



PURSUIT POLICY

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01.16.010 PURPOSE

The purpose of this general order is to establish clear policy guidelines on vehicular pursuits that are compliant with laws enacted by the State of Washington on police tactics (ESHB 1054). The proper use of emergency vehicles represents a responsibility of the department and its personnel, extended to, and expected by the people of the State of Washington. Vehicular pursuits are by their very nature extremely dangerous to all involved, as well as those in the general public who share the same roadways. Tragic incidents connected to vehicular pursuits caused the State to pass restrictive laws during the 2021 session that limited those situations in which a police officer may engage in a vehicular pursuit. It is important to understand that all vehicular pursuits are expressly banned in the State of Washington, except in those limited situations where the criteria found in state statute is met. It is imperative that the department and its personnel operate emergency vehicles in

a manner worthy of the trust and respect of the citizens of Camas. Employees operating motor vehicles shall conform to all laws regulating traffic and set an example of good driving to each other as well as to the public. The policies and procedures of the Camas Police Department are intended to be consistent with the requirements of RCW 46.61.035 (Authorized Emergency Vehicles).

01.16.020 DEFINITIONS

A. Vehicular Pursuit:

Under state law, a "vehicular pursuit" means an attempt by a uniformed peace officer in a vehicle equipped with emergency lights and a siren to stop a moving vehicle where the operator of the moving vehicle appears to be aware that the officer is signaling the operator to stop the vehicle and the operator of the moving vehicle appears to be willfully resisting or ignoring the officer's attempt to stop the vehicle by increasing vehicle speed, making evasive maneuvers, or operating the vehicle in a reckless manner that endangers the safety of the community or the officer.

B. Attempt to Elude:

Any driver of a motor vehicle who willfully fails or refuses to immediately bring his/her vehicle to a stop and who drives his/her 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. (RCW46.61.024)

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 and has the responsibility of attempting to stop a fleeing vehicle and/or to terminate the vehicular pursuit within the guidelines outlined in policy. 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 by functionally disabling, damaging, or forcing the vehicle off the roadway. A deliberate ramming of a motor vehicle during a vehicular pursuit is a use of deadly force.

G. Pursuit Immobilization Technique (PIT):

The intentional and forced rotational contact of a suspect vehicle by a pursuing police vehicle in an effort to stop the suspect's flight.

H. Supervisor:

Usually the duty sergeant, but can be any CPD supervisor of rank. Has the primary responsibility to authorize officers to engage in a pursuit and for the monitoring and control of the pursuit as it progresses.

01.16.030 TRAINING

In order to operate an emergency vehicle in a duty function employees must possess a valid driver's license. Employees are also required to successfully complete a course of training for operators of emergency vehicles. Every new officer will receive this training as part of the Basic Law Enforcement Academy course. Post academy, every officer who operates police vehicles in the performance of patrol or enforcement activities will receive ongoing EVOC training.

01.16.040 PRIMARY PURSUIT CONSIDERATIONS

The primary consideration when determining whether to initiate, continue or terminate a vehicular pursuit is public safety and the safety of officers. All officers shall balance the risk to the public created by allowing the suspect to escape against the danger to life and property inherent in pursuit situations. Officers engaging in a vehicular pursuit must drive with due regard for the safety of themselves and all persons within the pursuit area.

01.16.050 ENGAGING IN A VEHICULAR PURSUIT

The act of initiating a pursuit begins with the officer signaling the operator of a vehicle to stop and the officer notices the vehicle begin evasive maneuvers or show signs that the vehicle is attempting to elude. Then, before the officer can engage in pursuit, he/she must evaluate the facts known to ensure there is justification under state law to pursue – officers may only engage in pursuits that are authorized under the law.

At this point, when the officer has a legal justification to engage in the pursuit, he/she must then obtain authorization to do so from a Camas Police Department supervisor who has the ability to perform the function of supervisory control over the pursuit. It is important to stress that this permission to engage in the vehicular pursuit from the supervisor must be given prior to the officer making any attempts to actually pursue the fleeing vehicle.

