

Vehicle Pursuits & Interventions

307.1 PURPOSE AND SCOPE

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

307.1.1 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, no deputy 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.

Deputies must remember that the most important factors to the successful conclusion of a pursuit are clear communications, proper self-discipline and sound professional judgment. Deputies' conduct during the course of a pursuit must be objectively reasonable; that is, what a reasonable deputy 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.

307.2 DEFINITIONS

Definitions related to this policy include:

Blocking or Vehicle Intercept - A low-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. The goal is containment and preventing a pursuit. Blocking is not a moving or stationary road block.

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

Channeling - A technique used to direct vehicular traffic into a progressively narrowing passageway or lane location on the roadway.

Deadly force – As defined in the current Use of Force policy.

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Offense of Violence - Any offense identified in Ohio Revised Code § 2901.01 (A)(9)(a-e, inclusive) which is classified as a felony and is specifically identified within this policy. See section 307.4.

Paralleling - Participating in a pursuit by proceeding in the same direction and maintaining approximately the same speed while traveling on an alternate street or highway that parallels the pursuit route while using lights and siren.

Pursuit Intervention Technique (PIT) - A forced rotational vehicle stop of a noncompliant suspect vehicle.

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.

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, Spikes or Tack Strips - A device that is designed to puncture the tires of the pursued vehicle.

Unmanned Aerial Vehicle (UAV) - An unmanned aircraft of any type that is capable of sustaining directed flight, whether preprogrammed or remotely controlled, and all of the supporting or attached systems designed for gathering information through imaging, recording, or any other means.

Vehicle Containment Technique (VCT) - The coordinated use of police vehicles by police personnel to restrict the movement of a suspect vehicle by blocking or pinning it, with the goal of preventing the suspect(s) from escaping in the vehicle and initiating a pursuit. Refer to Unit Manual for usage and technique of VCT.

Vehicle Pursuit - An event involving one or more peace officers attempting to apprehend a suspect who is trying to avoid arrest while operating a motor vehicle by using high speed or other evasive tactics, such as disregarding traffic warning signs, stop signs, red lights, driving off a roadway, turning suddenly or driving in a legal manner but willfully failing to yield to a deputy's signal to stop.

307.3 CERTIFICATION STANDARDS

This policy contains content that pertains to the Ohio Collaborative Law Enforcement Agency Certification (OCLEAC) Standards.

307.4 DEPUTY RESPONSIBILITIES

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).

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The following policy is established to provide deputies with guidelines for driving with due regard and caution for the safety of all persons using the highway.

307.4.1 WHEN TO INITIATE A PURSUIT

Deputies are authorized to initiate a pursuit when it is reasonable to believe that a suspect is attempting to evade arrest or detention by fleeing in a vehicle that has been given a signal to stop by a peace officer [ORC § 2921.331(B)]. However, deputies shall only initiate a pursuit when the suspect is reasonably believed to have committed an offense of violence (or an offense in another jurisdiction which is equivalent) which is classified as a felony. For purposes of this policy, an offense of violence which is classified as a felony includes but is not limited to:

SECTION	TITLE
2903.01	Aggravated murder
2903.02	Murder
2903.03	Voluntary manslaughter
2903.04	Involuntary manslaughter
2903.11	Felonious assault
2903.12	Aggravated assault
2903.13	Assault
2903.15	Permitting child abuse
2903.18	Strangulation
2903.21	Aggravated menacing
2903.211	Menacing by stalking
2903.22	Menacing
2903.34(A)(1)	Patient abuse or neglect
2905.01	Kidnapping
2905.02	Abduction
2905.11	Extortion and sexual extortion
2905.32	Trafficking in persons
2907.02	Rape
2907.03	Sexual battery
2907.05	Gross sexual imposition
2907.12(former)	Felonious Sexual Penetration (repealed but still referenced in law)
2909.02	Aggravated arson
2909.03	Arson
2909.24	Terrorism
2911.01	Aggravated robbery

