



Portsmouth, Virginia Police Department General Orders Manual

Police Vehicle Operation		OPR	07
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APPROVED: Tonya D. Chapman, Chief of Police			

PURPOSE: To establish guidelines and procedures for routine and emergency police vehicle operations.

GUIDELINES: All personnel authorized to operate police vehicles will exercise due regard for the safety of persons and property. Officers will terminate any emergency police vehicle operation when, in the opinion of the officers involved or the monitoring supervisor, such emergency operation unnecessarily jeopardizes the safety of those involved or of the general public. The Department will hold personnel accountable for the consequences of any reckless disregard for the safety of others.

DEFINITIONS:

Routine Vehicle Operation: Driving that dictates vehicle speed consistent with the normal flow of traffic, obedience to vehicle laws and posted signs, and adherence to commonly understood "rules of the road."

Emergency: A condition deemed to exist only in a situation where there is an indication that violence or injuries exist **and** will likely continue or worsen; or when the escape of an individual poses an immediate threat to the safety of officers or citizens; or where a need prevails for immediate action toward the continued protection of life or property.

Pursuit: The emergency operation of a police vehicle equipped with a siren and emergency lights, in an attempt to apprehend occupants of a moving vehicle who are eluding the pursuing officer by increasing speed, taking evasive measures, or ignoring the officer's attempt to make the stop.

Non-Pursuit: There are various reasons why a vehicle may not initially stop when signaled to do so, therefore, this general order delineates what situations are classified as non-pursuit. The act of a driver simply refusing to stop when signaled to do so does not in itself rise to the level of *willfully fleeing capture*. The act of following and continuing to signal a non-compliant driver who is not taking evasive action and is **not** exceeding the speed limit by more than ten miles per hour is not classified as a pursuit.

Virginia Code § 46.2-920 establishes limited exemptions to traffic laws given to officers when operating police vehicles under emergency conditions. The exemptions do not apply to officers operating police vehicles attempting to "catch up" to the vehicle that officers intends to stop.

Caravan: Participation of police units in a pursuit in excess of the authorized number.

Paralleling: The operation of emergency vehicles other than those directly involved in the pursuit on streets or highways parallel or adjacent to the pursuit route.

Initial Unit: Any police unit initiating a pursuit action.

Primary Unit: The marked police unit closest to the fleeing vehicle and in direct pursuit.

Secondary Unit: The second marked police unit directly involved in the pursuit and behind the primary unit.

Patrol Car: A car normally used for patrol duty, typically painted blue and white, white, or black and white, and equipped with a siren, emergency lights and other conspicuous police markings.

Spike Strips: An expandable strip containing hollow spikes designed to slow a fleeing vehicle by deflating the tires as the vehicle drives over the strip.

Initiating Agency: The agency whose unit initiated the pursuit.

Neighboring Agency: The agency that has received a pursuit from another agency.

Supervisor: For the purposes of this Directive, a supervisor is a Portsmouth officer with the rank of Sergeant or above and does not include officers who are acting supervisors.

PROCEDURES: (OPR.01.01)

I. Routine Operation of Police Vehicles (OPR.01.01 a)

- A. Under routine circumstances, officers will drive all Department vehicles safely and properly in full compliance with all applicable traffic laws and regulations. Each officer must set an example of good driving behavior and habits.
- B. All personnel will wear seat belts and shoulder straps when operating vehicles under routine conditions. (OPR.01.04)
- C. All passengers and/or ride-alongs will wear seat belts and shoulder straps during vehicle operation. Officers will strap in prisoners with seat belts whenever possible. (OPR.01.04)
- D. Under certain emergencies as described in Section II below, the Code of Virginia authorizes officers to disregard traffic regulations. However, this does not release the operator or the Department from civil liability for failure to use reasonable care during such operation. (OPR.01.04)

E. Driving rules

- 1. Drivers will carefully observe surrounding conditions before turning or backing any vehicle.
- 2. Personnel will not leave a Department vehicle unattended with the engine running, nor leave the vehicle unlocked when they have left it to handle other business.
- 3. The driver must recognize the variable factors of weather, road surface conditions, road contour, and traffic congestion, all of which directly affect the safe operation of any vehicle, and these will govern vehicle operation accordingly.
- 4. Personnel responding to certain crimes in progress sometimes discontinue the use of the siren upon approaching the location of the occurrence. Upon doing so, they are no longer operating an emergency vehicle as defined in Virginia State Code, and must observe all posted speed limits

and traffic control devices.

