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Kern County

SHERIFF

ISSUE: 21-01

TRAINING BULLETIN

DATE: January 6, 2021

Annual Pursuit Training PC 13519.8 Compliance

To comply with PC 13519.8, **all** sworn personnel, excluding Detention Deputy Classifications, who are authorized to operate a Code 3 (marked/unmarked) equipped vehicle, must have mandatory pursuit training on an annual basis. To maintain compliance with this state statute the Training Section has developed a PowerPoint presentation and driving test on SheriffNet. The reading of the PowerPoint, which includes pursuit training, and the taking of the driving test will satisfy the annual pursuit training requirement of PC 13519.8. The review of the PowerPoint and taking of the test will have to be completed on an annual basis at the beginning of each year. Supervisors will assure their personnel complete the training and driving test each year. The Training Section will distribute the PowerPoint and test annually.

Per PC 13519.8(c)(1); all law enforcement officers who have received their basic training before January 1, 1995 shall participate in supplementary training on high speed vehicle pursuits, as prescribed and certified by the commission. The PowerPoint presentation and driving test on SheriffNet will also satisfy the statute requirement for personnel who fall under this category.

It is important that supervisors assure their personnel complete this training. Sworn personnel who must complete this mandatory training will need to complete the reading of the PowerPoint and taking of the test by Friday, January 29, 2021. Sworn personnel must get all 10 test questions correct to pass the test. Supervisors can click the following link to assure their personnel completed the annual pursuit training.

Please use this link to complete the training and take the test:

<http://sharepoint/ASB/PersonnelDivision/Training/SitePages/DrivingTest.aspx>

Supervisors (with a rank of Sergeant and above) may use this link to review the test results:

http://sharepoint/ASB/PersonnelDivision/Training/Lists/DrivingTest_2017/2021DrivingTest.aspx

Please read attached policies E-0100 Emergency Driving and E-0200 Vehicle Policies-Pursuits before beginning the training.



Kern County Sheriff's Office
Policies and Procedures

TITLE: Emergency Driving		NO: E-100	
APPROVED: Donny Youngblood, Sheriff-Coroner			
EFFECTIVE: February 12, 2005	REVIEWED: 5/15/2020	REVISED: 10/01/2008	UPDATED: 5/15/2020

REFERENCE:

CVC 21052: Vehicle Code provisions apply to all operators of all vehicles.ⁱ

CVC 21055: Authorized Emergency vehicles are exempt from the rules of the road when responding to fire, emergency, rescue, or pursuit, and the operator displays a solid forward facing red lamp and activates a siren as necessary.ⁱⁱ

CVC 21056: Emergency vehicle operators must show due regard for the safety of all persons using the highway.ⁱⁱⁱ

CVC 21806: Pedestrians, other vehicle operators to yield to emergency vehicle by moving to the right.^{iv}

POLICY:

The fundamental purpose of Code 3 operations is to enable peace officers to arrive quickly and safely at a scene of an emergency. It shall be the policy of the Sheriff's Office that Code 3 operations (red light and siren) be strictly limited to emergency situations and pursuits. The safety of the deputy and the public must be the primary concern when driving under emergency conditions. The purpose of this policy is to establish guidelines that will enable deputies to arrive at the scene of an emergency in a manner consistent with the safety and well being of all parties involved. The final responsibility for the safe operation of the vehicle will rest with the deputy operating the vehicle.

Generally, no operator of a Sheriff's Office vehicle shall violate any traffic law except:

- When done in a safe manner; and
- During Code 3 operations or;
- While practicing generally approved patrol procedures including but not limited to;
 - o Approaching a prowler call with lights out;
 - o Driving on the wrong side of a roadway to safely approach a robbery in progress, etc.
 - o Pacing a vehicle to establish speed or overtaking a vehicle to initiate a stop.

- ◆ “Closing the distance” means maneuvering an emergency vehicle into closer proximity of a violator or suspected violator vehicle for law enforcement purposes. “Closing the distance” has a number of valid law enforcement purposes, and is an appropriate tactic to reduce the possibility that an attempt to stop will escalate into a pursuit. However, when traffic conditions or offender vehicle speeds create safety concerns, emergency lights and siren should be used pursuant to CVC 21055.

