



Peoria Police Department

Policy Manual

Vehicle Pursuits

314.1 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 officers with guidance in balancing the safety of the public and themselves against law enforcement's duty to apprehend violators of the law. Another purpose of this policy is to minimize the potential for pursuit-related collisions. Vehicular pursuits require officers to exhibit a high degree of common sense and sound judgment. Officers must not forget that the immediate apprehension of a suspect is generally not more important than the safety of the public and pursuing officers (ARS § 28-624(A)).

314.1.1 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 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.

Officers must remember that the most important factors to the successful conclusion of a pursuit are proper self-discipline and sound professional judgment. Officers conduct during the course of a pursuit must be objectively reasonable; that is, what a reasonable officer would do under the circumstances. An individual's unreasonable desire to apprehend a fleeing suspect at all costs has no place in professional law enforcement.

314.2 DEFINITIONS

Definitions related to this policy include:

Vehicle Pursuit -An event involving one or more peace officers attempting to apprehend a suspect who is attempting 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 an officer's signal to stop.

Violent Felony -Violent felony means the totality of circumstances known to the officer at the time that would lead to a reasonable belief that a violent felony occurred, or was about to occur. In order to pursue a subject with a violent felony warrant, or a suspect wanted for a violent felony, an officer and/or a supervisor should be able to show an immediate danger to the public if the subject were to escape.

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

314.3 OFFICER RESPONSIBILITIES

It is the policy of this department that a vehicle pursuit shall be conducted with at least one flashing red or red and blue warning lamp visible from the front and an audible siren activated on an authorized emergency vehicle (ARS § 28-624(C)).

The following policy is established to provide officers with guidelines for driving with due regard and caution for the safety of all persons using the highway (ARS § 28-624(D)).

314.3.1 WHEN TO INITIATE A PURSUIT

It is the policy of the Peoria Police Department that non-violent felonies, misdemeanor crimes, and civil traffic infractions will not be pursued.

Officers 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.

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

- Seriousness of the known or reasonably suspected crime and its relationship to community safety.
- 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, motorists and others.
- Apparent nature of the fleeing suspect (e.g., whether the suspect represents a serious threat to public safety).
- 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.
- 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.
- Pursuing officer's familiarity with the area of the pursuit, the quality of radio communications between the pursuing units and the dispatcher/supervisor, and the driving capabilities of the pursuing officers under the conditions of the pursuit.
- Weather, traffic and road conditions that unreasonably increase the danger of the pursuit when weighed against the risks resulting from the suspect's escape.
- Performance capabilities of the vehicles used in the pursuit in relation to the speeds and other conditions of the pursuit.
- Vehicle speeds.
- Other persons in or on the pursued vehicle (e.g., passengers, co-offenders and hostages).
- Availability of other resources, such as aircraft assistance.
- Marked Units with Civilian Occupants -these units will not participate in pursuits as primary, secondary, or support units when their unit is occupied by a prisoner, suspect, complainant, witness, civilian observer, or any other person not on duty as a police officer (this does not include police recruits.)

314.3.2 WHEN TO TERMINATE A PURSUIT

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

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 (ARS § 28-624(D)).

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 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:

- 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.
- The pursued vehicle's location is no longer definitely known.
- The officer's pursuit vehicle sustains damage or a mechanical failure that renders it unsafe to drive.
- The pursuit vehicle suffers an emergency equipment failure that causes the vehicle to no longer qualify for emergency operation use (ARS § 28-624(B)(4)).
- The hazards to uninvolved bystanders or motorists
- 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 should strongly consider discontinuing the pursuit and apprehending the offender at a later time.
- When directed to terminate the pursuit by a supervisor.

314.3.3 SPEED LIMITS

The speed of a pursuit is a factor that should be evaluated on a continuing basis by the officer 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 (ARS § 28-624(B)(3)).

Should high vehicle speeds be reached during a pursuit, officers and supervisors shall also consider these factors when determining the reasonableness of the speed of the pursuit:

- Pursuit speeds have become unreasonably unsafe for the surrounding conditions.
- Pursuit speeds have exceeded the driving ability of the officer.
- Pursuit speeds are beyond the capabilities of the pursuit vehicle thus making its operation unsafe.

314.4 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.

An officer or supervisor may request additional units to join a pursuit if, after assessing the factors outlined above, it appears that the number of officers involved would be insufficient to safely arrest the suspect. All other officers shall stay out of the pursuit but should remain alert to its progress and location. Any officer who drops out of a pursuit may then, if necessary, proceed to the termination point at legal speeds, following the appropriate rules of the road.

Distinctively marked patrol vehicles should replace unmarked vehicles involved in a pursuit whenever practicable.

314.4.1 MOTORCYCLE OFFICERS

A distinctively marked patrol vehicle equipped with emergency overhead lighting should replace a police motorcycle as primary and/or secondary pursuit unit as soon as practicable.

314.4.2 VEHICLES WITHOUT EMERGENCY EQUIPMENT

Vehicles not equipped with red light and siren are prohibited from initiating or joining in any pursuit. The Officer in such vehicles may provide support to pursuing units as long as the vehicle is operated in compliance with all traffic laws.

