

Revised 9/04



Pursuit Policy

Policy Concerning Vehicle Pursuit

- . 10 Pursuit refers to an attempt by a police officer in an authorized emergency vehicle (see IC 9-21-1-8) to apprehend one or more occupants of another moving motor vehicle, when the officer reasonably believes that the driver of the fleeing vehicle is aware of the officer's attempt to stop the vehicle and is resisting apprehension by maintaining or increasing vehicle speed, ignoring the officer or otherwise attempting to elude the officer. Once the officer has reason to believe the suspect is ignoring his signal to stop and is maintaining or increasing speed to avoid apprehension, a pursuit has started.
- . 15 The authority of a law enforcement officer to engage in pursuit stems from his duty to apprehend those persons who have committed or are committing a law violation. The freedom to pursue law violators must be available to police departments since it plays a vital part in crime deterrence and crime control responsibilities.
- . 20 Pursuit must be considered a very serious matter. When a Member initiates a pursuit of a fleeing vehicle, he may have a tendency to consider only himself and the occupants of the fleeing vehicle. This is not adequate. It must be remembered that other citizens using public highways do not expect their travel to be interrupted by a police chase and may be unprepared to react safely.
- . 25 It is the Policy of the Marion County Sheriff's Department that all Members operate County owned vehicles with due regard for the safety of all persons. Members are reminded that state and local provisions will not protect the Member from the consequences of his reckless disregard for the safety of others.

30 Members in either Unmarked police vehicles or motorcycles, and equipped with emergency lights and sirens, may initiate a pursuit. Members operating these vehicles shall immediately relinquish control of the pursuit to a Clearly Marked or Semi-Marked sedan using emergency lights and siren as soon as possible.

Members in Semi-Marked police sedans, and equipped with emergency lights and sirens, may initiate a pursuit. Members operating these vehicles may relinquish control of the pursuit to a Clearly Marked sedan using emergency lights and siren when appropriate.

For purposes of pursuit policy only, the following definitions shall apply:

1. Unmarked- A vehicle owned or leased by City/County Government, or an agency thereof, not being clearly marked by any of the following:
 - a. Marked by painted words;
 - b. Two-tone brown paint as required by the County Sheriff's Standard Vehicle Marking and Uniform Commission, or insignia.
2. Semi-Marked- A vehicle owned or leased by City/County Government, or an agency thereof, and include any or all of the following:
 - a. Clearly marked through painted words or graphics;
 - b. Two-tone brown paint as required by the County Sheriff's Standard Vehicle Marking and Uniform Commission;
 - c. Or by insignia making it readily apparent that the vehicle is a Police Vehicle (special license plates or emergency lights only is not enough).
3. Clearly Marked- A vehicle owned or leased by City/County Government, or an agency thereof and shall include all of the following:
 - a. Clearly marked through painted words or graphics;
 - b. Two-tone brown paint as required by the County Sheriff's Standard Vehicle Marking and Uniform Commission;
 - c. By insignia making it readily apparent that the vehicle is a Police Vehicle (special license plates or emergency lights only is not enough);
 - d. And, an overhead emergency light bar.

45 All vehicle pursuits shall be reported by radio, to Communications, as soon as reasonably possible. The announcement of "pursuit" will prompt Communications to immediately begin the patching of radio channels of nearby districts or jurisdictions to enhance officer safety. Those not involved in the pursuit should restrict their radio traffic to a minimum level.

- a. Seriousness of the offense
 - b. Knowledge of the identity of the pursued suspect(s);
 - c. Other occupants of vehicle (e.g., children);
 - d. Weather;
 - e. Road conditions. (Intersections, traffic controls, curves, hills, repair, width of road, etc.);
 - f. Density of vehicular and pedestrian traffic;
 - g. Locality of the pursuit (residential, highway, etc.)
 - h. Familiarity with area;
 - i. Nature of the pursuit. (Manner of operation of suspect vehicle, e.g. speeding, erratic or reckless driving.)
- 4.- Before initiating, and during the course of any pursuit, the pursuing Member(s) and supervisor(s) must consider the following:
- 3.- When directed by a Ranking Officer to assist the primary pursuit vehicle.
 - 2.- On sight pursuit of a traffic or misdemeanor violator when the violation has been witnessed by the pursuing Member.
 - 1.- On sight pursuit of a person who has committed, is committing, or is about to commit a felony;
- 40 Pursuit driving shall only be permitted in the following circumstances:

35 The vehicle's emergency lights and siren shall be operated while driving under pursuit conditions. Should a Member's emergency lights or siren fail or become disabled during the course of a pursuit, or other mechanical failure occur that would make the vehicle unsafe, the Member must discontinue involvement and relinquish responsibility for continuation to the secondary pursuing officer.

