443.00 Vehicle Pursuit

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SECTION 1: INTRODUCTION AND OVERVIEW

Vehicle pursuits can pose a significant risk to officers, the general public and the occupants of the pursued vehicle. However, pursuing dangerous offenders is sometimes a necessary functi on of law enforcement that serves to protect victims and the community.

It is the intent of this policy to ensure Saint Paul police officers understand expectations for performance and decision making when the decision to pursue a vehicle is made. For example:

- Provide guidance, rules, and procedures to aid in an officer's decision to initiate or continue a pursuit.
- Support any officer who decides to not initiate a pursuit.
- Support any officer or supervisor who terminates a pursuit.
- Protect officers and the public from unnecessary risks and danger, while still allowi ng the apprehension of dangerous subjects within the community.
- Provide supervisors with guidance on pursuits, reporting, and documentation.

SECTION 2: DEFINITIONS

A. **Assisting Squads** – Police officers actively patrolling their assigned area who are not involved as Primary Squads or Secondary Squads in a pursuit.

B. **Emergency Driving** - Operation of a police vehicle using red lights and siren ("emergency equipment"). *Ref. Minnesota State Statute 169.17 and SPPD Policy 444.01.*

C. **Flagrantly Reckless Driving** - Operation of a vehicle that is extremely reckless, dangerous, life-threatening, or risky to the driver and public. Examples include, but are not limited to:

- Collisions with other vehicles or objects.
- Forcing other vehicles to take evasive action to avoid collision.
- Failure to stop or use caution at controlled intersections.

D. **Fully Marked Squad** - Any pursuit-rated vehicle that has permanent, clearly identifying police markings, a light bar, In-Car Camera equipment and siren.

E. **Initiation** - An officer's decision to activate red lights and siren ("emergency equipment") and pursue a fleeing vehicle.

F. **Inter-Jurisdictional** - A vehicle pursuit initiated by a law enforcement agency other than the Saint Paul Police Department, including pursuits that enter Saint Paul, are in close proximity to the city border, or those that are projected to enter city limits.

G. **Low Profile Squad** - Any pursuit rated vehicle that has permanent or temporary door markings, siren, without a light bar but with emergency lights visible from the front, sides, and rear, and In-Car Camera equipment installed.

H. **Primary Squad** - The first squad behind a vehicle being pursued as authorized in this policy.

I. **Pursuing Squads** - Any officer/squad that is active and participating in a vehicle pursuit.
Pursuing squads includes the Primary Squad, Secondary Squad, K9 Squad or any other authorized participants.

J. **Pursuit** - A vehicle pursuit is an active attempt by a law enforcement officer to apprehend the occupant(s) of a moving motor vehicle and the officer reasonably believes the driver to be stopped is aware of the attempt and is resisting the officer's attempt to take enforcement action.

K. **Pursuit-Rated Vehicle** - Vehicles equipped with a "police package" and rated by the manufacturer for use in police pursuit activities; emergency lighting visible from 360 degrees; a siren; and In-Car Camera equipment installed. This definition includes vehicles with a light bar on the roof, low-profile vehicles or specified unmarked vehicles.

L. **Pursuit Supervisor** - The sergeant or command ranking officer who acknowledges a pursuit, gathers details, and determines if the pursuit should continue or terminate according to this policy.

M. **Ranking Officer** - Any sworn employee above the rank of police officer.

N. **Ride-Along** - A person, not a Saint Paul sworn officer, who has approval to ride along in a police vehicle with a Saint Paul officer.

O. **Secondary Squad** - The second squad in the pursuit; usually in a position behind the primary squad.

P. **Stationary Roadblock** - The intentional act of parking squad cars or other vehicles on a roadway, in the travel lanes, with the intent of stopping a pursued vehicle. *Ref. Minnesota State Statute 609.066*.

Q. **Specialized Law Enforcement Action** – Police actions undertaken by officers trained in the use of "Stop Sticks", "Patrol Terminators", Vehicle Containment Tactic (VCT) or Vehicle Interdiction Tactic (VIT) procedures.

R. **Talk-Group** - The radio channel designated by Ramsey County Emergency Communications Center to exclusively support a pursuit.

S. **Termination** - The cancellation or stoppage of a pursuit, requiring officers to cea se pursuing actions and stop using emergency equipment.

T. **Tire-Deflation Devices** - Commercially manufactured law enforcement products, purchased by the department called "Stop Sticks" and "Patrol Terminators", designed to deflate vehicle tires.

