

CITY OF MANSFIELD

information to other responding units. If a tear gas device, dye pack or other marking instrument was used to mark the money, determine detonation time and advise other units immediately.

Supervisors will:

- Implement the Unusual Occurrence Manual Hostage/Barricade checklist when it is determined that the perpetrators are still inside the facility;
- Consider placing cars at strategic intersections along possible escape routes when a direction of flight is known;
- Initiate a systematic grid-type search as soon as possible and detail the minimum amount of cars to the scene for reports and statements;
- Ensure that additional witness identification, descriptions or other pertinent information is broadcast as soon as possible.



41.2.2 MOTOR VEHICLE PURSUITS

A motor vehicle pursuit is an active attempt by a law enforcement officer operating an emergency vehicle and utilizing simultaneously and continuously all emergency equipment to apprehend one or more occupants of another moving vehicle, when the driver of a fleeing vehicle is aware of that attempt and is resisting apprehension by maintaining or increasing speed, disobeying traffic laws, ignoring the officer or attempting to elude the officer.

ORC §2935.031 mandates that a law enforcement agency have a policy for the pursuit of motor vehicles.

If a pursuit is conducted the pursuing officer must drive with due regard for the safety of all persons using the streets or highways. In addition, it is the policy of this agency that a public safety vehicle only gains the right-of-way when responding to an emergency, or while in pursuit, when using emergency lights, headlights, and siren.

The purpose of a pursuit is the apprehension of a suspect who refuses to voluntarily comply with the law requiring drivers to stop upon command. Vehicle pursuits are justified when:

- The officer knows or has reasonable grounds to believe the suspect presents a clear and immediate threat to the safety of other motorists;
- The offender has committed or is attempting to commit a serious felony (a felony that involves an actual or threatened attack which the officer has reasonable belief that it could result in death or serious bodily injury);
- The necessity of immediate apprehension outweighs the level of danger created by the pursuit.

The following circumstances shall be evaluated when making a decision to pursue:

- Speed of the pursuit;
- Possibility of apprehension;
- Actual and predicted route of the pursuit (residential streets, schools, etc.);
- Traffic conditions;
- Weather conditions, lighting, time of day;

- Condition and type of police vehicle;
- Known or unknown identification of the vehicle driver;
- Availability of other officers, stop sticks, etc.;
- Any other circumstance that may affect the safety of the public, the police, or the suspect.

ALL MOTORCYCLE PURSUITS ARE PROHIBITED unless the operator has committed a known serious felony prior to the initiation of the pursuit.

Officers shall not pursue suspects the wrong way on an interstate or other controlled access highway or divided roadway unless specifically authorized by a supervisor.

B. The responsibility for the decision to initiate a pursuit rests with the individual officer. The **initiating officer's responsibilities** are to ensure that the following procedures are followed:

- Notify the Communications Center immediately upon the pursuit's initiation with the reason for the pursuit, the location, direction of travel, estimated speed, license number and description of suspect vehicle and occupants, traffic conditions and whether or not the identification of the driver or wanted person is known.
- Ensure that all emergency lights, including headlights and siren (in combination) are used during the pursuit;
- Continue to transmit complete and accurate information as received;
- Assume responsibility for coordination of the pursuit until a supervisor takes control. The initiating/primary unit shall be in field command and bears operational responsibility for the pursuit under the control of the supervisor, and is at all times, subordinate to the orders of the supervisor.
- Terminate the pursuit, following termination procedures, if directed to terminate the pursuit by any supervisor, if it becomes unsafe to continue the pursuit, or until the suspect stops.

Tactics:

In order to diminish the likelihood of a pursuit, an officer intending to stop a vehicle should, when practicable, be within a close proximity to the vehicle prior to activating the emergency lights and siren. There shall be no attempt by officers to pass other field units involved in the pursuit unless the passing officer receives specific permission/direction from the primary unit or supervisor.

All units in a pursuit shall space themselves at a sufficient distance that will ensure proper braking and reaction time in the event the suspect vehicle stops, slows or turns.

Deliberate contact between vehicles or forcing the pursued vehicle into parked cars, ditches or any other obstacle, boxing in, heading off, ramming, or driving alongside the pursued vehicle while it is motion shall be prohibited.

