

Vehicle Pursuits and Emergency Vehicle Operation

307.1 PURPOSE AND SCOPE

This policy provides guidelines for vehicle pursuits in order to protect the safety of involved officers, the public and fleeing suspects.

307.1.1 DEFINITIONS

Definitions related to this policy include:

Blocking or vehicle intercept - A slow-speed coordinated maneuver where two or more pursuing 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 road block.

Emergency Response - Emergency response shall include the use of overhead or emergency lighting system, headlights and siren when exceeding the speed limit or disregarding traffic control devices. The state motor vehicle code allows a silent run when the nature of the mission requires that a law enforcement officer travels without giving warning to suspected law violators. Emergency responses do not require the officer to exceed the speed limit and officers should always operate with due care and caution.

Fleeing and Eluding - A driver of a motor vehicle who is given by hand, voice, emergency lights, or siren, a visual or audible signal by a police, acting in the lawful performance of his or her duty, directing the driver to bring his or her vehicle to a stop shall not willfully fail to obey that direction by increasing the speed of the vehicle, extinguishing the lights of the vehicle, or otherwise attempting to flee or elude the police. This subsection does not apply unless the police giving the signal is in uniform and the vehicle driven by the police is identified as an official police vehicle [MCL 257.602a](#) [MCL 750.479a](#).

Fully Marked Police Vehicle- A four wheel police patrol vehicle equipped with a permanent top light, siren, spotlights, and a police identification decal and otherwise conforming to the requirements of [MCL 257.632](#).

Precision Intervention Technique (PIT) - A low-speed maneuver designed to cause the suspect vehicle to spin out, stall and come to a stop.

Ramming - The deliberate act of contacting a suspect's vehicle with another law enforcement vehicle to functionally damage or otherwise force the suspect's vehicle to stop.

Semi- Marked Police Vehicle - A four wheel police patrol vehicle clearly marked and equipped as a police vehicle but lacks a top light bar but otherwise conforms to requirements of [MCL 257.362](#).

Terminate - To discontinue a pursuit or stop chasing fleeing vehicles.

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Tire deflation device - A device designed to puncture the tires of the pursued vehicle.

Trail - Following 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 vehicle will maintain sufficient distance from the pursuit vehicles so as to clearly indicate an absence of participation in the pursuit.

Unmarked Police Vehicle - A four wheel police vehicle used normally by administrative and investigative personnel. It does not have markings, permanent or temporary emergency lights, and is not intended to be a distinctive police vehicle.

Vehicle pursuit - An event involving one or more law enforcement officers attempting to apprehend a suspect, who is attempting to avoid arrest while operating a vehicle by using high-speed driving or other evasive tactics, such as driving off a highway, turning suddenly or driving in a legal manner but willfully failing to yield to an officer's emergency signal to stop.

307.2 POLICY

It is the policy of this department to weigh the importance of apprehending suspects who unlawfully flee from law enforcement against the risks associated with vehicle pursuits.

307.3 OFFICER RESPONSIBILITIES

Vehicle pursuits shall only be conducted using authorized police department emergency vehicles that are equipped with and displaying emergency lighting and sirens as required by law.

Officers shall drive with due regard for the safety of all persons and property. However, officers may, when in pursuit of a suspect and provided there is no unreasonable risk to persons and property ([MCL 257.603](#)):

- (a) Proceed past a red or stop signal or stop sign but only after slowing down as may be necessary for safe operation.
- (b) Exceed the speed limit.
- (c) Disregard regulations governing direction of movement or turning in specified direction.

Officers shall not, under any circumstances, pursue or operate at a speed so great as to render their vehicle uncontrollable.

Officers shall not engage in pursuits when transporting prisoners, civilians, or non-sworn personnel.

307.3.1 AUTHORIZATION TO PURSUE

Officers are authorized to initiate a pursuit when it is reasonable to believe that a suspect has committed or attempting to commit a felony (other than the crime of fleeing and eluding) the escape of the subject would pose an imminent danger of death or serious bodily injury to the officer or to another person or when the person being pursued presents an immediate physical danger to

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themselves or others, has been given an appropriate signal to stop by a law enforcement officer, is attempting to evade arrest or detention by fleeing in a vehicle.

