



GENERAL POLICE ORDER CLEVELAND DIVISION OF POLICE



ORIGINAL EFFECTIVE DATE: MARCH 01, 2002	REVISED DATE: May 22, 2015	NO. PAGES: 1 of 17	NUMBER: 3.2.02
SUBJECT: VEHICLE PURSUITS			
ASSOCIATED MANUAL:		RELATED ORDERS: 3.2.07, 9.1.09	
CHIEF OF POLICE: <i>Calvin D. Williams, Chief</i>			

Substantive changes are in italics

PURPOSE: To establish guidelines for pursuit driving as required by the Ohio Revised Code, Section 2935.031. This policy is not all inclusive, but is designed to provide direction and clarity.

POLICY: The Cleveland Division of Police shall regulate the conduct of vehicle pursuits while balancing the need to carry out its law enforcement mission against the duty to protect the general public. The Division of Police shall proactively and vigorously enforce criminal and traffic laws. The Division of Police acknowledges the dangers associated with vehicle pursuits. Unless specifically approved by the controlling supervisor, no more than two police motor vehicles shall engage in a motor vehicle pursuit.

Officers shall err on the side of caution and interpret this policy in the more restrictive manner if, for any reason, this directive does not offer clear guidance for a specific set of circumstances.

Officers shall comply with the following sections of the Ohio Revised Code:

- 4511.03 - Emergency vehicles at red signal or stop sign
- 4511.041- Exceptions to traffic rules for emergency or public safety vehicle responding to emergency call
- 4511.24 - Speed limits not applicable to emergency or public safety vehicles
- 4511.45 - Right-of-way of public safety or coroner's vehicle
- 4513.21 - Horns, sirens, and warning devices

Ohio Revised Code Section 4511.041 establishes certain exceptions for public safety vehicles but, “does not relieve the driver...from the duty to drive with **DUE REGARD** for the safety of all persons and property upon the highway.”

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DEFINITION:

Clear The Air - is a phrase used by CCS personnel or police officers to signify a vehicle pursuit is in progress and that only communications related to that pursuit should be broadcast. It shall not be construed as meaning only the zone car or officer involved in the pursuit may broadcast. Other information related to the pursuit shall be broadcast (e.g. officers responding, officers taking proactive measures to assist, supervisors granting or denying permission, supervisors moving zone cars to best resolve the pursuit). The phrase "clear the air" is not an official order but rather a prudent suggestion to units. Other critical incidents may make it necessary for units to broadcast information at the same time a pursuit is taking place.

Controlling Supervisor - is the supervisor that assumes all the responsibilities associated with the management of a pursuit (including the pursuit initiation, continuation, and termination). *The controlling supervisor is responsible for the investigations (i.e. Use of Less Lethal Force, member injury, damage to city property, etc.) created as a result of the pursuit, excluding investigations conducted by the supervisor of the controlling supervisor, Use of Deadly Force Investigation Team (UDFIT), or Pursuit Investigation Team (PIT).* The controlling supervisor shall be the *sector supervisor assigned to the sector the pursuit is initiated in. If the immediate supervisor of the officer initiating the pursuit is not the sector supervisor of the sector the pursuit is initiated in, the immediate supervisor may request to take over the controlling supervisor duties from the sector supervisor.* If the sector supervisor of the sector in which the pursuit began is handling an urgent and more pressing matter (handling a barricaded suspect, an officer involved shooting) that requires their full time and attention, then another sector supervisor or available higher ranking officer shall take control of the management of the pursuit.

Parallel Pursuit - is the tactic of a police vehicle operator to mirror, on adjacent streets, the direction and speed of vehicles actively involved in an authorized pursuit.

Pursuit Perimeter - is the zone the pursuit is occurring in. The pursuit perimeter is fluid and changes as the pursuit moves.

