



PORTAGE DEPARTMENT OF PUBLIC SAFETY POLICY AND PROCEDURE		ORDER NO. 200-8
SUBJECT: Departmental Vehicle Operations: Routine, Emergency, and Pursuit Driving		
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## I. PURPOSE

The purpose of this general order is to establish guidelines for department vehicle pursuits. This general order also serves as a standard for review of the judgment

exercised by officer(s) involved in pursuits and emergency operation of departmental vehicles.

## II. DEFINITIONS

A. Pursuit: A multi-stage process by which a police officer, acting in the lawful performance of duties, initiates a traffic stop by engaging emergency lights and sirens and the vehicle operator fails to obey the signal or order to stop by increasing the speed of the motor vehicle, extinguishing the lights of the motor vehicle or otherwise attempting to flee or elude the officer, and the officer continues to pursue.

B. Emergency: An articulated combination of circumstances which demand immediate action. Such circumstances would include, but are not limited to:

1. Assault upon a person
2. Burglary in progress
3. Life-threatening felony in progress
4. Fire

Note: Whether or not an emergency existed at the time an officer acts is a matter of fact to be determined by a trier of fact in a court of action. Accordingly, officers will be required to articulate those combinations of circumstances which led them to believe that immediate action was demanded.

C. Primary Pursuing Unit: The police unit which initiates a pursuit or any unit which assumes control of the pursuit.

D. Secondary Pursuit Unit: The emergency unit which trails the primary pursuit unit at a safe distance and which is available to assume the primary role or assist the primary unit if the fleeing vehicle is stopped.

E. Marked Vehicle: A four-wheel police vehicle equipped with a permanent top light, siren, patrol vehicle identification decals, and spotlights.

F. Semi-marked Vehicle: A four-wheel police vehicle equipped with permanent flasher-type wigwag lights to the front and oscillating or rotating lights mounted in the front or rear window area instead of the permanent top light. The vehicle will be equipped with a siren and decals identifying it as a police vehicle. The vehicle color and decals may vary from those of the standard patrol vehicles to facilitate its use as a traffic unit, etc.

- G. Unmarked Vehicle: A four-wheel police vehicle normally used by administrative or investigative personnel. It does not have a permanent or temporary top light, wigwags or rear window lights. It is not intended to be distinctive as a police vehicle, e.g., detective cars, administration, etc.
- H. Pacing: The positioning of a police vehicle at a stable, fixed distance behind a speeding vehicle, in order to determine the speed of the violator.
- I. Silent Run: A response to an "emergency" situation that requires silence so as to avoid alerting the suspect to the police response.
- J. Total Roadblock: A total roadblock is a physical blockage of the entire roadway, using vehicles, materials, or other devices, leaving no room for an approaching vehicle to avoid the barrier.
- K. Partial Roadblock: A physical blockage of a portion of the roadway, using vehicles, materials, or other devices, leaving room for an approaching vehicle to avoid the barrier.
- L. Termination of Pursuit: Deactivating all emergency equipment and returning to normal non-emergency vehicle operation. Also, personnel not directly involved will also discontinue responding to the pursuit and return to normal non-emergency vehicle operation on routine patrol.

### **III. STATE LAW: EMERGENCY VEHICLES**

The following sections of the Michigan Vehicle Code provide exemptions to certain traffic laws for police officers driving vehicles in response to an emergency:

- A. MCLA 257.603(B). The driver of an authorized emergency vehicle, when responding to an emergency call, but not while returning from an emergency call, may exercise the privileges set forth in this section, subject to the condition of this section.
- B. MCLA 257.603(C). The driver of an authorized emergency vehicle may:
  - 1. Park or stand, irrespective of the provisions of this act,
  - 2. Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation,
  - 3. Exceed the prima facie speed limits so long as life or property is not endangered.