Officers are also required to consult with the supervisor in control of the pursuit to consider alternatives to the pursuit. The officer and the supervisor must give consideration to the justification for the pursuit and any other safety considerations, including but not limited to speed, weather, traffic, road conditions, and the known presence of minors in the vehicle.

When a supervisor of any rank engages in a pursuit as the primary officer they must reach out to another supervisor to get authorization to engage in the pursuit. The requirement for each vehicular pursuit is that it involves at a minimum two separate functions, handled by two different officers – the officer who is engaging in the pursuit and the supervisor who is authorizing and controlling the pursuit.

01.16.060 AUTHORIZED PURSUITS UNDER THE LAW

A police officer may not engage in a vehicular pursuit, unless at least one of the following offenses that justify a pursuit applies:

1. There is probable cause to believe that a person in the vehicle has committed or is committing a "violent offense" or a "sex offense" as defined in RCW 9.94A.030, or an "escape under RCW chapter 9A.76". Violent offenses include:
 - a. Any class A felony or attempt to commit a class A felony
 - b. Criminal solicitation or a conspiracy to commit a class A felony
 - c. Manslaughter in the 1st or 2nd degree
 - d. Indecent liberties if committed by forceable compulsion
 - e. Kidnaping in the 1st or 2nd degree
 - f. Arson in the 1st and 2nd degree
 - g. Assault 1st and 2nd degree
 - h. Assault of a child in the 1st and 2nd degree
 - i. Extortion in the 1st degree
 - j. Robbery in the 1st or 2nd degree
 - k. Burglary in the 1st or 2nd degree
 - l. Drive-by shooting
 - m. Homicide by abuse
 - n. Murder in the 1st or 2nd degree
 - o. Trafficking in the 1st or 2nd degree
 - p. Vehicular Assault – when caused by the operation or driving of a vehicle by a person while under the influence of an intoxicating liquor or any drug or by the operation or driving of a vehicle in a reckless manner
 - q. Vehicular homicide – when caused by the driving of any vehicle by a person while under the influence of an intoxicating liquor or any drug as defined by RCW 46.61.502, or by the operation of any vehicle in a reckless manner.
2. There is probable cause to believe that a person in the vehicle has committed or is committing a "sex offense" as defined by RCW 9.94A.030. Sex offenses include:
 - a. Child molestation in the 1st, 2nd and 3rd degree
 - b. Custodial sexual misconduct in the 1st degree
 - c. Indecent liberties
 - d. Rape in the 1st, 2nd and 3rd degree
 - e. Rape of a child in the 1st, 2nd and 3rd degree
 - f. Sexual misconduct with a minor in the 1st degree
 - g. Sexually violating human remains
 - h. Voyeurism in the 1st degree

3. There is probable cause to believe that a person in the vehicle has committed or is committing an "escape" under RCW chapter 9A.76. These offenses include:
 - a. Escape in the 1st, 2nd or 3rd degree
4. There is reasonable suspicion a person in the vehicle has committed or is committing a driving under the influence offense under RCW 46.61.502,

In addition to the offenses found above in sections 1-4, officers shall also ensure:

- a) The pursuit is necessary for the purpose of identifying or apprehending the person, and;
- b) The person poses an imminent threat to the safety of others and the safety risks of failing to apprehend or identify the person are considered to be greater than the safety risks of the vehicular pursuit under the circumstances, and;
- c) The officer has received authorization to engage in the pursuit from a supervising officer and there is supervisory control of the pursuit.

All vehicular pursuits that do not meet the above criteria are unlawful and are specifically prohibited.

