



Hilliard Division of Police Policy Manual		Policy 307
Subject: Vehicle Pursuits		
Standard Reference:		
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Vehicle Pursuits

307.1 PURPOSE AND SCOPE

Vehicle pursuits expose innocent citizens, law enforcement officers and fleeing violators to the risk of serious injury or death. The primary purpose of this policy is to provide officers with guidance in balancing the safety of the public and themselves against law enforcement's duty to apprehend violators of the law. Another purpose of this policy is to minimize the potential for pursuit-related collisions. Vehicle pursuits require officers to exhibit a high degree of common sense and sound judgment. Officers must not forget that the immediate apprehension of a suspect is generally not more important than the safety of the public and pursuing officers ([ORC § 2935.031](#)).

3071.1 COMPANION POLICIES

Policy 300 *Use of Force*

Policy 308 *Emergency Vehicle Operations*

307.1.2 PHILOSOPHY

- A. Deciding whether to pursue a motor vehicle is a critical decision that must be made quickly and under difficult and unpredictable circumstances. In recognizing the risk to public safety created by vehicle pursuits, no officer or watch commander shall be criticized or disciplined for deciding not to engage in a vehicle pursuit due to the risk involved. This includes circumstances where Division policy permits the initiation or continuation of the pursuit. It is recognized that vehicle pursuits are not always predictable, and decisions made pursuant to this policy will be evaluated according to the totality of the circumstances reasonably available at the time of the pursuit.
- B. Officers must remember that the most important factors to the successful conclusion of a pursuit are proper self-discipline and sound professional judgment. Officers' conduct during the course of a pursuit must be objectively reasonable; that is, what a reasonable officer would do under the circumstances. An individual's unreasonable desire to apprehend a fleeing suspect at all costs has no place in professional law enforcement.

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307.2 DEFINITIONS

Definitions related to this policy include:

Vehicle Pursuit - An event involving one or more peace officers attempting to apprehend a suspect who is trying to avoid apprehension while operating a motor vehicle by using high speed or other evasive tactics or driving in a legal manner but willfully failing to yield to an officer's signal to stop.

Primary Unit - The police unit immediately following the suspect vehicle at a reasonable distance and assumes primary control of the pursuit.

Secondary Unit - Any police unit that becomes involved as a back up to the primary unit and follows the primary unit at a safe distance.

Trail or Trailing – The following of a pursuit at any distance to include paralleling, intercepting, or tracking. This refers to units not involved or authorized to be involved in the pursuit.

Discontinue/Discontinuance - A conscious decision by pursuing officer(s) or Watch Commanders to disengage from the pursuit. To stop chasing the fleeing vehicle or abandon the pursuit.

Terminate/Termination - The use of intervention tactics, short of deadly force, to end a pursuit i.e., tire deflation devices, blocking, roadblocks, rolling roadblocks etc.

Blocking or Vehicle Intercept - A slow-speed coordinated maneuver where law enforcement vehicles simultaneously intercept and block the movement of a suspect vehicle, the driver of which may be unaware of the impending enforcement stop. The goal is containment and/or preventing a pursuit. Blocking is not a moving or stationary roadblock.

Boxing-In - A tactic designed to stop a violator's vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop.

Channeling - the use of police vehicles and other objects to redirect the path of the offender's vehicle.

Precision Immobilization Technique (PIT) - A low-speed maneuver intended to terminate the pursuit by causing a forced rotational stop of a pursued vehicle.

Pursuit Prevention - Stopping tactics used to prevent a suspect from fleeing or a pursuit from occurring.

Ramming - The deliberate act of impacting a violator's vehicle with another vehicle to functionally damage or otherwise force the violator's vehicle to stop.

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Roadblocks - A tactic designed to stop a violator's vehicle by intentionally placing a vehicle or other immovable object in the path of the violator's vehicle.

Tire Deflation Device - A device that extends across the roadway and is designed to puncture the tires of the pursued vehicle.

307.3 PURSUIT PREVENTION

Stopping tactics may be used to prevent a suspect from fleeing or a pursuit from occurring. Stopping tactics are most effective where the suspect is unaware of the impending stop. Tactics such as blocking, vehicle intercept, boxing-in, or tire deflation devices may be reasonable in parking lots, when vehicles are stopped at traffic control devices or in traffic, or other locations where the suspect vehicle is stopped or speed is low, with the intention to prevent the suspect from fleeing.

