



TALLAHASSEE POLICE DEPARTMENT

GENERAL ORDERS

 Proudly Policing Since 1841	SUBJECT Vehicle Pursuits		 Nationally Accredited 1986
	CHIEF OF POLICE <i>Signature on file</i>		
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AUTHORITY/RELATED REFERENCES

FS 316.072, Obedience to and Effect of Traffic Laws
 FS 941.35, Fresh Pursuit
 General Order 16, Digital Audio/Video Recording System
 General Order 33, Jurisdiction, Mutual Aid, and ... Task Force Agreements
 General Order 60, Response to Resistance
 General Order 63, Officer-Involved Action Resulting in Serious Injury or Death
 General Order 66, Vehicle Assignment and Operations
 CDA Policy 630, Tactical Dispatching Plan
 CDA Policy 636, Vehicle Pursuits

ACCREDITATION REFERENCES

CALEA Chapters 41, 81
 CFA Chapters 14, 22, 25

KEY WORD INDEX

Authorization to Pursue CDA Protocols Channeling Protocols Communications/Driving Tactics Documentation/Administrative Review Evaluating the Circumstances/Factors to Consider Forcible Stop Technique – General Forcible Stop Technique – PIT Forcible Stop Technique – Ramming Forcible Stop Technique – Roadblocks Forcible Stop Technique – Tire Deflation Device Internal Affairs Unit Responsibilities	Procedure I Procedure V Procedure VII Procedure IV Procedure XVI Procedure II Procedure IX Procedure X Procedure XIII Procedure XI Procedure XII Procedure XVII
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POLICY

Officers may conduct vehicle pursuits based on the reasonable belief the driver or occupant of the fleeing vehicle has committed a felony involving violence or the threat of violence to the officer or another person. Vehicle pursuits shall be conducted with due consideration for the safety of the public, the officers involved and the occupants of the fleeing vehicle.

DEFINITIONS

AVR: Digital Audio and Video Recording System.

Channeling: The intentional diversion or redirection of a vehicle from its current direction toward a pre-selected direction by the deployment of Department vehicles and/or tire deflation devices. Channeling is not considered a forcible stop technique.

Deadly Force: Any force likely to cause serious injury (i.e., an injury to a person which creates a substantial risk of death, causes serious permanent disfigurement, or results in permanent loss or impairment of the function of any body appendage or organ) or death.

Deadly Force Situation: When an officer believes it is objectively reasonable to use deadly force to defend their life or the life of another person from an imminent threat of serious injury or death.

Department Vehicle: Any motor vehicle owned, leased or rented by the City of Tallahassee and/or operated by the Tallahassee Police Department.

Forcible Stop Technique (FST): The intentional positioning of Department vehicles and/or the intentional introduction of direct force and/or the utilization of a tire deflation device into the vehicle pursuit with the goal to either coerce or compel the conclusion of evasive action.

Marked Patrol Vehicle: Any Department vehicle painted or custom-wrapped in the manner approved by the Chief of Police designed to be easily recognized as a Department vehicle and equipped with emergency lights and siren. This includes the Ford Police Interceptor Utility AWD patrol vehicle.

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Non-traditional Police Vehicle: Any unmarked Department vehicle which is equipped with emergency lights and siren, or a marked patrol vehicle which has a high center of gravity (e.g., sport utility vehicle, van, truck). The Ford Police Interceptor Utility AWD patrol vehicle is NOT considered a non-traditional police vehicle.

Precision Intervention Technique (PIT): The FST of using an authorized Department vehicle to physically force a fleeing vehicle from its course of travel in order to stop it.

Primary Pursuit Officer: The officer who initiates a vehicle pursuit or the officer who assumes control of the pursuit as the first Department vehicle behind the fleeing vehicle.

Ramming: The FST of impacting a suspect with a Department vehicle with force likely to cause serious injury or death. This includes forcibly striking a fleeing vehicle in an attempt to disable or force the vehicle to stop.

