



# POLICY & PROCEDURE

## STURGEON BAY POLICE DEPARTMENT

SUBJECT: **VEHICLE PURSUITS** NUMBER: 6.02  
ISSUED: 06/25/2020

SCOPE: All Department Personnel EFFECTIVE: 06/25/2020 DISTRIBUTION: Policy & Procedure Manual  RESCINDS

AMENDS

REFERENCE: WI State Statutes: §346.03, §85.07, WILEAG 5<sup>TH</sup> EDITION  
§175.40, 165.85(4)(bn)1m, LES 3.07, WI STANDARDS: 6.1.4, 6.2.11  
Adm. Code

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INDEX AS: Lawful Vehicular Intervention (Ramming)  
Pursuits  
Roadblocks  
Stopping Devices  
Use of Force  
Use of Weapons  
Vehicle Pursuits

PURPOSE: The purpose of this Policy & Procedure is to establish written guidelines to be followed by members of the Sturgeon Bay Police Department while deciding whether to engage in a vehicle pursuit and during vehicle pursuits pursuant to section 346.03(6) of the Wisconsin Statutes and the Law Enforcement Standards Board rule, Sec. LES 3.07, Wis. Adm. Code.

This Policy & Procedure consists of the following numbered sections:

- I. POLICY; POLICY REVIEW AND REVISION.
- II. DEFINITIONS
- III. APPLICABILITY; PROCEDURES
- IV. PURSUING UNIT RESPONSIBILITIES AND DRIVING GUIDELINES
- V. DISPATCH ROLE, AUTHORITY, AND RESPONSIBILITIES

- VI. SHIFT SUPERVISOR AND/OR DESIGNEE RESPONSIBILITIES
- VII. TERMINATION OF PURSUIT
- VIII. TERMINATION OF PURSUIT; POST-PURSUIT OFFICER ACTIONS
- IX. TIRE DEFLATION DEVICES
- X. USE OF FORCE
- XI. INTER- AND INTRA-JURISDICTIONAL PURSUITS
- XII. REPORTS
- XIII. OFFICER TRAINING
- XIV. REVIEW

I. POLICY; POLICY REVIEW AND REVISION

- A. A vehicle pursuit of fleeing suspects presents a danger to the lives of the public, officers, and suspects involved in the pursuit. It is the policy of the Sturgeon Bay Police Department to protect all persons' lives to the extent possible when enforcing the law.

Therefore, officers must balance the risk of any pursuit against the need to apprehend a particular violator. In addition, it is the responsibility of the Sturgeon Bay agencies to assist officers in the safe performance of their duties. To meet these obligations, it shall be the policy of the Department to provide written guidelines to officers regarding the manner in which vehicular pursuit is undertaken and performed within Door County.

- B. The Department shall review these written guidelines by June 30 of each even numbered year and, if considered appropriate, shall revise these guidelines.

II. DEFINITIONS

- A. CARAVANNING: The operation of authorized emergency vehicles in a group either in a line or alongside each other in a pursuit situation.
- B. FRESH PURSUIT: A legal doctrine requiring that: (1) a pursuing officer act without unnecessary delay; (2) the pursuit be continuous and uninterrupted, but there need not be continuous surveillance of the suspect; and (3) the relationship in time between the commission of the offense, the commencement of the pursuit, and the apprehension must be close (i.e., the greater the length of time, the less likely

that the circumstances under which an officer acts are sufficiently exigent to justify an extra jurisdictional arrest).