Evaluating the Circumstances - The following circumstances should be evaluated when deciding to initiate or continue a pursuit include, but are not limited to:

- (a) The 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) The 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.
- (d) The pursuing officers' familiarity with the area of the pursuit, the quality of radio communications between the pursuing vehicles and dispatcher/supervisor, and the driving capabilities of the pursuing officers under the conditions of the pursuit.
- (e) Whether weather, traffic and road conditions unreasonably increase the danger of the pursuit when weighed against the risks resulting from the suspect's escape.
- (f) Whether the identity of the suspect has been verified and whether there is comparatively minimal risk in allowing the suspect to be apprehended at a later time.
- (g) The performance capabilities of the vehicles used in the pursuit in relation to the speed and other conditions of the pursuit.
- (h) Emergency lighting and siren limitations.
- (i) Vehicle speeds.
- (j) Other persons in or on the pursued vehicle (e.g., passengers, co-offenders and hostages).
- (k) The availability of other resources, such as air support assistance.
- (l) Officers shall not engage in pursuits when transporting prisoners, civilians, or non-sworn personnel.
- (m) Officers are prohibited from becoming involved in police pursuits while off duty and/or traveling in privately owned vehicles.
- (n) Officers operating unmarked vehicles shall not initiate an enforcement stop or become involved in a police pursuit.

307.3.2 PURSUIT RESTRICTIONS/PURSUIT TERMINATION

Pursuits should be terminated 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.

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When a supervisor directs the pursuit to be terminated, officers will immediately terminate the pursuit.

The factors listed in this policy on when to initiate a pursuit will apply equally to the decision to terminate 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 addition to the factors that govern when to initiate a pursuit, other factors should be considered in deciding whether to terminate a pursuit, including:

- (a) The distance between the pursuing vehicle 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 pursuing vehicle sustains damage or a mechanical failure that renders it unsafe to drive.
- (d) The pursuing vehicle's emergency lighting equipment or siren becomes partially or completely inoperable.
- (e) Hazards posed to uninvolved bystanders or motorists.
- (f) The danger that the continued pursuit poses to the public, the officers or the suspect, balanced against the risk of allowing the suspect to remain at large.
- (g) The identity of the suspect is known and it does not reasonably appear that the need for immediate capture outweighs the risks associated with continuing the pursuit.
- (h) When the primary or secondary pursuing officer believes the danger created by the pursuit outweighs the need for apprehension.

Additional considerations/restrictions:

- (a) Officers shall not, under any circumstances, pursue or operate at a speed so great as to render their vehicle uncontrollable.
- (b) Officers shall not engage in pursuits when transporting prisoners, civilians, or non-sworn personnel.
- (c) Officers are prohibited from becoming involved in police pursuits while off duty and/or traveling in privately owned vehicles.
- (d) Officers operating unmarked vehicles shall not initiate an enforcement stop or become involved in a police pursuit.

307.4 REINSTATING A PREVIOUSLY TERMINATED PURSUIT

Reinstatement of any previously terminated pursuit shall be undertaken consistent with the authorization criteria for originally initiating a pursuit.

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307.5 PURSUIT VEHICLES

Vehicle pursuits should be limited to three police department emergency vehicles (two pursuit vehicles and the supervisor vehicle). However, the number of vehicles involved will vary with the circumstances. Officers shall not engage in pursuits when transporting prisoners, civilians, or non-sworn personnel including any civilian rider who has signed a waiver of liability.

An officer or supervisor may request that additional vehicles join a pursuit if, after assessing the factors outlined above, it appears that the number of officers involved would be insufficient to safely arrest the number of suspects. 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 pursuit termination point at legal speeds, following the appropriate rules of the road.

307.5.1 MOTORCYCLES

Police Department motorcycles shall not be used in a pursuit.

307.5.2 VEHICLES WITHOUT EMERGENCY EQUIPMENT

Officers operating unmarked vehicles not equipped with emergency lights and siren are prohibited from initiating or joining in any pursuit. Officers in such vehicles may provide support to pursuing vehicles as long as the vehicle is operated in compliance with all traffic laws. Those officers should discontinue such support immediately upon arrival of a sufficient number of authorized emergency police department vehicles or any air support.