C. The responsibilities of the **secondary or back-up unit** include:

- Providing back-up to the primary vehicle if the violator is stopped;
- Assuming the primary role if the primary unit should suffer a mechanical breakdown;

- Assuming radio communications for the primary unit in order to allow the primary unit to devote full attention to the task of driving;
- Maintaining a safe following distance from the primary unit to avoid a crash but remaining close enough to render assistance if needed.

Normally not more than two units will be involved in an active vehicle pursuit but the Field Supervisor or Watch Commander should determine whether or not additional **assisting units** should be used by considering:

- The nature of the offense;
- The number of suspects;
- Other factors that would warrant the need for increased assistance.

Assisting units shall:

- Avoid intersecting the path of an oncoming high-speed vehicle;
- Consider possible stop stick locations based on the path of the pursuit;
- Notify the pursuing units and the PSCC of their location and actions.

The Watch Commander or Field Supervisor shall coordinate the assisting units.

D. Only **marked police cruisers** are authorized to participate in a motor vehicle pursuit. **Unmarked police vehicles, marked sport utility police vehicles not pursuit rated, and marked police cruisers containing non-police personnel** are not permitted to participate in a vehicle pursuit but may be assigned to be ready to assist in the area of termination.

E. The **responsibilities of the PSCC** include:

- Implementing a tone alert and clearing the radio channel of any unnecessary radio traffic;
- Advising all listening units that a pursuit is in progress;
- Obtaining and broadcasting relevant information, including:
 - The unit/units in pursuit
 - The description of the vehicle being pursued
 - The location of the pursuit;
 - The direction of travel and approximate speed;
 - The reason for the pursuit and any other pertinent information.
- Immediate notification of the Field Supervisor and Watch Commander;
- Notification of surrounding law enforcement agencies of the pursuit;
- Performing relevant record and motor vehicle checks;
- Coordination of assistance under the direction of the supervisor who is directing the pursuit;
- Enforcing radio discipline as necessary.

F. The **responsibilities of the on-duty supervisor** are primarily:

- To ensure the pursuit meets the policy guidelines for allowing a motor vehicle pursuit;
- To verify that no more than the necessary units are involved in the pursuit;
- To direct and maintain control of the pursuit until terminated;
- To evaluate methods of identifying the fleeing vehicle/driver;
- To cause implementation of and monitor the tactics used to stop the fleeing violator;
- To coordinate all officers involved;
- To consider all factors for allowing or terminating the pursuit, including:
 - Officer, bystander, citizen, other drivers and violator safety;
 - Speed of the violator and officer;
 - Tactics in use or available to stop the violator;
 - Weather and road conditions;
 - Traffic conditions;
 - Type of area involved (residential, business, etc.);
 - Time of day or night and lighting conditions;
 - Knowledge, skill ability and experience of the pursuing officer.
- To order the termination of a pursuit if the pursuit, either personally or through the PSCC, if:
 - The pursuit does not meet the guidelines specified in this order for allowing a motor vehicle pursuit;
 - There is a reasonable belief that the level of risk associated with the pursuit outweighs the necessity for apprehension. If the supervisor develops any doubts concerning the wisdom and propriety of continuing the pursuit then the decision should be made in favor of terminating the pursuit;
- Review the vehicle pursuit with all involved officers and complete the pursuit critique.

THE WATCH COMMANDER MAY OVER RIDE THE FIELD SUPERVISOR'S DECISION IN FAVOR OF TERMINATING A PURSUIT.

G. **Pursuits shall be terminated** under any of the following circumstances:

- If, in the opinion of the pursuing officer, the Field Supervisor or the Watch Commander, there is a clear and unreasonable danger to the officer and other users of the highway created by the pursuit that outweighs the necessity for immediate apprehension.
- The identity of the suspect has been established to the point that later apprehension can be accomplished and immediate apprehension is no longer needed.
- The prevailing traffic, roadway or environmental conditions indicate the futility of continued pursuit.
- The pursuing officer fails to provide the necessary information needed by the supervisor to evaluate the pursuit (section B above).

The initiating officer or a supervisor will cease or terminate a pursuit any time there is a reasonable belief that the necessity for apprehension does not outweigh the level of risk associated with the pursuit.

ANY DISREGARD OF A DIRECT ORDER TO TERMINATE A PURSUIT WILL BE IN DIRECT VIOLATION OF SECTION 1.18 OF THE DIVISION RULES AND REGULATIONS.