Along with the tactical considerations the officer must consider his/her safety and the safety of others.

Deputies are never excused from exercising due care for the safety of others or themselves. Deputies shall not drive a vehicle at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed that endangers the safety of persons or property. (CVC 22350)

- The purpose of the red light and siren is to warn other motorists and pedestrians, and to minimize traffic delay.
- Deputies should consider the light and siren a request for right-of-way and should exercise the utmost caution and care during their driving.
 - Speeds above posted speed limits are rarely necessary or justified.
- Deputies should endeavor to use the lane closest to the center of the roadway wherever possible to provide maximum visibility for themselves and for other drivers.
- Deputies should periodically vary the siren tone from wail to yelp to improve siren audibility for other motorists and pedestrians. This is particularly true at intersections.
 - The “Wail” and “Yelp” modes are the only authorized sirens.
- When entering intersections against a traffic control device, or when crossing blind intersections, deputies shall slow their vehicles to a point that they will be able to safely stop for any cross traffic that fails to yield the right-of-way. Deputies shall only continue through the intersection after clearing each lane individually.
- Deputies should remain aware that another driver might not be able to hear the siren until the emergency vehicle is in close proximity. Deputies should give other motorists adequate time to hear the siren and to yield the right-of-way.
- Deputies should avoid passing to the right of other motor vehicles, except as a last resort and where it is done in a safe manner.
 - Deputies passing other vehicles on the right should proceed slowly and with extreme caution, making sure to watch other drivers and be prepared to avoid a driver pulling to the right.

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- o Deputies passing on the right should consider turning off lights and siren to avoid confusing other motorists, then proceed slowly and follow the rules of the road.
- Deputies should maintain an appropriate space cushion (3 to 5 seconds) between their vehicle and other vehicles to allow room for evasive maneuvers in the event of an unexpected act on the part of another motorist.
- Deputies operating unmarked vehicles should be aware of the reduced identifiability of their vehicle and be prepared for other motorists to fail to yield right-of-way.

DEFINITIONS:

Code 3 operation: Means a deputy sheriff operating an authorized emergency vehicle sounds a siren as may be reasonably necessary and the vehicle displays a steadily lighted red lamp visible from the front as a warning to other drivers and pedestrians, and the deputy is responding to an emergency call or engaged in rescue operations or is in the immediate pursuit of an actual or suspected violator of the law.

Use of lights and/or siren to effect or facilitate a vehicle or pedestrian stop, or as a traffic warning device, does not constitute a Code 3 operation within the meaning of this policy.

Emergency: A situation where there exists a reasonable likelihood of death or serious bodily injury to humans and which requires immediate law enforcement/public safety intervention. The test is not whether an emergency actually exists, but whether the deputy has a reasonably justified belief that an emergency exists.

- An emergency may include, but is not limited to any of the following conditions:
 - o A serious public hazard;
 - o A crime of violence in progress;
 - o The prevention of a crime of violence;
 - o An officer needing immediate assistance;
 - o A medical emergency;
 - o A fire;
 - o A rescue emergency;
 - o A pursuit as described in section E-200 of this manual.

Generally, misdemeanors do not meet the criteria for an emergency response.

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PROCEDURE:

A deputy may initiate a Code 3 response:

- When the information directly provided to the deputy via radio dispatch provides a reasonable basis for the belief that an emergency exists within the meaning of this policy;
 - Only deputies directly dispatched to the emergency are authorized to respond Code 3 to the emergency.
 - ◆ Deputies who are in closer proximity to an emergency than a dispatched deputy will notify the dispatcher prior to initiating a Code 3 response.
 - ◆ The dispatcher may elect to cancel one or more of the responding units and opt for the closest units.
- When the deputy receives information from any other source and the information is sufficient to justify the reasonable belief that an emergency exists within the meaning of this policy. This may include prior knowledge of circumstances related to the specific emergency, or a reasonable belief that the situation will require more resources than have been allocated to the situation.
 - When the deputy receives such information from a source other than radio dispatch, the deputy will, as soon as practical, advise the dispatcher of the source and nature of the information.
 - Generally, two (2) units respond.
- When an emergency situation dictates the immediate need for multiple units at the scene, such as an officer needing immediate assistance, a physical struggle, a situation involving weapons, or other reasonably similar circumstance. Only those units with a reasonable response time are authorized an immediate response.
- When in pursuit pursuant to section E-200 of this manual.