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2911.02	Robbery
2911.11	Aggravated burglary
2911.12(A)(1)(2)(3)	Burglary
2917.01	Inciting to violence
2917.02	Aggravated riot
2917.03	Riot
2917.31	Inducing panic
2917.321	Swatting
2919.22(B)(1)-(4)	Endangering children
2919.25	Domestic Violence
2921.03	Intimidation
2921.04	Intimidation of attorney, victim, or witness
2921.34	Escape
2923.161	Improperly discharging firearm at or into habitation or school

The following factors individually and collectively shall be considered in deciding whether to initiate or continue a pursuit:

- (a) The seriousness of the known or reasonably suspected crime and its relationship to community safety.
- (b) The importance of protecting the public and balancing the known or reasonably suspected offense and the apparent need for immediate capture against the risks to deputies, innocent motorists and others.
- (c) The apparent nature of the fleeing suspect (e.g., whether the suspect represents a serious threat to public safety).
- (d) The identity of the suspect has been verified and there is comparatively minimal risk in allowing the suspect to be apprehended at a later time.
- (e) The safety of the public in the area of the pursuit, including the type of area, time of day, the amount of vehicular and pedestrian traffic (e.g., school zones) and the speed of the pursuit relative to these factors.
- (f) The pursuing deputy's familiarity with the area of the pursuit, the quality of radio communication between the pursuing units and the dispatcher/supervisor, and the driving capabilities of the pursuing deputies under the conditions of the pursuit.
- (g) The weather, traffic and road conditions that unreasonably increase the danger of the pursuit when weighed against the risks resulting from the suspect's escape.
- (h) The performance capabilities of the vehicles used in the pursuit in relation to the speed and other conditions of the pursuit.
- (i) Vehicle speeds.

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- (j) Other persons in or on the pursued vehicle (e.g., passengers, co-offenders and hostages).
- (k) The availability of other resources, such as aircraft assistance.
- (l) The sheriff's unit is carrying passengers other than on-duty sheriff's deputies. Pursuits shall not be undertaken with a prisoner in the pursuit vehicle.

307.4.2 WHEN TO TERMINATE A PURSUIT

Pursuits should be discontinued whenever the totality of objective circumstances indicates risk outweighs benefit. Pursuits shall be terminated if the supervisor does not give permission for the continuation of the pursuit, or does not respond to the request. Pursuits must also terminate when:

1. Supervisor approval is not available
2. The suspect's identity is known and later arrest is feasible
3. The suspect's location is no longer known

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)).

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. Deputies 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. Pursuing deputies shall have the authority to self-terminate the pursuit at any time. In the context of this policy, the term "terminate" shall be construed to mean to 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:

- (a) The distance between the pursuing deputies and the fleeing vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time or distance.
- (b) The deputy's pursuit vehicle sustains damage or a mechanical failure that renders it unsafe to drive.
- (c) The pursuit vehicle suffers an emergency equipment failure that causes the vehicle to no longer qualify for emergency operation use.
- (d) Pursuits of violators for misdemeanors is not authorized
- (e) The hazards to uninvolved bystanders or motorists.
- (f) When the identity of the offender is known and it does not reasonably appear that the need for immediate capture outweighs the risk associated with continuing the pursuit, deputies should strongly consider discontinuing the pursuit and apprehending the offender at a later time.

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- (g) When directed to terminate the pursuit by a supervisor.

When a pursuit is terminated due to either the lack of a supervisor's approval to engage or continue a pursuit, a supervisor's order to terminate a pursuit, or a pursuing deputy's decision to self-terminate a pursuit, the pursuing deputy shall:

- (a) Immediately acknowledge the supervisors' orders or instructions, or notify the dispatcher that the pursuit has been terminated
- (b) When safe to do so, turn off any emergency lighting and siren or other warning devices
- (c) When safe to do so, slow the speed of the pursuing vehicle to the speed limit for the area of operation
- (d) When safe to do so, change direction by turning left or right so that the deputy is moving away from the last direction of travel of the pursued vehicle

307.4.3 SPEED LIMITS

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

Deputies shall not operate vehicles at speeds which interfere with their ability to control their vehicle at all times, or which preclude a response to hazards which could have been anticipated were it not for the speed operated.

