

Vehicle Pursuits

308.1 PURPOSE AND SCOPE

- A. Vehicle pursuits can expose motorists, fleeing violators, and other persons to the risk of serious injury or death. The primary purpose of this policy is to provide members with guidance in balancing the safety of the public, a fleeing motorist, and themselves against law enforcement's duty to apprehend violators of the law. This policy is also designed to help reduce the potential for pursuit related collisions. Vehicle pursuits require members to exhibit a high degree of common sense and sound judgment. Members must not forget that the immediate apprehension of a suspect may not be more important than the general safety of the public or other involved persons.
- B. Deciding whether to pursue or to continue to pursue a motor vehicle is a critical decision that must sometimes be made quickly and under difficult and unpredictable circumstances. In recognizing the risk to public safety created by vehicle pursuits, no member or supervisor shall be criticized or disciplined for deciding not to engage in or for terminating a vehicle pursuit when the risks involved outweigh the benefits. This includes circumstances where SPD 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. Members involved in a pursuit and those who supervise a pursuit must continuously evaluate whether or not the risks of the pursuit justify the continuation of the pursuit.
- C. Members must understand that the most important factors to the successful conclusion of a pursuit are proper self-discipline and sound professional judgment. Member's actions, decisions, and conduct during the course of a pursuit and its aftermath, must be objectively reasonable; that is, what a reasonable law enforcement officer would do under the circumstances.

308.2 DEFINITIONS AND PROHIBITIONS

Code-1, Code-2, or Code-3 Driving Responses of any type of police vehicle - (ARS 28-624)

- A. Code-1 Driving is defined as the officer or member responding to an incident without emergency lights or sirens according to the officer or member's priority discretion while obeying all traffic laws and rules of the road.
- B. Code-2 Driving is defined as an officer responding directly to an incident, typically without emergency lights or siren being utilized. However, officers may exceed the speed limit, make turning movements, or traverse an intersection using emergency lighting and siren as reasonably necessary when the officer can reasonably articulate the need to momentarily expedite their response because of information or circumstances known to them at the time of their response. Examples of incidents that may result in a Code-2 response could be an in-progress crime or incident where information does not merit a Code-3 response, but information reasonably leads the officer to believe a limited expedited response is necessary to prevent violence, threatened violence, the safety of a person(s), or a significant property loss. The term

Sahuarita Police Department

Policy Manual

Vehicle Pursuits

"limited" in this section means a limited duration in time; i.e., momentarily used to traverse an intersection, pass a vehicle, etc.

