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PURPOSE

The purpose of this policy is to provide direction for the operation of law enforcement vehicles while involved in pursuit situations.

DEFINITIONS

Pursuit Situation - A “pursuit situation” or “pursuit” describes an active attempt by law enforcement officers to stop an apparent or suspected violator of traffic or criminal laws who is fleeing from lawful authority.

The performance of routine traffic stops and other similar law enforcement duties in which a law enforcement unit operates warning lights with or without siren and/or otherwise clearly gives a signal to stop and the subject complies by coming to a stop in a reasonable distance is not considered to be a pursuit.

Law Enforcement Units - “Law Enforcement Units” and “units” are any members or vehicles of a law enforcement agency authorized by their respective agency and by Minnesota State Statutes to initiate, engage in, assist in, or otherwise participate in the pursuit of violators of traffic and criminal laws.

Primary Pursuing Unit - The “primary pursuing unit” is the unit which initiates pursuit of the violator. At any point in time, that law enforcement unit which is closest to the violator becomes the primary pursuing unit.

Secondary Pursuing Unit(s) - The “secondary pursuing unit(s)” are those units operating in concert with the primary pursuing unit and area immediately available to assist or to take over the pursuit and become a primary pursuing unit.

Support Unit(s) - “Support unit(s)” are those law enforcement units not directly involved in the pursuit, but which are in the same general area of the pursuit. Support units may take the form of motor vehicles or aircraft and are available to assist with traffic control, roadblocks, searches and other assistance as may be needed.

GENERAL POLICY

It shall be policy that members of this Office are authorized to conduct vehicle pursuits for the purpose of apprehending actual or suspected violators of traffic and/or criminal laws.

Further, it shall be policy that members involved in pursuit situations shall operate vehicles with due regard for the safety of others and shall operate Office vehicles according to applicable Minnesota State Statutes.

Further, it shall be policy that only those vehicles equipped to operate as “Emergency Vehicles” under applicable Minnesota State Statutes shall be permitted to engage in vehicle pursuits and that applicable warning lights and other prescribed equipment be used throughout their direct involvement in the pursuit.

Further, it shall be policy that vehicles not equipped with red lights and siren shall not be used in the role of primary or secondary pursuing units.

UNMARKED UNITS

It shall be policy that unmarked enforcement vehicles are authorized to engage in pursuits, but shall relinquish the role of primary pursuing unit to a marked law enforcement unit as soon as the marked unit is in a position to assume that role.

PASSENGERS

It shall be policy that members are permitted to initiate, engage in, assist with, and otherwise participate in pursuits if their passenger(s) are law enforcement officers performing official law enforcement duties.

Further, it shall be policy that members shall not assist with pursuits whenever they are transporting ride-a-long civilians, ride-a-long officers, observers, Law Enforcement Explorers, interns or other civilian passengers.

Further, it shall be policy that members shall not initiate, engage in, assist with, or otherwise participate in pursuits whenever they are transporting prisoners.

DUTIES OF THE PRIMARY PURSUING UNIT

The primary pursuing unit is responsible for giving radio notification of the initiation of the pursuit and other pertinent information.

DUTIES OF THE SECONDARY PURSUING UNIT

The secondary pursuing unit(s) are responsible for taking over the role of the primary pursuing unit should that unit become disabled or if requested/allowed to do so by the primary unit.

DUTIES OF THE DISPATCH CENTER

It shall be policy that when notified of a pursuit, the Dispatch center shall advise all units of "Emergency Traffic Only" and coordinate the response of other units, as needed.

DUTIES OF ON-DUTY SUPERVISORS

It shall be policy that when notified of a pursuit, the supervisor(s) on duty shall monitor the conduct of the pursuit, give direction where needed and ensure the filing of all mandated reports.

RADIO CHANNEL SELECTION

It shall be policy that when a pursuit occurs within the City of Isanti, units shall use the primary Sheriff's channel. Selection of MINSEF or any other channel as the primary communications channel shall only occur if the pursuit leaves Isanti County.

USE OF FORCE and USE OF DEADLY FORCE

The use of force and the use of deadly force in pursuit situations are limited to those circumstances governed by Minnesota State Statutes 609.06, 609.066 and by this Office's Use of Force Policy.

USE OF AFFIRMATIVE METHODS

"Affirmative methods" are those measures which are intended to bring about an end to the pursuit when a fleeing violator's actions are posing an unreasonable risk of death or great bodily harm to others. Whenever affirmative methods are used, reasonable measures shall be taken to safeguard the lives of innocent persons not involved in the pursuit.

Examples of affirmative methods are as follows:

- 1. Boxing-in** - Boxing-in the fleeing vehicle is permitted when necessary to slow down and restrict the evasive actions of the fleeing vehicle.
- 2. Pushing and/or Bumping** - Pushing and/or bumping is not permitted unless the officer is currently trained in pursuit intervention tactics.
- 3. Ramming** - Ramming the fleeing vehicle is not permitted unless the officer is currently trained in pursuit intervention tactics.

