

**VILLAGE OF SHOREWOOD HILLS**  
**Public Health & Safety Committee Minutes - DRAFT**

**Date and Time:** Tuesday, February 27, 2024 - 7:00pm

**Location:** Virtual via Zoom

1. **Call to Order:** Chair Carol Barford called the meeting to order at 7:02 pm.
2. **Roll call:** Committee members present were Carol Barford, Jeremy Tunis, Bob Falk, Dietmar Bassuner and Bill Muehl. Jim Rogers was absent-excused and Nadeem Afghan was absent-excused. Also present were Village Administrator Sharon Eveland, Deputy Clerk-Treasurer Chrissy Kahl and Michael van Landingham as a member of the public.
3. **Note compliance with open meeting law:** Kahl confirmed that the meeting was properly posted.
4. **Approve meeting minutes from January 23, 2024:** Bassuner moved, seconded by Muehl to approve the January 23, 2024 meeting minutes. Bassuner abstained. Motion carried.
5. **Public Comments-**This is an opportunity for community members to speak to the Committee. No discussion or action may take place at this time and speakers may be limited to three minutes. Michael van Landingham is attending regarding item #7 police pursuits. He supports the Police Chief's letter from the Village Board meeting.
6. **Discussion and possible action on anti-idling ordinance recommendations for the Board:** Barford gave some background information regarding this item. Barford talked to the Police Chief Pharo and Public Works Department Head Handschke regarding the impact of an anti-idling ordinance to their operations. Chief Pharo said this would be more of public education rather than issuing tickets. Handschke said they already do all they can to limit idling as a crew. Exceptions would be for emergency situations like snow emergencies or water main breaks. Discussion included: Contact and education from police rather than enforcement; not to include power equipment; a non-issue for small equipment; over time, philosophy is to work toward electric equipment; try to convey what the community stands for-environment; responsibility falls on owner of vehicle as written in City of Madison ordinance-should this be on the operator; this ordinance would be more of a statement of values rather than day-to-day enforcement; include power equipment (small engines); call all internal combustion engines to include vehicles to small engines.

Barford to ask the Village Board for guidance: Owner or operator of vehicle-who is cited and fee structure. Perhaps give a period of time that the police department would do warnings and education rather than citations (ie: for the first year).

Barford to review with the Village Board for feedback on where this is now and have Board authorization for legal review of the ordinance.

- 7. Discussion of Shorewood Hills Police Department vehicular pursuit policy:** Barford gave an overview of this item. The committee is tasked with fact finding, best practices baseline, dictionary of what can trigger a pursuit. To take to the Board-a matrix that includes what is in COPS, SHPD, City of Madison, WisStats policies as a comparison. Laying out and defining what is a violent crime and when you may break off a pursuit. To be reviewed by Police Chief Pharo. Discussion included: pursuit policy; the trigger into high-speed pursuit; the committee's task is to find the difference between our policy and other policies (listed above); be sure all our policies are very similar to others/in agreement (continuity); our job to make this digestible for the Board-not to make decisions.

Barford will create a Google doc matrix. Committee members volunteered to each take a chapter and crimes to complete the matrix. To be done by next March 20<sup>th</sup>, ideally to add to the packet.

- 8. Discussion of February SHPD report and statistics:** Muehl moved, seconded by Falk to table this item. Motion carried.
- 9. Future Agenda Items** – This is an opportunity for committee members to request an item be added to a future agenda. No discussion may take place on any requested items at this time and committee members should not make lengthy statements on their request.
- a. Continuous fire, EMS and police calls monthly

**10. Next Meeting Date:** Tuesday, March 26, 2024

**11. Adjourn:** Bassuner moved, seconded by Tunis to adjourn the meeting at 8:14 pm. Motion carried.

Respectfully submitted,

Chrissy Kahl  
Deputy Clerk-Treasurer

The "Comparison" spreadsheet / tab in this file is meant to enable an organized comparison between vehicle pursuit policies. The policies are listed below:

COPS (best practices policy): <https://portal.cops.usdoj.gov/resourcecenter/content.ashx/cops-r1134-pub.pdf>

SHPD policy: <https://static1.squarespace.com/static/5e39a9b87696a9593e1eba0c/65196998c462866a0a65e96c/1696164249591/Emergency+Vehicle+Operations.pdf>