Should high vehicle speeds be reached during a pursuit, deputies and supervisors shall also consider these factors when determining the reasonableness of the speed of the pursuit (ORC § 4511.24):

- (a) Pursuit speeds have become unreasonably unsafe for the surrounding conditions.
- (b) Pursuit speeds have exceeded the driving ability of the deputy.
- (c) Pursuit speeds are beyond the capabilities of the pursuit vehicle, thus making its operation unsafe.
- (d) Pursuit speeds may have a detrimental effect on the ability to safely implement some or all intervention techniques.

307.5 PURSUIT UNITS

Pursuit units should be limited to three vehicles (two units and a supervisor). However, the number of units involved will vary with the circumstances. Additional units may only be authorized by a supervisor. Motorcycles shall not initiate or participate in pursuits. Unmarked vehicles may only engage if fully equipped with emergency lights and sirens.

A deputy or supervisor may request additional units to join a pursuit if, after assessing the factors outlined above, it appears that the number of deputies involved would be insufficient to safely arrest the suspect(s). All other deputies shall stay out of the pursuit but should remain alert to its progress and location. Any deputy 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.

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Marked patrol vehicles should replace unmarked vehicles involved in a pursuit whenever safe to do so.

307.5.1 MOTORCYCLE OFFICERS

At no time may a motorcycle initiate or participate in a pursuit.

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. Deputies 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 PRIMARY UNIT RESPONSIBILITIES

The initial pursuing deputy 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 deputy initiating the pursuit is the apprehension of the suspect without unreasonable danger to him/herself or other persons.

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

- (a) The reason for the pursuit.
- (b) The location and direction of travel.
- (c) The speed of the fleeing vehicle.
- (d) The description of the fleeing vehicle and license number, if known.
- (e) The number of occupants.
- (f) The identity or description of the known occupants.
- (g) The weather, road and traffic conditions.
- (h) The identity of other agencies involved in the pursuit.
- (i) Information concerning the use of firearms, threat of force, injuries, hostages or other unusual hazards.

Unless relieved by a supervisor or secondary unit, the deputy in the primary unit shall be responsible for broadcasting the progress of the pursuit and changes in conditions under which the pursuit is occurring. 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.

307.5.4 SECONDARY UNIT RESPONSIBILITIES

The second deputy in the pursuit is responsible for:

- (a) Immediately notifying the dispatcher of his/her entry into the pursuit.

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- (b) Remaining at a safe distance behind the primary unit unless directed to assume the role of primary deputy, or if the primary unit is unable to continue the pursuit.
- (c) Broadcasting the progress of the pursuit unless the situation indicates otherwise.
- (d) Serving as backup to the primary unit once the subject has been stopped.

307.5.5 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 termination. The following tactics are prohibited:

- Ramming
- Moving road blocks
- Boxing-in of moving vehicles
- Wrong way pursuits on divided highways
- Channeling

Shooting at or from moving vehicles is prohibited unless deadly force is otherwise justified. The PIT maneuver and tire deflation devices may be used only by trained officers with supervisor approval and other conditions that minimize risk.

- (a) Deputies, 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.
- (b) Deputies 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).
- (c) Because intersections can present increased risks, the following tactics should be considered:
 - 1. 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.
 - 2. Pursuing units should exercise due caution when proceeding through controlled intersections.
- (d) As a general rule, deputies 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:
 - 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.
- (e) Notify the other law enforcement agency if it appears the pursuit may enter their jurisdiction.

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- (f) Deputies involved in a pursuit should not attempt to pass other units unless the situation indicates otherwise or they are requested to do so by the primary unit and a clear understanding of the maneuver process exists between the involved deputies.

307.5.6 TACTICS/PROCEDURES FOR UNITS NOT INVOLVED IN THE PURSUIT

There should be no paralleling of the pursuit route. Deputies are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicular and pedestrian traffic to protect the public. Deputies should remain in their assigned area and should not become involved with the pursuit unless directed otherwise by a supervisor.

Deputies shall not presume that permission granted to the primary unit or secondary unit to engage in a pursuit automatically authorizes additional units to pursue. A request to join a pursuit in progress is not considered permission to engage in the pursuit unless direct permission is given by a supervisor.

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

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

307.5.7 PURSUIT TRAILING

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 supervisor, trail the pursuit to the termination point in order to provide information and assistance for the arrest of the suspect.