307.5.3 ROLE OF THE INITIATING OFFICER

The initial pursuing officer will be designated as the primary pursuit vehicle and will be responsible for the conduct of the pursuit unless he/she is unable to remain reasonably close to the suspect's vehicle. The primary responsibility of the officer initiating the pursuit is the apprehension of the suspect without unreasonable danger to him/herself or others.

The primary pursuing officer should notify the dispatcher, 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) The location, direction of travel and estimated speed of the suspect's vehicle.
- (b) The description of the suspect's vehicle including the license plate number, if known.
- (c) The reason for the pursuit.
- (d) Verbal acknowledgement via radio communication of the supervisor's decision to allow or terminate the pursuit.
- (e) The use of firearms, threat of force, violence, injuries, hostages or other unusual hazards.
- (f) The number of occupants and identity or description.
- (g) The weather, road and traffic conditions.
- (h) The need for any additional resources or equipment.
- (i) The identity of other law enforcement agencies involved in the pursuit.

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Until relieved by a supervisor or a secondary pursuing officer, the officer in the primary pursuit vehicle shall be responsible for broadcasting the progress of the pursuit. Unless circumstances reasonably indicate otherwise, the primary pursuing officer should, as soon as practicable, relinquish the responsibility of broadcasting the progress of the pursuit to an officer in a secondary pursuit vehicle or to air support joining the pursuit to minimize distractions and allow the primary pursuing officer to concentrate foremost on safe pursuit tactics.

307.5.4 ROLE OF THE SECONDARY UNIT(S)

The second officer in the pursuit will be designated as the secondary pursuit vehicle and is responsible for:

- (a) Immediately notifying the dispatcher of his/her entry into the pursuit.
- (b) Remaining a safe distance behind the primary pursuit vehicle unless directed to assume the role of primary pursuit vehicle or if the primary pursuit vehicle is unable to continue the pursuit.
- (c) Broadcasting information that the primary pursuing officer is unable to provide.
- (d) Broadcasting the progress of the pursuit, updating known or critical information and providing changes in the pursuit, unless the situation indicates otherwise.
- (e) Identifying the need for additional resources or equipment as appropriate.
- (f) Serving as backup to the primary pursuing officer once the suspect has been stopped.

307.6 PURSUIT DRIVING

The decision to use specific driving tactics requires the same assessment of the factors the officer considered when determining whether to initiate and/or terminate a pursuit. The following are tactics for officers who are involved in the pursuit:

- (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 unusual maneuvers by the fleeing vehicle.
- (b) Because intersections can present increased risks, the following tactics should be considered:
 - 1. Available officers 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 officers should exercise due caution and slow down as may be necessary when proceeding through controlled intersections.
- (c) Officers shall not pursue a vehicle driving the wrong direction on a roadway, highway or freeway.
- (d) Notify the Michigan State Police (MSP) or other law enforcement agency if it appears that the pursuit may enter its jurisdiction.
- (e) Officers involved in a pursuit should not attempt to pass other pursuing vehicles unless the situation indicates otherwise or they are requested to do so by the pursuing officer and with a clear understanding of the maneuver process between the involved officers.

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307.6.1 PURSUIT TRAILING

In the event that initial pursuing officers relinquish control of the pursuit to another agency, the initial officers may, with the permission of a supervisor, trail the pursuit to the termination point in order to provide information and assistance for the arrest of the suspect and reporting the incident.

307.6.2 OFFICERS NOT INVOLVED IN THE PURSUIT

Officers who are not involved in the pursuit should remain in their assigned areas, should not parallel the pursuit route and should not become involved with the pursuit unless directed otherwise by a supervisor. Uninvolved 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. Those officers should attempt to place their vehicles in locations that provide some safety or an escape route in the event of an unintended accident or if the suspect intentionally tries to ram the police department vehicle.

Non-pursuing members needed at the pursuit termination point should respond in a non-emergency manner, observing the rules of the road.

The primary pursuit vehicle, secondary pursuit vehicle and supervisor vehicle should be the only vehicles operating under emergency conditions (emergency lights and siren) unless other officers are assigned to the pursuit.

307.7 ROLE OF THE SUPERVISOR

Available supervisory and management control will be exercised over all vehicle pursuits involving officers from this department.

