

Number	Recommendation	SDPD Uses	Citation	Notes	Compare
Agency Philosophy and Policy Standards					
1.1	Agency policy should clearly define what constitutes a vehicle pursuit.		Page 2: IV. A.		
1.2	Agencies should adopt restrictive vehicle pursuit philosophies that permit pursuits only for a limited and serious set of circumstances, which should be clearly and specifically articulated. This guide recommends adopting a standard that permits pursuits only for violent crimes and where failure to immediately apprehend the suspect presents an imminent threat to the public based on the suspect's criminal actions (not the danger created from the suspect's driving as they flee from police, even if the officer believes an individual in the suspect's vehicle is armed and dangerous). This philosophy must be reinforced throughout the agency's policy, training, and organizational culture.		Page 2: V. A. 1. Page 6: VIII. B	SDPD Policy, V A.1, states: "The officer must have probable cause to believe the driver, or occupants of the vehicle have committed an infraction or misdemeanor in his/her presence, or have probable cause to believe a felony has been, or is being, committed." That isn't even close to the recommendation.	Yes
1.3	Agency policy should acknowledge that there may be exceptional situations for reckless drivers where police intervention is warranted to protect the public from a driver who poses an imminent, egregious hazard to the community. The policy should stress that these situations are rare and that the key question to ask is whether a pursuit makes the situation better or worse. For example, if a suspect begins driving more recklessly after police intervention, it is important to discontinue the pursuit.				
1.4	Agency policy should articulate the point at which a vehicle involved in a violent crime, such as a carjacking, is no longer considered "fresh" because of the amount of time that has elapsed since the crime and should be treated as a stolen vehicle for purposes of the vehicle pursuit policy.				Yes
1.5	Agency policy should list key factors in assessing the risk of a pursuit and make clear that officers must assess these factors both before initiating a pursuit and continuously as the situation changes. This continuous assessment must be documented in the written report after the pursuit so reviewers can evaluate the officer's decision-making. Finally, officers should receive both classroom and scenario-based training on the policy to ensure they are well versed on relevant factors and rely on their training, rather than split-second responses, to make decisions.		Page 2: V. A. 2.		
1.6	Agency policy should direct officers not to engage in a vehicle pursuit if the suspect's identity is known, the suspect can be apprehended later, and delayed apprehension does not significantly increase the risk to the community. When this information becomes known during the vehicle pursuit, the policy should direct officers to discontinue immediately.		Page 2: V. A. 2.		
1.7	Agency policy should direct officers to discontinue a vehicle pursuit once the suspect's location is no longer known or when the distance between the suspect and the officer is so great that continued pursuit would be futile.		Page 7: VIII. B. 4.		
1.8	Agency policy should state that only officers who have received the required training are authorized to engage in a pursuit.		Page 15: XVII.	All SDPD officers are trained for pursuits and have annual refresher training.	
1.9	Agency policy should direct officers not to participate in a vehicle pursuit if anyone other than a sworn officer is in the police vehicle. This restriction demonstrates the agency's awareness that pursuits are not worth risking others in the officer's vehicle.		Page 3: V. B. 6.		
1.10	Agency policy should prioritize using resources that can track a suspect remotely and direct officers to disengage from a pursuit once remote tracking (e.g., by aviation, including drones or GPS [global positioning system]) is active.		Page 4: VI. A Page 10: VI.	Policy states that ABLE will never become primary unit, but will take over for radio communication.	
1.11	Agency policy should discourage or prohibit officers from becoming involved in a vehicle pursuit if the suspect is riding a motorcycle. The superior ability of a motorcycle to maneuver around traffic and travel on pathways (such as sidewalks) where patrol vehicles cannot follow often makes pursuit futile and can increase the risk to both the suspect and the public in the path of the pursuit. Pursuing a motorcycle should be permitted only if there is an elevated risk to the community if the suspect remains at large and officers can conduct the pursuit in a reasonably safe manner (e.g., not at high speeds or traveling on the wrong side of the road).			Policy only states tire spike strips will not be used on motorcycles	
1.12	Agency policy should discourage officers who are riding motorcycles or driving unmarked vehicles from participating in vehicle pursuits. Unmarked vehicles should be permitted to engage in a pursuit only if they are equipped with the proper emergency equipment (e.g., lights and siren).		Page 3: V. B. 1.		