5. Emergency driving to the scene of a motor vehicle accident is permissible **only** when an emergency exists, when specific information indicates that conditions at the scene require an emergency response, or when directed to do so by a supervisor.
6. Regardless of the seriousness of the situation to which personnel are responding, and excepting circumstances that are clearly beyond the individual's control, the Department will hold them accountable for the manner in which they operate their vehicles.
7. Personnel will park department vehicles at the scene of a crime, a motor vehicle crash, or other incident, in such a manner so as not to create an obstacle or hazard to other traffic, unless necessary for the protection of an incident scene or injured persons. If a traffic hazard exists, officers will use emergency lights to warn other drivers approaching the location.
8. Traffic regulations requiring other vehicles to yield the right of way to any emergency vehicle do not relieve the emergency vehicle operator from the duty to drive with due regard for the safety of all persons using the highways, nor do they protect the driver from the consequences of an arbitrary exercise of such right of way (§ 46.2-829).

II. Emergency Operations of Police Vehicles – General

(OPR.01.01 b)

- A. Emergency operation of police vehicles is authorized when immediate police presence is required in order to protect a person from death or serious injury; when dispatched to a priority 1 or 2 message; when authorized by a supervisor; and when engaged in a vehicular pursuit.
- B. Officers will only operate police vehicles equipped with a siren and emergency flashing lights as emergency vehicles. Officers must use **BOTH SIREN AND EMERGENCY FLASHING LIGHTS WHEN OPERATING AS AN EMERGENCY VEHICLE**. The use of either the siren or emergency lights alone **will not** qualify the police vehicle as an emergency vehicle (Code of Virginia §46.2-920). (OPR.01.01 c)
- C. Officers operating unmarked police vehicles with concealed emergency lights **must use extreme caution** in assuming the right-of-way at intersections, where the concealed mounting of the lights prevents the clear vision or observation of those lights by drivers of intersecting vehicles.
- D. Officers must exercise extreme care when operating an emergency vehicle with emergency lights and siren activated. Officers will maintain proper control of the vehicle at all times, taking into account weather conditions, traffic and pedestrian volume, and the need to arrive safely at the intended destination. Officers will utilize defensive driving tactics, and avoid reckless and excessive speeds. (OPR.01.01 c)
- E. When approaching intersections, stoplights, and regulatory signs, etc., officers **will use extreme caution** and either fully stop their vehicles, or reduce their speed sufficiently to allow them to avoid a collision before proceeding through the regulated area. Officers will not proceed through an intersection, against traffic control, at a speed in excess of 15 mph.
- F. When an officer operating a police vehicle under emergency conditions approaches a school bus that is loading or unloading students, the officer will stop completely in accordance with Code of Virginia § 46.2-859, and will not proceed until the bus driver has assured him or her that it is safe to advance. The officer will also check the surrounding area to ensure that no students are about to cross the roadway or are in a location where they could be endangered if the emergency vehicle proceeds. Officers will use extreme caution when proceeding through active

school zones, and continue at a speed that will allow them to see and avoid any pedestrian traffic.

G. Officers must discontinue operating an emergency vehicle with emergency lights and siren activated when responding to a call where an officer on scene advises other units that they can slow down or that no more units are needed on scene. (OPR.01.01 c)

H. Virginia law does not exempt an officer from civil liability, regardless of his or her authority to operate a vehicle under emergency conditions, or from criminal prosecution under certain circumstances. Careful and prudent judgment when operating police vehicles is always the rule.

I. Officers will wear seat belts and shoulder straps any time they operate a vehicle under emergency conditions. The only exception is upon immediate approach to any scene of an incident or emergency where the officer believes a rapid departure from the vehicle may be required. In these situations the officer may release the seat belt. (OPR.01.01 c)

III. Vehicle Pursuits (OPR.01.10)

A. An officer engaging in a pursuit must weigh various considerations and risk factors. Officers will consider the following when determining the need for immediate apprehension and re-evaluate them throughout and pursuit: (OPR.01.10 a)

1. Traffic conditions and volume, both pedestrian and vehicular;
2. Day or night visibility conditions;
3. Roadway conditions;
4. Time of day (rush hour, school traffic, etc.);
5. Area of pursuit (school, residential, etc.);
6. Weather conditions;
7. Known identity of the driver;
8. Speed or recklessness of suspect vehicle;
9. Quality of radio communications;
10. Pursuing officer's familiarity with area;
11. Pursuing officer's driving skills;
12. Proximity of suspect vehicle to primary unit; and
13. The underlying criminal offense.

