

Vehicle Pursuits

405.1 PURPOSE AND SCOPE

Vehicle pursuits expose innocent citizens, law enforcement officers and fleeing violators to the risk of serious injury or death. The primary purpose of this policy is to provide officers with guidance in balancing the safety of the public and themselves against law enforcement's duty to apprehend violators of the law. Another purpose of this policy is to minimize the potential for pursuit-related collisions. Vehicular pursuits require officers to exhibit a high degree of common sense and sound judgment. Officers must not forget that the immediate apprehension of a suspect is generally not more important than the safety of the public and pursuing officers (Minn. Stat. § 626.8458 Subd. 1).

405.1.1 PHILOSOPHY

Deciding whether to pursue a motor vehicle is a critical decision that must be made quickly and under difficult and unpredictable circumstances. In recognizing the risk to public safety created by vehicle pursuits, no officer or supervisor shall be criticized or disciplined for deciding not to engage in a vehicle pursuit due to the risk involved. This includes circumstances where Department policy would permit the initiation or continuation of the pursuit. It is recognized that vehicle pursuits are not always predictable and decisions made pursuant to this policy will be evaluated according to the totality of the circumstances reasonably available at the time of the pursuit (Minn. Stat. § 626.8458 Subd. 1).

Officers must remember that the most important factors to the successful conclusion of a pursuit are proper self-discipline and sound professional judgment. Officers conduct during the course of a pursuit must be objectively reasonable; that is, what a reasonable officer would do under the circumstances. An individual's unreasonable desire to apprehend a fleeing suspect at all costs has no place in professional law enforcement pursuit (Minn. Stat. § 626.8458 Subd. 2 (2)).

405.2 DEFINITIONS

Definitions related to this policy include:

Blocking or vehicle intercept - A slow-speed coordinated maneuver where two or more law enforcement vehicles simultaneously intercept and block the movement of a suspect vehicle, the driver of which may be unaware of the impending enforcement stop, with the goal of containment and preventing a pursuit. Blocking is not a moving or stationary road block.

Boxing-in - A tactic designed to stop a violator's vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop.

Dangerous Driving Pre-Pursuit - Articulate driving conduct that poses a severe and imminent threat to public safety prior to an officer attempting to stop the subject.

Lost Sight - For the purposes of this policy, the term "lost sight" is defined as being unable to observe a fleeing vehicle for any duration longer than a brief moment.

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Pursuit Intervention Technique (PIT) - A low-speed maneuver intended to terminate the pursuit by causing the violator's vehicle to spin out and come to a stop.

Ramming - The deliberate act of impacting a violator's vehicle with another vehicle to functionally damage or otherwise force the violator's vehicle to stop.

Severe and Imminent Threat to Public Safety - Based upon known facts the officer can articulate that if the fleeing driver is not apprehended immediately the likelihood that a citizen may be in danger of great bodily harm or death is imminent. The known facts can include but are not limited to: the severity of the crime, pre-pursuit driving conduct, and known weapons in possession.

Roadblocks - A tactic designed to stop a violator's vehicle by intentionally placing a vehicle or other immovable object in the path of the violator's vehicle.

Spikes or tack strips - A device that extends across the roadway and is designed to puncture the tires of the pursued vehicle.

Terminate - As it relates to an officer being actively engaged in a pursuit, to terminate means the officer will pull over and stop. If the officer cannot safely pull over and stop the officer will take the next available turn or off ramp, when reasonably safe to do so, and at that time will pull over and stop. Once stopped, the officer will visually ensure that no civilian traffic crashes have occurred. After pursuit termination and the officer has stopped, officers should proceed along the last known route of the fleeing vehicle ensuring within reason there are no civilian injuries. An officer may not re-engage in a pursuit that was terminated unless approved by a supervisor.

Vehicle pursuit - An event in which a peace officer attempts to apprehend a driver who ignores the signal to stop by increasing speed, extinguishing headlights or taillights, refusing to stop the vehicle, or using other means with intent to attempt to elude a peace officer (Minn. Stat. § 609.487).

Wrong Way Driving - For the purposes of this policy, the term "wrong way driving" is defined as any fleeing vehicle driving the wrong direction of the intended roadway or into oncoming traffic for any duration that is more than a brief moment needed to pass another vehicle. If repeated wrong-way passing of vehicles is occurring, termination of the pursuit should occur. The volume of vehicle and pedestrian traffic must be continuously evaluated.