- C. FOLLOWING OR MONITORING: The positioning of an authorized emergency vehicle at a fixed distance behind a vehicle to observe the vehicle.
- D. FULLY MARKED POLICE VEHICLE: An authorized emergency vehicle with decals, logos, stripes or other markers identifying it as a police vehicle, and equipped with a siren giving an audible signal, and equipped with and giving a visual signal by means of a roof-mounted blue light and roof-mounted red light which are flashing, oscillating or rotating.
- E. IMMINENT THREAT: A significant likelihood, based upon known facts, of death or serious injury if apprehension is delayed.
- F. INFRACTION: Minor violations of motor vehicle statutes or city ordinance that pose no safety threat. Examples would include equipment or registration violations. Unnecessary noise violations or moving violations that are not ongoing or otherwise endanger citizens.
- G. INITIAL UNIT: The authorized emergency vehicle responsible for initiating the vehicle pursuit.
- H. INTER-JURISDICTIONAL PURSUIT: A pursuit that leaves the initial unit's territorial jurisdiction and continues into one or more adjacent jurisdictions.
- I. MOTOR VEHICLE PURSUIT: An attempt by a sworn officer driving an authorized emergency vehicle to apprehend the occupant(s) of another moving vehicle, providing the driver of such vehicle is aware of the attempt and is resisting apprehension by maintaining or increasing speed of the vehicle and by ignoring the officer's directions to stop. A pursuit is any failure to yield which involves deliberate attempts, including hazardous maneuvers, to elude pursuing police vehicles.
- J. PACING: The positioning of an authorized emergency vehicle at a fixed distance behind a speeding vehicle and at a constant speed to measure the speed of the speeding vehicle.
- K. PARALLELLING: The operation of authorized emergency vehicles, other than those involved in the pursuit, on streets or highways parallel to the pursuit route.
- L. PRIMARY UNIT: The authorized emergency vehicle in closest proximity to the fleeing vehicle with principal responsibility for conducting the pursuit. The primary unit may or may not be the initial unit.

- M. PURSUIT DRIVING: Driving that is done for the purpose of apprehending an actual or suspected violator who clearly exhibits intent to avoid arrest after receiving a visual and an audible signal from the operator of an authorized emergency vehicle.
- N. RAMMING OR PURSUIT IMMOBILIATION TECHNIQUE (PIT): The intentional act(s) of striking a fleeing vehicle with another vehicle to cause functional damage to the fleeing vehicle or otherwise force the fleeing vehicle to stop.
- O. ROADBLOCKS: Obstructions such as barricades, vehicles, etc. placed across or along a road to cause a fleeing vehicle to slow down, change direction and/or to stop.
- P. SECONDARY UNIT: The second authorized emergency vehicle involved in the pursuit and designated by the dispatcher or commanding officer to assist the primary unit.
- Q. SERIOUS TRAFFIC VIOLATIONS: Violations of motor vehicle statutes that pose a high probability of death or great bodily harm. Examples include, but are not limited to, "Operating while Under Influence of an Intoxicant or Other Drug" or "Reckless Driving."
- R. SUPERVISOR OR DESIGNEE: The superior officer responsible for the immediate oversight, monitoring, direction and/or control of pursuit vehicles, or the person assigned such responsibilities by a superior officer.
- S. TERMINATION: To stop the pursuit of a fleeing vehicle by an officer.
- T. TIRE DEFLATION DEVICE: A tool or piece of equipment designed to assist in terminating a vehicle pursuit by its placement on a road to cause a fleeing vehicle's tires to be punctured and slowly deflate.
- U. UNMARKED POLICE VEHICLE: An authorized emergency vehicle equipped with a siren giving an audible signal and equipped with and giving visual signal by means of at least one flashing, oscillating or rotating blue light and red light, but without decals, logos, stripes or other markers identifying it as a police vehicle and/or without a roof-mounted blue light and roof-mounted red light (e.g., a "clean top" vehicle).

### III. APPLICABILITY; PROCEDURE

- A. The operator of an authorized emergency vehicle, when in the pursuit of an actual or suspected violator, may exercise the privileges set forth in this section, but subject to the conditions stated in sections 346.03(2) to 346.03(5) of the Wisconsin Statutes.