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

- (a) Verbally authorize or terminate the pursuit via radio communication. The supervisor shall ensure that a verbal acknowledgment via radio communication is received from the primary pursuing officer.
- (b) Supervisors should ask clarifying question concerning the reason for the pursuit, and consider if the reasons align with policy. [Battle Creek MI Police Department: 307.3.1 AUTHORIZATION TO PURSUE](#), [Battle Creek MI Police Department: 307.3.2 PURSUIT RESTRICTIONS/PURSUIT TERMINATION](#), [Battle Creek MI Police Department: 307.4 REINSTATING A PREVIOUSLY TERMINATED PURSUIT](#).
- (c) Immediately notifying involved officers and the dispatcher of supervisory presence and ascertaining all reasonably available information to continuously assess the situation and risk factors associated with the pursuit. This is to ensure that the pursuit is conducted within established department guidelines.
- (d) Engaging in the pursuit, when appropriate, to provide on-scene supervision.
- (e) Exercising management and control of the pursuit even if not engaged in it.
- (f) Ensuring that no more than the required law enforcement vehicles are involved in the pursuit under the guidelines set forth in this policy.

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- (g) Directing that the pursuit be terminated if, in his/her judgment, it is not justified to continue the pursuit under the guidelines of this policy.
- (h) Ensuring that assistance from, canines or additional resources is requested, if available and appropriate.
- (i) Ensuring that the proper radio channel is being used.
- (j) Ensuring that the Shift Commander is notified of the pursuit, as soon as practicable.
- (k) Ensuring the notification and/or coordination of outside agencies if the pursuit either leaves or is likely to leave the jurisdiction of this department.
- (l) Controlling and managing Battle Creek Police Department officers when a pursuit enters another jurisdiction.
- (m) Preparing a post-pursuit review and documentation of the pursuit as required.

307.7.1 SHIFT COMMANDER RESPONSIBILITIES

Upon becoming aware that a pursuit has been initiated, the Shift Commander should monitor and continually assess the situation and ensure the pursuit is conducted within the guidelines and requirements of this policy. The Shift Commander has the final responsibility for the coordination, control and termination of a vehicle pursuit and shall be in overall command.

The Shift Commander shall review all pertinent reports for content and forward them to the Deputy Chief.

307.8 ROLE OF 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 dispatcher. If the pursuit leaves the jurisdiction of this department or such is imminent, involved officers should, whenever available, switch radio communications to a tactical or emergency channel most accessible by participating agencies.

307.8.1 RESPONSIBILITIES

Upon notification or becoming aware that a pursuit has been initiated, the dispatcher is responsible for:

- (a) Clearing the radio channel of non-emergency traffic.
- (b) Coordinating pursuit communications of the involved officers.
- (c) Broadcasting pursuit updates as well as other pertinent information as necessary.
- (d) Ensuring that a field supervisor is notified of the pursuit.
- (e) Notifying and coordinating with other involved or affected agencies as practicable.
- (f) Notifying the Shift Commander as soon as practicable.
- (g) Assigning an incident number and logging all pursuit activities.

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307.9 LOSS OF PURSUED VEHICLE

When the pursued vehicle is lost, the involved officers should broadcast pertinent information to assist other officers in locating the vehicle. The primary pursuing officer or supervisor will be responsible for coordinating any further search for either the pursued vehicle or suspects fleeing on foot.

307.10 INTER-AND INTRA-JURISDICTIONAL PURSUITS

When a pursuit enters another agency's jurisdiction, the primary pursuing officer or supervisor, taking into consideration the 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 pursuing officer or supervisor ensure that notification is provided to each outside jurisdiction into which the pursuit is reasonably expected to enter, regardless of whether the jurisdiction is expected to assist.

307.10.1 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY

Officers will relinquish control of the pursuit when another agency has assumed the pursuit, unless the continued assistance of the Battle Creek Police Department is requested by the agency assuming the pursuit. Upon relinquishing control of the pursuit, the involved officers may proceed, with supervisory approval, to the termination point of the pursuit to assist in the investigation. The supervisor should coordinate such assistance with the assuming agency and obtain any information that is necessary for any reports.

The roles and responsibilities of officers at the termination point of a pursuit initiated by this department shall be coordinated with appropriate consideration of the needs of 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. Because of communication limitations between local law enforcement agencies, a request for another agency's assistance will mean that its personnel will assume responsibility for the pursuit. For the same reasons, when a pursuit leaves another jurisdiction and a request for assistance is made to this department, the other agency should relinquish control.