Radio Supervisor - is the supervisor assigned to the Communications Control Section (CCS) that has the responsibility to ensure relevant information is relayed to the controlling supervisor, scene supervisor, and surrounding District supervisors. The radio supervisor shall actively monitor all vehicle pursuits including AVL and radio traffic. The radio supervisor shall be the sergeant assigned to CCS or the chief dispatcher if a sergeant is unavailable.

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Scene Supervisor - is the supervisor assigned to the sector where the pursuit ends. The scene supervisor is the incident commander of the scene until the controlling supervisor or a higher ranking supervisor arrives on scene. If a pursuit leaves the City of Cleveland the supervisor assigned to the last sector the pursuit was in remains the scene supervisor until the pursuit ends or reenters the City of Cleveland. If the pursuit ends outside the City of Cleveland the scene supervisor shall assist the local agency in any way requested.

Self-Dispatch - is a term used to describe the action of officers taking it upon themselves to respond to a scene or incident without being requested by CCS and not informing CCS of the response to assist. Self-dispatching does not allow CCS and/or supervisors to know the true number of units and/or officers on a scene or involved in an incident.

Vehicular Pursuit - occurs when there is an active attempt by an officer in an authorized emergency vehicle to apprehend a suspect who is attempting to elude the police.

Vehicular Pursuit Termination - occurs when the pursuing vehicle advises the Communications Control Section (CCS) they are discontinuing the pursuit or when ordered to do so by a supervisor; and does so by returning to normal vehicular operations, deactivating its emergency lights and sirens, and changes direction away from the offender's last known direction.

Violent Felony - is a known or suspected crime in which the force attempted or used against a person was deadly or likely to cause serious physical harm as defined by the Ohio Revised Code. The crimes include murder, manslaughter, aggravated robbery, rape, sexual battery, arson, kidnapping, aggravated burglary, felonious assault with a deadly weapon, and felonious assault resulting in serious physical harm. An officer having to move from the path of a fleeing vehicle or incidental contact between the fleeing vehicle and a police vehicle does not constitute a violent felony for purposes of this order. Given the totality of the circumstances, the controlling supervisor shall determine if the pursued vehicle committed a violent felony for purposes of this order.

PROCEDURES:

- I. Officers may initiate a vehicle pursuit when **ALL** of the following criteria are met:
 - A. The suspect operating the vehicle refuses to stop at the officer's direction and flees apprehension for an actual or alleged:
 1. **VIOLENT FELONY**; or
 2. Operating a Vehicle Intoxicated (OVI)

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- B. **THE IMMEDIATE DANGER OF THE PURSUIT IS LESS THAN THE IMMEDIATE OR POTENTIAL DANGER TO THE PUBLIC IF THE SUSPECT REMAINS AT LARGE; and**
- C. The officer is operating an authorized emergency vehicle.
- II. The act of fleeing in and of itself is not sufficient cause to engage or continue to engage the fleeing vehicle in a pursuit.
- III. When initiating and/or continuing a pursuit, officers shall take into consideration other factors such as weather, time of day, volume of vehicular and pedestrian traffic, road conditions, capability of the pursuit vehicle, population density, geographic location, officer familiarity with the area and proximity to certain areas (such as schools, parks, playgrounds, and venues associated with crowds) during those times when pedestrians are reasonably perceived to be active.
- IV. *Any member knowing or suspecting that a pursuit is not in compliance with this order shall immediately notify the controlling supervisor.*
- V. Pursuing Officers duties.
 - A. Officers initiating a pursuit shall immediately notify CCS that a pursuit is underway, provide the reason for the pursuit, direction of travel, description of the vehicle, license plate number, number of occupants and the speeds involved. (Acknowledgment from CCS of an officer's engagement in a pursuit does NOT constitute permission to continue pursuit. That permission shall come from *the controlling supervisor.*)
 - B. The first unit immediately behind the fleeing offender shall be referred to as the primary pursuit unit and the unit behind the primary pursuit unit shall be referred to as the secondary pursuit unit. When the Aviation Unit joins a pursuit they shall be the primary pursuit unit.
 - C. Pursuing officers shall immediately switch to the main communication channel of the district of occurrence if operating on another channel (i.e. Tactical, Traffic, Special Events).
 - D. Pursuing officers shall become the secondary unit if driving an unmarked unit or if the unit is not equipped with a light bar, when a marked unit with a light bar and siren is available as the primary pursuit unit.

