

Vehicle Pursuits

307.1 PURPOSE AND SCOPE

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

307.1.1 POLICY

The Fargo Police Department recognizes the safety of the general public and any police officer involved in a vehicle pursuit is of paramount importance. This department's response to those who unlawfully flee from law enforcement action shall stress a common sense balance between the importance of apprehending offenders, and the high risk nature of vehicle pursuits.

307.2 DEFINITIONS

Definitions related to this policy include:

Motor Vehicle pursuit - An event involving one or more sworn officers attempting to apprehend a suspect who is trying to avoid arrest while operating a motor vehicle by using evasive tactics, and/or maneuvers such as using a high rate of speed, disregarding traffic warning signs, stop signs, red lights, driving off a roadway, turning suddenly, or willfully failing to yield to an officer's signal to stop.

Police Vehicle - Any motor vehicle, to include motorcycles, unmarked vehicles, special operations vehicles, or those clearly distinguishable as a police vehicle through markings, emergency lights, siren, and/or other devices, which are authorized for the official use of the Fargo Police Department.

Blocking or vehicle intercept - A slow-speed coordinated maneuver where law enforcement vehicles 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 tactic designed to stop a violator's vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop.

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.

Shift Sergeant - For the purposes of this policy, shift sergeant shall be defined as the senior ranking on-duty Field Services Division sergeant.

Serious

Bodily

Injury - Any injury to a person that creates a substantial risk of death or permanent impairment to that person.

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Tire Deflation Device (TDD) - Devices specifically designed to puncture the tires of a vehicle, causing the tires to deflate in a controlled manner and render the vehicle incapable of further operation. TDD's are primarily used as a forcible stopping technique and in limited circumstances as appropriate.

307.3 OFFICER RESPONSIBILITIES

A vehicle pursuit shall be conducted using a marked emergency vehicle equipped with and using as reasonably necessary a flashing red or a combination of red and blue, red and white, or red, white and blue lights and an audible signal by siren or air horn (N.D.C.C. 39-10-03(2)). Any officer operating a police motorcycle, unmarked police vehicle, or a special operations police vehicle is strictly prohibited from initiating, engaging, or otherwise participating in a motor vehicle pursuit unless authorized by a Field Services Division supervisor.

Officers engaged in a vehicle pursuit may:

- (a) Proceed past a red light, stop signal or stop sign, but only after slowing down as may be necessary for safe operation.
- (b) Exceed the speed limit so long as the officer does not recklessly endanger life or property.
- (c) Disregard regulations governing direction of movement or turning in specified directions so long as the officer does not recklessly endanger life or property.

307.3.1 WHEN TO INITIATE A PURSUIT

Officers are authorized to initiate a pursuit when it is reasonable to believe 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.

The following factors shall be considered, both individually and collectively, when deciding to initiate or continue a pursuit include:

- (a) The seriousness of the known or reasonably suspected crime, and its relationship to community safety.
- (b) The importance of protecting the public and balancing the known or reasonably suspected offense, and the apparent need for immediate capture against the risks to officers, innocent motorists and others.
- (c) The 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.

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- (f) The pursuing officer'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 officers 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.
- (j) Other persons in or on the pursued vehicle (e.g., passengers, co-offenders and hostages).
- (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 unless exigent circumstances exist, and then only after the need to apprehend the suspect is weighed against the safety of the prisoner in transport.

307.3.2 WHEN TO TERMINATE A PURSUIT

Pursuits should be discontinued whenever the totality of the circumstances known or which reasonably should be known to the officer or supervisor during the pursuit indicates the present risk of continuing the pursuit reasonably appears to outweigh the risk 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 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 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.
- (b) The pursued vehicle's location is no longer definitely known.
- (c) The officer's pursuit vehicle sustains damage, or a mechanical failure that renders it unsafe to drive.
- (d) The pursuit vehicle has an emergency equipment failure that causes the vehicle to no longer qualify for emergency operation use.

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- (e) If at any time during the course of a motor vehicle pursuit a person is injured as a result of the pursuit, the primary police unit shall be responsible for ensuring the injured person is provided with immediate medical assistance. This may include directing the secondary police unit to stop and render such assistance..
- (f) The hazards to uninvolved bystanders or motorists.
- (g) When 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 officers
- (h) When directed to terminate the pursuit by a supervisor.

Upon termination of a motor vehicle pursuit, all of the police units involved shall come to a complete stop and notify the shift sergeant of their location. The shift sergeant will direct the primary and secondary police units to follow the last known direction of travel of the fleeing vehicle to ensure the fleeing vehicle has not been involved in or otherwise caused a motor vehicle crash. The primary and secondary police units will conduct this action for a reasonable distance and obey all traffic regulations while doing so.