01.16.070 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 Camas Police Department.
- B. Officers will advise C.R.E.S.A over the radio whenever a pursuit is initiated. The supervisor who approved the officer to engage in the pursuit will be in supervisory control 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 a 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 the supervisor in control, no more than three patrol vehicles (the primary and two support/back-up units) 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 if possible;
 - 5. The estimated speed of the suspect vehicle.
 - 6. Purpose for pursuit.
 - 7. Circumstances causing you to pursue, including the necessity to continue in order to immediately apprehend the suspect.
- G. Officers should not overtake and pass a suspect in an attempt to get in front of the suspect vehicle.
- 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 for under circumstances outlined in the department policy regarding police intervention), nor shall they 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 shall 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, as when the fleeing vehicle leaves the roadway and continues cross country, 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).
- 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 a pursuit. This requirement does not limit the use of a spotlight to increase officer safety after a vehicle has come to a stop.
- O. Officers may use their police vehicles to box in the vehicle of a stopped offender in order to prevent the movement of the offender's vehicle or to stop a slowmoving 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 dangers of placing himself in front of the suspect vehicle makes this action reasonable under the circumstances. The "boxing in" or the placement of an occupied police vehicle in the path of a vehicle traveling over 20 mph is prohibited.

01.16.080 UNMARKED OR SPECIAL PURPOSE VEHICLES

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

1. The vehicle is equipped with at least one lamp capable of displaying red or blue lights visible from at least five hundred feet in normal sunlight and a siren capable of giving an audible signal.
2. All other requirements of this policy can be met.
3. 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.

01.16.090 PURSUIT REPORTING

Whenever an officer is involved in a pursuit, that officer shall file an official report detailing the incident, to include but not limited to the following information if available:

1. The initial reason for the pursuit, including the legal justification.
2. Documentation of the authorization to engage in the pursuit that was given by the supervisor who was in control of the pursuit.
3. A full description of the alternatives to the pursuit that were discussed in consultation with the supervisor.
4. The route of the pursuit using a map tracing the route.
5. Other police units/agencies involved, naming the officer if possible.
6. Weather and traffic conditions on the route of the pursuit.
7. How and why the pursuit was terminated.
8. A list of people who witnessed the pursuit.
9. Any special circumstances that arose during the pursuit.

01.16.100 TERMINATION OF PURSUITS

In the case of all pursuits, the officer and controlling supervisor must constantly evaluate the pursuit taking into consideration the following:

1. Does the seriousness of the crime warrant a pursuit?
2. Is the pursuit necessary in order to identify or apprehend the offender?
3. What is the possibility of apprehension at a later time?
4. Will a pursuit take place in a business or residential area?
5. What are the street and traffic conditions?
6. What are the weather and light conditions?
7. Is the identity of the suspect known?
8. Does the person pose an imminent threat to the safety of others?
9. Is that imminent threat to the safety of others so great that it outweighs the risks posed by the pursuit itself.
10. 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 C.R.E.S.A when they have terminated a pursuit. All emergency equipment will be turned off and police vehicles 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 state traffic regulations. No officer shall be disciplined for termination of a pursuit.

Any officer involved in a pursuit who reasonable 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.

01.16.110 INTER-JURISDICTIONAL PURSUIT RESPONSIBILITIES

Pursuits which are initiated in another jurisdiction and come into Camas come within the authority of the Camas 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 Camas and enter another jurisdiction come within the authority of the agency having primary jurisdiction.

01.16.120 PURSUITS 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 C.R.E.S.A 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 all relevant facts, information available and these policies into consideration.

C. Assumption/non-assumption of pursuit:

If the law enforcement agency of the other jurisdiction assumes active pursuit, the supervisor will order this department's active involvement in the pursuit discontinued. Should the other agency be unable or refuse to assume active pursuit, the supervisor will terminate all units and all units will terminate.

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 probable cause information to the arresting agency. C.R.E.S.A 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 found in the Portland Metropolitan Interagency Pursuit Agreement of 04/09/99, of which the Camas 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 to the citizens of Camas. Care should be taken to avoid a situation where all Camas patrol units are involved in a vehicle pursuit and the city is left unprotected for any other emergencies that may arise. The supervisor in control of the pursuit must consider this factor when determining the units to assign to the pursuit.

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.