The term "trail" means to follow the path of the pursuit at a safe speed, while obeying all traffic laws and without activating emergency equipment. If the pursuit is at a slow rate of speed, the trailing unit will maintain sufficient distance from the pursuit units to clearly indicate an absence of participation in the pursuit.

307.5.8 AIRCRAFT ASSISTANCE

When available, aircraft assistance should be requested. Once the air unit has established visual contact with the pursued vehicle, it should assume control over the pursuit. The primary ground unit shall become a secondary ground unit and shall follow the directions of the air unit as long as visual contact is maintained by the air unit. Secondary ground units should consider whether the participation of an aircraft or Unmanned Aerial Vehicle (UAV) warrants their continued involvement in the pursuit.

The air unit should coordinate the activities of resources on the ground, report progress of the pursuit and provide deputies and supervisors with details of upcoming traffic congestion, road hazards or other pertinent information to evaluate whether to continue the pursuit. If ground units are not within visual contact and the air unit determines that it is unsafe to continue the pursuit, the air unit should recommend terminating the pursuit.

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307.6 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 deputies from this department.

The field supervisor of the deputy initiating the pursuit, or if unavailable, the nearest field supervisor, will be responsible for the following:

- (a) Upon becoming aware of a pursuit, immediately notifying involved deputies and Dispatch of supervisory 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 department guidelines.
- (b) Responding to the location or area of the pursuit, when appropriate, to provide on-scene supervision.
- (c) Exercising management and control of the pursuit even if not engaged in it.
- (d) 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.
- (e) Directing that the pursuit be terminated if, in the supervisor's judgment, it is not justified to continue the pursuit under the guidelines of this policy.
- (f) Ensuring that aircraft assistance is requested, if available.
- (g) Ensuring that the proper radio channel is being used.
- (h) Ensuring the notification and/or coordination of outside agencies if the pursuit either leaves or is likely to leave the jurisdiction of this agency.
- (i) Controlling and managing CCSD units when a pursuit enters another jurisdiction.
- (j) During a supervisor initiated pursuit, a subordinate vehicle should assume primary and secondary pursuit responsibility so the supervisor can assume supervisory responsibilities.

Supervisors must approve continuation of all pursuits, conduct immediate post-pursuit debriefs, and ensure a Major Incident Review Board evaluates each incident. If no supervisor is available, the pursuit shall be terminated.

307.6.1 SHIFT SERGEANT OR OTHER UNIT SUPERVISOR RESPONSIBILITIES

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

The Shift Sergeant or involved unit Supervisor shall review all pertinent reports for content and forward them through the chain of command.

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307.7 COMMUNICATIONS

If the pursuit is confined within the County limits, radio communications will be conducted on the primary channel unless instructed otherwise by a supervisor. If the pursuit leaves the jurisdiction of this department or such is imminent, communications is lost, interfered with or interrupted, the pursuit shall be terminated.

307.7.1 DISPATCH RESPONSIBILITIES

Upon notification that a pursuit has been initiated, Dispatch will be responsible for:

- (a) Ensuring that a field supervisor is notified of the pursuit.
- (b) Assigning an incident number and logging all pursuit activities.
- (c) Broadcasting pursuit updates as well as other pertinent information as necessary.
- (d) Notifying the Shift Sergeant or unit supervisor as soon as practicable.
- (e) Notifying other jurisdictions as pursuit progresses.

307.7.2 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.

307.8 INTERJURISDICTIONAL CONSIDERATIONS

Assistance to a pursuing outside agency by deputies of this department shall terminate at the County limits. Ongoing participation from this Department may continue only until sufficient assistance is present.

When a pursuit enters another agency's jurisdiction, the primary deputy or supervisor, taking into consideration distance traveled, unfamiliarity with the area and other pertinent facts, should determine whether to request the other agency to assume the pursuit. Unless entry into another jurisdiction is expected to be brief, it is generally recommended that the primary deputy or supervisor ensure that notification is provided to each outside jurisdiction into which the pursuit is reasonably expected to enter, regardless of whether such jurisdiction is expected to assist.

