



3600 DEPARTMENT VEHICLES (Revised February 15, 2018)

3601 GENERAL

Members authorized to drive department vehicles shall abide by all applicable state and local laws and regulations as well as city Administrative Directives and specific department procedures. Members shall operate department vehicles at all times with due regard for safety. All members shall wear seat belts when operating or as a passenger in any city vehicle. All passengers, including prisoners in screened units, shall be appropriately restrained.

3601.1 Driver Licenses Required

Members who operate any city or department vehicle shall obtain and maintain a valid Arizona driver license of the appropriate class. Loss of a required license due to suspension or revocation renders the involved member subject to disciplinary action up to and including termination.

Members, who are classified as primary or secondary drivers as defined by city administrative directive, who have their license suspended or restricted by the state for a period of less than 180 days may be reassigned by the Chief of Police to a position that does not involve driving as a job requirement. A primary or secondary driver whose license is suspended or restricted by the state for a period exceeding 180 days is subject to termination.

3610 VEHICLE ASSIGNMENT

3610.1 Inspection and Security

Each time a member begins a duty tour and operates a vehicle, they are required to inspect the vehicle for proper mechanical and electrical operation, serviceability, items of property not assigned to the vehicle (e.g. personal property, contraband, etc.), required service or emissions inspection, and unreported damage. The interior of vehicles used for the transportation of prisoners shall be searched before and after each transport, including a thorough search of the prisoner transport area of the vehicle for contraband, dangerous instruments, weapons, etc.

At the conclusion of their tour of duty, vehicle operators shall again inspect the vehicle for damage or any property not assigned to the vehicle. A supervisor shall be notified of any discrepancy. The vehicle will be left with not less than one-half tank of fuel. Operators shall remove all trash from the interior and keep the vehicle as clean as reasonably possible. The vehicle keys shall be returned to the appropriate location.

3611 Marked Units

The department marked fleet is the primary vehicle for first responders. Markings and emergency equipment on each marked unit shall be consistent in design and shall not be altered



except by direction of the Chief of Police.

3611.1 Standard Vehicle Equipment

In addition to the required emergency lights, safety equipment, and communications equipment each marked unit shall have the following equipment immediately available:

- Stocked first aid kit and blanket
- Fire extinguisher
- Road flares
- Traffic cones
- Serviceable spare tire and related tools

Division fleet technicians shall maintain replenishment supplies at each substation and at headquarters. Drivers shall ensure that each vehicle they drive contains these items.

No equipment may be affixed inside the vehicle in a manner, which could obstruct the driver's view without prior approval.

3612 Unmarked Units

The department unmarked fleet is primarily for follow-up responders, undercover operations, and administrative use. Division commanders shall be responsible for the assignment of these vehicles in accordance with bureau policies. Assigned drivers shall be responsible for the operation, maintenance, and security of their vehicles.

An assigned vehicle will remain with the department member unless they are assigned to a detail that utilizes leased vehicles. Detectives leaving the detective assignment shall relinquish control of the vehicle to the Administrative Resources Division (ARD). Vehicles shall not be reassigned from one member to another without the approval of the ARD.

Unmarked units shall be subject to additional specific policies outlined in the Unmarked, Plainclothes, and Undercover Driving Manual.

3613 24-Hour Vehicles

When approved for an assignment, a 24-hour take-home vehicle is provided for use at the option of the employee, and its use by the employee is strictly voluntary. Members shall not take a city-owned vehicle home unless they have 24-hour take home status granted through their chain of command including the Chief of Police or previously documented approval from their supervisor. Members authorized a 24-hour vehicle shall complete a "Request for Assignment of 24-hour City Vehicle" form in accordance with city administrative directives and submit it to the ARD before receipt of a vehicle. The forms shall be maintained by the ARD.



Members with approved 24-hour take-home status shall comply with city administrative directives and the requirement that employees shall live within 20 miles of their permanent work site, except with approval from the city manager.

3614 Specialty Vehicles

The department fleet includes various specialty vehicles. These vehicles may have unique operating characteristics that require specific training for safe operations. Members shall be trained and qualified before operating specialty vehicles.

3614.1 Off-Road Vehicles

The department fleet includes four-wheel-drive and off-road vehicles (e.g. side-by-side utility task vehicles).

3614.2 Vans and Trucks

The department uses vans and trucks for a variety of purposes including Identification, Evidence and Forensics, Prisoner Transport, Mobile Field Force transport, Commercial Vehicle Enforcement, and transportation of oversized items.

3614.3 Mobile Command Center

The Mobile Command Center is available 24 hours-a-day for critical incident response and by appointment for community demonstrations. The Mobile Command Center shall be the responsibility of the Special Operations Section. Operators are responsible for maintaining and updating the inventory of all related equipment when used.

3614.4 SWAT Vehicles

The SWAT team is assigned a number of specialty vehicles including raid vehicles, equipment transports, and armored vehicles. SWAT shall be responsible for the training and qualification of its members in the safe operation of each specialty vehicle. The use of any of these vehicles shall be governed by tactical need, within the scope of training and the capability of the vehicle.