Madison policy: <https://www.cityofmadison.com/police/documents/sop/EmergencyVehOper.pdf>

WisStats: [https://docs.legis.wisconsin.gov/statutes/statutes/346/i/03/6#:~:text=\(6\)%20Every%20law%20enforcement%20agency,of%20actual%20or%20suspected%20violators.](https://docs.legis.wisconsin.gov/statutes/statutes/346/i/03/6#:~:text=(6)%20Every%20law%20enforcement%20agency,of%20actual%20or%20suspected%20violators.)  
especially WisStats 346.03 and 346.04

In the Comparison sheet:

Column A = chapter ("Ch.") in the COPS doc and executive summary

Column B = number ("No.") of each recommendation within the COPS chapter

Column C = short title of each COPS recommendation

Column D = content of the relevant COPS recommendation (can mostly get from the exec summary)

Column E = summary of SHPD policy element (if any) that addresses the same topic as in Column D

Column F = summary City of Madison policy element (if any) that addresses the same topic as in Column D

Column G = summary of WisStats item (if any) that addresses the same topic as in Column D

Note: in filling out columns E, F and G, please note the page or paragraph number or anything else from the original document that could help readers find the information quickly!

Note: we are splitting up the work. See below. Aiming to be finished by March 20.

Chapter 1, Bob

Chapter 2, Dietmar

Chapter 3, Carol

Chapter 4, Nadeem

Chapter 5, Bill

Chapter 6, Jim

Crimes, Jeremy

Ch. No.	Short title	COPS	SHPD	Madison	WisStats	Notes
1	1 Define vehicle pursuit	The key components of a vehicle pursuit, which a policy should capture, are as follows: 1. Active attempt by the officer to stop the vehicle—e.g., activating emergency equipment (lights, siren, winking headlights) 2. Driver's refusal to submit to the officer's authority to stop and actions to avoid apprehension—e.g., speeding up, making quick turns, disobeying traffic signals, turning off headlights.	Same as DOJ	Same as DOJ	SHPD and MPD refer to 85.07(8)a and 346.04(2t)	
1	2 Decide what crimes warrant pursuit	Jeremy				
1	3 Rare exceptions of 1.2	Jeremy?				
1	4 Define "fresh" pursuit	Agency policy should articulate the point at which a vehicle involved in a violent crime, such as a carjacking, is no longer considered "fresh" because of the amount of time that has elapsed since the crime and should be treated as a stolen vehicle for purposes of the vehicle pursuit policy.	Under Termination of Pursuits: Addresses more completely than MPD the need to include recognition of neighboring jurisdictions	Addressed, but briefer than SHPD		
1	5 List factors for risk assessment of pursuit	Suspect Characteristics, Officer Characteristics, Vehicle Performance, Environmental Factors, Differences in Community Expectations, Interjurisdictional Considerations	Both MPD and SHPD address these factors though not in exactly the same language	Both MPD and SHPD address these factors though not in the same section or in exactly the same language		
1	6 Prohibit pursuit in certain cases	An agency's pursuit policy is directly related to its risk-management approach. Some agencies may not be willing to take on any risk that comes with vehicular pursuits and choose a prohibitive policy, banning all pursuits. If agencies are willing to allow pursuits, they must determine who will have responsibility for managing risk. A discretionary policy allows the individual officer to determine the pursuit risk.	Only if there is no probable cause that the vehicle is, has, or is about to commit a violent felony	Same as SHPD		
1	7 Discontinue pursuit in certain situations	Circumstances can change quickly during a pursuit, and an officer must be ready to discontinue immediately when the risks of continuing exceed the risks posed by the suspect's escape. As the pursuit proceeds, the suspect may become increasingly reckless, requiring the officer to discontinue the pursuit to reduce the risk to the public.	When risk outweighs benefit of continuing	SHPD policy more specific than MPD. Specific examples given under "Termination of Pursuit"		
