


# AURORA POLICE DEPARTMENT DIRECTIVES MANUAL

<b>04.02</b>	<b>Title: EMERGENCY RESPONSE AND POLICE VEHICLE PURSUITS</b>		<b>Duty Honor Integrity</b>
	Approved By: Vanessa Wilson, Chief of Police		
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	References: 42-4-108, 42-4-1413		
Review: Operations Division Chief			Page 1 of 16

## 4.2 EMERGENCY RESPONSE AND POLICE VEHICLE PURSUITS

This directive will guide sworn members in the use of vehicles in emergency responses and in the pursuit of motor vehicles. A sworn member's primary responsibility during an emergency response and a police vehicle pursuit is the safety and welfare of the public and the emergency response is secondary.

### Definitions:

Blocking Vehicle: A motor vehicle positioned to create a roadblock.

Boxing In: The surrounding of a violator's moving vehicle with moving pursuit vehicles, which are then slowed, to a stop along with the violator's vehicle.

Divided Roadway: A road that includes a painted median or physical barrier between traffic traveling in opposite directions.

Emergency Response/Operation: Emergency operation will mean the act of driving a marked or unmarked police vehicle with the emergency lights and/or siren in operation according to the Colorado Revised Statutes and/or applicable municipal ordinances.

Eluding: Occurs when an operator of a motor vehicle, who has received a visual and/or audible signal such as a red light or a siren from a police officer driving a marked police vehicle, directing the operator to bring his/her vehicle to a stop, willfully increases his/her speed or extinguishes his/her lights in an attempt to elude the police officer.

Heading Off: An attempt to terminate a pursuit by pulling ahead of, alongside, and toward a violator's moving vehicle to force it to the side of the road or to otherwise come to a stop.

Sworn Member: Any commissioned peace officer, recruit, or sworn employee in the State of Colorado, regardless of specific title, e.g., Sheriff, Deputy, etc., as defined in C.R.S. § 18-1-901(3).

Originating Jurisdiction: Originating jurisdiction will mean the jurisdiction in which a pursuit originates.

Paralleling:

- (a) **Street Paralleling**: Driving a police vehicle on a nearby street in the area of a pursuit for the purpose of participating in the pursuit.
- (b) **Vehicle Paralleling**: A deliberate offensive tactic by one or more patrol vehicles to drive alongside the pursued vehicle while it is in motion.

Potentially Deadly Force: Potentially deadly force, in terms of police vehicle pursuits, means force that the natural and probable consequence of which is death or serious bodily injury.

Primary Jurisdiction: Primary jurisdiction will mean the jurisdiction of the sworn member driving the primary vehicle.

Primary Vehicle: Primary vehicle will mean the patrol vehicle driven by the sworn member initiating a pursuit, or another patrol vehicle, which takes the lead vehicle position.

Pursuit: Pursuit means a sworn member actively attempting to apprehend an operator of a motor vehicle, who, after having been given a visual and/or audible signal (emergency lights and/or siren) by the sworn member directing such operator to bring the vehicle to a stop, the operator knowingly and willfully attempts to elude the sworn member. The mere act of extinguishing emergency equipment does not infer the discontinuance of a pursuit. Continuing to “follow” at a rate of speed exceeding the posted speed limit and/or in violation of other traffic laws may be considered a pursuit.

Receiving Jurisdiction: Receiving jurisdiction will mean a jurisdiction entered into during a pursuit, which pursuit began in another jurisdiction.

Roadblock: A restriction or obstruction used or intended for the purpose of preventing free passage of motor vehicles to affect the apprehension of a violator.

Secondary Vehicle: Secondary vehicle will mean a patrol vehicle that becomes involved in a pursuit immediately following the primary vehicle and acts as the primary vehicle's backup.

Stop Sticks: Devices designed to penetrate and deflate the tire(s) of a moving (dynamic) target vehicle in a manner that will avoid catastrophic failure of the penetrated tire(s); thus ensuring the safest possible means of reducing the mobility of the target vehicle.