3614.5 Police Motorcycles

Police motorcycles shall be assigned through the responsible FSB commander. Motorcycles will be deployed primarily for traffic-related purposes, but may be used for specialized functions such as parades or crowd-control. Their operation and maintenance is outlined in the Solo Motors Manual.



3614.6 Other Specialty Vehicles

The department maintains other vehicles, including tractor and tank trailers and High Mobility Multipurpose Wheeled Vehicles (HMMWV), commonly called "Humvee," for use in special circumstances. These vehicles are assigned to specific units and their use is governed by operational need.

3620 VEHICLE SERVICE AND DEADLINING

When a vehicle is not in serviceable condition or the condition is such that repair cannot immediately be completed, the vehicle shall be deadlined according to procedure. To maintain vehicle availability, marked police vehicles shall not be deadlined for minor problems that do not constitute a hazard to the operation of the vehicle. If the operator discovers a flat tire during the initial inspection, it shall be the operator's responsibility to change the tire unless a fleet technician is available to assist. The vehicle operator shall change flat tires occurring in the field.

When a member deadlines a vehicle for service or repairs, the member shall:

- Park the marked unit in the designated area of one of the field divisions;
- Complete the Vehicle Discrepancy Report and note the location of the vehicle on the report;
- Place a traffic cone on the hood of the vehicle; and
- Place the keys in the appropriate location for the fleet technician.

Vehicles not assigned to one of the field divisions shall be the responsibility of the operator. If they are deadlined, the operator shall complete the discrepancy report and ensure the vehicle is taken to fleet services at Park and Ajo. If the vehicle requires routine maintenance (including the annual emissions testing for vehicles three years or more in age), it is the operator's responsibility to schedule an appointment with fleet services. If the vehicle is deadlined for an extended period, the operator may contact the logistics section for temporary assignment of a pool vehicle. The member shall collect any personal or department property not assigned to the vehicle prior to dead lining it.

When a city vehicle breaks down in the field, the member shall notify police communications of the vehicle number, the vehicle location, and the general nature of the problem. Communications will notify city fleet control and a mechanic or city contract tow truck (not necessarily the police contract tower) will be dispatched to the vehicle location. It is the operator's responsibility to ensure the vehicle is repaired or towed to fleet services.

3630 DEPARTMENT VEHICLE OPERATION

All members shall operate department vehicles with due regard for the safety of all persons, including while utilizing a mobile tactical computer (MTC) during normal vehicle operations. The department recognizes that it may be necessary at times to operate department vehicles in violation of Arizona Revised Statutes (ARS) Title 28 and Tucson City Code; however, members shall be able to justify their driving behavior in consideration of the associated risks against the need to do so for the benefit of the community.



3631 Emergency Driving

Emergency Driving is defined as anytime a vehicle is operated in violation of state or local law for a legitimate law enforcement purpose. Under normal circumstances, the operator shall not exceed 20 miles per hour beyond the posted speed limit. Any time emergency driving exceeds 20 miles per hour beyond the posted speed limit, the operator will immediately notify a supervisor via radio of his/her speed and the legitimate law enforcement purpose which makes it necessary. When engaging in emergency driving, members shall do so with due regard for the safety of all persons. If feasible and appropriate, members engaging in emergency driving will use their code-3 equipment. Members driving a vehicle shall not utilize their MTC while engaged in emergency or code-3 operation, and shall use the police radio for critical communications including call updates. Supervisors are responsible for monitoring the operation of units engaging in emergency or code-3 operation, as well as the number of units operating in either capacity. Supervisors shall terminate emergency or code-3 operation as appropriate.

3632 Code-3

A code-3 response is the operation of a properly marked and equipped police vehicle while continuously employing the siren and all available emergency lights to expedite response to an emergency. Only those vehicles equipped with approved fixed mount or portable red, or red and blue, emergency lights and siren may operate code-3. Driving code-3 does not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons.

3632.1 Operational Considerations

When members are responding code-3 to an emergency call for service, or are in vehicular pursuit of a suspect (see *General Order 3640*), the following shall be adhered to:

- The member shall have the siren and all emergency lights in operation, as well as the headlights on an unmarked unit. Members will take necessary steps (e.g., rolling up windows, etc.), to better enable them to hear radio transmissions and to ensure that the dispatcher understands their transmissions.
- A member responding code-3 to any call for service will notify the dispatcher that he/she is responding code-3.
- When a member operating code-3 approaches an intersection, the intersection shall be traversed with due regard for the safety of other vehicle traffic and pedestrians at all times. When traversing an intersection with a red light or stop sign for the direction the member is traveling, the member shall come to a complete stop before entering the intersection and traverse the intersection only when it can be done safely. Each lane of travel shall be cleared individually before proceeding through the intersection.



- If equipment failure involving the vehicle's emergency lights, siren, radio, brakes, steering or other essential equipment occurs, the member shall discontinue any emergency driving.

3632.2 Level-1 Calls

A level-1 call for service is an emergency incident posing an immediate threat to life. Only units dispatched to the call or who have advised that they are responding may operate code-3.