1	8 Only trained officers may pursue	An agency's policy should articulate the minimum standard for authorizing a vehicle pursuit. This should be a clear bright line, based on the suspected crime and risk to the community, that lets officers determine whether they may be authorized to pursue a suspect. The agency must provide specific guidance to officers through policy and training.	Any sworn commissioned officer, regardless of rank. Officer in-service training shall include 4 hours of training biennially	Any sworn commissioned officer, regardless of rank. No aspects of training mentioned		
1	9 Sworn officers only in pursuing vehicle	Agency policy should direct officers not to participate in a vehicle pursuit if anyone other than a sworn officer is in the police vehicle.	Pursuit shall not be undertaken if civilians or non-commissioned officers are in the vehicle except under circumstances involving death or great bodily harm.	Any sworn commissioned officer, regardless of rank		
1	10 Remote tracking instead of pursuit	Agency policy should prioritize using resources that can track a suspect remotely and direct officers to disengage from a pursuit once remote tracking (e.g., by aviation, including drones or GPS [global positioning system]) is active.	Not addressed	Not addressed		
1	11 Pursuit of motorcycles	Agency policy should discourage or prohibit officers from becoming involved in a vehicle pursuit if the suspect is riding a motorcycle.	Motorcycles not addressed except to say that tire deflation devices may only be used to stop motorcycles, mopeds, or other two-wheeled vehicles when the use of deadly force is justified.	Not specifically addressed		
1	12 Pursuit by unmarked vehicles or motorcycles	Agency policy should discourage officers who are riding motorcycles or driving unmarked vehicles from participating in vehicle pursuits. Unmarked vehicles should be permitted to engage in a pursuit only if they are equipped with the proper emergency equipment (e.g., lights and siren).	Eluding/Fleeing: §346.04(3): No operator of a vehicle, after having received a visual or audible signal from a traffic officer, federal law enforcement officer, or marked or unmarked police vehicle that the operator knows or reasonably should know is being operated by a law enforcement officer, shall knowingly flee or attempt to elude any officer by willful or wanton disregard of such signal so as to interfere with or endanger the operation of the police vehicle, the traffic officer, the law enforcement officer, other vehicles, or pedestrians, nor shall the operator increase the speed of the operator's vehicle or extinguish the lights of the vehicle in an attempt to elude or flee.	Same as SHPD	Both policies reference State Statute §346.04(3)	
1	13 Police vehicle damage	Agency policy should direct officers to disengage from a pursuit if the police vehicle sustains damage that adversely affects vehicle operation or experiences an equipment failure that limits communication or makes continued driving dangerous.	Not addressed	Not addressed		
1	14 Interjurisdictional pursuits	Officers must make the same risk assessment of the environment and obtain supervisor approval as they would when initiating (and continuing) their own pursuit.	In the event of an SHPD pursuit into another agency's jurisdiction, the jurisdiction involved should be notified of the pursuit, the reason for it, and whether direct assistance with the pursuit is requested.	MPD will not actively pursue the suspect vehicle in another jurisdiction's pursuit unless mutual aid is specifically requested by the agency involved and the circumstances of the pursuit (reason for pursuit, etc.) would permit MPD to initiate and to continue a pursuit.		

