

SUNRISE POLICE DEPARTMENT POLICIES AND PROCEDURES MANUAL CHAPTER 43 VEHICULAR PURSUIT	Effective Date	05/01/87
	Revision Date	12/01/08
	Revision No.	1.3
	Page No.	1 of 14
	Approval:	

43. PURPOSE

The purpose of this policy is to outline the procedures and limitations regarding police vehicular pursuits by Officers of this Department.

43.1. REVISION HISTORY

<u>Date</u>	<u>Rev. No.</u>	<u>Change</u>	<u>Reference Section</u>
05/01/87	1.0	New Policy	Pursuit Driving
08/27/91	1.1	Changed Policy section, tactics, unmarked vehicles and motorcycles	43.2, 43.3.4., 43.3.4.3., 43.3.4.5.2., 43.3.6., 43.3.9., 43.3.10.
10/25/04	1.2	Definitions, Procedures	43.4., 43.6.(All sections)
12/01/08	1.3	Roadblocks, Authorized Pursuit Vehicles	43.6.10.9., 43.6.3.

43.2. PERSONS AFFECTED

All Police Personnel

43.3. POLICY

It is the policy of the Sunrise Police Department to have Officers operate an authorized vehicle in the pursuit mode according to guidelines consistent with the safety of pursuing Officers and the public.

43.4. DEFINITIONS

43.4.1. Vehicular Pursuit – The operation or use of an authorized police vehicle to pursue and attempt to apprehend one or more occupants of a moving motor vehicle providing the driver of such vehicle is aware of the attempt and is resisting apprehension by maintaining or increasing

speed or using illegal or evasive driving tactics in an effort to avoid the attempt of the Officer to stop the driver.

43.4.2. Motor Vehicle – Any self-propelled vehicle not operated upon rails or guideway but not including any bicycle, motorized scooter, electric personal assistive mobility device or moped.

43.4.3. Forcible Felony – means treason; murder; manslaughter; sexual battery; carjacking; home-invasion robbery; robbery; burglary; arson; kidnapping; aggravated assault; aggravated battery; aggravated stalking; aircraft piracy; unlawful throwing, placing or discharging of a destructive device or bomb; and any other felony which involves the use or threat of physical force or violence against any individual.

43.5. RESPONSIBILITIES

43.5.1. All police personnel are responsible for complying with this policy. Supervisory personnel are responsible for the enforcement of this policy. Unjustified violations may result in disciplinary action, up to and including, termination.

43.5.2. This policy is not intended to be all-inclusive. It is intended to be a general guideline to be read in conjunction with all other Department rules, regulations, policies and procedures, as well as other City rules and ordinances.

43.6. PROCEDURES

43.6.1. All personnel operating Department vehicles shall exercise due regard for the safety of all persons. No assignment shall be of such importance and no task shall be expedited with such emphasis that the principles of safety become secondary. There are no tasks of such importance that they justify the reckless disregard for the safety of innocent persons.

43.6.1.1. All pursuit vehicle operations shall be conducted in strict accordance with existing Florida State Statutes and within the guidelines set forth in this policy.

43.6.2. Authorization to Pursue:

43.6.2.1. Officers will not engage in vehicular pursuits unless one of the following circumstances is present: (CFA: 17.06A)

43.6.2.1.1. The Officer has a reasonable belief that an occupant of the vehicle has committed or is in the process of committing a forcible felony as described herein and in FSS 776.08. Notwithstanding FSS 776.08, Officers will not pursue for any crime of treason, burglary or arson unless the perpetrator of these crimes uses or threatens the use of physical force or violence against any individual, or (CFA: 17.06A)

43.6.2.1.2. The Officer has a reasonable belief that the pursuit is necessary to prevent the death or serious bodily injury to any person. (CFA: 17.06A)

43.6.2.2. Officers will not engage in any vehicular pursuits for auto theft (unless circumstances as dictated under the forcible felony definition determine otherwise), traffic offenses or traffic violations, misdemeanors, City or County code violations or suspicious vehicles. (CFA: 17.06A)

43.6.3. Authorized Pursuit Vehicles:

43.6.3.1. Marked and unmarked vehicles operated by sworn personnel that are equipped with emergency lights and siren. (CFA: 17.06D)

43.6.3.1.1. Emergency lights for the purpose of this policy will consist of either a light bar or other Department approved lighting systems as set forth by the Chief of Police.