3632.3 Level-2 Calls

A level-2 call for service is a critical incident involving imminent danger to life or a high potential for a threat to life to develop or escalate. A member responding to a level-2 call may operate code-3 only when it reasonably appears that an on-going emergency requires such response, or when traffic or other conditions make such response necessary. Only those units dispatched to the call or who have advised that they are responding may operate code-3.

3633 Traffic/Suspect Stops and Traffic Hazards

Emergency driving is often necessary in order to initiate a traffic stop. The emergency lights alone may be used as a means of stopping traffic violators or suspects, or for minimizing possible traffic hazards (e.g., at a collision scene). The siren will be activated only when it is apparent that the emergency lights alone have not attracted the attention of the violator. If the violator fails to stop after an attempt utilizing both emergency lights and siren, and pursuit criteria is not met, notification shall be made over the radio and further attempts to stop or follow the vehicle shall cease.

3634 Escorts/Processions

3634.1 Emergency Escorts/Processions

Members engaging in an escort for emergency purposes shall utilize lights and sirens. Members are prohibited from serving as an escort for any vehicle, except for the preservation of life, escorting the movement of special department vehicles (e.g., SWAT armored vehicles), or when expediting movements of supplies and personnel of the Armed Forces. In all such cases it is incumbent on the escorting member to adhere to the purpose of an escort, which is to safely expedite passage of the escorted vehicle through traffic without resorting to excessive speed or subjecting citizens to unnecessary risk. In medical emergencies, the patient should be transported by ambulance.

3634.2 Non-emergency Escorts/Processions:

All other escorts or processions (e.g., political dignitaries, foreign officials, etc.) require the approval of the Chief of Police, or designee, or shall occur as part of an approved operation plan. Under certain circumstances, continuous use of the emergency lights



without the siren may be appropriate while convoying or escorting. The siren may be intermittently employed to clear traffic.

3640 VEHICLE PURSUIT

3641 General

A pursuit is the active attempt by law enforcement to apprehend one or more occupants of another moving vehicle when it is reasonably apparent that the driver of that vehicle is aware of that attempt and is resisting apprehension by disobeying traffic laws or attempting to elude the member.

A pursuit is authorized when a member can articulate a reason to believe that the occupant(s) of the fleeing vehicle have been involved in a violent felony offense against persons (for example, homicide, sexual assault, aggravated assault or robbery). A pursuit is not justified merely because the driver is committing the offense of felony fleeing. A pursuit for a traffic offense, property crime (i.e., burglary or auto theft), or suspicious activity is prohibited. In choosing whether to initiate a pursuit or to allow its continuation, members shall consider the degree of risk to themselves and others.

Members and supervisors shall constantly evaluate the circumstances surrounding a pursuit, and shall immediately terminate the pursuit when the danger to members and/or the public outweighs the need to continue pursuing the fleeing vehicle. The continual assessment of the circumstances and conditions of the pursuit shall include the likelihood of apprehension, whether or not the identity of the offender is known, vehicle speeds, traffic volume and conditions, environmental factors such as weather and light conditions, location, and types of streets involved. Members engaged in a pursuit shall be responsible for the safe and prudent operation of their vehicles at all times and shall exercise due regard for the safety of all persons. All members involved in a vehicle pursuit shall be prepared to justify their actions and shall be able to justify any deviation from department policy or procedures.

3641.1 Definitions

The following definitions shall be used within the context of the vehicle pursuit policy.

Air Active Pursuit: Defined as situations when the air unit is assisting in the active attempt to apprehend one or more occupants of a moving vehicle when it is reasonably apparent that the driver of the vehicle is aware of that attempt and is resisting apprehension by disobeying traffic laws or attempting to elude the member.

Air Surveillance: Defined as situations when the air unit is assisting with following a suspect vehicle, but under conditions where it is reasonably apparent that the driver of the vehicle is not aware of law enforcement's attempt to follow their vehicle, and the driver is not resisting that attempt by disobeying traffic laws or attempting to elude law enforcement.

Primary Unit: The police vehicle that initiates a pursuit, or any unit that subsequently assumes the lead vehicle position immediately behind the fleeing driver.



Secondary Unit: The police vehicle that serves as the backup to the primary unit and which follows the primary unit at a safe distance.

Tertiary Unit: A third unit necessary to assist in a stop of the vehicle when performing Close Quarter or High-Risk Felony stop techniques.

Pursuit Supervisor: A member holding the rank of sergeant (or LPO designated as an acting sergeant), or above, who assumes control of a vehicle pursuit. In the absence of the above listed personnel, a communications supervisor will have the authority to monitor and terminate a pursuit. The pursuit supervisor shall not be engaged in the pursuit as a primary or secondary unit.

Specialty Vehicle: A police motorcycle, low-profile marked unit with emergency lights and siren but not an overhead light bar, marked four-wheel drive police vehicles, or marked police vans which are equipped with overhead lights and siren.

Terminate: All units discontinue emergency vehicle operation, cease pursuit of the fleeing vehicle, and either pull to the side of the road or resume normal operations in the opposite direction of travel.