Special Purpose Vehicle: Any Police Department owned or operated vehicle, other than a fully marked patrol car operated by a sworn member. Special purpose vehicles include,

but are not limited to, canine vehicles, motorcycles and unmarked vehicles (such as those assigned to PAR, Criminal Investigations, etc.).

Tactical Vehicle Contact: A calculated maneuver or tactic to pin, block or otherwise stop a suspect vehicle before the suspect driver has the opportunity to escape or elude police. Units routinely employing tactical vehicle contact will provide procedures for the tactics in a Standard Operating Procedure.

Deliberate Vehicle Contact: Any action intended to result in contact between the suspect's vehicle and a police vehicle, other than tactical vehicle contact.

#### 4.2.1 Authorized Emergency Response

A sworn member may operate a police vehicle under emergency response conditions when engaged in the following:

- (a) When responding to a priority zero, one or two call as defined in Directive 08.04.
- (b) When attempting to apprehend a traffic violator.
- (c) When involved in a police vehicle pursuit.

#### 4.2.2 Adherence to Law During Emergency Response

A sworn member operating a police vehicle under emergency response conditions will use audible and/or visual signals. A sworn member operating a police vehicle under emergency response conditions will do so according to the provisions of Colorado Revised Statutes, specifically C.R.S. § 42-4-108, in its entirety. The State law suspends compliance with some traffic laws, but does not relieve the sworn member of the responsibility of safe vehicle operation or justify actions that imperil the lives of others. Members, when responding to an emergency call, may:

- a. Park or stand.
- b. Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation.
- c. Exceed the lawful speed limits so long as the member does not endanger life or property.
- d. Disregard regulations governing directions of movement or turning in specified directions.

Sworn members operating a police vehicle under emergency response conditions will use emergency equipment (audible and/or visual signals) to give adequate warning to motorists and pedestrians of its approach.

#### 4.2.3 Requirements and Restrictions of Emergency Responses

No sworn member may operate a police vehicle at a rate of speed that may cause loss of control, or that may endanger life or property.

During an emergency response, any make/model of a vehicle equipped with an Electronic Stability Control System will be operated in the manufacturer's default setting.

Police vehicles being operated in an emergency response manner should pass to the left of vehicles traveling in the same direction, if possible.

When operating police vehicles with emergency equipment activated, sworn members will slow to allow safe passage through intersections.

Police vehicles being operated under emergency response conditions should not make sudden turns across moving traffic, U-turns or other changes of direction without ensuring that such movement can be made safely.

Sworn members will notify the Public Safety Communications Department (PSCD) when they are responding to a call with emergency equipment activated.

#### 4.2.4 Routine Calls for Service

When sworn members are responding to routine calls for service, they will obey all traffic laws.

#### 4.2.5 Authority of Members

Sworn members will respond to calls for service according to this directive and Directive 08.04 - Call Priority Designations unless the sworn member has reasonable, articulable justification for choosing a more appropriate level of response. Members will have the authority to alter their response accordingly and will advise the PSCD immediately. Supervisors will maintain authority to cancel altered response modes.

#### 4.2.6 Police Vehicle Pursuits

Members will engage the pursuit of motor vehicles only as stated in this Directive.

#### 4.2.7 Definitions (See page 1)

#### 4.2.8 Authorized Use of Police Pursuits

Members will engage in such pursuits only when there are strong and compelling reasons and only after all reasonable alternatives have been considered. Justification for engaging

in a police vehicle pursuit must be limited to what reasonably appears to be the facts known by the sworn member(s) at the time a decision is made to engage in such pursuit. Facts unknown to the sworn member(s) at the time the pursuit is initiated, no matter how compelling, cannot be considered in later determining whether engaging in the police vehicle pursuit was justified. Sworn members will continuously balance the need for immediate apprehension of the suspect(s) with the need to protect the public from increased danger caused by the pursuit. This evaluation includes not only the decision to pursue but also continues during the pursuit. The public safety is paramount. Whenever the risk to the public outweighs the benefit of immediate apprehension, all members involved in the pursuit have the responsibility to discontinue the pursuit. Sworn members are instructed to be especially cautious when engaging in police pursuits under conditions that would subject innocent bystanders to substantial danger. The initiating or primary sworn member may discontinue the pursuit anytime at his/her discretion.