Roadblock: The FST of strategically positioning Department vehicles on a roadway with the intent of completely stopping the flow of vehicle traffic to aid in the apprehension of a suspect.

Secondary Pursuit Officer: Any designated officer who is actively involved in the pursuit, trails the primary pursuit officer at a safe distance and is available to assume the primary role or assist the primary pursuit officer if the fleeing vehicle is stopped.

Support Unit: Officers in a Department vehicle not active in the pursuit, but close enough to readily assist pursuit officers as needed.

Tactical Vehicle Interception (TVI): The use of a Department vehicle to intentionally and forcibly immobilize a vehicle.

Tire Deflation Device: FST equipment designed to disable vehicle tires through slow, controlled deflation.

Traffic Crash: Any unintentional collision involving a motor vehicle in transport (in motion, in readiness for motion or on a highway), including on public or private property which results in death, injury or property damage.

(Vehicle) Pursuit: An officer's use of a Department vehicle in an active attempt to apprehend at least one occupant of another vehicle when the driver of the other vehicle is reasonably believed to be aware of that attempt and is resisting apprehension.

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The resisting apprehension may be defined as a deliberate refusal to stop, whether the driver's actions are reckless or cautious (e.g., stopping for traffic control devices, obeying the speed limit).

Following a driver believed to be proceeding to a safer or more public area, or closing in on another vehicle (by exceeding the speed limit) to conduct a traffic stop is not considered a pursuit.

PROCEDURES

I. VEHICLE PURSUIT AUTHORIZATION

- A. The decision to initiate a vehicle pursuit rests with the individual officer, but must be approved by a sergeant, the Watch Commander or higher Department authority to continue, and:
 1. Cannot be approved by an acting supervisor (i.e., acting sergeant),
 2. May be canceled by a sergeant, the Watch Commander or higher Department authority at any time in accordance with subsection VI below, and
 3. May be canceled by the primary pursuit officer at any time after due consideration for the circumstances and factors listed in subsections II A and B below.
- B. An officer may initiate a vehicle pursuit only upon the reasonable belief the driver or occupant of the fleeing vehicle (including a motorcycle) has committed a felony involving violence or the threat of violence to the officer or another person. Such crimes include, but are not limited to:
 1. Aggravated assault
 2. Aggravated battery
 3. Aggravated child abuse
 4. Kidnapping
 5. Manslaughter
 6. Murder
 7. Robbery

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8. Sexual battery
 9. Vehicular homicide
- C. Vehicle pursuits for misdemeanor crimes, civil and traffic infractions or local ordinance violations are prohibited.
- D. Violation of Probation or Parole (VOP) for one of the felonies listed in subsection B does not, by itself, meet the standard necessary to initiate a vehicle pursuit. While VOP may be a factor included in the decision process, it shall not be the sole determining factor.
- E. Fleeing from law enforcement in a motor vehicle does not, by itself, meet the standard necessary to initiate a vehicle pursuit.

II. EVALUATING THE CIRCUMSTANCES/FACTORS TO CONSIDER

- A. When making the decision to initiate or continue a vehicle pursuit, the primary pursuit officer shall evaluate the following circumstances:
1. Nature and seriousness of the offense precipitating the pursuit,
 2. Likelihood of successful apprehension as a result of the pursuit,
 3. Safety of motorists and other persons in the area,
 4. Possibility of identification and later apprehension of the suspect(s),
 5. Time of day and traffic conditions (e.g., pedestrian area, vehicle congestion, traffic pattern),
 6. Road conditions and characteristics (e.g., construction or school zones, residential/business, urban/rural, divided highway, one way street),
 7. Weather conditions, visibility and, if at night, available lighting,
 8. Vehicle speeds involved, and
 9. The condition and performance capabilities of the Department vehicle.
- B. In addition to evaluating the circumstances listed in subsection A above, the primary pursuit officer (when making the decision to initiate or continue a vehicle pursuit) is responsible for considering their:

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1. Familiarity with the area,
 2. Training and experience in pursuit driving,
 3. Ability to accurately notify the CDA of the location and direction of the pursuit, and
 4. Ability to maintain continuous contact with the CDA.
- C. If after evaluating and considering the information in subsections II A and II B the officer concludes the immediate danger to the public created by the vehicle pursuit is less than the immediate or potential danger to the public should the suspect not be apprehended, the officer may initiate or continue the vehicle pursuit.