1.13	Agency policy should direct officers to disengage from a pursuit if the police vehicle sustains damage that adversely affects vehicle operation or experiences an equipment failure that limits communication or makes continued driving dangerous.		Page 12: XV.	Policy states if a police vehicle "bottoms out" that it will be inspected for damage. Does not state it will disengage from pursuit.	
1.14	Agency policy should address interjurisdictional pursuits—both those entering their jurisdiction and those traveling beyond it. Officers should not engage in another agency's pursuit unless it meets their own agency's criteria. Officers must make the same risk assessment of the environment and obtain supervisor approval as they would when initiating (and continuing) their own pursuit. Also, as with any pursuit, a supervisor who authorizes participation in an interjurisdictional pursuit should be held accountable for that decision upon review of the pursuit. Finally, the policy should address any considerations, notifications, etc., needed when officers pursue a suspect beyond the agency's jurisdiction.		Page 9: X.	VIII. D. Explicitly prohibits pursuits from crossing the US/Mexico international border	
2.1	Agency policy should detail precisely what information must be communicated by the primary unit once the decision has been made to initiate a pursuit. Training should reinforce the need for this information, which should include the identity of the primary pursuit unit; the initial reason for the (attempted) stop; the location, direction, and speed of the pursuit; the weather and road conditions; the traffic conditions (light, moderate, heavy) on the roadway; a description of the pursued vehicle, including license plate number if known; a description of the suspect's driving behavior (e.g., speeding, swerving between vehicles, or making rapid lane changes); the number, description, and identity (if known) of the vehicle's occupants; any information concerning the known presence or use of firearms, overt threat of force, or other unusual hazard.		Page 4: VI. A. Page 4: VI. A. Page 4: VI. A. Page 2: V. A. 2. Page 2: V. A. 2. Page 4: VI. A.		
2.2	Agency policy should require supervisor approval for continuing a vehicle pursuit and place responsibility on both the primary officer and the supervisor for ensuring the critical initial information is communicated. Not all agencies will have an on-duty supervisor available at all times to manage a pursuit. Such agencies should still attempt to find ways to ensure supervisory oversight of pursuits. For example, this oversight could include placing the responsibility with someone other than a field supervisor. The policy should also provide the following direction:		Page 6: VIII. B.	Policy does require an officer to consider situations where a stop should be discontinued, but does not explicitly state that a supervisor must approve continuation of pursuit.	Yes

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	If the primary officer does not provide the supervisor with the necessary information, the supervisor should direct the officer to immediately discontinue the vehicle pursuit.				
	If a supervisor is not available to monitor and direct the pursuit, the pursuit should be terminated.				Yes
2.3	Agencies must train supervisors how to assess the initial pursuit information using a critical decision-making model to determine whether continuing the pursuit is justified. This training should occur upon promotion to a supervisory position, and it should be delivered on a recurring basis to ensure supervisors maintain these skills. The policy should direct supervisors to discontinue the pursuit unless they determine that the reason for the pursuit meets the policy requirements (i.e., violent crime and imminent threat) and that the need to apprehend the suspect immediately outweighs the risks of the pursuit. The policy should also emphasize that getting enough information to make an informed decision is the supervisor's responsibility.			Policy is not clear - need details and clarification from SDPD Training	
2.4	Agency policy should make clear that anyone, regardless of rank, involved in the pursuit can decide that it should be discontinued if, in their assessment, the risks of the pursuit are no longer justified. In addition, the policy should communicate what officers are expected to do once this decision is made. At a minimum, these actions should include: turning off emergency lights and siren; communicating their location to the dispatcher; reducing speed and complying with all traffic laws; verbally acknowledging the instruction to terminate the pursuit.		Page 7: VIII. C. Page 7: VIII. C.	Policy does not clearly state this, but does require officers to consider multiple factors in their decision making process of terminating a pursuit.	
2.5	Agencies should include in policy and develop a practice of having officers meet a supervisor at an agreed-upon location to debrief the incident as soon as practical.		Page 8: IX. A. 2.		