Sworn members are authorized to engage in police vehicle pursuits only when they reasonably believe that the suspect, if not apprehended immediately, would create a real and substantial risk of another person being killed or seriously injured. This threat may be demonstrated when the sworn member reasonably believes that the suspect has, within the last 24 hours, committed a felony involving the use or threatened use of potentially deadly force, other than solely by the act of fleeing, or the suspect is attempting to escape or elude police by threatening to use or actually using potentially deadly force to include utilizing the vehicle as a weapon to intentionally strike the officer(s). The sole act of swerving a vehicle near a member does not presumptively constitute a threat justifying a pursuit.

#### 4.2.9 Pursuit Guidelines

In all police vehicle pursuits, sworn members are reminded their primary responsibility is the safety and welfare of the public.

(a) Primary and Secondary Sworn member Responsibilities:

(1) Decision to Initiate/Continue the Pursuit.

Before initiating a traffic stop, sworn members will evaluate whether or not justification exists to pursue should the vehicle fail to stop. Sworn members will consider alternative methods of apprehending suspects when it is likely that a vehicle pursuit will occur. In addition to the factors delineated in this Directive, the decision to initiate or continue a pursuit will also be based on, including but not limited to, such factors as:

- Likelihood of successful apprehension.
- Whether the identity of the violator is known to the point where later apprehension is possible.

- Identifying characteristics and registration of the vehicle are known to the point where later apprehension is possible.
- Degree of risk created by pursuit versus the risk to the public if the suspect(s) is not apprehended immediately.
- Volume, type, speed and direction of vehicular traffic and direction of pursuit.
- Nature of the area: residential, commercial, school zone, highway, etc.
- Population density and volume of pedestrian traffic.
- Environmental factors such as weather and darkness.
- Road conditions: construction, poor repair, extreme curves, ice, etc.
- The knowledge, ability and experience of the pursuing sworn member(s).
- Condition of police vehicle.

(2) Adherence to Law During a Pursuit.

All sworn members operating a vehicle during a pursuit will do so according to the provisions of the Colorado Revised Statutes, specifically C.R.S. § 42-4-108, in its entirety. The State law suspends compliance with some traffic laws, but does not relieve the sworn member of the responsibility of safe vehicle operation or justify actions that imperil the lives of others. Members, when responding to an emergency call, may:

- a. Park or stand.
- b. Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation.
- c. Exceed the lawful speed limits so long as the member does not endanger life or property.
- d. Disregard regulations governing directions of movement or turning in specified directions.

Sworn members operating a police vehicle in a pursuit will use emergency equipment (audible AND visual signals) to give adequate warning to motorists and pedestrians of its approach.

(3) Restrictions on Vehicle Pursuits.

Keeping in mind officer safety and the safety of the public, sworn members involved in a pursuit will not engage in vehicle paralleling, except to determine the driver's identity.

It is the policy of this Department that pursuits WILL NOT, except in extraordinary situations, be conducted under the following circumstances:

- In a direction opposite to the flow of traffic on a divided roadway.
- In a police vehicle in which an individual, who is not a sworn member, is either the driver or passenger. This restriction includes non-sworn members, citizens, other officials and prisoners unless a waiver of liability has been signed by the subject passenger before the ride-along.
- Without both visual and audible warning devices activated by the primary vehicle.

Normally, only the primary and secondary vehicles will be directly involved in a pursuit. A supervisor may authorize additional units as may be necessary to control the course of the pursuit and/or at the point of termination.

A fully marked patrol vehicle is the most suitable vehicle to conduct a pursuit. Normally, a special purpose vehicle will not be involved in a pursuit.