- C. Code-3 Driving is defined in ARS 28-624 and is further defined as an immediate emergency response with emergency lights and siren utilized as reasonably necessary to address an in-progress emergency, to pursue an actual or suspected violator of the law, in response to driving to a fire alarm incident location, or protect persons from violence or threatened violence. SPD policy requires a member to drive with emergency lights and siren on at all times when driving Code-3.
- D. Blocking a Vehicle - A low-speed coordinated maneuver where one or more law enforcement vehicles block the movement of a suspect vehicle with the goal of containment and preventing or stopping a pursuit or fleeing vehicle. This type of blocking technique is not a moving or stationary road block as later defined in this policy. This low-speed vehicle maneuver is conducted at 15 mph or less by all involved vehicles with police vehicles coming to a stop without colliding with the suspect vehicle. The purpose of blocking in a vehicle is to prevent a suspect vehicle from completing a low-speed turn, u-turn, or other maneuver that allows them to flee or continue to flee. It is not a maneuver that creates a collision simply by its application, but allows the driver of the suspect vehicle to reasonably come to a controlled stop. If the pursued or fleeing vehicle is a two or three wheeled motorcycle with a passenger, an ATV with a passenger, or a vehicle with a passenger that is in or on an area of the vehicle that is not designed by the vehicle manufacturer for passengers (such as a pickup bed, vehicle cargo storage area, etc.), or a vehicle transporting hazardous materials, or a school bus transporting children, the low-speed blocking maneuver shall not be used.
- E. Boxing In Of a Moving Vehicle - A tactic designed to stop a violator's moving vehicle by surrounding it with moving law enforcement vehicles and then slowing all vehicles to a stop, in an effort to slow and stop the violator's vehicle. This technique is prohibited. Do not confuse this with the low speed (blocking) of a vehicle as described in section D.
- F. Firearms - Firearms shall not be used to disable or stop an actively fleeing motor vehicle.
- G. Pursuit Intervention Technique (PIT) - A moderately low-speed maneuver intended to terminate the pursuit by causing the violator's vehicle to spin out and come to a stop. This technique may only be employed with approval of a supervisor and by personnel appropriately trained in the technique, in accordance with department standards. A PIT maneuver generally should not be deployed at speeds greater than 45 mph. A PIT maneuver is only to be done when there is sufficient room to allow a vehicle to spin and come to a stop without having to collide with an object or being directed into a significant uneven area such as a culvert, wash, etc.. If the pursued vehicle is a two or three wheeled motorcycle, ATV, or a vehicle with a passenger that is in or on an area of the vehicle that is not designed by the vehicle manufacturer for passengers (such as a pickup bed, vehicle cargo storage area, etc.), or a vehicle transporting hazardous materials, or a school bus transporting children, the PIT maneuver shall not be used.
- H. Ramming - The deliberate act, in an effort to stop a pursuit, by impacting a violator's vehicle with another vehicle to functionally damage or otherwise force the violator's vehicle to stop. This technique is prohibited.

Sahuarita Police Department

Policy Manual

Vehicle Pursuits

- I. 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. This technique is prohibited.
- J. Supervisor - Supervisor in the context of this policy is defined as a corporal acting as a shift supervisor, sergeant, or a superior officer who has completed SPD Code-3/Pursuit supervision training and passed SPD Code-3/Pursuit supervision testing.
- K. Tire Deflation Device - Spikes Strips - A device that extends across the roadway and is designed to puncture the tires of the pursued or fleeing vehicle. This technique may only be employed with approval of a supervisor and by personnel appropriately trained in the technique, in accordance with department standards. Tire deflation devices should be deployed only when it is reasonably apparent that only the pursued or fleeing vehicle will be affected by their use. Prior to the deployment of spike strips, the member shall notify pursuing units and the supervisor of the intent to use spike strips and the location. Members should carefully consider the limitations of such devices as well as the potential risks to members, the public, and occupants of the pursued or fleeing vehicle. If the pursued or fleeing vehicle is a two or three wheeled motorcycle, ATV, or a vehicle with a passenger that is in or on an area of the vehicle that is not designed by the vehicle manufacturer for passengers (such as a pickup bed, vehicle cargo storage area, etc.), or a vehicle transporting hazardous materials, or a school bus transporting children, tire deflation devices shall not be used.
- L. Vehicle Pursuit - An event involving one or more peace officers attempting to apprehend a suspect who is attempting to avoid arrest or detention while operating a motor vehicle in an unsafe manner, in violation of traffic laws, using evasive tactics, or driving in a legal manner, but willfully failing to yield to a member's signal, direction, or order to stop.

308.3 MEMBER RESPONSIBILITIES

- A. It is the policy of the SPD that a vehicle pursuit shall be conducted in accordance with SPD policy. SPD policy requires at least one flashing red or red and blue warning lamp visible from the front of the police vehicle and an audible siren activated at all times during the pursuit. This policy and ARS 28-624 provides members with guidelines for driving with due regard and caution for the safety of all persons using the highways.

