POLICY/PURPOSE:
The initiation of a pursuit is justified when, in the officer’s judgment, a suspect exhibits the intent to avoid arrest using a motor vehicle to flee. Initially, the officer must determine if the necessity of immediate apprehension outweighs the level of danger created by the pursuit. This evaluation must continue throughout the course of the pursuit by the officer and their commander. All pursuits will be conducted in strict accordance with Sections 321.231 and 321K.1 of the Iowa Code. All emergency vehicles will utilize both audible and visual signaling devices when engaged in pursuit situations.

The purpose of this policy is to offer guidelines to officers and commanders involved in vehicle pursuits in order to minimize danger to the public, the officer and the pursued driver/passengers. This policy is also intended to place the ultimate control and continuation of a pursuit with the commander on duty while giving the involved officer continuous discretion to evaluate the evolving situation and determine whether to pursue or not.

DEFINITIONS:
Authorized Emergency Vehicles -- A vehicle of this agency equipped with operable emergency equipment as designated under Iowa Code 321.451.

Eluding or Attempting to Elude -- Willful failure of the driver of a vehicle that fails to bring the motor vehicle to a stop or otherwise attempts to elude a marked official law enforcement vehicle driven by a uniformed peace officer after being given a visual and audible signal to stop. The signal given by the peace officer shall be by flashing red light and siren or by flashing red and blue lights and siren.

Forcible Stop – A general term meaning the termination of a pursuit through the use of physical force, e.g. controlled tire deflation (Stop Sticks), the Pursuit Intervention Technique (PIT) maneuver, roadblocks, boxing-in, and the use of firearms.

PIT Car – A PIT car is an authorized emergency vehicle driven by an officer who is a currently or formerly certified driving instructor certified by the State of Iowa in the PIT maneuver.

PIT Maneuver - The Pursuit Intervention Technique (PIT maneuver) is a technique used by law enforcement to stop fleeing vehicles with minimal risk to the driver, the police, and the public. It is a pursuit tactic used where an officer intentionally makes contact between the patrol car and the fleeing vehicle to cause a fleeing suspect’s vehicle to abruptly turn, causing the driver to lose control and stop.

Primary Unit -- The primary unit is the police unit which initiates a pursuit or any unit which assumes primary control of the pursuit.
Secondary Unit(s) – The secondary unit(s) is any police vehicle which becomes involved as a backup to the primary unit and follows the primary unit at a safe distance.

Street Paralleling – Driving a police vehicle on a street parallel to the street on which a pursuit is occurring.

Termination of Pursuit – A pursuit shall terminate when the suspect vehicle stops OR the pursuing officer(s) turn off emergency lights and siren, inform JCA of their location upon termination, and resume routine vehicle operations.

Vehicular Pursuit – A vehicular pursuit is an active attempt by a peace officer in an authorized emergency vehicle to apprehend a suspect who is attempting to elude.

PROCEDURE:
All officers involved in a pursuit will leave a detailed report concerning their involvement in the incident and label their unit’s in-car audio/visual recording equipment (A/VRE) with the event’s case number.

Number of Pursuit Vehicles:
An active pursuit should involve not more than four (4) units:
- The primary unit
- One secondary unit.
- One commander, if available
- One canine if available and requested by the commander

More assistance may be specifically requested. The amount of assistance will be determined by:
- Nature of offense
- Number of suspects
- Whether the participating units have more than one (1) officer
- Other clear and articulated facts that would warrant an increased response
- If the PIT maneuver has been requested and authorized

Officers not directly involved in a pursuit will be kept informed of the pursuit and should be in a position to assist if the pursuit enters their area of responsibility. There will be no paralleling of a pursuit or caravan of police vehicles attempting to join the pursuit. There will be no attempt by officers to pass other units involved in the pursuit unless permission is given by the commander in charge of the pursuit or primary unit authorizes relinquished lead.

Following the Fleeing Vehicle:
All units will be spaced in such a manner to allow time to react to evasive maneuvers of the fleeing vehicle or another police vehicle. Officers will drive with due regard for the safety of all persons and limit the pursuit of a
vehicle traveling the wrong way, on a one way roadway or divided highway/interstate, to the shortest distance possible in order to warn approaching traffic.

**Police Vehicle Passenger Prohibitions:**
Officers will not engage in a vehicle pursuit when any non-law enforcement personnel are in the department’s vehicle. This would include but is not limited to:

- Any prisoners
- Any civilians, including any ride-along
  - Refer to the Citizen Ride-Along Program directive.

