

Harveysburg Police Department

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104	June 10, 2009	June 10, 2009	ALL HPD Officers
Referenced CALEA Standards:		Policy Title:	
41.2.2a-j, 41.2.3a-e, 61.3.4		Motor Vehicle Pursuits	

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104.001 Policy - Harveysburg police officers shall engage in motor vehicle pursuits only when the necessity for the immediate apprehension of the suspected offender or violator outweighs the level of danger created by the pursuit itself. A pursuit shall be avoided or terminated whenever the danger exceeds the need for apprehension. Whenever possible, officers not directly involved in the motor vehicle pursuit shall take reasonable action to alert and control other traffic at intersections or other hazardous points along the anticipated route of the pursuit.

104.002 Purpose - The purpose of this written directive is to provide guidelines for officers and other personnel involved in the pursuit of suspected offenders or violators who flee in motor vehicles. It is not possible to anticipate and address every pursuit-related contingency in a

policy and procedure, and therefore each pursuit must be judged on a case-by-case basis. However, this directive sets forth the department's basic expectations and requirements for the actions of its personnel.

104.003 Standard of Care—Wherever these guidelines may be more restrictive than existing statutes or case law, they are not intended to establish a higher legal standard of care for the department and its employees with regard to criminal or civil liability. Rather, they are offered in an excess of caution in accordance with the philosophy of the department as well as operational and tactical considerations.

104.004 Definitions - The following definitions are used in this directive:

1. *Pursuit* is an incident in which sufficient elements are present to support a charge of

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- willfully fleeing and eluding a police officer as provided in ORC 2921.331, whether or not an apprehension is made (e.g., the pursuit is terminated or the suspect successfully evades pursuing officers). The term *pursuit* does not include the actions of an officer to alert a driver for a routine vehicle stop or to overtake a vehicle prior to initiating a stop.
2. *High-risk pursuit* is an event in which one or more sworn officers attempt to apprehend the driver and/or other occupants of a vehicle who are willfully attempting to flee or elude a police officer and causing a substantial risk of serious physical harm to persons or property by engaging in a reckless pattern of evasive tactics such as excessively hazardous speed; erratic maneuvering; driving off the roadway or recklessly passing other vehicles; recklessly running red lights or stop signs; and/or shutting of headlights during hours of darkness.
 3. *Reasonable belief* is based on a set of articulable facts and circumstances that would warrant a police officer of average caution in believing that an offense has been committed, is being committed, or is about to be committed by a specific person. It can be based on an officer's observations, training, and experience, or information received from credible outside sources or third parties.
 4. *Primary unit* is the officer who initiates a pursuit or who assumes control of the pursuit as the lead vehicle and is the first police vehicle behind the fleeing vehicle.
 5. *Secondary unit* is the officer who is directly involved in the pursuit and follows the primary unit at a safe distance in order to assist the primary unit.
 6. *Backup unit* is any other officer who supports the pursuit operation without being directly involved in the pursuit.
 7. *Field supervisor* is the ranking officer responsible for the pursuit operation, normally the Patrol lieutenant or sergeant in charge of the turn.
 8. *Caravanning* is the following or direct participation in a pursuit by other vehicles not authorized by this directive to be involved in the pursuit. Caravanning is prohibited in all cases.
 9. *Paralleling* is the operation of police vehicles in emergency response to follow the course of a pursuit along streets parallel to the actual pursuit. Paralleling is considered active involvement in the pursuit and therefore is prohibited unless approved by the field supervisor.
 10. *Roadblock* is a barricade, police vehicle, or other obstruction set up across a roadway to stop or prevent the escape of a fleeing vehicle. It does not necessarily mean a complete stoppage of traffic or a complete blockage of the roadway.

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11. *Divided Highway* is any traffic-way that consists of separate roadways divided by a physical barrier, such as a grass or concrete median or guardrail, with one-way traffic on either side of the barrier, whether or not there is controlled access.

12. *Boxing-In* is a deliberate tactic using police vehicles to force a pursued vehicle to slow, stop, or proceed in a specific direction, by maneuvering police vehicles in front of, behind, and/or alongside a pursued vehicle. Boxing-in is an extremely hazardous maneuver because it involves at least three moving vehicles, and the response of the suspect is unpredictable. Therefore, boxing-in should only be used in low-speed pursuits and in locations where the risk to other traffic is minimal.