308.4 INITIATION OF A PURSUIT

- A. Sworn Members are authorized to initiate a vehicle pursuit when it is reasonable to believe that a suspect of an actual or suspected crime or civil traffic violation is attempting to evade arrest or detention by fleeing in a vehicle that has been given a signal, order, or direction to stop by a peace officer. Members shall immediately notify Dispatch via their PCWIN radio when they initiate, join, attempt to assist, follow, trail, parallel or terminate participation in a vehicle pursuit. All members who are active, positioned, or positioning to assist in a vehicle pursuit, shall transmit all their actions and communication associated with the vehicle pursuit on their PCWIN radio.
- B. An on-duty supervisor shall immediately acknowledge via their PCWIN radio to Dispatch that they are aware of any pursuit and shall advise Dispatch and others

Sahuarita Police Department

Policy Manual

Vehicle Pursuits

involved via their PCWIN radio that they are the supervisor in charge of the pursuit. An on-duty supervisor with these responsibilities shall assure the pursuit is conducted in accordance with this policy. If a higher-ranking member (lieutenant or superior officer) is on-duty, they shall also monitor any pursuit, and may take over supervision of the pursuit in place of a supervisor if they elect to or believe it's necessary. If a higher-ranking member takes over supervision of a pursuit, they shall make it clear to all involved via their PCWIN radio that they are in charge of the pursuit.

- C. While members may initiate a pursuit as authorized by this policy, they shall not continue the pursuit if a supervisor or superior officer has not approved the continuation of the pursuit within 1 1/2 minutes (90 seconds) of the initiation of the pursuit.
- D. If a supervisor or superior officer directs a member(s) to terminate a pursuit, the member(s) shall immediately terminate the pursuit and promptly acknowledge the termination via their PCWIN radio.
- E. The following factors individually and collectively shall be considered in deciding whether to initiate or continue a pursuit by members involved in or supervising such an incident:
 - 1. Seriousness of the known or reasonably suspected violation of law and its relationship to community safety.
 - 2. The importance of protecting the public and balancing the known or reasonably suspected offense(s) and the apparent need for immediate emergency response or capture against the risks to motorists, members, and others.
 - 3. Apparent nature of the fleeing suspect (e.g., whether the suspect represents a serious threat to public safety or others).
 - 4. 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 and location.
 - 5. Safety of the public in the area of the pursuit, including the type of area, time of day, the amount of vehicle and pedestrian traffic (e.g., school zones) and the speed and movements of the pursuit relative to these factors.
 - 6. Members shall not pursue the following types of vehicles:
 - (a) Two or three wheeled motorcycle with a passenger
 - (b) ATV with a passenger
 - (c) A vehicle with a passenger that is in or on an area of the vehicle that is not designed by the vehicle manufacturer for passengers (such as a pickup bed, vehicle cargo storage area, etc.)
 - (d) Possible exceptions to a pursuit of the above types of vehicles may be when the passenger in or on the vehicle is the suspect who committed or is reasonably believed to have committed or assisted with a crime of serious felonious violence.

Sahuarita Police Department

Policy Manual

Vehicle Pursuits

7. The pursuing member's familiarity with the area of the pursuit, the quality of radio communications between the pursuing units, the Dispatch Center, and the supervisor in charge of the pursuit.
8. The driving, communication, and overall pursuit driving capabilities and performance of the member(s) under the given conditions.
9. Weather, traffic, lighting, and road conditions that increase and/or decrease the danger of the pursuit driving when weighed against the risks resulting from the suspect's escape or safety of others associated with the incident.
10. Performance capabilities of the member and their vehicle used in the pursuit in relation to the speeds and other conditions of the pursuit or incident.
11. Vehicle speeds and associated safety factors.
12. Other persons in or on the pursued vehicle (e.g., passengers, co-offenders, hostages, etc.).
13. Availability of other resources, such as aircraft assistance and allied agencies.
14. The member's vehicle is carrying passengers such as, SPD members, allied law enforcement officers, civilian ride-a-long, etc. Pursuits shall not be undertaken with a prisoner in a pursuing vehicle.
15. The distance between the pursuing member and the fleeing vehicle is so great that further pursuit would be futile or require the response to continue for an unreasonable time or distance.
16. The pursued vehicle's location is no longer definitely known. When the pursued vehicle is lost, the primary unit shall broadcast pertinent information to assist other units in locating the vehicle and advise all that the active pursuit of the suspect vehicle has been suspended.
17. The member's vehicle suffers a mechanical failure making it unsafe or there is an emergency equipment failure that causes the vehicle to no longer qualify for emergency operation use (ARS 28-624(B)(4)).