**Police Vehicles Other Than Marked Squad Cars:** [41.2.2d]
Officers operating unmarked vehicles equipped with visual and audible signaling devices may engage in pursuits.

- Once a marked unit is available to assume the pursuit, the unmarked vehicle will withdraw and serve only in a support role.

Police vehicles without emergency equipment (visual and audible signaling devices), high profile vehicles, vans, and pick-up trucks, WILL NOT ENGAGE IN PURSUITS. In those cases where the fleeing vehicle presents an immediate threat of death or serious injury, these vehicles may participate in a support role until properly equipped police units arrive.

- Ford Police Interceptor Utility SUVs are rated for and may be utilized in pursuits.

**Initiation of Pursuit/Initiating Officer’s Responsibilities:** [41.2.2a,b]
A pursuit is a dynamic event. Degrees of risk and the severity of a pursuit may fluctuate given the fluidity of the event. The pursuing officer must carefully consider the safety of persons and property before engaging and/or continuing in a pursuit. Pursuits at high speeds under the best of conditions are extremely dangerous situations. Any tactic contemplated when high speed is involved, requires advance-planning, taking into consideration all of the factors surrounding the incident at hand. Safety is always the foremost factor to be considered.

Officers should consider actual and potential threats to the public and themselves when determining whether to initiate, continue, or terminate a pursuit based on, but not limited to:

- The suspect’s demonstrated driving behavior
- Time of day
  - Pursuits occurring during a time when there is a high level of activity (businesses, schools), are normally more hazardous than those occurring during periods of lower activity.
- Volume of vehicular traffic
  - Pursuits occurring during periods of heavy traffic flow are more hazardous than those occurring at other times.
POLICY TITLE: Pursuits

STANDARD/REF #: 41.2.2; 41.2.3; 82.1.4a

APPROVED BY: Wayne Jerman, Chief of Police

REVIEWED DATE: 3/18/2019

REQUIRED REVIEWERS: Lead Driving Instructor; Patrol Captain

REVISED DATE: 3/18/2019

- Location of pursuit
  - Pursuits through residential areas, business districts, along streets near or adjacent to schools are normally more hazardous than those in lightly populated areas.

- Weather conditions
- Road conditions
- Speed involved
- Nature of charge
  - Pursuits for people known or suspected of involvement in felonies are viewed as more justifiable than those for persons suspected of traffic or other misdemeanor violations.

- Condition of the police vehicle
- Driving skills of the pursuing officer
- If the offender can be identified
  - Refer to Termination of Pursuit in this policy.

- Probability of successful apprehension

When a motor vehicle pursuit is initiated, it will be immediately reported to the Joint Communication Agency (JCA) by the pursuing officer. The initial information will include at least: [81.2.4a]

- Clear verbiage stating a pursuit has been initiated, i.e. “I am in pursuit”.
- The description of the fleeing vehicle, including license plate number.
- The location, speed, and direction of travel.
- The reason for the pursuit.
- Weapons involved, if any.

Pursuit traffic will stay on the primary dispatch channel. All other traffic will be directed by JCA to an alternate channel. [41.2.2e; 81.2.4a]

When circumstances allow, additional information to JCA should include:

- The number of occupants and description of occupants if observed.
- Update information, such as speed and location, as it becomes available or changes.
**Secondary Unit Responsibilities:** [41.2.2c,e]
Assistance will be coordinated by the JCA under the direction of a commander. The commander and primary unit will be advised of the identity and location of backup units who can assist.

The secondary unit, upon joining the pursuit, shall immediately notify communications of its identity. If the primary unit is a one (1) officer unit, the secondary unit may assume radio communications responsibility, allowing the primary unit to devote full attention to driving.

The secondary unit will maintain a safe distance behind the primary unit, yet remain close enough to render backup assistance if and when required.

If the primary unit becomes disabled, the secondary unit will become the primary unit unless it is needed to render assistance. JCA will notify a Field Commander and other units that a new backup unit is needed. The next unit to join the pursuit will be designated the secondary unit.