A special purpose police vehicle will not participate in a vehicular pursuit unless it is equipped with an emergency light and an audible device and, in the case of motorcycles, have the capability of making radio transmissions without removing hands from the steering controls. A special purpose police vehicle may initiate a pursuit. However, the special purpose vehicle will relinquish primary unit status immediately upon the participation of a fully marked patrol vehicle. The special purpose vehicle will relinquish secondary vehicle status when a fully marked patrol vehicle can assume that status.

As a special purpose police vehicle, a motorcycle officer may initiate a pursuit as stated above, but will relinquish primary unit status immediately upon the participation of a marked police vehicle. In this case, the primary unit will broadcast the pursuit until another fully marked patrol car can assume secondary vehicle status from the motorcycle officer.

Members actively involved in the pursuit will activate their body worn camera as described in Directive 16.04 Body Worn Cameras.

(b) Initiating member responsibilities:

When a sworn member initiates a pursuit, he/she will immediately broadcast details of the pursuit over a primary talk group. These details will include at a minimum:

- Declaration of the pursuit
- Location, direction of travel and speed
- Vehicle / Occupant description
- Reason for the pursuit
- Road and traffic conditions

(c) PSCD responsibilities:

Once a pursuit has begun or a dispatcher receives notification that an outside jurisdiction pursuit is likely to enter the City of Aurora, the dispatcher will immediately activate the alert tone and announce the pursuit. If a supervisor does not acknowledge overseeing the pursuit, PSCD will designate an on-duty supervisor as Incident Supervisor. If an on-duty supervisor is not available, a Patrol Lieutenant will be designated as the Incident Supervisor. If a pursuit appears likely to enter another District, PSCD will attempt to notify the adjacent district dispatcher and, if not yet assigned from the original District, will assign an Incident Supervisor.

(d) Incident Supervisor Responsibilities:

The Incident Supervisor will monitor, and control the pursuit and will initiate the review process upon termination of the pursuit. The Incident Supervisor is responsible for assessing the risks and hazards involved in allowing the pursuit to continue.

The Incident Supervisor may allow the pursuit to continue only if it meets authorization and justification criteria outlined in this Directive.

The Incident Supervisor will order a pursuit discontinued if he/she concludes that the danger to the pursuing sworn members or the public outweighs the necessity for immediate apprehension of the violator.

Nothing in this directive will prevent supervisors, who have knowledge they believe should modify decisions of the Incident Supervisor, from discontinuing the pursuit when they reasonably believe the risks incurred by the pursuit outweigh the benefits and need for immediate apprehension. Supervisors cannot authorize the continuation of a pursuit discontinued by the Incident Supervisor.

(e) Street Paralleling Vehicle Responsibilities:

The Incident Supervisor may assign additional units to street parallel and monitor the area of the pursuit. There will be no other emergency response other than street paralleling and traffic control units, unless directed by the Incident Supervisor.

(f) Traffic Control Responsibilities:

When possible, other sworn members should assist with traffic control along the anticipated route of the pursuit and may render assistance at the termination or discontinuation point.

(g) Methods of Stopping Pursued Vehicles:

Forcible termination of a pursuit may, in some instances constitute a “Use of Potentially Deadly Force.” Most forcible terminations will fall under a Tier One or a Tier Two reporting criteria, however, if the termination results in hospitalization or death of the offender, or the forcible termination involves the use of potentially deadly force, the reporting level will be under a Tier Three. When a pursuit is forcibly terminated, a second supervisor will initiate the appropriate Use of Force Review report.

When the situation justifies the need for immediate apprehension of a fleeing suspect, pursuing members may need to employ forcible termination techniques. When practical, members should obtain supervisory approval prior to initiating any forcible termination technique. Forcible termination is limited to:

1. Tire Deflation Devices (Tier 2)

Tire deflation devices are authorized for use to disable a suspect vehicle and terminate a pursuit or as a tactical decision to prevent a vehicle from leaving a scene. The use of tire deflation devices should meet manufacturer’s recommendations and only be deployed by sworn members trained in the use of tire deflation devices. Additional considerations for the use of a tire deflation device are:

- Weather and road conditions: Adverse conditions may increase the risk of the loss of control or injury to the fleeing driver.