314.4.3 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 enough to the violator's vehicle. The primary responsibility of the officer initiating the pursuit is the apprehension of the suspect without unreasonable danger to him/herself or other persons.

The primary unit should notify Communications Section, 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:

- Reason for the pursuit.
- Location and direction of travel.
- Speed of the fleeing vehicle.
- Description of the fleeing vehicle and license number, if known.
- Offense for which suspect(s) is wanted.
- Number of occupants.
- The identity or description of the known occupants.
- Weather, road and traffic conditions.
- Identity of other agencies involved in the pursuit.
- 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 or aircraft joining the pursuit to minimize distractions and allow the primary unit to concentrate foremost on safe pursuit tactics.

314.4.4 SECONDARY UNIT RESPONSIBILITIES

The second officer in the pursuit is responsible for the following:

- Immediately notifying the dispatcher of entry into the pursuit.
- 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.
- Broadcasting the progress of the pursuit unless the situation indicates otherwise.
- Serving as backup to the primary unit once the subject has been stopped.

314.4.5 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 are tactics for units involved in the pursuit:

- 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.
- Officers may proceed past a red or stop signal or stop sign but only after slowing down as may be necessary for safe operation (ARS § 28-624(B)(2)).
- Officers will 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:
 - Requesting assistance from an available air unit.
 - Maintaining visual contact with the pursued vehicle by paralleling on the correct side of the roadway.
 - Requesting other units to observe exits available to the suspect.
- Notify the Arizona Highway Patrol or other law enforcement agency if it appears the pursuit may enter their jurisdiction.
- 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.

314.4.6 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.

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.

314.4.7 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 necessary 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.

314.4.8 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 and secondary ground units should consider whether the participation of an aircraft 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 officers 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.

314.5 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.

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

- Upon becoming aware of a pursuit, immediately notify involved officers and Communications Section 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.
- Engage in the pursuit, when appropriate, to provide on-scene supervision.
- Exercise management and control of the pursuit even if not engaged in it.
- 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.
- 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.
- Ensure that aircraft assistance is requested if available.
- Ensure that the proper radio channel is being used.
- Ensure the notification and/or coordination of outside agencies if the pursuit either leaves or is likely to leave the jurisdiction of this agency.
- Control and manage PPD units when a pursuit enters another jurisdiction.
- Prepare a post-pursuit critique and analysis of the pursuit for training purposes.

314.5.1 WATCH COMMANDER RESPONSIBILITIES

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

The Watch Commander shall review all pertinent reports for content and forward them to the Deputy Police Chief of Operations.

314.6 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.

314.6.1 COMMUNICATIONS SECTION RESPONSIBILITIES

Upon notification that a pursuit has been initiated, Communications Section will be responsible for the following:

- Coordinating pursuit communications of the involved units and personnel.
- Notifying and coordinating with other involved or affected agencies as practicable.
- Ensuring that a field supervisor is notified of the pursuit.
- Assigning an incident number and log all pursuit activities.
- Broadcasting pursuit updates as well as other pertinent information as necessary.
- Notifying the Patrol Lieutenant as soon as practicable.

314.6.2 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.

314.7 INTERJURISDICTIONAL CONSIDERATIONS

When a pursuit enters another agency's jurisdiction, the primary officer 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 officer 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.

314.7.1 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY

Peoria Police Department officers will discontinue the pursuit when another agency has assumed the pursuit unless continued assistance of the Peoria 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.

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The role and responsibilities of officers 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 responsibilities 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.

314.7.2 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. The exception to this is when a single unit from the initiating agency is in pursuit. Under this circumstance, a unit from this department may join the pursuit until sufficient units from the initiating agency join the pursuit.

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 factors:

- Ability to maintain the pursuit.
- Circumstances serious enough to continue the pursuit.
- Adequate staffing to continue the pursuit.
- The public's safety within this jurisdiction.
- Safety of the pursuing officers.

As soon as practicable, a supervisor or the Patrol Lieutenant should review a request for assistance from another agency. The Patrol Lieutenant or supervisor, 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 that 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 outside agency including, but not limited to, scene control, coordination and completion of supplemental reports and any other assistance requested or needed.

314.8 PURSUIT INTERVENTION

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

314.8.1 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, officers/supervisors should balance the risks of allowing the pursuit to continue with the potential hazards arising from the use of each

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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.

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

314.8.2 USE OF FIREARMS

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

314.8.3 TIRE DEFLATION DEVICES

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 A. Stop Sticks: The "Stop Stick" tire deflation device shall only be deployed with supervisory approval by those employees who have been trained in its use and deployment, and as established by the manufacturer's recommended use. (41.2.3.a) (41.2.3.b) (41.2.3.c) Specifications (41.2.3.a):

- The "Piranha" and "Terminator" tire deflation devices are small, one-time use devices, meant for covert deployment to standing or parked vehicles and is not intended for deployment against a moving vehicle. The "Piranha" and "Terminator" devices are meant for utilization in special or unique situations usually handled by the Special Assignments Unit, but can be deployed by other personnel if circumstances justify its deployment.
- The "Stop Stick" tire deflation equipment is larger, and is meant for deployment against vehicles fleeing law enforcement and traveling faster than 25 miles per hour.
- Consideration must be given to (41.2.3.a): Speed of the vehicle being pursued. The manufacturer does not recommend the use of the device for a vehicle traveling at speeds under twenty-five (25) miles per hour.
- The type of vehicle being pursued. The device shall not be utilized against motorcycles, three wheeled vehicles, or all terrain vehicles, unless the use of deadly force is justified.
- The load on the vehicle being pursued.
- The roadway the device is used on. The device can only be utilized on paved or hard surfaces. The device shall not be utilized on loose gravel, sand, mud, or similar soft surfaces.
- The device should not be deployed on a curve or downward grade.
- The surrounding area.