B. An officer may initiate and continue a pursuit only when reasonable suspicion exists to believe that the violator has committed or is attempting to commit an offense that would result in a custodial arrest *for which the officer is attempting to stop the vehicle*, **and** when the necessity of immediate apprehension outweighs the level of danger created by the pursuit. If an officer attempts to stop a vehicle based solely on a traffic offense and the driver then attempts to elude the officer, the officer shall disengage and not initiate a pursuit. (OPR.01.10 a)

C. Officers may initiate a pursuit when there is reasonable suspicion to believe that the driving ability of the suspect is so impaired or so reckless, prior to initiating the pursuit, that it will likely cause death or serious injury to another person.

D. When deciding to initiate a pursuit, the officer bears a shared responsibility for the pursuit. The pursuing officer must base his or her decision to initiate a pursuit on the conclusion that the

immediate danger to the officer and the public created by the pursuit is less than the immediate or potential danger to the public should the suspect remain at large. (OPR.01.10 b)

- E. Any police unit may initiate a pursuit, but it is the Department's intent that marked patrol cars will replace non-patrol cars and maintain the pursuit. Accordingly, unmarked cars, motorcycles, K-9 vehicles, trucks, and other multipurpose vehicles will yield to a marked patrol car as soon as one joins the pursuit.
- F. The initiating unit will advise the dispatcher of the following: (OPR.01.10 b)
 - 1. The initial unit # and that a pursuit has been initiated;
 - 2. Location and direction of fleeing vehicle;
 - 3. Description of fleeing vehicle, to include color, make, license plates, and other identifiable characteristics;
 - 4. Number of occupants of suspect vehicle;
 - 5. The initial reason for the traffic stop;
 - 6. Any safety-related information, such as knowledge of weapons, behavior of occupants, etc.;
 - 7. Estimated speed and recklessness of suspect vehicle; and
 - 8. Any other information pertinent to the pursuit.
- G. Dispatch will immediately clear all radio traffic, restate the status of the pursuit, and return control of the air to the unit in pursuit. (OPR.01.10 d)
- H. If the pursuit is of a long duration, officers will shift radio traffic to an alternate channel.
- I. A patrol supervisor will acknowledge the pursuit and monitor its progress, issuing orders as appropriate including the order to terminate the pursuit if circumstances warrant. If an officer in a specialized unit initiates a pursuit, the specialized unit supervisor may acknowledge the pursuit and assume monitoring and command responsibility from the patrol supervisor. In the absence of the specialized unit supervisor, the patrol supervisor will retain responsibility for monitoring the pursuit. If a supervisor does not immediately acknowledge command of the pursuit, dispatch will request that another supervisor monitor the pursuit. (OPR.01.10 e)
- J. If the initial unit is a patrol car, that unit should attempt to maintain safe visual contact with the fleeing vehicle and relinquish radio operation to the secondary unit as soon as that unit joins the pursuit. If the initial unit is other than a patrol car, it will relinquish "primary unit" responsibility to the first patrol car joining the pursuit. It will then become the secondary unit until another patrol car can assume that responsibility. The secondary unit has the responsibility to follow the primary unit at a safe distance, and report the progress and direction of the pursuit over the radio. (OPR.01.10 c)
- K. No other units, except a canine unit, will join an active pursuit unless directed to do so by a supervisor or shift commander (upon assessing the risk factors), or if one of the units already involved in the pursuit becomes disabled.
- L. If an officer involved in a pursuit believes that more than two units are needed in the pursuit, the officer will relay information justifying this to the monitoring supervisor, e.g., the vehicle contains three or more passengers, the violator commits more criminal acts, armed persons within, etc.
- M. If an officer adjacent to a pursuit has reason to believe that he or she should join the pursuit in addition to the two pursuing officers, that officer shall relay this to the monitoring supervisor, e.g.,

need to leave the city to protect innocent motorists, one of the pursuing units is disabled or cut off from the pursuit, numerous passengers, etc. (OPR.01.10 c)

N. Police units adjacent to the actual or most likely pursuit path should:

1. Move into a position enabling them to locate the violator should the pursuing unit(s) lose sight of the vehicle they are pursuing;
2. Move into position to assist readily with the apprehension should it take place;
3. Move into a strategic position to warn the public and to attempt to slow down the fleeing vehicle through the activation of emergency equipment. Any police vehicle with emergency equipment can be used to caution innocent motorists;
4. Not join the pursuit unless authorized by a line officer to do so.