405.3 OFFICER RESPONSIBILITIES

It is the policy of this department that a vehicle pursuit shall be conducted with at least one flashing red warning lamp visible from the front and a siren that is sounded when necessary to warn pedestrians or other drivers (Minn. Stat. § 169.17; Minn. Stat. § 169.68).

Operating an emergency vehicle in a pursuit with emergency lights and siren does not relieve the operator of an authorized emergency vehicle of the duty to drive with due regard for the safety of all persons, and does not protect the driver from the consequences of a reckless disregard for the safety of others (Minn. Stat. § 169.17).

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405.3.1 PROHIBITED PURSUITS

Officers will not pursue under the following circumstances unless there is an articulable severe and imminent threat to public safety exists, or with supervisor approval:

- (a) Aviation overhead and actively observing the fleeing vehicle
- (b) GPS Tracking actively tracking fleeing vehicle
- (c) Non-employee, civilian ride along in pursuing squad
- (d) Known identity of the fleeing driver
- (e) Wrong way driving post traffic stop
- (f) Known juveniles in fleeing vehicle
- (g) Known to have more than 4 occupants in the fleeing vehicle
- (h) Visual loss of fleeing vehicle beyond a brief loss of sight
- (i) Motorcycles

405.3.2 WHEN TO INITIATE A PURSUIT

Officers are authorized to initiate a pursuit when it is reasonable to believe that a suspect is attempting to evade arrest or detention by fleeing in a vehicle that has been given a signal to stop by a peace officer.

The following factors individually and collectively shall be considered in deciding whether to initiate or continue a pursuit (Minn. Stat. § 626.8458 Subd. 2(2)):

- (a) Seriousness of the known or reasonably suspected crime and its relationship to community safety
- (b) The importance of protecting the public and balancing the known or reasonably suspected offense and the apparent need for immediate capture against the risks to officers, innocent motorists, and others
- (c) Apparent nature of the fleeing suspect (e.g., whether the suspect represents a serious threat to public safety)
- (d) The identity of the suspect has been verified and there is comparatively minimal risk in allowing the suspect to be apprehended at a later time
- (e) Safety of the public in the area of the pursuit, including the type of area, time of day, the amount of vehicular and pedestrian traffic (e.g., school zones), and the speed of the pursuit relative to these factors
- (f) The pursuing officer's familiarity with the area of the pursuit, the quality of radio communications between the pursuing units and the dispatcher/supervisor, and the driving capabilities of the pursuing officers under the conditions of the pursuit
- (g) Weather, traffic, and road conditions that unreasonably increase the danger of the pursuit when weighed against the risks resulting from the suspect's escape
- (h) Performance capabilities of the vehicles used in the pursuit in relation to the speeds and other conditions of the pursuit

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- (i) Vehicle speeds
- (j) Other people in or on the pursued vehicle (e.g., passengers, co-offenders, hostages)
- (k) Age of the suspect and occupants
- (l) Availability of other resources, such as aircraft assistance
- (m) The police unit is carrying passengers other than on-duty police officers. Pursuits should not be undertaken with a prisoner in the pursuit vehicle unless exigent circumstances exist, and then only after the need to apprehend the suspect is weighed against the safety of the prisoner in transport. A unit containing more than a single prisoner should not participate in a pursuit.

405.3.3 WHEN TO TERMINATE A PURSUIT

Pursuits should be discontinued whenever the totality of objective circumstances known or which reasonably ought to be known to the officer or supervisor during the pursuit indicates that the present risks of continuing the pursuit reasonably appear to outweigh the risks resulting from the suspect's escape.

The above factors on when to initiate a pursuit are expressly included herein and will apply equally to the decision to discontinue as well as the decision to initiate a pursuit. Officers and supervisors must objectively and continuously weigh the seriousness of the offense against the potential danger to innocent motorists, themselves, and the public when electing to continue a pursuit. In the context of this policy, the term "terminate" shall be construed to mean discontinue or to stop chasing the fleeing vehicle.

