

# Hamden Police Department General Orders

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**Policy Number:** 024-010

**Effective Date:** January 30, 2023

**Section:** Patrol

**Rescinds:** March 12, 2020

**Title:** Pursuit of Motor Vehicles and  
Emergency Operations

**Approved By:** Police Commission

**Approval Date:** January 25, 2023

## PURPOSE

To establish Hamden Police Department procedures concerning the use of police vehicles in pursuit situations and emergency operations.

The purpose of the POSTC model policy is to establish a Uniform Statewide Pursuit Policy in accordance with the provisions of 14-283a-1 to 14-283a-4, inclusive and section 14-283a of the Connecticut General Statutes. Per POSTC, said model policy shall serve as the minimum standard for all police pursuits in Connecticut, involving POSTC Certified Police Officers. Additional requirements adopted by an individual police agency shall not conflict with any provision of said POSTC model policy.

## POLICY

Pursuits of fleeing motor vehicles may present a danger to the lives of the public, officers, and those vehicle occupants involved in the pursuit. Each police agency shall be responsible for assisting police officers in the safe performance of their duties.

It is the policy of the Hamden Police Department to balance the risk of a vehicular pursuit with the need to immediately apprehend a fleeing suspect, with the safety of the public being the highest priority. The content of this policy is to be followed when initiating a pursuit and terminating a motor vehicle pursuit. No officer or supervisor shall be criticized or disciplined for a decision not to engage in a vehicle pursuit based on the risk involved, even in circumstances where this general order would permit the commencement or the continuation of the pursuit.

# Hamden Police Department

## General Orders

---

### Definitions

Authorized emergency vehicle: A police vehicle equipped with operable emergency equipment, including audible siren and red/blue flashing lights, while such vehicle is being operated by a police officer.

Barricade: Any movable or stable method used to restrain or impede free flow of motor vehicles on a public road or highway in order to detain or apprehend a suspect or suspects that are either driving a motor vehicle or traveling as passengers.

Boxing In: Surrounding a violator's moving pursuit vehicle by emergency vehicles, which are then slowed to a stop along with the violator's vehicle.

Communications: The central dispatch center or personnel staffing the central dispatch center of the police agency in the jurisdiction where the pursuit is occurring.

Heading Off: An attempt to terminate a pursuit by pulling ahead of, behind, or toward a violator's moving vehicle to force it to the side of the road to otherwise come to a stop.

High Speed: Any operation of an official vehicle over the identified speed limit in the area of operation.

Intervention Technique (Stop Sticks): Any device by its design used to reduce the risks or dangers associated with police pursuits that, when deployed and contact is made, will cause the fleeing vehicle to sustain flattened tires and force it to slow down.

Low Speed pursuit: An attempt by an officer, with emergency lights and siren engaged, to stop a vehicle that is traveling at or below the speed limit.

Police Agency: The Division of State Police within the Department of Public Safety, including local police officers serving in Municipalities with a Resident State Trooper, or an organized municipal police department.

Public Risk: The degree of risk to the public posed by the actions of the suspect. It is generally comprised of the following elements: the risk inherent in the initial act or crime committed by the suspect, and the risk faced by the public should the suspect be allowed to escape and remain at large.

## **Hamden Police Department General Orders**

---

**Primary Unit:** The police vehicle operated by a police officer that initiates a pursuit or any police vehicle operated by a police officer that assumes control of the pursuit.

**Pursuit:** An attempt by a police officer in an authorized emergency vehicle to apprehend one or more occupants of another moving motor vehicle when the driver of the fleeing vehicle is attempting to avoid apprehension by maintaining or increasing the speed of such vehicle or by ignoring the police officer's attempt to stop such vehicle.

*\*\*The mere fact that an officer has activated his/her lights and siren does not constitute a pursuit. \*\**

**Roadblock:** An obstruction used in the roadway, natural or manmade, having the purpose of stopping vehicular traffic.

**Secondary Unit:** Any police vehicle that becomes involved as a backup to the primary unit and follows the primary unit at a safe distance.

**Street Paralleling:** Driving the police vehicle on a street parallel to a street on which a pursuit is occurring.

**Supervisor:** A person designated by the policy agency to have supervisory control over the operation of the agency's vehicles during a pursuit.