III. PROHIBITIONS AND CAUTIONS

- A. Non-sworn members, officers on motorcycles and those operating vehicles not equipped with emergency lights and siren shall not engage in vehicle pursuits.
- B. Officers operating a non-traditional police vehicle may initiate a vehicle pursuit, but shall relinquish the pursuit to a marked patrol vehicle as soon as practical.
- C. Officers utilizing a non-traditional police vehicle may assist in a vehicle pursuit only when:
1. Their presence enhances officer safety or increases the probability of suspect apprehension without undue risk to officers, motorists or other persons in the area, and is
 2. Authorized by a sergeant or the Watch Commander.
- D. Officers shall not initiate or engage in a vehicle pursuit while transporting prisoners, witnesses or victims.
- E. Officers should not initiate or engage in a vehicle pursuit while transporting a citizen participating in the Patrol Ride-Along Program.
- F. No more than three (3) Department vehicles shall simultaneously engage in a vehicle pursuit unless:
1. Additional secondary pursuit officers are deemed necessary, and

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2. A sergeant or the Watch Commander authorizes additional vehicles.
- G. Officers not designated as a primary or secondary pursuit officer or support unit are prohibited from joining the pursuit or following the pursuit on parallel streets.
- H. The provisions of this written directive do not relieve an officer from the duty to drive with due regard for the safety of all persons, nor do they protect an officer from the consequences of exhibiting a careless disregard for the safety of others.

IV. COMMUNICATIONS AND DRIVING TACTICS

Communications –

- A. Upon the decision to conduct a vehicle pursuit, the primary pursuit officer is responsible for promptly notifying the CDA of their intent to pursue and providing, as soon as possible, the CDA with the following information:
1. Location, speed and direction of travel of the fleeing vehicle,
 2. Specific reason(s) supporting the decision to pursue, including the nature of the offense for which the officer originally attempted apprehension,
 3. Description and license plate number, if known, of the fleeing vehicle, and
 4. Number of occupants in the fleeing vehicle and, when possible, descriptions by race and gender.
- B. Primary and secondary pursuit officers and support units shall switch to, or remain on, the appropriate talk group for the pursuit.

Driving Tactics –

- C. During a vehicle pursuit, the primary pursuit officer and secondary pursuit officer(s) are responsible for the following:
1. Utilizing the emergency lights and siren the entire time the vehicle is in the pursuit,
 2. Not utilizing the vehicle's four-way flashers when the vehicle is in the pursuit,

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3. Not continuing in the pursuit if their vehicle sustains damage to, or failure of, essential equipment,
 4. Promptly notifying the CDA if no longer able to participate in the pursuit due to vehicle damage or failure, and
 5. Adhering to orders from the sergeant or the Watch Commander monitoring and controlling the progress of the pursuit.
- D. Primary and secondary pursuit officers are responsible for maintaining a reasonable and safe distance between their vehicle and the fleeing vehicle and other Department vehicles.
- E. Unless directed by the primary pursuit officer, sergeant or Watch Commander, officers shall not attempt to pass each other while engaged in the vehicle pursuit.
- F. After reasonable evaluation and due consideration of the circumstances and factors listed in subsections II A and B above, primary and secondary pursuit officers may:
1. Exceed posted and non-posted speed limits,
 2. Disregard regulations governing direction or movement of traffic (including proceeding against the flow of traffic) but only after considering the likelihood of injury or damage to life or property, and ensuring it is safe to proceed,
 3. Proceed past a stop signal or stop sign, but only after slowing down or stopping as may be necessary for safe vehicle operation, and ensuring:
 - a. The cross-traffic has yielded in each lane before attempting to cross that lane, and
 - b. It is safe to proceed through the intersection.
- G. The secondary pursuit officer is responsible for:
1. Maintaining a safe distance from the primary pursuit officer and the fleeing vehicle,
 2. Conducting all radio communications/transmissions during the pursuit (when multiple secondary pursuit officers are involved, only one should conduct the radio transmissions),