U. **Unmarked Squad** - Any vehicle lacking permanent or temporary door markings but equipped with emergency lights and siren.

V. **Violent Felony Offense** - Criminal offenses and suspected offenses, reasonably known or reasonably believed to be committed by an offender at the time a pursuit is initiated.

Violent felonies applicable to this policy are limited to:

1. Homicide, Manslaughter or attempts of these crimes (*Ref. Minnesota Statutes 609.185 through 609.195, 609.20 and 609.205, 609.2112, and 609.2113*).
2. Aggravated Robbery, involving serious injury, firearm, or weapon capable of causing great bodily harm or death. *(Ref. Minnesota Statutes 609.245 Subd. 1).*
3. Carjacking in the first degree *(Ref. Minnesota Statute 609.247 Subd.2)*
4. Dangerous Weapons used under circumstances when they endanger another person. *(Ref. Minnesota Statutes 609.66 Subd. 1a (2)* and *609.222).*
5. Kidnapping involving acts of violence (*Ref. Minnesota Statutes 609.25*).
6. Criminal Sexual Conduct involving acts of violence.
7. Aggravated Assault with a firearm or weapon capable of causing great bodi ly harm or death (*Ref. Minnesota Statutes 609.221 through 609.223*).
8. Terrorist acts or actions that may cause mass casualties, including but not limit ed to ramming attacks involving a vehicle, active shooter threats or actions or possession of suspected explosives.

SECTION 3: INITIATION OF VEHICLE PURSUITS

An officer intending to stop a vehicle will attempt to be
as close as safety allows prior to initiating the stop to reduce the driver's temptation to flee.

Emergency lights and siren are both required whenever a Saint Paul Police Department vehicle is involved in a pursuit. All officers participating or assisting in a vehicle pursuit must have their BWC and In-Car Camera activated throughout the duration of their involvement in the incident.

Any Saint Paul officer's decision to initiate, continue, or become involved in a pursuit must be based upon the facts known or reasonably believed by the officer at the time of the decision to pursue.

Considerations:

Officers and supervisors must consider multiple
factors as they make decisions to pursue a vehicle due to risks
involved. These factors can change rapidly and require constant reevaluation. Prior to a decision to pursue, an officer must consider if the pursuit itself would create a more hazardous condition than if no pursuit occurred. The individual officer must exercise sound judgment with careful consideration of the following factors:

- Type, nature, and seriousness of the offense observed or reported to the officer.
- Driving behavior exhibited by the pursued driver prior to initiation of the pursuit.
- Density of vehicular and pedestrian traffic.
- Time of day and day of the week.
- Driving ability of the police officer.
- Type and condition of the police vehicle.

- Officer's familiarity with the area.
- Special hazards such as stadiums, parades, large gatherings, sports events, road construction, school zones, etc.
- The apparent age of the pursued driver or passengers.
- Type and condition of the subject vehicle.
- The apparent driving ability of the pursued driver.
- Road and weather conditions.
- The length (time, distance) of the pursuit.
- The amount and type of assistance available, including air support from the Minnesota State Patrol.
- The presence of a ride-along or other non-sworn occupant in the police vehicle.

Authorized Pursuits:

1. An officer may initiate a pursuit when they have articulable information to know or reasonably believe one of the following:

   A. The subject has committed a violent felony offense (as defined in Section 2. subd. V.); *or*
   B. The subject is about to commit a violent felony offense (as defined in Section 2. subd. V.); *or*
   C. The subject's driving conduct, prior to the attempted stop**,** is so flagrantly reckless (as defined in Section 2. subd. C.) that they would pose an imminent and life-threatening danger to the public if not immediately apprehended.

   Officers and supervisors must consider termination of a pursuit for flagrantly reckless driving if their pursuit increases the danger to the public or officers.

2. A pursuit shall not be initiated if the driver is refusing or failing to stop and the only known reason for the attempted stop is a petty misdemeanor, misdemeanor, gross misdemeanor, or felony not outlined as a violent felony offense (as defined in Section 2. subd. V.).

3. If officers attempt to stop a vehicle based on misdemeanor or traffic offenses, or for any reasons not listed in Section 2(V), and the driver violates traffic laws to evade the stop, a pursuit is not authorized.

   Officers may continue attempting to stop a vehicle that refuses to pull over but is otherwise obeying all traffic laws.