A command officer or supervisor may initiate a Code 3 response when he or she has reason to believe he or she is responding to an emergency as defined in this chapter.

A deputy will discontinue a Code 3 response when:

- He/She becomes aware of information which would reasonably justify the belief that the emergency no longer exists; or
- When the dispatcher has pre-empted the response by sending a closer deputy; or
- When ordered to do so by a ranking officer.

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The Dispatcher upon dispatching/or learning of a Code 3 response, will:

- Immediately notify the Field Supervisor
- Quickly brief the Communications O.I.C. of the situation

The Field Supervisor and/or Watch Commander, upon learning of a Code 3 Response, will:

- Quickly obtain as much information on the circumstance as possible;
- Determine if Code 3 is justified;
 - Order Code 3 terminated, or
 - Allow the Code 3 to continue
 - Determine how many units will operate under Code 3 conditions

Field Supervisors and/or Watch Commanders will monitor radio traffic and ensure that deputies are acting within the intent of this policy.

ⁱ VC§ 21052. Public Officers and Employees

The provisions of this code applicable to the drivers of vehicles upon the highways apply to the drivers of all vehicles while engaged in the course of employment by this State, any political subdivision thereof, any municipal corporation, or any district, including authorized emergency vehicles subject to those exemptions granted such authorized emergency vehicles in this code.

(Enacted by Stats. 1959, Ch. 3.)

ⁱⁱ VC§ 21055. Exemption of Authorized Emergency Vehicles

The driver of an authorized emergency vehicle is exempt from Chapter 2 (commencing with Section 21350), Chapter 3 (commencing with Section 21650), Chapter 4 (commencing with Section 21800), Chapter 5 (commencing with Section 21950), Chapter 6 (commencing with 22100), Chapter 7 (commencing with Section 22348), Chapter 8 (commencing with Section 22450), Chapter 9 (commencing with Section 22500), and Chapter 10 (commencing with Section 22650) of this division, and Article 3 (commencing with Section 38305) and Article 4 (commencing with Section 38312) of Chapter 5 of Division 16.5, under all of the following conditions:

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(a) If the vehicle is being driven in response to an emergency call or while engaged in rescue operations or is being used in the immediate pursuit of an actual or suspected violator of the law or is responding to, but not returning from, a fire alarm, except that fire Sheriff's Office vehicles are exempt whether directly responding to an emergency call or operated from one place to another as rendered desirable or necessary by reason of an emergency call and operated to the scene of the emergency or operated from one fire station to another or to some other location by reason of the emergency call.

(b) If the driver of the vehicle sounds a siren as may be reasonably necessary and the vehicle displays a lighted red lamp visible from the front as a warning to other drivers and pedestrians.

A siren shall not be sounded by an authorized emergency vehicle except when required under this section.

(Amended by Stats. 1977, Ch. 1017.)

iii VC§ 21056. Effect of Exemption

Section 21055 does not relieve the driver of a vehicle from the duty to drive with due regard for the safety of all persons using the highway, nor protect him from the consequences of an arbitrary exercise of the privileges granted in that section.

(Enacted by Stats. 1959, Ch. 3.)

iv VC§ 21806. Authorized Emergency Vehicles

Upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet to the front of the vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following:

(a) (1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed.

(2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety.

(b) The operator of every street car shall immediately stop the street car, clear of any intersection, and remain stopped until the authorized emergency vehicle has passed.

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(c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed.