**Terminate:** To immediately stop or cease the pursuit by pulling over to the side of the road or turning onto a side street. The pursuing officer and all units involved in the pursuit shall cease involvement in the pursuit and return to non-emergency driving operation. Following behind or paralleling a vehicle with or without emergency equipment activated after the pursuit has been terminated is not authorized.

**Uniform Statewide Pursuit Policy:** known as "the policy" or "this policy", means Sections 14-283a-1 to 14-283a-4, inclusive, of the Regulations of Connecticut State Agencies.

**Vehicle Contact Action:** Any action undertaken by the pursuing officer intended to result in contact between the moving police vehicle and the pursued vehicle.

**Vehicle Paralleling:** A deliberate offensive tactic by one or more law enforcement vehicles to drive alongside the pursued vehicle while it is in motion.

## **Hamden Police Department General Orders**

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Violent Felony: A felony involving the infliction or threatened infliction of serious physical injury.

“Crime of Violence” : An offense in which physical force, the attempted use or threatened use of physical force, is used against another person(s) for the purpose of, injuring, damaging or abusing another person(s), or any offense that is a felony and that involves a substantial risk that physical force against another person may be used in the course of committing the offense.

### **A. State Statutes.**

Motor vehicles in the custody and use of officers in the performance of their duties shall be exempt from any traffic regulations of any town, city or borough and from provisions of Chapter 248 and of Chapter 246 of the C.G.S. so far as such exemption is necessary for the effective enforcement of any of the provisions of the Statutes. Section 14-283 states that:

1. Emergency vehicle, as used in this section, means a police vehicle operated by a police officer answering an emergency call or in the pursuit of fleeing law violators.
2. The operator of any emergency vehicle may:
  - a. Park or stand such vehicle, irrespective of the provisions of this chapter.
  - b. Proceed past any red light or stop signal or stop sign, but only after slowing down or stopping to the extent necessary for the safe operation of such vehicle.
  - c. Exceed the posted speed limits or other speed limits imposed by or pursuant to Section 14-218a or 14-219 as long as he does not endanger life or property by so doing.
  - d. Disregard statutes, ordinances or regulations governing direction of movement or turning in specific directions.

## **Hamden Police Department General Orders**

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3. The exemptions herein granted shall apply:
  - a. Only when an emergency vehicle is making use of an audible warning signal device, including but not limited to a siren, whistle or bell which meets the requirements of subsection (f) of section 14-80, and visible flashing or revolving lights which meet the requirements of sections 14-96p and 14-96q.
  - b. To any state or local police vehicle properly and lawfully making use of an audible warning signal device only.
  - c. The provisions of this section shall not relieve the operator of an emergency vehicle from the duty to drive with due regard for the safety of all persons and property.

### **B. Emergency Driving General.**

1. Marked police vehicles engaged in an emergency response, day or night, will utilize emergency lights, siren and alternating headlights.
2. Only unmarked vehicles equipped with authorized emergency lights and siren will engage in an emergency response or pursuit.
3. Once the emergency response is terminated, and the use of lights and siren are discontinued, officers will respond in obedience to all traffic laws.
4. Officers will not engage in an emergency response or pursuit driving while transporting non-departmental persons (prisoners, witnesses, etc.)
5. A supervisor will be responsible for the management of any emergency response, including the responsibility to terminate same.
6. Escorts of civilian vehicles will only be conducted in medical emergencies when:
  - a. Such escort is necessary to preserve life and timely ambulance transport is not readily available, or
  - b. Permission is granted by an immediate supervisor.