In addition to the factors listed above, the following factors should be considered when deciding whether to terminate a pursuit (Minn. Stat. § 626.8458 Subd. 2 (2)):

- (a) The distance between the pursuing officers and the fleeing vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time or distance.
- (b) The pursued vehicle's location is no longer definitely known.
- (c) The officer's pursuit vehicle sustains damage or a mechanical failure that renders it unsafe to drive.
- (d) The pursuit vehicle suffers an emergency equipment failure that causes the vehicle to no longer qualify for emergency operation use.
- (e) Extended pursuits of violators for misdemeanors not involving abuse or risk of serious harm (independent of the pursuit) are discouraged.
- (f) Hazards to uninvolved bystanders or motorists.
- (g) If the identity of the offender is known and it does not reasonably appear that the need for immediate capture outweighs the risks associated with continuing the pursuit, officers should strongly consider discontinuing the pursuit and apprehending the offender at a later time.
- (h) When directed to terminate the pursuit by a supervisor.

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- (i) When radio communications are broken or inadequate.
- (j) When the danger that the continued pursuit poses to the public, the officers, or the suspect is too great, balanced against the risk of allowing the suspect to remain at large.

405.3.4 SPEED LIMITS

The speed of a pursuit is a factor that should be evaluated on a continuing basis by the officer and supervisor. Evaluation of vehicle speeds shall take into consideration public safety, officer safety and the safety of the occupants of the fleeing vehicle.

Should high vehicle speeds be reached during a pursuit, officers and supervisors shall also consider these factors when determining the reasonableness of the speed of the pursuit:

- (a) Pursuit speeds have become unreasonably unsafe for the surrounding conditions.
- (b) Pursuit speeds have exceeded the driving ability of the officer.
- (c) Pursuit speeds are beyond the capabilities of the pursuit vehicle thus making its operation unsafe.

405.3.5 VEHICLES PURSUITS ON PRIVATE PROPERTY OR PARKING LOTS

Pursuits on private property or parking lots that have an increased amount of vehicle and pedestrian traffic will be avoided based on circumstances at the time or unless approved by a supervisor. Specifically, pursuits will be avoided in parking lots or areas where schools are located. Examples of these are, but not limited to the Mall of America, at or around schools, and any similar type environments. Officers should be focused on coordinating efforts at exits to intercept a fleeing vehicle rather than actively pursuing in parking lots or ramps. The strategic deployment of Stop Sticks or similar devices at these venues is highly recommended to disable the fleeing vehicle as it exits onto city streets.

405.3.6 VEHICLE PURSUIT MATRIX

Reference the [Vehicle Pursuits Matrix](#) for additional information regarding decisions to pursue and factors to be continuously considered during a pursuit.

405.4 PURSUIT TECHNIQUES

As it pertains to this policy, none of the below listed pursuit techniques shall be allowed unless the officer is trained in Bloomington Police Department EVOC standards.

405.4.1 STOP STICKS

Stop sticks are a useful tool that may be used to aid in terminating a pursuit. The following steps and guidelines are to be considered:

- Officers must be trained in the use of stop sticks before using them.
- Officers with stop sticks will try to anticipate the route of the fleeing vehicle in order to deploy stop sticks.
- Officers shall use cover when deploying stop sticks.

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- Communicate with pursuing officers of the deployment.
- When it is safe to do so, quickly remove the stop sticks from the roadway.
- Stop Sticks should not be used on motorcycles unless deadly force is justified.
- Preemptive stop sticks to vehicles anticipated to flee will not be deployed unless approved by a supervisor.

405.4.2 MOBILESPIKE

Mobilespike is a device that allows officers to deploy a spike strip under the subject vehicle by the push of a button while next to the fleeing vehicle while in motion. The following steps and guidelines are to be considered:

- (a) Officers must be trained in the use of Mobile before using it.
- (b) If practical, the officer should advise via radio their intent to deploy Mobilespike.
- (c) It reasonably appears the use will terminate or prevent the pursuit.
- (d) Mobilespike should not be used on motorcycles unless deadly force is justified.
- (e) Preemptive Mobilespike to vehicles anticipated to flee will not be deployed unless approved by a supervisor.