(Amended by Stats. 1996, Ch. 1154, Sec. 68. Effective September 30, 1996.)

E-100-7

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Kern County Sheriff's Office Policies and Procedures

TITLE: VEHICLE POLICIES - PURSUITS			NO: E-0200
APPROVED: Donny Youngblood, Sheriff-Coroner			
EFFECTIVE: August 1, 1990	REVIEWED: 5/15/2020	REVISED: 8/4/2010	UPDATED: 5/15/2020

PURPOSE

This policy is intended to establish procedures for vehicle pursuits that are consistent with California law and consider the safety of all persons.

APPLICABILITY

When used in this policy, the term officer or deputy refers to deputy sheriffs only. Only Directive A of this policy refers to detentions deputies.

POLICY

It shall be the policy of the Sheriff's Office that officers engaged in vehicular pursuits of actual or suspected law violators proceed in a manner consistent with the safety and well being of all persons. When circumstances are such that the life or safety of any person is unreasonably endangered because of a pursuit, such pursuit shall be terminated in all but the gravest of circumstances.

Vehicle Code Section 21055 authorizes an operator of an emergency vehicle to violate the rules of the road when in pursuit of an actual or suspected violator of the law if the driver of the emergency vehicle sounds a siren, as may be reasonably necessary, and the vehicle displays a lighted red lamp visible from the front as a warning to other drivers and pedestrians. Vehicle Code Section 21056 requires the officer to drive with *due regard* for the safety of all persons using the highway, and does not exempt the driver from the consequences of an arbitrary exercise of the privileges granted in section 21055.

Pursuits are highly volatile situations that demand officers be alert to rapidly changing conditions. When the driver of a pursued vehicle clearly exhibits the intention of avoiding detention or arrest, or when a suspected violator refuses to stop, the officer must make some judgments. The officer assuming control of the pursuit can satisfactorily exercise discretion only after minimally considering the following before and during a pursuit:

- Does the seriousness of the offense warrant a chase at high speeds considering the risks to the officer, innocent motorists, and others?
- Does the apparent need for immediate capture warrant the risks to peace officers, innocent motorists, and others in order to protect the public?
- What is the possibility of apprehension?

- Will the pursuit take place on a residential street, a business district, or on a freeway?
- What are the vehicular and pedestrian traffic conditions and volume?
- What are the weather conditions?
- Is air support available to assist?
- Is the officer familiar with all of the areas that may become involved?

DEFINITIONS

PURSUIT: A pursuit is defined as an event involving one or more law enforcement officers attempting to apprehend a suspect operating a motor vehicle when the suspect is attempting to avoid arrest by using high speed driving, other evasive tactics (such as driving off a highway, or turning suddenly), or driving in a legal manner but failing to yield to the officer's signal to stop.

PURSUIT INTERVENTION TECHNIQUE (PIT) is defined as the deliberate act of impacting a violator's vehicle with a law enforcement vehicle to force the violator's vehicle to stop.

PROCEDURE A: INITIATING A PURSUIT

An officer initiating a pursuit will:

- Activate red lights at the time it becomes necessary to violate the rules of the road;
- Advise the dispatcher of pursuit, giving:
 - Reason for pursuit;
 - Description of the vehicle and occupants;
 - Location, direction of traffic, approximate speed.
- Operate the siren when reasonable or necessary considering existing conditions:
 - Fluctuate the tone of the siren, especially through intersections, making it easier for motorists to hear the siren.
- Drive near the center of the street so approaching vehicles can see red lights;
- Do not attempt to pass on the right side (CVC 21806);
- Give motorists and pedestrians an opportunity to yield the right of way;
- Assume control of the pursuit following the directives in this policy;
- Drive at speeds safe under the totality of the circumstances and consistent with policy and law considering public safety, peace officer safety, and the fleeing occupant's safety.
- Attempt to apprehend suspect(s) at the successful termination of pursuit.

An officer acting as a secondary unit in a pursuit will:

- Activate red lights and siren;
- Activate siren only as necessary;
- Follow directions given by the primary unit;
- Assume radio communications responsibilities;
- Assist in the apprehension of suspect(s).