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- E. Pursuing officers shall immediately terminate a pursuit if:
1. The level of danger to life outweighs the need for immediate apprehension. Examples include but are not limited to the pursued driver:
 - a. Not attempting to slow for red lights or stop signs.
 - b. Intentionally driving left of center and into oncoming traffic.
 - c. Speeds far in excess of safe limits relative to road and traffic conditions.
 - d. Blatant disregard for the safety of other vehicles or pedestrians.
 2. **Ordered to do so by a supervisor.** Officers **shall not** follow a suspect vehicle after a pursuit has been terminated.
 3. Contact with CCS or other units involved in the pursuit is lost.
 4. There is sufficient identifying information and reasonable probability of arresting the fleeing suspect later.
 5. The distance between the pursuing vehicle and the pursued vehicle is so great that apprehension is unlikely and continuing the pursuit creates an unreasonable risk to the public and officers.
- F. When a pursuit is terminated by the pursuing officer's choice or an order from a supervisor, the officer shall, in this order:
1. Slow down to normal vehicle operation.
 2. Turn off all emergency equipment (lights and sirens).
 3. Confirm the pursuit is terminated by notifying CCS and the controlling supervisor.
 4. Change direction away from the offender's last known direction.
- G. Pursuing officers shall remain on the channel of the district the pursuit began in for the duration of the pursuit.

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- H. Notify CCS when a pursuit appears to be, or actually is leaving the City of Cleveland and ensure the controlling supervisor is aware.
- I. Any unit that judges the pursuit has **concluded** or that an emergency response from additional units is no longer needed shall notify the controlling supervisor or the scene supervisor. The controlling supervisor or the scene supervisor shall then determine if additional units should continue to respond or disregard.

VI. Officers shall not:

- A. Self-dispatch.
- B. Engage in a pursuit in a police vehicle that contains witnesses, suspects, complainants, ride-alongs, or other non-police personnel.
- C. Pass the primary pursuit unit if acting as a secondary pursuit unit, unless the tactical advantage has clearly moved to a secondary pursuit unit due to a lapse in pursuit by the primary pursuit unit. All pursuit units shall maintain an assured clear distance from each other and the pursued vehicle.
- D. Attempt to employ any procedure that involves physical contact between the pursuing vehicle and the pursued vehicle unless approved by the controlling supervisor.
- E. Continue the pursuit when operating a motorcycle or unmarked unit if a marked unit with a lightbar and siren is available to take over the pursuit.
- F. Join a pursuit in an unmarked unit unless equipped with emergency red or blue lights and siren unless it is to save or preserve the lives of innocent persons.
- G. Engage in a parallel pursuit without permission from the controlling supervisor. Following a pursuit on parallel streets is considered an active engagement in a pursuit and is prohibited for vehicles that are not the primary pursuit unit, the secondary pursuit unit, or additional units approved by the controlling supervisor.

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VII. The Controlling Supervisor shall:

- A. *Immediately inform CCS of their call sign, indicate they are the controlling supervisor, and that they are monitoring the pursuit.*
- B. Not be directly involved in the pursuit. It is recommended that the controlling supervisor not operate a motor vehicle while managing a pursuit. If operating a motor vehicle, the controlling supervisor should park their vehicle in a safe location from which to manage the pursuit. If the controlling supervisor chooses not to pull over, they shall ensure that their attention is first to the task of driving and second to managing the pursuit.
- C. Make a reasonable effort to have simultaneous access to the Automated Vehicle Locator (AVL) system, telephone or cell phone, and two radios with which to manage the pursuit.
- D. Permit no more than two police vehicles to directly engage in a pursuit, except under unusual and well-articulated circumstances.
- E. Remain in command regardless of the area the pursuit enters.
- F. Place other available vehicular units in the pursuit perimeter when needed.
- G. Request assistance from other supervisors when needed to help monitor and manage the pursuit.
- H. Control the pursuit by:
 - 1. Monitoring and directing units into or out of the pursuit or the pursuit perimeter.
 - 2. Rotating units into and out of the pursuit or pursuit perimeter to conduct the pursuit in a manner as advantageous to the involved officers as possible. Rotation can occur, but is not limited to, the following reasons:
 - a. Replacing one officer units with two officer units.
 - b. When an officer with better driving ability or equipment is available.