# Hamden Police Department

## General Orders

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### Procedures

#### **A. Initiation of Pursuit.**

1. The decision to initiate a pursuit shall be based on the pursuing police officer's conclusion that the immediate danger to the police officer and the public created by the pursuit is less than the immediate or potential danger to the public should the occupants of such vehicle remain at large.
2. A police officer may only engage another vehicle in a pursuit if the officer has reasonable suspicion to believe that the driver or occupant has committed or is attempting to commit a crime of violence, or there are exigent circumstances that warrant the need to apprehend the suspect in a timely manner because of the potential for harm to the public if the apprehension does not occur. The officer(s) must be able to articulate the exigent need to apprehend the driver or occupant because of the potential harm or risk to the public.
3. Offenses that constitute Infractions, property crimes, (to include stolen motor vehicles), non-violent misdemeanors and non-violent felonies shall not be justification to engage in a pursuit of another vehicle, absent articulable exigent circumstances.
4. The officers involved in the pursuit and their supervisor's shall continuously reassess the factors listed above to determine whether the pursuit shall continue or be terminated.
5. A pursuit shall not be undertaken, even if allowable by other provisions of this policy, unless and until the officer, based upon the information available to him/her at the time, makes an objectively reasonable determination that the threat of imminent death or serious physical injury to the officer, the public or both, created by the pursuit is less than the immediate or potential danger to the public, should the suspect(s) or occupant(s) remain at large. A decision to engage in a pursuit shall be based upon the following:

## Hamden Police Department General Orders

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- a. The underlying crime for which the operator or occupants are suspected of committing;
  - b. Whether the identity of the operator or occupant is known and apprehension by other means is possible;
  - c. That the immediate danger to the public and the police officer created by the pursuit is less than the immediate danger to the public should the occupants of the pursued vehicle remain at large;
  - d. Location, speed, direction of other traffic, population density, type of vehicle being pursued and operators driving behaviors;
  - e. Environmental factors such as, weather, time of the day, visibility;
  - f. Relative capability of the police vehicle(s) and the vehicle being pursued;
  - g. Road conditions, including surface type, wet, icy, dry roadway. Road typography, traffic controls;
  - h. The presence of other people in the police vehicle;
  - i. Population density, vehicular and pedestrian traffic.
6. Supervisors may authorize a pursuit for a non- violent felony offense, **only** when there is an immediate and articulable danger to the public should the occupants of the vehicle continue without police intervention, such as:
- a. When an operator of the vehicle is believed to be intoxicated and operating a vehicle in a manner that is endangering the public.
  - b. A driver who is believed to be suicidal and/or with homicidal intent.

## **Hamden Police Department General Orders**

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### **B. Pursuit Operations.**

1. All authorized emergency vehicle operations shall be conducted in strict conformity with Sections 14-283a-1 to 14-283a-4, inclusive, of the Regulations of Connecticut State Agencies, and Section 14-283a of the Connecticut General Statutes.
2. Upon engaging in, or entering a pursuit, the officer(s) shall engage his/her seat belt and shall activate audible and visible emergency warning signals. An audible warning device shall be used during all such pursuits.
3. Upon engaging in a pursuit, the police officer shall immediately notify communications of the location, direction and speed of the pursuit, the description of the pursued vehicle and the initial purpose of the stop. The police officers shall keep communications updated on the pursuit. Communications personnel shall immediately notify any available supervisor of the agency or agencies involved in such pursuit, clear the radio channel of non-emergency traffic, and relay necessary information to other police officers of the involved police agency or agencies, and adjacent police agencies in whose direction the pursuit is proceeding.
4. When engaged in a pursuit, police officers shall drive with due regard for safety of persons and property.
5. Unless circumstances dictate otherwise, a pursuit shall consist of no more than three police vehicles, one of which shall be designated as the primary unit. No other personnel shall join the pursuit unless instructed to participate by a supervisor.
6. The primary unit involved in the pursuit shall become secondary when another unit has been assigned primary responsibility.
7. The back-up unit shall follow at a safe distance and if appropriate shall be responsible for all radio communications, allowing the primary pursuing unit to devote full attention to driving. If the primary pursuing unit is a two-officer vehicle, the unit may opt to maintain responsibility for radio communications. In such a case, the passenger officer will assume responsibility for all communications.



# Hamden Police Department

## General Orders

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### Prohibitions

High speed vehicle pursuits are prohibited under the following circumstances:

- a. When non-law enforcement officers are present in the police vehicle
- b. Pursuits of motorcycles
- c. During severe weather conditions
- d. The police vehicle does not have functioning audible and visible emergency equipment
- e. The identity of the violator has been established to the point that a later apprehension and identification is likely through other means unless there exists an immediate need for apprehension.
- f. Intervention tactics such as low speed bumping or channeling (moving along side to block or channel the pursued vehicle to an alternative route)
- g. Officers shall not pursue any off-road type vehicles, which include three and four wheeled ATVs, dirt bikes, motorized scooters, go-peds, mopeds, gocarts, and like type recreational vehicles that may be operated on public roads or property. Very often these vehicles are operated by youths who are incapable of handling the pressures involved in pursuit situations. In only the most extreme situations, where allowing the operators escape creates a severe risk of serious injury or death to either an officer or another citizen, a supervisor may allow the pursuit.
- h. Attempts to pass the primary pursuing vehicle are prohibited unless a request is made by said unit or directed to do so by a supervisor
- i. An attempt to pass a pursued vehicle is prohibited unless requested and authorized by a supervisor