2.6	Agencies should train officers on why discontinuing a vehicle pursuit may be the most prudent course of action. This includes providing information about how their decisions can affect a suspect's actions (e.g., cause them to slow down) and the risk to the public.		Page 5: IV. B.		
2.7	Agency policy should direct supervisors to consider the officer's experience in pursuit driving when deciding whether to authorize continuing the pursuit. Supervisors should also be responsible for assessing the officer's emotional state throughout the pursuit and should direct the officer to discontinue the pursuit if the officer appears unable to control their emotions.				Research
2.8	Agency policy should clearly indicate that the supervisor is responsible for managing the pursuit and have a process for getting a supervisor involved as early as possible. This responsibility includes not only authorizing the continuation or discontinuation of the pursuit but also authorizing and managing additional resources and intervention tactics. Not all agencies will have an on-duty supervisor available at all times to manage a pursuit. Such agencies should still attempt to find ways to ensure supervisory oversight of pursuits. For example, this could include placing the responsibility with someone other than a field supervisor.		Page 7: IX.	Policy states that Field Supervisor, Field Lt or Watch Commander are ultimately in control and can stop a pursuit.	
2.9	If a supervisor is actively engaged in the pursuit, someone other than the supervisor must provide oversight and direction. Depending on the situation, this may not be a field supervisor but rather the watch commander or a higher-level supervisor who has some authority over the person in the pursuit.			Policy does not discuss a supervisor being part of the pursuit.	
Pursuit Interventions, Pursuit Alternatives, and Technology for Managing Pursuit Risks					
3.1	Agency policy should emphasize preventing pursuits when possible and describe how tire deflation devices (TDD) can be used as a pursuit alternative. Agencies should train officers how to use this tactic effectively, including how to operate safely around occupied vehicles and the public and how to remove the device once the suspect is in custody or the driver is free to go. The policy should also state that only officers who have been trained to do so may use these devices.		Page 11: XIII. A.		
3.2	Agency policy should require supervisor approval prior to deployment of a TDD for a fleeing vehicle, and a supervisor should also be involved in deciding where and when it is deployed. To the extent possible, a supervisor should be responsible for tracking the location of the involved officers. Supervisors should ensure that communications (dispatch) are notified when a TDD is deployed and given the location, whether the deployment was successful, and updated speeds if the vehicle is mobile. Supervisors should receive training on the decision-making process of TDD approval.		Page 11: XIII. A & B	Policy states "any officer or supervisor" actively involved in a pursuit may request spike strip deployment.	
3.3	Agency policy should outline the key factors for officers to consider in deciding whether to use a TDD, as well as how to do so most safely and effectively. These factors include suspect speed, road surface, weather, suspect vehicle type, and whether the target area is populated. Agencies should consider their own TDD deployment data to help them determine maximum safe speeds for deployment.			Policy does state spike strips should NOT be used on motorcycles, mopeds or similar.	
3.4	Agency policy should restrict the use of TDDs only to those officers who have completed specialized training in their deployment. This training should include hands-on practice in addition to any online or classroom instruction and should prepare officers for identifying and evaluating important situational factors in deciding whether to deploy TDDs. In addition, refresher training should be provided at least annually.		Page 11: XIII. A & B	Does not clearly lay out what training consists of, need more details about SDPD Training in this regard.	