307.4 INITIATION OF A MOTOR VEHICLE PURSUIT

- A. It is the policy of this department that a vehicle pursuit shall be conducted with at least one red or blue flashing, rotating or oscillating light, visible under normal atmospheric conditions from a distance of 500 feet to the front of, and a siren activated on an authorized emergency vehicle ([ORC § 4513.21](#), [ORC § 4511.01\(D\)](#) and [ORC § 4511.041](#)).
- B. Officers are authorized to pursue motor vehicles when the officer has reasonable suspicion to believe the suspect(s) involved in the motor vehicle pursuit committed:
1. An offense of violence as defined in section [2901.01 \(A\)\(9\)](#) of the Ohio Revised Code;
 2. A sex crime involving juvenile victims;
 3. The crime of Criminal Child Enticement; or
 4. When the suspect's continued or imminent actions present a danger to human life or may cause serious physical harm to themselves or others (Example: a suicidal driver creating a substantial risk to innocent civilians).
- C. When a suspect willfully fails to yield to an officer's signal to stop, obeying all traffic laws (i.e., slow speed) an officer may not pursue unless the reason for pursuit meets 307.3(B) of this policy. The officer should attempt to use other alternatives to apprehend the suspect.
1. The officer may follow the suspect while obeying traffic laws with the goal of:
 - a. Identifying the driver.
 - b. Determining the probable destination of the driver and sending units to that location.
 - c. Positioning other officers to affect a pursuit intervention technique.
 - d. Utilizing airborne law enforcement support.
 2. Pursuit intervention techniques shall be done pursuant to 307.9 of this policy.

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- a. Prior to engaging in a pursuit intervention technique, officers should attempt to signal the suspect vehicle to stop and have their emergency equipment on during the intervention.
3. The officer and watch commander shall continuously assess the need to stop the vehicle in lieu of other alternatives.
- D. The decision to initiate a pursuit must be based on the pursuing officer's 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. Fleeing, in and of itself, does not constitute danger to the public for purposes of this section.
- E. The following factors individually and collectively shall be considered in deciding whether to initiate or continue a pursuit:
1. The seriousness of the offense and its relationship to community safety
 2. The identity of the suspect is known or can be identified, and there is comparatively minimal risk in allowing the suspect to be apprehended at a later time
 3. Road configuration (e.g., interstate, divided highway, work zone)
 4. Physical location and population density (e.g., residential area, school zone, business district)
 5. Existence of vehicular and pedestrian traffic
 6. Lighting and visibility
 7. Weather and environmental conditions
 8. The relative performance capabilities of the pursuit vehicle and the vehicle being pursued
 9. Officer training and experience
 10. Available equipment or resources such as tire deflation devices or aircraft assistance
 11. Vehicle speeds and evasive tactics employed by the suspect
 12. The presence of other persons in the police and suspect vehicle
 13. Any other known condition or situation that would create an unreasonable risk
- F. Officers shall not pursue a motor vehicle when a prisoner is in the police vehicle.
- G. Officers shall not pursue a motor vehicle when civilian passengers are in the police vehicle, unless the passenger is a:
- a. Sworn law enforcement officer
 - b. Division employee
 - c. NRECC employee
 - d. Involved personnel with a civilian passenger exception will relinquish involvement to another unit as soon as safe and practical. Involved personnel may also discharge civilian passengers in a safe location.

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307.4.1 WHEN TO DISCONTINUE A PURSUIT

- A. Pursuits should be discontinued whenever the totality of objective circumstances known, or which reasonably should be known to the officer or watch commander during the pursuit indicates that the risk of continuing the pursuit reasonably appears to outweigh the risk resulting from the suspect's escape.
- B. Operating an emergency vehicle in a pursuit with emergency lights and siren does not relieve the operator of an authorized emergency vehicle of the duty to drive with due regard for the safety of all persons and does not protect the driver from the consequences of his/her reckless disregard for the safety of others ([ORC § 4511.45\(B\)](#)).
- C. The above factors on when to initiate a pursuit are expressly included herein and will apply equally to the decision to discontinue as well as the decision to initiate a pursuit. Officers and watch commanders 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.
- D. In addition to the factors listed above, the following factors should be considered when deciding whether to discontinue a pursuit:
 - 1. The distance between the pursuing officers and the fleeing vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time or distance.
 - 2. The pursued vehicle's location is no longer known.
 - 3. If in the opinion of the pursuing officer or watch commander there is a clear and unreasonable danger to the officer, the violator, or members of the public.
 - 4. The suspect's identity has been established so that a later apprehension can be accomplished and there is no longer a need for immediate apprehension.
 - 5. The prevailing traffic, roadway or weather conditions dictate the futility of continuing the pursuit.
 - 6. The officer's pursuit vehicle sustains damage or a mechanical failure that renders it unsafe to drive.
 - 7. The pursuit vehicle suffers an emergency equipment failure that causes the vehicle to no longer qualify for emergency operation use.
 - 8. When directed to discontinue the pursuit by a watch commander.