B. The operator of an authorized emergency vehicle may:

1. Stop, stand or park irrespective of the provisions of Chapter 346, Stats.
2. Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation.
3. Exceed the speed limit.
4. Disregard regulations governing direction of traffic movement or turning in specified directions.

The exemption granted the operator of an authorized emergency vehicle by 346.03 applies only when the operator of the vehicle is giving visual signal by means of at least one flashing, oscillating or rotating red light except that the visual signal given by a police vehicle may be by means of a blue lights and red light which are flashing, oscillating, or rotating. The exemptions granted by 346.03, apply only when the operator of an authorized emergency vehicle is giving both such visual signal, and also an audible signal by means of a siren or exhaust whistle

WI Statute 346.03(4) provides for a law enforcement officer operating a police vehicle shall otherwise comply with the requirements of 346.03(3) relative to the giving of audible and visual signals, but may exceed the speed limit without giving audible and visual signal under the following circumstances:

- a) If the officer is obtaining evidence of a speed violation.
- b) If the officer is responding to a call which the officer reasonably believes involves a felony in progress, and the officer reasonably believes any of the following:
  - 1) Knowledge of the officer's presence may endanger the safety of a victim or other person.
  - 2) Knowledge of the officer's presence may cause the suspected violator to evade apprehension.
  - 3) Knowledge of the officer's presence may cause the suspected violator to destroy evidence of a suspected felony, or may otherwise result in the loss of evidence of a suspected felony.
  - 4) Knowledge of the officer's presence may cause the suspected violator to cease the commission of a suspected felony before the officer obtains sufficient evidence to establish grounds for arrest.

The exemptions granted the operator of an authorized emergency vehicle by this section do not relieve such operator from the duty to drive or ride with due regard under the circumstances for the safety of all persons nor do they protect such operator from the consequences of his/her reckless disregard for the safety of others.

C. Only sworn officers of Sturgeon Bay agencies are authorized to engage in vehicle pursuits.

1. No sworn officer of the Sturgeon Bay agency shall engage in pursuits when:

- a) Operating a police motorcycle.
- b) Transporting prisoners.
- c) Operating with a passenger other than another sworn officer.

2. No sworn officer of a Sturgeon Bay agency shall engage in pursuits when operating an unmarked police vehicle unless the Degree of Seriousness is that of the Violent Felony – Imminent Threat level.

D. An officer may initiate a vehicle pursuit when the subject of the pursuit is attempting to avoid apprehension and/or any of the following situations are present:

1. The officer has probable cause to believe that the person being pursued has attempted, or has committed, a crime which involved an actual or threatened action which you, as an officer, reasonably believe resulted in or could result in death or great bodily harm to a person or persons.
2. The officer has probable cause to believe that the person being pursued if allowed to escape is likely to cause injury or death to a person or persons.

E. In determining whether or not to initiate a pursuit and/or to continue in the pursuit, the following factors should be considered:

1. The mere act of eluding shall not be considered as a reason to pursue.
2. Whether the vehicle's registration or the subject's identity has been established so that later apprehension may be accomplished and, in the officer's opinion, there is no apparent continuing need for immediate apprehension.
3. Whether continuation of the pursuit would likely create a danger to the public, officer or subject which is apparently greater than the value of apprehending the subject due to such objective risk factors as, but not limited to, the following:
  - a) Road conditions

- b) Weather conditions
- c) Volume of traffic
- d) Density of population
- e) Severity of crime
- f) Necessity of pursuit by vehicle

The risk factors identified in this subsection (2) can be evaluated and classified as low risk, moderate risk, or high risk, and should be continuously reevaluated by the pursuing officer as outlined below, and in accordance with the Pursuit Decision-Making Matrix in Section III. F. of this policy:

#### Low Risk Factors

- a) Fully marked police vehicle.
- b) Speeds less than 20 M.P.H. over the fixed or posted limit.
- c) Straight roads, good surface, clear lines of sight.
- d) Few intersections.
- e) Few or no pedestrians.
- f) Good weather - clear
- g) No hazardous maneuvers by violator.
- h) Supervisor involved and effective oversight of pursuit.
- i) Pursuing officer in full control – emotionally calm.
- j) Authorized number of police vehicles involved in the pursuit.