O. The dispatcher will run computer checks on the vehicle or its operator, and broadcast that information to all units. (OPR.01.10 d)

IV. Pursuit Rules

- A. All emergency equipment will remain activated during the pursuit. The primary and secondary units should consider using different siren signals to help the public identify multiple units approaching.
- B. Even with emergency equipment activated, the Department and officers involved are not relieved of civil liability for failure to use reasonable care during pursuits. Officers must exercise due regard at intersections and consider existing traffic signs and signals. Officers will slow to that speed necessary (no greater than 15 mph), which may require coming to a complete stop in order to proceed safely through intersections or to avoid other road hazards. Pursuing officers have no absolute right to run red lights or stop signs and will not drive with reckless disregard for the safety of others.
- C. Whenever a pursuit reaches a speed or degree of recklessness that may cause imminent loss of vehicle control, the primary unit is expected to terminate the pursuit. (OPR.01.10 i)
- D. Officers will not intentionally ram, bump, or collide with a fleeing vehicle, nor will they pull alongside such vehicles in an attempt to force them off the road or into an obstacle. (OPR.01.10 f)
- E. Roadblocks, whether stationary or rolling (boxing in), are prohibited. (OPR.01.10 f)
- F. Engaging in pursuit caravans is prohibited.
- G. Any unauthorized pursuit-stopping devices or techniques are prohibited. (OPR.01.10 f)
- H. Supervisors may authorize the deployment of the Spike System to bring a pursuit to a conclusion. The supervisor should consider factors such as sufficient time, number of officers, public risk factors and road and traffic conditions. The following rules govern the deployment and use of the Spike System: (OPR.01.10 e)
1. Will only be deployed after notifying a supervisor and receiving their acknowledgement.
 2. Will only be deployed by officers trained in their deployment.

3. Will only be used on vehicles with four or more tires traveling at speeds greater than 10 mph.
4. The deploying officer will advise the dispatcher of the exact location of the Spike System deployment, and notify pursuing units by radio of the existence and location of the Spike System deployment.
5. Officers will utilize the Spike System in accordance with the deployment methods prescribed by the manufacturer's instructions and Department training guidelines.
6. Officers shall document use of the Spike System in the Incident Report.

I. Officers will only fire their weapons in accordance with OPR-01, Use of Force.

J. Whenever a fleeing vehicle leaves the roadway or takes a path over rough terrain, the pursuing officer(s) must carefully re-evaluate the risk factors. (OPR.01.10 a)

K. If a police vehicle contains occupants who are not officers (e.g., prisoners, witnesses, complainants, ride-a-longs, etc.), the officer driving that vehicle will not engage in a pursuit.

L. Officers will not attempt to pass other police units involved in a pursuit unless the passed unit is aware of the maneuver and is handing the pursuit over to the passing vehicle.

M. If a pursued vehicle drives against oncoming traffic along any divided highway or access/exit ramps, the pursuing officers should continue pursuit in the **proper** lanes of traffic, and should broadcast the situation immediately, so that support units may take appropriate action.

V. Inter-Jurisdictional Pursuits (OPR.01.10)

The Hampton Roads Chiefs of Police have agreed to the following procedures for regional pursuits. This agreement does not supersede any agency's policy regarding vehicular pursuits when the pursuit is taking place within that agency's own geographical boundaries. Its intent is to provide a response in cases where the pursuit crosses jurisdictional boundaries.

A. General

1. The apprehension of a fleeing suspect is secondary in importance to public safety. The guiding principle in any pursuit situation is that the operation of any law enforcement vehicle be exercised with due regard for the safety of persons and property (as set forth in Virginia State Code §46.2-920).
2. This regional policy should not be construed as creating a higher legal standard of safety or care in an evidentiary sense with respect to third-party claims, nor will it protect participating agencies, or agency employees, from possible liability which exists in pursuit situations.