## **Hamden Police Department General Orders**

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### **C. Supervisory Responsibilities**

1. When made aware of a pursuit, the appropriate supervisor shall evaluate the situation and conditions that caused the pursuit to be initiated, the need to continue the pursuit, and shall monitor incoming information, coordinate and direct activities as needed to ensure that proper procedures are used. Such supervisor shall also have the authority to terminate the pursuit. When the agency supervisor communicates a termination directive, all agency vehicles shall disengage warning devices and cease the pursuit.
2. Primary command responsibility of a pursuit shall rest with a field Supervisor. He/she will know the reason for the pursuit, speed involved and general circumstances. He/she will make a continuing determination whether the pursuit will continue or be terminated. Will ensure that all his/her personnel have a complete and correct understanding of this policy.
3. Supervisors shall terminate any pursuit that does not conform to the restrictions of this policy. If the pursuit is terminated, the supervisor will confirm that all units have ceased the pursuit.
4. Where possible, a supervisory police officer shall respond to the location where a vehicle has been stopped following a pursuit.
5. The primary, back-up units and supervisor are responsible for the initial activities at the apprehension site. Additional units responding will take direction from the supervisor as dictated by the situation.

### **D. Pursuit Tactics:**

1. Police Officers not engaged in the pursuit as the primary or secondary unit shall not normally follow the pursuit on parallel streets unless authorized by a supervisor or when it is possible to conduct such an operation without unreasonable hazard to other vehicular or pedestrian traffic.
2. When feasible, available patrol units having the most prominent markings and emergency lights shall be used to pursue, particularly as the primary unit. When a pursuit is initiated by other than a marked patrol unit, such unit shall become the secondary unit when a marked unit becomes available as the primary unit, and such unit shall disengage from the pursuit when another marked unit becomes available as the secondary unit.

## **Hamden Police Department General Orders**

---

3. Motorcycles may be used for pursuit in exigent circumstances including, but not limited to, situations where deadly force has been used by a vehicle occupant, or the pursuit is necessary to preserve a life, provided that weather and related conditions allow such pursuit to continue. Motorcycles shall disengage from the pursuit when support from marked patrol units becomes available.
4. Once the pursued vehicle is stopped, police officers shall utilize appropriate police officer safety tactics and shall be aware of the necessity to utilize only the force the police officer reasonably believes to be necessary to take the occupants into custody.
5. All intervention techniques short of deadly force shall be used when it is possible to do so in safety and when the police officers utilizing them have received appropriate training in their use. Such techniques shall include, but not be limited to, boxing in the vehicle or using controlled termination devices such as stop sticks.
6. Roadblocks are prohibited unless specifically authorized by the supervisor in charge after consideration of the necessity of applying deadly physical force to end the pursuit.

### **E. Use of Firearms During a Pursuit**

1. Officers shall not discharge their firearms at a moving vehicle or its occupants unless the occupants are using or threatened the use of deadly physical force, against the officer or another person present, by means other than the vehicle.
  - a. This does not preclude exigent circumstances such as, but not limited to, where the officer reasonably believes there are no other means available to avert the threat of the vehicle, or if such vehicle is being utilized as a weapon against the officer(s), or another person, such as in a vehicle ramming attack.
  - b. No officer should intentionally position his or her body into the path of a fleeing motor vehicle, unless such action is a tactic approved by the law enforcement unit, that employs such police officer and in accordance with an established written policy. Whenever possible, the involved officer should make an effort to move to an area of safety if the vehicle becomes a threat, including retreating from the threat, if practical.