Termination of a pursuit does not prohibit the officer from remaining in the area to reinstate the pursuit should opportunity and conditions permit. However, the initial **termination of the pursuit** must include the following actions:

- Slow down and resume legal speeds;
- Turn off the siren and emergency lights;
- Notify the PSCC of the termination;
- Change direction.

H. When a **police pursuit is originated by another agency and enters the City of Mansfield**, the originating agency will maintain control of the pursuit through the city. MPD will aid the foreign agency by permitting a limited number of units, normally no more than two, to follow at a safe distance **ONLY** with the approval of the Watch Commander or Field Supervisor. All rules for pursuits, as listed in this order, will be followed including the decision to terminate.

Officers may assume the pursuit only upon request of the pursuing agency and with the approval of the Watch Commander or Field Supervisor.

If the suspect is apprehended, the driver may be charged with any violations that occurred within the City of Mansfield.

Mansfield Police officers who **pursue a vehicle into another jurisdiction** will notify the PSCC to request the assistance of the adjoining jurisdiction. The pursuit may continue unless a decision to terminate has been made or the foreign jurisdiction has assumed the pursuit. If the foreign agency requests to assume control, Mansfield officers shall terminate from the pursuit and allow the requesting agency to assume the pursuit.

Mansfield officers will fully cooperate with the officers of the foreign jurisdiction.

I. Watch Commanders shall assemble all officers involved in any pursuit as soon as possible after the termination of the incident to review the actions taken by each unit involved. The **Pursuit Critique** should document factual information describing the pursuit, including the following:

- Date of Occurrence;
- Time pursuit started/Time pursuit ended/Elapsed time of pursuit;
- Reason for stop;
- Location started/route taken/Location ended/Distance covered;
- Officer initiating pursuit;
- Initiating officer vehicle number, make, model;
- ALL other officers participating in the pursuit;
- Pursued vehicle make, model;

- Pursued vehicle owner name/relationship;
 - Speeds as posted;
 - Officer highest speeds;
 - Suspect highest speed (estimated);
 - Weather and street conditions including precipitation;
 - Lighting conditions;
 - Traffic conditions (flow, how heavy, etc.);
 - Crash (officer and/or suspect, including report number);
 - Injuries to officer or suspect (including treatment);
 - Suspect Information (name, race, gender, age, DOB, SSN);
 - List of all charges filed on suspect;
 - NIBRS report number;
 - RTR/A (level and type);
 - Narrative describing circumstances of stop and full description of pursuit;
 - Copies of all related citations, accidents, arrests or NIBRS reports should be attached.
- In addition to the factual information listed above, the critique should also evaluate the pursuit in order to analyze any problems encountered and tactics used, so that suggestions can be made for improvements, corrections, training or policy change. The following information should be evaluated:
- Problems or highlights of the pursuit;
 - Suggestions for training or equipment;
 - Policy compliance.

J. The Community Services Bureau Commander shall maintain the pursuit critiques by year and will **document annually to the Chief of Police an analysis of all pursuits** including trends, patterns, problems, training needs and any recommended policy modifications.

41.2.3 ROADBLOCKS AND FORCIBLE STOPPING

A. A roadblock is any obstruction in the roadway, natural or manmade, which has the purpose of restricting or stopping vehicular traffic. The **ONLY emergency roadblocks** authorized for the purposes of stopping a pursuit, will be the use of tire deflation devices known as Stop Sticks.

Non-Emergency Stationary Roadblocks

Cruisers may be used temporarily for roadblocks, using all emergency lights on the vehicle, until more permanent warning devices or barricades are put into place, for example, flooding, downed wires, storm damage, etc.

Cruisers may be used as roadblocks at crash scenes, using all emergency lights on the vehicle, and placed in such a manner to be noticed by other traffic. If the roadway is going to be closed for an extended period of time, other traffic barricades should be used.

Cruisers may be used as roadblocks at work areas using all emergency lights on the vehicle, with the cruiser located inside the blocked off work area.

Forcible stopping techniques are generally NOT authorized unless there are extraneous circumstances for the immediate preservation of life when no alternatives exist. These include:

- PIT maneuvers and intentional ramming-using a police car to strike a violator's vehicle and cause it to stop or crash;
- Moving roadblocks made by using police cars in front, behind and alongside a violator's vehicle to forcibly terminate a pursuit;
- Emergency Stationary Roadblocks made by using stationary objects such as a concrete barrier or cruiser to slow down or direct the violator's vehicle in a pursuit.