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The supervisor on duty, or in his/her absence the watch commander, will monitor and control any pursuit from its origin to its conclusion. Additionally, he/she will:

- Obtain sufficient information to determine that the pursuit is justified;
- Continually assess the risk factors associated with the pursuit to determine if continuing the pursuit is warranted;
- Ensure available aircraft has been requested;
- Ensure only the required units are involved, considering both the number of active and perimeter units, and if necessary, verbally identify units authorized in the pursuit;
- Verify proper radio channels and procedures are being used;
- Cause other law enforcement agencies to be notified if the pursuit enters their jurisdiction;
- Contact supervisors of assisting allied agencies directly if need be;
- Advise the Communications Center that he/she is monitoring;
- Ensure policies and procedures are being followed;
- Terminate the pursuit if, in his/her judgment, the risk to human life does not warrant its continuation;
- Proceed to the termination point of the pursuit if practical to ensure the proper completion of reports or provide assistance;
- If the pursuit results in a fatality, severe injury, or property damage, respond to the scene(s), and ensure:
 - Photographs are taken when necessary;
 - The California Highway Patrol is notified of the extent of damage or injuries and requested to respond for a vehicular accident investigation.
 - At the discretion of the on-scene commander or chief deputy, the Sheriff's Office's Civil Litigations Unit may be notified and requested to respond.

The supervisor on duty or the watch commander shall order the pursuit discontinued when the factors set forth in this policy or other valid considerations indicate termination is proper.

In the event the on-duty supervisor is involved in the pursuit itself, the watch commander shall supervise the pursuit and follow the provisions outlined in this policy. On-duty supervisors shall discontinue their involvement in the pursuit when marked units are in position to take over as the primary/secondary units, allowing the supervisor to resume pursuit supervision responsibility.

PROCEDURE B: PURSUIT ASSUMED BY AN ALLIED AGENCY

When a pursuit is assumed by an allied agency, the officer initiating the pursuit will:

- Discontinue Code 3 operation;
- Continue to monitor the progress of the pursuit via the Communications Center;
- Proceed to the pursuit termination point following the rules of the road, if practical, and provide information necessary for an arrest;
- If appropriate, take custody of suspect(s) and return to Kern County jurisdiction.

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PROCEDURE C: MULTI-AGENCY PURSUITS

When an outside agency advises the Communications Center of a pursuit, dispatchers shall relay all available information to the on-duty supervisor or watch commander.

If assistance is requested by the pursuing agency, officers assigned to assist shall terminate the pursuit at the Kern County line unless there are extenuating circumstances present including, but not limited to:

- Officer or public safety;
- The outside agency's inability to continue the pursuit or immediate need of the officer's assistance;
- The seriousness of the crime.

PROCEDURE D: AIR SUPPORT

Air support will be utilized in pursuits when available. When appropriate, air support will:

- Assist in coordinating ground units;
- Report by radio the progress of the pursuit;
- Provide officers with information critical to the safe progression of the pursuit which can be used to evaluate whether or not to continue the pursuit;
- Provide pertinent facts related to officer and public safety.

PROCEDURE E: INITIATION OF THE PURSUIT INTERVENTION TECHNIQUE (PIT)

Only after considering and understanding all of the following conditions may an officer attempt to terminate a pursuit by intervention (PIT):

- The officer understands interventions are considered a use of deadly force and therefore all actions shall comply with the Sheriff's Office Policy and law;
- The officer successfully completed the Sheriff's Office PIT Training Course and understands only tactics taught in that course are authorized;
- The officer believes that the continued movement of the pursued vehicle would place officers or uninvolved persons in imminent danger of great bodily harm or death;
- The apparent risk of harm to officers or uninvolved persons outweighs the risk in the utilization of the PIT;
- The officer has considered other reasonable means of apprehension such as continuing to follow the offender, calling for air support, etc;
- Forcible stops should not be attempted when the pursued vehicle is traveling in excess of 35 MPH;
- An uninvolved motorist-occupied vehicle shall never be used to forcibly stop a pursued vehicle;
- Whenever possible, a supervisor's permission should be obtained before intervention is attempted;

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- Blocking, ramming, boxing, and roadblocks are generally prohibited in all but the gravest circumstances.