3642 General Vehicle Pursuit Procedures

Except as specified in 3643.6, only marked police vehicles equipped with both emergency lights and sirens shall engage in a vehicle pursuit. While in a pursuit, the emergency lights and siren shall be in constant operation.

A unit involved in a vehicle pursuit shall immediately cease involvement if their police vehicle experiences a failure of any vital safety system, including engine, brakes, emergency lights or siren.

3642.1 Prohibited Conduct in Vehicle Pursuits

A police unit involved in a vehicle pursuit shall not attempt to overtake, pull alongside or pass the fleeing vehicle without specific authorization from the pursuit supervisor. Members shall not pass other units involved in a pursuit unless the passing member receives specific permission from the unit being passed.

No more than three police vehicles (primary, secondary and tertiary unit) will be involved in a vehicle pursuit unless specifically authorized by the pursuit supervisor. Other units in the area of a vehicle pursuit will monitor the pursuit and position themselves to be of assistance, but shall not join in the pursuit unless authorized by the pursuit supervisor. Units positioning themselves to possibly assist are not authorized to parallel a vehicle pursuit or otherwise engage in unauthorized vehicle operations.



3642.2 Passengers in Police Vehicles

Except in extraordinary circumstances, members shall not participate in pursuits when any person who is not a peace officer occupies their vehicle, to include prisoners, suspects, complainants, witnesses, or civilian observers. If a police unit with a non-peace officer occupant is involved in a pursuit, the member shall, as soon as practical, terminate involvement in the pursuit and either pull to the side of the road or resume normal operations in the opposite direction of travel.

3642.3 Use of Deadly Force in Vehicle Pursuits

The use of a vehicle as deadly force against the fleeing vehicle and its occupants shall only be considered as a last resort and only in those circumstances where the use of deadly force meets the guidelines set forth in *General Order Chapter 2000*. The use of deadly force in these circumstances shall require permission from the pursuit supervisor if feasible.

3643 Pursuit Unit Responsibilities

3643.1 Primary Unit Responsibilities

The first unit to become involved in a vehicle pursuit will be designated as the primary unit. The primary unit shall be considered the Incident Commander for the pursuit until a pursuit supervisor is identified. Immediately upon initiation of a pursuit, the primary unit shall broadcast the following information:

- Primary unit identifier;
- Nature of the offense for which the suspect is being pursued;
- Location, direction of travel, and speed of the vehicle;
- Description of the vehicle being pursued;
- Description and number of the occupants in the vehicle being pursued; and
- Special information, e.g., hazards to members, traffic conditions, etc.

The primary unit may advise and request additional units from the pursuit supervisor if conditions, such as multiple suspects in the fleeing vehicle, warrant the need for additional units.

3643.2 Secondary Unit Responsibilities

The second unit joining the pursuit shall advise communications that they are the secondary unit. The secondary unit shall follow the primary unit at a safe distance. When a secondary unit joins a pursuit they will relieve the primary unit of the responsibility for broadcasting the following information:

- Location, direction of travel, and speed of the suspect vehicle;
- Description of the suspect vehicle;
- Description and number of occupants in the suspect vehicle; and
- Other relevant information, e.g., hazards to members, traffic conditions, etc.



The secondary unit will not pass or overtake the primary unit unless requested to do so by the primary unit, or if directed to do so by the pursuit supervisor. If this is accomplished the secondary unit will assume the responsibilities of the primary unit.

3643.3 Tertiary Unit Responsibilities

A third unit joining the pursuit shall activate their emergency lights and siren and advise communications that they are the tertiary unit. It will be the responsibility of the tertiary unit to back up the primary and secondary units and be prepared to position themselves as one of the units conducting a Close Quarter Stop should the Pursuit Intervention Technique (PIT) be utilized. The tertiary unit shall follow the secondary unit at a safe distance.

The tertiary unit shall not pass or overtake the secondary unit unless requested to do so by the secondary unit or if directed to do so by the pursuit supervisor. If this is accomplished, the tertiary unit will assume responsibilities of the secondary unit.

3643.4 Supervisor Responsibilities

Upon notification of, or awareness that, a vehicle pursuit has been initiated, a pursuit supervisor shall be designated and assume responsibility for the pursuit. The supervisor responsible for the pursuit shall be, in order:

- The immediate supervisor of the primary unit;
- A supervisor from the division in which the pursuit originates; or
- If neither of the above are available, a supervisor designated by the dispatcher or communications supervisor.

The pursuit supervisor shall be the Incident Commander, and is responsible for:

- Monitoring and continually assessing the appropriateness of the pursuit;
- Delegating unit assignments and tactical decision-making; and
- Advising the Air Unit whether Air Active Pursuit or Air Surveillance will be employed for following and observing the fleeing vehicle or if the Air Unit will terminate involvement.

The pursuit supervisor shall order the termination of a pursuit if, in their judgment, the level of danger involved in allowing the pursuit to continue outweighs the necessity of apprehension.

