

FRIDLEY POLICE

GENERAL ORDER

SUBJECT: Vehicle Pursuits	DATE OF ISSUE	NUMBER:
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I. PURPOSE:

To specify procedures to be followed regarding the pursuit of a fleeing motor vehicle by officers of the department.

II. POLICY:

The risks and potential consequences inherent in the pursuit of a fleeing motor vehicle require reasonable restrictions to secure a balance between the protection of the lives and safety of the public and officers, and law enforcement's duty to enforce the law and apprehend violators. It is the policy of this department to engage in the pursuit of a fleeing motor vehicle ONLY when the benefits of immediate apprehension outweigh the risks to public safety created by the pursuit. The following procedures are established to define the situations under which pursuits are authorized and to define the factors an officer must consider in determining whether to commence, continue or terminate a pursuit.

The decision to pursue a fleeing motor vehicle is one of the most critical decisions made by an officer. It is a decision that must be made quickly and under difficult, often unpredictable circumstances. In recognition of the potential risk to public safety created by the pursuit of a fleeing motor vehicle, no officer or supervisor shall be criticized or disciplined for a decision not to engage in a pursuit of a fleeing motor vehicle or to terminate an ongoing pursuit based on the risk involved, even in circumstances where this general order would permit the commencement or continuation of the pursuit. Likewise, officers who conduct pursuits consistent with this general order shall be strongly supported by the department in any subsequent review of such actions.

III. DEFINITIONS:

Boxing In

A deliberate tactic involving the surrounding of a violator's moving motor vehicle with police vehicles which are then slowed to a stop along with the violator's vehicle.

Civilian Passenger

A passenger of a police vehicle who is not an employee of the department, to include explorer scouts, ride-along program participants, complainants, prisoners, and family

members. For purposes of this general order, civilian passenger does not include reserve officers of the department.

Dangerous Driving Conduct

Operation of a motor vehicle that is so severely improper and dangerous (not as a result of the presence of police) that it is clearly evident that if the vehicle is not stopped there is reasonable cause to believe that an accident is eminent and that the safety of other motorists is indisputably threatened. A speed that is at least 50 mph in excess of the posted limit; or, continued operation of a motor vehicle against the normal flow of traffic constitutes prima facie evidence of dangerous driving conduct by a violator. In all other cases the totality of the circumstances with regard to the observed driving conduct must be considered.

Dangerous Violent Crime

In specific, a violation of or an attempt or conspiracy to violate any of the laws of this state or any similar laws of the United States or any other state, as nominally defined in Minnesota Statutes **609.1095, subd. 1(d) “Violent Crime”** and as listed in Appendix A of this general order. In general, an offense involving violence or the threat of violence including:

- Murder and Manslaughter
- Criminal Vehicular Homicide and Injury
- Simple and Aggravated Robbery
- Criminal Sexual Conduct 1-4
- Assault 1-3
- Assault 4 against a Police Officer
- Domestic Assault by Strangulation
- Kidnapping and False Imprisonment
- Arson 1-2
- Burglary 1
- Witness Tampering 1
- Felony Malicious Punishment, Neglect or Endangerment of Child
- Theft of a firearm, explosive, incendiary device, or of a police vehicle containing firearms
- Damage to Property of Critical Public Service Facilities...
- Real and Simulated Weapons of Mass Destruction
- Crimes Committed in Furtherance of Terrorism
- Felony Harassment/Stalking
- Felony Terroristic Threats
- Any crime involving the display or use of a firearm
- Any property crime coupled with life-threatening acts

Divided Highway

A road which includes a physical barrier between traffic traveling in opposite directions.

Heading Off

An attempt to terminate a pursuit by pulling ahead of, behind or toward a fleeing motor vehicle to force it to the side of the road or to otherwise come to a stop.

Paralleling

Driving a police vehicle with emergency equipment activated or in disregard of traffic control devices on a roadway parallel to a roadway on which a pursuit is occurring.

Police Vehicles

A. Marked Pursuit Capable Police Vehicle

A vehicle that is permanently marked as a police vehicle and is also equipped with a siren and emergency lights that provide substantial warning to the front, sides and rear of the vehicle and that has been identified by the manufacturer as being suitable for pursuit operation.

B. Special Service Police Vehicle

A police vehicle of a style commonly marketed by the manufacturer as a sport utility vehicle or any other type of police vehicle that has been identified by the manufacturer as NOT being suitable for pursuit operation.

