

## PURPOSE

To provide uniform guidelines for the emergency operation of and pursuits by *Agency* vehicles, maximizing *Agency* effectiveness, efficiency, and concern for public and personnel safety in responding to emergency calls and apprehending suspects fleeing in motor vehicles.

Vehicle pursuits expose innocent citizens, law enforcement officers, and fleeing violators to the risk of severe injury or death. The primary purpose of this policy is to provide officers with guidance in balancing the public's safety 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. Vehicle 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 (ORC § 2935.031).

## 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.

Officers must remember that the most important factors to the successful conclusion of a pursuit are proper self-discipline and sound professional judgment. An Officer's conduct during the pursuit must be objectively reasonable; that is, what a reasonable officer would do under the circumstances.

## DEFINITIONS

Vehicle Pursuit	An event involving one or more peace officers attempting to apprehend a suspect who is trying to avoid arrest while operating a motor vehicle by using high speed or other evasive tactics, such as disregarding traffic warning signs, stop signs, red lights, driving off a roadway, turning suddenly or driving in a legal manner but willfully failing to yield to an officer's signal to stop.
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. The goal is containment and preventing a pursuit. Blocking is not a moving or stationary roadblock.

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.
Precision Immobilization 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.
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.
Tire Deflation Device, Spikes, or Tack Strips	A device that extends across the roadway and is designed to puncture the tires of the pursued vehicle.

### 306.3 OFFICER RESPONSIBILITIES

It is this department's policy that a vehicle pursuit shall be conducted only with all overhead lights activated and must include at least one red or blue flashing, rotating or oscillating light, visible under normal atmospheric conditions from a distance of 500 feet to the front of, and a siren activated on an authorized emergency vehicle (ORC § 4513.21, ORC § 4511.01 (D) and ORC S 4511 .041).

Recording Equipment - Officers driving patrol cars equipped with recording devices will ensure their devices are activated and in use throughout the pursuit, including termination or apprehension, according to policy.

#### 306.3.1 WHEN TO INITIATE A PURSUIT

A pursuit may be initiated only when the officer is attempting to apprehend a suspect in a serious offense of violence or in situations where the initial, observable actions of the violator or vehicle occupant, occurring before the attempt of a traffic stop, constitute a risk of serious physical harm to others or the officer, requiring an immediate effort to stop the violator. The following factors individually and collectively shall be considered in deciding whether to initiate or continue a pursuit:

- a. The public's safety in the pursuit area, 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.
- b. The pursuing officer's familiarity with the area of the pursuit, the quality of radio communication between the pursuing units and the dispatcher/supervisor, and the driving capabilities of the pursuing officers under the conditions of the pursuit.
- c. The weather, traffic, and road conditions that unreasonably increase the danger of the pursuit when weighed against the risks resulting from the suspect's escape.
- d. The performance capabilities of the vehicles used in the pursuit in relation to the speed and other conditions of the pursuit.
- e. Vehicle speeds.

- f. Other persons in or on the pursued vehicle (e.g., passengers, co-offenders, and hostages).
- g. The availability of other resources, such as aircraft assistance.
- h. The seriousness of the known or reasonably suspected crime and its relationship to community safety.
- i. 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.
- j. The apparent nature of the fleeing suspect (e.g., whether the suspect represents a serious threat to public safety).
- k. The suspect's identity has been verified, and there is comparatively minimal risk in allowing the suspect to be apprehended at a later time.

Absent extreme exigent circumstances, officers shall not initiate or engage in a pursuit when their vehicle is occupied by anyone who is not an on-duty police officer. This restriction applies whether or not the person has signed a waiver of liability. Officers are prohibited from participating in a vehicle pursuit when their police vehicle is occupied by a: prisoner, suspect, complainant, or witness.

#### 306.3.2 WHEN TO DISCONTINUE 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 risk of continuing the pursuit reasonably appears to outweigh the risk resulting from the suspect's escape.

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. It does not protect the driver from the consequences of their reckless disregard for the safety of others (ORC § 4511.45(B)).

The above factors on when to initiate a pursuit are expressly included herein. They will apply equally to the decision to discontinue and 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 to 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:

- 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. The hazards to uninvolved bystanders or motorists.
- f. When the offender's identity is known, and it does not reasonably appear that the need for immediate capture outweighs the risk associated with continuing the pursuit, officers should strongly consider discontinuing the pursuit and apprehending the offender at a later time.
- g. When directed to terminate the pursuit by a supervisor.
- h. The pursuing unit is out of radio range with their Communications Center.
- i. The Aviation Unit has assumed responsibility for aerial surveillance.