At the conclusion of the pursuit, the supervisor shall respond to the stop location. The pursuit supervisor shall not change for the duration of the pursuit regardless of whether the pursuit involves multiple divisions or personnel.

The pursuit supervisor shall conduct a debriefing of all involved members as soon as practical, and complete the BlueTeam Pursuit report in accordance with these procedures. The supervisor authorizing TPD participation in a pursuit initiated by another jurisdiction



(See *General Orders* 3646) shall complete the BlueTeam Pursuit report; justification for TPD participation shall be articulated.

3643.5 Terminating Pursuits

All units involved in a vehicle pursuit are responsible for continually monitoring appropriate radio frequencies for commands regarding the conduct or termination of a pursuit. The order to terminate a pursuit shall be the phrase, "*Terminate the pursuit.*" No other verbiage is authorized to order termination of a pursuit. All units shall adhere to the termination order, whether given by any unit involved in the pursuit or the pursuit supervisor. Failure to comply with a pursuit termination order shall be a basis for disciplinary action against the non-complying member.

Pursuits shall be immediately terminated when any of the following occur:

- The danger created by the pursuit outweighs the necessity for immediate apprehension;
- Visual contact with the fleeing vehicle is lost for a period of time (approximately fifteen seconds or more); or
- A pursuit termination order has been given.

3643.6 Specialty Vehicles

Police motorcycle units, low-profile marked and unmarked units with emergency lights and siren but without an overhead light bar, four-wheel drive police vehicles and police vans which are fully marked and equipped with overhead emergency lights and sirens may become involved in a pursuit only when they are the primary unit and only when they have initiated the pursuit and it is authorized. Unmarked units shall be subject to additional specific policies outlined in the *Unmarked, Plainclothes, and Undercover Driving Manual*.

While functioning as a primary unit, these vehicles shall activate their emergency lights and siren. These units will, as soon as possible, turn the pursuit over to a fully marked police unit and terminate their involvement, ceasing emergency vehicle operation and resuming operation at the legal speed limit. A fully marked unit is defined as one that is marked and equipped with emergency lights to include an overhead light bar.

3643.7 Additional Duties of Initiating Specialty Unit

Once the fleeing vehicle has been stopped, the initiating specialty unit that was replaced from the pursuit shall respond to the capture scene to assist in report preparation. If the fleeing vehicle escapes, the initiating special unit shall be responsible for coordinating report preparation with the Pursuit Supervisor.

If the primary unit is a specialty vehicle, or is otherwise precluded from being in a pursuit by these procedures or conditions, the primary unit shall clearly direct the secondary unit to assume primary pursuit responsibilities.



3643.8 Air Support Unit Responsibilities

The purpose of conducting air surveillance is to maintain visual contact with a vehicle that has refused to stop for ground units, or that is being monitored while ground units are directed to the vehicle location to attempt a stop. The ASU flight crew shall advise the incident commander of any abnormal driving behavior and the approximate distance of any police units to the offender, e.g. officers are code-3, one block back. If the offense for which the vehicle is to be stopped does not meet department pursuit criteria, then the following shall occur:

- If the vehicle fails to stop for ground units, but returns to normal driving after ground units have disengaged, then air surveillance may be appropriate.
- If the vehicle continues to operate in an unsafe manner, the ASU crew members will assume that the presence of the air unit is a contributing factor and will terminate visual contact with the vehicle immediately.
- While conducting air surveillance of a vehicle that has fled from an attempted stop and for which no pursuit has been authorized, no additional attempts will be made by ground units to contact the vehicle until it can be reasonably assured that such contact will not cause the vehicle to flee again in an unsafe manner.

The air unit spot light shall not be used during air surveillance operations. Night Vision Goggles (NVGs) and Forward Looking Infrared (FLIR) cameras may be used. Air surveillance will continue until advised by the Incident Commander to stop/terminate visual contact, at which point the aircrew will advise via radio "we copy termination" and will change direction of flight in a safe manner at the earliest opportunity.

When the Air Support Unit (ASU) responds to a pursuit, the Air Unit Tactical Flight Officer (TFO) shall notify the dispatcher as soon as the TFO has visual contact with the fleeing vehicle, and will, if feasible and unless otherwise instructed by the incident commander, give information over the radio regarding the direction of the pursuit. ASU shall be aware of their radio capabilities, and coordinate with the incident commander. It is the responsibility of the incident commander to ensure all units exercise radio discipline and keep radio transmissions to a minimum. This allows pertinent information to be relayed over the air in a timely manner by any member involved in the incident.

The pursuit supervisor shall advise the ASU whether active pursuit or surveillance will be employed for following and observing the fleeing vehicle, or if the ASU will terminate participation. Flight safety parameters remain under the control of the pilot in command.

If the air unit is directed to assist with an active pursuit, the TFO will advise of the approximate speeds of the suspect vehicle, the direction of travel, the driving behavior, and any potential dangers for the field units.