#### Moderate Risk Factors

- a) Fully marked vehicle.
- b) Speeds 20 M.P.H. or more over the fixed or posted speed limit.
- c) Moderate motor vehicle traffic, little or no congestion.
- d) Some intersecting streets (e.g. residential area).
- e) Light pedestrian traffic.
- f) Good weather – clear.
- g) Some hazardous maneuvers (e.g. crossing centerline to pass vehicles, sudden lane changes), but no extreme maneuvers, by the violator.
- h) Supervisor involved and effective oversight of pursuit.
- i) Pursuing officer under control – generally emotionally calm.
- j) Authorized number of police vehicles involved in the pursuit.

#### High Risk Factors

- a) Unmarked police vehicle.
- b) Speeds twice the fixed or posted speed limit, or more than 80 M.P.H.
- c) Police vehicle in pursuit is equipped with 4-wheel drive and/or is not pursuit rated.
- d) Heavy congested motor vehicle traffic.
- e) Numerous intersecting streets (e.g. business district).
- f) Blind curves or intersections, narrow roads.

- g) Numerous pedestrians.
- h) Poor weather, slippery streets, low visibility.
- i) Special circumstances (e.g. school zone, business district and other areas of the city/county where large numbers of people may attend the time of the pursuit).
- j) Extremely hazardous maneuvers (e.g. driving against oncoming traffic, failing to stop at traffic signals or stop signs) by the violator.
- k) Pursued vehicle has less than 4 wheels.
- l) Driver of the pursued vehicle is a known juvenile.
- m) No supervisor involved, or ineffective supervisory oversight of pursuit.
- n) Officer excited – not in full control of emotions.
- o) Police vehicles in pursuit exceed authorized number.

F. PURSUIT DECISION-MAKING MATRIX

DEGREE OF SERIOUSNESS	Decision Threshold		
	Low	Moderate	High
VIOLENT OFFENCE IMMINENT THREAT	May pursue: Continue to assess risks	May pursue: Continue to assess risks	May pursue: Discontinue if risks exceed known threat to public safety if capture is delayed
VIOLENT OFFENCE	May pursue: Continue to assess risks	May pursue: Continue to assess risks	May pursue: Discontinue if risks exceed known threat to public safety if capture is delayed
FELONY - PROPERTY	May pursue: Continue to assess risks	Do not pursue	Do not pursue

MISDEMEANORS and SERIOUS TRAFFIC VIOLATIONS	May pursue: Continue to assess risks	Do not pursue, or discontinue	Do not pursue, or discontinue
INFRACTIONS	May pursue: Continue to assess risks	Do not pursue	Do not pursue

DEGREE OF RISK

IV. PURSUING UNIT RESPONSIBILITIES AND DRIVING GUIDELINES

A. When a decision is made to initiate a pursuit, the initiating unit shall advise the dispatcher of the following:

1. Officer's unit/car number.
2. Pursuit driving has been initiated.
3. The roadway and direction of travel.
4. The reason for the pursuit.
5. Speed of travel.
6. The identifying information concerning the pursued vehicle; i.e., color, year, make, body, license number and other identifying characteristics.
7. Number and description of occupants.

B. The following driving guidelines apply to officers engaged in a vehicle pursuit:

1. All pursuing units should adhere to and apply all of the emergency vehicle driving techniques that the officer has been taught.
2. All pursuing units should assess and reassess weather, roadway and traffic conditions throughout the duration of the pursuit and make changes in speed and following distances where appropriate.
3. All pursuing units should consider and apply the officer's knowledge of the capabilities and limitations of his/her vehicle.