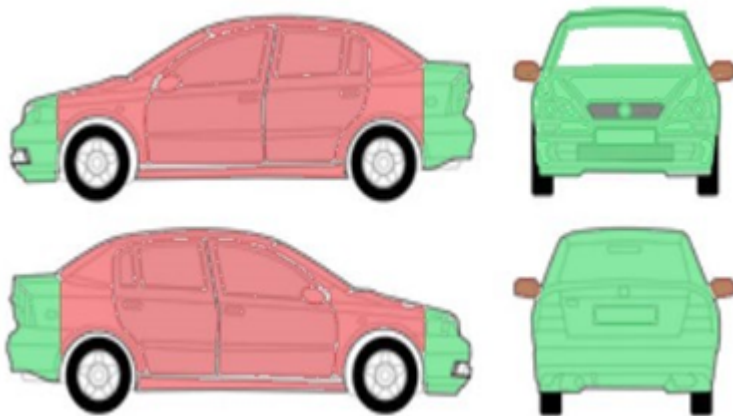
405.4.3 TACTICAL VEHICLE INTERVENTION (TVI)

Post Pursuit Intentional Contact, (excluding PIT):

- (a) Only officers who are department-trained in the Tactical Vehicle Intervention Technique (TVI) may use it.
- (b) Intentional contact should only be used when other intervention strategies have been considered and determined not to be practicable.
- (c) Intentional contact shall be considered a use of force, up to and including deadly force, and must be reasonably applied based on the totality of circumstances presented.
- (d) Unless deadly force is justified, intentional contact will only occur at low speeds as trained and when there is a reasonable belief that no one will be injured as a result.
- (e) Intentional contact with a motorcycle should not occur unless deadly force is justified.
- (f) Intentional police vehicle contact with passenger doors or any area not trained will be avoided.

Authorized Tactical Vehicle Intervention contact areas are shown below:

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405.4.4 PRECISION INTERVENTION TECHNIQUES (PIT)

Only officers who are department-trained in the Precision Intervention Technique (PIT) may use it. Because our primary concern in all pursuits is the safety of the public from severe and imminent threats, it is essential that all pursuits be terminated quickly. Once an officer is certain that a subject is starting to flee, the officer should immediately seek and use opportunities to end the pursuit with PIT. Early proper use of this technique will accomplish the twin goals of safety to the public from severe and imminent threats and arrest of the subject. It is appropriate to use at any time in a pursuit when it conforms to the department's training guidelines. The decision to utilize PIT should be based upon the totality of the circumstances. These circumstances include but are not limited to the traffic, surface and width of the roadway, weather, visibility, and any other conditions that exist.

PIT should be performed within the parameters of training. The use of PIT within the prescribed guidelines of the Bloomington Police Department is not likely to cause physical injury or death. However, as speeds increase, attempting PIT may increase the possibility of serious physical injury or death.

The application of PIT at speeds greater than 50 mph is inherently more dangerous for civilians, officers and the occupants in the fleeing vehicle. PIT should only be done at 50 mph or a lesser speed. Performing PIT at speeds greater than 50 mph should be reserved only for those pursuits where the officer is attempting to prevent the death or great bodily harm to innocent civilians or officers that could result if the violator is not immediately apprehended.

Preemptive PIT to subjects anticipated to flee will not be done unless approved by a supervisor or when exigent circumstances exist.

405.4.5 AIR SUPPORT/GPS TRACKING

If air support or GPS tracking becomes available, they will support the tracking of the fleeing vehicle and provide communications. Once active tracking and communications have been established **all officers will** cease actively pursuing the vehicle unless authorized by a supervisor to continue. Officers will put themselves in a position to establish a perimeter in the event the fleeing vehicle

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stops, and the occupants flee on foot. In the event air support will be lost or GPS tracking becomes unavailable, a supervisor will make the determination on whether or not to reengage the fleeing vehicle.

405.4.6 USE OF FIREARMS

The use of firearms to disable a pursued vehicle is not generally an effective tactic and involves all the dangers associated with discharging firearms. Officers should not utilize firearms during an ongoing pursuit unless the conditions and circumstances meet the requirements authorizing the use of deadly force. Nothing in this section shall be construed to prohibit any officer from using a firearm to stop a suspect from using a vehicle as a deadly weapon.

405.4.7 CAPTURE OF SUSPECTS

Proper self-discipline and sound professional judgment are the keys to a successful conclusion of a pursuit and apprehension of evading suspects. Officers shall use only that amount of force that reasonably appears necessary under the circumstances to properly perform their lawful duties.