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3. Assuming the primary pursuit officer role should the designated primary pursuit officer be unable to continue in that role, and
 4. Assisting the primary pursuit officer as needed when the vehicle is stopped.
- H. Officers may pursue a fleeing vehicle outside the city limits of Tallahassee when in fresh and continuous pursuit.
- I. In situations described in subsection H above, the primary pursuit officer or secondary pursuit officer is responsible for promptly notifying the CDA when it appears likely the vehicle pursuit will continue into a neighboring jurisdiction.

V. CDA PROTOCOLS

Upon notification a vehicle pursuit is in progress, the CDA is responsible for:

- A. Promptly advising the appropriate sergeant and the Watch Commander of the essential information regarding the pursuit,
- B. Assigning the closest two officers as secondary pursuit officers,
- C. Coordinating and dispatching support units at the direction of the sergeant or Watch Commander,
- D. Receiving and recording all incoming information on the pursuit and fleeing vehicle,
- E. Managing all radio communications and clearing the appropriate talk group(s) of all non-emergency radio traffic,
- F. Relaying information and orders from the sergeant or Watch Commander,
- G. Assisting as described in subsection XV A below when a vehicle pursuit by another agency occurs within or is headed toward the city limits of Tallahassee,
- H. Notifying the sergeant or Watch Commander when it appears likely the pursuit may enter into another jurisdiction, and
- I. Notifying neighboring jurisdictions when it appears likely the pursuit may enter into their locality and providing the following information:

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1. Reason for the pursuit and appropriate details of the initial offense,
2. Vehicle and suspect (and other occupant) information, and
3. Available pursuit information (e.g., location, direction, vehicle speeds, number of Department vehicles involved, suspect actions).

VI. SUPERVISOR RESPONSIBILITIES

- A. Upon notification a vehicle pursuit is in progress, the sergeant or Watch Commander is responsible for:
 1. Evaluating the circumstances surrounding the pursuit, deciding whether or not it should continue and advising the primary pursuit officer that the pursuit is or is not approved,
 2. Monitoring and controlling the progress of the pursuit,
 3. Continually evaluating the pursuit and, if appropriate, terminating the vehicle pursuit, and
 4. If a sergeant, ensure the Watch Commander is made aware of the vehicle pursuit.
- B. In the initial and continuing evaluation on whether or not the vehicle pursuit should continue, the sergeant or Watch Commander shall consider the circumstances listed in subsection II A above, as well as:
 1. Any indication of undue stress in the primary and/or secondary pursuit officer's voice (i.e., tone, inflection, dialog), and
 2. The ability for the primary and/or secondary pursuit officer to maintain communications with the CDA.
- C. Any Department sworn supervisor of higher rank than the supervisor responsible for monitoring and controlling the vehicle pursuit may, upon evaluating the circumstances of the pursuit, order the pursuit terminated.
- D. The sergeant or Watch Commander may approve and assign additional Department vehicles to assist the primary and secondary pursuit officers based on consideration of the following:
 1. Nature of the offense for which the pursuit was initiated,