- **Type of Vehicle:** Tire deflation devices are only to be used on motor vehicles (cars, trucks, etc.). They are not to be used on motorcycles, ATV's, high profile trucks or vehicles known to be transporting hazardous material.
- **Location:** Members must consider the safety of other drivers, private citizens and police units and pedestrians prior to deployment. The deploying officer should have a full view of the roadway for a significant distance in each direction. The location should contain solid natural or man-made barriers for the protection of the deploying officer. The immediate area should be free of obstructions that could increase the risk of injury to the fleeing driver, i.e., a bridge, curved roadway or steep embankments on either side of the roadway.
- **Patrol Vehicles:** An officer may utilize his/her patrol vehicle, with all emergency lights activated to direct the suspect vehicle to a specific location to maximize the opportunity to use the tire deflation device. When possible, a second patrol unit, with all emergency lights activated may help to funnel the target vehicle over the tire deflation device. Officers should not remain with or inside the vehicle(s).
- **Deployment:** The deploying officer should not be in the roadway or visible to the oncoming driver. Officers should seek the protection of a solid barrier, such as a guardrail. A patrol car is not sufficient protection.
- **Notification:** The deploying officer should notify all involved units as far in advance as possible of the location of deployment. This may take a few minutes in a multi-jurisdictional pursuit.

The Department recognizes that specialty units may use tire deflation devices as a component of a special operation or tactic outside the realm of a pursuit. Trained members using Department issued tire deflation devices in non-pursuit situations as part of a special operation will adhere to the approved tactic as prescribed in the member's unit Standard Operating Procedure.

The use of tire deflation devices in a non-pursuit situation, outside of an approved special operation, is discouraged and should only be employed when an articulable and compelling reason exists that such action is necessary to immediately stop and apprehend a suspect.

## 2. Boxing (Tier 2)

This technique involves using moving police vehicles to surround the suspect vehicle. The police vehicles are slowed to a stop restricting the movement of the suspect vehicle. Deliberate vehicle contact is not intended with this technique.

## 3. Heading Off

This technique involves pulling ahead or alongside of the suspect vehicle while moving toward the suspect vehicle with the intent of forcing the vehicle to the side of the road and to a stop. Deliberate vehicle contact is not intended with this technique.

## 4. Roadblocks

A roadblock will not be established until all pursuing police sworn members are made aware of the roadblock and its location, and have acknowledged this awareness. Once a roadblock has been established and a vehicle or barricade has been positioned, there will be either adequate distance for the suspect to see the roadblock and safely stop their vehicle or an “escape” route must be available to prevent a collision.

Vehicles used as roadblocks must be unoccupied.

## 5. Deliberative Vehicle Contact

Sworn members will not engage in deliberate vehicle contact, except in cases when the sworn member can articulate the existence of facts to justify the level of force used.

For the purposes of this Directive, the mere act of a person driving a vehicle in a manner to elude police does not **presumptively constitute** a threat justifying a member’s use of forcible stopping. When practical, deliberate vehicle contact should be pre-approved by the incident supervisor and broadcast via the police radio. The ultimate responsibility for implementing deliberate vehicle contact lies with the member.