307.10.2 PURSUITS EXTENDING INTO THIS JURISDICTION

The agency that initiates a pursuit shall be responsible for conducting the pursuit. Officers from this department should not join a pursuit unless specifically requested to do so by the pursuing agency and with approval from a supervisor. The supervisor's decision to become involved with an outside agency's pursuit should be based on this policy's pursuit criteria, specifically section 307.3.1

When a request is made for this department to assist or take over a pursuit that has entered the jurisdiction of the Battle Creek Police Department, the supervisor should consider:

- (a) The public's safety within this jurisdiction.

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- (b) The safety of the pursuing officers.
- (c) Whether the circumstances are serious enough to continue the pursuit.
- (d) Whether there is adequate staffing to continue the pursuit.
- (e) The ability to maintain the pursuit.

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

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

A supervisor may authorize the use of stop stick devices and/or other means to end a pursuit that has entered the jurisdiction of the Battle Creek Police Department.

In the event that the termination point of a pursuit from another agency is within this jurisdiction, officers shall provide appropriate assistance including, but not limited to, scene control, coordination and completion of supplemental reports and any other assistance requested or needed.

307.11 PURSUIT INTERVENTION

Pursuit intervention is an attempt to stop the suspect's ability to continue to flee in a vehicle through tactical application of technology, tire deflation devices, blocking or vehicle intercept, the PIT or ramming.

307.11.1 WHEN USE IS AUTHORIZED

Whenever practicable, an officer shall seek approval from a supervisor before employing any intervention to stop the pursued vehicle. 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. The officer should be trained in the intervention techniques employed.

307.11.2 USE OF FIREARMS

The use of firearms to disable a pursued vehicle is not 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.

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307.11.3 INTERVENTION STANDARDS

Any intervention tactic, depending upon the conditions and circumstances under which it is used, may present dangers to the officer, 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 policies guiding such use. Officers shall consider these facts and requirements prior to deciding how, when, where and if an intervention tactic should be employed. Officers shall only employ intervention tactics that they have been trained in. On-duty supervisory approval shall be obtained if possible, prior to implementing any means of intervention.

(a) Vehicle intercept should only be considered in cases involving felony suspects or impaired drivers who pose a threat to the public's 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 risks involved, this intervention tactic should only be employed by properly trained officers and after giving consideration to the following:

- 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 others.
- All other reasonable intervention tactics have failed or reasonably appear ineffective.
- Employing the vehicle intercept maneuver does not unreasonably increase the risk of danger to those involved or the public.
- The suspect vehicle is stopped or traveling at a low speed.
- Only law enforcement vehicles should be used in this tactic.

(b) The PIT is limited to use by properly trained officers with the approval of a supervisor and upon assessment of the circumstances and conditions presented at the time, including the potential for risk of injury to officers, the public and occupants of the pursued vehicle.

(c) Using a motor vehicle to forcibly stop a suspect during a motor vehicle pursuit involves the use of deadly force. A police officer involved in pursuits will forcibly stop suspect vehicles only to protect themselves or a third person when the police officer reasonably believes it is necessary to prevent immediate, imminent death or serious bodily injury to themselves or others. A police officer will forcibly stop a vehicle under these circumstances only as a last resort. Police officers are prohibited from engaging in vehicle roadblocks of any kind.

(d) A tire deflating device (spike strips) is the only other method authorized by the Department for stopping a suspect during a pursuit without specific approval from a supervisor. A tire deflating device is not considered to be a use of deadly force. Only those police officers trained and authorized in the use of tire deflating devices are authorized to use such devices. When a deflating device is used, the following procedures shall apply:

- The police officer deploying the device will notify police vehicles involved in the pursuit that the deflating device is about to be deployed and the exact location of the device.