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2. Number of suspects and/or any known propensity for violence,
 3. Number of Department vehicles already involved in the pursuit and the number of officers in those vehicles,
 4. Any injuries to the primary or secondary pursuit officers or support units,
 5. Any damage to involved Department vehicles,
 6. Number of officers necessary to make an arrest at the conclusion of the pursuit, and
 7. Any other clearly articulated facts that justify the potential hazards caused by additional Department vehicles.
- E. In monitoring the vehicle pursuit, the sergeant or Watch Commander is responsible for management of the pursuit to its conclusion as follows:
1. Approval or disapproval, and coordination of pursuit tactics and FSTs, including directing officers into or out of the pursuit,
 2. Re-designation of the primary pursuit officer, secondary pursuit officer(s), and/or support unit(s) responsibilities,
 3. Consideration for reassigning primary and secondary pursuit officers as support units whenever the fleeing vehicle comes under the surveillance of an air unit, and
 4. Approval or disapproval to leave Department jurisdiction to continue the pursuit.
- F. In situations when it appears a pursuit will likely enter another jurisdiction, the Watch Commander is responsible for contacting the appropriate law enforcement agency of that jurisdiction as either a:
1. Courtesy call for notification purposes, or
 2. Request for assistance.
- G. When a pursuit has been terminated, the sergeant or Watch Commander shall:
1. Advise the CDA to announce the termination on the appropriate talk groups.

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2. Meet with the primary pursuit officer (and any other officer involved in the pursuit if warranted) for a debriefing on the pursuit.
 3. Respond to the scene of each terminated pursuit whenever FSTs are applied, a traffic crash occurs, or an arrest is made.
 4. Implement the protocols of General Order 66 (Vehicle Assignment and Operations) whenever a traffic crash involving a Department vehicle occurs during the pursuit, and:
 - a. Is not the result of an FST, and
 - b. Occurred in the City of Tallahassee.
 5. Implement the protocols of General Order 63 (Officer-Involved Action Resulting in Serious Injury or Death) whenever during the pursuit:
 - a. An officer's use of force or other action results in death or serious injury to any person, and
 - b. The use of force or other action occurred in the City of Tallahassee.
 6. Implement the protocols of General Order 33 (Jurisdiction, Mutual Aid and Investigative Task Force Agreements) as needed when a vehicle pursuit terminates in another jurisdiction.
- H. During the vehicle pursuit debriefing, the sergeant or Watch Commander is responsible for the following:
1. Physically meeting with the primary pursuit officer, and
 2. Assessing the circumstances of the vehicle pursuit, to include:
 - a. Risk management issues,
 - b. Criminal investigation follow-up,
 - c. Notifications (e.g., traffic homicide, Watch Commander, Bureau Commander), and
 - d. Required documentation.

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- I. Unless there is no other supervisor available, sergeants and the Watch Commander cannot approve a vehicle pursuit in which they are the primary pursuit officer.
- J. Off-duty sergeants and lieutenants and those engaged in secondary employment are not authorized to approve/disapprove a vehicle pursuit by on-duty officers.

VII. CHANNELING PROTOCOLS

- A. In the decision to employ a channeling maneuver, officers shall ensure the channeling occurs at a time, in a place and in a manner where human life and property are not unreasonably endangered and with due consideration of the circumstances and factors outlined in subsections II A and B above.
- B. Officers are authorized to implement a channeling maneuver upon a fleeing vehicle only when:
 - 1. The officers employing the channeling maneuver have been trained and demonstrated proficiency in the maneuver,
 - 2. It is reasonably believed the driver of the vehicle is refusing to stop, and
 - 3. Approval to conduct the maneuver has been received from the sergeant or Watch Commander.
- C. Officers are responsible for coordinating the implementation of channeling maneuvers.
- D. Department vehicles used for a channeling maneuver shall have, at a minimum, the emergency lights activated.