307.4 PURSUIT UNITS

Pursuit units should be limited to two vehicles one primary unit and one secondary unit. The number of units involved may vary with the circumstances.

A supervisor may request additional units to join a pursuit if, after assessing the factors outlined above, it appears 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 its progress and location. Any officer who drops out of a pursuit may then, if necessary, proceed to the termination point, following the appropriate rules of the road.

307.4.1 PRIMARY UNIT RESPONSIBILITIES

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 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.

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 which includes:

- (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.

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- (f) The identity or description of the known occupants.
- (g) The weather, road and traffic conditions.
- (h) Information concerning the use of firearms, threat of force, injuries, hostages or other unusual hazards.

Unless relieved by a supervisor 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 joining the pursuit to minimize distractions, and allow the primary unit to concentrate foremost on safe pursuit tactics.

307.4.2 SECONDARY UNIT RESPONSIBILITIES

The second officer in the pursuit is responsible for:

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

307.4.3 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 are tactics for units involved in the pursuit:

- (a) Officers, considering their driving skills and vehicle performance capabilities, will space themselves from other involved vehicles such that they are able to see and avoid hazards, or react safely to maneuvers by the fleeing vehicle.
- (b) Because intersections can present increased risks, the following tactics should be considered:
 - 1. Available units not directly involved in the pursuit may proceed safely, in a non-emergency manner, to controlled intersections ahead of the pursuit in an effort to warn cross traffic.
- (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:
 - 1. Maintaining visual contact with the pursued vehicle by paralleling on the correct side of the roadway.
 - 2. Requesting other units to observe exits available to the suspect.

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- (d) Notifying the North Dakota State Patrol or other law enforcement agency if it appears the pursuit may enter their jurisdiction.
- (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 by the primary unit and a clear understanding of the maneuver process exists between the involved officers.

307.4.4 TACTICS/PROCEDURES FOR UNITS NOT INVOLVED IN THE PURSUIT

There should be no paralleling of the pursuit route. 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. Officers should remain in their assigned area and should not become involved with the pursuit unless directed otherwise 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 unless requested emergent by on scene officers to assist in the apprehension of the violator.

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

307.4.5 PURSUIT TRAILING

In the event the initiating unit from this agency relinquishes control of the pursuit to another unit or jurisdiction, the 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 SUPERVISORY CONTROL AND RESPONSIBILITIES

It is the policy of this department that available supervisory control will be exercised over all vehicle pursuits involving officers from this department.

The shift sergeant will be responsible for the following unless directed to relinquish such authority by a command officer:

- (a) Upon becoming aware of a pursuit, immediately notifying involved officers 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 the pursuit is conducted within established department guidelines.
- (b) Exercising management and control of the pursuit.
- (c) Ensuring no more than the number of required law enforcement units needed are involved in the pursuit under the guidelines set forth in this policy.

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- (d) Directing the pursuit be terminated if, in his/her judgment, it is not justified to continue the pursuit under the guidelines of this policy.
- (e) Ensuring the proper radio channel is being used.
- (f) Ensuring that outside agencies are notified and/or coordinated if the pursuit either leaves or is likely to leave the jurisdiction of this agency.
- (g) Controlling and managing FPD units when a pursuit enters another jurisdiction.
- (h) Preparing a post-pursuit critique and analysis of the pursuit.

307.6 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.

307.6.1 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.

307.7 INTERJURISDICTIONAL CONSIDERATIONS

When a pursuit enters another agency's jurisdiction, the primary officer or supervisor, should continue to conform to this policy and the laws of the State of North Dakota and determine whether to request the other agency to assume the pursuit (N.D.C.C. § 40-20-05(2); N.D.C.C. § 11-15-33).

If a motor vehicle pursuit enters a bordering state or neighboring jurisdiction, the initiating officer will request dispatch to notify the appropriate law enforcement agency of the bordering state or neighboring jurisdiction of the pursuit, and request any necessary assistance.

307.7.1 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY

Fargo Police Department officers will discontinue the pursuit when another agency has assumed the pursuit, unless the continued assistance of the Fargo Police 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. A supervisor should coordinate with the agency managing the termination point to determine the supervisor's need to respond or otherwise assist in the investigation. The supervisor should obtain any information that is necessary for inclusion in any reports from the agency managing the termination point.

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

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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.