308.5 WHEN NOT TO INITIATE OR WHEN TO TERMINATE A PURSUIT

- A. Pursuits should not be initiated, or should be discontinued whenever the totality of circumstances known, or reasonably ought to be known, outweigh the risks resulting from the suspect's escape or injury or danger to a victim or other person associated with an emergency or critical incident.
- B. Operating an emergency vehicle in a pursuit with emergency lights and siren does not relieve the operator of an authorized emergency vehicle of the duty to drive with due regard for the safety of all persons and does not protect the driver from the consequences of his/her reckless disregard for the safety of others (ARS 28-624(D)).
- C. Members and supervisors must objectively and continuously weigh the seriousness of the offense(s) against the potential danger to motorists, themselves and the public when electing to initiate or continue a pursuit. In the context of this policy, the term

Vehicle Pursuits

"terminate" shall be construed to mean discontinue or to stop chasing or following the fleeing vehicle.

308.6 PURSUIT INTERVENTION

- A. Pursuit intervention is an attempt to prevent or terminate the ability of a suspect to continue to flee in a motor vehicle through tactical application of technology such as, tire deflation devices, low-speed blocking, or a PIT (Pursuit Intervention Technique).
- B. Use of pursuit intervention tactics shall be employed only after approval of a corporal, sergeant or superior officer. In deciding whether to use intervention tactics, members and supervisors shall balance the risks of allowing the pursuit to continue with the potential hazards arising from the use of an intervention tactic to the public, the members, 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 member and supervisor at the time of the decision.
- C. It is imperative that members and supervisors act within legal bounds using good judgment and accepted practices.

308.7 PURSUIT DRIVING TACTICS

- A. The decision to use specific driving tactics requires the same assessment of considerations outlined in the factors to be considered concerning initiating or terminating a pursuit. The following are tactics for members involved in a pursuit:
 - 1. Members shall consider 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 or other vehicles/ parties.
 - 2. Members 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).
 - 3. Members shall 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:
 - (a) Requesting assistance from an available air unit.
 - (b) Maintaining visual contact with the pursued vehicle by paralleling on the correct side of the roadway.
 - (c) Requesting other members to observe exits available to the suspect.
 - 4. Notify reasonably affected law enforcement agencies if it appears the pursuit may enter their jurisdiction.
 - 5. Members involved in a pursuit should not attempt to pass other police vehicles unless the situation requires otherwise or they are requested to do so by the primary vehicle (member) and a clear understanding of the maneuver process exists between the involved members.

Vehicle Pursuits

308.8 NUMBER OF VEHICLES PARTICIPATING IN A PURSUIT

- A. The number of vehicles participating in a pursuit shall be limited to two vehicles. However, a supervisor may join the pursuit if they deem it necessary to provide more direct supervision.
- B. Members may request, and a supervisor may approve additional vehicles to join a pursuit if, after assessing the available factors outlined within this policy, it appears that the number of members involved would be insufficient to safely arrest the suspect(s) or address the emergency incident.
- C. All other members shall stay out of the pursuit, but should remain alert to its progress and location. Any member who drops out of a pursuit, if necessary and approved by a supervisor, can proceed to the termination point at legal speeds, following the appropriate rules of the road.