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- c. A pursuing officer exhibits suspected diminished critical decision making skills as evidenced by the following non-inclusive:
 1. Radio transmissions become less coherent from changes in voice pitch, volume, and/or tone.
 2. Disregarding supervisor's orders.
 3. Referencing the AVL system when available to determine the:
 - a. Number of police vehicles involved in the pursuit.
 - b. Presence of self-dispatched officers in the pursuit and the pursuit perimeter.
 - c. Speed, direction, and possible destination of the pursuit.
 4. Assigning support and back-up units.
 5. Approving or ordering alternative tactics.
 6. Determining the need for any pursuit unit to engage in a parallel pursuit and grant permission to engage in such a strategy where the totality of circumstances warrants the use of such a strategy.
 7. Coordinating with the Aviation Unit. When available, the Aviation Unit shall become the primary pursuit unit and shall assist the controlling supervisor in directing the secondary units as needed.
 8. Terminating the pursuit in accordance with this directive.
- I. Be accountable for continuing a pursuit if circumstances indicate that the pursuit should have been terminated as analyzed from the perspective of an objectively reasonable supervisor possessing the same information and faced with the same circumstances as the controlling supervisor. Objective reasonableness is not analyzed with hindsight, but will take into account, where appropriate, the fact that vehicle pursuits involve rapid decision-making in tense, uncertain, and rapidly evolving situations.

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- J. Remain in charge if the pursuit enters another jurisdiction, unless control is requested by the other agency.
- K. Complete the Vehicle Pursuit Report (Attachment) for **every** pursuit initiated (including those that are terminated without arrest or accident), *faxing it to the Inspection Unit*, and forward it to the respective Deputy Chief in that chain of command. "Pursuit" shall be included in the title of related Record Management System (RMS) reports (e.g. GTMV/Pursuit/Recovery/Arrest). If a Cleveland police pursuit vehicle is involved in a crash, copies of the completed pursuit report shall be included in the investigative package. The controlling supervisor shall mark in the spaces indicated whether the involved officers complied with the applicable written directives of the Division of Police.
- L. Notify the Accident Investigation Unit (AIU) via CCS to respond to accidents that result from a pursuit, whether or not a city vehicle is damaged. If AIU is unavailable, a basic patrol car of the district in which the accident occurred shall complete the reports. The controlling supervisor shall notify the Crime Scene and Record Unit via CCS to take photographs when AIU is unavailable.
- M. Notify the PIT via CCS to respond to accidents that result from a pursuit if a fatal or hospital confining injury occurred whether or not a city vehicle is involved, or if directed by the Chief or Chief's designee. Ensure officers preserve the accident scene, collect evidence subject to loss, destruction, or alteration, and detain witnesses until identified or interviewed by PIT.
- N. Use the replay feature of the AVL system to review the pursuit and complete an AVL playback request form for a copy of the pursuit.
- O. Conduct an after pursuit debriefing and review with all the officers involved as soon as possible after the pursuit. Note on the Vehicle Pursuit Form the debriefing/review occurred and any corrective actions taken. The purpose of this review is to:
 - 1. Reinforce positive actions taken by the officers during the pursuit.
 - 2. Evaluate the involved officers' compliance with this order and any verbal counseling (described in GPO 1.1.11) to correct any violations discovered that do not rise to the level of the formal discipline process.