4. **Roadblocks** - Roadblocks represent stationary methods used to reduce the speeds of and to restrict the free passage of motor vehicles. Roadblocks are permitted when necessary to protect others who are in imminent danger of death or great bodily harm from a fleeing vehicle or a fleeing felon.
5. **Use of Stop Sticks** - Stop Sticks are designed to be used on 4 wheeled type vehicles only, and are to be deployed on paved (blacktop or concrete) surfaces only. Stop Sticks are to be used at speeds greater than 10 mph.
 - a. Set up roadblock, either one or two per car, per policy. Provide an avenue of escape for target vehicle. An avenue of escape is defined as the open traffic lane in front of the road block. Deploy Stop Sticks across the open lane.
 - b. Deployment method #1. If time does not allow for Stop Sticks to be set up on the opposite side of the road and pulled across the lane, simply lay the Stop Sticks across the avenue of escape as the target vehicle approaches.
 - c. Deployment method #2. When time allows, set up Stop Sticks on the opposite side of the road and attach the cord reel. When the target vehicle approaches, pull the Stop Stick across the open lane. Do not wrap the cord reel line around any part of your body at any time.
 - d. After deploying the Stop Sticks, position yourself in a safe location away from the point of contact between the target vehicle and the deployed Stop Sticks. Make sure you advise pursuing units that you have Stop Sticks deployed.
 - e. As part of your report, you must surmise your decision for the deployment (use) of the Stop Sticks. In the event an individual is charged in the matter, request restitution for Stop Stick replacement as part of your report.

DECISIONS TO CHANGE OR TO END A PURSUIT

It shall be policy that whenever a pursuit becomes so unreasonably hazardous, to the point that innocent persons are placed in imminent danger of great bodily harm or loss of like, either the pursuit shall be ended, or the conduct shall be changed to reduce those hazards.

Members involved in a pursuit shall discontinue their involvement or modify their conduct under the following conditions:

1. When they are notified to end or change the pursuit either by the primary pursuing unit or by a supervisor (directly or via the Dispatch Center);
2. When they experience or anticipate unreasonable hazards which present substantial risks of great bodily harm or death to themselves or to innocent persons;
3. When it is not reasonable for the pursuit to continue due to a consideration of the following factors;
 - a. the relative seriousness of the crime involved, balanced against the hazards involved;
 - b. existing or anticipated levels of traffic and pedestrian congestion;
 - c. weather, visibility and road safety conditions;
 - d. the likelihood of later identifying the violator to the standard set by the courts;

- e. the likelihood of damage to law enforcement units and to other property;
 - f. the mechanical condition of the law enforcement unit; and,
 - g. the likelihood of apprehending a violator with whom they have lost visual contact.
4. When a collision occurs with another occupied motor vehicle and emergency medical care is required for any of the victims, or at any other times when their aid is required to provide emergency medical assistance.

PURSUIITS OUTSIDE OF THE CITY

It shall be policy that members of this Office are authorized to pursue violators outside of the City and into other jurisdictions of the State. While in other jurisdictions of the State, this Office's policy shall govern the conduct of its members.

Further, it shall be policy that members of this Office are authorized to assist with pursuits outside of the City of Isanti, but within the state of Minnesota when such assistance **is requested by the respective pursuing agency**.

Further, it shall be policy that members of this Office are authorized to pursue violators into the jurisdiction of the state of Wisconsin and to apprehend such violators, pursuant to the provisions of Minnesota State Statute 626.65 through 626.70, the "Uniform law on Fresh Pursuit," and any existing interstate joint powers agreements.

Further, it shall be policy that members of this Office engaged in a pursuit into Wisconsin turn the pursuit over to the Wisconsin authorities as soon as possible.

Further, it shall be policy that, once in Wisconsin, all participating law enforcement units shall be subject to the direction of the respective Wisconsin law enforcement agency.

Finally, it shall be policy that no Office unit be involved in assisting a Wisconsin law enforcement agency with a pursuit within Wisconsin except when (1) a request for such assistance is made by Wisconsin authorities, and (2) when such actions are authorized by an interstate joint powers agreement.

OFFICERS TO REPORT PURSUIITS

MS 626.5532 requires that in all incidents where a peace officer pursues a motor vehicle being operated in violation of MS 609.487 (fleeing a peace officer in a motor vehicle) that a report be filed with the Minnesota Department of Public Safety.

The Isanti Police Department Officers will complete an investigation report of all pursuits. This report will be completed regardless of the duration of the pursuit and whether or not the violator was stopped or was apprehended. The primary officer will be responsible for the completion of the report. In addition to the investigation report, the primary officer will complete a Pursuit Report Form (PS-21400-01).

Pursuits resulting in damage to patrol vehicles in excess of \$1,000 or which result in personal injury to any person will be reported to the Chief of Police as soon as possible.

RECORDS UNIT RESPONSIBILITIES

The Records Unit will be responsible for submitting the complete Pursuit Report Form (PS-21400-01) to the DPS within 30 days of the pursuit.