Once the ASU has made visual contact with the fleeing vehicle, the pursuit supervisor is responsible for deciding and announcing whether or not the pursuing ground units will



maintain active pursuit of the suspect vehicle. The pursuit supervisor may direct that units continue pursuing the fleeing vehicle or discontinue emergency vehicle operation and resume normal vehicle operations. If the pursuit supervisor orders ground units to discontinue emergency vehicle operation, but directs the ASU to maintain visual contact with the fleeing vehicle, the ASU will provide direction information and coordinate the response of ground units to apprehend the fleeing vehicle in a safe manner.

The pursuit supervisor may order the ASU to terminate its visual contact with the fleeing vehicle at any time. If a pursuit supervisor issues a termination order, he/she shall specify to the ASU whether or not further air surveillance is to occur.

3644 Special Pursuit Tactics

3644.1 Use of Road Spikes

The use of road spike systems shall only be undertaken after specific authorization of the Pursuit Supervisor, and only by members who have been trained in their use. Spike systems may also be deployed in non-pursuit situations with supervisory approval by trained personnel to prevent a vehicle from fleeing.

Each Division is assigned road spikes. The spikes are accessible through an on-duty supervisor (or a trained LPO) 24 hours-a-day. Other specialty units (e.g., SWAT and Service Dog Units) carry and have the ability to deploy road spikes.

3644.2 Roadblocks/Ramming Fleeing Vehicles

Roadblocks shall not be used to terminate a pursuit. Pursuing units shall only use a police vehicle to intentionally ram the suspect vehicle to disable it and prevent further flight in circumstances that warrant the use of deadly force, or which are authorized by the pursuit supervisor.

3644.3 Special Pursuit Tactics (PIT)

The Pursuit Intervention Technique (PIT) is an interdiction technique that involves direct vehicle-to-vehicle contact between a law enforcement vehicle and a fleeing vehicle. The PIT is intended to cause the fleeing vehicle to spin out and stall, thereby bringing the pursuit to an end. When the PIT is used, the member employing the technique shall ensure that all of the requirements are met and shall announce the intention to employ the PIT over the radio so that other members are aware that the PIT is being employed. The Pursuit Supervisor shall continually monitor the situation to ensure that resources are in place to safely detain the occupants of the fleeing vehicle after the PIT has been used.

The PIT is a tactic available to members under very limited circumstances. All of the following requirements apply before a member is authorized to employ the PIT technique:

- The pursuit is authorized pursuant to *General Order 3640*, or the moving vehicle



- poses an imminent threat to public safety;
- If reasonable to do so, use of the tactic is authorized by the pursuit supervisor;
- The speed of the fleeing vehicle does not exceed 35 MPH;
- The member employing the technique is trained in PIT;
- The member is operating his/her vehicle pursuant to ARS 28-624 which requires the use of emergency lights and siren;
- The environmental, traffic, and roadway conditions are suitable for use of the PIT; and
- The types of vehicles involved in the pursuit are appropriate for use of the PIT.

3645 Responsibilities of Police Communications

3645.1 Dispatcher Actions upon Pursuit Initiation

When a pursuit is initiated, the involved dispatcher will activate the emergency traffic tone and dispatch the closest unit to assist as the secondary unit. If the primary unit's supervisor or a supervisor from that division is unavailable, the dispatcher shall immediately ensure that a Pursuit Supervisor is designated from another division and that the designee acknowledges responsibility for the pursuit. No additional units will be dispatched to join in the pursuit without the express request of the primary unit and the approval of the pursuit supervisor.

When a pursuit moves from one patrol division to another, the dispatcher from the adjoining division will notify units in adjoining divisions/frequencies of the pursuit. The pursuit will remain on the original pursuit frequency and the pursuit supervisor will be identified to the other relevant divisions/frequencies. The other frequencies will not be combined, unless a tactical scenario requires frequencies to combine. Personnel assisting in the pursuit shall switch to the original pursuit frequency.

3645.2 Notification of Air Support Unit

Upon the initiation of a pursuit, the dispatcher shall request the Air Support Unit respond to the location of the pursuit. If the air unit is unavailable, notification will be made to the ground units. Upon notification by the air unit that visual contact with the suspect has been established, the dispatcher will broadcast that information to the ground units.

3645.3 Dispatcher Actions upon Pursuit Termination

When a pursuit supervisor or an involved unit orders the pursuit terminated, the dispatcher will immediately advise all units to terminate the pursuit and the emergency traffic tone will be cleared.



Upon pursuit termination, Communications personnel shall immediately broadcast the following, citywide:

- the vehicle description and information;
- that the pursuit was terminated; and
- the designator of the Pursuit Supervisor ordering the termination.

3645.4 Dispatcher Record Keeping

Throughout the pursuit, the dispatcher will keep notes on the direction of travel and description of the suspect and the suspect's vehicle. This information will be relayed only when it is obvious that some of the field units have not been able to copy the information previously. The dispatcher will note the time that the pursuit is initiated and the time that the pursuit is ended.

3646 Pursuits Involving Other Jurisdictions

3646.1 TPD Pursuits Outside of the City Limits, Communications

Pursuits beyond the city limits require the approval of a department supervisor and shall be conducted according to department policy. The pursuit supervisor may request assistance from other jurisdictions as necessary for a vehicle pursuit leaving the city limits.