4. All pursuing units should consider and apply the officer's knowledge of his/her individual abilities and limitations.
5. All pursuing units should establish a position on the roadway and maintain sufficient maneuvering room to allow the officer to see and react to what may appear ahead.
6. All pursuing units should maintain visual contact with the subject of the pursuit and be alert to clues as to what the subject may do next.
7. All pursuing units should be alert and prepared for road and traffic conditions that favor the subject of the pursuit.
8. All pursuing units should try to end the pursuit as quickly as possible, while considering safety and using maximum caution.
9. All pursuing units should remain alert for possible dangers, including the reactions of other drivers, and drive professionally, with good judgment and an awareness of the risks being taken.
10. The secondary unit shall remain at a safe distance behind the primary unit and be ready to assist when the subject is stopped.
11. The secondary unit shall not attempt to pass the primary unit.
12. Try to keep pursuing units directly involved in the pursuit to three.
13. Absent of unusual circumstances the pursuing officers shall conduct a high-risk vehicle contact at the conclusion of all pursuits.

#### V. DISPATCH AUTHORITY, ROLE, AND RESPONSIBILITIES

Pursuant to the policies of the Door County Communications Center, the following define the authority, role, and responsibilities for dispatch. When advised that a pursuit has been initiated the dispatcher shall as soon as practical:

- A. Clear the frequency of unnecessary traffic and advise all squads to switch to emergency air.
- B. Assign a secondary unit to the area of pursuit.
- C. County-wide broadcast to "all county and listening stations" that a pursuit has begun and concisely provide what information is available and the specific REASON for the pursuit.
- D. The dispatcher shall carry out the following activities during the pursuit:

1. Receive and record all incoming information on the pursuit and the pursued vehicle.
2. Control all radio communications and clear the radio channel of all nonemergency calls.
3. Obtain criminal record and vehicle checks relating to the violator(s).
4. Coordinate and dispatch backup units under the direction of the shift supervisor or designee.
5. Notify adjacent jurisdictions, where practical, when a pursuit may extend into their locality.

## VI. SHIFT SUPERVISOR AND/OR DESIGNEE RESPONSIBILITIES

When notified that a vehicle pursuit is in progress:

- A. The shift supervisor or designee shall assume responsibility for the monitoring and control of the pursuit as it progresses to its conclusion. A designee who is acting pursuant to an assignment under this Policy & Procedure shall have the same authority and responsibilities as a shift supervisor.
- B. The shift supervisor or designee shall continuously review the incoming data to determine whether the pursuit should be continued or terminated.
- C. In controlling the pursuit, the shift supervisor or designee shall be responsible for coordination of the pursuit as follows:
  1. Directing pursuit units into or out of the pursuit.
  2. Re-designating primary or secondary unit responsibilities.
  3. Adding units to a pursuit to assist primary and secondary units if, in the supervisor's or designee's discretion, such additional units are warranted, and provided that the supervisor or designee can provide written justification for such decision.
  4. Assigning units to deploy approved intervention tactics.
  5. Approving, disapproving, and coordinating pursuit driving tactics.
  6. Approving or disapproving units leaving a jurisdiction to continue pursuit.
  7. Terminating any pursuit which, in the supervisor's or designee's judgment, does not conform to the guidelines of this Policy & Procedure.
  8. After reviewing the circumstances of the pursuit, the supervisor or designee shall evaluate whether or not the officer(s) involved in the pursuit complied with

Sturgeon Bay policy and procedure. The supervisor or designee shall forward a written report of his/her findings to the Chief. If appropriate, the Chief will investigate of the incident.