01.16.130 SUPERVISOR'S PURSUIT DUTIES

When a vehicular pursuit becomes necessary and an officer has requested permission to engage in a in a pursuit, the first supervisor becoming aware of the situation shall immediately assume command and control. The very first function of the supervisor will be to decide if the officer should, or should not engage in the pursuit and advise the officer accordingly. Vehicle deployment, assignment, and use will be at the discretion of the supervisor and will be coordinated with communications.

1. The supervisor shall identify and assign the primary and secondary units responsible for the pursuit. The supervisor will control over response to the pursuit.
2. The supervisor will take command and control tactical responses as required.
3. The supervisor will continue to assess the need for continuation of the pursuit and weigh compliance with policy and risks involved.
4. The supervisor will terminate pursuits that are outside of policy or law.

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:

1. The nature of the offense for which the pursuit was initiated.
2. The number of suspects and any known propensity for violence.
3. The number of officers in the pursuit vehicles.

4. The number of officers necessary to make an arrest at the conclusion of the pursuit.
5. Any other facts considered important enough to warrant the increased hazards caused by numerous pursuit vehicles.

Supervisory reporting

The controlling supervisor shall review all written reports relating to police pursuits occurring under their command and shall complete a pursuit driving report detailing all relevant circumstances of the pursuit. This includes obtaining radio logs, tapes, and any other evidence or documents associated with the pursuit that assists in the evaluation and reporting function. The pursuit report, once completed, will be forwarded to the Captain for command review, then to the Chief of Police for final review.

01.16.140 COMMAND REVIEW

The Captain will review all pursuit details and incidents as part of the command review. If there is any belief that a policy violation or a law violation occurred, an additional memo or Administrative Report will be prepared to summarize and make recommendations. The command review, along with all other pursuit review documents, will be forwarded to the Chief of Police.

01.16.150 POLICE INTERVENTION (RAMMING)

All reasonable alternatives should be exhausted before deliberate vehicle contact (ram) is utilized as a police tactical tool.

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 and is lawful.

01.16.160 BARRICADING ROADWAYS

Barricading a roadway must be considered as a force that may result in a 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 supervisor'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 consideration.

7. The use of barricades will be announced to all units assisting.

01.16.170 DEPARTMENT VEHICLE ACCIDENTS

Employees involved in a motor vehicle accident while on official business are required to immediately notify a supervisor, unless the employee is injured in such a manner that it is not reasonable to do so. If necessary, and if the employee is capable, the employee should properly mark the accident site with warning signals to minimize the possible danger to other traffic. Should a pursuing officer be involved in an accident with an uninvolved citizen, the officer will immediately discontinue the pursuit and render first aid if no other medical or police response is readily available.

The controlling supervisor shall coordinate the gathering of necessary information regarding the accident. A WCIA supervisor and employee report will be completed and shall contain, at a minimum, the date and time of the accident, the officer and vehicle involved, the location of the accident, a description of the damage and a description of the circumstances surrounding the accident. The summary report will be forwarded to the Captain for review, who may forward the report to the Chief of Police.

01.16.180 HOLLOW ROAD SPIKES

The hollow spike strip may be utilized upon approval of a supervisor. In cases where no supervisor is available officers may use the spike strips as warranted and shall make every effort to ensure a supervisor is contacted at the earliest possible 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.

Use of the hollow spike strip.

1. Examples of site diagrams depicting how to set up the spike strip are included.
2. The safety of all officers, the public, and the fleeing subject must be considered.
3. All law enforcement officers involved in the incident should be on the same communications frequency.
4. The spike strip will not be used to stop fleeing motorcycles.
5. 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. (alongside of rivers, embankments, etc.)
6. The spike strip will not be deployed on two-way roadways, unless oncoming traffic has been stopped some distance from the actual deployment site.

Deployment of the hollow 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 a relative position of 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 fusees should be set up, if needed. Then, the rope that is provided should be stretched across the roadway.
4. When the fleeing vehicle approaches, the operator will pull the spikes 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.
 - A. If another vehicle is so close that it will run over the spike strip:
 1. Make every effort to avoid this situation; if you cannot, you are authorized to activate the device.
 2. Contact the motorist and notify a supervisor of the damage. It will be necessary to document the damage and file a City of Camas Incident Report form.