### 306.3.3 SPEED LIMITS

The speed of the pursuit is a factor that should be evaluated continuously by the officer and supervisor. Vehicle speeds shall be taken into consideration to prevent endangering public safety, officer safety, and the safety of the occupants of the fleeing vehicle.

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- 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.

### 306.4 PURSUIT UNITS

Pursuits should be limited to two units. However, the number of units involved will vary with the circumstances.

An officer or OIC may request additional units to join a pursuit if, after assessing the factors outlined above, it appears that the number of officers involved would be insufficient to arrest the suspect safely. All other officers shall stay out of the pursuit but should remain alert to its progress and location. 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.

### 307.4.1 MOTORCYCLE OFFICERS

A distinctively marked patrol vehicle equipped with emergency overhead lighting should replace a police motorcycle as a primary or secondary pursuit unit as soon as practicable.

### 306.4.1 VEHICLES WITHOUT EMERGENCY EQUIPMENT

Vehicles not equipped with emergency lights and sirens are prohibited from engaging in vehicle pursuits. Officers in such vehicles may support pursuing units as long as the vehicle is operated in compliance with all traffic laws (ORC S 4511 .041 and ORC S 4513.21).

#### 306.4.2 UNMARKED VEHICLE EQUIPPED WITH EMERGENCY LIGHTS AND SIREN

Unmarked police vehicles equipped with emergency light(s) and siren are generally discouraged from initiating a pursuit. Should extenuating circumstances exist that require an unmarked vehicle equipped with emergency lights and siren to initiate a pursuit, the unmarked vehicle must relinquish the pursuit to a marked police unit as soon as practical.

#### 307.4.3 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 suspect without unreasonable danger to themselves or other persons.

The primary unit should notify their Communications Center that a vehicle pursuit has been initiated and, as soon as practicable, provide information including, but not limited to:

- a. The car numbers.
- b. The reason for the pursuit.
- c. The location and direction of travel.
- d. The speed of the fleeing vehicle.
- e. The description of the fleeing vehicle and license number, if known.
- f. The number of occupants.
- g. The identity or description of the known occupants.
- h. The weather, road, and traffic conditions.
- i. The identity of other agencies involved in the pursuit.
- j. Information concerning the use of firearms, the threat of force, injuries, hostages, or other unusual hazards.

Unless relieved by a supervisor or other unit, the officer in the secondary 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.

#### 307.4.4 SECONDARY UNIT RESPONSIBILITIES

The second officer in the pursuit is responsible for:

- a. Immediately notifying the dispatcher of their entry into the pursuit.

- b. Remaining at a safe distance behind the primary unit unless directed to assume the role of the 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. Serving as backup to the primary unit once the subject has been stopped.

#### 307.4.5 PURSUIT DRIVING TACTICS

The decision to 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:

- a. Officers, considering their driving skills and vehicle performance capabilities, will space themselves from other involved vehicles so that they can see and avoid hazards or react safely to maneuvers by the fleeing vehicle.
- b. Officers, when responding to an emergency call, upon approaching a red or stop signal or any stop sign shall slow down as necessary for the safety to traffic, but may proceed cautiously past such red or stop sign or signal with due regard for the safety of all persons using the street or highway. (ORC § 4511.03).
- c. Because intersections can present increased risks, the following tactics should be considered:
  - 1. Available units not directly involved in the pursuit may proceed safely to controlled intersections ahead of the pursuit in an effort to warn cross traffic.
  - 2. Pursuing units should exercise due caution when proceeding through controlled intersections.
- d. As a general rule, officers should not pursue a vehicle driving the wrong way on a roadway, highway, or freeway. In the event the pursued vehicle does so, the following tactics should be considered:
  - 1. Requesting assistance from an available air unit.
  - 2. Maintaining visual contact with the pursued vehicle by paralleling on the correct side of the roadway.
  - 3. Requesting other units to observe exits available to the suspect.
- e. Notify the Ohio State Highway Patrol or other law enforcement agency if it appears the pursuit may enter their jurisdiction.
- f. 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. A clear understanding of the maneuver process exists between the involved officers.