## **Hamden Police Department General Orders**

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### **F. Termination of the Pursuit**

1. The police officer serving as the primary unit engaged in the pursuit shall continually re-evaluate and assess the pursuit situation, including all of the initiating factors, and terminate the pursuit whenever he or she reasonably believes that the risks associated with continued pursuit are greater than the public safety benefit of making an immediate apprehension.
2. The pursuit may be terminated by the primary unit at any time.
3. A supervisor may order the termination of a pursuit at any time and shall order the termination of a pursuit when the potential danger to the public outweighs the need for immediate apprehension. Such decision shall be based on information known to the supervisor at the time of the pursuit.
4. A pursuit may be terminated if the identity of the occupants has been determined, immediate apprehension is not necessary to protect the public or police officers, and apprehension at a later time is feasible.
5. A pursuit may be terminated when the police officers are prevented from communicating with their supervisors, communications or other police officers.
6. A pursuit shall be terminated if the police officer knows or is reasonably certain, that the fleeing motor vehicle is being operated by a juvenile and the suspected offense is not a violent felony.

### **G. Inter-Jurisdictional Pursuits**

1. The primary unit shall notify communications when it is likely that a pursuit will continue into a neighboring police agency's area of law enforcement responsibility or cross the state line. Municipal police agencies and the State Police shall notify each other whenever entering the other's area of law enforcement responsibility.
2. A pursuit into a bordering state shall comply with the laws of both states and any applicable inter-agency agreements.
3. In all cases where a pursuit enters an area of law enforcement responsibility of a police agency other than that of the initiating police agency, the police agency in pursuit shall be responsible for immediately notifying the police agency responsible for such area. The desk officer or duty supervisor for the police agency responsible for such area shall determine if assistance is necessary and police officers from police agencies other than the initiating agency shall not join the outside pursuit unless:

## **Hamden Police Department General Orders**

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- a. Directed by such duty supervisor or desk officer; or
  - b. The involved pursuit unit is unable to request assistance; or
  - c. The situation demands immediate assistance. The supervisors of the respective police agencies involved in the pursuit shall communicate with each other to determine the respective responsibilities of each police agency and to determine which police agency will assume primary operational control of the pursuit. The supervisors shall also communicate with each other regarding any external conditions pertinent to the continued conduct of the pursuit. Communications between police agencies shall be controlled by inter-agency police radio systems, if they exist, or by telephone, or by both.
4. In all cases where the pursuit enters a municipality without a regularly organized police department, notification shall be made to the State Police troop responsible for that area. Such troop shall maintain radio communications with all local police officers serving in any such municipality.
  5. Agencies pursuing a vehicle into another jurisdiction must notify that jurisdiction as soon as practical, provided that agency with all available information pertinent to the pursuit, including but not limited to:
    1. The reason(s) for the pursuit, or primary offense the driver or occupant(s) are believed to have committed
    2. Location, speed, and direction of travel
    3. Vehicle and occupant(s) description
    4. The number of vehicles and agencies involved in the pursuit
    5. Whether assistance is requested/needed or not
    6. Other available information as to the conditions of the pursuit

The pursuing agency will notify the other jurisdiction whether or not the pursuit has been terminated or is leaving their jurisdiction.

Any agency involved in the pursuit may, at its discretion, choose to terminate its involvement in a pursuit at any time. The supervisor and the police officers involved in the pursuit shall make their own determination whether their officers shall enter, continue, or terminate the pursuit within their jurisdiction.

6. When a pursuit enters another agency's jurisdiction, the primary officer or supervisor, taking into consideration distance traveled, unfamiliarity with

## **Hamden Police Department General Orders**

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the area, and other pertinent facts, should determine whether to request the other agency to assume the pursuit.

- a. Units from this Department involved in the pursuit will discontinue the pursuit when advised that another agency has assumed the pursuit and our assistance is no longer needed.
  - b. The role and responsibilities of officers at the termination point of the pursuit initiated by this Department shall be coordinated with appropriate consideration of the units from the agency assuming the pursuit.
  - c. Notification of a pursuit in progress should not be construed as a request to join the pursuit. Request to or from another agency to assume a pursuit should be specific.
7. This Department should only join a pursuit by another police agency that enters this jurisdiction if the officer reasonably believes that the pursuit meets the standards of this policy.
- a. This Department's assistance to another agency involved in a pursuit in this jurisdiction will terminate at the town limits provided that the pursuing officers have sufficient assistance. Ongoing participation from this Department may continue only until sufficient assistance is present.