3.5	In agencies that have aviation resources, policy should direct personnel to request that resource at the earliest time possible. This responsibility should be placed on all personnel involved in the pursuit, including dispatchers, the pursuing officers, and the managing supervisor. Agency training should instruct officers on how and when to make such a request, and it should clearly state that once the aviation resource begins tracking the suspect vehicle, the officers should discontinue their pursuit. At that point, aviation resources may guide ground vehicles to remain in the area and wait for the vehicle to stop.		Page 10: XI. A-D		
3.6	Agency policy and training should also address situations where a vehicle pursuit is not permitted but an aviation resource can be engaged to track the suspect until the vehicle has stopped, the suspect has exited the vehicle, and officers can take the suspect into custody.		Page 11: XI. C		
3.7	Agencies should explore the use of tagging and tracking technology to assist in vehicle pursuits. Such technology can help minimize the duration of a pursuit or avoid one entirely.			Need discussions with SDPD - don't believe this is utilized in San Diego	
3.8	For agencies that adopt tagging and tracking technology, the policy should direct personnel to request and deploy the device at the earliest time possible. Only officers who have received the proper training should be permitted to deploy the device. Agency policy and training should instruct officers on how to request a deployment, assess the considerations for deployment, and develop a plan to track the suspect and apprehend them once they stop and exit the vehicle.			Need discussions with SDPD - don't believe this is utilized in San Diego	
3.9	Agency training should inform officers what types of vehicles may be equipped with pre-installed tracking technologies and how they can contact the provider to gather location information.			Need discussions with SDPD - don't believe this is utilized in San Diego	

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3.10	Agencies should take stock of what technologies are currently available to assist officers in conducting vehicle-related investigations and ensure that vehicle pursuit training addresses how these technologies can help locate and apprehend offenders.			Need discussions with SDPD - don't believe this is utilized in San Diego	
3.11	Agency policy should require supervisor approval prior to PIT maneuver use. Officers should communicate the current situation, including speeds, vehicles, and environment; articulate the need for using the PIT maneuver; and advise the supervisor where and how they plan to execute it. The seriousness of the crime for which the suspect is wanted is highly relevant in this determination and must be included in communication to the supervisor. This information affords the supervisor an opportunity to assess all the relevant factors and exercise control over the pursuit.		Page 5: VII. C.	SDPD Procedure prohibits PIT maneuvers.	
3.12	There is no empirical evidence to support a maximum speed at which PIT maneuvers should be attempted. Therefore, agencies should consider the high-risk nature of the PIT maneuver when determining the best course of action for their agency. While no empirical data exist, it is clear that the higher the speed, the more dangerous the PIT and the greater the likelihood of injury or death. PIT maneuvers should not be authorized for speeds above those on which the officers have been trained.		Page 5: VII. C.	SDPD Procedure prohibits PIT maneuvers.	
3.13	If an agency chooses to permit the PIT, policy should outline the key factors officers should consider in deciding whether to use the maneuver and how to do so in the safest and most effective manner possible. Examples include suspect speed, road surface, the presence of a reinforced bumper on the officer's vehicle, suspect vehicle type, passengers, and whether the target area is populated.		Page 5: VII. C.	SDPD Procedure prohibits PIT maneuvers.	
3.14	If an agency chooses to move forward and allow the PIT, policy should restrict its use to only those officers who have completed specialized training. This training should include behind-the-wheel practice (how to drive) in addition to any online or classroom instruction (when to drive) and should prepare officers for identifying and evaluating important situational factors in deciding whether using the maneuver is appropriate. Officers should be required to perform the PIT maneuver in training. Finally, this training should be recurring to maintain officer proficiency.		Page 5: VII. C.	SDPD Procedure prohibits PIT maneuvers.	
3.15	Executives must consider their community's expectations in deciding whether to authorize the use of the PIT maneuver. Agencies that authorize PIT maneuver use must commit to implementing the right policy, properly training their officers, and holding those officers accountable when their decisions and conduct are inconsistent with agency policy and officer training.		Page 5: VII. C.	SDPD Procedure prohibits PIT maneuvers.	
3.16	Agency policy should prohibit roadblocks, boxing-in, channelization, ramming, and any other tactic that involves using a law enforcement vehicle to forcibly stop a fleeing suspect vehicle. Agencies may consider allowing officers to box in a suspect vehicle that is stopped (or nearly stopped) to prevent the suspect from fleeing.		Page 5: VII. B.	SDPD Procedure states this may not be done, but requires supervisor approval before implementing such action.	
3.17	Agency policy should prohibit shooting at or from a moving vehicle unless someone in the vehicle is using or threatening deadly force by means other than the vehicle or the driver is attempting to use the vehicle as a weapon of mass destruction in an apparent terrorist attack.		Page 11: XII. and 1.04 Page 8. V. H. 5.	Covered in more detail by a separate policy - 1.04 Use of Force.	