Identity Known or Reasonably Found Out Later:

If officers know the identity of the suspect, or learn the suspect's identity during the pursuit, they will terminate the pursuit so that an apprehension can be made later. This includes pursuits of persons with arrest warrants, detention holds, probation revocations or other court orders.

Supervisors may authorize the continuation of a pursuit of a known person only if delayed apprehension would create a known or reasonably believed risk of great bodily injury or death to another. When a supervisor authorizes a pursuit of a known person under this criteria, supervisors and officers must evaluate whether the risk of death or great bodily harm is imminent and follow all other requirements of this policy.

SECTION 4: ROLES AND RESPONSIBILITIES

Officers performing emergency driving during a pursuit shall exercise due care and regard for public safety. (*Ref. Minnesota State Statute 169.03 and 169.17*.)

Emergency lights and siren are required during all pursuit responses.

All personnel participating in a pursuit will have BWC and In-Car Camera activated whether they are involved as a Primary, Secondary, or Assisting Squad responding and taking an active role in the incident. These recordings will be considered during any pursuit review.

The actions of all officers will be evaluated from the perspective of a well-trained officer in a similar situation and based on the totality of the circumstances.

Primary Squad:

The decision to initiate a pursuit is the responsibility of the officer(s) first encountering a vehicle. Responsibility for the command and control of any pursuit begins with the initiating officer.

The primary squad officer will immediately clear the radio on the appropriate talk group(s) by declaring a 10-1, 10-2 or 10-3 as appropriate. The following information must be provided to the Ramsey County Emergency Communication Center (RCECC):

1. Location and direction of fleeing vehicle.
2. Reason for the pursuit, to include suspected offense.
3. Estimated speed of fleeing vehicle.
4. Vehicle description, including license plate, if known.
5. Total number of suspects, occupants, description, and name(s), if known. Include details on any children, if known.

As soon as it is reasonably safe to do so, the primary squad must allow radio time for a supervisor to take command of the pursuit and decide whether the pursuit should continue or be terminated. Once a supervisor authorizes the pursuit, they will be the pursuit supervisor and in command for the duration of the pursuit. However, any officer or supervisor may terminate a pursuit.

The officer in the Primary Squad role will request the Secondary Squad takeover talk group communications and update the RCECC when safe to do so.

Pursuing Squad:

A pursuit will normally involve two (2) squads (Primary and Secondary) and a K9 Squad. If more assistance is specifically requested, and under appropriate circumstances, a supervisor may allow more squads to pursue the vehicle. However, a supervisor may not authorize more than four (4) squads and a K9 in a pursuit.

Secondary Squad:

Officers shall notify dispatch upon assuming the role of Secondary Squad and maintain a safe distance behind and be prepared to take over as primary (if needed) and provide immediate assistance during and when the pursuit ends.

Assisting Squads:

Officers may use emergency equipment while responding to the area of a pursuit so they may deploy stop sticks, form a perimeter, or assist apprehending persons fleeing from the culmination of the pursuit. Assisting Squads may only engage in support if the pursuit is within their assigned district and vicinity, or reasonably close to the area they are patrolling at the time.

Officers may not pass or drive parallel to any other squad unless requested to do so and the officer has reason to believe it is reasonable and safe to do so. Officers responding to the area of a pursuit must maintain an assisting role and not take the place of primary or secondary involved squads unless requested by pursuing squads or directed by a supervisor.

The Primary or Secondary Squad will provide frequent updates on location, direction, vehicle speeds, and any other information that may be pertinent to officer and public safety and the apprehension of the suspect. The pursuing officer(s) must maintain their professional composure and adhere to recommended radio procedures in the interest of effective and fluid communication throughout the pursuit.

The dynamics, facts and conditions that led to a decision to a authorize a pursuit will change. Officers and supervisors must continually reevaluate the situation as it progresses to determine if the original justification for the pursuit remains. The decision to terminate a pursuit may be the most prudent course of action depending on rapidly evolving circumstances.

The Primary or Secondary Squad will immediately notify the dispatcher and give the location of any crash occurring during the course of a pursuit. The pursuit supervisor will immediately assign an Assisting Squad to respond and investigate the crash.