C. Unmarked Police Vehicle

A vehicle that is not permanently marked as a police vehicle and is equipped with emergency lights that provide minimal warning to the front, sides and rear of the vehicle.

Pursuit

An active attempt by an officer operating a motor vehicle and utilizing emergency warning lights and siren to apprehend one or more occupants of another moving vehicle when the officer reasonably believes that the driver of the other vehicle is aware of the officer's attempt to stop the vehicle and is resisting apprehension by increasing speed, extinguishing headlights or taillights, disobeying traffic control devices, or using any other means with intent to elude the officer.

An attempt to stop a vehicle that is obeying traffic control devices and is NOT attempting to elude but is never-the-less failing to yield to the officer's signal to stop is not a pursuit.

Pursuit Intervention Technique

A deliberate tactic involving intentional contact between a police vehicle and a fleeing motor vehicle that is designed to strategically terminate a pursuit, as taught by a qualified instructor in a P.O.S.T. approved course of study. Commonly referred to by the acronym P.I.T.

Pursuit Vehicles

A. Primary Unit

The police vehicle that commences pursuit or any unit that assumes control of the pursuit as the lead vehicle (the first police vehicle immediately behind the fleeing motor vehicle).

B. Secondary Unit

Any police vehicle which becomes involved as a backup to the primary unit and follows the primary unit at a safe distance.

Ramming

A deliberate tactic involving a forceful collision between a police vehicle and a fleeing motor vehicle to functionally damage the fleeing vehicle and compel it to stop.

Roadblock

A restriction or obstruction used or intended for the purpose of preventing free passage of motor vehicles on a roadway in order to effect the apprehension of a violator.

A. Avenue of Escape

A gap in a roadblock which requires the violator to decrease the vehicle's speed to permit the violator to bypass the roadblock.

B. Blocking Vehicle

A motor vehicle, often a police vehicle, which is placed perpendicular to a roadway or angled in such a way as to create a roadblock.

Supervisor

The duty sergeant in charge of a team of officers, or any sergeant in the absence of the team sergeant, or a member of the command staff in the absence of a sergeant.

Tire Deflation Device

A device designed and intended to produce a controlled deflation of one or more tires of a vehicle, and capable of operation consistent with this general order.

Violator

Any person who an officer reasonably believes: (1) has committed a dangerous violent crime, or (2) is engaged in dangerous driving conduct.

IV. DECIDING WHETHER TO PURSUE

A police officer has the authority at all times, to attempt the stop of any person suspected of having committed any criminal offense or traffic violation. It is clear that while it is the officer who initiates the stop, it is the violator who initiates the pursuit by fleeing in a motor vehicle. The officer's decision to pursue is subject to the limitations imposed by this general order. Officers need to be aware that courts may hold them liable for a pursuit that does not conform to department policy. In cases where a pursuit may be authorized, the decision to engage still must be considered with an awareness of the degree of risk to which the officer exposes himself/herself and others. The officer must weigh the necessity for immediate apprehension of the violator against the risk created by the pursuit.

A. Authorization to Pursue

1. An officer may only pursue:
 - a. When the officer reasonably believes that the driver or occupant of the vehicle has committed or attempted to commit a **dangerous violent crime**; or
 - b. When the officer reasonably believes that the driver of the vehicle was displaying **dangerous driving conduct** **PRIOR** to the officer activating emergency equipment and not as a result of the presence of police.
2. No officer shall commence, engage, or participate in a pursuit if it is reasonably evident that the pursuit is not authorized.

B. In the event that one of the authorization requirements is satisfied, a pursuit should not be automatically undertaken. An officer must still consider the following factors:

1. Likelihood of successful apprehension.
2. Whether the identity of the violator is known to the point where later apprehension is possible.
3. Degree of risk created by the pursuit:
 - a. Volume, type, speed and direction of vehicular traffic.
 - b. Nature of the area: residential, commercial, school zone, open highway, etc.
 - c. Population density and volume of pedestrian traffic.
 - d. Environmental factors such as weather and darkness.
 - e. Road conditions: construction, poor repair, extreme curves, ice, etc.
 - f. Driving skill of the officer and familiarity with the roads.
 - g. Condition and capabilities of the police vehicle.