#### 307.4.6 TACTICS/PROCEDURES FOR UNITS NOT INVOLVED IN THE PURSUIT

Officers are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicular and pedestrian traffic to protect the public.

Each instance of pursuit is unique, and the number of officers involved and needed must be monitored and acknowledged by the OIC.

Officer's not directly involved in the pursuit who are responding for the apparent need for assistance at the termination of the pursuit, such as for foot pursuits and perimeters, may operate under emergency conditions but are obligated to drive with due regard for the safety of all persons using the road or highway.

Non-pursuing officers responding for administrative, transport, or traffic control purposes at the termination of the pursuit are to respond in a non-emergency manner.

#### 306.4.6 PURSUIT TRAILING

If the initiating unit from this agency relinquishes control of the pursuit to another unit or jurisdiction, that initiating unit may trail the pursuit to the termination point with the permission of a supervisor/OIC to provide information and assistance for the arrest of the suspect.

The term "trail" means to follow the path of the pursuit at a safe speed while obeying all traffic laws and without activating emergency equipment. If the pursuit is at a slow rate of speed, the trailing unit will maintain sufficient distance from the pursuit units to clearly indicate an absence of participation in the pursuit.

#### 306.4.7 AIRCRAFT ASSISTANCE

Officers should ascertain if Aircraft assistance is available. 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.

The air unit should coordinate the activities of resources on the ground, report the 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, they should recommend terminating the pursuit.

#### 307.5 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.

The supervisor/OIC on duty has the final responsibility for the coordination, control, and termination of a vehicle pursuit and shall be in overall command and will be responsible for the following:

- a. Upon becoming aware of a pursuit, immediately notifying involved officers and Dispatch of supervisory presence and ascertaining all reasonably available information to continuously

assess the situation and risk factors associated with the pursuit to ensure that the pursuit is conducted within established Department guidelines.

- b. Exercising management and control of the pursuit even if not engaged in it.
- c. Ensuring that no more than the number of required law enforcement units needed are involved in the pursuit under the guidelines outlined in this policy.
- d. Directing that the pursuit be terminated if, in their judgment, it is not justified to continue the pursuit under the guidelines of this policy.
- e. Ensuring that aircraft assistance is requested, if available.
- f. Ensuring that the proper radio channel is being used.
- g. Ensuring the notification and/or coordination of outside agencies if the pursuit either leaves or is likely to leave the jurisdiction of this agency.
- h. Controlling and managing *insert agency* units when a pursuit enters another jurisdiction.
- i. Preparing a post-pursuit critique and analysis of the pursuit for training purposes.

If feasible, a supervisor shall respond to the scene where the pursuit ends, whether or not there is an apprehension of the suspect(s). If the pursuit results in a crash, the pursuit ends, and the suspect(s) is apprehended or flees on foot, or the pursuit is stopped using intervention techniques as outlined.

A supervisor who initiated a pursuit must relinquish the pursuit to another officer(s) as soon as practical and assume a supervisory role.

#### 307.6.1 COMMUNICATIONS CENTER RESPONSIBILITIES

Upon notification that a pursuit has been initiated, Dispatch will be responsible for:

- a. Ensuring that a supervisor is notified of the pursuit.
- b. Assigning an incident number and logging all pursuit activities.
- c. Query available information and broadcast pertinent information as necessary.
- d. Air support should be used if available
- e. The supervisor in charge of the pursuit should request activation of Pursuit 31.

#### 307.6.2 LOSS OF PURSUED VEHICLE

When the pursued vehicle is lost, the primary unit should broadcast pertinent information to assist other units in locating the vehicle. The primary unit will coordinate any further search for either the pursued vehicle or suspects fleeing on foot.

#### 307.7 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.

### 307.7.1 Pursuits Leaving the State

By statute (ORC 2935.30 and other similar state statutes), an officer has the authority to pursue outside of Ohio and arrest without a warrant provided that:

- (a) The officers would have the authority to make the arrest inside their jurisdiction.
- (b) The pursuit takes place without unreasonable delay after the offense.
- (c) The pursuit starts within the police officers' jurisdiction.
- (d) The offense involved is a felony.

If the above criteria are not met, the officers may not pursue and may not arrest outside of Ohio.

Officers will terminate pursuit if radio contact is lost.