Ch. No.	Short title	COPS	SHPD	Madison	WisStats	Notes	
2	1	Info to report when initiating pursuit	<ul style="list-style-type: none"> <li>- identity of the primary pursuit unit</li> <li>- initial reason for the attempted stop</li> <li>- location, direction, and speed of the pursuit</li> <li>- weather and road conditions</li> <li>- traffic conditions (light, moderate, heavy)</li> <li>- description of the pursued vehicle, including license plate number</li> <li>- description of the suspect's driving behavior (e.g., speeding, swerving between vehicles, making rapid lane changes)</li> <li>- the number, description, and identity (if known) of the vehicle's occupants</li> <li>- any information concerning the presence or use of firearms, overt threat of force, or other unusual hazards</li> </ul>	<ul style="list-style-type: none"> <li>- officer's radio number and that a pursuit has been initiated</li> <li>- the roadway, location, and direction of travel</li> <li>- the reason for the pursuit</li> <li>- the speed of travel</li> <li>- the identifying information concerning the pursued vehicle, i.e., color, year, make, body, license plate number, and other identifying characteristics</li> <li>- number and description of occupants</li> </ul>	<ul style="list-style-type: none"> <li>- inform dispatch that you are in pursuit</li> <li>- radio communications may be delegated to another officer involved in the pursuit</li> <li>- reasonably attempt to inform dispatch of the following: if your vehicle is unmarked, location and direction of pursuit, description of suspect vehicle, license plate number and description of occupants, reason for pursuit, estimated speed of suspect vehicle, driver and occupant behavior</li> <li>- continually update dispatch with: changes of direction, speed of vehicles involved, actions of suspect(s) and vehicle</li> <li>- as soon as possible, ensure the lead pursuing unit is in a fully marked squad</li> <li>- if suspect vehicle is stopped: notify dispatch of location and any additional resources needed, coordinate the high-risk stop</li> </ul>		
2	2	Supervisor approval	...is encouraged, if not deemed necessary, to assess the information "calmly" and make an independent determination. A supervisor appears to be best suited for this decision. They are at arm's length removed.	The policy states a supervisor may provide direction or assume responsibility when working and available. Furthermore, a designee who is acting pursuant to an assignment under the Pursuit Policy shall have the same authority and responsibilities as a supervisor.	a supervisor who is not actively pursuing <b>will</b> monitor the pursuit from the point of notification to its conclusion		
2	3	Supervisor training	Yes, agencies must train supervisors how to assess information they receive and make the appropriate decision. This training should involve the use of a critical decision-making model; see Chapter 5 for details.	Officer in service training, and officer certification training shall be done biennially. It is not clear if that same standard applies to supervisors.	this notion is not clearly identified		
2	4	Any officer can discontinue pursuit	multiple parties should have authority to discontinue a pursuit to ensure there are checks and balances on the decision to continue pursuit.	the pursuing officer, the supervisor, a designee, or a dispatcher (only upon receipt of instructions to do so) can terminate pursuit.	the pursuing officer or the supervisor can terminate pursuit.		
2	5	Debrief procedure	it is recommended that a debrief process is implemented. Best practice.	The primary officer engaged in a pursuit shall complete the TraCS Pursuit report form as well as the Vehicle Pursuit form. Each year, the Chief or a designee shall prepare a report that outlines all pursuits that officers have engaged in. A supervisor shall evaluate whether the actions of officers involved in the pursuit were in accordance with policy and procedures. The supervisor shall complete Post Vehicle Pursuit Review form as well as a Vehicle Pursuit Form. An annual analysis, done by a Lieutenant, of all pursuits shall be done on or before March 1 of each year and presented to the Chief.	The supervisor shall complete a supplemental police report for all pursuits documenting their role and actions related to the pursuit. The monitoring supervisor shall document the actions of the officers involved in the pursuit. Additional forms and processes shall be completed.		
2	6	Officer training on reasons to discontinue pursuit	it is stated, agencies should train officers on why discontinuing a vehicle pursuit may be the most prudent course of action.	Officer in service training, and officer certification training shall be done biennially. It is not clear if that same standard applies to supervisors.	this notion is not clearly identified		
2	7	Supervisors consider officer experience	...the decision tree to continue or discontinue pursuit should consider many factors, including the officer's experience and ability.	it is not specifically stated that a supervisor considers officer experience in a determination to continue pursuit or discontinue pursuit.	this notion is not clearly identified		
2	8	Supervisor responsible as early as possible	Yes, agency policy should clearly indicate that the supervisor is responsible for managing the pursuit and have a process for getting a supervisor involved as early as possible.	this notion is not clearly identified	a supervisor who is not actively pursuing <b>will</b> monitor the pursuit from the point of notification to its conclusion		
2	9	Supervising a pursuit by the supervisor	Categorically, the concept should be, someone other than the person engaged in the pursuit must be involved to provide oversight and direction. This could be a "watch supervisor" or "field supervisor" with some authority over the person in the pursuit.	this notion is not clearly identified	a supervisor who is not actively pursuing <b>will</b> monitor the pursuit from the point of notification to its conclusion		
3	1	Tire deflation devices (TDD) as pursued	Agencies should avoid pursuit when possible and TDD is a good alternative. Training should be required.	Depending upon the circumstances of a pursuit, the use of high-risk traffic stop procedures shall be considered by all pursuing units. p. 8.	See TDD standard operating procedure document (SOP) at <a href="https://www.cityofmadison.com/police/documents/sop/TireDeflationDevice.pdf">https://www.cityofmadison.com/police/documents/sop/TireDeflationDevice.pdf</a>	Not addressed	
3	2	Supervisor approval for TDD	Supervisors should be involved in decisions and deployment of TDD and should be trained in the decision-making process.	The SHPD supervisor or designee is responsible for coordinating the pursuit, including assigning units to deploy approved intervention tactics. p. 8.	A supervisor who is not actively pursuing will monitor the pursuit from the point of notification to its conclusion...and ensure adherence to all MPD procedures. p. 5. The TDD SOP does not stipulate supervisor approval unless the pursuit enters Madison from another jurisdiction (p.2 of SOP).	Not addressed	
3	3	Establish decision factors for TDD use	Agency policy should outline the key factors for officers to consider in deciding whether to use a TDD, as well as how to do so most safely and effectively.	The use of tire deflation devices in accordance with this policy and departmental training does not constitute deadly force. However, tire deflation devices may only be used to stop motorcycles, mopeds, or other two-wheeled vehicles when the use of deadly force is justified. p. 9.	The SOP establishes various criteria for use of TDD on stationary vs. moving vehicles, plus several safety considerations for the officers deploying TDD.	Not addressed	