### **H. Duties of Central Communications personnel.**

1. Shall notify a field supervisor that a pursuit is in progress and continually monitor the pursuit and advise the field supervisor of all pertinent information. If a supervisor has not taken command of the pursuit within the first minute, the headquarters supervisor shall be notified.
2. Shall advise all units not involved in the chase to refrain from all unnecessary radio communications.
3. When it is anticipated that the pursuit will enter another jurisdiction, the appropriate Police Department will be notified and furnished with all pertinent information.

## **Hamden Police Department General Orders**

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### **I. Post Pursuit Reporting and Considerations**

1. Whenever a police officer engages in a pursuit, the police officer shall file a written report on the appropriate form required by his or her agency describing the circumstances. This report shall be reviewed by the appropriate supervisor or supervisors to determine if policy has been complied with and to detect and correct any training deficiencies.
2. Each police agency shall periodically analyze its police pursuit activity and identify any additions, deletions or modifications warranted in agency pursuit procedures.
3. Post-Pursuit reports shall be completed for each police pursuit in accordance with department policy and training.
4. In accordance with Section 14-283a-1 to 14-283a-4, inclusive and section 14-283a of the Connecticut General Statutes Not later than January 31, 2020, and annually thereafter, each Chief of Police and the Commissioner of the Department of Emergency Services and Public Protection shall submit an annual report to the Police Officers Standards and Training Council regarding pursuits by police officers, on the standardized form developed and promulgated by POSTC.
5. Each police agency involved in the pursuit must report their involvement to POSTC on the designated reporting form. Departments shall indicate on the form whether they were the initiating agency or a secondary unit.
6. Each officer involved in the pursuit will submit a pursuit report detailing all actions taken, including, but not limited to, the deployment of stop sticks, blocking side streets, etc. The report shall be completed by the end of the officer's shift if possible. Each officer who initiates a pursuit is required by Connecticut law (PA 18-161) to complete the adopted statewide pursuit tracking form and submit it through the chain of command to the Training Division so that it can be included in the annual pursuit report.
7. The supervisor overseeing the pursuit shall make notification to the Commander of the Field Services Bureau through memo or email. The post-pursuit notification shall contain as much of the following information as is known :
  - a. Whether any person involved in the pursuit or subsequent arrest was injured, specifying the nature of that injury and differentiating between the suspect driver, a suspect passenger, and officers involved.
  - b. The violation(s) that caused the pursuit to be initiated.
  - c. The identity of the officers involved in the pursuit.

## **Hamden Police Department General Orders**

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- d. The means or methods used to stop the suspect being pursued.
- e. All charges that the suspect(s) were arrested for.
- f. Request for audio copy of the pursuit from the Communications Supervisor including all transmissions and/or phone calls if needed.
- g. Request for all body camera videos too be preserved from all officers involved in the pursuit as needed.
- h. The conditions of the pursuit, including but not limited to the following:
  - i. Duration of pursuit.
  - ii. Distance traveled during the pursuit in miles or tenths thereof.
  - iii. Number of officers involved in the pursuit.
  - iv. Number of police units involved in the pursuit and vehicle numbers.
  - v. Time of day.
  - vi. Weather conditions.
  - vii. Maximum speeds reached during the pursuit.
  - viii. Relevant information as to the manner in which the pursued vehicle was being operated.
- i. A review of the pursuit shall be conducted by the Commander of the Field Service Bureau if they were not part of the pursuit. The Field Service Commander will prepare a memorandum of their review and forward same to the Chief's office.
- j. Upon termination of the pursuit, any vehicle which is suspected to have suffered damage from a pursuit that may cause the safe operation of the vehicle to be compromised shall be removed from service for inspection.