Unless relieved by a supervisor, the primary officer should coordinate efforts to apprehend the suspect(s) following the pursuit. Officers should consider safety of the public and the involved officers when formulating plans to contain and capture the suspect.

405.4.8 BARRICADING OF ROADWAYS

Barricading of roadways as a means of terminating a pursuit or where it will likely cause the pursuit to terminate will not take place without permission of a supervisor.

In setting up a barricade, unoccupied police vehicles may be used if no other equipment is available. Barricading of roadways will not be accomplished with private vehicles. The violator must be given a lane of travel – the roadway cannot be completely barricaded.

Officers will not occupy police vehicles used as a barricade.

405.4.9 BOXING IN

Boxing in may be necessary in limited situations, which include but are not limited to an elderly driver failing to yield or possible medical issues. The goal is to box in the subject and gradually reduce speed until a stop is accomplished.

Because such actions are quite risky and often unsuccessful, justifications for them rest with the officer and their assessment of conditions present and the consequences of these tactics. In general, these tactics should be attempted at low speeds. As speed increases, the risk involved increases, until at high speeds these tactics may constitute the use of deadly force.

The degree to which barricades and moving roadblocks will be allowed is determined by the crime the violator is known to have committed or what substantial probable cause exists.

405.5 ASSISTANCE TO PERSONS INJURED IN A PURSUITS

- (a) If the pursuing officer becomes aware of a potentially significant injury to a third party resulting from the pursuit, and alone, the officer shall terminate the pursuit and provide

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medical assistance as necessary unless an assisting unit in the immediate vicinity stops to render such assistance.

- (b) Any other units may continue the pursuit if sufficient assistance to the accident victim is being provided.

405.6 PURSUIT UNITS

A pursuit will normally involve no more than three units. The supervisor will evaluate the circumstances of the pursuit and determine the appropriate number of units involved. Additional units may sometimes be needed based on such factors as the nature of the offense and the number of persons involved. Assisting units not directly involved should station themselves at strategic points in anticipation of assisting when the fleeing driver is stopped.

Any officer who drops out of a pursuit may then, if necessary, proceed to the termination point at legal speeds, following the appropriate rules of the road.

Distinctively marked patrol vehicles should replace unmarked vehicles involved in a pursuit whenever practicable.

Without an articulable, severe, and imminent threat to public safety, officers shall attempt to end the pursuit as soon as possible. If an opportunity does not present itself to end the pursuit, sergeants shall evaluate the duration of the pursuit and may terminate the pursuit.

Sergeant's vehicles may participate in a pursuit if there are no available marked units or the sergeant needs to be involved to properly monitor the pursuit.

A sergeant's participation in the pursuit should be counted when determining the proper number of vehicles involved in the pursuit.

In the event a pursuit is initiated by a non-standard police patrol vehicle, with adequate emergency lighting and siren that unit shall evaluate the circumstances of the pursuit and abandon the pursuit when marked units are in a position to assume control of the pursuit (non-standard police vehicles include but are not limited to: trucks and plain or unmarked passenger vehicles).

405.6.1 VEHICLES WITHOUT EMERGENCY EQUIPMENT

Vehicles not equipped with red light and siren are prohibited from initiating or joining in any pursuit. Officers in such vehicles may provide support to pursuing units as long as their vehicle is operated in compliance with all traffic laws.

405.6.2 PRIMARY UNIT RESPONSIBILITIES

The initial pursuing officer will be designated as the primary pursuit unit and will be responsible for the conduct of the pursuit unless it is unable to remain reasonably close enough to the violator's vehicle. The primary responsibility of the officer initiating the pursuit is the apprehension of the suspects without unreasonable danger to the officer or other persons (Minn. Stat. § 626.8458 Subd. 2 (4)).

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The primary unit should notify Dispatch, commencing with a request for priority radio traffic, that a vehicle pursuit has been initiated, and as soon as practicable provide information including but not limited to:

- (a) Reason for the pursuit.
- (b) Location and direction of travel.
- (c) Speed of the fleeing vehicle.
- (d) Description of the fleeing vehicle and license number, if known.
- (e) Number of occupants.
- (f) The identity or description of the known occupants.
- (g) Weather, road, and traffic conditions.
- (h) Identity of other agencies involved in the pursuit.
- (i) Information concerning the use of firearms, threat of force, injuries, hostages, or other unusual hazards.
- (j) Request for medical assistance for any person injured in the course of the pursuit (Minn. Stat. § 626.8458 Subd. 2 (6)).