4. Disregard regulations governing directions of movement or turning in specified direction.
- C. MCLA 257.603(D). The exemptions granted in this section to an authorized emergency vehicle will only apply when the driver of the vehicle, while in motion, sounds a siren or air horn and is operating with at least one emergency warning light.
  - D. MCLA 257.603(E). A police vehicle will retain the exemptions granted in this section to an authorized emergency vehicle without sounding an audible signal if the police vehicle is engaged in an emergency run where silence is required.
  - E. MCLA 257.632. The speed limitation set forth in this chapter will not apply to vehicles when operated with due regard to safety under the direction of the police when traveling in emergencies or in chases or apprehension of violators of the law or of persons charged with or suspected of a violation. The exemption will apply only when the driver of the vehicle, while in motion, sounds an audible signal by siren or air horn, as may be reasonably necessary, or when the vehicle is equipped with at least one emergency warning light, unless the nature of the mission requires that a law enforcement officer travel without giving warning to the suspect violators. This exemption will not, however, protect the driver of the vehicle from the consequences of a reckless disregard of the safety of others.
  - F. MCLA 257.653(2). This section does not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of persons using the highway.
  - G. MCLA 257.706(D). Provides that an authorized emergency vehicle may be equipped with a siren, whistle, air horn, or bell capable of emitting sound audible under normal conditions from a distance of not less than 500 feet, but that the siren will not be used except when the vehicle is operating in response to an emergency call or in the immediate pursuit of an actual or suspected violator of the law.
  - H. Summary: The exemptions granted above apply only when the driver of the authorized emergency vehicle, while in motion, sounds an audible signal AND when the vehicle is displaying a flashing, oscillating, or rotating red or blue light.

The only exception to the audible signal requirement is found at Section 603(E). That section provides that police vehicles engaged in emergency runs where silence is required will retain the exceptions granted in Section 603 without sounding an audible signal.

Accordingly, for police personnel to claim a privilege under Section 603, they must have been operating their vehicles with light and siren. The only exception to this rule is that granted to police vehicles on emergency runs where silence is required. But note that running lights are still required for police vehicles on "silent runs" under Section 603.

Section 632 is only a speed exemption. The operator must still operate the vehicle with "due regard for safety." Section 632 does not protect the driver of the vehicle from consequences of a reckless disregard for the safety of others.

Section 706 goes on to provide that, in those cases (emergencies, pursuits), the driver of the vehicle will sound the siren when necessary to warn pedestrians and other drivers of the approach of the vehicle. What Section 706 does is throw into the equation a specific, identifiable duty to warn, by siren, innocent pedestrians and other drivers of the approach of police vehicles operated in response to an emergency call or in the immediate pursuit of an actual or suspected law violator, when necessary. What the statute does not tell us is when the necessity arises.

- I. Right of Way. Police personnel should be aware that Michigan has a "notice" type of right-of-way statute. That means that other motorists and pedestrians are under no special legal duty to yield right of way to authorized emergency vehicles unless they first have notice that the vehicle is being operated as an emergency vehicle. Thus, an officer making a silent run under Section 632, with lights and without siren, who is found to not be operating with "due regard for safety" will also lose right-of-way rights he/she would otherwise have enjoyed except for their speeding.

#### **IV. NORMAL "NON-EMERGENCY" VEHICLE OPERATION**

- A. All departmental vehicles will be operated in accordance with all existing state laws. Normal driving is that which is generally used while on patrol or responding to calls for service of a non-emergency nature. Employees will operate vehicles in a safe and courteous manner, mindful of the impression being created, observing legal speeds and operating conditions
- B. Restraint Use – All personnel and passengers will wear lap and shoulder belt restraints while within and/or operating departmental vehicles. Child safety seats will be used pursuant to Michigan Motor Vehicle Code.

#### **III. EMERGENCY VEHICLE OPERATION POLICY**

All emergency vehicle operations will be conducted in strict accordance with existing statutes. Officers engaged in emergency vehicle operations will utilize both audible (siren) and visual (emergency lights) emergency warning equipment

when engaged in the pursuit, overtaking, and response to emergency calls for assistance, unless circumstances would dictate otherwise; i.e., serious crime in progress or silent alarm.

All personnel operating department vehicles will exercise due regard for the safety of all persons. No assignment will be of such importance, and no task will be expedited with such emphasis, that the principals of safety become secondary. There are no tasks in the department of such importance that they justify the reckless disregard of the safety of innocent persons. All department personnel will be held strictly accountable for the consequences of their reckless disregard for the safety of others.

#### **IV. PURSUIT POLICY**

All pursuit situations are hazardous, and the high speeds often associated with pursuits increase the potential for becoming involved in or causing serious accidents. When officers engage in a pursuit, they should make every reasonable effort to apprehend the drivers of the fleeing vehicles; they must continuously weigh the hazard presented by the violator against that created by the pursuit. It is better to either delay the arrest or lose the pursuit than to injure or kill an innocent person.

- A. A pursuit will be conducted only for a violent felony or if the suspect presents a clear and immediate danger to the public.
- B. A pursuit will not be engaged for a property crime, minor traffic infraction, or an occupied stolen vehicle, unless the suspect presents the aforementioned clear and immediate danger to the public.
- C. Officers who initiate vehicle pursuits, and field supervisors who allow pursuits to continue, must consider whether the need for immediate apprehension of the suspect(s) outweighs the potential dangers created by the pursuit itself.