Pursuit Supervisor:

At the first opportunity, a supervisor will identify themselves by squad number and inform the dispatcher that they are in command of the pursuit. All pursuits will be

terminated by pursuing officers if no supervisor promptly acknowledges responsibility for the pursuit over the air. The Pursuit Supervisor will confirm squad numbers of the Primary, Secondary, and K9 Squads over the talk group used for the pursuit

If the pursuit begins during a detail using a talk group other than the main channel, the detail supervisor must ensure the RCECC is notified immediately by radio so patrol cars can become aware of the incident.

The supervisor will determine if the action is within policy or if it should be terminated. The supervisor will proceed in the direction of the pursuit and monitor radio broadcasts to evaluate the conditions of the pursuit based on updates from involved officers. It is not necessary for the Pursuit Supervisor be physically present or actively involved in the pursuit to assert their command and control.

The pursuit supervisor will monitor the pursuit and make decisions regarding tactics to be used. For example: the use of more than two squads, use of Vehicle Containment Technique (VCT), acquiring air support from the Minnesota State Patrol, etc.

The supervisor should be familiar with the geographic area, traffic patterns and the driving ability of their officers in order to plan regarding the continuation or termination of the pursuit.

If the supervisor lacks sufficient information, or if conditions exist that dictate terminating the pursuit, the supervisor shall inform all squads involved to immediately terminate the pursuit and return to normal driving conditions.

If a ranking officer initiates a pursuit and is the Primary or Secondary Squad, they will delegate responsibility for command and control to another supervisor or disengage from active pursuit when other pursuit rated police vehicles are able to take over the action.

Should two pursuits develop at the same time on the same talk group, the district supervisor shall determine if one or both pursuits should continue. If both continue, one of the pursuits must be moved to a separate talk group as soon as safety permits.

If two pursuits are authorized and are on separate talk groups, there must be a dedicated supervi sor for each pursuit. A pursuit without an identified and dedicated supervisor must be disengaged from and terminated by the officers involved.

All Other Squads:

The department recognizes a vehicle pursuit involves a mobile crime scene. Officers not directly involved in the pursuit as Primary, Secondary, or K9 may only respond to assist when the action is within their assigned district or within a reasonably close vicinity at the time of the pursuit. All uninvolved officers are expected to remain on patrol but prepared to assist if a pursuit approaches their location.

Officers in the vicinity of a pursuit but not actively involved as Primary, Secondary, or K9 may reasonably respond in a tactical, peripheral role, to assist with Stop Sticks deployment, establish a search perimeter, respond to investigate accidents, or collect evidence during a pursuit.

Police officers not in a reasonably close proximity to a pursuit will actively patrol their assigned area and respond to calls for service.

Ride-Alongs:

Officers hosting a ride-along may not initiate or participate in a pursuit.

Hosting a ride-along does not preclude officers from assisting with other aspects of the incident.

SECTION 5: TERMINATION OF A PURSUIT

A pursuit may be terminated by any officer, the pursuit supervisor, the watch commander, or any ranking officer. Termination of the pursuit is required if any information is learned that indicates the pursuit is too hazardous or no longer within policy.

Any change of the factors listed in Section 3 – Initiation of Vehicle Pursuits may cause termination of the pursuit. A pursuit must be terminated when:

1. Conditions exist that create a hazard to officers, the fleeing driver or the public that outweigh the necessity for immediate apprehension.
2. The distance between the officer and the pursued vehicle becomes so large that exceptional speeds or driving hazards would place the officer and our public in serious danger.
3. The officer loses visual contact with the pursued vehicle for more than a few seconds.
4. The pursued vehicle circumvents any activated light rail or railroad crossing arms. Saint Paul police officers are prohibited from circumventing activated rail crossing arms under any circumstances (*Ref. Minnesota State Statute 169.26*).
5. The pursued vehicle proceeds the wrong way on any freeway, freeway frontage ro ad, divided highway, or one-way street.
6. The officer is unfamiliar with the area and unable to accurately notify others of their location and direction of the pursuit.
7. The pursuing squads fail to accurately or promptly provide the pertinent information called for in Section 4 – Roles and Responsibilities.

If a pursuit is terminated, the involved officer(s) must acknowledge over the air that they hav e terminated the pursuit. The pursuit supervisor will ensure all squads involved have acknowledged the directive. Officers must turn off their emergency equipment (lights/siren) and observe traffic laws.

The use of In-Car Camera and BWC should continue after the termination of the pursuit, to demonstrate that appropriate actions were taken. In-Car Camera and BWC should not be deactivated until the officer has no further involvement in the incident in any capacity.

