

Vehicle Pursuits

306.1 PURPOSE AND SCOPE

It is the policy of the Plymouth Police Department to protect lives while enforcing the law and to guide its officers in the safe and reasonable performance of their duties. The safety of all persons involved in or by a police pursuit is of primary importance. The purpose of the following policy is to provide officers with procedures to balance the risks of the pursuit to the public and peace officers with the consequences of failing to pursue. The decision to pursue or not to pursue is critical and requires officers to exhibit sound judgment under unpredictable, dynamic, and rapidly evolving circumstances. Officers must weigh the risks associated with the pursuit against the need for immediate apprehension of a suspect.

306.1.1 PHILOSOPHY

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, the primary importance is the safety of all persons involved. No officer or supervisor shall be criticized or disciplined for deciding not to engage in a vehicle pursuit due to the risk involved. This includes circumstances where Department policy would permit 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 (Minn. Stat. § 626.8458 Subd. 1).

Officers conduct during the course of a pursuit must be objectively reasonable; that is, what a reasonable officer would do under the circumstances.

306.1.2 POLICY CONSIDERATIONS

The Plymouth Police Department seeks to limit motor vehicle pursuits to circumstances where the factors considered are reasonable in nature and do not put the public at an unnecessary risk to injury. This policy provides restrictions on vehicle pursuits and procedures for officers to follow in those limited cases where a vehicle pursuit is permitted .

306.2 DEFINITIONS

Definitions related to this policy include:

Blocking or vehicle intercept - A slow-speed coordinated maneuver where two or more 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, with the goal of containment and preventing a pursuit. Blocking is not a moving or stationary road block

Channeling - To direct vehicular traffic into a progressively narrowing passageway or lane location on the roadway.

Compelling Path - The use of channeling technique with a modified roadblock located at its narrowed end. The compelling path differs from a termination roadblock in that the driver or any vehicle traveling the path has an exit option at the narrowed end.

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Deadly Force - Force which the actor uses with the purpose of causing, or which the actor should reasonably know creates a substantial risk of causing death or great bodily harm. Intentional vehicle contacts, not likely to result in death or great bodily harm, shall not be considered deadly force under this policy. The intentional discharge of a firearm, other than a firearm loaded with less lethal munitions and used by a peace officer within the scope of official duties, in the direction of another person, or at a vehicle in which another person is believed to be, constitutes deadly force.

Fleeing Police Officer- Motor Vehicle - For the purposes of this policy the term "flee" means to increase speed, extinguish motor vehicle headlights or taillights, or use other means with the intent to elude a peace officer following a signal to stop given by any peace officer to the driver of a motor vehicle.

Intentional Vehicle Contact - Driving or positioning a patrol vehicle so as to intentionally make contact with another vehicle.

Moving road block / 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.

Pursuit- A multi-stage process by which a peace officer initiates a vehicular stop and a driver resists the signal or order to stop, increases speed, takes evasive action and/or refuses to stop the vehicle. Once the driver refuses to obey the peace officer's signal or order, this pursuit policy and procedure will determine the officer's and department's actions.

Pursuit Intervention Technique (PIT) - PIT is an intentional vehicle contact technique to be applied at reasonable speeds after fully evaluating the circumstances of the pursuit. PIT is designed to terminate the pursuit by causing the fleeing vehicle to go into a controlled spin and come to rest at a predetermined point without causing injury to the driver, passengers or others.

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.

Serious Felony - A felony that involves an actual or threatened crime of violence which the officer has reasonable cause to believe could result or has resulted in death, great bodily harm or substantial bodily harm.

Termination of Pursuit - A pursuit shall terminate when the pursuing officer(s) turn off the emergency equipment, resume routine vehicle operation and informs dispatch, or when the suspect vehicle stops.

306.3 OFFICER RESPONSIBILITIES

It is the policy of this department that all emergency vehicles involved in the pursuit shall operate with emergency lights and siren activated to warn pedestrians or other drivers (Minn. Stat. § 169.17 and Minn. Stat. § 169.68).

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

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of all persons, and does not protect the driver from the consequences of a reckless disregard for the safety of others.