Tire Deflation Devices are designed for a controlled release of air from the suspect's vehicle tires, usually within 20 to 30 seconds, in a pursuit situation. The Division authorizes the use of tire deflation devices in locations and situations that will cause a suspect vehicle to slow down and stop in a pursuit situation. When time permits and safety considerations are met, stop sticks are authorized for use by any officer in the Division who has been trained in their use. The Division only authorizes the tire deflation device known as Stop Sticks.

B. Procedures for Stop Stick Implementation:

1. Stop Sticks should be used according to the manufacturer's guidelines and training guide.
2. Stop Sticks will NOT be used on motorcycles or three wheel vehicles.
3. In making a decision to use Stop Sticks, officers and supervisors must consider location, traffic, road surface, weather, pursuit speeds, road construction, pedestrians, type of suspect vehicle, suspect drug or alcohol use, geographical limits and the SAFETY of all involved.
4. The patrol vehicle should be placed along side the road with all lights operating. The officer should not occupy the vehicle during deployment and must stand far enough away to avoid injury.
5. The officer who deploys Stop Sticks shall notify the PSCC of the location of deployment and shall communicate any changes or updates.
6. Care must be taken to limit other traffic; restrict pedestrians; and allow for officer safety and maneuverability during and after deployment, keeping in mind the fact that suspects can abruptly swerve, stop or otherwise maneuver their vehicle in an unexpected manner while attempting to avoid the Stop Stick.
7. The officer who deploys the Stop Stick must stay with and collect the device after use. Used Stop Sticks will be submitted to the Crime Lab as evidence and the Technical Services Sergeant notified of their use so that a replacement can be obtained.

- C. All patrol officers will receive **training** in the use of tire deflation devices following the manufacturer's training guide and recommendations for deployment, including the completion of a practical application.

D. **Supervisors** who are directing the pursuit are responsible for:

- Determining possible Stop Stick usage locations and assign an officer to Stop Stick implementation;
- Over riding an officer's decision to use Stop Sticks if the supervisor deems it unsafe;
- Documenting the use of Stop Sticks in the pursuit critique.

E. Any use of the Stop Sticks, whether successful or unsuccessful, will be **documented in the pursuit critique** completed by the Watch Commander, and will include information about who used them, where they were used, details of their implementation and any issues surrounding their use. Stop stick usage will be included in the annual Pursuit Analysis completed by the Bureau Commander.

41.2.4 PROCEDURES FOR NOTIFICATIONS

It is the responsibility of the officer responding to an emergency call to make or ensure that the proper notifications are made on that incident to include necessary resources to address the incident such as medical/fire assistance and additional law enforcement support.

"When any person dies as a result of a criminal or other violent means, or by casualty, or by suicide, or suddenly when in apparent health, or in any suspicious or unusual manner, the physician called in attendance, or any member of an ambulance service, emergency squad, or law enforcement agency who obtains knowledge thereof arising from his duties, shall **immediately notify the office of the coroner** of the known facts concerning the time, place, manner, and circumstances of such death, and any other information which is required pursuant to sections 313.01 to 313.22 of the Ohio Revised Code." (Ohio Revised Code § 313.12)

Emergency notification calls, either from citizens or other law enforcement agencies, will be handled as a call for service. Calls from citizens requesting emergency notifications must be handled on an individual basis and judged on their own merit as to the priority they receive and their validity if there is no confirming independent source available.

- When delivering a death notification in the City, notification will be in person by a uniformed officer, a Chaplain or both. Notification should be made to either an adult family member or close friend of the family. Chaplains may be requested to respond to locations by police officers who feel their services may be beneficial to the parties receiving a notification of death, serious injury or serious illness.
- When a member of the Division of Police needs to have a death notification made to a citizen outside the City limits, the law enforcement agency making the notification should be asked to do so in person. The agency will be asked to confirm that the contact has been made and the agency will be asked to give the name of the Watch Commander and phone number of the police department in case there are questions. No explicit details concerning the death should be given over the telephone.
- Other Law Enforcement agencies requesting a death notification will be asked to send a confirming teletype, if possible. The Mansfield Division of Police will send a confirming teletype message to other Law Enforcement agencies when we request a death notification, if possible.

When an officer encounters a street or highway hazard, a medical emergency, fire, injured person, or any other hazard or incident, they shall **immediately notify the PSCC**. The PSCC in turn will report the condition to the proper department, such as the Fire Department, Street Department, Sign and Signal Department, appropriate Public Utility, etc.