Unless relieved by a supervisor or secondary unit, the officer in the primary unit shall be responsible for broadcasting the progress of the pursuit. Unless circumstances reasonably indicate otherwise, the primary unit should relinquish the responsibility of broadcasting the progress of the pursuit to a secondary unit or aircraft joining the pursuit to minimize distractions and allow the primary unit to concentrate foremost on safe pursuit tactics.

405.6.3 SECONDARY UNIT RESPONSIBILITIES

The second officer in the pursuit is responsible for the following:

- (a) Immediately notifying the dispatcher of entry into the pursuit
- (b) Remaining at a safe distance behind the primary unit unless directed to assume the role of primary officer, or if the primary unit is unable to continue the pursuit
- (c) Broadcasting the progress of the pursuit unless the situation indicates otherwise
- (d) Serve as backup to the primary unit once the subject has been stopped

405.6.4 PURSUIT DRIVING TACTICS

The decision to use or not use specific driving tactics requires the same assessment of considerations outlined in the factors to be considered concerning pursuit initiation and termination. The following are tactics for units involved in the pursuit (Minn. Stat. § 626.8458 Subd. 2 (3)):

- (a) Officers, considering their driving skills and vehicle performance capabilities, will space themselves from other involved vehicles such that they are able to see and avoid hazards or react safely to maneuvers by the fleeing vehicle.

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- (b) Officers may proceed past a red, or stop signal, or stop sign but only after slowing down and utilizing a flashing red lamp or siren as may be necessary for safe operation (Minn. Stat. § 169.03, Subd. 2).
- (c) As a general rule, officers should not pursue a vehicle driving the wrong way on a roadway, highway, or freeway (Minn. Stat. § 169.03). In the event the pursued vehicle does so, the following tactics should be considered:
 - 1. Request assistance from an available air unit.
 - 2. Maintain visual contact with the pursued vehicle by paralleling on the correct side of the roadway.
 - 3. Request other units to observe exits available to the suspects.
- (d) Notify the Minnesota State Patrol or other law enforcement agency if it appears the pursuit may enter their jurisdiction.
- (e) Officers involved in a pursuit should not attempt to pass other units unless the situation indicates otherwise or they are requested to do so by the primary unit, and a clear understanding of the maneuver process exists between the involved officers.

405.6.5 AIRCRAFT ASSISTANCE

When available, aircraft assistance should be requested. Once the air unit has established visual contact with the pursued vehicle, it should assume control over the pursuit. The primary and secondary ground units should consider whether the participation of an aircraft warrants their continued involvement in the pursuit (Minn. Stat. § 626.8458 Subd. 2 (4)).

The air unit should coordinate the activities of resources on the ground, report progress of the pursuit and provide officers and supervisors with details of upcoming traffic congestion, road hazards or other pertinent information to evaluate whether to continue the pursuit. If ground units are not within visual contact and the air unit determines that it is unsafe to continue the pursuit, the air unit should recommend terminating the pursuit.

405.7 SUPERVISORY CONTROL AND RESPONSIBILITIES

It is the policy of this department that available supervisory and management control will be exercised over all vehicle pursuits involving officers from this department (Minn. Stat. § 626.8458 Subd. 2 (4)).

The field supervisor of the officer initiating the pursuit, or if unavailable, the nearest field supervisor will be responsible for the following:

- (a) Upon becoming aware of a pursuit, immediately notify involved officers and Dispatch of supervisory presence and ascertain all reasonably available information to continuously assess the situation and risk factors associated with the pursuit in order to ensure that the pursuit is conducted within established department guidelines.
- (b) Engage in the pursuit, when appropriate, to provide on-scene supervision.
- (c) Exercise management and control of the pursuit even if not engaged in it.

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- (d) Ensure that no more than the number of required law enforcement units needed are involved in the pursuit under the guidelines set forth in this policy.
- (e) Direct that the pursuit be terminated if, in the field supervisor's judgment, it is not justified to continue the pursuit under the guidelines of this policy.
- (f) Ensure that aircraft assistance is requested if available.
- (g) Ensure that the proper radio channel is being used.
- (h) Ensure the notification and/or coordination of outside agencies if the pursuit either leaves or is likely to leave the jurisdiction of this agency.
- (i) Control and manage BPD units when a pursuit enters another jurisdiction.
- (j) Prepare a post-pursuit critique and analysis of the pursuit for training purposes.