## **Hamden Police Department General Orders**

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### **J. Other Pursuit Considerations**

1. High speed operation - A police officer in pursuit may operate their vehicle at a speed that the condition of the vehicle, existing road, traffic, environmental conditions, and the officer's driving abilities will safely permit.
2. Number of involved pursuit vehicles - No more than three police vehicles shall be actively involved in a pursuit, unless directed otherwise by a commander, superior officer, or supervisor, however, all police officers should be alert to the progress and location of any nearby and ongoing pursuit.
3. Offensive driving tactics are limited - Deliberate contact between vehicles, (i.e., intentional collision, PIT Maneuver, or ramming) shall not be attempted unless permission is obtained from a supervisor, in accordance with established written policy
4. Spacing of Vehicles - All police units in active pursuit shall space themselves at reasonable and safe distances to permit adequate braking and reaction times if any preceding vehicle stops, slows, turns, becomes disabled or collides with any vehicle or object.
5. Police officers shall operate available emergency warning lights and their vehicle siren to alert other motorists to unexpected pursuit vehicle maneuvers.
6. A police pursuit vehicle entering any intersection against traffic control signals or signs shall slow to safe speeds and be prepared to slow or stop to avoid any collision. Extreme care will be used when passing traffic signs or signals. Police vehicles will stop to ensure that all vehicular and pedestrian traffic is aware of and yielding to the emergency vehicle. When two or more emergency operated vehicles approach an intersection at the same time from different directions where traffic control devices are installed, said devices and the Vehicle and Traffic Act will determine the right-of-way.

## **Hamden Police Department General Orders**

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### **K. Forced Stop Procedures (Alternative Measures)**

1. Forced stop procedures, to include but not limited to PIT Maneuver, Boxing-in, Intentional Collision and Roadblocks, short of deadly force, may be considered to stop a fleeing vehicle as per this policy;
2. Forced stop procedures may be considered when the necessity for an immediate apprehension outweighs the dangers presented to all parties involved and innocent persons.
3. Forcing vehicles to stop usually presents serious safety hazards to participants and any innocent persons who are present.
4. Forced stop procedures must be reasonably and properly applied by police officers who have received appropriate training in their use and have received authorization from their supervisor, absent exigent circumstances.
5. Forced stop procedures shall be conducted in accordance with department policy and training.

### **A. Roadblocks**

1. Use of a roadblock, ramming or forcing a vehicle from the roadway may be employed if deadly force can be reasonably applied to apprehend one of the following persons, after all other reasonable alternatives have been exhausted or would be ineffective;
  - A dangerous fleeing felon - A person for whom there is reasonable cause to believe that the person has committed a violent felony involving an actual or threatened attack which the police officer has reasonable cause to believe could or has resulted in death or serious physical injury; or
  - Any person who is operating a motor vehicle recklessly and in such a manner as to be reasonably likely to cause death or serious injury to any other person should they be allowed to continue operation of the vehicle.
  - The use of a roadblock shall be used in accordance with department policy and training.

## **Hamden Police Department General Orders**

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### **B. Boxing-In**

1. Boxing in shall only be performed at relatively low speeds. The use of such a tactic must be carefully coordinated with all involved vehicles, taking into consideration the circumstances and conditions apparent at the time, as well as the potential risk of injury to police officers, the public and the occupants of the violator vehicle.
2. Boxing in normally requires two or more police units to position themselves around the violator to form a box at low speeds pursuits. Once the fleeing vehicle is blocked, the police pursuit vehicles slowly and gradually reduce their speed, causing the violator to stop.
3. It must be anticipated that a violator may attempt to maneuver past the lead blocking vehicle or intentionally collide with it or one of the other blocking vehicles to move out of the box.
4. Boxing-in techniques shall be used in accordance with department policy and training.

### **C. Intentional Collision of the Offending Vehicle**

1. A deliberate contact between a police vehicle and a violator's vehicle and is intended to cause the violator to spin or leave the roadway in a slow and controlled manner.
2. This technique should be used in accordance with department policy and training.
3. When considering intentional collision of a violator, each police officer and supervisor must be aware that these actions may result in serious physical injury or death and may activate the vehicle airbags or fuel system shut-offs causing the police vehicle to become disabled.

### **D. Tire Deflation Devices – Stop Sticks**

1. Police officers must first complete a department required training course on the use of Tire Deflation Devices. These devices shall only be used in accordance with department policy.
2. A stop stick will only be deployed with supervisor approval; said approval can be communicated through dispatch personnel. The supervisor will give consideration to all information at hand and authorize its use when in the supervisor's opinion it is necessary to bring the pursuit to an end. Exceptions from a supervisor approval are justified when in the totality of the situation or the circumstances surrounding the pursuit presents additional risks that clearly outweigh prior approval of deployment.