VIII. TACTICAL VEHICLE INTERCEPTION (TVI) PROTOCOLS

- A. In the decision to employ a TVI, officers shall ensure it occurs at a time, in a place and in a manner where human life and property are not unreasonably endangered and with due consideration of the circumstances and factors outlined in subsections II A and B above.
- B. Officers are authorized to employ a TVI for the following reasons:
 - 1. To prevent a vehicle from moving from a stationary position (in an attempt to prevent a vehicle pursuit), or

- 2. As a follow-up to a precision intervention technique (PIT).
- C. Only officers who are trained and demonstrated proficiency in the TVI are authorized to employ the technique.
- D. Officers are responsible for coordinating the employment of a TVI.
- E. Department vehicles used for a TVI shall have, at a minimum, the emergency lights activated.

IX. FORCIBLE STOP TECHNIQUES (FST) – GENERAL PROTOCOLS

- A. In the decision to employ any FST, officers shall ensure the technique:
 - 1. Occurs at a time, in a place and in a manner where human life and property are not unreasonably endangered and with due consideration of the circumstances and factors outlined in subsections II A and B above, and
 - 2. Is employed in accordance with Department training.
- B. Prior to any FST application, the primary pursuit officer, if possible, is responsible for:
 - 1. Coordinating with the secondary pursuit officer and support units, and
 - 2. Notifying the CDA of their location and intention to initiate the FST.
- C. Officers are not authorized to use a non-City owned vehicle to employ an FST except under extreme exigent circumstances and with the approval of the Watch Commander or higher Department authority.

X. FST – PRECISION INTERVENTION TECHNIQUE (PIT)

- A. Officers are authorized to implement a PIT upon a fleeing vehicle only when:
 - 1. The officers employing the technique have been trained and demonstrated proficiency in the technique,
 - 2. It is reasonably believed the driver of the vehicle is refusing to stop, and

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3. Approval to conduct the technique has been received from the sergeant or Watch Commander.
- B. When conducting a PIT, officers are responsible for ensuring their vehicle's emergency lights and siren are activated and unless the officer reasonably believes a deadly force situation exists:
1. The PIT is not utilized on a motorcycle or a high center of gravity vehicle (e.g., sports utility vehicle, van, truck), and
 2. They adhere to the speed restrictions of 25 MPH minimum and 45 MPH maximum.

XI. FST – ROADBLOCKS

- A. Officers are authorized to implement a roadblock for a fleeing vehicle only when approved by the sergeant or Watch Commander.
- B. Officers shall adhere to the following when implementing a roadblock:
1. Ensuring Department vehicles used for the roadblock have the emergency lights activated,
 2. Verifying roadblocks are clearly visible to warn citizens of the emergency and allow the suspect the opportunity to safely stop,
 3. Taking reasonable steps to evacuate citizens from the area (including Patrol Ride-Along Program rider/observers), and
 4. Broadcasting the exact location of the roadblock over the appropriate police radio talk group.
- C. The supervisor managing the pursuit shall ensure the CDA rebroadcasts the location of the roadblock over the appropriate radio talk group(s).

XII. FST – TIRE DEFLATION DEVICE

- A. Officers are authorized to deploy a tire deflation device for a fleeing vehicle only when:
1. The officers deploying the device have been trained and demonstrated proficiency in the deployment,
 2. It is reasonably believed the driver of the vehicle is refusing to stop, and

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3. Approval to deploy the device has been received from the sergeant or Watch Commander.
- B. A tire deflation device shall not be utilized on a motorcycle or a high center of gravity vehicle (e.g., sports utility vehicle, van, truck) unless the officer reasonably believes a deadly force situation exists.
- C. When deploying a tire deflation device, the officer may activate the vehicle's emergency lights and/or siren depending upon the tactical situation.

XIII. FST – RAMMING

Officers shall not ram suspects in a vehicle unless they reasonably believe a deadly force situation exists.