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VIII. Scene Supervisors' Responsibilities

- A. When a pursuit enters their sector, manage mobile units under their command to provide assistance within the pursuit perimeter by blocking major intersections or being in the area to assist with a foot pursuit, but not involved in the pursuit.
- B. When the pursuit ends, take control of the scene until the controlling supervisor arrives on scene.
- C. If unable to respond due to other immediate responsibilities, direct CCS to request another supervisor respond to the location of the pursuit's end.

IX. Other Supervisors' Responsibilities

- A. Supervisors at the rank of captain or above shall not be the controlling supervisor, but shall monitor vehicle pursuits involving officers under their command. Any supervisor of a higher rank than the controlling supervisor may terminate a pursuit.
- B. Sector supervisors and support unit supervisors shall provide support to the controlling supervisor by tactically placing police units within the pursuit perimeter when a pursuit enters their sector or the area their units are operating in. Sector supervisors and support unit supervisors shall notify the controlling supervisor of any support provided.
- C. Sector supervisors receiving information from CCS of a pursuit in an adjoining district shall monitor that pursuit via that pursuing district's radio channel and by AVL, if available, in the event that the pursuit enters their sector. Adjoining district sector supervisors shall advise the controlling supervisor of any issues or factors in their district that would assist the controlling supervisor if the pursuit were to enter the adjoining district.

X. Communications Control Section Responsibilities.

- A. CCS is an essential and integral part of monitoring and controlling a vehicle pursuit.
- B. CCS dispatchers shall:
 - 1. Immediately notify the CCS sworn supervisor or chief dispatcher

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- a. That a pursuit has been initiated in their district.
 - b. When it becomes evident, through radio traffic and/or AVL that
 1. Officers are self-dispatching into the pursuit or pursuit perimeter.
 2. Police vehicles in their district are paralleling a pursuit in another district.
 - c. When they become aware that radio traffic about a single pursuit is being broadcast on multiple radio channels.
2. Monitor the AVL system and provide relevant information to the controlling supervisor.
 3. Determine the availability of the Aviation Unit. If the Aviation Unit is available, CCS shall immediately inform the Aviation Unit of the pursuit and who the controlling supervisor is.
 4. While monitoring a pursuit in their district, convey pursuit information to other dispatchers assigned to the adjoining districts. The dispatchers of the adjoining districts shall notify their respective sector supervisors, giving appropriate details as needed, that a vehicular pursuit is occurring in a neighboring district.
 5. Notify neighboring jurisdictions, when approved by the controlling supervisor, when a pursuit appears to be or is leaving the City of Cleveland and entering the neighboring jurisdiction.
- C. CCS supervisors (sworn and civilian) shall:
1. Monitor the pursuit, provide assistance to the dispatcher(s) when needed, and ensure a controlling supervisor has control of the pursuit.
 2. Ensure the controlling supervisor is notified of the following information as appropriate:
 - a. If there are any code one priorities occurring in the same or adjacent geographic areas.

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- b. The number and speed of police vehicles that appear to be involved in the pursuit as shown on the AVL and CAD screens.
- c. Any signs of officers self-dispatching themselves into the pursuit or pursuit perimeter.
- d. Emergency activity of any other public safety vehicles in the area, if known.
- e. In the event that a pursuit is terminated, monitor the AVL to confirm that the involved vehicles have terminated and notify the controlling supervisor.
- f. Any outside agencies involved in the pursuit, any unusual road hazards or closures in the area, any significant movements of police vehicles entering the area of pursuit, and any police vehicles not directly involved in the pursuit or other code one assignments that are traveling at an excessive emergency response speed.

D. In all instances, the controlling supervisor shall be the final authority and be solely responsible for the management of a vehicular pursuit regardless of what information may or may not be made available by CCS.