#### **V. INITIATION OF PURSUIT**

The following factors will be considered when determining whether any pursuit will be initiated, continued, or terminated:

- A. Whether the suspect being pursued is readily identifiable or subject to capture at another time or by another means.
- B. Age and experience of the individuals/passengers involved.
- C. Speeds involved.

- D. The seriousness of the originating offense and its relationship to community safety.
- E. Safety of the public in the area of the pursuit.
- F. Safety of pursuing officers.
- G. Time of day.
- H. Volume of vehicular traffic.
- I. Volume of pedestrian traffic.
- J. Location of pursuit (residential or rural).
- K. Weather conditions.
- L. Road conditions.
- M. Familiarity of officers and supervisors with the area of pursuit.
- N. Quality of radio communications between pursuing units, the dispatcher, and supervisor.
- O. Type of road.
- P. Known condition of the police vehicle.
- Q. Perceived condition of vehicle being pursued.
- R. Type of vehicle being pursued.
- S. Distance traveled during pursuit.
- T. Elapsed time of pursuit.

### **VIII. TERMINATION OF PURSUIT**

The decision to abandon pursuit may be the most intelligent course of action. Officers must continually question whether the seriousness of the crime justifies continuing the pursuit. An officer will not be censured when, in the officers' opinion, continued pursuit constitutes an unreasonable risk.

A pursuit will be terminated under any of the following circumstances:

- A. If, in the opinion of the pursuing officer, the commanding officer, or the field supervisor, there is a clear and unreasonable danger to the officer and other users of the highway created by the pursuit that outweighs the necessity for immediate apprehension.
- B. The identity of the suspect(s) has been established to the point that later apprehension can be accomplished, and there is no longer any need for immediate apprehension.
- C. The prevailing traffic, roadway, and environmental conditions indicate the futility of continued pursuit.
- D. The pursued vehicle's location is no longer known.
- E. The pursuing officer knows, or is reasonably certain, that the fleeing vehicle is operated by a juvenile and the offense constitutes a misdemeanor or a non-serious felony, and the safety factors involved are obviously greater than a juvenile can cope with.
- F. Termination of a pursuit does not prohibit the officer from remaining in an area and, if conditions change, to justify re-initiation.

#### **IX. REINITIATING A PURSUIT**

- A. Sworn members shall not re-initiate a previously terminated vehicle pursuit unless they have reasonable cause to believe the vehicle pursuit meets the criteria of this order; and
- B. There is probable cause to believe an occupant of the vehicle has committed a life-threatening felony, or the operator of the vehicle poses an immediate threat to the safety of the public, other than the threat created by the offense of fleeing and eluding; and
- C. New facts have arisen, or conditions have changed since the termination of the original pursuit that would justify the reinitiation; and
- D. The on duty supervisor has authorized the re-initiation.

#### **X. PRIMARY PURSUING UNIT RESPONSIBILITIES**

The officer initiating a pursuit will, in all cases, immediately notify the Communications Center that a pursuit is under way and provide the following information:

- A. Police unit identification.

- B. Specific reason for the pursuit, including laws violated.
- C. Location, speed, and direction of travel.
- D. Vehicle description, including license number, if known.
- E. Number and description of occupants.
- F. Traffic and weather conditions.

Failure to provide the above information may be cause for the commanding officer to order termination of the pursuit. The initiating or pursuing unit will be in field command and bears operational responsibility for the pursuit unless relieved by the supervisor. The authority of the primary unit pertains to the immediate field operation and is, at all times, subordinate to the command of the commanding supervisor. The primary unit may maintain pursuit as long as it is safe to do so, or until directed to terminate the pursuit by the supervisor.

#### **XI. SECONDARY/ASSISTING PURSUING UNIT RESPONSIBILITIES**

Assisting units will be coordinated by the Communications Center under the direction of the supervising command officer.

- A. The command officer and primary unit will be advised of the identity and location of the back-up units who can assist.
- B. The active pursuit will not normally involve more than two units: the primary and one back-up unit. If more assistance is specifically requested, the amount will be determined by:
  - 1. Nature of offense,
  - 2. Number of suspects,
  - 3. Whether the participating units have more than one officer,
  - 4. Other clear and articulated facts that would warrant the increased hazard.
- C. Only a command officer may authorize more than two units to be in active pursuit. All other units will remain aware of the progress of the pursuit but will not actively participate in the pursuit, unless specifically authorized to do so by the supervising command officer.
- D. The assisting unit, upon joining the pursuit, will immediately notify the Communications Center. If the primary unit is a one-officer unit, the

assisting unit may assume radio communications responsibility, allowing the primary unit to devote full attention to driving.