306.3.1 WHEN TO INITIATE A PURSUIT

Officers are authorized to initiate a pursuit when;

- (a) The officer has given a clear signal to stop and after given a reasonable amount of time to comply, the driver of the vehicle being signaled to stop, fails to obey this order by increasing speed, driving evasively or extinguishing the vehicle lights.
- (b) The officer believes there is a reasonable expectation of a successful apprehension of the suspect and
- (c) One or more of the following applies:
 1. The officer believes that a pursuit will protect the peace officer or another from apparent death, great bodily harm or substantial bodily harm.
 2. The officer knows or has reasonable grounds to believe the suspect's driving conduct is so reckless that it presents a clear and immediate threat to the safety of the general public or other motorists if apprehension is delayed.
 3. The information available to the officer relating to the type, nature and seriousness of the offense observed or reported is such that the immediate apprehension of the suspect outweighs the level of risk created by the pursuit.
 4. The occupants of the vehicle have committed or attempted to commit a crime of violence, or officers have reasonable grounds to believe the suspect has committed or is attempting to commit a crime of violence.
 5. The officer has reasonable grounds to believe the driver or occupants of the fleeing vehicle are wanted by the court and/ or have committed, attempted to commit, or conspired to commit a crime; however, a petty misdemeanor, a traffic or equipment violation, or the crime of fleeing a peace officer in a motor vehicle as defined by MN State Statute 609.487 is not a sufficient independent basis to initiate a pursuit.

306.3.2 ADDITIONAL FACTORS TO CONSIDER

The following factors individually and collectively shall be considered in deciding whether to initiate or continue a pursuit (Minn. Stat. § 626.8458 Subd. 2(2); Minn. R. § 6700.2701):

- (a) 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) Apparent nature of the fleeing suspect (e.g., whether the suspect represents a serious threat to public safety).

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- (d) 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, parades) and the speed of the pursuit relative to these factors.
- (e) Pursuing officer's familiarity with the area of the pursuit, the quality of radio communications between the pursuing units and the dispatcher/supervisor.
- (f) The driving skills of the officer and the driver of the pursued vehicle.
- (g) Whether the pursued vehicle is a motorcycle or similar vehicle.
- (h) Other persons in or on the pursued vehicle (e.g., passengers, co-offenders and hostages).
- (i) Age of the suspect and occupants.
- (j) Availability of other resources, such as aircraft assistance or GPS tracking devices
- (k) The police unit is carrying passengers other than on-duty police officers. Pursuits should not be undertaken with a prisoner in the pursuit vehicle. Should an officer determine that it is necessary to initiate a vehicle pursuit while he/she has a civilian passenger in their squad, that officer shall request another unit to take over the pursuit at the earliest opportunity and shall then terminate all pursuit activity. The officer may also drop off the civilian passenger, if practical.
- (l) The length of the pursuit.
- (m) When practicable, supervisors should not be the primary unit in a pursuit. If a supervisor is the primary unit they should turnover the primary position to another unit as soon as possible

The officer must continually consider the risks created by the pursuit, as those risks may change during a pursuit.

306.3.3 WHEN TO TERMINATE A PURSUIT

Pursuits should be discontinued whenever the totality of circumstances known or which reasonably ought to be known to the officer or supervisor during the pursuit appear to outweigh the risks resulting from the suspect's escape.

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 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 the context of this policy, the term "terminate" shall be construed to mean discontinue or to stop chasing the fleeing vehicle.

In addition to the factors listed above, the following factors should be considered when deciding whether to terminate a pursuit (Minn. Stat. § 626.8458 Subd. 2 (2); Minn. R. § 6700.2701):

- (a) 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.

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- (b) Pursued vehicle's location is no longer definitely known.
- (c) Officer's pursuit vehicle sustains damage or a mechanical failure that renders it unsafe to drive.
- (d) Pursuit vehicle suffers an emergency equipment failure that causes the vehicle to no longer qualify for emergency operation use.
- (e) Hazards to uninvolved bystanders or motorists.
- (f) If the identity of the offender is known and it does not reasonably appear that the need for immediate capture outweighs the risks associated with continuing the pursuit and the offender can be apprehended at a later time.
- (g) When directed to terminate the pursuit by a supervisor.
- (h) When radio communications are broken or inadequate.
- (i) When the danger that the continued pursuit poses to the public, the officers or the suspect is too great, balanced against the risk of allowing the suspect to remain at large.
- (j) The officer becomes aware of a vehicle accident that is a direct result from the pursuit. Unless additional pursuing units can provide medical care.
- (k) Pursuit speeds have become unreasonably unsafe for the surrounding conditions
- (l) The occupants of the fleeing vehicle are known or to be juveniles or the officers should have reasonably known the occupants are juveniles.
- (m) Aircraft overhead and actively observing the suspect vehicle.
- (n) GPS monitoring actively tracking the fleeing vehicle.
- (o) The fleeing vehicle travels the wrong way on a divided highway or interstate.