## VII. INTER- AND INTRA-JURISDICTIONAL PURSUITS

- A. Within the state of Wisconsin, section 175.40(2) of the Wisconsin Statutes provides that “for purposes of civil and criminal liability, any peace officer may, when in fresh pursuit, follow anywhere in the state and arrest any person for the violation of any law or ordinance the officer is authorized to enforce.”
- B. The pursuing officer shall notify dispatch when it is likely that a pursuit will continue into an adjacent jurisdiction.
- C. The shift supervisor or designee must approve continuation of the pursuit into another jurisdiction.
- D. When a pursuit is initiated by a law enforcement agency of another jurisdiction, the initiating unit and jurisdiction shall be responsible for the progress of the pursuit. Officers of the Department may become actively involved in or assume control of the pursuit within or out of its jurisdiction upon request of the initiating agency/jurisdiction and upon assignment by their department supervisor or designee.

## VIII. TERMINATION OF PURSUIT BY OFFICER OR SUPERVISOR

The following guidelines apply when making the decision to stop the pursuit of a fleeing vehicle:

- A. A vehicle pursuit shall be immediately terminated when, in the judgment of the pursuing officer, continuation of the pursuit would likely create a danger to the public, officer or violator which is apparently greater than the value of apprehending the violator.
- B. A vehicle pursuit shall be immediately terminated upon order of a supervisor or designee or upon receipt of such an order via the dispatcher.
- C. A vehicle pursuit should be terminated when the continuing distance between the pursuing and fleeing vehicles is such that further pursuit is futile.
- D. A vehicle pursuit should be terminated when the location of the pursued vehicle is unknown.
- E. A vehicle pursuit should be immediately terminated when the officer’s vehicle or emergency equipment malfunctions.

- F. A vehicle pursuit should be terminated when it is necessary to stop to render aid to one or more injured persons and no other unit is available to do so.
- G. Under no condition is an officer allowed to follow a vehicle against the flow of traffic to pursue a vehicle when it is driven the wrong way on a divided or interstate highway, freeway or entrance/exit ramp(s). However, an officer may proceed to follow the suspect on the correct side of the divided highway with the flow of traffic with lights and siren activated.

#### IX. TERMINATION OF PURSUIT; POST-PURSUIT OFFICER ACTIONS (NON-APPREHENSION)

When a vehicle pursuit is terminated, the pursuing officer(s) shall:

- A. Notify dispatch that he/she has terminated the pursuit and his/her location.
- B. Slow to the posted speed limit.
- C. Turn off his/her emergency lights and siren.
- D. Pull over and stop along the shoulder and remain there for one (1) minute.
- E. Resume patrol, without emergency lights and siren activated, by continuing in the last known direction of the violator in order to check for accidents or other problems possibly created by the violator. Maintain the posted speed limit.

A decision by a pursuing officer to discontinue pursuit does not reflect on the officer's courage, but rather is recognized by all members of the department as a decision that indicates concern for life and property.

#### X. TIRE DEFLATION DEVICES

- A. Tire Deflation devices, when properly deployed, may result in the termination of a pursuit or another forcible stopping incident through slow deflation of vehicle tires. Use of tire deflation devices is a primary tactic which has proven successful in de-escalating and/or terminating vehicle pursuits. Tire deflation devices are designed to be used against moving vehicles with four (4) or more tires.
- B. Officers shall adhere to the following procedures when deploying tire deflation devices:
  - 1. Tire deflation devices shall only be deployed on hard surfaces such as asphalt or concrete.
  - 2. Tire deflation devices shall only be used on vehicles with four (4) or more tires.

3. The supervisor or the designee must approve the use and deployment of tire deflation devices.
4. Officers shall communicate to other units the location that the tire deflation device is or will be deployed.
5. Only officers who have been trained in use of tire deflation devices may deploy the device. The device shall be deployed in accordance with Department training and the manufacturer's recommended use.
6. The officer deploying the tire deflation device shall stay with and collect the device after use.

C. Reporting requirements. The officer deploying tire deflation devices shall complete a supplemental report documenting the use of the device including the location and results of the deployment. This report form shall be forwarded to the Chief so that the Department can have the device serviced or replaced as necessary by the manufacturer.