307.4.2 SPEED LIMITS

- A. The speed of a pursuit is a factor that should be evaluated on a continuing basis by the officer and watch commander. Vehicle speeds shall be taken into consideration to prevent endangering public safety, officer safety and the safety of the occupants of the fleeing vehicle.

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- B. Should high vehicle speeds (20 mph or more over the posted speed limit) be reached during a pursuit, officers and watch commanders shall also consider these factors when determining the reasonableness of the speed of the pursuit ([ORC § 4511.24](#)):
1. Pursuit speeds have become unreasonably unsafe for the surrounding conditions.
 2. Pursuit speeds have exceeded the driving ability of the officer.
 3. Pursuit speeds are beyond the capabilities of the pursuit vehicle, thus making its operation unsafe.

307.5 PURSUIT UNITS

- A. The number of vehicles actively engaged in a pursuit will be limited to two authorized vehicles except when a watch commander determines that additional vehicles are needed based on the nature and circumstances of the pursuit (i.e., number of subjects in the vehicle, weapons involved, seriousness of the offense and availability of a K9 unit to assist if the suspects flee on foot).
- B. An officer or watch commander may request additional units to join a pursuit if, after assessing the factors outlined above, it appears that the number of officers involved would be insufficient to safely arrest the suspect. All other officers shall stay out of the pursuit but should remain alert to the progress and location. Any officer who drops out of a pursuit may then, if necessary, proceed to the termination point at legal speeds, following the appropriate rules of the road.
- C. This policy specifically prohibits officers from “following” a suspect without lights and/or siren while violating traffic laws. It does not prevent officers from operating as an emergency vehicle (lights and sirens) when responding to a pursuit related situation requiring an immediate response.

307.5.1 UNMARKED POLICE VEHICLES IN PURSUIT

- A. Unmarked police vehicles with emergency equipment may engage in pursuits under the following limitations:
1. If marked police vehicles are not in a position to initiate or continue the pursuit and the situation is of a serious enough nature that justifies the increased risk of using unmarked police vehicles.
 2. Unmarked vehicles shall yield to marked cruisers when marked cruisers are in position to assume the pursuit.
 3. Unmarked vehicles shall then discontinue pursuing the offender using EVO unless a watch commander determines that the unmarked vehicles are needed based on the nature and circumstances of the pursuit.

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307.5.2 VEHICLES WITHOUT EMERGENCY EQUIPMENT

Vehicles not equipped with a red or blue emergency light and siren are prohibited from initiating or joining in any pursuit. Officers in such vehicles may provide support to pursuing units as long as the vehicle is operated in compliance with all traffic laws ([ORC § 4511.041](#) and [ORC § 4513.21](#)).

307.5.3 CIRCUMSTANCES EXCLUDED AS PURSUITS

- A. The interim period when an officer utilizes siren and lights to catch up to a suspect in an effort to give an initial signal to stop.
- B. The interim period after an officer first initiates a signal to stop a vehicle, and the operator does not immediately respond but demonstrates no evidence of eluding, fleeing or willfully failing to comply.

307.5.4 PRIMARY UNIT RESPONSIBILITIES

- A. The initial pursuing officer will be designated as the primary pursuit unit and will be responsible for the conduct of the pursuit unless it is unable to remain reasonably close enough to the violator's vehicle. The primary responsibility of the officer initiating the pursuit is the apprehension of the suspect without unreasonable danger to him/herself or other persons.
- B. The primary unit should notify the Communications Center that a vehicle pursuit has been initiated, and as soon as practicable, provide information including, but not limited to:
 - 1. Their unit number and reason for the pursuit
 - 2. The location and direction of travel
 - 3. The speed of the fleeing vehicle
 - 4. The description of the fleeing vehicle and license number, if known
 - 5. The weather, road, and traffic conditions
 - 6. Information concerning the use of firearms, threat of force, injuries, hostages, or other unusual hazards
- C. Unless relieved by a watch commander or secondary unit, the officer in the primary unit shall be responsible for broadcasting the progress of the pursuit. Unless circumstances reasonably indicate otherwise, the primary unit should relinquish the responsibility of broadcasting the progress of the pursuit to a secondary unit or aircraft joining the pursuit to minimize distractions and allow the primary unit to concentrate foremost on safe pursuit tactics.