306.3.4 ASSISTANCE TO PERSONS INJURED IN A PURSUIT

- (a) The communications center shall be notified immediately of any accident and shall notify the appropriate Emergency Medical Service (EMS) provider.
- (b) Officers are responsible for providing assistance to anyone potentially injured during the course of the pursuit.
- (c) If a pursuing officer(s) becomes aware of a potentially significant injury to a person resulting from the pursuit, the officer shall immediately notify the dispatcher and terminate their involvement in the pursuit and provide medical assistance as necessary unless an assisting unit stops to render aid.
- (d) Primary or assisting units may continue the pursuit if assistance to the accident victim is being provided.

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306.4 PURSUIT UNITS

The number of units involved in the pursuit is the responsibility of the supervisor monitoring the pursuit. In most cases the number of units involved should be limited to three emergency vehicles (the primary unit and two additional units). (Minn. R. § 6700.2701 (B)).

It may be determined to be necessary by a supervisor to allow additional units to join a pursuit after assessing the totality of the circumstances and determining that three squads is insufficient to safely arrest the suspect(s) without additional support. All other officers shall remain alert to its progress and location but stay out of the pursuit unless specifically directed to do so by a supervisor. Officers may respond to the termination point of the pursuit if directed to do so by a supervisor.

306.4.1 VEHICLES WITHOUT EMERGENCY EQUIPMENT

Vehicles not equipped with red light and siren are prohibited from initiating or joining in any pursuit.

Officers shall not become engaged in pursuits while operating a non-departmental (private) motor vehicle.

306.4.2 PRIMARY UNIT RESPONSIBILITIES

The initial pursuing officer will be designated as the primary pursuit unit, which will be the unit closest to the fleeing vehicle, 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(s) without unreasonable danger to him/herself or other persons (Minn. Stat. § 626.8458 Subd. 2 (4)).

The primary unit should notify Hennepin County Dispatch, commencing with a request for priority radio traffic, that a vehicle pursuit has been initiated, and as soon as practicable provide pertinent information including, but not limited to:

- (a) Police unit identification.
- (b) Offense for which the suspect is being pursued.
- (c) Suspect vehicle description including license number if reasonably possible.
- (d) Location, direction, and speed of both vehicles.
- (e) Description of occupant(s) and if suspect is known to the officer.
- (f) Any other important information about the suspect vehicle or environment (for example, the suspect is traveling without lights, or the officer has lost sight of the vehicle).

Based on the known information, the supervisor shall make the decision to either take further appropriate action or terminate the pursuit.

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 as soon as possible.

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306.4.3 SECONDARY UNITS RESPONSIBILITIES

The secondary unit in the pursuit is responsible for the following (Minn. R. § 6700.2701):

- (a) Immediately notifying the dispatcher of entry into the pursuit.
- (b) 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.
- (c) Takeover broadcasting responsibilities as soon as possible.
- (d) Broadcasting the progress of the pursuit unless the situation dictates otherwise.
- (e) Serve as backup to the primary unit once the subject has been stopped.

306.4.4 PURSUIT DRIVING TACTICS

The decision to use or not use specific driving tactics requires the same assessment of considerations outlined in the factors to be considered concerning pursuit initiation and termination. The following are tactics for units involved in the pursuit (Minn. Stat. § 626.8458 Subd. 2 (3)):

- (a) Emergency vehicles shall be driven in a safe manner and with due regard for public safety.
- (b) Emergency vehicles operating in emergency mode are permitted to violate certain traffic regulations when necessary, as long as the operator continues to exercise due care in vehicle operation.
- (c) 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 maneuvers by the fleeing vehicle.
- (d) Officers may proceed past a red, or stop signal, or stop sign but only after slowing down and utilizing a flashing red lamp and siren as may be necessary for safe operation (Minn. Stat. § 169.03, Subd. 2).
- (e) Officers shall not pursue a vehicle driving the wrong way on a divided roadway, highway, or freeway (Minn. Stat. § 169.03). In the event the pursued vehicle does so, the following tactics should be considered:
 - 1. Advise dispatch and other assisting units that the suspect vehicle is driving the wrong way on the roadway
 - 2. Request assistance from an available air unit.
 - 3. Request other units to observe exits available to the suspects.
- (f) Notify other law enforcement agencies if it appears the pursuit may enter their jurisdiction.