43.6.3.1.2. Should unmarked vehicles become engaged in a pursuit, those vehicle operators will ensure that they request a marked unit in order to relinquish lead pursuit operations to the marked unit as soon as practical.

43.6.3.1.2.1. Supervisors will ensure that marked units are expedited to engage the pursuit as a result of an unmarked request.

43.6.3.1.2.2. In these circumstances, unmarked vehicles may be utilized as the secondary vehicle upon relinquishing the lead to a marked vehicle.

43.6.3.2. Public Service Aides (PSAs) and civilian employees are prohibited from engaging in or participating in any pursuit, as a driver or passenger. (CFA: 17.06D)

43.6.3.3. Officers operating motorcycles may engage in a pursuit for the offenses listed in this policy but will ensure that they request marked units to completely assume control of the pursuit as soon as practical. Motorcycle operators will withdraw from the pursuit when marked units assume control. (CFA: 17.06D)

43.6.3.4. Special Purpose vehicles as outlined in Policy and Procedure, Chapter 41 will not engage in or participate in any pursuit. (CFA 17.06D)

43.6.4. Non-Pursuit Circumstances:

43.6.4.1. Circumstances may arise where an operator of a motor vehicle is not actively attempting to resist apprehension but is failing to comply with the Officer's attempts to stop the vehicle for some other reason. Some examples of these circumstances may be:

43.6.4.1.1. A D.U.I. suspect who is unaware of the Officer's presence.

43.6.4.1.2. A sick or injured person.

43.6.4.1.3. An operator who doubts the Officer's identity and who is attempting to reach a well lit, populated area before complying with the Officer's attempts to stop the vehicle.

43.6.4.2. In these instances, the Officer should follow until such time as the vehicle stops or can be stopped so that aid may be rendered or law enforcement action can be taken.

43.6.4.3. If the vehicle enters another jurisdiction, that jurisdiction will be notified of the circumstances. If that jurisdiction elects not to become involved, the Officer should discontinue following the vehicle.

43.6.4.4. Officers may discontinue following the vehicle at any time if he or she feels the attempt is no longer appropriate.

43.6.4.5. These circumstances may not constitute a pursuit unless the driver operates their vehicle in a manner consistent with the definition of a vehicular pursuit and the pursuit itself is authorized by this policy.

43.6.4.6. Supervisors may, at any time, instruct the Officer to cease their attempts to stop the vehicle.

43.6.4.7. Officers who are attempting to catch up to a vehicle for the purpose of initiating a stop for a traffic violation are not considered to be in vehicular pursuit. Officers will, however, use their emergency lights and siren while attempting to catch up to the vehicle.

43.6.5. Evaluation of Circumstances / Limiting Factors: (CFA: 17.06A)

43.6.5.1. A patrol vehicle has a maximum speed at which it may be operated safely. Some of the limiting factors are:

43.6.5. 1.1. The type and condition of the tires.

43.6.5. 1.2. The possibility of brake failure under severe use.

43.6.5. 1.3. The limit of the suspension system to support the vehicle at maximum side thrust (i.e., vehicle with a high center of gravity).

43.6.5.2. There are limits on the driver's ability to safely operate a vehicle on a given roadway, some of these are:

43.6.5.2.1. Experience and training in high-speed operation.

43.6.5.2.2. Familiarity with the roadway being traveled.

43.6.5.2.3. Familiarity with the handling characteristics of the particular vehicle.

43.6.5.2.4. Visibility and illumination in the area being traveled.

43.6.5.2.5. Familiarity with obstacles, both present and potential, that must be avoided.

43.6.5.3. Each roadway has a maximum speed at which a vehicle may be operated safely. Some of the limiting factors are:

43.6.5.3.1. Curves and hills.

43.6.5.3.2. Conditions and type of road surface.

43.6.5.3.3. Rain, loose gravel or other foreign substances on the road surface.

43.6.5.3.4. Intersections and entrances where other vehicles could suddenly and unexpectedly obstruct the roadway.

43.6.5.3.5. Use of the roadway by pedestrians.

43.6.5.3.6. Environment of pursuit (School Zone, residential or business area).

43.6.5.4. Some of the additional circumstances an Officer must evaluate and consider are:

43.6.5.4.1. Does the nature and seriousness of the offense fit the criteria as set forth in this policy.

43.6.5.4.2. Weather conditions.

43.6.5.4.3. Time of day (rush hour traffic).

43.6.5.4.4. Possibility of identification and apprehension at a later time.

43.6.5.4.5. Likelihood of successful apprehension.

43.6.5.5. Each individual pursuit has unique aspects. The primary Officer and their Supervisor, in a short period of time, will have to use their own best judgment; collect their total resources, including their training and experience, bearing in mind the policies, procedures and directions outlined in this policy and apply them collectively to the existing circumstances.