- E. The assisting unit will maintain a safe distance behind the primary unit, but be close enough to render back-up assistance if and when required.
- F. If the primary unit becomes disabled, the secondary unit will become the primary unit. The Communications Center will advise the field supervisor and other units that a new back-up unit is needed, and the next unit to join the pursuit will be designated the secondary unit.

**XII. COMMUNICATIONS CENTER RESPONSIBILITIES (Unless Otherwise Directed by Patrol Command)**

- A. Receive and record all incoming information on the pursuit and the pursued vehicle.
- B. Clear the radio channel by advising all units that a pursuit is in progress and dispatch a patrol command officer.
- C. Perform relevant record and motor vehicle checks.
- D. Control all radio communications during a pursuit.
- E. Coordinate assistance.
- F. If Portage officers initiate a vehicle pursuit that leaves the City of Portage, the dispatcher will be responsible to immediately contact law enforcement jurisdictions along the anticipated route of the pursuit, advising those agencies of the situation, including the type of crime involved, vehicle description, direction of travel, and other relevant description information. The dispatcher will also request the type of assistance appropriate under the circumstances of the pursuit, such as providing back-up units, taking over the pursuit if our primary vehicle is unable to keep up. If no pursuit assistance is required, the dispatcher will advise the other agency of this fact and will request that their officers only provide back-up if the suspect vehicle is stopped by Portage officers in their jurisdiction.
- G. Continue to monitor the pursuit until it has been terminated.

**XIII. FIELD SUPERVISORY RESPONSIBILITIES**

The supervisor in the field is responsible for:

- A. Upon being notified of the pursuit, the command officer will verify the offense that the pursuit is being initiated for and that no more than the

required or necessary units are involved in the pursuit and that affected surrounding agencies are notified of the pursuit.

- B. The command officer will continue to direct the pursuit, and approve or order alternative tactics, such as the use of a roadblock, portable spike system, and maintain control until the pursuit is terminated. In the absence of adequate information from the primary or back-up unit, the field supervisor will order termination of the pursuit.
- C. As with any tactical field problem, it is preferred, but not necessary, that the command officer be physically present in order to begin coordination and assert control of the pursuit. The supervisor of the officer initiating the pursuit will be responsible for submission of an analysis and critique of the pursuit to the Director of Public Safety. Each officer involved will submit a report of their involvement with the pursuit and subsequent events.
- D. The commanding officer will respond to the location of the termination of a pursuit when the pursuit ends in an accident or an injury to anyone that had become involved in the pursuit. It is not necessary for the command officer to respond to the location of the termination of the pursuit when the violator is lost and cannot be located or if the pursuing officer terminates the pursuit.

#### **XIV. PURSUIT TACTICS**

- A. Intentional collisions/offensive tactics. In the course of pursuit, deliberate contact between vehicles or forcing the pursued vehicle into parked cars, ditches, or any other obstacle, or ramming the vehicle while it is in motion will be prohibited unless such actions are specifically authorized by the commanding officer. Such actions may be approved only when all other options have been considered and the use of lethal force would be authorized, as detailed in the Departments Use of Force Policy. Reckless or hazardous driving maneuvers will not be duplicated by any pursuing vehicle.
  - 1. Under no conditions will an intentional collision be justified in the apprehension of persons solely for a misdemeanor charge, or fleeing from that charge.
  - 2. Intentional collisions may be justifiable in cases in which the person fleeing is wanted for, or chargeable with, a serious felony, and only when all other efforts have failed.
- B. Passing. There will be no attempt by officers to pass other field units involved in the pursuit unless the passing officer receives specific permission from the primary unit or the command officer.