Deliberate vehicle contact as a means of stopping a pursued vehicle should only be used when the technique can be performed safely and when other means of stopping the vehicle are unavailable or impractical. The decision to employ deliberate vehicle contact must be based on the totality of the circumstances. The Incident Supervisor and pursuing member(s) must assess the inherent risks involved in a forcible termination of a pursuit. Factors to be considered include, but are not limited to:

- Reason for the pursuit
- Safety of other motorists
- Safety of pedestrian traffic (residential, school zones)
- Innocent bystanders (construction zones, shoppers)
- Risk of injury to passengers in the pursued vehicle
- Risk of injury to the involved sworn members
- Nature of the terrain (uneven or elevated road surfaces)
- Visibility

Vehicle contact includes, but is not limited to the following actions:

- a. Pinning (Tier 0): This technique employs the use of tactical vehicle contact. Police vehicles are positioned in physical contact with a stationary or extremely slow-moving vehicle with the intent to restrict or prevent the suspect vehicle from moving. When possible, the positioning should be against the front and rear bumpers of the suspect vehicle to prevent spacing that the suspect could use to escape.

Pinning is a controlled technique intended to prevent the escape of a vehicle without police vehicles causing substantial damage. Outside of the use of “pinning” in conjunction with the PIT, the technique should only be used in pre-planned situations by specialty units. The Department recognizes that specialty units may incorporate “tactical” vehicle contacts or “pinning” as a component in a special operation. “Tactical” vehicle contacts outside of recognized special operations are discouraged and should only be used when there is an articulable, compelling reason that such action is necessary to immediately, and safely apprehend a suspect.

- b. Precision Immobilization Technique (PIT) (Tier 2): This technique employs the use of deliberate vehicle contact, involving contact between the front quarter panel of a moving police vehicle and the rear quarter panel of a moving suspect vehicle intending to cause the suspect vehicle to spin away from the direction of travel.

Only those sworn members, who have successfully completed an approved PIT course of instruction, are authorized to employ the PIT. Trained members employing the PIT will plan for the execution of the technique. Executing members should select a location that provides sufficient width, free of obstructions, to allow the vehicles to implement the technique and come to rest without impacting any other object or person. In particular, the planning should include consideration of:

- Blind curves
- Elevation of the roadway (to include highway on- and off-ramps)
- Abutments, guardrails and other barriers
- Roadside obstacles including ditches, construction, curbs, traffic signs, etc.
- Traffic / pedestrians present
- Area (commercial, residential, school, etc.)
- The vehicle's contact points or bumpers, especially when the points or bumper(s) cannot be matched to the police vehicle.
- The vehicle's center of gravity, especially when it is a high center of gravity such as campers, pick-up trucks and some sports utility vehicles.

When performing the PIT:

- When practical, the member attempting the technique will broadcast via the police radio that he/she is about to perform the PIT.
- Emergency lights and siren will be activated prior to and during the technique.
- When practical, a minimum of two police vehicles will be present before the PIT is attempted.
- Upon completion of the PIT, pursuing units should attempt to pin/box the suspect vehicle to prevent the driver from attempting to flee.

- Members should avoid using the PIT at speeds exceeding 45 mph. The member must articulate the need to use the PIT above 45 mph.
- The executing member should select a location that is of sufficient width and free of obstructions to allow the vehicle to implement the technique and come to a rest without impacting any other object or person.

The PIT will **NOT** be utilized when the following circumstances exist:

1. The pursued vehicle is a(n):
  - a) Motorcycle
  - b) ATV
  - c) Truck with passengers riding in the bed / cargo area
  - d) Vehicle with placards showing hazardous cargo

#### 4.2.10 Inter-jurisdictional Pursuits

The following procedures will be followed:

(a) Notifications:

Whenever a pursuit enters a receiving jurisdiction, communications personnel of the originating jurisdiction will, when feasible, notify the receiving jurisdiction of the existence of and reason for the pursuit, and will keep the receiving jurisdiction appraised of the status of the pursuit.

When a pursuit is discontinued or reaches termination, all units and jurisdictions will be advised immediately.

(b) Supervisory Responsibilities:

A supervisor from the originating jurisdiction and each primary jurisdiction should respond to the scene of termination or discontinuance of the pursuit, unless otherwise instructed by the receiving jurisdiction. Each participating jurisdiction will gather and will provide upon request to each participating jurisdiction involved, information concerning the circumstances of its sworn members participating in the pursuit.