308.9 POLICE MOTORCYCLES/UNMARKED OR LESS DISTINCTLY MARKED POLICE VEHICLES

- A. A distinctively marked patrol vehicle equipped with emergency overhead lighting and siren shall replace a police motorcycle or other unmarked or less distinctively marked police vehicle as a primary or secondary pursuit vehicle as soon as practicable.
- B. Vehicles not equipped with emergency red or red and blue lights and siren are prohibited from initiating or joining in any pursuit.

308.10 PRIMARY VEHICLE RESPONSIBILITIES

- A. The initial pursuing vehicle (member) will be designated as the primary pursuit vehicle and will be responsible for the conduct of the pursuit unless the member is unable to remain reasonably close enough to the violator's vehicle.
- B. The primary responsibility of the member initiating the pursuit is the apprehension of the suspect without unreasonable danger to him/herself or other persons. Upon acknowledging a pursuit, the supervisor shall have overall responsibility for the pursuit.
- C. The primary member shall 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:
 - 1. Reason or reasons for the pursuit. Advise if there was or still is a danger to the public or others and report that danger concisely and accurately via their PCWIN radio.
 - 2. Location and direction of travel.
 - 3. Speed of the fleeing vehicle.
 - 4. Description of the fleeing vehicle and license number, if known.
 - 5. Number of occupants.
 - 6. The identity or description of the known occupants to include if there are any juveniles.

Sahuarita Police Department

Policy Manual

Vehicle Pursuits

7. Weather, road, and traffic conditions.
8. Identity of other agencies involved in the pursuit.
9. Information concerning the use of firearms, other weapons or danger, threat of force, injuries, hostages, or other unusual hazards.
10. The member in the primary vehicle shall be responsible for broadcasting the progress of the pursuit, unless a secondary vehicle (member) or aircraft joining the pursuit takes over the responsibility for broadcasting the pursuit.

308.11 SECONDARY VEHICLE RESPONSIBILITIES

- A. The second vehicle (member) in the pursuit is responsible for the following:
 1. Immediately notifying the dispatcher of entry into the pursuit.
 2. Remaining at a safe distance behind the primary vehicle (member) unless directed to assume the role of primary vehicle (member) or if the primary vehicle (member) is unable to continue the pursuit.
 3. Broadcasting the progress of the pursuit unless the situation indicates otherwise.
 4. Serving as backup to the primary vehicle (member) once the suspect vehicle has been stopped.

308.12 PURSUIT: ASSISTING, FOLLOWING, PARALLELING, AND TRAILING

- A. The terms assisting, following, paralleling and trailing are often used in the context of pursuits. These terms are defined as moving in the general direction of an active pursuit while not being involved in the actual pursuit and while obeying all traffic laws.
 1. An exception to having to obey all traffic laws may be when a member determines a Code-2 response as defined in this policy is required.
- B. If the pursuit is at a slow rate of speed, the trailing member will maintain sufficient distance from the pursuit vehicles to clearly indicate an absence of participation in the pursuit.
- C. Members shall immediately notify Dispatch via their PCWIN radio when they initiate or terminate any attempt to assist, follow, parallel, or trail a vehicle pursuit.
- D. In the event that the initiating member from this agency relinquishes control of the pursuit to another member or jurisdiction, that initiating member may, with permission of a SPD supervisor or superior officer, respond to the termination point in order to provide necessary information and assistance for the arrest of the suspect.

308.13 TACTICS/PROCEDURES FOR MEMBERS NOT INVOLVED IN A PURSUIT

- A. Members should remain in their assigned area and should not become involved with the pursuit unless directed otherwise by a supervisor or superior officer. When approved by a supervisor or superior officer, members not actively involved in the pursuit as a secondary or additional unit, may parallel the pursuit route, while obeying

Sahuarita Police Department

Policy Manual

Vehicle Pursuits

all traffic laws. Members are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicular and pedestrian traffic to protect the public.