- C. Spacing. All units in pursuit, whether the vehicle in front of the unit is the suspect vehicle or another police vehicle, will space themselves at a distance that will ensure proper braking and reaction time in the event that the lead vehicle stops, slows, or turns.
- D. Number of police vehicles. No more than two police vehicles will become actively involved in a pursuit, unless specifically directed otherwise by the commanding officer. Other officers should be alert to the pursuit progress and locations.
- E. Semi-marked police vehicles. When a pursuit is initiated by a semi-marked police unit, this unit will be replaced by a fully marked patrol unit as soon as practical. The semi-marked unit will then act as the secondary unit. If a second marked unit is available to assist, this vehicle will assume the secondary role, and the semi-marked unit will leave the pursuit. This will be adhered to unless the command officer in charge determines that more units are needed. The officer involved in a pursuit with a semi-marked vehicle should weigh any potential hazards that may be created by conducting the pursuit with a semi-marked patrol unit that is not as visible as a fully marked patrol unit.
- F. Unmarked police vehicles. Officers operating unmarked vehicles (provided the vehicle is equipped with emergency lights and siren) may engage in pursuit only when the fleeing vehicle presents an immediate danger to life. Whenever a marked vehicle becomes available to take over the pursuit, the unmarked vehicle will withdraw from active pursuit. Unmarked vehicles without lights and sirens will not pursue. The officer should attempt to maintain visual contact with the suspect vehicle and radio for the assistance of a marked patrol unit.
- G. Special purpose vehicles will not engage in pursuits, as defined in this policy and procedural order.
- H. Controlled access highways and one-way streets. Units may not pursue a vehicle the wrong way on the expressway or any one-way street. If a vehicle flees the wrong way on the expressway or one-way street, the assigned vehicle(s) may utilize the appropriate expressway lanes or a street parallel to the one-way street and use the Communications Center to coordinate and intercept as quickly as possible.
- I. Roadblocks. The use of any roadblocks may be considered deadly force to the violator and dangerous to department members and the general public. Roadblocks will only be established when authorized by the command officer in charge, or a higher authority, according to the following guidelines:

1. Total Roadblock: Officers may only establish a total road blockage to apprehend a fleeing felon when the use of firearms would be authorized by the department's Use of Force Policy. The command officer should consider that the suspect should represent an immediate risk or danger to police personnel or citizens if this suspect were to escape. The use of a total road blockage will be considered lethal force and seizure under the Fourth Amendment.
  2. Partial roadblocks must leave a portion of the road clear and passable. However, it may funnel traffic to a preferred lane.
  3. Roadblocks will only be established in locations where the operator of the fleeing vehicle has sufficient visibility and distance to stop his or her vehicle.
  4. Emergency warning lights on patrol vehicles will be in operation at all roadblocks. Officers will exit their vehicles and take cover during the roadblock.
  5. The use of the portable road spike system should be considered for use in conjunction with a roadblock.
- J. Traffic control devices. Extreme caution must be used whenever officers disregard traffic signs or signals, even though statute specifically permits such conduct. Officers will make use of all available warning devices to alert other motorists and pedestrians.
- K. Use of firearms during pursuits. Departmental policy regarding the use of deadly force will be strictly followed. Officers will not discharge a firearm at or from a moving vehicle except as the ultimate measure of self-defense or defense of another when the suspect is using deadly force. Officers will be guided by the following:
1. Officers will not, under most conditions, fire upon a pursued vehicle. If fired upon, officers may return fire when appropriate.
  2. The firing to disable a vehicle will be a last resort measure and done only when failure to do so will, with a high degree of probability, result in the injury or death to innocent persons.
  3. Officers will take into account the location, vehicular and pedestrian traffic, and hazard to innocent persons.
- L. Boxing-in. Boxing-in is the surrounding of a law violator's vehicle with pursuit vehicles, which are slowed to a stop along with the law violator's vehicle. Boxing-in is prohibited.

## **XV. PORTABLE ROAD SPIKE SYSTEM**

The use of the portable road spike system is authorized as an affirmative stopping tactic. This method may be used to bring a pursuit to a safe conclusion for all participants. It is the intent of this tactic to protect the public, as well as those involved in an already serious incident.

The use of this device is authorized under the following criteria:

- A. Supervisory authorization is given.
- B. The Communications Center is to be notified of the intended deployment of the device (interdepartmental pursuits will make it necessary to inform units not normally on the same radio system of the location of the intended deployment).
- C. Factors to be considered will include:
  - 1. Topography, road conditions, visual and physical obstructions.
  - 2. The position of other vehicles and people, and
  - 3. The type of vehicle being pursued.
- D. Under ideal conditions, another squad would be positioned beyond the deployment zone to take up the pursuit after the suspect vehicle has passed over the device.
- E. Vehicles used in deployment must be unoccupied.
- F. Emergency lights and sirens should be activated. Sirens may be turned off if other vehicles and people are present, i.e., the use of sirens is deemed inappropriate.
- G. Vehicles used during the deployment of the portable road spike system will not be placed in the traveled portion of the roadway unless a roadblock is being established according to this general order and with approval of the commanding officer.
- H. Portable road spikes will not be used for apprehending motorcycles.