Officers should be mindful that the pursued vehicle creates a high degree of risk to the driving public and pedestrians because unlike the police vehicle, the pursued vehicle is without warning devices. In addition, operators of these vehicles generally have less experience in high speed driving than the pursuing officers and are often in a panic controlled mental state.

C. Discontinuing the Pursuit

1. An officer is considered to have discontinued a motor vehicle pursuit if the officer extinguishes emergency lights and siren, reduces speed to the posted limit and follows all applicable traffic control devices. A pursuing officer shall discontinue pursuit:
 - a. If instructed to do so by a supervisor; or
 - b. If the officer believes that the danger to the pursuing officers or the public outweighs the necessity for immediate apprehension of the violator; or
 - c. If the violator's identity is established to the point where later apprehension may be accomplished and where there is no immediate threat to the safety of the public or officers if apprehension is delayed; or

- d. If the location of the fleeing vehicle is no longer known or the distance between the pursuing vehicles and the fleeing vehicle becomes so great that further pursuit is futile; or
 - e. If there is a person injured during the pursuit and there are no other police or medical personnel able to render immediate assistance; or
 - f. If there is a clear and unreasonable danger to the officer or the public. A clear and unreasonable danger exists when the pursuit requires vehicles to be driven in any manner which exceeds the performance capabilities of the pursuing vehicles or officers involved in a pursuit; or
 - g. If advised of any unanticipated condition, event or circumstance which substantially increases the risk to public safety inherent in the pursuit.
- 2. Pursuing officers who are ordered by a supervisor to discontinue shall do so immediately. All officers involved in the pursuit shall acknowledge by radio that they have discontinued pursuing.
 - 3. Reinstatement of any previously discontinued pursuit shall be undertaken consistent with the authorization criteria for originally commencing a pursuit. Reinstatement of a pursuit that was ordered discontinued by a supervisor may only be authorized by that supervisor or a member of the command staff.

V. ROLE OF THE PURSUING OFFICER

- A. To diminish the likelihood of a pursuit occurring, an officer intending to stop a motor vehicle for any violation of the law shall, whenever possible and without creating a threat to public safety, close the distance between the two vehicles prior to activating emergency lights and siren.
- C. The decision to commence and/or continue a pursuit requires weighing the need to immediately apprehend the violator against the degree of risk to which the officer and others are exposed as a result of the pursuit.
- B. Upon commencement of an authorized pursuit, the pursuing officer shall clearly indicate their intent to stop the vehicle and arrest the subject by activating the emergency lights and audible siren of the police vehicle. If equipped, the traffic signal pre-emption system shall be employed as well.

- D.** The pursuing officer shall immediately notify Central Communications that a pursuit is underway. In addition to unit identification, the officer shall provide Central Communications with the following information:
1. Reason for the vehicle pursuit to include the original reason for the stop of the vehicle;
 2. Direction of travel and location of roadway;
 3. Identification of the violator's vehicle, to include license plate number if visible and other identifying characteristics such as make, model, and color;
 4. Number of occupants;
 5. The speed of the fleeing vehicle;
 6. Any other information that could aid in identification, apprehension, or a determination to either continue or terminate the pursuit shall be provided.
- E.** The pursuing officer in the primary unit is responsible for ensuring that assistance is provided to persons who may be involved in an accident caused by the vehicle pursuit. The pursuing officer may delegate the responsibility to render assistance to an officer in a secondary unit or to another officer immediately available to render assistance.

VI. ROLE OF THE SECONDARY UNIT

- A.** Upon becoming involved in a vehicle pursuit, officers in the secondary unit(s) shall activate the emergency lights, audible siren, and, if equipped, the traffic signal pre-emption system of the police vehicle.
- B.** Officers in the second and subsequent units entering the pursuit shall immediately notify Central Communications that they are joining the pursuit.
- C.** Officers in the secondary unit(s) should be ready to take up the pursuit as primary unit if the primary unit becomes disabled, or is eluded by the fleeing vehicle via a maneuver that the primary unit is unable to duplicate.
- D.** Although the actual role may vary, it is usually desirable for an officer operating a secondary unit to assume responsibility for radio contact between the pursuing units and Central Communications. This allows the officer operating the primary unit to concentrate fully on driving and keeping the fleeing vehicle in sight.