- B. Non-pursuing personnel needed at the termination of the pursuit should respond in a non-emergency manner, observing the rules of the road, unless a Code-2 or Code-3 response is required to address an emergency or critical incident.
- C. The primary vehicle, secondary vehicle, and supervisor should be the only members operating under emergency conditions (emergency lights and siren) unless other members are assigned to the pursuit by the supervisor in charge.

308.14 SUPERVISORY CONTROL AND RESPONSIBILITIES

- A. It is the policy of this department that available supervisory and management control shall be exercised over all vehicle pursuits involving members from this department.
- B. If a member initiates a pursuit, a supervisor or superior officer shall take responsibility for supervision of the pursuit and be responsible for the following:
 - 1. Immediately notify involved members and Dispatch via their PCWIN radio of their supervisory presence and that they are the supervisor in charge of the pursuit and assure the pursuit is conducted within the standards of this policy.
 - 2. The supervisor shall ascertain all reasonably available information to continuously assess the situation and risk factors associated with the pursuit or in order to assure that the pursuit is conducted within this policy.
 - 3. Exercise management and control of the pursuit even if not physically engaged in it.
 - 4. Assure that no more than the number of required law enforcement vehicles needed are involved in the pursuit under the guidelines set forth in this policy.
 - 5. Direct that the pursuit be terminated if, in their judgment, it is not justified to continue the pursuit under the guidelines of this policy.
 - 6. Engage in a pursuit, when appropriate, to provide on-scene supervision. The supervisor shall carefully evaluate if they should leave jurisdiction, possibly leaving the Town or other members without supervision.
 - 7. Assure that aircraft assistance is requested if available.
 - 8. Assure that the proper radio channel is being used and that involved members provide prompt and accurate pursuit information.
 - 9. Assure the notification and/or coordination of outside agencies if the pursuit leaves or is likely to leave the jurisdiction of this agency.
 - 10. Control and manage SPD vehicles (members) when a pursuit enters another jurisdiction.

Sahuarita Police Department

Policy Manual

Vehicle Pursuits

308.15 WATCH COMMANDER RESPONSIBILITIES

- A. Upon becoming aware that a pursuit has been initiated, the Watch Commander (senior ranking available sworn member) should monitor and continually assess the situation and assure the pursuit is conducted within the guidelines and requirements of this policy.
 - 1. A patrol supervisor shall assume and continue with all supervisory responsibilities of a pursuit unless advised by a Watch Commander that the Watch Commander is taking over supervisory responsibilities.
- B. The Watch Commander has the final responsibility for the approval, coordination, control, and termination of a vehicle pursuit and shall be in overall command.
- C. The Watch Commander or supervising manager of the pursuit shall review all pertinent reports for content and cause such reports or full pursuit information to be reviewed by a lieutenant. The reviewing lieutenant shall assure a Field Services Division (FSD) and/or a Special Services Division (SSD) Commander is fully briefed on the pursuit.

308.16 COMMUNICATION/DISPATCH RESPONSIBILITIES

- A. If the pursuit is confined within the Town limits, radio communications will be conducted on the primary SPD (PCWIN) channel unless instructed otherwise by a SPD supervisor, superior officer or communications dispatcher.
- B. The sworn SPD supervisor in charge of the pursuit, or a superior officer, shall approve any tactical communication change.
- C. Upon notification that a pursuit has been initiated, Dispatch will be responsible for the following:
 - 1. Coordinating pursuit communications of the involved vehicles and personnel.
 - 2. Notifying and coordinating with other involved or affected agencies as practicable.
 - 3. Assigning an incident number and capture all pursuit activities.
 - 4. Broadcasting pursuit updates as well as other pertinent information as necessary.
 - 5. Notifying/alerting the sworn SPD supervisor via radio as soon as practicable.

308.17 AIRCRAFT ASSISTANCE

- A. When available, aircraft assistance should be requested. Once the air unit has established visual contact with the pursued vehicle, it should assume control over broadcasting the pursuit.
- B. The primary and secondary ground vehicles should consider whether the participation of an aircraft warrants their continued involvement in the pursuit.
- C. The air unit will be requested to coordinate the activities of resources on the ground, report progress of the pursuit, and provide members and supervisors with details of

Vehicle Pursuits

upcoming traffic congestion, road hazards, or other pertinent information to evaluate whether to continue the pursuit.