The termination of a pursuit does not prohibit officers from devising an alternate plan for apprehe nsion.

If a situation arises where a pursuit was terminated and the pursued vehicle is later located and mobile, officers must first seek supervisor approval before reengaging in pursuit. Supervisors will consider reengagement only if conditions or information have changed that would reasonably alter their previous decision to terminate.

SECTION 6: COMMUNICATIONS

The Ramsey County Emergency Communications Center (RCECC) is responsible for providing radio talk group communications.

At the time a talk-group is requested for emergency traffic by the Primary Squad, all non-pertinent broadcasting shall cease. Emergency transmissions may occur on a dedicated talk group if it involves the personal safety of an officer or an in-progress crime that poses a safety risk to a citizen if there is an unnecessary delay in response.

Officers not involved in the incident may switch to another district's talk group for non-emergency communications and district call responses.

Interoperability:

Upon receiving notice that a pursuit is heading toward Saint Paul, or the pursuit is located in Saint Paul, the officer or dispatcher may broadcast available information and advise which ta lk group (i.e., LTAC-1) the other agency is using so officers and supervisors can directly monitor the situation.

When a Saint Paul officer initiates a pursuit which extends beyond the patrol district or city boundaries, RCECC dispatchers should be asked to alert jurisdictions that may encounter the pursuit. Pursuing officers may be able to remain on their main talk-group. Officers should also be prepared to change their radio talk-group to an available LTAC or METAC channel when directed by RCECC dispatchers to ensure interoperability. See Training Bulletin 11-03 on the 800 MHz radios.

Since other agencies may not know our call number assignments, officers broadcasting on LTAC or other regional or statewide talk groups will preface their call number with "Saint Paul," "Saint Paul K9," or "Saint Paul Supervisor" and their squad number.

SECTION 7: INTER-JURISDICTIONAL PURSUITS

If a request for assistance is made by an outside agency conducting a pursuit in our city, the supervisor of the affected district or a commander may approve our participation based upon the information available.

Saint Paul officers will not engage the pursuit unless authorized to do so by a supervisor. The supervisor
must apply this policy to determine whether to authorize Saint Paul officers to participate in an inter-jurisdictional pursuit.

Even if participation in the pursuit as a Primary or Secondary Squad is denied, the Patrol Supervisor may permit officers to respond as Assisting Squads. If the outside agency's pursuit ends in our city, officers are permitted to respond and to provide assistance in accordance with the role of an Assisting Squad (Section 4).

The initiating agency will be responsible for the arrest scene. If the individual(s) being sought is not an immediate threat to our community, a supervisor shall determine if further assistance will be provided.

If an out-of-city agency cancels the pursuit or disengages, Saint Paul officers will terminate their participation unless otherwise directed by a supervisor.

A supervisor will respond to the final location of an outside agency pursuit if Saint Paul officers assist in the physical apprehension of a suspect(s) (See Section 12 – Conclusion of Pursuits).

SECTION 8: PURSUITS THAT LEAVE SAINT PAUL

Officers engaged in an
authorized pursuit that extends beyond city boundaries must have supervisor approval to continue (See Section 3: Initiation of Vehicle Pursuits). All Assisting Squads must remain in the city unless directed to continue by a supervisor.

Saint Paul officers, as the initiating agency, will be responsible for the arrest scene of pursuits ending outside the city limits.

If a pursuit outside the city results in a crash, a supervisor will respond and ensure the jurisdiction where the crash occurred is responsible for the crash scene and the subsequent investigation.

SECTION 9: SPECIALIZED LAW ENFORCEMENT ACTIONS

Saint Paul Police Department has responded to the use of vehicles as weapons by defining and implementing training for the vehicular intervention tactics outlined below.

Roadblocks: Roadblocks are not generally allowed and may only be used when deadly force is authorized.

Vehicle Containment Technique (VCT): The coordinated use of police vehicles by properly trained personnel to restrict the movement of a suspect vehicle by blocking or pinning it with police vehicles. The goal of this action is to prevent the suspect(s) from escaping in the vehicle or initiating the need for a pursuit.

Vehicle Interdiction Tactic (VIT): A pre-planned containment tactic by trained SWAT personnel employing low-speeds and potential intentional vehicle contact with a suspect vehicle(s). The goal of this action is to stop / contain / capture a vehicle and render it immobile or unable to bring harm to human life. This is a tactic that can be used on both stationary and moving vehicles.

