involved including names of other officers.
- D. Weather and traffic conditions on the route of the pursuit.
- E. How and why the pursuit was terminated.
- F. A list of witnesses.
- G. Any special circumstances that arose during the pursuit.

Failure to report a police pursuit may subject the employee to disciplinary action.

#### **200-34.80     TERMINATION OF PURSUITS:**

In the case of all pursuits the officer will constantly evaluate the pursuit taking into consideration the following:

- A. Does the seriousness of the crime warrant a pursuit at unsafe speeds?
- B. What is the possibility of apprehension at a later time?
- C. Will a pursuit take place in a business or residential area?
- D. What are the street and traffic conditions?
- E. What are the weather and light conditions?





# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**

**Date of Origin: 11/15/1994**

**Page 9 of 18**

**Revised: 11/21/2014**

---

- F. Is the identity of the suspect known?
- G. Do weather or traffic conditions substantially increase the danger?
- H. The pursued vehicle's location is no longer known, or the distance between the pursued vehicle and the pursuing officers is so great that further pursuit is futile.

When, in the officer's assessment, the risks of the pursuit outweigh the necessity of the pursuit then the pursuit shall be terminated. Officers will immediately notify CRESA when they have terminated a pursuit. All emergency equipment will be turned off and the police vehicle will be pulled to the side of the roadway and come to a complete stop. Officers should not attempt to follow the fleeing vehicle or keep it in sight once the pursuit has been terminated. The vehicle will subsequently be operated in compliance with all stated traffic regulations. No officer shall be disciplined for termination of a pursuit.

**Any officer involved in a pursuit who reasonably believes that the risks associated with continued pursuit are greater than the risks to the public associated with the suspect remaining at large, may terminate the pursuit.**

#### **200-34.90 INTER-JURISDICTIONAL PURSUIT RESPONSIBILITIES:**

Pursuits which are initiated in another jurisdiction and proceed into Battle Ground come within the authority of the Battle Ground Police Department. Initial department response will be to move to assume responsibility for the pursuit while ascertaining the basis for the pursuit.

If a determination is made that the basis for the pursuit does not meet department policy guidelines then the supervisor shall advise units to terminate the pursuit. The officer may continue in the direction of the pursuit within posted speed limits to provide any necessary assistance for the purpose of officer safety.

Pursuits which begin in Battle Ground and enter another jurisdiction come within the authority of the agency having primary jurisdiction.



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**  
**Date of Origin: 11/15/1994**

**Page 10 of 18**  
**Revised: 11/21/2014**

#### **200-34.100    PURSUIT INTO ANOTHER JURISDICTION:**

If a pursuit enters into another jurisdiction, the following procedure will be followed:

- A. Notification:** The law enforcement agency of the jurisdiction affected by the pursuit will be notified by CRESA as expeditiously as possible and requested to assume active pursuit. Assumption or non-assumption of pursuits will be communicated to the other involved jurisdiction as soon as possible.
- B. Number of units Involved:** As a pursuit leaves our jurisdiction, the number of units assigned to continue active pursuit until relieved by another jurisdiction should not be more than two, unless assigned by a supervisor. The total number of units involved in any pursuit shall be at the discretion of the supervisor after taking into consideration all relevant facts, information and policies.
- C. Assumption/Non-assumption of pursuit:** If the law enforcement agency of the other jurisdiction assumes active pursuit the Battle Ground supervisor will order this department's active involvement in the pursuit discontinued.
- D. Pursuit into the State of Oregon:** The primary pursuit units may continue in direct pursuit with emergency equipment activated until such time as an Oregon-based agency is capable of accepting responsibility. Once responsibility for the pursuit is transferred to an Oregon agency the patrol units will discontinue the use of lights and siren and active pursuit but may follow the pursuit to a termination point, obeying all traffic regulations, to provide backup and relay cause information to the arresting agency. CRESA will be responsible for providing timely information to the trailing units as to status and location of the pursuit as well as appropriate talk groups. Pursuits into Oregon will follow the directives in the Portland Metropolitan Interagency Pursuit Agreement of 04-09-1999, of which the Battle Ground Police Department is a signatory agency.
- E. Leaving the City Unattended:** When officers are involved in pursuit situations they must take into account the need to provide police services



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**

**Date of Origin: 11/15/1994**

**Page 11 of 18**

**Revised: 11/21/2014**

---

to the citizens of Battle Ground. Care should be taken to avoid a situation where all Battle Ground patrol units are involved in a vehicle pursuit and the city is left unprotected for any other emergencies that may arise.