## **XVI. PORTABLE ROAD SPIKE DEPLOYMENT**

Officer safety is considered when deploying the device, and risk factors are to be considered. Among these considerations would be:

- A. Providing adequate protection from being struck by the oncoming vehicles involved in the pursuit.
- B. Allowing enough time for deployment. A minimum time factor for deployment is 30 seconds. Time and distance to be determined by the deploying officer.
- C. If risk factors to the officer's safety appear too high, do not attempt to deploy the device.
- D. The device is to be placed opposite the parked and illuminated squad. The officer will take cover and close the trunk lid. The device is to be deployed in a timely manner. The deployment officer will exit the area on the same side of the roadway as the parked squad to take cover. The deployment officer will return to the area and remove the device when the squad directly behind the suspect provides traffic control. No other officers are to exit their squads to attempt removal. It is the deployment officer's responsibility to remove the device by pulling it completely across the road towards the parked squad.

When the roadway is clear, the pursuing squads are to continue the pursuit as departmental policy allows.

## **XVII. PURSUIT INITIATED BY OTHER AGENCIES**

- A. Intra-Agency Pursuits – Officers involved in a pursuit initiated by this agency will not leave the City of Portage without authorization from a supervisor.
- B. Inter-Agency Pursuits – Officers will not engage in a pursuit initiated by another agency which enters the City of Portage without authorization from a supervisor.

## **XVIII. PURSUIT REPORTING AND REVIEW**

Information in reference to a pursuit will be included on the original report being prepared in reference to the original crime for which the vehicle was being pursued if the pursuit was done by the originating officer, or on a supplementary report if done by other officers.

- A. Primary/Secondary Officer(s) Reporting
  - 1. All officer(s) engaged in the pursuit will complete and submit the following reports before the end of the tour of duty:
    - a. Primary officer:

- (1) Dictate the initial/original report
- (2) Police Pursuit Report (see appendix)
- (3) Any other report that is applicable, required by a written directive, or directed to be completed by a supervisor.

b. Secondary officer(s):

- (1) Dictate a supplemental report to the initial/original report, if applicable.
  - (2) Any other report that is applicable, required by a written directive, or directed to be completed by a supervisor.
2. Officers involved in a pursuit originating with another agency will complete an "Assist to Other Agency" report, detailing their involvement with the pursuit.
  3. Officers involved in a pursuit will provide a verbal account of the incident to the on-duty supervisor.

B. On-duty Supervisor Reporting and Review

1. The on-duty supervisor will obtain a brief verbal account of the incident and ensure that all required reports have been completed and turned in for review.
2. In all cases, as defined by general order, where use of force or vehicle pursuit has occurred, the immediate supervisor will initiate a policy review.
3. The on-duty supervisor will complete and submit the following reports/items (Pursuit Documentation Packet) to the Patrol Operations Lieutenant:
  - a. Completed Administrative Review form, including post-incident supervisory summary assessment and a recommendation regarding policy compliance.
  - b. Copy of all completed case and supplemental reports associated with the incident.
  - c. Copy of all completed police pursuit reports.
  - d. All other reports submitted as part of the pursuit, arrest, or investigation.

C. Patrol Operations Lieutenant Review

The Patrol Operations Lieutenant will:

1. Review the Pursuit Documentation Packet to ensure that all available documentation has been completed and turned in.
2. Upon review, the Patrol Operations Lieutenant will forward the packet through the chain of command within one week of the incident.

D. Professional Standards

1. All Pursuit Documentation Packets will be administratively reviewed by the Professional Standards Lieutenant within two weeks of the incident.
2. Subject matter experts may be used during the administrative review when necessary.
3. The Public Safety Director will have final authority in determining compliance with all statutes and policies and may agree or disagree with further action recommended by the officer's chain of command.

E. Annual Review and Analysis

The Public Safety Director, or designee, will conduct a documented annual analysis of pursuit reports and practices. The analysis will include any emerging issues or concerns and a review of pursuit policies and reporting procedures, approved by the Public Safety Director. The findings and any recommendations will be reviewed with command.

Note: This review and analysis is required even if no actual pursuit occurred during the review period.

**XIX. USE OF PUSH BUMPERS**

Marked patrol cars equipped with push bumpers may be used to assist motorists that present an immediate traffic hazard.

- A. Push bumpers may be used to move a disabled vehicle from a hazardous position to the nearest position of safety.
- B. There must be a licensed driver steering the pushed vehicle during the operation. The driver must be instructed by the officer regarding the proper techniques to move the car.

- C. Vehicles may not be pushed in an attempt to start the engine; vehicles with flat tires or missing wheels will not be pushed.
- D. Only automobiles and two-axle vans/pickup trucks may be pushed, provided:
  - 1. Steering and braking systems of the vehicle to be pushed are operational;
  - 2. Vehicles are of such weight that will not damage the transmission or drive train of the patrol vehicle.
  - 3. Only the bumpers and the push bumper meet upon contact.
- E. Contact should be maintained between the vehicles while in motion. If contact is broken, no attempt to re-engage should be made until the pushed vehicle comes to a complete stop.
- F. During this operation, the drivers of the pushed vehicle and the patrol car will obey all traffic control devices.