405.7.1 SHIFT SUPERVISOR RESPONSIBILITIES

Upon becoming aware that a pursuit has been initiated, the shift supervisor should monitor and continually assess the situation and ensure the pursuit is conducted within the guidelines and requirements of this policy. The shift supervisor has the final responsibility for the coordination, control, and termination of a vehicle pursuit and shall be in overall command unless a higher-ranking officer is monitoring the pursuit and assumes supervisory responsibilities (Minn. Stat. § 626.8458 Subd. 2 (4)).

The Patrol Bureau Commander shall review all pertinent reports and available video for content and complete a Vehicle Pursuit Report Review and submit to the Deputy Chief of Patrol Operations.

405.8 COMMUNICATIONS

If the pursuit is confined within the City limits, radio communications will be conducted on the primary channel unless instructed otherwise by a supervisor or communications dispatcher. If the pursuit leaves the jurisdiction of this department or such is imminent, involved units should, whenever available, switch radio communications to an emergency channel most accessible by participating agencies and units.

405.8.1 DISPATCH RESPONSIBILITIES

Upon notification that a pursuit has been initiated, Dispatch will be responsible for the following (Minn. Stat. § 626.8458 Subd. 2 (4)):

- (a) Coordinate pursuit communications of the involved units and personnel.
- (b) Notify and coordinate with other involved or affected agencies as practicable.
- (c) Ensure that a field supervisor is notified of the pursuit.
- (d) Assign an incident number and log all pursuit activities.
- (e) Broadcast pursuit updates as well as other pertinent information as necessary.
- (f) If the pursuit is terminated by a supervisor or an officer, an alert tone will be issued, and a dispatcher will transmit the call sign of

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the person that terminated the pursuit and that the pursuit is terminated.

405.9 INTER-JURISDICTIONAL CONSIDERATIONS

When a pursuit enters another agency's jurisdiction, the primary officer or supervisor, taking into consideration distance traveled, unfamiliarity with the area, and other pertinent facts, should determine whether to request the other agency to assume the pursuit. Unless entry into another jurisdiction is expected to be brief, it is generally recommended that the primary officer or supervisor ensure that notification is provided to the dispatcher and to each outside jurisdiction into which the pursuit is reasonably expected to enter, regardless of whether such jurisdiction is expected to assist (Minn. Stat. § 626.8458 Subd. 2 (5)).

If a pursuit from another agency enters the department's jurisdiction, Dispatch should update the on-duty supervisor.

No pursuit will continue into another state unless permission is received from a supervisor. Prior to, or as soon as possible after crossing the state line, the dispatcher will notify the appropriate out-of-state authority to coordinate the pursuit and the channels to be used for communications.

Subject to the conditions identified above, the officer may continue the pursuit across state lines with those states that grant reciprocity. This would include North Dakota, South Dakota, Iowa, and Wisconsin (Minn. Stat. § 626.65, Uniform Law on Fresh Pursuit; Reciprocal.)

405.9.1 PURSUITS EXTENDING INTO THIS JURISDICTION

The agency that initiates a pursuit shall be responsible for conducting the pursuit. Units from this department should not join a pursuit unless specifically requested to do so by the agency whose peace officers are in pursuit. The exception to this is when a single unit from the initiating agency is in pursuit. Under this circumstance, a unit from this department may join the pursuit until sufficient units from the initiating agency join the pursuit.

When a request is made for this department to assist or take over a pursuit from another agency that has entered this jurisdiction, the supervisor should consider these additional following factors:

- (a) Ability to maintain the pursuit.
- (b) Circumstances serious enough to continue the pursuit.
- (c) Adequate staffing to continue the pursuit.
- (d) The public's safety within this jurisdiction.
- (e) Safety of the pursuing officers

Assistance to a pursuing outside agency by officers of this department will terminate at the City limits provided that the pursuing peace officers have sufficient assistance from other sources. Ongoing participation from this department may continue only until sufficient assistance is present.

In the event that a pursuit from another agency terminates within this jurisdiction, officers shall provide appropriate assistance to peace officers from the outside agency including, but not limited

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to, scene control, coordination and completion of supplemental reports and any other assistance requested or needed.