SECTION 10: USE OF FIREARMS IN PURSUITS

Use of Firearm at/or from a Moving Vehicle

Officers should not shoot firearms from a moving vehicle at a fleeing vehicle unless it is in response to a threat of death or great bodily harm (See General Order 246.02: Authorized Force Tools, Description, Training Requirements, Uses and Considerations).

Firearms must not be discharged at a moving vehicle unless a person in the vehicle is immediately threatening the officer or another person with death or great bodily harm.

A moving vehicle itself does not presumptively constitute a threat that justifies an officer's use of deadly force. An officer threatened by an oncoming vehicle should make every attempt to move out of its path unless such an attempt would unreasonably expose the officer or another to the risk of death or great bodily harm.

The officer must consider the obvious danger of firing at a moving vehicle since bullets may miss their target and/or the driver may lose control. Such risks, in most cases, do not support firing at a moving vehicle.

SECTION 11: POLICE VEHICLES

Only pursuit-rated vehicles as defined in Section 2 are authorized to initiate or participate in an active pursuit.

Unmarked, but otherwise pursuit rated, squads are discouraged from initiating a pursuit or involvement as a Secondary or Assisting Squad unless exigent circumstances exist, and a supervisor approves their participation.

Ideally, only fully marked squads may participate in an active pursuit. Officers in an unmarked squad car or low-profile squad must request a fully marked squad to assume the Primary and/or Secondary Squad role as soon as reasonably possible. In those cases, low-profile and unmarked squad cars will disengage from active pursuit and may assist as defined in Section 4: Roles and Responsibilities.

Equipment Failure:

When a police vehicle involved in a pursuit experiences any equipment failure (emergency lights, siren, radio, brakes, In-Car
Camera, steering or other essential mechanical equipment), that officer must terminate participation.

SECTION 12: CONCLUSION OF THE PURSUIT

Supervisor Responsibilities:

The pursuit supervisor shall respond to the end of all pursuits.

All officers involved as Primary, Secondary, K9 Squads, and those who participate in the physical arrest of the suspect(s) will write a report.

Observe and gather information regarding the officers at the scene, the arrested party, occupants, and all persons who witnessed the arrest and are still at the scene. Supervisors will ensure that this information is documented within a report under the assigned case number. At a minimum, the information gathered will allow the supervisor to answer the questions required by Minnesota Statutes 626.5532.

Information gathered by the supervisor shall include, but is not limited to:

1. Reason for and circumstances surrounding pursuit.
2. Alleged offense.
3. Length of pursuit in distance and time.
4. Outcome of pursuit.
5. Injuries or property damage.
6. Any other relevant information.

Pursuit supervisors are responsible for the following tasks:

1. Complete the Bureau of Criminal Apprehension (BCA) Pursuit reporting form. The BCA Pursuit report form is required any time a Saint Paul officer is actively involved in a pursuit, even if it is terminated or originated by another agency.
2. Attempt to conduct a basic interview with the driver and occupants regarding injuries they sustained, behavior of pursuing officers, or to

obtain other relevant information. This information will be documented in the supervisor's police report.

3. Direct or ensure the investigation of personal injury and/or property damage caused as a direct result of the pursuit by the agency with jurisdiction. If the incident is outside the City of Saint Paul and that agency does not have reconstruction capability or declined to contact one (such as the Minnesota State Patrol), a Saint Paul Police Department crash response specialist will be called to the scene. Refer to crash response specialist criteria in General Order 612.00 Crash Response Specialists "Call Back" Procedures.
   Ensure other policies applying to the incident are followed See General Orders 230.30: Drug and Alcohol Screening, 246.09: Critical Incidents, 610.00: Traffic Crash Investigation and Reporting, etc.).
4. As soon as practical, the supervisor will conduct a post-pursuit review with the involved personnel. This analysis will review positive and negative aspects of the incident.
5. If the post-pursuit review exposes violations of this policy, the supervisor shall document the violation in memo form and forward the information through their chain of command and include the Internal Affairs commander.
6. If the pursuit supervisor develops recommendations related to the pursuit policy, an after-action memo must be written documenting the recommendations. This memo shall be forwarded through their chain of command and include the Internal Affairs commander.

   All reports and video of the pursuit will be reviewed by the commander or their designee for the district/unit where the pursuit was authorized. This is done for educational and training purposes and policy adherence.

Effective August 4, 2023