- E. If the vehicle pursuit results in an accident with an unrelated vehicle or person and injuries requiring immediate medical assistance are likely, a secondary unit shall immediately discontinue pursuit and render aid as necessary to any injured parties.

VII. VEHICLE PURSUIT RESTRICTIONS

- A. Officers shall not engage in a motor vehicle pursuit while there is a civilian passenger in the police vehicle. This prohibition applies whether or not the passenger has signed a waiver of liability.
- B. No police vehicle may be used in a vehicle pursuit unless the emergency lights and audible siren are both activated and in good working order.
- C. Unless otherwise specifically directed by a supervisor, no more than two police vehicles (primary unit and secondary unit) may be actively involved in a vehicle pursuit, **except** that three police vehicles may be actively involved if at least one vehicle is operated by an officer trained in P.I.T. and it is appropriate for the tactic to be employed.
- D. When multiple vehicles are involved in pursuit, each unit shall maintain a safe distance especially when passing through intersections. Each unit involved in the pursuit shall use a different audible siren sound selection, **if** circumstances and safety permit. The use of different audible siren sound combinations can help the primary and secondary vehicles hear one another and alert motorists and bystanders that two vehicles are operating under emergency conditions.
- E. An officer driving a special service police vehicle may commence and/or participate in a vehicle pursuit if it is equipped with emergency lights and siren, but must relinquish primary unit status immediately upon participation of a marked pursuit capable police vehicle. An officer driving a special service police vehicle must take into consideration the limitations of the vehicle in situations requiring high speed or evasive driving.
- F. An officer driving an unmarked police vehicle may commence and/or participate in a vehicle pursuit if it is equipped with emergency lights and siren, but must relinquish primary unit status immediately upon participation of a marked pursuit capable police vehicle. An officer driving an unmarked police vehicle must take into consideration the limitations of the vehicle relative to the ability of other drivers to recognize it as an emergency vehicle.
- G. Secondary units shall not attempt to pass each other or the primary unit; except that:
 - 1. A secondary unit operated by an officer trained in P.I.T. may pass primary and secondary units operated by officers that are not trained in

P.I.T. to get into position behind the fleeing vehicle to employ the tactic. The P.I.T. trained officer in the secondary unit must notify and receive confirmation from the officer in the primary unit, as well as any secondary units to be passed, before attempting to pass.

2. A secondary unit that is a marked sedan type police vehicle may pass a primary unit that is either an SUV type police vehicle or an unmarked police vehicle. The officer in the marked sedan type police vehicle must notify and receive confirmation from the officer in the primary unit, as well as any secondary units to be passed, before attempting to pass.
 3. A secondary unit may pass a primary unit or another secondary unit that is forced to drop out of the pursuit.
- H.** Upon approaching an intersection controlled by traffic signals or signs, or any other location at which there is a substantially increased likelihood of collision, the operator of any pursuit vehicle shall, prior to entering the intersection, reduce the vehicle's speed and control the vehicle so as to avoid collision with another vehicle or pedestrian. The officer shall observe that the way is clear before cautiously proceeding through the intersection.
- I.** Officers shall exercise extreme caution when continuing to pursue a fleeing vehicle displaying dangerous driving conduct.
1. Should the fleeing vehicle travel in a direction opposite to the flow of traffic on a divided highway, pursuing officers are permitted to directly follow the fleeing vehicle. Pursuing officers shall stay together while directly following so that motorists facing the oncoming fleeing vehicle do not have their attention diverted by police vehicles pursuing on the parallel lanes of the highway. Officers shall attempt to strategically terminate the pursuit as soon as possible to end the threat posed to the safety of other motorists.
- J.** Officers not actively involved in the pursuit or apprehension efforts shall not engage in paralleling along the route of a vehicle pursuit.
- K.** If a law enforcement aircraft becomes involved in a vehicle pursuit, pursuing officers should re-evaluate their speed and tactics due to the aerial surveillance.
- L.** Throughout the course of a vehicle pursuit, pursuing officers shall not attempt to overtake or pass the fleeing vehicle, except as provided below.

1. Boxing in or heading off a fleeing vehicle is permitted only under extraordinary circumstances. These tactics may substantially increase the risk inherent in a pursuit and shall only be employed:
 - a. At very low speeds (below 10 mph); or
 - b. With the approval of a supervisor; or
 - c. In response to an imminent threat to the safety of the public or an officer.