B. Definitions

1. **Police Vehicle/Police Officer:** As used herein, the terms "police vehicle" and "police officer" refer to any law-enforcement vehicle operated by or under the direction of a

Hampton Roads law law-enforcement officer.

2. **Motor Vehicle:** For the purpose of this policy, a motor vehicle is defined as a motorcycle, automobile, truck or bus. A bicycle or a moped is not deemed a motor vehicle.
3. **Vehicular Pursuit:** The active attempt by a suspect operating a motor vehicle to elude a police officer operating a police vehicle with the emergency lights and siren system engaged by increasing speed and ignoring the police officer's attempt to stop him or her.
4. **Primary Offense:** For purposes of this policy, a primary offense is the original reason or offense that caused the originating officer to initiate active pursuit of the suspect.

C. Pursuits Entering Another Jurisdiction

(OPR.01.10 g)

1. When it appears that a pursuit is about to leave Portsmouth's jurisdictional boundaries, the patrol supervisor and the primary officer will re-evaluate the risk factors and determine whether or not to continue the pursuit. These factors include:
 - a. Distance traveled;
 - b. Unfamiliarity with the area in which the pursuit is entering;
 - c. Safety considerations to the public and officers;
 - d. Whether or not a request for assistance will be made to the jurisdictional agency; and
 - e. Whether or not control of the pursuit will be relinquished to the jurisdictional agency.
2. Notification: If the pursuit will enter another jurisdiction, the dispatcher will contact that jurisdiction's agency as soon as is practical, take appropriate actions for radio networking and exchange of information, and advise them of the following:
 - a. That a pursuit is about to enter, or has entered, their jurisdiction;
 - b. The pursuit location, its direction of travel, the approximate speed of the pursued vehicle, and a description of any erratic or unusual driving maneuvers by the vehicle's driver;
 - c. The primary offense for which the vehicle and occupants are wanted;
 - d. The vehicle license plate number, as complete a description of the vehicle and occupants as is available, and whether any known weapons are involved; and
 - e. Whether or not the assistance of the jurisdictional agency is needed.
3. Control
 - a. The initiating agency will have control of, and be responsible for the pursuit, unless they specifically relinquish control to the jurisdictional agency.
 - b. The agency in control of the pursuit must have a supervisor (e.g., Watch Commander, Shift Supervisor) monitoring the pursuit or actively pursuing.
 - c. Involved units from the originating agency may discontinue the pursuit when advised that the jurisdictional agency has assumed the pursuit. The primary unit shall proceed, at the direction of a supervisor, to the termination point to assist in the investigation.
 - d. Taking into consideration the pursuit factors and any other articulable extenuating circumstance, the jurisdictional agency may:
 - i. Assume control of the pursuit;
 - ii. Assist the originating agency by attempting to clear intersections to allow the other agency and the pursued vehicle unobstructed passage;
 - iii. Join the originating agency in the pursuit and actively pursue with the originating agency;

- iv. Decline involvement in the pursuit for any reason; or
 - v. If the initiating agency's reason for the pursuit does not meet the pursuit criteria of the jurisdictional agency, they may decline to actively engage in the pursuit. They will contact the initiating agency and notify them as such.
- e. If we relinquish control of a pursuit to the jurisdictional agency, their unit will assume responsibility as the primary unit. The Portsmouth unit will assume responsibility as the secondary unit. Risk factors such as radio range, driving through unfamiliar territory, and the possibility of the pursuit extending even further away, should be considered.
 - f. If the jurisdictional agency's police units take over the primary and secondary positions, the Portsmouth unit will relinquish the pursuit to that jurisdiction. The initiating Portsmouth unit will gather information from the dispatcher about the progress of the pursuit. Once the pursuit has ended, the initiating unit will proceed to the location and continue the investigation.

D. Pursuits Entering Portsmouth's Jurisdiction.

(OPR.01.10 h)

1. Upon receiving notification from Dispatch that a pursuit from another jurisdiction is entering (or has entered) Portsmouth's boundaries, the Shift Commander or supervisor will make a decision on our response based upon;
 - a. The safety of the public and all law enforcement;
 - b. The factors articulated by the originating agency regarding the pursuit (including the reason the pursuit was initiated);
 - c. The identity of the offender(s); and
 - d. The ability to effectively maintain the pursuit.
2. Taking into consideration the pursuit factors and any other articulable extenuating circumstance our officers may, upon approval from a supervisor:
 - a. Assume control of the pursuit. The assigned units should move to strategic positions to safely receive the pursuit. Officers should have emergency lights already activated when the pursuit comes within their sight;
 - b. Assist the originating agency by attempting to clear intersections to allow the other agency and the pursued vehicle unobstructed passage;
 - c. Join the originating agency in the pursuit and actively pursue with them; or
 - d. Decline involvement in the pursuit for any reason.
 - e. If the initiating agency's reason for the pursuit does not meet the pursuit criteria of our department, we may decline to actively engage in the pursuit. We will contact the initiating agency and notify them as such.