307.7.2 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 unless specifically requested to do so by the agency whose peace officers are in pursuit. Only after receiving a request from the other jurisdiction and receiving authorization from a command officer or the shift sergeant, may Fargo Police officers engage in another jurisdiction's pursuit. In the event a single unit from the initiating agency is the only unit involved in the pursuit, a command officer or shift sergeant may authorize a unit from this department to join the pursuit depending on the circumstances. If authorized, a unit from this department may join the pursuit until sufficient units from the initiating agency join the pursuit. Fargo police officers will assume the responsibilities of the primary and secondary police units in the pursuit once authorization is granted. Fargo police officers will continue with or terminate the pursuit based on this department's policy.

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

- (a) Ability to maintain the pursuit
- (b) Circumstances serious enough to continue the pursuit
- (c) The public's safety within this jurisdiction
- (d) Safety of the pursuing officers

As soon as practicable, the shift sergeant should review a request for assistance from another agency. The shift sergeant, after consideration of the above factors, may decline to assist in or assume the other agency's pursuit.

Assistance to a pursuing outside agency by officers of this department will terminate at the city limits provided the pursuing peace officers have sufficient assistance from other sources. Ongoing participation from this department may continue only until sufficient assistance is present.

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

307.8 PURSUIT INTERVENTION

Pursuit intervention is an attempt to terminate the ability of a suspect to continue to flee in a vehicle through tactical application of technology, blocking, boxing in, ramming, or roadblock procedures.

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307.8.1 WHEN USE IS AUTHORIZED

An officer shall seek approval from a supervisor before employing a pursuit intervention tactic. In deciding whether to use intervention tactics, officers/supervisors should balance the risk of allowing the pursuit to continue with the potential hazards arising from the use of each tactic to the public, the officers and persons in or on the pursued vehicle. With this in mind, the decision to use any intervention tactic should be reasonable in light of the circumstances apparent to the officer at the time of the decision.

307.8.2 INTERVENTION STANDARDS

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.

- (a) Blocking or vehicle intercept "boxing-in" should only be considered when the fleeing vehicle has come to a complete stop, and only if the risk of injury to any person, including other police officers and occupants of the fleeing vehicle is minimal.
- (b) Prior to any intentional or deliberate contact between a pursuing police vehicle and a fleeing motor vehicle; i.e. forcing the fleeing vehicle into parked cars, ditches, or any other obstacle, or heading off, ramming, or driving alongside a fleeing motor vehicle while it is in motion, the officer shall attempt to obtain authorization from a command officer or shift sergeant.
- (c) As with all intervention techniques, pursuing officers should obtain supervisor approval before attempting to box in a suspect vehicle during a pursuit. The use of such a technique must be carefully coordinated with all involved units, taking into consideration the circumstances and conditions apparent at the time, as well as the potential risk of injury to officers, the public and occupants of the pursued 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. If roadblocks are deployed, it should only be done 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.

307.8.3 TIRE DEFLATION DEVICES

The tire deflation device (TDD) may be deployed when attempting to stop a motorist who is engaged in a vehicle pursuit or reckless driving behavior. The TDD may also be used to prevent stationary vehicles from being moved in an attempt to leave a scene. If feasible, supervisory approval should be gained prior to deploying the TDD.

1.Pre-deployment Considerations

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- (a) The safety of oncoming traffic, the general public, law enforcement personnel, and of the fleeing motorist will be considered when determining the feasibility of deploying the TDD.
- (b) Officers should not unduly risk their own safety in an attempt to deploy a TDD.
- (c) Officers should attempt to deploy the TDD in locations with good sight distances to enable the deployment officer to observe the pursuit and other traffic as it approaches.
 - 1. Deployment should not occur on curves, bridges, or locations where reasonable judgement under the circumstances would dictate avoidance.
- (d) TDD's will not be used to terminate a pursuit of a motorcycle, moped, three/four wheeled vehicles (ATV's), or other similar vehicles unless deadly force is justified.
- (e) Only personnel trained in the use of the TDD's will deploy it in accordance with their training and established policy.

2. Deployment Considerations and Actions

- (a) The on-duty supervisor and all units involved in the pursuit will be notified prior to the deployment, as practical, and the on-duty supervisor will direct the use of the TDD.
- (b) Once it is determined when and where a TDD will be deployed, RRRDC will be notified and will alert all other officers involved.
- (c) The TDD is considered to be deployed when it is actually used in the field in an attempt to stop a moving vehicle or when it is used to keep a parked vehicle from moving.
- (d) Once deployed, pursuing officers should increase their following distance in order to avoid striking the device.
- (e) **The deployment officer(s) at the scene should immediately seek protection out of the travel lane or escape route of the suspect and pursuing vehicles.**
- (f) Once the vehicle has driven over a TDD, the deployment officer will secure the device as soon as it is safe to do so.
 - 1. The deployment officer will inspect the immediate area where the TDD was used and collect any spikes or points which may have become detached.
 - 2. The deployment officer will inspect the TDD and notify the TDD manager of any repair needed.
- (g) The TDD should be placed back into the storage case in accordance with the manufactures recommended guidelines.