306.4.5 AIRCRAFT ASSISTANCE

Aircraft assistance should be requested as soon as practicable when an officer believes a pursuit may occur. Once the air unit has established visual contact with the pursued vehicle and communication with ground units that they have the fleeing vehicle under surveillance, the flight crew should assume control over the pursuit. When the flight crew communicates with ground units.

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Officers will cease actively pursuing the suspect vehicle unless instructed by a Plymouth Police Department supervisor to continue in pursuit..

The air unit should report progress of the pursuit and provide officers with pertinent information.

Plymouth Police Department supervisors should request dispatch to continue to update and request assistance from agencies within the jurisdictions that the fleeing vehicle is entering into. This is to prepare for quick response once the fleeing vehicle stops.

306.5 SUPERVISORY CONTROL AND RESPONSIBILITIES

It is the policy of this department that available supervisory and management control will be exercised over all vehicle pursuits involving officers from this department(Minn. Stat. § 626.8458 Subd. 2 (4); Minn. R. § 6700.2701).

The on-duty supervisor will be responsible for the following:

- (a) Upon becoming aware of a pursuit, immediately notify involved officers and Hennepin County Dispatch of supervisory presence and ascertain 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 Department guidelines.
- (b) Exercise management and control of the pursuit even if not engaged in it and provide on scene supervision.
- (c) Ensure 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.
- (d) Direct that the pursuit be terminated if, in his/her judgment, it is not justified to continue the pursuit under the guidelines of this policy.
- (e) Ensure that aircraft assistance is requested.
- (f) Ensure that the proper radio channel is being used.
- (g) Ensure the notification and/or coordination of outside agencies if the pursuit either leaves or is likely to leave the jurisdiction of this agency.
- (h) Control and manage PPD units when a pursuit enters another jurisdiction.
- (i) Post-pursuit the supervisor shall make the appropriate notifications in accordance with this department's major incident notification policy.

306.6 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 communications dispatcher. If the pursuit leaves the jurisdiction of this department or such is imminent, involved units should, whenever available, switch radio communications to an emergency channel most accessible by participating agencies and units as determined by dispatchers (Minn. R. § 6700.2701).

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306.6.1 LOSS OF PURSUED VEHICLE

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.

306.7 INTER-JURISDICTIONAL CONSIDERATIONS

- (a) In any pursuit that crosses jurisdictional boundaries, officers shall observe this department's policy governing pursuits.
- (b) When leaving the city limits, only the officers authorized by the on-duty supervisor to remain in the pursuit are allowed to leave the city.
- (c) When a boundary is approached, the officer responsible for reporting the progress of the pursuit shall notify the communications center of that fact and include a clear statement as to whether the notification is either a request for assistance or a courtesy notification. Officers providing assistance should immediately notify the communications center of their involvement.
- (d) The initiating agency shall be in charge of the pursuit, unless that agency requests another agency to assume control. All assisting officers should follow the direction of the officer in charge, unless it violates their own department's policies. The initiating agency shall be in charge of any arrest. If an accident occurs, the agency with jurisdiction over the accident location determines which agency investigates the accident.
- (e) All assisting officers should follow the direction of the officer in charge, unless it violates their own department's policies.
- (f) The initiating agency shall take custody of all arrestee's and other occupants associated with the pursuit.
- (g) If an accident occurs, the agency with jurisdiction over the accident location determines which agency investigates the accident.

If a pursuit from another agency enters the Department's jurisdiction, Hennepin County Dispatch should update the on-duty supervisor.

306.7.1 PURSUITS EXTENDING INTO THIS JURISDICTION

Supervisor Authorization: Officers should not become involved in another agency's pursuit unless specifically authorized by a Plymouth Police supervisor, and the initial reason for the pursuit meets the criteria of this policy. Mere notification from another jurisdiction of a pursuit shall not be construed as a request for assistance. Any officer becoming aware of another agency's pursuit which may affect Plymouth shall immediately notify the communications center of pertinent details.