13. *Ramming* is the deliberate act of striking the suspect's vehicle with a police vehicle in order to cause functional damage or force the suspect's vehicle to stop. Any deliberate contact with a fleeing vehicle is a high-risk maneuver that presents extreme danger not only to the officer and suspect, but also to the general public. Therefore, it is permitted only when the use of deadly force would otherwise be justified.

104.005 Duty to Protect Life and Property—the primary duty of the police department is the protection of life and property. The enforcement of the criminal and traffic laws within our jurisdiction through the apprehension of suspected offenders and violators is an

essential component of that duty. However, motor vehicle pursuits may result in death or injury to the general public, police officers, and suspects, as well as damage to public and private property, and such an outcome would be inconsistent with that duty. The intent of this policy is not to avoid the responsibilities to enforce and apprehend, but rather to provide guidelines that will help ensure fulfillment of those responsibilities within acceptable limits of safety.

104.006 Effectiveness of Emergency Lights and Siren—the purpose of emergency lights and siren is to alert traffic to yield for an approaching public safety vehicle and to be aware of hazardous conditions. However, the effectiveness of lights and siren is significantly diminished by such factors as the directional sound output of the siren, background traffic noise, heavily insulated vehicles, loud car stereos, physical barriers to sight and sound, flashing lights on other vehicles and signs, and the inattention of other drivers. Furthermore, higher speeds not only may cause officers to out-drive the audible range of their sirens, but also may make control of the officers' vehicles more difficult and reduce the opportunity for other traffic to recognize the approaching public safety vehicles and react appropriately. In addition, the fleeing vehicle ahead of the pursuing officers often exceeds safe speeds, ignores traffic

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control signs and signals, and executes unpredictable maneuvers at some distance from the effective range of the officers' lights and sirens.

- 104.007 Statutory References – The following statutes govern the conduct of police motor vehicle pursuits:
1. ORC 4511.03 Emergency vehicles to proceed cautiously past red or stop signal
 2. ORC 4511.041 Exemption for public safety and emergency vehicles
 3. ORC 4511.24 Emergency vehicles excepted from speed limitation
 4. ORC 4511.37 Turning in roadway prohibited; exception for emergency or public safety vehicle
 5. ORC 4511.45 Right-of-way of public safety vehicles
 6. ORC 4511.452 Pedestrians; public safety vehicle
 7. ORC 4513.21 Horns, sirens, and warning devices
 8. ORC 2921.331 Failure to comply with order or signal of police officer
 9. ORC 2935.02 Accused may be arrested in any county
 10. ORC 2935.03 Officer's power to arrest without warrant; pursuit outside jurisdiction

11. ORC 2935.031 Policy for pursuit in motor vehicle

12. ORC 2901.01 Definitions (general)

104.008 Legal Requirements–The Ohio Revised Code imposes the following requirements on police officers in the emergency operation of public safety vehicles:

1. By law, police officers who are engaged in motor vehicle pursuits must at all times operate their vehicles with due regard for the safety of all persons and property on the roadway.
2. By law, officers are exempted from obedience to speed limits, traffic control devices, and other regulations, and gain the right of way from other vehicles and pedestrians, only when they are operating both emergency lights and siren.

104.10 Initiating Pursuits – Officers are authorized to initiate pursuit whenever there is reasonable belief that any occupant of the fleeing motor vehicle has committed any violation or offense under the criminal or traffic laws of this state. They must immediately and continuously re-evaluate whether, in the totality of the circumstances, the necessity for immediate apprehension outweighs the hazards of further pursuit.

104.11 High-Risk Pursuit–High-risk pursuit is permitted only when there is reasonable belief that any occupant of the fleeing motor vehicle:

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1. Has committed or attempted to commit any felony involving the infliction, attempted infliction, threat, or substantial risk of death or serious physical injury to another, or Robbery or Burglary; or has used a firearm or deadly weapon in the commission of any felony; and the subsequent identification and apprehension of the suspect is unlikely without immediate pursuit.
 2. Is engaging in conduct, other than efforts to flee and elude, that creates a substantial risk of death or serious physical harm to another, and the suspect's actions constitute a hazard to the public that is greater than the danger created by the pursuit itself.
 3. Is a known criminal suspect or escapee whose continuance at large poses a substantial risk and immediate threat to public safety.
- 104.12 Alternatives to Pursuits—whenever possible, officers shall:
1. Use other reasonable methods to identify and/or apprehend the suspected offender or violator without resorting to a motor vehicle pursuit.
 2. Use reasonable tactics to prevent or reduce the likelihood of a motor vehicle pursuit, such as waiting until additional officers are in position or the suspect is effectively hemmed in by other traffic before initiating the stop, or following until the suspect parks and exits his/her motor vehicle.
- 104.13 Pursuits Initiated by Other Agencies - Upon learning that another agency's pursuit has entered the township, the primary responsibility for Harveysburg officers is, wherever reasonably possible, to alert and control traffic at major intersections or other hazardous points along the anticipated route of the pursuit.
- 104.131 Officers shall not become directly involved in pursuits initiated by other law enforcement agencies unless:
1. Assistance is requested by the initiating agency
 2. The pursuit would otherwise be justified under this written directive; and
 3. Authorized by a field supervisor.
- 104.132 If the fleeing suspect is stopped within the village, officers should provide appropriate assistance in taking the suspect into custody and protecting the scene.
- 104.20 Conduct of Pursuits** - The following rules apply to the conduct of pursuits:
1. Generally, no more than two police vehicles should be actively involved in any pursuit, one to be designated as the primary unit and the other as the secondary unit. While other officers may be assigned as backup units, the active involvement of any additional officers in the pursuit is prohibited except at the direction of the field supervisor.

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2. Officers in unmarked cars that are not equipped with emergency lights and siren are prohibited from initiating or engaging in motor vehicle pursuits. To the extent possible without violating traffic laws, they should attempt to maintain visual contact with the fleeing vehicle and provide relevant information until properly equipped units arrive.
 3. Officers in unmarked cars that are equipped with emergency lights and siren may initiate a motor vehicle pursuit only when immediate action is necessary and no marked car is close enough to initiate or engage in pursuit. In every case, officers pursuing in unmarked vehicles shall relinquish pursuit to the first available marked police vehicle and shall immediately discontinue pursuit.
 4. Officers transporting prisoners or other persons who are not employed by the Harveysburg Police Department or another law enforcement agency shall not initiate or engage in any motor vehicle pursuit.
 5. Officers in the Crime Scene Investigators vehicle, the DARE van, or other specialty vehicles not suited for pursuit driving based on manufacturers specifications shall not engage in any motor vehicle pursuit
 6. Officers in K-9 vehicles, with their K-9 on board, are not prohibited from engaging into a pursuit, but must consider the hazards to their K-9 for high speeds and rapid maneuvering.
 7. All officers engaged in a motor vehicle pursuit shall have all of their emergency lighting and their sirens activated at all times.
 8. Officers shall not attempt to blind the driver of a fleeing vehicle with their spotlights while the vehicle is in high-speed operation.
 9. In no case shall any officer fire upon a fleeing vehicle or any of its occupants to force it to stop, nor shall warning shots be fired to stop a fleeing vehicle.
 10. Officers shall not drive the wrong way on a divided highway in pursuit of a suspected offender or violator.
- 104.30 Responsibilities** - Units involved in motor vehicle pursuits are assigned specific responsibilities.
- 104.31 Primary Unit** - In deciding whether a motor vehicle pursuit is justified, the officer must immediately and continuously evaluate whether, in the totality of the circumstances, the necessity for immediate apprehension outweighs the hazards of the pursuit. The officer shall consider the following factors:
1. The nature and seriousness of the offense committed by the offender;
 2. The likelihood of identifying and apprehending, the offender at a later time through other investigative methods;

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3. The feasibility of other tactics to apprehend the suspect without resorting to a motor vehicle pursuit;
 4. The recklessness of the offender's driving while attempting to flee and elude the pursuing officer(s);
 5. Traffic conditions in the area, including both vehicles and pedestrians;
 6. Road conditions along the route of the pursuit;
 7. Nature of the neighborhood (residential, commercial, freeway, school zone, etc.)
 8. Weather and visibility
 9. Officer's training, experience, and familiarity with the area
 10. Police vehicle condition, including any malfunctions that might occur in the course of the pursuit
- 104.311 Once the officer determines that a suspected offender or violator is fleeing in a motor vehicle and decides to pursue, he/she will immediately notify the dispatcher that he/she is in pursuit and advise the following information, with frequent updates throughout the duration of the pursuit:
1. Reason for which the suspect is wanted
 2. Description of the vehicle, including the license plate number and issuing state as soon as it can be determined;
 3. Description of the suspect and other occupants, if possible;
 4. Location and direction of travel;
 5. Estimated speed of the fleeing vehicle;
 6. Observed violations or erratic driving behavior of the fleeing vehicle;
 7. Traffic, road, and weather conditions along the route of the pursuit; and
 8. Intentions of the officer to continue or terminate pursuit.
- 104.32 Responsibilities of the Secondary Unit - A secondary unit shall immediately be assigned. Upon joining the pursuit, the secondary unit shall immediately notify the dispatcher and then should assume responsibility for radio communications, thereby allowing the primary unit to devote full attention to pursuit driving.
- 104.321 The secondary unit shall maintain a safe distance behind the primary unit, but remain close enough to be of assistance if and when it is needed.
- 104.322 The secondary unit shall not pass or attempt to pass the primary unit unless the primary unit or the field supervisor requests such action. If so requested, the secondary unit shall not pass the primary unit until the primary unit acknowledges that it is clear to do so.