- D. The SPD supervisor in charge of the pursuit shall take into consideration all information provided by the air unit and determine if the SPD will continue in the pursuit.

308.18 JURISDICTIONAL CONSIDERATIONS

- A. When a pursuit is about to enter or enters another agency's jurisdiction, the supervisor in charge of the pursuit, or a superior officer, taking into consideration distance traveled, unfamiliarity with the area and other pertinent facts, shall determine whether to request the other agency to assist with or take over primary control of the pursuit.
- B. Unless entry into another jurisdiction is expected to be brief, it is generally recommended that the supervisor in charge of the pursuit or a superior officer assure that notification, via dispatch centers, is provided to each outside jurisdiction into which the pursuit is reasonably expected to enter, regardless of whether such jurisdiction is expected to assist.

308.19 PURSUITS EXTENDING INTO THIS JURISDICTION FROM ANOTHER LAW ENFORCEMENT AGENCY

- A. If an agency other than the SPD initiates a pursuit in SPD jurisdiction, it shall be the responsibility of the initiating agency to conduct the pursuit. Members from the SPD shall not join another agency's pursuit unless specifically requested to do so by the agency whose peace officers are in pursuit and such request is approved by a SPD supervisor or superior SPD officer.
- B. When a request is made for the SPD to assist or take over a pursuit from another agency that has entered this jurisdiction, the supervisor or a superior officer should consider these additional factors:
 - 1. Ability to maintain the pursuit.
 - 2. Determine if circumstances are serious enough to continue the pursuit in accordance with SPD policy.
 - 3. Adequate staffing to continue the pursuit exists.
 - 4. The public's safety and the safety of all others involved.
- C. As soon as practicable, a supervisor or superior officer should review a request for assistance from another agency. The supervisor or a superior officer after consideration of the above factors, may decline to assist in or assume the other agency's pursuit.
- D. Assistance to a pursuing outside agency by members of this department will terminate at the Town's jurisdictional limits provided that the pursuing peace officers have sufficient assistance from other sources. Ongoing participation from this department may continue only with approval from a supervisor or superior officer, and only until sufficient assistance from other law enforcement sources are present.

Sahuarita Police Department

Policy Manual

Vehicle Pursuits

- E. In the event that a pursuit from another agency terminates within this jurisdiction, members shall provide appropriate assistance to peace officers from the outside agency including, but not limited to, a high-risk stop, scene control, coordination and completion of any related reports, traffic collision investigation, and any other assistance requested or needed.

308.20 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY

- A. SPD members will discontinue the pursuit when another agency has taken over the pursuit in the other agency's jurisdiction unless continued assistance of the SPD is requested by the agency taking over the pursuit. Upon discontinuing the pursuit, the primary member may proceed to the termination point to assist in the investigation with approval from a SPD supervisor or superior officer.
- B. The role and responsibilities of a SPD member at the termination of a pursuit initiated by the SPD shall be coordinated with appropriate consideration of the units from the agency assuming the pursuit.
- C. Notification of a pursuit in progress is not to be construed as a request to join the pursuit. Requests to or from another agency to join 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 the SPD, the other agency should relinquish control.

308.21 REPORTING AND REVIEW REQUIREMENTS

- A. The supervisor that approved and/or supervised the pursuit, or becomes aware of a pursuit shall cause it to be promptly and accurately documented in BlueTeam/IAPro.

308.22 POLICY ISSUANCE OR REVIEW

04/01/2024 Reviewed by Chief John Noland - SP002

09/03/2024 Reviewed by Chief John Noland - SP002

04/10/2025 - Reviewed by Chief John Noland - SP002