If an officer is authorized to become involved in a pursuit initiated by an outside agency, such involvement should be limited to an assist role and the pursuit must meet our department's criteria for participating in a pursuit. Officers shall not take over or assume control of the pursuit unless a specific request to do so is made from the initiating agency. Participation by this agency in another

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jurisdiction's pursuit shall not proceed past the geographical boundaries of the City of Plymouth without the approval of a Plymouth PD supervisor.

When a request is made for this department to assist or take over a pursuit from another agency that has entered this jurisdiction, the supervisor should consider these additional following factors:

- (a) The pursuit must meet this department's criteria for participating in a pursuit.
- (b) Ability to maintain the pursuit.
- (c) Adequate staffing to continue the pursuit.
- (d) The need of immediate apprehension verses the risk to the public and pursuing officers.

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

306.8 PURSUIT INTERVENTION

Pursuit intervention is an attempt to safely terminate the ability of a suspect to continue to flee in a motor vehicle through tactical application of technology, intentional vehicle contact, channeling techniques, creating a compelling path, PIT (Pursuit Intervention Technique), or roadblock procedures.

306.8.1 WHEN USE AUTHORIZED

In deciding whether to use intervention tactics, officers/supervisors should balance the risks 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 these risks 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 (Minn. Stat. § 626.8458 Subd. 2; Minn. R. § 6700.2701).

It is imperative that officers act within legal bounds using good judgment and accepted practices.

306.8.2 USE OF FIREARMS

Officers shall not utilize firearms during an ongoing pursuit unless the conditions and circumstances meet the requirements authorizing the use of deadly force and in conformance with department policy. 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.

306.8.3 INTERVENTION STANDARDS

Any pursuit 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 who have not received Department-approved training in the application and use of any intervention tactic or equipment are not authorized to use intervention tactics unless authorized under Plymouth PD Use of Force

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policy (300). Officers who are trained in the use of intervention tactics shall consider these facts and requirements prior to deciding how, when, where and if an intervention tactic should be employed.

(a) **Intentional Vehicle Contact:**

1. Intentional vehicle contact may be used only when in conformance with the Department Procedure on Use of Force and when state law permits the use of reasonable force, unless the officer believes intentional vehicle contact is necessary because the risk of personal injury, created by the continued pursuit, is greater than the risk of injury from the proposed action. Factors to consider when assessing risks include the number and location of potential victims, the type and degree of potential injuries to persons, the speed of the pursued vehicle, traffic conditions, and the suspect's driving conduct, and the length of the pursuit.
2. Intentional vehicle contact should be exercised in a manner that minimizes potential injury.
3. Intentional vehicle contacts, not likely to result in death or great bodily harm, shall not be considered deadly force under this policy
4. Factors to consider when using intentional vehicle contact include speed, location, topography, road conditions, obstructions, and the position of other vehicles, passengers, and pedestrians.
5. Pursuit Intervention Technique: The safest and most effective use of intentional vehicle contact is through the use of the Pursuit Intervention Technique (PIT). PIT should only be attempted by officers who have successfully complete department approved PIT training. PIT should be applied at reasonable speeds based on evaluation of the circumstances of the pursuit and within legal bounds. Officers must consider the safety of the public, their own safety, and the safety of the suspect in determining whether the technique will be attempted. The PIT maneuver should not be attempted on a vehicle pulling a trailer, a motorcycle, or a bus unless deadly force is authorized.

(b) **Stationary Roadblocks:**

1. Stationary Roadblocks may be used only when in conformance with the Department Procedure on Use of Force and when state law permits the use of deadly force.
2. The location of a roadblock should be chosen to minimize the potential of injury. In particular there should be sufficient sight distance to allow a vehicle to avoid collision. Other factors to consider include lighting, road configuration, and amount and direction of traffic.
3. An avenue of escape must be provided.
4. Vehicles that are used in roadblocks must not be occupied.
5. Emergency lighting must be activated.