- F. Communication:** At the conclusion of a pursuit that went outside of the agency jurisdiction the supervisor will communicate with the other jurisdiction's supervisor to ensure that all appropriate policies and procedures have been followed.

#### **200-34.110    SUPERVISOR RESPONSIBILITIES:**

When a pursuit becomes necessary or is initiated by an officer the first supervisor becoming aware of the situation shall, as soon as practical, notify dispatch that he/she is monitoring. Vehicle deployment, assignment and use will be at the discretion of the supervisor and will be coordinated with communications.

- A.** The supervisor may identify and assign the 3 primary units responsible for the pursuit. The supervisor will assume control over response to the pursuit.
- B.** If the supervisor is not immediately available it is the responsibility of the officer initiating the pursuit to identify the 3 primary units in the pursuit and conduct the pursuit consistent with departmental policy.
- C.** The supervisor will take command and control tactical responses as required.
- D.** The supervisor will continue to assess the need for continuation of the pursuit and weigh compliance with policy and risks involved.
- E.** The supervisor will terminate pursuits that are outside of policy.

**Factors in multiple vehicle assignment to pursuits:** The supervisor may approve and assign additional backup vehicles to assist the primary and backup pursuit vehicles based on an analysis of:

- A.** The nature of the offense for which the pursuit was initiated.



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**

**Date of Origin: 11/15/1994**

**Page 12 of 18**

**Revised: 11/21/2014**

---

- B. The number of suspects and any known propensity for violence.
- C. The number of officers in the pursuit vehicles.
- D. The number of officers necessary to make an arrest at the conclusion of the pursuit.
- E. Any other factors considered important enough to warrant the increased hazards caused by numerous pursuit vehicles.
- F. As a general rule, response in excess of 3 vehicles must be justified by a supervisor.

**Supervisor Reporting and After-Action Reporting:** The supervisor shall review all written reports relating to police pursuits occurring under their command. The supervisor will complete a pursuit driving report detailing all relevant circumstances of the pursuit. This report will be forwarded to the Lieutenant for tracking and statistical information.

Upon completion of all reports and after action reports, and at the approval of the Lieutenant, the report will then be forwarded to the interagency EVOC instructors for recording and analysis.

The Lieutenant will review the completed pursuit driving report to ensure that the actions of the officers were reasonable and prudent under the conditions existing at the time of the pursuit. In those instances in which the Lieutenant believes that a pursuit occurred contrary to current policies and procedure, the Lieutenant shall submit a written summary, in addition to the supervisor's pursuit driving report, to the Chief of Police for review.

#### **200-34.120 DISPATCHER RESPONSIBILITIES:**

The pursuing officer shall continually inform communications of the location and direction of the pursuit. Communications personnel shall:

- A. Check registration and wants on the vehicle being pursued when a license number is available.



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**

**Date of Origin: 11/15/1994**

**Page 13 of 18**

**Revised: 11/21/2014**

---

- B. Advise appropriate law enforcement jurisdictions of the pursuit.
- C. Notify a supervisor if one is not on the air at the time the pursuit is initiated.
- D. Coordinate with the supervisor the deployment and use of additional units.
- E. Notify other agencies if their response to assist is requested.
- F. Re-broadcast pursuit updates as they are received from the pursuing units.
- G. Advise the pursuing officers of any known hazardous conditions (i.e. road closures, barricades, etc.) that may be in the path of the pursuit.
- H. Keep the operating frequency clear for the pursuit and its operation.
- I. Attempt to make all necessary notification to all involved units before a forcible stop technique is deployed.

#### **200-34.130 RAMMING:**

All reasonable alternatives should be exhausted before deliberate vehicle contact (ramming) is utilized as a police tactical tool. Ramming should not be confused with Pursuit Immobilization Techniques (P.I.T.) discussed in policy 200-34.140. Whenever possible, and if time permits, supervisor approval will be needed prior to ramming.