(c) Pursuits Entering a Receiving Jurisdiction:

Normally, sworn members in a receiving jurisdiction should not become involved in a pursuit originating in another jurisdiction. However, an Incident Supervisor from the receiving jurisdiction may assign sworn members to assist with traffic control, to render assistance at the termination or discontinuation point, or to monitor the pursuit. Such sworn members will not be considered directly involved in the pursuit.

Upon request of the primary jurisdiction for assistance, the receiving jurisdiction supervisor (Incident Supervisor) will consider the justification for the pursuit to ensure Departmental criteria for pursuits are met. Only upon approval by the receiving jurisdiction supervisor (Incident Supervisor), may a vehicle from the receiving jurisdiction assist with the pursuit or become the primary vehicle.

Any participating vehicle from a receiving jurisdiction, once relieved by another vehicle, should discontinue its participation when feasible after leaving its jurisdiction unless circumstances dictate otherwise, or unless requested by the primary jurisdiction.

The overall command of the pursuit will rest with the primary jurisdiction.

When a pursuit has entered a receiving jurisdiction, the primary jurisdiction should attempt to notify the receiving jurisdiction, in advance if possible, of any method to be used by the primary jurisdiction to stop the pursued vehicle.

(d) Investigation/Jurisdiction at Termination:

The on-scene supervisor of the originating jurisdiction will be responsible for processing the arrest of any suspects and for coordinating the investigation. However, if there was a more serious violation in another jurisdiction, the on-scene supervisor from that jurisdiction will assume the responsibility for coordinating the immediate investigation. Nothing will preclude the investigation of any accident, criminal act or other incident, which occurred during the course of the pursuit by any jurisdiction in which an incident occurred.

#### 4.2.11 Pursuit Reporting and Review

Upon termination of the pursuit, the Incident Supervisor will determine what reports are to be completed by participating sworn members. In all pursuit cases in which the department actively participated, regardless of the outcome, a General Offense Report will be initiated, documenting the offense(s) and justification for the pursuit. All members directly involved in the pursuit, to include paralleling activities are required to document their actions in a supplemental report. In the event the incident involved the use of force to include, the

forcible termination of a pursuit, a second supervisor will investigate the use of force in accordance with APD Directive 05.04: Reporting the Use of Force.

On all pursuits, the Incident Supervisor will complete, at a minimum, a supplemental report and the Police Vehicle Pursuit Summary Report and complete notes within the reporting system.

The Incident Supervisor will be responsible for gathering all pursuit associated reports, completing a preliminary review, entering the information into the current electronic system for reporting and review of pursuits and making an initial recommendation in their tracking notes drop down box in AIM. The notes will detail the extent of the investigation. If the Incident Supervisor was, at any time, involved in the pursuit as the primary or secondary vehicle, the Patrol Lieutenant will assume Incident Supervisor responsibilities. The Patrol Lieutenant may designate a non-involved supervisor to complete the review process.

The Supervisor making the entry is responsible for tracking the report to the involved member(s) supervisor, and or chain of command for review. Every subsequent level in the review process will examine the report for accuracy, completeness and the prior reviewer's recommendations. The report should be reviewed by the immediate supervisor of the member(s) who were the primary and secondary vehicles and through their chain(s) of command to at least a Division Chief.

The member's Captain, or Commander as appropriate, will ensure that all members of the chain of command have completed the Police Vehicle Pursuit Command Review requirements. The Bureau / District Captain or Commander, as appropriate, will provide a brief rationale for the final disposition of the review and track the review report to the appropriate Division Chief. Should the member not answer to a Captain or Commander, the appropriate Chief in that member's chain of command will ensure all requirements are completed. Following a completed review, the incident will be closed.

Annually the analytical results of police vehicle pursuit incidents, to include a review of pursuit policies and reporting procedures, will be disseminated to Command Staff for suggestions regarding potential policy revisions, equipment modifications, disciplinary concerns and/or training needs based on issues or trends identified in the analysis. This annual analysis will be conducted by the Business Services Division.