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6. The location of the roadblock is to be clearly announced over utilized radio frequency in order to advise the communications center and responding officers.
- (c) **Moving roadblocks ("Boxing In"):**
1. Moving roadblocks may be used when the pursued vehicle is traveling at low speeds.
 2. Tactical adjustments in the moving roadblock will be made when necessary to allow for the safety of other motorists and pedestrians.
- (d) **Stop Sticks:**
1. Only officers who have been trained in the proper deployment of Stop Sticks are authorized to deploy them.
 2. Prior to deploying Stop Sticks. Officers shall communicate to Hennepin County Dispatch, their intent to deploy Stop Sticks and the location they will be deployed at.
 3. Officers shall consider their personal safety when deploying Stop Sticks and shall deploy the system from behind cover or permanent barrier.
 4. Preemptive Stop Stick deployment to subjects anticipated to flee will only be deployed with Plymouth Police Department supervisor approval.
 5. Stop Sticks may be utilized in a situation when a pursuit has been terminated, and the suspect is still fleeing or has freshly fled from officers. This action must be approved by a Plymouth Police Department Supervisor.
 6. Deployment of Stop Sticks on a vehicle with less than four (4) wheels is considered deadly force.

306.8.4 USE OF STOP STICKS FOR INTER-JURISDICTIONAL PURSUITS

Officers may consider the use of Stop Sticks for pursuits that enter into this jurisdiction and do not meet this policy's criteria for actively engaging in a vehicle pursuit per section 306.3.1. The use of Stop Sticks under this section is intended to lessen the danger to the public created by the pursuit and not to further prolong a vehicle pursuit. Officers utilizing Stop Sticks under this section must receive approval from a Plymouth Police Department Supervisor and must be deployed in accordance with section 306.8.3(d) of this policy.

306.8.5 CAPTURE OF SUSPECTS

Officers shall use only that amount of force that reasonably appears necessary under the circumstances to properly perform their lawful duties.

Unless relieved by a supervisor, the primary officer should coordinate efforts to apprehend the suspect(s) following the pursuit. Officers should consider safety of the public and the involved officers when formulating plans to contain and capture the suspect.

In pursuit situations that terminate due to accident, roadblock, boxing in, or other similar circumstances, officers are required to respond utilizing tactics that will minimize all inherent dangers to the public, the officers, and the occupants of the pursued vehicle.

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306.9 REPORTING AND REVIEW REQUIREMENTS

All appropriate reports shall be completed to comply with appropriate local and state regulations. The Administrative Manager or their designees shall ensure the appropriate forms, including the pursuit summary report, are filed with the Department of Public Safety within 30 days following the incident (Minn. Stat. § 626.5532):

- (a) The primary officer shall complete appropriate incident report. The duty supervisor and each officer involved in the pursuit will complete a supplemental report.
- (b) The primary officer or supervisor shall complete the appropriate pursuit summary report. Pursuit summary reports shall include, but are not limited to:
 - 1. The reason(s) for, and the circumstances surrounding the incident.
 - 2. The alleged offense justifying the pursuit
 - 3. Then length of the pursuit including time and distance
 - 4. The outcome of the pursuit
 - 5. Any injuries or property damage resulting from the incident; and
 - 6. Any pending criminal charges against the driver
- (c) The reviewing supervisor shall:
 - 1. Review all facts and circumstances related to the pursuit including written reports, squad car and body worn camera video of the incident and debriefing with all officers involved.
 - 2. Critique the effectiveness of the pursuit and whether or not the pursuit was conducted within the guidelines set forth in this policy; and
 - 3. Indicate in a pursuit memorandum, the results of the critique with any recommendations and submit to the Patrol Commander. In the event that the primary officer involved in the pursuit is the on-duty supervisor, the patrol commander will be responsible for steps 1-3 and submit the report to the Deputy Chief.

In the event, a pursuit results in serious injury or death, or results in a critical incident as defined in policy 304. The resulting investigation will be conducted in accordance with policy 304.

306.9.1 REGULAR AND PERIODIC PURSUIT TRAINING

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

- (a) The Special Operations Sergeant shall ensure the frequency and content of emergency vehicle operations and vehicle pursuit training meets or exceeds that required by law (Minn. Stat. § 626.8458 Subd. 5; Minn. R. § 6700.2702).

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- (b) Officers shall complete a written examination on this policy regarding vehicle pursuit at a minimum of once every three years.
- (c) Any deficiencies in the test answers will be addressed and the correct responses shared with the officer.

306.9.2 POLICY REVIEW

Each licensed member of this department shall certify in writing that they have received, read and understand this policy initially and upon any amendments.

306.9.3 YEARLY CERTIFICATION

This policy shall be reviewed and certified to the state annually that it complies with requirements of any new or revised model policy adopted by the state (Minn. Stat. § 626.8458 Subd. 3).

306.9.4 PUBLIC DISCLOSURE

Copies of the current pursuit policy shall be made available to the public on request.