46 Any Member initiating a pursuit must immediately notify the Communications Center of the pursuit and provide the following information:

- a. Unit number;
- b. Location;
- c. Direction of travel;
- d. Most serious offense suspect wanted for;
- e. Description of suspect vehicle (C.Y.M.B.A.L.) and occupants.
- f. Other pertinent information (e.g., speed, hazardous conditions, etc.)

The pursuing Member will remain in radio contact with Communications and advise all pertinent information until such time as additional units are available to assist. The initiating Member shall maintain eye contact with the pursued vehicle. The second Member involved in the pursuit, if any, should deal with the radio traffic.

The Communications Center shall, formally notify and assign the pursuit to the initiating Member's supervisor (or a supervisor assigned to the district in which the pursuit originated) to ensure awareness as well as prompt supervision and field management of the incident. The supervisor assigned to the pursuit will respond to Communications and remain responsible for monitoring and continually evaluating the pursuit as well as preparation of the pursuit supervisory special report and related paperwork or reports. As the supervisor continually assesses conditions outlined in 1010.40 A-1, he may order the discontinuation of a pursuit. Members ordered to discontinue a pursuit must immediately acknowledge this to the Communications Center. The assigned field supervisor will monitor the pursuit and respond to the termination point of the pursuit to take charge of the scene.

50 Only three (3) department vehicles may operate under pursuit conditions in an attempt to stop a fleeing vehicle unless specifically ordered to do so by a field supervisor. Assisting units will not convoy behind the pursuing vehicle.

Should a pursuit initiated by another agency enter into The Department's jurisdiction, officers must NOT join in the pursuit if three (3) or more vehicles are currently in pursuit of the fleeing vehicle unless ordered to do so by his or her supervisor. If an officer trained in P.I.T. is available and is authorized by the other agency, then one (1) P.I.T. officer may join the pursuit to attempt to terminate the pursuit.

If the pursuing officer from another agency is not communicating on a radio frequency that is capable of being monitored by I.M.C. (MECA), the supervisor shall permit one department vehicle to join the pursuit. The sole purpose will be to communicate the progress of the pursuit while in The Department's jurisdiction.

Should a Member properly join a pursuit of another jurisdiction, and that pursuit then leave our jurisdiction, the Member will not discontinue the pursuit until a second vehicle from a proper jurisdiction joins in the pursuit. (No Member will abandon another agency's officer until sufficient assistance has joined the pursuit).

The field supervisor may consider the following when determining if more than three (3) Departmental Vehicles are needed:
 1.) Number of occupants in suspect vehicle.
 2.) Nature of offense and danger presented to pursuing officers

60 Departmental Vehicles not directly involved in the pursuit as a pursuing vehicle shall not travel under emergency conditions due to the pursuit, unless specifically authorized to do so by the initiating Member's supervisor.

65 Pursuing Members shall operate Departmental Vehicles in single file, maintaining adequate distance between the vehicles to allow for evasive action and safe operation.

The assisting Member may take over control of the pursuit only after being requested to do so by the pursuing Member. The assisting Member(s) must not attempt to pass the primary pursuing Member's vehicle, unless the assisting Member has been requested to take control of the pursuit by the pursuing Member. If a P.I.T. certified Member joins the pursuit, then the P.I.T. Member shall take over as lead car in the pursuit.

No paralleling of pursuits will occur unless the pursuit passes through an officer's immediate vicinity. The paralleling officer's vehicle must not operate under emergency conditions.

Upon termination of a pursuit, a Member operating a police vehicle under emergency conditions will cease emergency operation once notification is made that sufficient assistance is on the scene. Specialty unit officers may not proceed under emergency conditions after being notified sufficient assistance is on the scene unless it is determined that a specialty skill is necessary as approved by the appropriate supervisor.

70 " Stationary Road Blocks" shall not be used to terminate a pursuit. Blocking of intersections and entry ramps etc. to enhance public safety is not prohibited.

Tire deflating devices may be used to end a vehicle pursuit, but may not be used to apprehend a motorcycle or other two-wheeled vehicle.

Only officers with properly documented training may use Tire deflating devices

Communications will attempt to determine if a public safety agency helicopter is available to assist in a pursuit. The pursuing officer and supervisor should be promptly advised of the availability of a helicopter.

A Pursuit Supervisory Special Report will be completed for all vehicle pursuits. The field supervisor assigned to the pursuit by Communications will be responsible for the thorough and accurate completion of the Pursuit Supervisory Special Report.

- The supervisor will provide a written evaluation of the pursuing officer(s) actions in the "Supervisor's Opinion" section of the pursuit supervisory special report.
- The supervisor must indicate whether or not the pursuit was "In Compliance" or "Not In Compliance" with department policy.
- The supervisor will complete the section titled "Supervisory Actions" and explain why the pursuit was either allowed to continue or ordered to be terminated.
- The Pursuit Supervisory Special Report will be reviewed by all of the involved officers' supervisors and forwarded to their respective Deputy Chief.
- The Deputy Chief will review the pursuit supervisory special report and all other relative reports.