- M. Roadblocks must only be employed as a last resort in circumstances where deadly force would otherwise be justified.
 1. The use of a roadblock must be authorized by a supervisor.
 2. At no time shall a roadblock be established until all pursuing police vehicles are made aware of the roadblock and its location and have acknowledged this awareness.
 3. Once a roadblock has been established and a vehicle or barricade has been positioned in the roadway, there shall be:
 - a. Adequate distance for the operator of the fleeing vehicle to see the roadblock.
 - b. An avenue of escape for the fleeing vehicle.
 - c. No one in the blocking vehicle(s).

- N. Officers shall not intentionally ram or collide with a fleeing vehicle except as a last resort to prevent imminent death or serious injury to an officer or another person. Ramming is differentiated from the trained, deliberate P.I.T. tactic used to strategically terminate a pursuit.

- O. Officers shall not discharge a firearm at or from a moving vehicle unless the use of deadly force is justified and both of the following requirements can be met:
 1. There is a substantial likelihood that the projectile will not strike any person other than the suspect, and
 2. The risk of the fleeing vehicle going out of control after being hit is less than the risk of the suspect not being captured immediately.

VIII. ROLE OF THE SUPERVISOR

- A. Upon being notified or becoming aware that a vehicle pursuit is in progress, the supervisor shall assume responsibility for the monitoring and control of the pursuit. Control in this sense does not require the supervisor to broadcast over the radio during the pursuit as long as he or she feels the continuance of the pursuit is justified.
- B. The supervisor shall decide as quickly as possible whether or not the pursuit should continue. The supervisor shall permit a pursuit to continue only if:
 - 1. There is a reasonable belief that the driver or occupant of the vehicle has committed or attempted to commit a **dangerous violent crime**; or
 - 2. There is a reasonable belief that the driver of the vehicle was displaying **dangerous driving conduct** **PRIOR** to the pursuing officer activating emergency equipment.
- C. The supervisor shall continuously review the incoming data to determine whether the pursuit should be continued or discontinued.
 - 1. The supervisor shall order a pursuit discontinued at any time if he or she concludes that the danger to the pursuing officers or the public outweighs the necessity for immediate apprehension of the violator.
 - 2. The supervisor shall order a pursuit discontinued if the suspect's identity is established to the point where later apprehension may be accomplished and where there is no immediate threat to public safety.
 - 3. In recognition of the population density and volume of vehicle traffic in the metropolitan area, and the increased risk attendant to prolonged vehicle pursuits, the supervisor may order a pursuit of protracted duration discontinued.
- D. The supervisor shall ensure that proper radio channels and procedures are in use.
- E. The supervisor shall be responsible for controlling the pursuit, which may include:
 - 1. Directing pursuit vehicles into or out of the pursuit;
 - 2. Re-designation of primary, support or other backup vehicle responsibilities;
 - 3. Approval or disapproval, and coordination of pursuit tactics; and

4. Approval or disapproval to leave jurisdiction to continue pursuit.
- F. The supervisor may authorize additional police vehicles to engage in the pursuit or employ additional tactics, taking into consideration:
1. The nature of the offense for which pursuit was commenced;
 2. The number of suspects and any known propensity for violence;
 3. The number of officers in the pursuit vehicles and the number of officers necessary to make an arrest at the conclusion of the pursuit;
 4. Any other clear and articulable facts that would warrant the increased hazards created by numerous pursuit vehicles.
- G. A supervisor may not have the ability to override radio transmissions on a selected talk group. In the event a supervisor is not able to break into radio traffic to obtain necessary information or provide direction to the officers involved or to order a pursuit discontinued, the supervisor shall immediately contact Central Communications by another available talk group or by telephone to relay queries and/or instructions.
- H. The supervisor shall take all reasonable steps to ensure for the duration of the pursuit, that this general order and department procedures are followed by all officers.
- I. The supervisor shall be responsible for insuring that the reporting requirements of Section XI of this general order are complied with.

IX. TIRE DEFLATION DEVICES

To terminate pursuits, a tire deflation device may be deployed by officers who have been trained in its use. A tire deflation device shall not be used on motorcycles or vehicles with less than four (4) pneumatic tires.