3. Requests for Deployments by Another Agency

- (a) The on-duty Field Services supervisor, may authorize the use of the TDD to assist another agency pursuing a fleeing vehicle into our jurisdiction.
- (b) Requests for assistance regarding the deployment of the TDD will be referred to the on-duty shift supervisor who will make his/her decision based upon the totality of the circumstances involved and specific information received from the pursuing agency.

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- (c) Once a TDD has been deployed by a FPD officer, regardless of the TDD's effectiveness, supervisors will take into account department policy regarding the decision to pursue.

4. Reporting

- (a) If deployed for a pursuit originated by our department, the officer(s) shall indicate in their case report/supplement the date, time, and location the device was used, nature of the offense, and the effectiveness of the device. In addition, the officer shall complete the Pursuit Reporting form on-line at www.stopstick.com/home/pursuit-reporting. The Pursuit Reporting form will be forwarded to the supervisor, who was on-duty during the time of the deployment, for his/her pursuit critique.
- (b) If deployed for a pursuit originated by another agency, the officer(s) shall complete an "Assist Other Agency" report indicating the date, time, and location the device was used, nature of the offense, and the effectiveness of the device. The deployment officer shall complete the Pursuit Reporting form on-line at www.stopstick.com/home/pursuit-reporting. The Pursuit Reporting form will be forwarded to the supervisor, who was on-duty during the time of the deployment, for his/her pursuit notification memo to the command staff.
- (c) In the event the fleeing vehicle avoided the TDD, meaning none of the tires drove over the TDD device, the deployment officer does not need to complete the on-line Pursuit Reporting form.

5. Maintenance

- (a) For spike replacement or other structural damage, the TDD will be delivered to the assigned department designee for servicing and repairs.

307.8.4 CAPTURE OF SUSPECTS

Proper self-discipline and sound professional judgment are the keys to a successful conclusion of a pursuit and apprehension of evading suspects. Officers shall use only that amount of force that reasonably appears necessary under the circumstances to properly perform their lawful duties.

Unless relieved by a supervisor, 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.

307.9 REPORTING AND REVIEW REQUIREMENTS

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

- (a) The primary officer shall complete appropriate arrest reports.
- (b) The shift sergeant shall complete the appropriate pursuit report.
- (c) After obtaining all the available information, the shift sergeant shall notify the Office of Professional Standards of the incident and promptly complete a thorough review of the motor vehicle pursuit, and submit a written critique of the incident to their shift commander. This critique should minimally contain the following information:

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1. Date and time of pursuit
 2. Length of pursuit in distance and time
 3. Involved units and involved officers
 4. Initial reason and circumstances surrounding the pursuit
 5. Starting and termination points
 6. Alleged offenses or disposition (e.g., 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. An analysis of the actions of all officers involved in the pursuit and a preliminary determination that the pursuit appears to be in compliance with this policy or that additional review and/or follow-up is warranted
- (d) After receiving the shift sergeant's pursuit critique, police reports, logs and other pertinent information, the shift commander shall determine if the analysis adequately addresses the parameters outlined in this policy. The shift commander will forward the shift sergeant's evaluation, along with their own conclusions and recommendations relative to the incident, to the Field Services Division commander.
- (e) The Field Services Division commander will review the evaluation of the pursuit incident and forward it along with any recommendations to the Chief of Police. The Chief of Police will have final review and determination authority over all motor vehicle pursuit incidents.
- (f) The shift sergeant will complete a memorandum to the Field Services Division commander via the appropriate shift commander whenever a pursuit from another agency enters the City of Fargo and no Fargo officers participated in the pursuit. This memorandum will include the agencies involved, assistance provided by Fargo officers and the route the pursuit traveled.
- (g) All motor vehicle pursuit reviews and evaluations should be completed and forwarded to the Chief of Police within fifteen (15) calendar days of the incident unless otherwise approved by the Chief of Police or the Field Services Division commander.

307.9.1 REGULAR AND PERIODIC PURSUIT TRAINING

In addition to initial and supplementary training on pursuits, all sworn officers will participate in regular and periodic training addressing this policy, the importance of vehicle safety and protecting

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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.