## **XX. TRAINING**

- A. All sworn personnel will receive initial training on the pursuit policy.
- B. All sworn personnel will review the pursuit policy annually.
- C. All sworn personnel will receive initial hands-on training on use of portable road spike devices (tire deflation devices) deployment and tactics.
- D. All sworn personnel will receive training on proper techniques in the use of roadblocks and other forcible stopping techniques.



**PORTAGE DEPARTMENT OF PUBLIC SAFETY  
PURSUIT REPORT**

Foot Pursuit  
 Vehicle Pursuit

This was a primary pursuit.  This was a reinstating of a previously terminated pursuit.

<b>Case Number:</b>	<b>Officer(s) Involved</b>	<b>Report Date:</b>	<b>Report Time:</b>	<small>(Record Use Only)</small>
<b>Location/Address:</b>		<b>Start Time:</b>	<b>End Time:</b>	<b>Start/End Locations:</b>
<b>Pursued Subject:</b> (Last, First, Middle)		<b>Race/Sex:</b>	<b>DOB:</b>	<b>Speed Range:</b> (If Applicable)
<b>Height:</b>	<b>Weight:</b>	<b>Build:</b>	<b>Under the Influence:</b> <input type="checkbox"/> Drugs <input type="checkbox"/> Alcohol	<b>Signs of Diminished Mental Capacity:</b> <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Reason for Pursuit:</b> <input type="checkbox"/> Warrant Arrest <input type="checkbox"/> Conduct Terry Search <input type="checkbox"/> Traffic Stop/Violation <input type="checkbox"/> PC Arrest <input type="checkbox"/> Prevent Violent/Forcible Felony <input type="checkbox"/> Other:		<b>Officers:</b> Primary: Secondary: Supervisor:		
<b>Charges:</b> (Include Warrants) <input type="checkbox"/> Felony <input type="checkbox"/> Misdemeanor <input type="checkbox"/> High Misdemeanor <input type="checkbox"/> Other Describe: <b>Retail theft of several bottles of liquor</b>		<b>Stop Sticks Used:</b> <input type="checkbox"/> NO <input type="checkbox"/> YES (if Yes) <input type="checkbox"/> Attempted <input type="checkbox"/> Successful Location:		
<b>Weather Conditions:</b> (check if apply) <input type="checkbox"/> (00) CLEAR <input type="checkbox"/> (01) CLOUDY <input type="checkbox"/> (02) RAIN <input type="checkbox"/> (03) SNOW <input type="checkbox"/> (04) ICE <input type="checkbox"/> (05) FOG <input type="checkbox"/> (06) OTHER		<b>Traffic Conditions:</b> (check if apply) <input type="checkbox"/> (13) NONE <input type="checkbox"/> (14) LIGHT <input type="checkbox"/> (15) MEDIUM <input type="checkbox"/> (16) HEAVY  <b>Roadway Conditions:</b> <input type="checkbox"/> (17) WET <input type="checkbox"/> (18) DRY <input type="checkbox"/> (19) SNOW <input type="checkbox"/> (20) ICE <input type="checkbox"/> (21) OTHER  <b>Leave the City?:</b> <input type="checkbox"/> NO <input type="checkbox"/> YES Jurisdiction:		<b>Other Pursuit Factors:</b> (check if apply) <input type="checkbox"/> (22) FLEEING SUSPECT IDENTITY KNOWN AT INITIATION* <input type="checkbox"/> (23) PEDESTRIAN TRAFFIC <input type="checkbox"/> (24) OTHER:  <b>Type of Roadway:</b> <input type="checkbox"/> (25) CONCRETE <input type="checkbox"/> (26) BLACKTOP <input type="checkbox"/> (27) GRAVEL <input type="checkbox"/> (28) OTHER:  <b>Radio/Communications Quality</b> <input type="checkbox"/> GOOD <input type="checkbox"/> ADEQUATE <input type="checkbox"/> POOR  <small>* Report narrative must describe officers prior knowledge of subject being pursued.</small>
<b>Lighting Conditions:</b> (check if apply) <input type="checkbox"/> (07) DAY <input type="checkbox"/> (08) NIGHT <input type="checkbox"/> (09) DUSK <input type="checkbox"/> (10) DAWN <input type="checkbox"/> (11) STREET LIGHTS <input type="checkbox"/> (12) OTHER		<b>Was there reasonable suspicion that the subject(s) was armed?</b> <input type="checkbox"/> NO <input type="checkbox"/> YES  If YES, Describe information/weapon:  <b>Did the subject(s) pose a risk to the public or officers?</b> <input type="checkbox"/> NO <input type="checkbox"/> YES		
<b>Related Injuries to Officer(s):</b> <input type="checkbox"/> No <input type="checkbox"/> Yes (if Yes) Describe:				
<b>Related Injuries to Subject(s):</b> <input type="checkbox"/> No <input type="checkbox"/> Yes (if Yes) Describe:				
<b>Medical Units:</b> <input type="checkbox"/> None <input type="checkbox"/> PFD <input type="checkbox"/> Pride <input type="checkbox"/> Life <input type="checkbox"/> Other      Transported to:				
<b>Related Case No.</b>	<b>Photos/Images:</b> <input type="checkbox"/> NO <input type="checkbox"/> YES Taken by:	<b>Reason for Termination:</b> <input type="checkbox"/> (1) TERMINATED BY SUPERVISOR <input type="checkbox"/> (2) TERMINATED BY OFFICER <input type="checkbox"/> (3) SUSPECT(S) STOPPED <input type="checkbox"/> (4) FLEEING VEHICLE/SUSPECT DISABLED <input type="checkbox"/> (5) SUSPECT VEHICLE CRASH <input type="checkbox"/> (6) POLICE VEHICLE CRASH <input type="checkbox"/> (7) SUSPECT(S) FLED ON FOOT <input type="checkbox"/> (8) OTHER	<b>Police Vehicle:</b> <input type="checkbox"/> (1) MARKED <input type="checkbox"/> (2) SEMI-MARKED <input type="checkbox"/> (3) UNMARKED  <b>Crash Information:</b> <input type="checkbox"/> (1) DAMAGE TO SUSPECT VEHICLE <input type="checkbox"/> (2) DAMAGE TO POLICE VEHICLE <input type="checkbox"/> (3) DAMAGE TO THIRD PARTY VEHICLE/PROPERTY <input type="checkbox"/> (4) DAMAGE TO FIXED OBJECT <input type="checkbox"/> (5) PEDESTRIAN(S) INVOLVED <input type="checkbox"/> (6) OTHER	
<b>Crash Involved:</b> <input type="checkbox"/> NO <input type="checkbox"/> YES	<b>MVR/BWC:</b> <input type="checkbox"/> NO <input type="checkbox"/> YES Taken by:	UD-10 Number		