43.6.5.6. Even though the Officer is engaged in the lawful performance of their duties, they are not relieved of the obligation to exercise due care. Excessive or negligent operation of a vehicle may render both the Officer and the Department liable to criminal and/or civil action.

43.6.6. Telecommunications Responsibilities: (CFA: 17.06E)

43.6.6.1. Receiving and recording all incoming information on the pursued vehicle.

43.6.6.2. Immediately notifying a District Supervisor.

43.6.6.3. Immediately advising the air is 10-3 (all units stop transmitting).

43.6.6.4. Providing a clear channel for all personnel involved in the pursuit and advising all other units that a pursuit is in progress, providing all relevant information.

43.6.6.5. Assigning the closest unit(s) for back up in the pursuit.

43.6.6.6. Performing relevant record and motor vehicle checks.

43.6.6.7. Controlling all radio communications during the pursuit, recording the status and location of all units involved.

43.6.6.8. Notifying another agency anytime a pursuit heads towards another jurisdiction. All communications coordination (i.e., cross patch, liaison to the aviation unit, etc.) will be accomplished throughout the duration of the pursuit.

43.6.6.9. Continuing to monitor the pursuit until it has been terminated.

43.6.7. Supervisory Responsibility: (CFA: 17.06F)

43.6.7.1. Upon being notified of a pursuit, a Supervisor shall evaluate the circumstances surrounding a pursuit and determine the following:

43.6.7.1.1. To allow the pursuit to continue or, (CFA: 17.06H)

43.6.7.1.2. Cancel the pursuit, if in the Supervisor's opinion, a serious hazard is present to the public and/or the pursuing Officers, such as: (CFA: 17.06H)

43.6.7.1.2.1. The pursuit enters a congested area and an unreasonable hazard to the general public exists, such as in an active school zone, busy shopping area or where dense pedestrian traffic is expected.

43.6.7.1.2.2. The risk posed to the public due to the pursuit is greater than the potential danger should the suspect remain at large.

43.6.7.1.2.3. The speed of the suspect's vehicle, observance of traffic control devices, driving left of center endangering oncoming motorists or other careless or reckless acts.

43.6.7.1.2.4. The visibility, weather conditions and/or road conditions limit the probability of a safe and successful end to the pursuit.

43.6.7.1.2.5. The violator can be identified to the point where later apprehension can be accomplished and the violator is not a threat to the public.

43.6.7.1.3. Should the pursuit be allowed to continue, the Supervisor shall continue to monitor and evaluate the progress of the pursuit and may cancel it at any time. In addition, the Supervisor shall respond to the scene of the final stop.

43.6.7.1.4. Supervisors should avoid becoming an active participant in the actual pursuit unless they are the primary pursuit vehicle.

43.6.7.1.4.1. Any time a Supervisor is the primary pursuit vehicle, either the District Commander or another working Patrol Supervisor will become the Supervisor in charge of overseeing the pursuit.

43.6.7.1.4.1.1. In the event that only one Supervisor is working on shift, they must relinquish control as the primary pursuit vehicle to another Officer.

43.6.7.1.4.1.2. When a Supervisor relinquishes their role as the primary pursuit vehicle, the initiating Supervisor will disengage from the pursuit in its entirety and function as the Supervisor in charge of overseeing the pursuit.

43.6.8. Initiating Officer / Primary Unit Responsibilities:

43.6.8.1. A pursuit is authorized only when the criteria as outlined in this policy exist.

43.6.8.2. Police vehicles involved in a pursuit shall have in operation their emergency lights and siren. Headlights should be engaged during daytime pursuits; wigwag lights may be used for vehicles so equipped.

43.6.8.2.1. Four way flashers shall not be used.

43.6.8.3. The primary Officer shall, in all cases, immediately notify the Communications Center that a pursuit is underway and provide the following information: (CFA: 17.06B)

43.6.8.3.1. Unit Identification.

43.6.8.3.2. Location and direction of travel.

43.6.8.3.3. Specific reason for the pursuit, including laws violated.

43.6.8.3.4. Vehicle description, including license plate number.

43.6.8.3.5. Number of occupants and possible description of the occupants.

43.6.8.3.6. Speeds involved and roadway conditions.

43.6.8.4. Failure to transmit the above information as soon as possible may be cause for a Supervisor to consider terminating the pursuit.