405.10 REPORTING AND REVIEW REQUIREMENTS

All appropriate reports shall be completed to comply with appropriate local and state regulations. The Records Supervisor shall ensure the appropriate forms are filed with the Department of Public Safety within 30 days (Minn. Stat. § 626.5532):

- (a) The primary officer shall complete appropriate crime/arrest reports.
- (b) The primary officer or supervisor shall complete the appropriate pursuit report.
- (c) Completed Vehicle Pursuit Reports will be reviewed by successive supervisors in the chain of command. This report review should minimally contain the following information (Minn. Stat. § 626.5532):
 - 1. Date and time of pursuit.
 - 2. Length of pursuit in distance and time.
 - 3. Involved units and officers.
 - 4. Initial reason and circumstances surrounding the pursuit.
 - 5. Starting and termination points.
 - 6. Alleged offense, charges filed or disposition: arrest, citation or other release.
 - 7. Arrestee information should be provided if applicable.
 - 8. Injuries and/or property damage.
 - 9. Medical treatment.
 - 10. The outcome of the pursuit.
 - 11. Name of supervisor handling or at the scene.
 - 12. A preliminary determination that the pursuit appears to be in compliance with this policy or additional review and/or follow-up is warranted.
- (d) After receiving reports, and other pertinent information, the Chief of Police or designee shall conduct or assign the completion of a post-pursuit review as appropriate to the circumstances.
- (e) Annually, the Chief of Police or designee should direct a documented review and analysis of Department vehicle pursuits to minimally include policy suitability, policy compliance and training needs.

405.10.1 REGULAR AND PERIODIC PURSUIT TRAINING

In addition to initial and supplementary training on pursuits, all licensed non-exempt employees will participate, in regular and periodic training on this policy and the importance of vehicle safety and protecting the public at all times. Training will include a recognition of the need to balance the known offense and the need for immediate capture against the risks to officers and others.

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The Training Sergeant and EVOC sergeant shall ensure the frequency and content of emergency vehicle operations and vehicle pursuit training meets or exceeds that required by law (Minn. Stat. § 626.8458 Subd. 5).

405.10.2 POLICY REVIEW

Each licensed member of this department shall certify that they have received, read and understand this policy initially and upon any amendments.

405.10.3 YEARLY CERTIFICATION

This policy shall be reviewed and certified to the state annually that it complies with requirements of any new or revised model policy adopted by the state (Minn. Stat. § 626.8458 Subd. 3).

405.10.4 PUBLIC DISCLOSURE

Copies of the current pursuit policy shall be made available to the public on request.

Attachments

Vehicle Pursuits Matrix.pdf

NO PURSUIT*

- Aviation Overhead
- GPS Tracking
- Non-Employee, Civilian Ride Alongs
- Identify Known
- Wrong Way (See Definition)
- Juvenile Occupant
- More than 4 Occupants
- Lost Sight (See Definition)
- Motorcycles

* Exception available when a pursuit is based on a severe and imminent threat as defined and approved by policy or with supervisor approval



Strong consideration to quickly discontinue pursuit

DECISION TO PURSUE

Evaluate risk vs. reward

Stolen Vehicles
Traffic/License
Violations
Property Crimes
Unknown Offenses
Drug Crimes

Known Impaired Driver with
inherent Danger to Public
Safety

Severe and
Imminent
Threat
(as defined by
policy)

FACTORS TO BE CONTINUOUSLY CONSIDERED

Dangerous Driving During the Pursuit.....	Dangerous Driving Pre-Traffic Stop
Local Streets.....	Freeway
High Speed (Relative to Limit).....	Low Speed
Heavy Traffic.....	Light Traffic
Pedestrians Likely.....	Pedestrians Unlikely
High Density Intersections.....	Rural Sight Lines
Long Duration.....	Short Duration
Weather Concerns.....	Good Weather
Intervention Strategies Unviable.....	Intervention Strategies Viable

Severe and Imminent Threat to Public Safety:

* Based upon known facts in which the officer can articulate that if the person of interest is not apprehended immediately the likelihood that a citizen may be in danger of great bodily harm or death is imminent. The known facts can include but are not limited to, the severity of the crime, pre-pursuit driving conduct, and known weapons in possession of the fleeing subject.