Once a pursuit has left (or is obviously leaving) city jurisdiction police communications will activate the interoperability function. This will allow the pursuit supervisor to communicate with other agency supervisors.

3646.2 Pursuits in the City Limits by Other Police Agencies

TPD units will only become directly involved in another agency vehicle pursuit within the city limits if requested to assist by that agency.

When other law enforcement agencies enter the city in pursuit of a vehicle, a TPD member may become involved in the pursuit with approval from a supervisor, provided the pursuit is consistent with, and conducted in compliance with department policy.

In the event another agency's pursuit is occurring in (or will soon enter) the City of Tucson, the following shall occur:

- Police communications shall activate the "LE Interop system";
- A patrol supervisor shall coordinate department resources and response with the pursuing agency, and shall monitor and supervise the conduct of department members for the duration of the assistance; and
- The pursuit policy shall be adhered to during the duration of the other agency's pursuit (to include completion of a BlueTeam entry).

A supervisor may authorize other non-pursuit assistance.



3646.3 Use of TPD Air Support Unit for Other Agency Vehicle Pursuits

The use of the air unit for a vehicle pursuit by another agency, whether or not it is within the city limits, may be authorized by a supervisor. The air unit will adhere to department pursuit policy.

3647 Reporting Procedures

3647.1 Vehicle Pursuit Summary

The pursuit supervisor shall be responsible for completing a BlueTeam Pursuit Report at the end of a vehicle pursuit regardless of its duration or outcome, including the issuance of a termination order. This responsibility shall not be delegated and shall be completed by the end of the pursuit supervisor's shift. The pursuit supervisor shall be responsible for documenting the actions of all participants in a vehicle pursuit.

When a pursuit involves any injury or property damage, the pursuit supervisor shall forward a copy of the pursuit report to the legal advisor and risk management.

3647.2 Debriefing Required

Except in situations involving a CIRB, the Pursuit Supervisor shall conduct a debriefing of the involved personnel upon conclusion of a vehicle pursuit. This debriefing will include all involved members, as practical, and shall occur as soon after termination as possible.

3647.3 Documentation of Out-of-Policy Pursuit Actions

If the pursuit supervisor or her/his chain of command determines that a pursuit or any actions involving a pursuit were not consistent with department policy, the circumstances shall be documented on Personnel Reports for review and possible disciplinary action. The Office of Professional Standards (OPS) shall be responsible for tracking disciplinary actions arising from pursuits to ensure uniform application throughout the agency.

3647.4 Report Tracking and Summaries

Once the chain of command and OPS have reviewed the *BlueTeam* entry, it shall be forwarded to the training division for tracking and evaluation for training purposes. The training division shall be responsible for tracking pursuit records and for the preparation of quarterly and annual statistical analysis summaries for presentation to the chain of command and for training purposes.



3647.5 Charging Requirements

Violators apprehended after a vehicle pursuit shall be charged appropriately, including a felony violation of *Unlawful Flight from a Pursuing Law Enforcement Vehicle*, as well as the underlying offense for which the pursuit was initiated.

3650 COLLISIONS

3651 Collisions Involving City Vehicles

A city vehicle collision is any collision occurring between a city owned or leased vehicle (or private car when the employee is on official city business and has been formally authorized mileage) and another vehicle, pedestrian, animal or fixed object. The department shall investigate any collision involving a city vehicle, whether on a public roadway or private property. If the collision occurs on a public roadway, the investigator shall complete an *Arizona Collision Report*. If the collision occurs on private property, the investigator shall complete an incident report and a *Supplemental Diagram*. If the collision occurs outside of the jurisdiction of the department, the law enforcement agency having jurisdiction shall be summoned for a report.

3652 Collisions Involving Department Vehicles

When a department vehicle is involved in a collision, the operator or investigating member shall immediately request that a supervisor respond to the scene. Documentation of vehicle collisions shall be made in accordance with the guidelines established on the current version of the *City of Tucson Property Damage/Personal Injury Report (City Form 103)*. Documentation is still required for incidents where no damage to either vehicle is apparent and no injury is alleged.

3652.1 Enforcement Action

If the supervisor can determine responsibility for the collision the supervisor shall direct the investigator to take appropriate enforcement action, to include the issuance of traffic citations.

If the supervisor cannot determine responsibility for the collision, the supervisor may request the response of a representative from traffic investigations. If they are not available, the package may be referred to them for subsequent follow-up.

An exception to this policy occurs when the collision will be referred to the Critical Incident Review Board (CIRB). In CIRB cases, any enforcement action shall be coordinated through traffic investigations.

Enforcement action is independent of any corrective or disciplinary action that may be administered against an employee.

3652.2 Civil Compromises



A civil compromise involves a plaintiff or victim signing an agreement not to prosecute or assist in prosecution in exchange for some compensation or who declares that they are satisfied with the settlement.

Members shall not enter into any civil compromises involving city vehicles or on-duty personnel. Members shall refer any person who is attempting to reach such a civil compromise to the City Risk Management Office.