.70 (a) Supervisor Responsibility

When a helicopter is available and has visual contact with the pursued vehicle, the pursuing vehicle, when appropriate, will discontinue pursuit driving conditions and allow the helicopter to continue the surveillance of the suspect and provide directions to the ground units ("...discontinue pursuit driving conditions" means leave lights and siren on, increase your safe distance between you and suspect vehicle).

Helicopter personnel may be able to advise ground personnel of upcoming traffic congestion, road hazards, and other factor that may endanger life and property.

The pursuing officer or a supervisor may terminate pursuits. Factors to consider include nature of offense, knowledge of the identity of the pursued suspect(s), occupants of vehicle (i.e., children), weather, traffic, pedestrians, and speed or recklessness of the fleeing vehicle. The supervisor and pursuing Member are responsible for quickly weighing the above factors and determining if it is in the public interest to continue a pursuit. Supervisors are responsible and accountable for ordering the termination of a pursuit if, in their experience and judgment, the risk factors are too great to continue the pursuit.

When a Member not involved in a pursuit is responding to place Tire deflating devices; he would be authorized to respond using lights and siren. This is justified by 0406.30 to an "EMERGENCY" situation only if the Member has probable cause to believe that there exists an immediate threat to someone's life or personal injury is involved in the particular situation to which he is responding.

- f. Upon review, the Deputy Chief will forward all available information regarding the pursuit to the Department Vehicle Operations Review Board with one of the following recommendations:
 - a. The Department Vehicle Operations Review Board will administratively review the pursuit; or
 - b. The Department Vehicle Operations Review Board will conduct a hearing to formally evaluate the actions of the officer(s) and supervisor(s) involved.
- g. Results of the Department Vehicle Operations Review Board findings will be forwarded to the officer's Deputy Chief. A certified P/T Instructor shall be included on the Vehicle Operations Review Board.
 - h. The Deputy Chief will be responsible for reviewing the board's findings and instituting any necessary remedial counseling or training relative to the performance and actions of the officer(s) or supervisor(s).
 - a. The Deputy Chief will make recommendations to the Sheriff or his designee regarding any disciplinary action.
- i. A copy of the Pursuit supervisory special report must be forwarded within 72 hours of the incident to the Chairman of the Department Vehicle Operations Review Board.

P.I.T. Maneuver (PIT) 80

The Precision Immobilization Technique (PIT) will be used in order to stop a pursuit at the safest, fastest, and most appropriate opportunity before the pursuit places civilians in danger. If officer(s) trained in performing the PIT maneuver determines the vehicle must be stopped to safeguard life and preserve the public safety, the PIT may be used.

The PIT officer shall make notice to assisting officers that he/she will perform the PIT maneuver at the first available opportunity. The decision to use the PIT must take into consideration the suspect's hazardous driving or other means to stop the pursuit i.e. officer or vehicle presence or tire deflating devices. PIT restrictions, speed, the safety of bystanders, the risk of physical injury to the occupant(s) of the fleeing vehicle and to the police officer must also be considered. Adequate space for the maneuver and lack of restrictions must be present prior to implementing PIT. Officers not trained by a certified PIT instructor shall not perform the PIT maneuver. If there is a question of training, the officer shall be responsible for providing training documentation.

The PIT will be used by trained officers in a manner to prevent major property damage, injury to officers, civilians, or suspects. Therefore, it is recommended the PIT only be used at a speed not exceeding 45 to 50 miles per hour.

Vehicular damage may occur to vehicles involved in the maneuver. PIT is a trained pursuit termination procedure. Damage to the vehicle involved in the maneuver is not an accident or crash, thus accident review process will NOT be instituted. Any damage that occurs should be documented in the case report and photos shall be taken of the damage. A PIT report will be filed and a review of the maneuver will be done.

Officers receiving certification to perform the PIT maneuver shall attend an initial eight (8) hour class on the technique. Officers shall attend 4 hours of in-service training per year on the PIT to maintain their certification. Any officer failing to attend the in-service shall not be allowed to perform the maneuver.

90 Rolling Road Block

A Rolling Road Block (RRB) is a technique to be used in a situation where there is a low risk situation exists. The RRB is a technique where 3 police vehicles will attempt to bring the suspect to a safe, controlled stop. The RRB should NOT be used in any kind of high-risk situation.

This technique is best used for situations where a suspect is not driving at a high rate of speed, but will not stop i.e. DUI, other impairment, or a medical condition. The technique is not intended to make contact with the suspect vehicle.

If a high-risk situation develops during the execution of a RRB, the technique shall be aborted immediately.

Training in the RRB technique will be incorporated in the PIT training.