XI. Video recording of pursuits

- A. Officers wearing a body worn video or audio recording device or operating a Division vehicle equipped with a video recording device (city owned or personal) that has participated in any aspect of a pursuit shall immediately advise the controlling supervisor of any captured recordings of the pursuit. This provision shall also apply to airborne units.
- B. The controlling supervisor shall obtain a copy of any recordings of a pursuit. If a copy cannot immediately be obtained the controlling supervisor shall take custody of whatever storage medium (memory card/stick, CD, DVD, tape) was used by the recording device (including the recording device itself if necessary [cell phone, digital audio recorder] regardless if it is City or member's personal property) and retain it until such time that a copy can be made. When a copy has been created, the original storage medium may be returned to the recording device. The transferred data shall be recorded onto a portable digital storage medium (such as a DVD), given an RMS number

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and entered into evidence according to established procedures. Member's personal property shall be returned back to the member as soon as reasonably possible once the recordings have been saved into evidence.

- C. The existence of any video and/or audio recordings of the pursuit is considered evidence and shall be noted on the Vehicle Pursuit Report.

XII. Aviation Unit

- A. The Aviation Unit shall become the primary pursuit unit as soon as it becomes engaged in the pursuit. All ground units shall cease further ground pursuit, return to normal (non-emergency) vehicle operation, and await further instructions from the controlling supervisor.
- B. The Aviation Unit shall work closely with the controlling supervisor.
 - 1. Determine if ground pursuit is still needed or ensuring that zone cars have terminated the ground pursuit.
 - 2. Assist the controlling supervisor to coordinate movements of zone cars in the pursuit and pursuit perimeter.
 - 3. Provide relevant information related to the pursuit such as vehicular or pedestrian traffic within the pursuit perimeter.
- C. The Aviation Unit shall advise the controlling supervisor of the suspect's direction of travel and the location if the suspect stops the vehicle.
- D. When approved by the controlling supervisor, the Aviation Unit shall guide the ground units toward the suspect's location.
- E. Ground units shall be aware that when multiple suspects abandon a suspect vehicle, the Aviation Unit shall focus on the driver and relay information as appropriate. However, an armed vehicle occupant takes precedence over an unarmed occupant.
- F. The Aviation Unit may continue to monitor a fleeing vehicle and broadcast updated information after the controlling supervisor has terminated the pursuit. Based on information provided by the Aviation Unit (including if the pursued vehicle has been parked or abandoned), the controlling supervisor may have officers respond to the location of the pursued vehicle.

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- G. The command and control of the Aviation Unit will remain within the Aviation Unit's Standard Operating Procedures.

XIII. Alternative Tactics

A. Roadblocks

1. Roadblocks shall be designed to allow the suspect vehicle to proceed slowly through the roadblock through an open route.
2. Roadblocks shall be used only with the authorization of the controlling supervisor.
3. Officers shall never use occupied or private vehicles as a barricade or roadblock.

- B. Officer initiated intentional vehicle-to-vehicle contact shall be considered a use of force and follow the guidelines described in GPO 2.1.01 Use of Force.

XIV. Protocols Involving Outside Agencies

- A. The controlling supervisor shall immediately notify CCS that a pursuit is about to enter another jurisdiction and whether assistance is needed.
- B. When another agency has a pursuit entering Cleveland the sector supervisors shall monitor the pursuit via CCS and determine if Cleveland police vehicles shall be permitted to join the pursuit. This policy goes into effect whenever Cleveland police vehicles are involved in or assisting with another agencies pursuit inside Cleveland.
- C. Cleveland Division of Police personnel may engage in pursuits initiated by outside agencies only to the extent that they meet the standards of engagement as articulated in this General Police Order.
- D. Officers shall not join a pursuit initiated by another law enforcement agency unless requested to do so by the agency and approved by their unit supervisor or a sector supervisor.