PROCEDURE F: ADMINISTRATIVE REVIEW

Following any pursuit or utilization of the PIT maneuver, the supervisor of the involved deputy shall review the involved incident report and any other information he/she believes pertinent. The supervisor will ensure the pursuit has been entered into the Sheriff’s Office Use of Force Reporting System and will complete a memorandum that minimally contains the following information:

- Location of the pursuit and a description of the involved area
- Number of units involved and the identity of each involved deputy
- Offense that caused the deputy to initiate the pursuit
- Speeds reached by the suspect and involved deputies during the pursuit
- Actions taken at the termination of the pursuit
- Identity of the supervisor(s) who monitored the pursuit

The supervisor shall prepare two Supervisor Pursuit Packages, each containing the following items:

- A copy of the supervisor’s memorandum
- A copy of the incident/investigative reports
- A copy of the CHP 187 form

One of the packages will be forwarded to the involved deputy’s section lieutenant or division commander. The other will be forwarded to the Watch Lieutenant Section.

The involved section lieutenant or division commander and the assigned watch lieutenant will make themselves aware of the circumstances surrounding the pursuit. Independently of each other, both of them will minimally:

- Review the Supervisor’s Pursuit Package;
- Listen to the involved radio traffic as necessary;
- Consult with the lead EVOC instructor and others as necessary.

After considering the above, the section lieutenant (or division commander) and the assigned watch lieutenant will:

- Confer and come to a joint determination as to whether the pursuit was warranted and/or within Sheriff’s Office policy.
 - If the watch lieutenant and the section lieutenant or division commander are unable to come to a consensus, they shall confer with the division commander where the pursuit originated and the commander will cast the deciding vote. In the event the above division commander is a part of the original conference; an uninvolved lieutenant or commander will review the material and cast the deciding vote.

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The assigned watch lieutenant will notify the Internal Affairs Unit of the finding for tracking in the Use of Force Reporting System.

If the pursuit is determined to be within policy, the assigned watch lieutenant will:

- Document the finding by case number and date of the pursuit
- Refer any training issues he/she notices to the POST Training Lieutenant

If the pursuit is determined to be outside of Sheriff's Office policy, the watch lieutenant will:

- In cooperation with the section lieutenant or division commander, complete a memorandum detailing the reasons for the finding. The memorandum, along with the supporting documents, will be forwarded to the affected division commander
 - If the division commander was involved in the policy compliance decision, he/she will take possession of the aforementioned documents.

The affected division commander will:

- Review all materials and determine if training and/or discipline is warranted. In the event the affected division commander determines training is an appropriate remedy, the relevant information will be forwarded to the lead EVOC instructor who will ensure the appropriate training is administered.
- In the event discipline is warranted, the commander will confer with his/her chief deputy to determine whether or not the matter will be referred to the Internal Affairs Unit for further investigation.
 - In the event the matter is not referred to the Internal Affairs Unit, the commander will cause the appropriate discipline to be imposed.

DIRECTIVE A: DETENTIONS PERSONNEL

Detentions deputies are prohibited from engaging in vehicular pursuits. Any detentions deputy from whom a suspect flees in a vehicle will advise dispatch of as much relevant information as possible (vehicle make and model, direction of flight, etc.)

DIRECTIVE B: ALLIED AGENCIES

Sheriff's Office personnel shall not become involved in the vehicle pursuits of other agencies unless requested to do so by the agency or when such assistance is included in established inter-agency agreements.

Notification by another agency of a pursuit in progress is not to be considered as a request to join in the pursuit. If a request for assistance is made, it will be reviewed and approved by the on-duty division commander or on-duty watch commander. Any officers assigned to assist will follow the policies and procedures of this section.