## XI. USE OF FORCE

### A. Ramming and Pursuit Immobilization Technique (PIT):

1. (Both ramming and the PIT maneuver are intentional applications of force which are intended to terminate a pursuit. If either technique succeeds in terminating the pursuit, a seizure has occurred and the use of force will be analyzed under the Fourth Amendment reasonableness standard as set forth in Tennessee v. Garner and Graham v. Conner. Depending upon the factual circumstances, either technique could constitute deadly force.
2. The use of these techniques can only be applied with the supervisor's or designee's permission. The Pit maneuver may only be attempted or performed by officers trained in the technique. If more than one person is in the fleeing vehicle, such consideration must be included in the decision to use these techniques on the fleeing vehicle. Innocent persons may be occupants of the vehicle and ramming and/or the PIT maneuver may cause them death or great bodily harm.

### B. Firearms:

1. Warning shots during the course of a pursuit are prohibited.
2. Shooting at or from a moving vehicle is prohibited unless deadly force is justified.

### C. Roadblocks for pursuits or other forcible stopping incidents:

1. A roadblock can constitute deadly force depending upon how it is set up. In analyzing these types of cases, courts will consider whether or not the police acted unreasonably in failing to recognize or pursue an alternative.
2. Open roadblocks with run out lane: This is placing of vehicles or other objects in the roadway to impede or alter the flow of traffic. The roadway is not completely blocked, but rather, a run out lane is provided. The intention is to induce the violator to stop by a show of force. Open roadblocks can only be approved by the supervisor or designee. The roadblock must be clearly visible and provide adequate warning to allow vehicles using the highway to come to a complete stop.
3. Closed roadblocks: The roadway is completely blocked, and no alternative route is provided. If the violator does not stop, he/she will crash. Closed roadblocks can only be approved by the supervisor or designee, and only when the behavior of the person being pursued has caused, or has imminently threatened to cause, death or great bodily harm to other persons or if such force is absolutely necessary to prevent death or great bodily harm to the pursuing officer or other persons. The roadblock must be clearly visible and provide adequate warning to allow vehicles using the highway to come to a complete stop.
4. Channeling: Channeling is not itself a technique that induces the violator to stop; it is used to divert a violator to a preferred location. The goal is to leave the violator with only one available route to travel, by blocking off alternatives. The same guidelines apply with respect to providing sufficient warning and adequate distance for the violator to avoid the blocked off road and choose a preferred route as with an open roadblock, above.

## XII. REPORTS

- A. In compliance with the reporting requirements of section 85.07(8)(b) of the Wisconsin Statutes, all written pursuit reports shall be completed as soon as practicable following a pursuit and shall contain the following:
  1. Pursuit initiation and termination location and times.
  2. Pursuit distance to the nearest one-tenth (0.1) mile.
  3. Primary unit maximum pursuit speed.
  4. Reason(s) for commencing pursuit.
    - a) Warrant
    - b) Criminal Offense
    - c) Traffic Offense
    - d) Other

5. Violations cited.
6. Injuries or deaths involved.
7. Property damage, per unit, in dollars.
8. Outcome
  - a) Apprehended
  - b) Eluded
  - c) Terminated
  - d) Other

B. The Wisconsin Law Enforcement Pursuit Report shall be completed.

### XIII. OFFICER TRAINING

A. Department officer in-service training, and officer recertification training, shall include at least four (4) hours of training biennially in vehicle pursuit standards, guidelines and driving techniques. Such training shall include reference to the pursuit guidelines established by this Policy & Procedure.

### XIV. REVIEW

A. By June 30<sup>th</sup> of each even-numbered year, the Department shall review this policy and, if appropriate, shall revise the guidelines for its officers and employees that use authorized emergency vehicles regarding exceeding speed limits and when otherwise in pursuit of actual or suspected violators.

Arleigh R. Porter  
Chief of Police

This Policy & Procedure cancels and supersedes any and all written directives relative to the subject matter contained herein.

Initial 06/25/2020