**Officer Comments/Clarifications/Others:**

Officer's Signature: \_\_\_\_\_ Date: \_\_\_\_\_



PORTAGE DEPARTMENT OF PUBLIC SAFETY  
PURSUIT REPORT

Foot Pursuit  
 Vehicle Pursuit

SUPERVISOR'S INITIAL REVIEW

**EQUIPMENT ACTIVATED:**  
 (1) LIGHTS    (2) SIRENS    (3) MVR    (4) BWC

**EQUIPMENT FUNCTIONING PROPERLY:**  
 YES    NO   If NO, describe:

**MECHANICAL CONDITION OF VEHICLE VERIFIED:**  
 YES    NO   If NO, describe:

**CODE 10 PLACED BY DISPATCH:**    YES    NO   DISPATCHER(S):

**SUPERVISOR NOTIFIED BY DISPATCH:**    YES    NO

**AT FAULT CRASH:**    YES    NO   **PURSUIT ACTIVELY MONITORED:**    YES    NO

**WAS ANY FORCE USED:**    NO    YES   If YES, complete the **Response to Resistance Report** ref: 200-4

**FROM YOUR INITIAL REVIEW:** If force was used, was it reasonable:    YES    NO

**FROM YOUR INITIAL REVIEW:** Was the actions of the officer(s) within policy:    YES    NO

**Initial Checklist:**

Viewed available MVR files  
 Viewed available BWC files

Ensure ALL video files have been:

Categorized Properly  
 Secured w/in the system

All necessary reports have been completed and reviewed.

Listen to Communications Audio and preserved.

Face-to-Face with Officer(s)  
 Observed suspect(s)  
 Scene processed/photos/evidence collected and secured properly.  
 Proper notifications made.

**Supervisor's Comments:** (Chronologically describe the PATH of PURSUIT, DIRECTION of TRAVEL and GEOGRAPHY of ROADWAY. You should also describe your actions and decisions as they relate to the supervising and managing the pursuit.)

This is the supervisors "initial" review. Remember to complete the Administrative Review form.

Supervisor's Signature: \_\_\_\_\_ Date: \_\_\_\_\_