When a pursuit extends into the area of an allied jurisdiction, the supervisor monitoring the pursuit will determine if the allied agency should assume the responsibility of the pursuit and

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make the appropriate request. In all cases where the pursuit enters another jurisdiction, the on-duty division commander or on-duty watch commander will be advised immediately.

DIRECTIVE C: PURSUIT TERMINATION

A pursuit will be terminated if:

- Existing conditions present an unreasonable hazard to human life, or
- The pursued vehicle's location is no longer definitely known, or
- The speed is unreasonable considering the totality of the circumstances, or
- The subject(s) of the pursuit can be identified to the point where later apprehension can be accomplished.

The pursuing officer must base his/her decisions upon the seriousness of the crime and the existing safety factors.

DIRECTIVE D: ASSISTING UNITS

The officer(s) in the initial pursuing unit and one (1) secondary unit, when available, shall pursue a suspect fleeing in a vehicle. Other Sheriff's Office units in the general area of the pursuit shall follow its progress by radio and attempt to position themselves accordingly, should additional assistance be needed. They will not drive at speeds exceeding posted speed limits. The officer(s) operating the primary pursuit may request additional units to assist if it appears the officers in the two vehicles involved will not be sufficient to safely affect the arrest of the suspect(s). Such additional assignments will be effected by the communications dispatcher. The dispatcher may direct unneeded units to abandon pursuit as directed by the field supervisor.

The first responsibility of the primary pursuit unit is the apprehension of the suspects without unnecessarily endangering themselves or other persons.

Unless relieved by a supervisor, the officer(s) occupying the primary unit shall be responsible for the control of pursuit tactics. This will include the decision to pursue and the number of units to be utilized.

DIRECTIVE E: UNMARKED VEHICLES

Deputies operating unmarked vehicles will abandon a pursuit when sufficient marked units are available to assume their role in the pursuit and the transition can be accomplished safely.

DIRECTIVE F: CHP 187 FORM

After an officer or officers are involved in attempting to apprehend a suspect operating a motor vehicle, while the suspect is trying to avoid arrest by using high speed driving or other evasive tactics, such as driving off a highway, turning suddenly, or driving in a legal manner but willfully failing to yield to the deputy's signal to stop; the officer will complete CHP form 187a (New 1-03) along with the other necessary report forms as dictated by the type of incident

E-0200-7E-0200

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pursuant to the Sheriff's Office Report Writing Manual. The CHP form 187 will accompany the report package to the Crime Reports Section.

The Crime Reports Section will be responsible for duplicating, filing, compiling, and mailing the completed forms to the designated CHP office.

DIRECTIVE G: PIT MANEUVER

Whenever the PIT maneuver is utilized by a member of this Office, the involved officer(s) will ensure the following occurs:

- A Motor Vehicle Accident Report is completed for each involved vehicle
- Photographs of the involved vehicles (damaged or not) are taken
- The involved officers' narrative of their PIT actions is included in their reports
- The involved vehicle is inspected as outlined in Directive H below

DIRECTIVE H: POST-PURSUIT VEHICLE SAFETY

Employees shall ensure their vehicles are operating in a safe and efficient manner at all times.

Vehicle operators shall inspect their vehicles after pursuits, PIT maneuvers, and other unusual driving occurrences and consider whether their vehicle was subjected to any maneuvers which could have possibly damaged the vehicle. Such maneuvers may include, but are not limited to:

- the use of force
- rapid acceleration
- high speeds
- rapid cornering
- hard braking

Operators of Sheriff's Office vehicles with visible or audible damage shall ensure the vehicle is taken to the appropriate repair facility for inspection.

E-0200-8E-0200

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I have read and understand Training Bulletin 21-01 Annual Pursuit Training PC 13519.8 Compliance dated January 6, 2021.

Signature: _____ Date: _____

Printed Name: _____ CAD ID #: _____

IMPORTANT

Please [SIGN IN](#) to acknowledge your reading of
**Training Bulletin 21-01 Annual Pursuit Training PC
13519.8 Compliance**