- A. **Motor vehicle as an impact device:** When an officer uses a motor vehicle as a tactical impact device to ram another vehicle or pedestrian it is possible that death or serious bodily injury may result. Therefore, use of a motor vehicle to tactically ram another vehicle or to strike a pedestrian will generally be considered a use of deadly force. As a use of deadly force, the motor vehicle may only be used when it meets the policy requirements for the use of deadly force. An officer will not intentionally use his vehicle to ram another vehicle or pedestrian unless the following requirements have been met:



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**

**Date of Origin: 11/15/1994**

**Page 14 of 18**

**Revised: 11/21/2014**

---

1. The officer reasonably believes that the totality of the circumstances is such that deadly force is reasonable and justified and the use of the vehicle is reasonable.
2. The officer must further reasonably believe that it is unlikely that innocent persons, including those known by the officer to be in the vehicle, will be harmed by the act.
3. The totality of the circumstances as known to the officer are so drastic and exigent that the officer reasonably believes that injury to innocent persons will be minimized if the vehicle or pedestrian is tactically rammed.

**B. Factors to be considered include but are not limited to the following:**

1. Fleeing driver's actions exhibiting recklessness or progressively reckless actions as the pursuit continues.
2. Speed of the fleeing vehicle.
3. Pursuit towards area of high population density or traffic congestion.
4. Will there be an opportunity to contact the fleeing vehicle at lower speeds?
5. Is the suspect known to be armed?
6. The availability of cover units.
7. The likelihood of serious injury or death to others should the suspect escape apprehension.
8. The level of training of the driver of the police vehicle.
9. The presence of other stationary objects that could be struck by the police/suspect vehicle.
10. Time of day.
11. Supervisory instructions.

**200-34.140 PURSUIT IMMOBILIZATION TECHNIQUE (P.I.T.):**

Pursuit Immobilization Technique or P.I.T. is an option to be used in controlling a pursuit by bringing the pursuit to a quick end and thus reducing or eliminating further risks. Only officers that are trained and qualified in P.I.T. shall use this technique.

P.I.T. when implemented at speeds under 40 mph is not considered a use of force. At speeds over 40 mph supervisory approval will be needed and may constitute a



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**  
**Date of Origin: 11/15/1994**

**Page 15 of 18**  
**Revised: 11/21/2014**

use of deadly force situation. P.I.T. is not a ramming technique. It is a controlled trained technique. The Chief may require a use of force report in any case where the technique is used.

**A. Deployment Considerations:** The following non-exclusive factors should be considered before the application of P.I.T.

1. Fleeing driver's actions exhibiting recklessness or progressively reckless actions as the pursuit continues.
2. Speed of suspect's vehicle.
3. Pursuits towards areas of high population traffic or schools.
4. Will there be an opportunity to contact the vehicle at lower speeds?
5. Whether the suspect(s) is known to be armed.
6. Availability of back-up and cover units.
7. Is patrol vehicle equipped with P.I.T. bars?
8. The potential risk to the public if the suspect escapes.
9. Obstacles that are a threat to the suspect or officers.
10. Time of day, weather and light conditions.
11. Supervisory instructions and adherence to pursuit policy.

**B. Special Factors and Considerations of Deployment:**

1. Site selections should be level and free of obstacles and roadside obstructions as practical. Be aware of lateral movement and recovery requirements from a P.I.T. maneuver.
2. P.I.T. maneuvers that may cause the fleeing vehicle to enter into oncoming traffic or onto pedestrian sidewalks should be avoided.
3. Vehicles with oversized suspensions or high center of gravity issues should not have P.I.T. deployed on them until other methods have failed.
4. Vehicles with multiple occupants will require extra consideration for the safety of possibly innocent victims in the vehicle. If occupied by children, less aggressive intervention methods should be used prior to P.I.T.
5. Armed suspects may create an officer safety issue when P.I.T. is deployed. Officers may find themselves in a poor defensive position as a result of P.I.T. maneuvers.



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**

**Date of Origin: 11/15/1994**

**Page 16 of 18**

**Revised: 11/21/2014**

---

- C. Use of P.I.T. Over 40 MPH:** Officers shall obtain supervisory approval prior to deploying P.I.T at speeds over 40 mph. Supervisors will authorize P.I.T. techniques in those specific situations that require the use of force to protect lives or to drastically diminish the imminent, clear and present danger of serious injury or death.

In most cases other immobilization techniques should be attempted prior to the application of the P.I.T.

- D. P.I.T. Training:** Officers will be trained in P.I.T. and receive periodic updated training and qualification as certified by Emergency Vehicle Operations Course instructors. Lesson plans and training shall be consistent with the P.I.T. course and training as adopted by the Washington State Patrol.