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- Upon receipt of notification that deflating device is about to be deployed, police officers involved in the pursuit will allow a sufficient distance between themselves and the suspect vehicle so as to avoid contact with the deflating device.
- Officers deploying the spike strips should do so from a safe location off the edge of the roadway, or only when it is safe to enter the street.
- The police officer deploying the device will advise police vehicles involved in the pursuit when the deflating device has been deployed.
- Such devices are intended to be used against vehicles with four or more tires, except during deadly force situations. A deflating device should not be used against motorcycles, mopeds, or scooters, unless the operator or passengers are using deadly force against the officer or the public
- In the event a tire deflating device is used by a Battle Creek Police officer during a pursuit situation involving another law enforcement agency, or a non-pursuit situation, a report shall be completed.

(e) Police vehicle lights shall not be used to intentionally blind a suspect.

307.12 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 given the facts and circumstances perceived by the officer at the time of the event to accomplish a legitimate law enforcement purpose.

Unless relieved by a supervisor, the primary pursuing 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 for setting up perimeters or for containing and capturing the suspect.

If possible, high risk traffic stop procedures should be followed as outlined in the Procedures of Policy 500 Traffic when the fleeing vehicle comes to a stop.

307.13 REPORTING REQUIREMENTS

All appropriate reports shall be completed to comply with appropriate laws and policies or procedures including the RMS Internal Affairs Pursuit Module.

- (a) The primary pursuing officer shall complete appropriate crime/arrest reports.
- (b) The primary pursuing officer or supervisor shall complete the appropriate pursuit report.
- (c) All officers involved in the pursuit or take any action related to the pursuit shall complete a report.
- (d) After first obtaining the available information, the involved, or if unavailable, on-duty field supervisor shall promptly complete an interoffice memorandum or email, briefly summarizing the pursuit to the Chief of Police or the authorized designee. This correspondence should include, at a minimum:

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1. Date and time of the pursuit.
 2. Initial reason and circumstances surrounding the pursuit.
 3. Length of pursuit in distance and time, including the starting and termination points.
 4. Involved vehicles and officers.
 5. Alleged offenses.
 6. Whether a suspect was apprehended, as well as the means and methods used.
 - (a) Any use of force shall be reported and documented in compliance with the Use of Force Policy.
 7. Arrestee information, if applicable.
 8. Any injuries and/or medical treatment.
 9. Any property or equipment damage.
 10. Name of supervisor at the scene or who handled the incident.
- (e) The pursuing officer shall document the pursuit in the Internal Affairs Module for pursuits. The officer's sergeant and lieutenant shall provide a meaningful review of the pursuit. A determination that the pursuit appears to be in compliance with this policy or that additional review and/or follow-up is warranted shall be made at each review level. Upon completion of the review the supervisor shall approve or disapprove by electronic signature. The lieutenant at the conclusion of the meaningful review shall notify the Deputy Chief of Police and the Office of Professional Standards Inspector of the pursuit review and the findings of the meaningful review.
- (f) Officer utilizing intervention methods shall complete a police report documenting their use of intervention and the outcome of such use.
- (g) Supervisors shall conduct a meaningful review of each pursuit.
- (h) Annually, the Chief of Police or authorized designee shall complete a documented summary of all pursuit incidents and a written annual analysis of all pursuit incidents in the aggregate department

307.14 REGULAR AND PERIODIC PURSUIT TRAINING

In addition to initial and supplementary training on pursuits, all officers will participate, no less than annually, in regular and periodic training addressing this policy and the importance of vehicle safety and protecting the public. Training will include recognition of the need to balance the known offense and the need for immediate capture against the risks to officers and others.

Officers should receive training in tire deflating devices (spike strips) during their initial new employee orientation.

307.15 EMERGENCY RESPONSE

While on an emergency response to a call or pursuit, Officers may proceed through a red or stop signal with caution but only after slowing down as may be necessary to allow for safe operation.

Under no circumstance shall the Mobile Data Computer be used during emergency response. If possible, the lid of the MDC should be lowered to decrease distractions and improve visibility.

Officers may respond to an emergency situation with a rider who has signed a waiver only while using due caution and otherwise conforming to all other regulations in this policy.

Officers shall not, under any circumstances, pursue or operate at a speed so great as to render their vehicle uncontrollable.

[See attachment: PR 307 VEHICLE PURSUITS AND EMERGENCY DRIVING.pdf](#)

307.16 ISSUING AUTHORITY

A handwritten signature in black ink, appearing to read "Jim Blocker", is written over a horizontal line.

Jim Blocker

Chief of Police

Effective Date

July 27, 2018

September 17, 2020