43.6.8.5. The primary unit shall bear operational responsibility for the pursuit, unless cancelled by a Supervisor.

43.6.8.6. The primary unit should pursue as long as it is safe to do so, or until directed to terminate the pursuit.

43.6.8.7. Officers must realize that they are ultimately responsible for terminating the pursuit, if the pursuit becomes unsafe for them or the public.

43.6.8.8. Officers will not circumvent accountability by verbally disguising what is actually a pursuit.

43.6.8.9. An Officer involved in transporting a prisoner or civilian shall not engage in a pursuit.

43.6.8.10. Any pursuit will be terminated immediately in the event of an equipment failure involving emergency equipment, mechanical device or other damage to the patrol vehicle, which creates a driving hazard such as a damaged hood or a cracked windshield that obscures the driver's vision.

43.6.8.11. While engaged in vehicular pursuits, Officers will, at all times, adhere to State Statute and policies relating to emergency vehicle operation.

43.6.8.12. At no time will an Officer enter an intersection against a red signal or stop sign without stopping first and making certain that all cross traffic has stopped and yielded to the emergency vehicle before attempting to cross each lane.

43.6.8.13. Officers shall not pursue a law violator the wrong way on any street, interstate highway, divided highway or divided roadway.

43.6.8.13.1. In the event that an Officer is in pursuit and the vehicle being pursued enters a street, interstate highway, divided highway or divided roadway the wrong way, the following options shall be used by the primary Officer:

43.6.8.13.1.1. Terminate the pursuit.

43.6.8.13.1.2. Maintain visual contact with the law violator by paralleling them on the lawful side of the roadway.

43.6.8.13.1.3. Request that other Officers be assigned to observe exits available to the law violator.

43.6.8.13.1.3.1. Officers assigned to these locations should re-route traffic in the least intrusive way as possible to avoid collisions between the violator and other traffic.

43.6.8.13.1.4. Request that the appropriate agency be notified if it appears that the law violator is traveling toward the City limits.

43.6.9. Assisting / Back-up Unit Responsibility: (CFA: 17.06C)

43.6.9.1. Assistance will be coordinated by Communications under the direction of the Supervisor.

43.6.9.1.1. The assisting or back up unit, upon joining the pursuit shall immediately notify communications of its identity.

43.6.9.1.2. The assisting unit will follow directly behind the primary unit in the same lane and maintain an appropriate safe following distance.

43.6.9.1.3. The back up unit will use their vehicle's emergency lights and siren and assume radio transmission responsibility during the pursuit, to allow the primary unit to devote full attention to the pursuit.

43.6.9.1.3.1. If the assisting unit determines that radio transmissions are being hindered due to siren noise, they may modulate the siren while sending radio transmissions.

43.6.9.1.4. Units not directly involved in the pursuit that are responding and being coordinated as additional support will operate their vehicles in a safe and prudent manner and will obey all traffic laws.

43.6.9.2. The active pursuit will normally not consist of more than two units - the primary unit and the back up unit. If more assistance is specifically requested, the amount will be determined by:

43.6.9.2.1. Nature of offense.

43.6.9.2.2. Number of suspects.

43.6.9.2.3. Whether the participating units are occupied by more than one Officer.

43.6.9.2.4. Other clear and articulated facts that would warrant the increased hazard.

43.6.9.3. Only the Supervisor may authorize more than two units to be in a pursuit.

43.6.9.4. If a third or additional units are authorized, they will:

43.6.9.4.1. Replace the primary or back up unit in the event that the primary or back up unit become disabled or otherwise removed from the pursuit.

43.6.9.4.2. Disengage from the pursuit and render immediate aid in the case of a crash involving third parties.

43.6.9.4.3. Be in position at the point of termination to:

43.6.9.4.3.1. Implement a felony stop.

43.6.9.4.3.2 Provide necessary assistance in the containment or apprehension of multiple suspects.

43.6.9.4.3.3. Provide traffic control as appropriate and necessary.

43.6.10. Pursuit Vehicle Operations and Tactics:

43.6.10.1. During a pursuit, ramming, boxing in, striking or forcing a fleeing vehicle off the roadway must be considered deadly force and are prohibited unless deadly force is authorized or justified. See Policies and Procedures, Chapter 35. (CFA: 17.06G)

43.6.10.2. Officers will not attempt to pass or pull alongside the suspect vehicle or pass other vehicles involved in the pursuit.