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- 104.323 If the primary unit becomes disabled, the secondary unit will assume primary responsibility for the pursuit, and another officer will be assigned as secondary unit.
- 104.33 Responsibilities of Backup Officers—once a secondary unit has been assigned for the pursuit, other available officers should be given support assignments.
- 104.331 If the pursuit results from a reported crime, an officer shall be immediately dispatched to get additional information from the victim, witnesses, or crime scene. Once any necessary medical or other emergency assistance has been summoned, that officer shall:
1. Determine whether continuation of the pursuit would be justified on the basis of the crime as reported to him/her;
 2. Attempt to obtain any information that might reasonably lead to the identification and apprehension of the suspect without the need for a motor vehicle pursuit; and
 3. Immediately notify the dispatcher of any information that might cause the pursuit to be terminated.
- 104.332 Whenever in position to do so, other officers shall attempt to protect the public by taking reasonable action to alert and control traffic at major intersections or other hazardous locations along the anticipated route of the pursuit. If the fleeing vehicle proceeds the wrong way on a divided highway, all other available officers shall focus on alerting other traffic of the hazard and, to the extent reasonably possible, controlling the flow of traffic into the path of the fleeing vehicle.
- 104.333 Additional officers may be assigned as needed to assist with the apprehension of the suspect(s).
- 104.334 Emergency response by backup units is prohibited unless authorized by a field supervisor. Unless dispatched or in reasonable position to provide support to the pursuit operation, officers shall remain in their assigned beats.
- 104.34 Responsibilities of Field Supervisor—the field supervisor shall monitor the initiation and conduct of all motor vehicle pursuits and shall assume overall command of the pursuit, to include:
1. Determining whether the pursuit is justified under the criteria in this written directive and either authorizing its continuation or ordering its termination, as appropriate.
 2. Directing and controlling the situation, taking into consideration all existing conditions, with safety being the primary concern. If at any time the supervisor believes that continuation of the pursuit exposes the officer, the public, or the fleeing offender/violator to unreasonable risk, he/she shall terminate the pursuit immediately.

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3. Assigning, directing, and coordinating the actions of officers and dispatchers.
 4. Determining whether the use of forcible intervention tactics is justified and authorizing the appropriate tactic.
 5. Ensuring that proper investigative procedures are followed, necessary notifications are made, appropriate charges are filed, and required offense and/or crash reports are completed.
 6. Compiling and preparing the administrative review documentation and forwarding it to the Patrol Captain within 24 hours.
- 104.341 If a field supervisor initiates the pursuit and another supervisor is on duty, the other supervisor shall assume overall command of the pursuit operation. If a field supervisor initiates the pursuit and no other supervisor is on duty, he/she should relinquish the role of primary unit to another officer whenever possible; otherwise, he/she should designate another officer to coordinate the responsibilities of backup units.
- 104.342 All supervisors shall strictly monitor compliance with this written directive and take immediate corrective action whenever violations are observed. All violations shall be reported to the Chief of Police for review and disposition.
- 104.35 Responsibilities of Dispatcher—upon being notified that a pursuit is in progress, the dispatcher on duty shall:
1. Initiate emergency-traffic-only on the primary dispatch channel and advise all other units that a pursuit is in progress, providing all relevant information.
 2. Ensure that the field supervisor is aware of the pursuit and pertinent information.
 3. Receive and record all incoming information on the pursuit and relay that information to the supervisor and all other units.
 4. Immediately advise the pursuing units and the supervisor of any additional information that may affect the decision to continue or terminate the pursuit.
 5. If a license plate number is obtained during the pursuit, obtain the registration information, check it for wanted/stolen, and relay that information to all involved units.
 6. Monitor and control all radio communications during the pursuit.
 7. Coordinate units under the direction of the field supervisor.
 8. Contact other law enforcement agencies, if requested or approved by a supervisor, to advise of a pursuit approaching or entering their jurisdictions and request appropriate assistance.
 9. Contact the Ohio State Highway Patrol, if requested or approved by a supervisor, to

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obtain the services of an aircraft if one is available.