- A. Deployment of Tire Deflation Devices:
1. Deployment of the device should be made in an area of the roadway that is as straight as possible and allows adequate cover for the deploying officers. Special care should be given to ensure that the device is not deployed within or near a sharp curve or turn in the roadway. A location for deployment should be selected that will cause a minimum risk to innocent persons if the vehicle leaves the roadway when the tires deflate.
 2. The vehicles of deploying officers must be parked off the roadway and must not be occupied. Police and/or civilian vehicles **shall not** be used

to create a roadblock or funnel configuration to force the target vehicle onto the device.

3. The deploying officer must find suitable cover to protect from being struck by vehicles involved in the pursuit. Factors of time and distance are to be considered. If the deploying officer feels that the risk factors are too great to safely deploy the device, he or she should abort the attempt and advise the pursuing squads of that decision.
4. The deploying officer shall give ample warning of the location of the device to officers involved in the pursuit. The deploying officer shall deploy the device across the roadway and then take cover. After the fleeing vehicle passes over the device, the device should be removed from the roadway as quickly as possible. The deploying officer is responsible for removing the device and shall notify Central Communications when the device is removed.
5. Whenever tire deflation devices are deployed a report shall be written and forwarded to the Field Operations Division commander for review.

X. PRE-EMPTIVE TIRE DEFLATION – PURSUIT PREVENTION TACTIC

Supervisors may authorize a pursuit prevention tactic involving pre-emptive tire deflation prior to initiation of a traffic stop in limited circumstances where there exists a reasonable likelihood that a driver will attempt to flee police in a motor vehicle once a traffic stop is initiated.

- A. The traffic stop must be for one of the following reasons:
 1. Vehicle is a confirmed stolen; or
 2. The driver or occupant is wanted for a dangerous violent crime or warrant for the same; or
 3. The driver or occupant is wanted for a felony controlled substance crime or warrant for the same.

B. Tactical Considerations

1. Once an officer identifies an authorized target vehicle, the officer should not take any overt action that might alert the occupants of any impending law enforcement action. The officer should refrain from activating emergency equipment and should appear to be conducting routine patrol while notifying Central Communications with a

description of the target vehicle, current location, direction of travel, and suspected charges.

2. The officer must seek authorization for pre-emptive tire deflation from a supervisor. If approved, the officer should coordinate with other units that can assist in the deployment of tire deflation devices. If an officer is unable to get supervisor approval, this tactic may not be employed.
3. When a tire deflation device is to be deployed, ample warning must be given to all officers involved. In all cases caution must be exercised to avoid damaging the tires of innocent motorists as well as assisting officers.
4. Proper officer safety measures should be utilized by officers deploying tire deflation devices consistent with section VIII of this general order. Once successful deflation of the target vehicle tires has occurred, high-risk vehicle stop tactics shall be initiated.

C. Post-Incident Damage Assessment

1. Whenever a pre-emptive tire deflation tactic is employed, a report shall be written and forwarded to the Field Operations Division commander for review, to include:
 - a. A detailed description of damage caused by using the pre-emptive tire deflation tactic; including tire brand, size, tire wear or tread depth and overall condition of damaged tires.
 - b. An evaluation of the effectiveness of the tactic.

XI. INTERJURISDICTIONAL PURSUIT CONSIDERATIONS

A. Vehicle Pursuits that Cross into another Jurisdiction

1. Officers engaged in a vehicle pursuit that crosses into another jurisdiction may continue the pursuit under the following conditions:
 - a. All Fridley Police Department policies relating to vehicle pursuits shall apply to conduct of the pursuit.
 - b. The pursuing officer shall immediately request Central Communications to notify the police agency of the jurisdiction being entered and shall request assistance from the agency if necessary.

XII. REPORTING

- A.** All officers involved or participating in a vehicle pursuit, including officers that deploy or attempt to deploy tire deflation devices shall complete a written report, either an ICR as the primary officer assigned to the incident or a supplement as an assisting officer.
- B.** To ensure compliance with MSS § 626.5532, the supervisor shall complete the Minnesota Pursuit Report Form and forward it to the division commander within 24 hours of the incident.
- C.** The supervisor shall conduct an administrative review in accordance with the provisions of General Order 404 to determine if department policies and procedures were followed and to evaluate the efficacy of department procedures, tactics, training, and equipment. Under the “Conditions” section of the administrative review report, the supervisor shall additionally document the following:
 - 1.** The reason(s) for and the circumstances surrounding the incident;
 - 2.** The alleged offense;
 - 3.** The length of the pursuit in distance and time;
 - 4.** The outcome of the pursuit;
 - 5.** Charges filed against the violator as a result of the pursuit;
 - 6.** Injuries and property damage resulting from the pursuit.