### 307.7.2 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY

Officers will discontinue the pursuit when another agency has assumed the pursuit unless continued assistance from the *Insert agency* is requested by the agency assuming the pursuit. Upon discontinuing the pursuit, the primary unit may proceed upon request, with or at the direction of a supervisor, to the termination point to assist in the investigation.

The role and responsibilities of officers at the termination of a pursuit initiated by this department shall be coordinated with appropriate consideration of the units from the agency assuming the pursuit.

Notification of a pursuit in progress should not be construed as a request to join the pursuit. Requests to or from another agency to assume a pursuit should be specific.

### 307.7.3 PURSUIITS INITIATED BY ANOTHER AGENCY

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 by the agency whose officers are in pursuit. The exceptions to this are:

- a. When a single unit from the initiating agency is in pursuit, a unit from this department may join the pursuit.
- b. When an actual or suspected felon reasonably appears to be a serious threat to the public if not apprehended and is being pursued, a supervisor may authorize officers to join the pursuit.
- c. Supervisor approval, based on the totality of the circumstances.

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 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.

As soon as practicable, a supervisor should review a request for assistance from another agency. After considering the above factors, the supervisor may decline to assist in or assume the other agency's pursuit.

Assistance to a pursuing outside agency by officers of this department will terminate at our jurisdiction's 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.

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

### 307.8 PURSUIT INTERVENTION

Pursuit intervention is an attempt to terminate the ability of a suspect to continue to flee in a motor vehicle through the tactical application of technology, tire deflation devices, blocking, boxing, PIT (Precision Immobilization Techniques), ramming or roadblock procedures.

#### 307.8.1 WHEN USE IS AUTHORIZED

Absent exigent circumstances, use of pursuit intervention tactics should be employed only after a supervisor's approval. In deciding whether to use intervention tactics, officers/supervisors should balance the risk of allowing the pursuit to continue with the potential hazards arising from the use of each tactic to the public, the officers, and persons in or on the pursued vehicle. With this in mind, the decision to use any intervention tactic should be reasonable in light of the circumstances apparent to the officer at the time of the decision.

Officers must act within legal bounds using good judgment and accepted practices.



*NOTE*

- *Pursuits, being an inherently dangerous activity, are important to end as quickly and safely as possible, either with the apprehension and arrest of the suspect or by discontinuing the pursuit.*
- *When the offense in question is so serious that it demands an immediate apprehension, force may be required. Similar to physical arrests, which at times require a reasonable justifiable use of physical force, a vehicle pursuit may require vehicle force to safely end the pursuit at the time and in the location selected by an appropriately trained and certified police officer.*

**307.8.2 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.

**307.8.3 INTERVENTION STANDARDS**

Depending upon the conditions and circumstances under which it is used, any intervention tactic may present dangers to the officers, the public, or anyone in or on the vehicle being pursued. Certain applications of intervention tactics may be construed to be a use of force, including deadly force, and are subject to Department policies guiding such use. Officers shall consider these facts and requirements before deciding how, when, where, and if an intervention tactic should be employed.

Tire deflation devices should be deployed only when reasonably apparent that only the pursued vehicle will be affected by their use. Before deploying stop sticks, the officer should notify pursuing units and the supervisor of the intent and location. Officers should carefully consider the limitations of such devices and the potential risks to officers, the public, and occupants of the pursued vehicle. If the pursued vehicle is a motorcycle, a vehicle transporting hazardous materials, or a school bus transporting children, officers and supervisors should weigh the potential consequences against the need to stop the vehicle immediately.

1. Tire Deflation Devices — Tire deflation devices are assigned to every marked patrol car and must be stored in the designated holder in the trunk.
  - i. Use — Tire deflation devices may be placed across the roadway to stop a pursuit when deemed feasible (after considering the principles outlined in this policy) by the officers involved or a supervisor. An officer deploying tire deflation devices must communicate to the dispatcher or other officers in the pursuit that the devices are deployed and in what location. This will give the other officers involved time to slow down and avoid striking the devices.