307.8.1 ASSISTANCE TO AN OUTSIDE AGENCY

Deputies shall follow all CCSD policies regarding implementing a stopping tactic when providing assistance to an outside agency.

Deputies shall not use PIT or Boxing-In to assist an outside agency's vehicular pursuit that does not conform to CCSD policy.

Unless otherwise noted, sworn personnel may assist an outside agency by using other stopping tactics when either:

- (a) Assistance is requested by the outside agency, or
- (b) Approval is given by a supervisor.

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307.8.2 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY

Cuyahoga County Sheriff's Department deputies will discontinue the pursuit when another agency has assumed the pursuit, unless continued assistance of the Cuyahoga County Sheriff's Department is requested by the agency assuming the pursuit. Upon discontinuing the pursuit, the primary unit may proceed upon request, with or at the direction of a supervisor, to the termination point to assist in the investigation.

The role and responsibilities of deputies at the termination of a pursuit initiated by this department shall be coordinated with appropriate consideration of the units from the agency assuming the pursuit.

Notification of a pursuit in progress should not be construed as a request to join the pursuit. Requests to or from another agency to assume a pursuit should be specific. Because of communication limitations between local agencies, a request for another agency's assistance will mean that its personnel will assume responsibility for the pursuit. For the same reasons, when a pursuit leaves another jurisdiction and a request for assistance is made to this department, the other agency should relinquish control.

307.8.3 PURSUITS EXTENDING INTO THIS JURISDICTION

The agency that initiates a pursuit shall be responsible for conducting the pursuit. Units from this department should not join a pursuit conducted by another agency.

Assistance may be provided to a pursuing agency, but shall be limited to:

- (a) Assistance in maintaining a perimeter if needed
- (b) Responding to an assisting with search efforts for suspects who have discontinued a vehicular flight and are on foot
- (c) Assisting with traffic control as needed
- (d) Providing back-up for other officers in the event that there are insufficient supporting officers from their agency (for example, a one officer vehicle out with three subjects in a suspect vehicle)
- (e) Any other circumstance in which the supervisor reasonably believes that the assistance of deputies will be a contributory factor in providing for officer safety

In the event that a pursuit from another agency terminates within this jurisdiction, deputies 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.

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.,.

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307.9.1 WHEN USE IS AUTHORIZED

Use of pursuit intervention tactics should be employed only after approval of a supervisor. In deciding whether to use intervention tactics, deputies/supervisors should balance the risk of allowing the pursuit to continue with the potential hazards arising from the use of each tactic to the public, the deputies 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 deputy at the time of the decision.

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

Deputies shall not utilize intervention tactics which are not approved of by the Department, for which they are not appropriately equipped, for which they have not been trained and/or certified, or in geographic areas in which the already heightened risks of pursuit are escalated as a result of a vehicle's loss of control due to an intervention tactic (such as an area which is primarily residential).

307.9.2 USE OF FIREARMS

The use of firearms to disable a pursued vehicle is generally not an effective tactic and involves all the dangers associated with discharging firearms. Deputies 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 deputy from using a firearm to stop a suspect from using a vehicle as a deadly weapon.

307.9.3 INTERVENTION STANDARDS

Any intervention tactic, depending upon the conditions and circumstances under which it is used, may present dangers to the deputies, 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. Deputies shall consider these facts and requirements prior to deciding how, when, where, and if an intervention tactic should be employed.

- (a) Blocking or vehicle intercept should only be considered in cases involving felony suspects or impaired drivers who pose a threat to public safety, and when deputies reasonably believe that attempting a conventional enforcement stop will likely result in the driver attempting to flee in the vehicle. Because of the potential risk involved, this technique should only be employed by deputies who have received department-approved training in such tactics and after giving consideration to the following:
 - 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, deputies, 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.