307.5.5 SECONDARY UNIT RESPONSIBILITIES

- A. The second officer in the pursuit is designated as the secondary unit. The secondary unit is the back-up unit for the primary unit and is responsible for:

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1. Immediately notifying the dispatcher of their entry into the pursuit.
 2. Remaining at a safe distance behind the primary unit unless directed to assume the role of primary officer, or if the primary unit is unable to continue the pursuit.
 3. Once in position, the secondary unit will take over radio traffic from the primary unit.
 4. Serving as backup to the primary unit once the subject has been stopped.
- B. Officers involved in a pursuit should not attempt to pass other units unless the situation indicates otherwise, or they are requested to do so, and a clear understanding of the maneuvering process exists between the involved officers.

307.5.6 PURSUIT DRIVING TACTICS

The decision to use specific driving tactics requires the same assessment of considerations outlined in the factors to be considered concerning pursuit initiation and discontinuance. The following are tactics for units involved in the pursuit:

1. Officers, considering their driving skills and vehicle performance capabilities, will space themselves from other involved vehicles in such a manner that they are able to see and avoid hazards or react safely to maneuvers by the fleeing/pursuing vehicles.
 2. Officers may proceed past a red or stop signal or stop sign but only after slowing down as may be necessary for safe operation ([ORC § 4511.03](#)).
 3. Because intersections can present increased risks, the following tactics should be considered:
 - a. Available units not directly involved in the pursuit may proceed safely to controlled intersections ahead of the pursuit in an effort to warn cross traffic
 - b. Pursuing units should exercise due caution when proceeding through controlled intersections
- B. When engaged in the pursuit of a motor vehicle, officers shall not pass a stopped school bus while the flashing red lights are on and/or the school bus is boarding or discharging students.
- C. As a general rule, officers should not pursue a vehicle driving the wrong way on a roadway, highway, or freeway. In the event the pursued vehicle does so, the following tactics should be considered by the units engaged in the pursuit:
1. Requesting assistance from an available air unit
 2. Maintaining visual contact with the pursued vehicle by paralleling on the correct side of the roadway
 3. Requesting other units to observe exits available to the suspect
- D. Notify the adjacent law enforcement agency if it appears the pursuit may enter their jurisdiction.

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- E. Officers involved in a pursuit should not attempt to pass other units unless the situation indicates otherwise, or they are requested to do so, and a clear understanding of the maneuvering process exists between the involved officers.

307.5.7 PURSUIT TRAILING

- A. Trailing a pursuit is prohibited.
- B. 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. When the primary and secondary units have been established, additional officers shall not become involved with the pursuit unless directed by a watch commander.
- C. Officers not directly involved in the pursuit are authorized to utilize emergency lights and siren to get to a location where they may be able to deploy tire deflation devices.
- D. In the event that the initiating unit from this agency relinquishes control of the pursuit to another unit or jurisdiction, that initiating unit may, with permission of a watch commander, trail the pursuit to the end point in order to provide information and assistance for the arrest of the suspect.

307.5.8 AIRCRAFT ASSISTANCE

- A. Whenever feasible, requests should be made to the Columbus Division of Police or the Ohio State Highway Patrol for assistance in pursuits from their airborne law enforcement (ABLE) units (Helicopters or fixed wing aircraft).
- B. Once an ABLE unit is participating in the pursuit, responding officers shall slow down and permit the ABLE unit to provide updates on the offender's location and direction. Officers should remain in the area to quickly respond if the offenders stop and flee on foot from the vehicle.

307.6 WATCH COMMANDER CONTROL AND RESPONSIBILITIES

- A. It is the policy of this division that available watch commander and management control will be exercised over all vehicle pursuits involving officers from this division.
- B. Upon becoming aware that a pursuit has been initiated, the on-duty Watch Commander shall monitor and continually assess the situation and ensure the pursuit is conducted within the guidelines and requirements of this policy. The Watch Commander has the final responsibility for the coordination, control and termination of a vehicle pursuit and shall be in overall command.