After the pursued vehicle passes over the hollow 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 car.
4. Provide assistance in the arrest.

Communications.

1. The operator of the spike strip must have a portable radio for ready 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 behaviors.
 - 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 chase.
3. When nearing the spike strip, pursuing officers and the operator deploying the device must maintain communication. The pursuing officers must slow or stop (if necessary) to allow the device to be cleared from the roadway.
4. Whenever the hollow spike strip is deployed, an incident report shall be completed.

01.16.190 PURSUIT IMMOBILIZATION TECHNIQUE (PIT)

The tactical pursuit immobilization technique, commonly known as PIT, may be an option to control a certain police pursuit and is a method to reduce risks in bringing pursuits to a conclusion. This technique, when used at speeds under 35 mph, shall be available only to officers who have successfully completed the prescribed training course in the use of the technique. It shall be used by such officers at their discretion on fleeing vehicles that fail to yield to patrol vehicle emergency equipment. PIT is not a ramming technique, but is a use of force. As such, the PIT technique can only be used with physical force is lawful under our Use of Force policy. While officers are legally allowed to engage in a vehicular

pursuit for reasonable suspicion of DUI, this offense would not justify using PIT because it does not meet the statutory requirement to use force.

Considerations for deployment:

Reference policy **01.16.120 TERMINATION OF PURSUITS** for non-exclusive factors that should be considered before the application of the PIT.

Special factors in PIT deployment:

When using the PIT, the following special factors shall be considered:

- A. Site selection.
 - 1. The area selected for the PIT should be as level and free of roadside obstructions as practicable.
 - 2. The PIT may be performed on straight-aways, corners, or non-level roadways, but visibility and the exit path from the PIT shall be considered prior to its use.
 - 3. Deploying officers should be cognizant of lateral movement and recovery requirements of a PIT.
- B. Oncoming traffic.
 - 1. Every effort to control or limit oncoming traffic into the PIT site shall be made.
 - 2. The PIT should not be attempted in traffic situations where the suspect or pursuing vehicle will likely be pushed into oncoming traffic or areas with pedestrians.
- C. Vehicle type.
 - 1. Due to the possibility of rollover, vehicles with "over-high" suspensions, oversized tires, and utility-type vehicles such as four wheel drives may have the PIT employed on them only after other methods of pursuit control have been considered.
- D. Vehicles with multiple occupants.
 - 1. If a fleeing vehicle has multiple occupants, consideration should be given to the safety of the other occupants before the PIT is employed. For example, if children are known to be in the vehicle, other less aggressive interventions should be given consideration prior to the PIT.
- E. Armed suspects.
 - 1. Officers shall be aware that use of PIT, where a suspect is possibly armed, may place the officer in jeopardy by eliminating or reducing the defensive strategies of distance and cover. Extreme caution should be exercised by officers in these circumstances.

Use of the PIT over 35 mph:

- A. The use of the PIT at speeds above 35 mph may be considered only following supervisory approval.
- B. Every effort should be made to provide prior supervisor notification of the intended use of the PIT at speeds above 35 mph.
- C. This shall not limit the use of the PIT or any other use of force to protect the lives of officers, non-involved citizens, or suspects should they be in imminent danger of serious injury or death.
- D. The PIT may be used when the totality of the circumstances requires immediate intervention to stop a fleeing suspect's vehicle.

PIT training:

- A. Officers shall be trained in the PIT prior to using the technique in any incident.
- B. Officers shall receive ongoing updated training in the technique.
- C. Training shall be conducted by certified EVOC instructors.

Equipment:

It is the Department's preference that officers utilize the PIT technique when the patrol vehicle in use is properly equipped with the PIT style bumper, which extends beyond the entire length of the front bumper.


Mitch Lackey, Chief of Police

Creation Date: April 16th, 2001

Revision Date: January 17, 2002

July 29th, 2005

December 29, 2009

January 31, 2017

July 23, 2021