104.40 Termination of Pursuit – Because of the hazards to both the public and the officers, an otherwise justified motor vehicle pursuit may need to be terminated. The primary unit and the field supervisor share the responsibility for making this determination and ordering the pursuit to be terminated.

104.41 A pursuit shall be terminated when, in the totality of the circumstances, the hazards of further pursuit outweigh the necessity for immediate apprehension. Factors to be considered include:

1. The nature and seriousness of the offense for which the offender is being pursued and the threat to the public if the offender remains at large.
2. Volume and nature of other vehicular or pedestrian traffic along the pursuit route, as well as road, weather, and other conditions.
3. Extended duration of the pursuit. While no clear time or geographic limitations can practically be established for all cases, it should be recognized that in general, the longer a pursuit continues, the greater the hazard it creates.
4. The recklessness of the offender's driving while attempting to flee and elude the pursuing officer(s).

5. The fleeing vehicle proceeds the wrong way on a divided highway, and officers cannot keep the violator in sight while remaining on the lawful side of the roadway divider.

6. Additional information is received which reasonably indicates that the crime as reported does not justify continuation of the pursuit or the suspect can be identified and apprehended later without further pursuit.

7. The primary and secondary units lose sight of the fleeing vehicle for more than a momentary period, or the distance between the officers and fleeing vehicle becomes so great that further pursuit is futile.

8. The primary and secondary units lose effective radio contact with the dispatcher.

9. Equipment failure prevents continued pursuit driving in a safe and lawful manner.

10. The primary unit, a field supervisor, or higher-ranking officer orders the pursuit to be terminated.

104.42 Once the primary unit, field supervisor, or higher-ranking officer have terminated the pursuit, all involved units shall immediately return to the posted speed limit, turn off their lights and sirens, and discontinue following the vehicle that was being pursued. All units shall acknowledge the order to terminate the pursuit and their compliance with it.

104.50 Forcible Intervention–Pursuit at high speeds is extremely dangerous. Any forcible-intervention

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tactic contemplated at high speed must take into consideration all of the factors surrounding the incident. Safety is always the foremost factor to be considered. Methods for stopping a fleeing violator should always be progressively employed, from the least dangerous to the most dangerous.

- 104.51 The use of forcible intervention tactics, such as boxing-in, ramming, or roadblocks, in order to stop a fleeing vehicle is prohibited except as a last resort when:
1. All other efforts to stop the vehicle have failed and continued pursuit is justified;
 2. No other reasonably available lesser alternatives are feasible; and
 3. The need for immediate apprehension outweighs the risks of the forcible-intervention tactic; or
 4. Necessary in self-defense or in defense of others in order to prevent death or serious injury.
- 104.52 Roadblocks shall not be utilized without prior supervisory authorization. Since each situation is different, there is no step-by-step procedure to dictate when or what type of roadblock is to be used. The primary factor to be considered is safety. If a roadblock would expose any person to an unreasonable risk of injury, it will not be used.

- 104.53 When the fleeing vehicle is other than a standard passenger or commercial vehicle, no type of roadblock should be considered unless there is probable cause that the suspect has committed a life-threatening felony.
- 104.54 The roadblock must be established in a location and in such a manner that other traffic is given ample time to identify the roadblock and stop a safe distance away.
- 104.55 The method of establishing the roadblock should be the one with the least risk that can effectively accomplish the objective of stopping the fleeing vehicle. Complete obstruction of the roadway is permitted only when deadly force would otherwise be justified and ample warning is provided. Otherwise, the roadblock must provide a path through which the fleeing vehicle can travel at slow speed. Methods may include:
1. Fuses and/or traffic cones placed across the roadway in an effort to stop or funnel the fleeing vehicle onto the berm to stop.
 2. Construction barricades or other suitable material placed across the roadway in such a manner as to force the fleeing vehicle to proceed slowly.
- 104.56 The department-issued "Stop Stick" or other road-spike vehicle-immobilization device placed in the path of the fleeing vehicle. If circumstances are appropriate for this tactic but no unit with the device is available or able

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to be positioned to deploy it, a supervisor may request assistance from the Ohio State Highway Patrol in deploying this device in accordance with their policies and procedures.