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- E. CCS shall coordinate communications between the Division and outside agencies ensuring relevant information is exchanged. Relevant information shall include: reason for pursuit, location/direction of pursuit, vehicle/occupant description, and the deployment of tire deflation devices or other law enforcement actions or tactics. This shall be done regardless of which agency initiated the pursuit or is assisting.
- F. The coordination of any resultant criminal investigation shall be the responsibility of the initiating agency. The handling of accidents will generally be the responsibility of the agency in whose jurisdiction the accident occurs.
- G. Any involved agency may request a debriefing/review of another involved agency for the purposes of its own investigation or critique.
- H. In the event that a pursuit initiated by an outside agency is lost or terminated and the vehicle/suspect is still at large and a Cleveland police officer reacquires the vehicle/suspect, the officer shall contact CCS to determine if the originating agency wants to reinitiate the pursuit. If not, then the Cleveland police shall not become involved in a pursuit, unless there are reasons, as listed in Section I of this General Police Order, to justify a fresh pursuit.
- I. If an outside agency reinitiates the pursuit, that agency shall become the primary agency and the incident will be viewed as a new pursuit.

XV. Investigation and Administrative Review of Pursuits

- A. *All pursuits require the completion of the Vehicle Pursuit Form and all forms shall be faxed to the Inspection Unit.*
- B. Pursuits that do not result in property damage or injury require only the completion of the Vehicle Pursuit Form. This form shall be faxed to the Inspection Unit and forwarded to the respective Deputy Chief in that chain of command. Upon review by the Deputy Chief, the form shall be forwarded to the Inspection Unit.

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- C. All pursuits that result in accidents where property damage, injury, or death occurs shall be the subject of an investigation. The investigation shall be conducted by the superior officer of the controlling supervisor who monitored the pursuit. If that supervisor was also involved in the pursuit, it shall be investigated by the superior officer next in that chain of command.
1. *The investigating supervisor shall:*
 - a. *Ensure that the investigation includes a review of the dispatch recordings, available AVL data, and audio or video recordings of the pursuit prior to finalizing and submitting any findings.*
 - b. *Produce an investigative package that will include a Form-1 synopsis and evaluation of the event. The Form-1 shall address whether actions taken by Division members were appropriate and in compliance with Division rules and procedures. The package shall also include as applicable; the original Vehicle Pursuit Form, copies of RMS and/or AIU reports, officer injury reports, PIT investigations, and any audio or video recordings of the pursuit.*
 - c. *Within seven days of the incident forward the package through the chain of command of the controlling supervisor.*
 2. *Each supervisor in the chain of command shall, within seven days of receipt of the package, review and assess the actions taken by the members involved and determine if those actions were appropriate and in compliance with Division rules and procedures. Supervisors deviating from the seven day requirement shall submit a Form-1 explaining the reason for the delay and request an extension.*
 3. *Each reviewing superior officer shall endorse the investigative package with their determination as to whether or not members followed Division directives.*
 4. *Upon endorsement by the respective Deputy Chief the package shall be forwarded to the Inspection Unit for an administrative review.*
 - a. *The Inspection Unit shall:*
 1. *Review the supervisor's investigative package.*

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2. *Conduct any additional investigation that may be required.*
 3. *Complete a report including a determination as to the members' adherence to Division directives.*
- b. *The administrative review package shall be attached to the supervisor's investigative package and delivered to the Chief's Office. Upon review by the Chief's Office, the investigative packages shall be returned to the Inspection Unit for filing.*
- D. *The PIT shall be called to any scene involving a fatality or hospital confining injury and shall have investigative authority over the pursuit related crash only, not the pursuit. Upon endorsement by the Deputy Chief of Homeland Special Operations the crash investigative package shall be forwarded to the Chief's Office. Upon review by the Chief's Office, the PIT investigative package shall be forwarded to the Inspection Unit for filing.*
- XVI. Upon completion of the investigation and administrative review of a vehicular pursuit that results in a serious injury or death, officers involved in such a pursuit shall attend a block of instruction on the subject of vehicle pursuits. Attendance at this training shall also serve as an additional debriefing of events to give vehicle pursuit instructors additional background information on the subject matter.
- XVII. CCS shall note in the "Chief's Items of Interest" all vehicle pursuits and provide detailed information about any related deaths, injuries or property damage.