XIV. TERMINATION OF VEHICLE PURSUIT

- A. The primary pursuit officer shall consider terminating a vehicle pursuit whenever road, weather or traffic conditions substantially increase the danger of the pursuit beyond the value of apprehending the suspect.
- B. All officers involved in a vehicle pursuit shall terminate the pursuit whenever:
 1. A supervisor cannot be contacted to approve the pursuit's continuation,
 2. A supervisor orders the pursuit terminated,
 3. The danger posed to other motorists, people in the area, fleeing suspects or officers is greater than the value of apprehending the suspect,
 4. The primary pursuit officer no longer knows the location of the fleeing vehicle or the distance between the Department vehicle(s) and the fleeing vehicle is so great continuing the pursuit is futile,
 5. The primary pursuit officer or secondary pursuit officer is unable to maintain continuous contact with CDA,
 6. The emergency lights or siren of the primary pursuit officer's Department vehicle becomes inoperable and no other officer is able to immediately assume the primary pursuit officer role,

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7. The suspect in the fleeing vehicle is no longer a threat to the public and can be identified for later apprehension,
 8. The primary pursuit officer no longer has a reasonable belief the suspect in the fleeing vehicle has committed a felony involving violence or the threat of violence to the officer or another person, or
 9. The primary pursuit officer no longer has a reasonable belief the suspect is in the fleeing vehicle.
- C. The primary pursuit officer shall inform the CDA when the pursuit has been terminated.
- D. Upon termination of a vehicle pursuit for any reason, officers are prohibited from following the vehicle.
- E. Upon termination of a vehicle pursuit, the primary pursuit officer, and other officers as warranted, shall promptly meet with the appropriate sergeant or the Watch Commander for a debriefing on the vehicle pursuit.

XV. VEHICLE PURSUITS INITIATED BY OTHER AGENCIES

The protocols in this section are applicable when another law enforcement agency either initiates a vehicle pursuit within the city limits of Tallahassee or is engaged in a pursuit which is likely to enter (or has already entered) the City limits.

- A. Upon receiving notification from another agency of a vehicle pursuit as described above, it is the responsibility of the CDA to promptly complete the tasks below.
1. Attempt to ascertain the following information from the law enforcement agency:
 - a. Reason for the pursuit and appropriate details of the initial offense,
 - b. Vehicle and suspect (and other occupant) information, and
 - c. Available pursuit information (e.g., location, direction, vehicle speeds, number of vehicles involved, suspect actions).
 2. Notify officers in the pursuit area, the appropriate sergeant and the Watch Commander.

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3. Relay information and orders from the sergeant or Watch Commander to affected officers.
- B. Officers shall not assist in another agency's vehicle pursuit unless assistance is specifically requested by the pursuing agency, and the Watch Commander or higher Department authority approves.
- C. The Watch Commander shall use the mandates in this policy when deciding to assist or join a vehicle pursuit by another law enforcement agency.
- D. If the Watch Commander *approves* providing assistance, it may be in the form of joining the pursuit as:
 1. The primary pursuit officer,
 2. A secondary pursuit officer, or
 3. A support unit (to include deploying an approved FST).
- E. If the Watch Commander *does not approve* providing assistance, no officer is authorized to participate as a primary or secondary pursuit officer.
- F. If the Watch Commander *does not approve* providing assistance, no officer is authorized to participate as a support unit unless the Watch Commander specifically approves such assistance and a specific role for the officer, which may include, but is not limited to:
 1. Stopping traffic at intersections to minimize the danger to other motorists and people in the area, and
 2. Being available to assist at potential termination points.
- G. The Watch Commander is responsible for telling the other law enforcement agency whether or not Department officers will assist in the vehicle pursuit.
- H. Officers participating in a vehicle pursuit initiated by another law enforcement agency shall abide by the mandates of this policy and other applicable written directives (e.g., General Order 60 [Response to Resistance]).

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- I. Unless otherwise approved by the Watch Commander, officers shall terminate authorized involvement in a vehicle pursuit initiated by another agency whenever:
 1. An apprehension of the suspect(s) is made, or
 2. The pursuit is no longer confined within the city limits of Tallahassee.