**Supervisory Responsibilities:** [41.2.2f, 41.2.3d]
- To assume control of all pursuits. This can be accomplished as a pursuing car or through radio communications. Field Commanders will monitor all pursuits and approve any special tactics or forcible stopping other than the use of Stop Sticks.
- In the event the Field Commander is the officer that initiated the pursuit, they may continue or relinquish that position as soon as another car becomes available.
- The Field Commander’s foremost thoughts should be safety, methods of identifying the fleeing suspect and vehicle, tactics to stop the fleeing violator, and coordination of all officers.
- The Field Commander will, if needed, help in establishing appropriate locations to deploy Stop Sticks and determine if other forcible stop techniques are necessary due to the severity of the given situation.
- The Field Commander will order the termination of the pursuit when, in their judgment, the necessity of apprehension is outweighed by the level of danger created by the pursuit.

**After Incident Supervisory Responsibilities:**
The commander involved in the pursuit shall be responsible for submitting to the Patrol Captain, a written report and critique of the pursuit, along with the initiating officer’s report before completing their tour of duty if possible. This analysis, critique, and initiating officer’s report will be forwarded through the chain of command for administrative review and then to the Chief of Police. The report should include the following: [41.2.2i]
- Pursuit Summary Worksheet Form (CRPD #775)
- Evaluation of the circumstances involved.
- Initiating officers performed their responsibilities.
Termination of Pursuit: [41.2.2g]
The courts have decided that an officer will be judged from the perspective of a reasonable officer on the scene (Graham V. Conner). Officers should give serious consideration to all of the factors before deciding to initiate a pursuit and continue to evaluate the need to pursue versus terminating the pursuit.

- Officers and supervisors shall carefully evaluate and re-evaluate the circumstances and apparent risks associated with each vehicle pursuit, and shall not begin or continue a pursuit if the danger posed by the pursuit is unreasonable or outweighs the value of an immediate apprehension.
  - An officer will not be disciplined for their failure to pursue.

While not necessarily dictating immediate action, serious and continuing consideration should be given to termination of a pursuit under the following conditions:

- Environmental factors such as rain, fog, or darkness substantially increase the danger of the pursuit.
- Road conditions are congested by traffic or pedestrians, such as at rush hour or in the area of any school.

A pursuit will be terminated under any of the following reasons:

- A commander, or higher authority, orders the pursuit terminated.
- In the opinion of the officer or commander, the danger to the officers or others in the area outweighs the necessity for immediate apprehension.
- The offense is a traffic infraction, misdemeanor or other non-violent felony, and the violator is known.
- Visual contact is lost or the distance between the officer and the pursued vehicle is so great further pursuit is futile.
- When there is an equipment failure to the pursuit vehicle involving the emergency lights, siren, radio, brakes, steering, or other essential mechanical equipment.
- Any officer may terminate a chase if that officer is aware of circumstances concerning the general area where the chase is proceeding towards which may constitute an unexpected danger, e.g. a large population of individuals at an event, a closed street, road construction, a known traffic hazard, or pre-existing accidents.
Officers should use discretion when the pursuing officer believes the fleeing vehicle is being operated by a juvenile and the offense constitutes a traffic infraction, misdemeanor or non-violent felony.

Whenever an order is given to terminate a pursuit, all units involved in the pursuit will:
- Acknowledge over the radio that they have terminated the pursuit and give their location to JCA.
- Keep their unit’s A/VRE recording for at least a minimum of two minutes, unless the A/VRE is needed to continue recording longer for evidentiary purposes.
  - The case number for the pursuit will be entered into the A/VRE when the recording is stopped.

Forcible Stopping:
If a fleeing vehicle refuses to stop, officers may need to utilize force in order to affect a controlled stop. Any officer(s) who forcibly stops a vehicle will leave a written report or supplement concerning circumstance for the stop and the methods utilized. Officers will include photographs of any damage or lack thereof.

Stop Sticks:
Marked Cedar Rapids Police units are equipped with Stop Sticks. All new officers are trained during the CRPD/ILEA Police Academy on how to use the Stop Sticks via the company’s training video (available at www.stopstick.com) with additional hands-on training given by the department. Refresher training is conducted periodically with all sworn personnel. [41.2.3a,b,c,d]
- Commander approval is not required for the use of Stop Sticks.
- The officer deploying the Stop Stick will inform JCA over the radio that Stop Sticks have been deployed and will give the location of such deployment.
  - The deploying officer will also turn on appropriate squad car emergency lights in order to be visible to those not involved in the pursuit.
  - Officers will position themselves in a safe location, away from the point of contact between the target vehicle and the deployed stop sticks.
- Stop sticks are designed to be used on vehicles with four (4) or more wheels only and are not to be used against any two (2) or three (3) wheeled vehicles.
- Stop Sticks are to be deployed on a hard-surface road only.
- Stop Sticks will not to be deployed on a curve.
- DO NOT wrap the cord reel line around any part of your body at any time.
- After a Stop Stick has been hit and deformed by a vehicle, it is no longer fully functional and should be replaced. If the vehicle does not pass through the deployed area or strike the Stop Stick, the Stop Stick can be reused.
  - If a Stop Stick has been damaged, send an email to Police Vehicle Defect for a replacement Stop Stick.
Pursuit Intervention Technique:
The CRPD does not utilize the Pursuit Intervention Technique (PIT) maneuver unless the officer conducting the maneuver is a currently or formerly certified driving instructor certified by the Iowa Law Enforcement Academy (ILEA) in the PIT maneuver and can later clearly articulate the justification for its use. [41.2.3 a,b,c,d]