## **Hamden Police Department General Orders**

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3. Requests from outside agencies to utilize a stop stick will be at the supervisor's discretion.
4. The officer deploying the stop stick must advise pursuing police vehicles by radio that the stop stick will be deployed, the location of deployment and any officer-controlled lane restrictions established.
5. The stop sticks should be maintained and stored per manufacturer instructions
6. Officers will make every effort to deploy the stop sticks from a position of safety and utilize protective barriers such as guardrails or buildings if available. Vehicles are not considered ideal barriers.
7. The positioning of a police vehicle must allow for an open lane of traffic across which the stop stick may be deployed.
8. Whenever possible officers should attempt to move their police vehicle out of sight of the vehicle engaging in pursuit in order to reduce the chance of stop stick avoidance by said vehicle.
9. Officers must make every effort to take a position of cover and safety away from the point of contact between the suspect vehicle and the stop sticks.
10. Remove the stop sticks from the roadway immediately after it has been run over to allow police vehicles passage.
11. The damaged portion of the stop stick used to stop a pursuit should be placed in evidence while the undamaged portion may be returned to service if usable. Damaged stop sticks not placed in evidence should be turned in for replacement.
12. The deployment of a stop stick must be documented by a use of force form as per current policy and a police report by the officer deploying the device will be generated. Copies of the use of force form and report will be forwarded to the Training Division.
13. In the event that a stop stick deployment results in a fatality, the stop stick will be turned over as evidence in any ensuing investigation as appropriate.

## **Hamden Police Department General Orders**

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Stop Sticks should not be deployed:

14. Stop Sticks shall not be deployed to terminate pursuits involving Motorcycles, or other vehicles with less than four (4) wheels, or any vehicle transporting flammable or hazardous materials.
15. Roadways bounded by steep descending embankments.
16. In proximity of areas of special events or activities
17. Curves, hills or locations where the safety of oncoming traffic cannot be ensured
18. In proximity of construction zones
19. In the immediate area of pedestrians

### **20. EXCEPTIONS**

a. IMMEDIATE ACTION - Forced stop procedures utilizing the tire deflation devices must be reasonably and properly applied by police officers who have received appropriate training in their use and have received authorization from their supervisor. Prior authorization shall not be required in exigent circumstances involving a rapidly evolving commission of a violent crime, requiring the police officer to take immediate action.

b. PURSUIT PREVENTION - Prior to attempting a motor vehicle stop or after stopping a motor vehicle, situations may arise where a police officer reasonably believes that the operator may attempt to; escape, elude law enforcement or otherwise initiate a pursuit. Officers may consider a prophylactic measure, thereby preventing the engagement in a pursuit by utilizing tire deflation devices. The officer employing such measures will comply with all additional requirements under this policy.

## **Hamden Police Department General Orders**

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### **L. Vehicle Pursuit Training**

Police officers who drive police vehicles shall be given initial and biennial update training in the agency's pursuit policy and in safe driving tactics. The provisions of Sections 14-283a-1 to 14-283a-4, inclusive, of the Regulations of Connecticut State Agencies shall be a part of the curriculum for all police basic recruit-training and re-certification programs in Connecticut.

1. Pursuit Training Programs shall consist of:
  - i. Knowledge of applicable statutes
  - ii. Court decisions impacting police pursuits
  - iii. Department policy
  - iv. Supervisory and individual responsibilities in a police pursuit
  - v. Reporting requirements
  - vi. Inter-jurisdictional considerations
  - vii. Pursuit driving skills and techniques.

Per POST standard 1.7.2.1: The Training Division shall prepare an annual vehicular pursuit summary report to the State of CT and/or Office of the Chief of Police by February 1 of each year (as an alternative said pursuits may be reported to the State of CT on the pursuit tracking form in accordance with state requirements as soon as practical after they occur).

The yearly report if needed will contain the following information:

- i. Total number of pursuits
- ii. Number of pursuits terminated
- iii. Number of crashes resulting from pursuits
- iv. Number of injuries resulting from pursuits
- v. Average age of offender
- vi. Reason for pursuit, listed by frequency
- vii. The number and types of vehicles involved in accidents
- viii. A description of the individuals injured or killed (police, violator, third party).
- ix. The number of violators involved and arrested in pursuit incidents including passengers and
- x. All charges filed.
- xi. Supervisor review preformed.