43.6.10.3. Officers will not fire their weapons at tires in an attempt to deflate them.

43.6.10.4. Caravanning: Only the units authorized by a Supervisor will engage in the pursuit, there shall be no caravanning by other unauthorized units.

43.6.10.5. Paralleling: Officers will not pursue on parallel streets.

43.6.10.6. Spacing: All units in pursuit shall space themselves at a distance that will ensure proper reaction and braking time in the event the lead vehicle stops, slows or turns. This includes spacing distance from the suspect's vehicle.

43.6.10.7. Controlled Access Highways: Officers may not pursue suspects the wrong way (or wrong direction) on any street, interstate highway, divided highway or divided roadway.

43.6.10.8. Traffic Control Devices: When approaching traffic control lights and stop signs, Officers will stop to ensure that cross traffic has yielded in each lane, before attempting to cross that lane.

43.6.10.9. Roadblocks:

43.6.10.9.1. Fixed roadblocks are authorized in the following situations: (CFA: 24.04A)

43.6.10.9.1.1. Traffic safety or DUI checkpoints (cross reference with Traffic Unit SOP). (CFA: 24.04B)

43.6.10.9.1.2. In the event a pursuit is authorized under the provisions of this chapter, the blocking of traffic intersections in an effort to prevent vehicle collisions is allowed with authorization from a Supervisor. (CFA: 24.04B)

43.6.10.9.2. A Supervisor has the authority to implement the aforementioned types of fixed roadblocks. (CFA: 24.04C)

43.6.10.9.3. During a pursuit, a Supervisor or an Officer can cancel a fixed roadblock. The determination to do so should be contingent upon the immediate safety of Department members, motorists and pedestrians. (CFA: 24.04C)

43.6.10.9.4. During the operation of a fixed roadblock, a Supervisor is in charge of the scene. (CFA: 24.04D)

43.6.10.9.5. Staffing arrangements to assist with a fixed roadblock during a pursuit will be subject to current workforce levels and timely notification of a pursuit. (CFA: 24.04E)

43.6.10.9.5.1. Supervisors who authorize the blocking of traffic intersection will attempt to have the intersection, or the intersections along the route most likely to be traveled, blocked so that the pursuit may freely flow.

43.6.10.9.5.2. Officers, with their vehicles, should be positioned to prohibit motorists and/or pedestrians from entering an intersection where the pursuit is likely to approach but without impeding the flow of the pursuit through the intersection.

43.6.10.9.5.2.1. Officers must engage their vehicle emergency lights while performing a fixed roadblock.

43.6.10.9.5.2.2. Officers will not use their vehicles to block any portion of the roadway where all vehicles involved in the pursuit are likely to travel.

43.6.11. Pursuit Abandonment and Termination:

43.6.11.1. The decision to pursue is not irreversible. Officers must continually question whether the seriousness of the crime justifies continuing the pursuit. The primary officer shall immediately terminate a pursuit when:

43.6.11.1.1. They decide the pursuit and its conditions expose the public or Officers to more danger than the offense.

43.6.11.1.2. A Supervisor or other higher authority cannot be contacted to approve the pursuit's continuation.

43.6.11.1.3. A Supervisor or other higher authority orders the pursuit terminated.

43.6.11.1.4. Officers lose visual contact with the offender.

43.6.11.1.5. Unit(s) lose radio contact with the Communications Center.

43.6.11.1.6. Probable cause no longer exists.

43.6.11.1.7. The pursuit approaches an active school zone.

43.6.11.1.8. There is an equipment failure involving the emergency lights, siren, radio, brakes, steering or other essential mechanical equipment.

43.6.11.1.9. A Supervisor requests assistance from another agency's Aviation Unit, via Communications and the Aviation Unit assumes pursuit responsibility. The Supervisor will determine if agency members will remain involved with the pursuit depending upon conditions as previously outlined.

43.6.11.1.9.1. The Aviation Unit, after its arrival, will handle all radio transmissions regarding the pursuit, including the vehicle's direction of travel. In the event that the Aviation Unit does not have our radio frequency, the Supervisor will determine how to communicate with the Unit.