- Certified Instructors receive training at ILEA at required instructor recertification.
  - The Lead Driving Instructor will address any changes in the PIT at annual driving training and make adjustments to this policy as needed. [41.2.3c]

The PIT maneuver may be utilized by a trained officer when the following conditions are present:

- The speed at the initiation of the PIT maneuver is 70 mph or less.
- The continual movement of the suspect vehicle places any person in danger of serious injury or death.
- All other reasonable means of apprehension have been exhausted, are not practical at the time, or the need to immediately stop the offender exists.

Use of Firearms:
Except under the following circumstances, shooting from or at a moving vehicle is prohibited (refer to the Code of Iowa, section 704):

- When an occupant of the fleeing vehicle is utilizing deadly force against the Police Officer or other persons.
- As a last resort to prevent death or substantial harm to the officer or other persons.
- As a last resort to apprehend a felon who has just committed a felony resulting in death or substantial injury.

Inter-Jurisdictional Vehicle Pursuits: [41.2.2h]
The CRPD and other area agencies have established common ground on inter-jurisdictional pursuits that is agreeable to the participating agencies when traveling from boundary to boundary. The agencies included in this agreement are: Linn County Sheriff’s Department, Marion Police Department, Robins Police Department, Hiawatha Police Department, and the Iowa State Patrol.

- The agency initiating the pursuit if possible should remain the primary unit unless a jurisdictional unit is requested by the initiating agency to take over as the primary unit and the request is approved by a commander.
  - Unless the primary unit role has already been assumed by a jurisdictional unit, the secondary unit should preferably be from the jurisdiction being entered; however, this is not mandatory.

- The jurisdiction being entered has the option to choose whether or not to participate in the pursuit. This would not preclude the originating agency from continuing.
POLICY TITLE: Pursuits  STANDARD/REF #: 41.2.2; 41.2.3; 82.1.4a

APPROVED BY: Wayne Jerman, Chief of Police  REVIEWED DATE: 3/18/2019

REQUIRED REVIEWERS: Lead Driving Instructor; Patrol Captain  REVISED DATE: 3/18/2019

- The role of the jurisdiction being entered is that of a support role i.e. blocking busy intersections, use of stop sticks, etc...
- Any employee, regardless of where the pursuit takes them, will abide by the pursuit policy of their own jurisdiction.
- The decision to use the PIT maneuver will be based solely on the supervisory discretion of the originating agency.
  - If an outside agency utilizes a forcible stop, CRPD officers’ role will be to:
    - Assist with backup to the outside agency if needed.
    - Document the scene.
    - Conduct traffic control if needed.
    - Complete a report of the incident.

- Pursuits originating by the Cedar Rapids Police Department which continue into other jurisdictions beyond the city limits of Cedar Rapids:
  - Will require a unit in the pursuit to notify JCA when leaving the city limits
  - Will not continue beyond the State of Iowa’s borders without a commander’s permission
  - Will not continue when radio communication is lost

**PIT Maneuver with Outside Agencies:**
With commander or authorized personnel approval from both agencies, CRPD PIT cars may conduct the PIT maneuver within Cedar Rapids with a pursuit which was initiated by another agency.
- The initiating agency may request assistance from a CRPD PIT car and/or the assistance may be offered from the CRPD.

If requested, and with commander approval, a CRPD PIT car may respond to a pursuit initiated by another agency in the nearby surrounding area outside of the City of Cedar Rapids in order to possibly initiate the PIT maneuver with another agency’s pursuit.

**Analysis:**
The Captain of Patrol will conduct a documented annual:
- Analysis of pursuit reports.[44.2.2]  
- Review of pursuits for the year with the intent of: [41.2.2k]
  - Analyzing the policy
  - Identifying training needs
  - Improving safety