#### **200-34.150 BARRICADING ROADWAYS**

Barricading a roadway must be considered as a force that may result in death. Therefore, many factors must be considered regarding its use. Barricades are to be used:

- A.** Only as a last resort.
- B.** Only with a superior's approval and under the following circumstances:
  - 1. The roadway should not be barricaded by occupied vehicles.
  - 2. Private vehicles will never be used as a barricade.
  - 3. Our duty is to assist citizens whenever possible to remove their vehicles from the path of a pursuit.
  - 4. Police vehicles may be used only if no other suitable equipment is available and/or there is not adequate time to obtain other suitable equipment.
  - 5. For the safety of all persons involved, including the suspect, an escape route must always be left in the barricade.
  - 6. All barricades shall be set up at such a location as to not unnecessarily endanger life and/or property. When choosing a barricade location the weather and lighting conditions, visibility, road configuration, officer safety and civilian personnel safety should be considered.
  - 7. The use of barricades will be announced to all units assisting.





# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**  
**Date of Origin: 11/15/1994**

**Page 17 of 18**  
**Revised: 11/21/2014**

#### **200-34.160    SPIKE STRIPS:**

The spike strip may be utilized upon approval of the duty sergeant. In cases where no supervisor is available, officers may use spike strips as warranted and shall make every effort to ensure a supervisor is contacted at the earliest practical time. All users must have received training in the use of the spike strip. This does not preclude other law enforcement agencies from assisting in the control of the incident.

##### **A. Use of the spike strip:**

1. The safety of all officers, the public, and the fleeing subject must be considered.
2. All law enforcement officers involved in the incident should be on the same communications frequency.
3. The spike strip will not be used to stop fleeing motorcycles.
4. The spike strip will not be used in locations where specific geographic configurations increase the risk of serious injuries to the operator, violator or the public. (i.e. alongside rivers, embankments, etc.).
5. The spike strip will not be deployed on two-way roadways unless oncoming traffic has been stopped some distance from the actual deployment site.

##### **B. Deployment of the spike strip:**

1. The operator deploying the spike strip should do so from a position of safety. The use of natural barriers such as roadway overpasses, guardrail or shrubbery will conceal the operator from the violator's view and allows the deployment of the strip in position of relative safety.
2. Lay the strip out on the ground in such a manner that the spike strip is as perpendicular to the fleeing vehicle as possible.
3. Traffic cones or flares should be set up if needed. Then the rope provided should be stretched across the roadway.
4. When the fleeing vehicle approaches, the operator will pull the spike strip onto the roadway surface and let go of the rope in case the device jumps up when the violator's vehicle passes over it.



# BATTLE GROUND POLICE DEPARTMENT

## MANUAL OF POLICY AND PROCEDURE

---

### VEHICLE PURSUITS

**Directive Number 200-34**

**Date of Origin: 11/15/1994**

**Page 18 of 18**

**Revised: 11/21/2014**

---

5. Make every effort to avoid other vehicles running over the spike strip. If it is not possible to avoid other vehicles the operator is authorized to activate the device.
6. In the event another vehicle is contacted by the spike strip, contact the motorist and notify the supervisor of the damage. It will be necessary to document the damage and file a City of Battle Ground Incident Report form.

#### **C. After the pursued vehicle passes over the spike strip:**

1. Immediately pull the device off the roadway.
2. Wait for the pursuing law enforcement vehicle to pass your location.
3. Load the device into a patrol vehicle.
4. Provide assistance in the arrest.

#### **D. Communications:**

1. The operator of the spike strip must have a portable radio ready for use.
2. The pursuing officer and the dispatcher will keep all personnel informed of the following:
  - a. Location.
  - b. Direction of travel.
  - c. Speed and erratic driving behavior.
  - d. Possible weapons involved.
  - e. Number of people involved.
  - f. Roads, exits and entrances that need to be blocked.
  - g. Any other pertinent data to the pursuit.
3. When nearing a spike strip, pursuing officers and the operator deploying the device must maintain communication. The pursuing officer must slow or stop to allow the device to be cleared from the roadway.
4. Whenever the spike strip is deployed an incident report shall be completed.

---

Bob Richardson, Chief of Police

---

Date

Appendices:

*Appendix A – Pursuit Driving Report*