43.6.12. Jurisdiction: (CFA: 17.06I)

43.6.12.1. An Officer in fresh and continuous pursuit may pursue outside the jurisdiction of the City of Sunrise, in accordance with Florida State Statutes and the Mutual Aid policy (Policies and Procedures, Chapter 79).

43.6.12.2. If a pursuit appears to be headed towards or has crossed into another jurisdiction, Communications personnel shall alert the law enforcement agency within that jurisdiction of the pursuit, its progress and the known charges against the violator.

43.6.12.3. No units, except the primary unit and assigned backup unit(s) will cross jurisdictional boundaries to continue the pursuit.

43.6.12.3.1. A Supervisor will respond to the termination point of the pursuit.

43.6.12.4. When an arrest is made by an Officer outside of Broward County, the Officer shall immediately notify the jurisdiction in which the arrest is made. Officers will follow the Statewide Mutual Aid policy should this occur.

43.6.12.5. Upon receiving notification that a pursuit has entered the City, Communications shall immediately determine the reason for the pursuit, including specific law violations. This information shall be provided to all units, the Supervisor and District Commander.

43.6.12.6. Units will not engage in pursuits initiated by an agency outside this jurisdiction that enter the City unless authorized by a Supervisor or District Commander. Officers shall terminate involvement in these pursuits if the pursuit leaves the City limits, unless authorized by a Supervisor or District Commander.

43.6.12.6.1. Should the decision be made to commit Sunrise Police units to these pursuits, the Supervisor or District Commander shall forward a memorandum, via chain of command, to the Chief of Police describing the reason for authorizing such pursuit.

43.6.12.6.2. All guidelines and restrictions regarding pursuits described in this policy shall apply.

43.6.12.7. Safety is critical at the termination of a pursuit. The need for decisive action and self-control will be most essential at this time. The responsibility for maintaining control and directing activities at the termination point remains with the senior Officer present in the pursuit until relieved by a Supervisor.

43.6.12.7.1. If non-uniformed Officers arrive on the scene, they will ensure that they are readily identifiable as police Officers.

43.6.12.7.2. If a Department vehicle is involved in a motor vehicle crash involving a third party, that vehicle is to remain at the crash scene. Policies and Procedure, Chapter 56 shall be followed regarding these crashes.

43.6.13. Post Pursuit Review: (CFA: 17.06J)

43.6.13.1. The primary Officer will complete an offense report detailing the reasons leading up to the pursuit, the pursuit as it occurred, all charges, and any roadblocks or other tactics that may have been required. Copies of any crash reports will accompany the offense report.

43.6.13.1.1. Each Officer involved in the pursuit whether during, at the point of termination or both will be required to complete a supplemental report.

43.6.13.2. The Supervisor in charge of the pursuit will request a copy of the pursuit Dispatch tape, via memorandum, to the Communications/Records manager.

43.6.13.2.1. The Supervisor, upon receipt of the tape, will create a pursuit review package that will consist of the initial report, supplemental reports, any other paperwork and the pursuit tape.

43.6.13.2.2. Within ten (10) working days, the Supervisor will conduct an administrative pursuit review at a mutually convenient time with all involved personnel. The Supervisor will refer to pertinent items within the pursuit package and this policy during the review.

43.6.13.2.2.1. Should a Supervisor be the primary unit, the review will be conducted by the next highest member in rank.

43.6.13.2.2.2. The purpose of the review is to identify ways to improve future pursuits or techniques.

43.6.13.2.3. Upon completion of the administrative pursuit review, the Supervisor will complete a memorandum of their findings and attach it to the pursuit review paperwork. The pursuit review package will then be forwarded, via chain of command, to the Chief of Police.

43.6.13.2.3.1. Each member of the chain of command will review the pursuit review package and note their comments on the memorandum.

43.6.13.3. The Chief of Police will forward approved pursuit review packages to Internal Affairs.

43.6.13.3.1. Should the Dispatch tape not be required any further, Internal Affairs will return it to the Communications/Records manager.

43.6.13.3.2. All pursuit review packages and any findings will be organized and kept by Internal Affairs.

43.6.13.3.3. Internal Affairs will be responsible for conducting an annual, documented analysis of all vehicle pursuits. (CFA: 17.06J)

43.6.13.3.3.1. This analysis will be forwarded to the Chief of Police for review. Upon approval, the original analysis will be filed with Internal Affairs with copies sent to the Research and Planning Unit and the Training Unit for review. (CFA: 17.06J)