E. Other

1. Officers will conduct pursuits within the policy of the agency assuming primary control of the pursuit.
2. While the local Chiefs of Police have agreed upon this procedure, due consideration must be given to radio communication networking, out-of-city police officers' lack of familiarity with this city's neighborhoods, and other problems inherent in multi-jurisdictional pursuits. The monitoring supervisor must keep the safety of both officers and the public in mind, and will exercise command and control of the pursuit as long as it remains within Portsmouth.

3. Officers will utilize free speech when communicating on mutual aid radio channels and with other departments.

F. Continuation/Termination

(OPR.01.10 i)

1. The Shift Commanders or supervisors of both the jurisdictional and initiating agencies will closely monitor the progress of the pursuit. Either may make a request that the pursuit be terminated based upon;
 - a. Further information received; and/or
 - b. Increased risk factors of its continuation.
2. If the pursuit is not terminated per a request, the jurisdictional agency may change its level of response.
3. The role and responsibilities of any officers present at the pursuit's termination should include providing services relating to:
 - a. Scene control;
 - b. Coordination and completion of supplemental reports;
 - c. Charges/investigative follow-up initiated as a result of the pursuit (pursuant to §19.2-77 Code of Virginia); and/or
 - d. Other assistance as requested, or accepted.
4. If the pursuit continues completely through Portsmouth and into another city, Portsmouth units will relinquish the pursuit.
5. If a police supervisor from a neighboring agency recommends that Portsmouth Police terminate a pursuit in their city, the Portsmouth supervisor will do so. In extreme cases where the suspect must be apprehended, and the Portsmouth supervisor feels strongly that the pursuit must continue, that supervisor's decision will be communicated to the neighboring agency.

VI. Aerial Support

On those occasions where aerial support is available and on the scene, the responsibility for keeping contact with the fleeing vehicle will be relinquished to the aerial unit. All pursuit units will terminate the active pursuit and will coordinate with the aerial unit for directions.

VII. Abandoning/Terminating Pursuit

(OPR.01.10 i)

The pursuing officer must continually evaluate the risks and goal of the pursuit. Under some circumstances, abandoning a pursuit may prove the most prudent decision. Discontinuing a pursuit does not mean that the officer cannot follow the suspect vehicle at a safe and legal speed. An officer's decision to terminate a pursuit for safety reasons will not be subject to negative comment or evaluation. Officers should discontinue pursuits under the following circumstances:

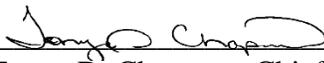
- A. When a Supervisor orders the officer(s) to discontinue the pursuit;

- B. When the suspect's identity has been established to the point that later apprehension can be accomplished and no immediate threat to public safety exists;
- C. When the prevailing traffic, roadway, or environmental conditions render the pursuit futile or dangerous;
- D. When the pursued vehicle has outdistanced the officer or its location is not known;
- E. When, upon consideration of all risk factors, the danger posed to the public, police, and suspect outweighs the value of apprehending the suspect(s);
- F. When the request to terminate a pursuit is made by another agency and the pursuit is within their jurisdiction.

VIII. Reporting Requirements for Administrative Review

(OPR.01.10 j)

- A. The initiating or primary unit(s) and the supervisor must complete and submit a vehicle pursuit report before securing from duty. The report will include all details of why the officer initiated the pursuit, its route, actions taken by the fleeing vehicle, actions taken by the officers, any video(s) of the pursuit, and the resulting conclusion of the incident. This report will be filed promptly through the chain of command to the Chief of Police. The Chief may opt to convene a panel to review the elements of the pursuit.
- B. Supervisors will collect any video documentation from in-car cameras.
- C. The Professional Standards Unit will conduct an annual, documented analysis of pursuit reports.

APPROVED: 
Tonya D. Chapman, Chief of Police