- ii. Precautions — Tire deflation devices must only be used from a stationary position. Officers should be in a position of substantial cover, such as behind a building, bridge abutment, or concrete median wall. They must be prepared to take evasive action to avoid being struck by the fleeing vehicle or other officers. **Patrol vehicles are not adequate cover.** An officer must be able to observe the target vehicle from this location. If the officer cannot be in a place of safety while deploying the devices, the devices should not be deployed. Officers should not wrap the cord around their hand or any body part, and officers should not hold the cord reel up in the air during deployment (the cord may become tangled in the frame of the target vehicle).
  - iii. Absent exigent circumstances in pursuits on the highway, stop sticks should not be deployed unless precautions mentioned in section ii above are followed.
  - iv. Tire deflations devices are not approved on vehicles with less than four wheels unless deadly force is authorized.
2. Roadblocks - A roadblock is a deliberate obstruction of traffic on a roadway at one or more selected points and may or may not be a complete blockage of the roadway. The type of roadblock that will create the least risk to accomplish the objective should be utilized.
- i. Use - Safety to the public, law enforcement officers, and the suspect is the primary consideration when using a roadblock to stop a fleeing suspect. Division officers will not use a roadblock if it exposes any person to an unreasonable risk of injury. Therefore, the risk of a continued pursuit must be greater than the risk of using a roadblock. This is a decision that the pursuing officer and/or supervisor must make depending on the facts of each pursuit.
  - ii. Type of Roadblock - Stationary - This is a partial or total blockage of the roadway using suitable materials, such as construction barricades; however, an unoccupied patrol car(s), with emergency lights activated, may be used. Officers shall place themselves in a position of relative safety and should be prepared to seek cover if necessary. If other traffic will be affected by the roadblock, it must be established in a way that affords ample opportunity for motorists, and the fleeing suspect, to detect the roadblock and stop a safe distance away. The roadblock must leave a route through the blockage, making it necessary to slow to proceed through and to prevent any vehicle from crashing into the roadblock. A complete blockage of the roadway is prohibited unless deadly force is justified against the fleeing suspect, and no innocent motorists will be affected.
  - iii. Type of Roadblock - Moving/Rolling/Boxing-in - This is a partial blockage of the roadway by a moving patrol car(s) for the purpose of slowing a fleeing vehicle and/or bringing it to a stop. This usually involves two or more patrol cars in front of or in front of and on the sides of the fleeing vehicle. The patrol cars gradually slow, forcing the suspect to stop. This is a more hazardous type of roadblock as the suspect may ram the patrol

car(s) with his vehicle. This type of roadblock should only be used on divided highways with light traffic conditions.

Because roadblocks involve a potential for serious injury or death to occupants of the pursued vehicle if the suspect does not stop, the intentional placement of roadblocks in the direct path of a pursued vehicle is generally discouraged and should not be deployed without prior approval of a supervisor, and only then under extraordinary conditions when all other reasonable intervention techniques have failed or reasonably appear ineffective and the need to immediately stop the pursued vehicle substantially outweighs the risk of injury or death to occupants of the pursued vehicle, officers or other members of the public.

As with all intervention techniques, pursuing officers should obtain supervisor approval before attempting to box a suspect vehicle during a pursuit. The use of such a technique must be carefully coordinated with all involved units, taking into consideration the circumstances and conditions apparent at the time and the potential risk of injury to officers, the public, and occupants of the pursued vehicle.

1. Blocking or vehicle intercept should only be considered in cases involving felony suspects or impaired drivers who pose a threat to public safety and when officers reasonably believe that attempting a conventional enforcement stop will likely result in the driver attempting to flee in the vehicle. Because of the potential risk involved, this technique should only be employed by officers who have received training in such tactics and after considering the following:
  - a. The need to immediately stop the suspect vehicle or prevent it from leaving substantially outweighs the risk of injury or death to occupants of the suspect vehicle, officers, or other members of the public.
  - b. All other reasonable intervention techniques have failed or reasonably appear ineffective.
  - c. Employing the blocking maneuver does not unreasonably increase the risk to officer safety.
  - d. The target vehicle is stopped or traveling at a low speed.
  - e. At no time should civilian vehicles be used to deploy this technique.

#### 307.8.4 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 perform their lawful duties properly.

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

#### 307.9 REPORTING AND REVIEW REQUIREMENTS

Agency-specific, insert department procedure here:

#### 307.9.1 REGULAR AND PERIODIC PURSUIT TRAINING

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

#### 307.9.2 POLICY REVIEW

Sworn members of this department shall certify in writing that they have received, read and understand this policy initially and upon any amendments (ORC § 2935.031).