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5. At no time should civilian vehicles be used to deploy this technique.
- (b) Only those deputies trained in the use of pursuit termination tactics and intervention techniques (e.g., PIT maneuvers, tire deflation devices, etc.) will be authorized to use these procedures and only then with approval of a supervisor upon consideration of the circumstances and conditions presented at the time, including the potential for injury to deputies, the public, and occupants of the pursued vehicle.
 1. PIT Maneuvers should only be utilized on vehicles being operated at less than 45 miles per hour (),
 2. PIT Maneuvers should not be used on any motorcycle or other vehicles whose high center of gravity have a propensity for roll-over, such as lifted trucks or large SUV's unless the deputy's vehicle is of similar size and weight, ()
- (c) Tire deflation and immobilization 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 spike strips or an immobilization device, the deputy shall notify pursuing units and the supervisor of the intent and location. Deputies should carefully consider the limitations of such devices as well as the potential risks to deputies, the public, and occupants of the pursued vehicle. If the pursued vehicle is a motorcycle, a three-wheeled vehicle, a vehicle transporting hazardous materials, or a school bus transporting children, deputies and supervisors should weigh the potential consequences against the need to immediately stop the vehicle.
- (d) 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 supervisor, 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, deputies, or other members of the public. Any roadblock deployed shall not be a complete blockage of the roadway; an area must be allowed to facilitate the transit of a vehicle, albeit at a greatly reduced speed. Roadblocks which completely block a roadway shall be considered a use of deadly force.

307.9.4 CAPTURE OF SUSPECTS

Proper self-discipline, clear communications, and sound professional judgment are the keys to a successful conclusion of a pursuit and apprehension of evading suspects. Deputies shall use only that amount of force that is objectively reasonable.

Unless relieved by a supervisor, the primary deputy should coordinate efforts to apprehend the suspect following the pursuit. Deputies should consider safety of the public and the involved deputies when formulating plans to contain and capture the suspect.

307.10 REPORTING, REVIEW, AND TRAINING REQUIREMENTS

All appropriate reports shall be completed to comply with local and state regulations.

- (a) The primary deputy shall complete appropriate crime/arrest reports.

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- (b) The primary deputy or supervisor shall complete the appropriate pursuit report.
- (c) Supervisors must review all pursuits for compliance and decision-making.
- (d) After first obtaining available information, the supervisor authorizing the pursuit shall promptly complete an Unusual Incident report, whenever a pursuit may generate significant media attention, briefly summarizing the pursuit to the Sheriff or the authorized designee. This memo should minimally contain the following information:
 - 1. Date and time of pursuit.
 - 2. Length of pursuit in distance and time.
 - 3. Involved units and deputies.
 - 4. Initial reason and circumstances surrounding the pursuit.
 - 5. Starting and termination points.
 - 6. Alleged offense, charges filed, or disposition: arrest, citation, or other release.
 - 7. Arrestee information should be provided if applicable.
 - 8. Injuries and/or property damage.
 - 9. Medical treatment.
 - 10. The outcome of the pursuit.
 - 11. Name of supervisor handling or at the scene.
 - 12. A preliminary determination that the pursuit appears to be in compliance with this policy or that additional review and/or follow-up is warranted.
 - 13. Why the actions were in accordance with policy.
- (e) After receiving copies of reports, logs, and other pertinent information, the Sheriff or the authorized designee shall conduct or assign the completion of an administrative after-action review of each pursuit as appropriate to the circumstances.
- (f) A Major Incident Review Board will conduct quarterly analysis of pursuits and track "ghosted pursuits".
- (g) Annually, the Sheriff shall direct a documented analysis of vehicle pursuit reports, to minimally include a review of policy and reporting procedures, policy suitability, policy compliance, and training needs. The Sheriff shall approve the documented vehicle pursuit reports analysis.

307.10.1 REGULAR AND PERIODIC PURSUIT TRAINING

All sworn officers shall receive periodic pursuit training in accordance with OPOTA standards. Supervisors shall be trained in critical decision-making models. Officers not current on training shall not engage in pursuits.

307.10.2 POLICY ACKNOWLEDGEMENT

Applicable members of this department shall annually and upon any amendments certify in writing that they have received, read, and understand this policy (ORC § 2935.031).

Cuyahoga County Sheriff's Department

Sheriff's General Orders

Vehicle Pursuits & Interventions

307.11 SHERIFF AUTHORIZATION

By Order Of,

/S/ Harold A. Pretel



Harold A. Pretel

Sheriff of Cuyahoga County

HAP/dmr

Policy Unit