The device should not be deployed near homes, congested areas, or other hazardous areas, unless no other options are immediately available. This is especially important when the pursued vehicle is a semi-tractor, tractor-trailer combination or a large vehicle.

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The safety of everyone must be considered in incidents involving semi-tractors, tractor-trailer combinations, or large vehicles. The "Stop Stick" tire deflation device may be used only if it can be done safely.

Storage: the "Stop Stick" tire deflation devices shall be carried within the trunk of the trained employee's vehicle.

Procedure: when time permits and safety considerations are met, the use of the "Stop Stick" tire deflation device is authorized. When the decision is made, the following procedures shall be adhered to:

- Communications Section shall be advised that the "Stop Stick" tire deflation device is being deployed.
- The exact deployment location of the device shall be given, to include what position within the roadway (lane number one, east bound lane, curb lane, etc.)
- After the pursued vehicle has crossed the device, the deploying employee shall immediately remove the device from the roadway.
- If the pursued vehicle crossed the device, the deploying employee shall ensure that photographs of the device, the pursued vehicle, along with its tires and the roadway are taken. These photographs shall be processed in accordance with established investigative procedures. (41.2.3.e)
- The employee deploying the "Stop Stick" tire deflation device shall complete a supplemental report. This report shall include the justification for the deployment, the specific information regarding the deployment, to include the date, time, specific roadway location, surface type, weather conditions, speed of the pursued vehicle, the surrounding traffic conditions, the effect of the device, and if its intended purpose was achieved. The supplemental report shall be included within the original incident report.

314.8.4 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 safety of the public and the involved officers when formulating plans to contain and capture the suspect.

314.9 REPORTING PROCEDURES FOR PURSUITS

Whether or not the violator is apprehended, the initiating officer will prepare a full incident report.

Each officer involved with the pursuit shall submit a supplemental report, detailing their involvement.

A Supervisor's Report of Pursuit will be completed for the following situations:

- A police pursuit occurs, whether the term "pursuit" is used or not.
- When the elements of a pursuit are uncertain.

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- If the question arises whether or not the Supervisor's Report of Pursuit should be completed, the watch/duty commander shall make the final determination.

The incident report, and all supplemental reports, should be completed prior to the end of shift.

The Supervisor's Report of Pursuit should be completed within 24 hours after the incident.

The patrol supervisor and the watch commander responsible for the shift shall review the incident report and all supplemental reports relating to the pursuit. They shall attach any other pertinent items such as radio transmissions, officer statements, etc.

Within two (2) working days of the incident, the Watch Commander shall route the Supervisor's Report of Pursuit Form, the incident report, all supplemental reports, and all attachments through the chain of command to the Chief of Police.

The Chief of Police may refer the pursuit documents for an administrative investigation. Such referral may occur either prior to or subsequent to the Vehicle Operations and Safety Committee review, depending on the circumstances of the pursuit. Regardless of whether the Chief of Police recommends an administrative investigation or not, the Professional Standards Unit will receive a copy of all pursuit paperwork.

314.9.1 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 Department training addressing 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 (AAC § R13-4-111(B)(2)(b)(iv)).

314.9.2 POLICY REVIEW

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

314.9.3 VEHICLE OPERATIONS COMMITTEE REVIEW

Vehicle Operations Committee Review -the purpose of the review is to determine if:

- The pursuit was necessary and within Peoria Police Department policy.
- There are training needs to be considered.
- Any policy changes need to be considered.
- In those cases where the pursuit did not comply with Peoria Police Department policy, should corrective and/or disciplinary action be taken.
 - It is not the position of the Vehicle Operations and Safety Committee to make a specific recommendation for corrective and/or disciplinary action.
 - It is the committee's assignment to only recommend whether or not such action should occur. Specific disciplinary recommendations are the responsibility of the chain of command.
- The final authority for review of the pursuit rests with the Chief of Police.

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- The committee shall complete a report within ten (10) working days after the meeting and submit the report to the Chief of Police. The Chief of Police shall review the report and refer it to management/supervisory staff for appropriate action.
- All pursuits reviewed by the Vehicle Operations and Safety Committee during a calendar year will be analyzed in January of the following year. This analysis is intended to reveal any patterns or trends that may indicate training needs and/or policy modifications. The chairperson of the Vehicle Operations and Safety Committee will prepare the analysis that will be forwarded through the chain of command to the Chief of Police. (41.2.2.j)