Post-Pursuit Reporting - Data Collection, Review and Accountability					
4.1	Agencies must ensure that their pursuit reports include all the key information needed to evaluate the incident—what happened, why it happened, and the decision points along the way. Reports should articulate the actions of both the officers and the fleeing suspect and should describe the environment and changes as the pursuit progressed. An officer's or reporting supervisor's pursuit report should be completed within 48 hours of the pursuit.		Page 14: XVI. A. 2.	Policy requires report to be completed within 3 days (not 2 per recommendation).	
4.2	Agencies should develop a system of tracking when vehicles flee but are not pursued by officers, such as by marking these events with a code in the computer-aided dispatch (CAD) system. This provides an additional method of evaluating pursuit policy and training by providing a baseline for the number of incidents that could have resulted in a pursuit.			Need to confirm details with SDPD, policy does not discuss this.	
4.3	Supervisors play a crucial role in reviewing vehicle pursuits, so agency leaders should outline expectations for supervisors, including debriefs. Each pursuit, regardless of outcome, should be reviewed promptly for adherence to training and policy. A formal review process should follow those debriefs. Supervisors must review the totality of the circumstances along with radio communications to determine whether officer actions followed training and policy.		Page 14: XVI. A. 3.		
4.4	All supervisors should be trained in how to conduct a pursuit review and understand agency expectations and the importance of the review.			Not clear. Need to confirm with SDPD Training.	
4.5	Agencies should create a pursuit review board to strengthen the quality and thoroughness of administrative reviews. Through this board, agencies should conduct sentinel event reviews of a small portion of their pursuits to identify systemic issues in policy or practice and implement solutions. Agencies should also consider closely reviewing pursuit crashes and developing Early Identification Systems to facilitate early intervention on issues of policy or practice. Agencies should also review video footage of pursuits in other jurisdictions and discuss how their agency should handle similar situations. Policy reminders, remedial training, and training examples can all be derived from comprehensive reviews of pursuits. Pursuit reviews should also be used to gather data to justify the current pursuit policy and recognize officers for good driving and decision-making when warranted.		Page 14: XVI. A. 3.	Although there is some post-pursuit review, there is no pursuit review board within the department. The Fleet Safety Sgt collects the data. ABLE footage of pursuits can be used for training (XI. D.)	Yes
4.6	Agencies should conduct reviews of pursuit data at the agency level on at least a quarterly basis. A lessons-learned approach is important here so that agencies can eliminate unnecessary risks and reduce their liabilities as officers follow policies. A risk manager or internal affairs should maintain a list of cases filed against officers and the agency to document the nature and extent of claims and their outcomes. Research partnerships can help agencies build the capacity to collect and analyze data on vehicle pursuits.		Page 14: XVI. A. 3.	Policy doesn't require this. On a quarterly basis, the Fleet Safety Sgt will provide statistical pursuit data and compare it from the prior year's activity.	
4.7	Agencies should develop methods of identifying de facto or ghosted pursuits. These methods will allow the agency to take corrective action or provide remedial training for officers who fail to meet expectations and will discourage others from attempting such pursuits.			Not clear. Need to confirm with SDPD Training.	
Vehicle Pursuit Training					
5.1	Agencies should ensure officers receive regular vehicle pursuit training that covers the agency's policy, data on pursuits, driving tactics, legal considerations, and decision-making skills. Officers who are not current on their pursuit training should not be permitted to engage in a pursuit. Agencies should also develop specialized training for other personnel (e.g., supervisors, communications personnel, air support officers, watch commanders) who may play a role in a pursuit or pursuit review.		Page 15: XVII.		
5.2	Supervisors should seek informal training opportunities for all staff, such as debriefing a public incident in another patrol area or even an outside agency.			More research needed, discussion with SDPD Training	

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5.3	Agencies should select a critical decision-making model. The PERF Critical Decision-Making Model (CDM), for example, could be adapted for a specific agency. The CDM can guide all aspects of an officer's decision-making process and has been found particularly useful in dynamic, high-stress situations like vehicle pursuits. The use of a decision-making model can assist officers and supervisors in deciding whether to initiate a pursuit, gathering and evaluating information during the pursuit, and deciding whether to discontinue the pursuit. Training should address each of these decisions individually. A decision-making model is also useful for remedial training when officers do not meet expectations during a pursuit.			More research needed, discussion with SDPD Training	
5.4	In-service training on an agency's vehicle pursuit policy should occur at least annually and should include both classroom and online components. Any time an agency changes the policy, the training unit (or whoever is responsible for training development and delivery in the agency) should develop a course on those changes and deliver it agency-wide as soon as possible. Training on the pursuit policy should also be part of the emergency driving course for academy recruits.		Page 15: XVII.		