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- C. The on-duty Watch Commander will be responsible for the following:
1. Upon becoming aware of a pursuit, immediately notifying involved officers and the Communications Center of watch commander presence, and ascertaining all reasonably available information to continuously assess the situation and risk factors associated with the pursuit in order to ensure that the pursuit is conducted within established Division guidelines
 2. Engaging in the pursuit, when appropriate, to provide on-scene supervision
 3. Exercising management and control of the pursuit even if not engaged in it
 4. Ensuring that no more than the number of required law enforcement units needed are involved in the pursuit under the guidelines set forth in this policy
 5. Directing that the pursuit be discontinued if, in the supervisor's judgment, it is not justified to continue the pursuit under the guidelines of this policy
 6. Ensuring that aircraft assistance is requested, if available
 7. Ensuring that the proper radio channel is being used
 8. Ensuring the notification and/or coordination of outside agencies if the pursuit either leaves or is likely to leave the jurisdiction of this agency
 9. Controlling and managing HPD units when a pursuit enters another jurisdiction
 10. Review all pertinent reports for content and forward them to the Bureau Commander
 11. Preparing an after-action review of each pursuit for training purposes

307.7 COMMUNICATIONS

- A. If the pursuit is confined within the City limits, radio communications will be conducted on the primary channel unless instructed otherwise by a Watch Commander or communications dispatcher. If the pursuit leaves the jurisdiction of this division or such is imminent, involved units should, whenever available, switch radio communications to an emergency channel most accessible by participating agencies and units.
- B. When the pursued vehicle is lost, the primary unit should broadcast pertinent information to assist other units in locating the vehicle. The primary unit will be responsible for coordinating any further search for either the pursued vehicle or suspects fleeing on foot.

307.8 INTER/INTRA JURISDICTIONAL CONSIDERATIONS

- A. The agency initiating the pursuit shall remain in charge of the pursuit until its completion.
- B. Officers shall not become involved in another agency's pursuit unless specifically requested by that agency and the pursuit meets the requirements of this Policy.
1. If the pursuit does not meet the requirements of this policy, officers may assist by deployment of tire deflation devices, blocking traffic or assisting with the arrest of the suspects when the vehicle is stopped.

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- C. Watch commander authorization is required before any officer participates in another agency's pursuit.
- D. Officers not directly involved in another agency's pursuit may, with the watch commander's approval, assist with clearing or stopping traffic ahead of the pursuit provided that it can be done in a safe manner.
- E. Trailing another agency's pursuit is prohibited.

307.9 PURSUIT INTERVENTION

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

307.9.1 WHEN USE IS AUTHORIZED

- A. Use of pursuit intervention tactics should be employed only after the approval of a Watch Commander. In deciding whether to use intervention tactics, officers/Watch Commanders 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.
- B. It is imperative that officers act within legal bounds using good judgment and accepted practices.

307.9.2 USE OF FIREARMS

The use of firearms to disable a pursued vehicle is not generally an effective tactic and involves all the dangers associated with discharging firearms. Officers should not utilize firearms during an ongoing pursuit unless the conditions and circumstances meet the requirements authorizing the use of deadly force. Nothing in this section shall be construed to prohibit any officer from using a firearm to stop a suspect from using a vehicle as a deadly weapon.

307.9.3 INTERVENTION STANDARDS

- A. Any intervention tactic, depending upon the conditions and circumstances under which it is used, may present dangers to the officers, the public or anyone in or on the vehicle being pursued. Certain applications of intervention tactics may be construed to be a use of force, including deadly force, and are subject to Department policies guiding such use. Officers shall consider these facts and requirements prior to deciding how, when, where and if an intervention tactic should be employed.
- B. Blocking, channeling, vehicle intercept, or boxing-in should only be considered in cases involving suspects who pose a threat to public safety and continue to flee when being pursued. Because of the potential risk involved, this technique should only be employed by officers who have received training in such tactics and after considering the following:

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1. The need to immediately stop the suspect vehicle or prevent it from leaving substantially outweighs the risk of injury or death to occupants of the suspect vehicle, officers, or other members of the public.
 2. All other reasonable intervention techniques have failed or reasonably appear ineffective.
 3. Employing the blocking maneuver does not unreasonably increase the risk to officer safety.
 4. The target vehicle is stopped or traveling at a low speed.
 5. At no time should civilian vehicles be used to deploy this technique.
- C. Only those officers trained in the use of the PIT will be authorized to use this procedure and only then with the approval of a Watch Commander upon consideration of the circumstances and conditions presented at the time, including the potential for injury to officers, the public and occupants of the pursued vehicle.
- D. Ramming a fleeing vehicle should be done only after other reasonable tactical means at the officer's disposal have been exhausted. This tactic should be reserved for situations where there does not appear to be another reasonable alternative method. This policy is an administrative guide to direct officers in their decision-making process before ramming another vehicle. When ramming is used as a means to stop a fleeing vehicle, one or more of the following factors should be present:
1. The suspect is an actual or suspected felon who reasonably appears to represent a serious threat to the public if not apprehended.
 2. The suspect is driving with willful or wanton disregard for the safety of other persons or is driving in a reckless and life-endangering manner.
 3. If there does not reasonably appear to be a present or immediately foreseeable serious threat to the public, the use of ramming is not authorized.
- E. Tire deflation devices should be deployed only when it is reasonably apparent that only the pursued vehicle will be affected by their use. Prior to the deployment of tire deflation devices, the officer shall notify pursuing units and the Watch Commander of the intent and location.
1. Tire deflation devices shall not be employed on motorcycles.
 2. Officers should carefully consider the limitations of such devices as well as the potential risks to officers, the public and occupants of the pursued vehicle. If the pursued vehicle is a vehicle transporting hazardous materials or a school bus transporting children, officers and Watch Commanders should weigh the potential consequences against the need to immediately stop the vehicle.

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

307.10 CAPTURE OF SUSPECTS

- A. Proper self-discipline and sound professional judgment are key to a successful conclusion of a pursuit and apprehension of evading suspects. Officers shall use only the amount of force that reasonably appears necessary under the circumstances to properly perform their lawful duties.
- B. Unless relieved by a watch commander, the primary officer should coordinate efforts to apprehend the suspect following the pursuit. Officers should consider the safety of the public and the involved officers when formulating plans to contain and capture the suspect.
 - 1. Whenever possible, officers should employ "high risk" or "felony stop" procedures as a method to control the scene and the offenders.

307.11 REPORTING AND REVIEW REQUIREMENTS

- A. A *Vehicle Pursuit Report HPD-004* shall be completed in the following situations:
 - 1. When an officer is involved in a pursuit regardless of the agency that originated the pursuit
 - 2. When a forcible stopping of a vehicle technique or device is used or attempted to be used
- B. The primary officer involved in a pursuit shall complete a *Vehicle Pursuit Report* in addition to any required offense or incident reports. The primary officer shall complete a *Progress Report* detailing their involvement in the pursuit including justification for the pursuit and/or the use or attempted use of a forcible stopping technique or device, as well as the following information:
 - 1. Duration and distance of the pursuit, speeds involved, number and type of traffic control device violations, the use or non-use of the violator's headlights when required, the number and type of other moving violations committed during the pursuit and any other factor that would indicate the seriousness of the offense (Per [ORC § 2921.331](#)).
- C. Secondary officers and other officers directly involved in the pursuit shall complete a *Progress Report* detailing their individual involvement in the pursuit.

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1. A copy of the progress reports shall be attached to the primary officer's *Vehicle Pursuit Report*.
- D. If available, the cruiser video shall be collected from all involved police vehicles. The originals shall be bookmarked, and copies included with the *Vehicle Pursuit Report*.
- E. The *Vehicle Pursuit Report* shall be forwarded to the on-duty watch commander to determine if the pursuit was or was not in compliance with the applicable policy. The report is forwarded to the Bureau Commander for chain of command review and compliance determination.
- F. Before January 31 of each year, the Professional Standards Coordinator shall conduct a documented analysis of all *Vehicle Pursuit Reports* from the prior year. The analysis shall include a review of policy and reporting procedures, policy suitability, policy compliance, and training needs. The Chief of Police shall approve the documented vehicle pursuit report analysis.
 1. The report shall be forwarded to the Command Staff, Watch commanders, Training Unit and EVO Instructors.
- G. A *Tire Deflation Device Use Report, HPD-213*, shall be completed when such devices are deployed and struck by a target vehicle.
 - a. The report should accompany a Vehicle Pursuit Report if applicable.
 - b. The report should be completed when tire deflation devices are used in non-pursuit situations.

307.11.1 REGULAR AND PERIODIC PURSUIT TRAINING

In addition to initial and supplementary training on pursuits, all sworn employees will participate, no less than annually, in regular and periodic training addressing this policy.

307.11.2 POLICY ACKNOWLEDGEMENT

Sworn members of this division shall annually and upon any amendments certify in writing that they have received, read, and understand this policy. ([ORC § 2935.031](#)).