XIII. TRAINING

- A.** All officers shall attend and satisfactorily complete a pursuit driving course, or an appropriate refresher, that meets the requirements of the Minnesota P.O.S.T. Board every three years.
- B.** There shall be a review of this general order by officers assigned to the Field Operations Division at least once during each patrol shift rotation.
- C.** There shall be a review of this general order by officers assigned to the Technical Services Division on an annual basis.
- D.** There shall be a review of this general order by supervisors on an annual basis.

APPENDIX A

Dangerous Violent Crime shall include a violation of or an attempt or conspiracy to violate any of the following laws of this state or any similar laws of the United States or any other state, as nominally defined in Minnesota Statutes **609.1095, subd. 1(d)** “**Violent Crime**” to include

- Methamphetamine-related Crimes Involving Children (**152.137**)
- Certain Convicted Felons Ineligible to Possess Firearms (**609.165**)
- Murder in the First Degree (**609.185**)
- Murder in the Second Degree (**609.19**)
- Murder in the Third Degree (**609.195**)
- Manslaughter in the First Degree (**609.20**)
- Manslaughter in the Second Degree (**609.205**)
- Criminal Vehicular Homicide and Injury (**609.21**)
- Assault in the First Degree (**609.221**)
- Assault in the Second Degree (**609.222**)
- Assault in the Third Degree (**609.223**)
- Great Bodily Harm Caused by Distribution of Drugs (**609.228**)
- Crime Committed for Benefit of a Gang (*felony violation only*) (**609.229**)
- Use of Drugs to Injure or Facilitate Crime (**609.235**)
- Simple Robbery (**609.24**)
- Aggravated Robbery (**609.245**)
- Kidnapping (**609.25**)
- False Imprisonment (**609.255**)
- Murder of an Unborn Child in the First Degree (**609.2661**)
- Murder of an Unborn Child in the Second Degree (**609.2662**)
- Murder of an Unborn Child in the Third Degree (**609.2663**)
- Manslaughter of an Unborn Child in the First Degree (**609.2664**)
- Manslaughter of an Unborn Child in the Second Degree (**609.2665**)
- Assault of an Unborn Child in the First Degree (**609.267**)
- Assault of an Unborn Child in the Second Degree (**609.2671**)
- Injury or Death of an Unborn Child in the Commission of a Crime (**609.268**)
- Criminal Sexual Conduct in the First Degree (**609.342**)
- Criminal Sexual Conduct in the Second Degree (**609.343**)
- Criminal Sexual Conduct in the Third Degree (**609.344**)
- Criminal Sexual Conduct in the Fourth Degree (**609.345**)
- Malicious Punishment of a Child (*felony violation only*) (**609.377**)
- Neglect or Endangerment of a Child (*felony violation only*) (**609.378**)
- Tampering with a Witness in the First Degree (**609.498, subd. 1**)
- Arson in the First Degree (**609.561**)
- Arson in the Second Degree (**609.562**)
- Burglary in the First Degree (**609.582, subd. 1**)
- Drive-By Shooting (**609.66 subd. 1e**)
- Adulteration (**609.687**)
- Terroristic Threats (*felony violation only*) (**609.713, subd. 1**)

- Harassment; Stalking (*felony violation only*) (609.749)
- Shooting at or in Public Transit Vehicle or Facility (609.855, subd. 5)
- Certain Persons Not to Have Pistols or... (*felony violation only*) (624.713)
- Any provision of chapter 152 that is punishable by a maximum sentence of 15 years or more.

In addition, **Dangerous Violent Crime** includes a violation of or an attempt or conspiracy to violate any of the following laws of this state or any similar laws of the United States or any other state:

- Assault in the Fourth Degree (*against a Police Officer only*) (609.2231, subd. 1)
- Domestic Assault by Strangulation (609.2247)
- Theft (*of a firearm, explosive, incendiary device, or of a police vehicle containing firearms only*) (609.52)
- Damage to Property of Critical Public Service Facilities... (609.594)
- Real and Simulated Weapons of Mass Destruction (609.712)
- Crimes Committed in Furtherance of Terrorism (609.714)