XVI. DOCUMENTATION AND ADMINISTRATIVE REVIEW

- A. Officers, sergeants and the Watch Commander are responsible for adhering to the following guidelines concerning reporting of damages or injuries associated with officer-employed tactics of this written directive.
 1. Do not document damages or injuries resulting from a channeling maneuver, TVI, PIT, ramming, tire deflation device or roadblock, in a traffic crash report.
 2. Damages or injuries resulting from a channeling maneuver, TVI, PIT, ramming, tire deflation device or roadblock *employed during a vehicle pursuit* shall be documented in a Vehicle Pursuit Report (VPR).
 3. Damages or injuries resulting from a TVI or ramming *which does not take place during a vehicle pursuit* shall be documented in a Response to Resistance Report.
- B. Regardless of how many officers are involved in a single vehicle pursuit, only one VPR will be completed and the officer(s) involved shall adhere to the following:
 1. One officer will be designated to complete the VPR and the officer will:
 - a. Only complete the check-box and fill-in-the-blank portions of the report and electronically sign it, and
 - b. Not complete the narrative section of the report, but instead write a short message referring to the offense report(s) for details of the incident.
 2. Each of the following officers involved in the vehicle pursuit are responsible for completing an offense report (original or supplement, as appropriate) addressing their participation in the pursuit:

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- a. The primary pursuit officer,
 - b. Each secondary pursuit officer, and
 - c. Any support unit who employed an FST or channeling maneuver.
- C. When required to complete a report as outlined in subsections A and B above, officers shall submit the report to their supervisor before the end of their tour of duty.
1. If the officer's supervisor is not available, the officer shall submit the report to another supervisor before the end of the tour of duty.
 2. If an officer involved in the incident is incapacitated due to injury, or otherwise cannot promptly complete the required report, this requirement shall be modified as determined by the officer's chain of command.
- D. Notwithstanding the routing mandates in subsection C, the Watch Commander or higher Department authority may designate a single chain of command routing of all VPRs, especially when multiple squads/units or shifts/bureaus are involved in the vehicle pursuit.
- E. An acting supervisor is not authorized to approve or disapprove the VPR.
- F. Supervisors involved in a vehicle pursuit as a primary pursuit officer, secondary pursuit officer, or support unit shall:
1. Not approve the VPR from the pursuit, and
 2. Submit their offense report to either the Watch Commander or another sergeant for review.
- G. Supervisors and Commanders shall review the circumstances of each vehicle pursuit in a timely manner and without unnecessary delay, and make a preliminary determination on whether or not:
1. The initiation of the pursuit was justified, and
 2. Whether or not the pursuit was conducted in compliance with policy.
- H. Each chain of command review shall include, but not necessarily be limited to, complete assessment of the VPR(s) and review of any AVR

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recordings, and each reviewer is required to make the following notations in the appropriate comment section of the VPR:

1. Their review steps (e.g., “Reviewed the VPR for this pursuit. There were no AVR recordings.”),
 2. Whether or not the initiation of the pursuit was justified (i.e., justified/not justified), and
 3. Whether or not the pursuit was conducted in adherence to this written directive (i.e., in compliance with policy/not in compliance with policy).
- I. Once the chain of command reviews are complete, regardless of the approval or disapproval of the vehicle pursuit, the Bureau Commander is responsible for providing the VPR to the Internal Affairs Unit in a timely manner and without unnecessary delay.

XVII. INTERNAL AFFAIRS UNIT RESPONSIBILITIES

- A. The Internal Affairs Unit (IAU) shall conduct a timely policy compliance review of each VPR submitted, and such review shall include, but not necessarily be limited to:
1. Complete review of the VPR(s),
 2. Review of any AVR recordings, and
 3. Review of AVL data.
- B. The IAU is responsible for maintaining custody of all VPRs.
- C. The IAU is responsible for conducting follow-up investigations of vehicle pursuits as authorized by the Chief of Police.

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