3652.3 Deadlining Department Vehicles

Department vehicles that have been damaged as the result of a collision shall be deadlined for damage estimates even when they are serviceable.

3652.4 Documentation

When a department vehicle sustains collision damage the following documentation is required:

- *Incident Report;*
- *Personnel Report; and*
- *City of Tucson Property Damage/Personal Injury Report (City Form 103).*

Any collisions involving department vehicles shall be reviewed by the member's chain of command.

3660 NON-COLLISION DAMAGE TO POLICE VEHICLES

If the on-scene supervisor determines that negligence is a factor in damage to a police vehicle, they shall document who was negligent and make recommendations on disciplinary action.

3661 Documentation

Incidents where department vehicles sustain substantial non-collision damage, i.e., broken window, bent doorframe, serious acts of vandalism, etc. require the following documentation:

- *Incident Report;*
- *Personnel Report; and*
- *City of Tucson Property Damage/Personal Injury Report (City Form 103).*

The supervisor shall include the unit number on all reports when describing the damaged department vehicle.

Photographs shall be taken of any damage to department property. *Supplementary Reports* shall be completed when applicable.

3662 Other Property Damage



When non-City property is damaged as a result of action by a department member appropriate documentation shall be forwarded through the chain of command with copies routed to the legal advisor. Reports completed by the member will include:

- *Incident Report;*
- *Personnel Reports, if applicable; and*
- *City of Tucson Property Damage/Personal Injury Report (City Form 103).*

When someone other than a department member damages city property, appropriate enforcement action shall be taken.

3663 Fleet Management System (FMS)

3663.1 General

The department will deploy a fleet management system on designated police vehicles. The FMS is intended to promote safe driving behavior by members of the department while operating both marked and unmarked police vehicles. The device has the capability of providing an accurate and unbiased record of operator history. In addition to providing potential reduced liability to the city, the program will reinforce transparency. The goal of the program is to improve driver safety and reduce collisions. The wireless device installed on designated vehicles has the capability to monitor operator driving behavior in near real time and collect historical data in the following areas:

- vehicle diagnostics;
- idling;
- fuel consumption;
- GPS;
- speed;
- hard braking;
- hard acceleration; and
- other analytical functions

3663.2 Definitions

The following definitions shall be used within the context of the fleet management system policy.

Driving Behavior Monitoring Device: A small electronic device that plugs into the electrical system of a motor vehicle. The device captures information detailing operator driving behavior and vehicle diagnostics.

Key Identification Fob: An electronic device used to synchronize an assigned driver with a particular vehicle and driving monitoring device.

3663.3 General Operation



Driving behavior monitoring devices are assigned to designated vehicles. Members are prohibited from manipulating or tampering with any installed device. Vehicle operators shall utilize the device in accordance with established training protocols. Any issue that may affect the use or operability of the device shall be reported to the member's immediate supervisor as soon as practical. Any malfunction shall be reported by the supervisor to the Information Services Unit staff as soon as practical. A vehicle with a malfunctioning device shall be deadlined for repair, unless authorized by a supervisor as follows. In the event of low or depleted vehicle resources, supervisors can authorize the use of vehicles with a malfunctioning device. Additionally, division fleet technicians, who become aware of a malfunctioning device shall report those findings to the department fleet manager and the Information Services Unit.

Fleet monitoring devices are assigned by vehicle. Because some vehicles are shared and others individually assigned, designated operators will be issued key identification fobs. Department members issued individual identification fobs shall, upon beginning their shift, initiate the process of syncing the driving monitor device to the key identification fob. Department members shall be trained in the proper use of the system by designated training staff.

3664 Management of the Networkfleet Program

3664.1 Department Program Administrator

The Technology Section Commander is the designated program administrator for the Networkfleet program. The program administrator is responsible for system configuration and access. .

3664.2 Commander Responsibility

Commanders shall review all questionable driving behavior complaints, pursuits, or other necessary administrative matters concerning department members. Historical driving behavior and analytical tools shall be made available for commanders in their review.

3664.3 Supervisor Responsibility

Supervisors shall monitor the driving behavior of their assigned subordinates. Historical driving behavior data of subordinates shall be made available for supervisors in their review. Supervisors will be notified of potentially inappropriate driving behavior by a subordinate via a department smart phone device text message and/or email. Upon receiving an alert, supervisors shall inquire regarding the circumstances generating an alert to determine whether the driving is within policy. Supervisors shall investigate all driving complaints, pursuits, or other necessary administrative reviews.

3664.4 Records Retention and Public Records Requests

All information regarding employee driving in the course of duty is the property of the Tucson Police Department and considered a public record. Driving historical data is



available for 365 days. Data is archived by the vendor after one year. Any request for data beyond 365 days must be obtained from the vendor.

3664.5 Internal Review

The Office of Professional Standards shall have proxy rights to all system data. This will include full access to all historical driving data of department members.

3664.6 Inspection and Audit

Commanders and supervisors shall conduct bi-weekly reviews of member driving behavior to determine compliance with driving policies and identify trends for training purposes.