5.5	Training should help officers understand the importance of the policy and the agency's commitment to it and emphasize that the policy reflects the agency's ultimate goal of ensuring the safety of officers, suspects, and the community (i.e., the sanctity of human life).			More research needed, discussion with SDPD Training - this is one of the other steps our team is looking to review.	
5.6	Agencies should use shorter, targeted training sessions to deliver key information about the pursuit policy. Such microlessons can introduce newly added elements of an existing policy or address an issue that has been identified across the agency.			More research needed, discussion with SDPD Training	
5.7	Agencies should ensure academy and in-service driver training incorporates scenario-based instruction. Scenarios should focus on realistic situations that officers experience in the field, and all officers should receive pursuit training at least every two years.			More research needed, discussion with SDPD Training	
5.8	Agencies with limited ability to provide practical refresher training should consider purchasing, sharing, or leasing a driving simulator that can incorporate scenario-based and decision-making training.			More research needed, discussion with SDPD Training	
5.9	Agencies should develop training to instruct all officers on why and how to minimize or avoid the risks of a pursuit by using surveillance and alternative tactics to apprehend suspects.			More research needed, discussion with SDPD Training	
5.10	Agencies must develop training for every tactic and tool authorized for use by policy in a vehicle pursuit. Beyond the basic mechanics of how to use such tools, this training should cover the risks their deployment poses to the suspect, the deploying officer, and the public.			More research needed, discussion with SDPD Training	
5.11	Officers should not be permitted to use any tactic or tool until they have received training. At least annually, officers should be retrained and tested on their knowledge and skill in executing the tactic or tool to maintain their proficiency.		Page 15: XVII.	Section B states officers must complete training annually.	
Community Engagement: Education, Input, and Transparency					
6.1	Agencies should educate their communities on the vehicle pursuit policy. This education should include helping the community understand the tradeoffs involved in initiating a pursuit and how the agency has decided to balance the risks (i.e., the agency's pursuit philosophy).				
6.2	Agencies that have adopted a restrictive pursuit policy should communicate to the public that the policy does not neglect the safety and interests of the community. They also should highlight the technologies and investigative techniques at their disposal to track down offenders and hold them accountable.				
6.3	Agencies should make their vehicle pursuit policies available to the public by posting them online, providing as much information as possible.			Posted on SDPD's Data and Transparency website: https://www.sandiego.gov/sites/default/files/103.pdf	
6.4	Agencies should engage with the community on the pursuit policy in multiple ways, including hosting community presentations or attending town hall meetings, offering civilian police academies, engaging with police advisory boards, having discussions with neighborhood watch captains, or reaching out to community stakeholders and city leaders.				
6.5	When a vehicle pursuit results in death or significant injuries or otherwise attracts public attention, agencies should conduct a critical incident briefing with the community. Agencies should provide as much accurate information as possible to explain what happened and what they will do to prevent similar outcomes in the future.				
6.6	Agencies should prepare a response strategy to ensure victims receive the services they need when a vehicle pursuit results in the injury or death of a bystander. This is a high priority—agencies should be prepared to reach out to victims and meet with them.			Need to gather more information from SDPD. This doesn't appear to be happening.	
6.7	Agencies should include data on vehicle pursuits in an annual report. Such information should include, at a minimum:			TBD - all of this is pending the data we receive from SDPD	
	overall counts;				
	the reasons for initiating the pursuit;				
	how many pursuits were terminated by officers or supervisors;				
	how many pursuits resulted in collisions, injuries, deaths, or property damage;				
	the number of suspects identified;				
	the number of drivers who fled but were not pursued;				
	the ultimate outcome of the case (e.g., whether an arrest was made);				
	the results of the administrative review (e.g., how many pursuits were within policy).				