- 104.57 If no other suitable materials are available, unoccupied police cars with emergency lights activated may be used, but in no case shall occupied or privately-owned vehicles be used to construct a roadblock.
- 104.58 Officers establishing the roadblock must be aware that they are in the anticipated path of the fleeing and pursuing vehicles and not put themselves at unreasonable risk, while remaining in position to either take the suspect into custody or continue pursuit.
- 104.59 Officers shall notify the dispatcher when the roadblock has been set up and the location of the roadblock and the dispatcher shall relay that information to all units.
- 104.591** If at any time an authorized roadblock or forcible intervention technique is initiated for any reason, the officers involved will document its use by writing a report of the incident. The shift supervisor will:
1. Closely monitor all situations regarding the use of forcible intervention,
 2. Call off any roadblock or forcible intervention if it is in violation of this policy;

3. Review the officer's reports and forward the report to the Patrol Captain.

The Patrol Lieutenant will:

1. Conduct an administrative review of the incident which will be sent to the Chief of Police for his review.

104.60 Documentation –the following documentation shall be completed by the involved personnel and reviewed by the supervisor before they go off duty:

1. An offense report will be completed for all motor vehicle pursuits, whether or not the fleeing suspect is identified or apprehended. If the pursuit was initiated for another offense that has been reported, the details of the pursuit will be incorporated into a supplemental report. If the pursuit initiated by the officer is the primary offense, then an original report for willfully fleeing and eluding a police officer shall be prepared.
2. A traffic crash report shall be completed for all unintentional injuries or damage resulting from the operation of a motor vehicle in a pursuit; intentional acts (forcible intervention) shall be documented in the offense report.
3. Additional written documentation for purposes of administrative review.

104.70 Follow-up Investigation–if no arrest has been made because the pursuit was terminated or the

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suspect successfully eluded officers, then responsibility for follow-up investigation to identify the offender shall be assigned.

Follow-up investigation shall be handled as a high-priority case, and all reasonable investigative methods and resources shall be used to identify and, if possible, charge the suspect.

104.80 Training—Officers will receive annual training in pursuit driving, to include agency authorized roadblocks and forcible intervention techniques, applicable laws, this written directive, and techniques of emergency/public safety vehicle operation and pursuit driving.

104.90 Administrative Review—In addition to any offense reports completed or criminal investigations conducted in connection with pursuits, all pursuits shall be administratively documented and reviewed as set forth in this written directive.

104.91 If a pursuit results in death, serious injury, or extensive property damage, the Chief of Police shall be notified immediately.

104.92 Before going off duty after a pursuit, the primary officer shall prepare a Report of Motor Vehicle Pursuit form documenting, at a minimum:

1. Specific offense for which the pursuit was initiated and any charges filed;

2. Name of the field supervisor in charge at the time of the pursuit;
3. Beginning and ending locations of the pursuit, and the route traveled;
4. Approximate duration of the pursuit in time and distance;
5. Weather, traffic, and road conditions at the time of the pursuit;
6. Approximate speeds of the fleeing vehicle and the pursuing officers;
7. Any unusual circumstances; and
8. Any injuries or property damage that occurred during the pursuit.

104.93 Before going off duty following a pursuit, all other officers who were involved in the pursuit shall submit memoranda documenting their actions and observations.

104.94 The field supervisor shall compile copies of the offense report, any traffic crash reports, the Report of Motor Vehicle Pursuit, and all memoranda. He/she shall also obtain and review a copy of the dispatch log and tape, and any photographs of injuries or damage. That information shall be forwarded to the Chief along with a memorandum from the supervisor stating whether each officer directly involved was in compliance with departmental policies. (If the field supervisor became directly involved in the pursuit, he/she shall omit any

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conclusions regarding compliance with departmental policies.)

- 104.95 The Patrol Lieutenant shall forward the package with his/her recommendations to the Chief of Police, who may order additional investigation if there is reason to believe that a significant violation of policy has occurred, or if the pursuit resulted in death, serious injury, or extensive property damage.
- 104.96 The Chief of Police shall make the final determination as to policy compliance and any disciplinary action.
- 104.97 Pursuits will be reviewed and critiqued at the next supervisory staff meeting, and any key points will be presented by supervisors as roll-call training.
- 104.98 All pursuit files shall be maintained in the office of the Chief.
- 104.99 This directive shall be reviewed at least annually, and revised as necessary.
- 104.991 An annual documented analysis of all pursuits will be conducted by officers assigned by the Chief of Police. The findings of this analysis will be submitted to the Chief of Police when completed.