Ch. No.	Short title	COPS	SHPD	Madison	WisStats	Notes
3	4 Training for TDD	Agency policy should restrict the use of TDDs only to those officers who have completed training. Refresher training should be provided annually.	Only officers who have been trained in the use of tire deflation devices may deploy the device. The device shall be deployed in accordance with department training and the manufacturer's recommended use. p. 10.	Only officers who have successfully completed training in the proper use and deployment techniques of the tire deflation device are authorized to deploy the system. p. 1 of the TDD SOP.	Not addressed	
3	5 Aviation resources as pursuit alternative	In agencies that have aviation resources, policy should direct personnel to request that resource at the earliest time possible.	Not addressed	Not addressed	Not addressed	
3	6 Establish decision factors for aviation	Agency policy and training should address situations where a vehicle pursuit is not permitted but an aviation resource can be engaged.	Not addressed	Not addressed	Not addressed	
3	7 Tagging and tracking as a pursuit alternative	Agencies should explore the use of tagging and tracking technology to assist in vehicle pursuits.	Not addressed	Not addressed	Not addressed	
3	8 Tagging and tracking considerations	For agencies that adopt tagging and tracking technology, personnel should request and deploy the device at the earliest time possible.	Not addressed	Not addressed	Not addressed	
3	9 Training for tagging and tracking	Required agency training should inform officers what types of vehicles may be equipped with pre-installed tracking technologies and how they can contact the provider to gather location information.	Not addressed	Not addressed	Not addressed	
3	10 Other technologies for location and reporting	Agencies should take stock of what technologies are currently available to assist officers in vehicle-related investigations.	Not addressed	Not addressed	Not addressed	
3	11 Pursuit intervention technique (PIT) maneuver use.	PIT maneuvers are never without risk and should be considered only when certain conditions are met. Agency policy should require supervisor approval prior to PIT maneuver use.	The PIT maneuver should only be attempted if such force is absolutely necessary to prevent death or great bodily harm to the pursuing officer or other persons. p. 10.	Use of PIT...shall only be used under deadly force circumstances. p. 6.	Not addressed	
3	12 PIT speed	PIT maneuvers should not be authorized for speeds above those on which the officers have been trained.	PIT may be used if the suspect's vehicle is traveling less than 35 M.P.H. (among other requirements). p. 10.	Not addressed	Not addressed	
3	13 Other PIT factors	If PIT is permitted, agency policy should outline the key factors officers should consider in deciding whether and how to use PIT.	Supervisor must approve use of PIT; officer must be trained in PIT and must be able to articulate the need for using PIT; using PIT would not create unreasonable risk of harm; suspect's vehicle and pursuit vehicle must have similar profile. p. 10.	Not addressed	Not addressed	
3	14 PIT training	Practical training and refreshers, including performing the PIT, are required.	Not addressed	Not addressed	Not addressed	
3	15 Consider community relationship to PIT	Consider community expectations, rights, and officer accountability w.r.t. PIT use.	Not addressed	Not addressed	Not addressed	
3	16 Ramming, roadblocks, boxing in, chases	Prohibit using a police vehicle to forcibly stop a fleeing vehicle.	The use of ramming is prohibited unless deadly force is justified. p. 10.	Use of PIT and any other ramming techniques (and stationary roadblocks) shall only be used under deadly force circumstances. Boxing in may be authorized by a supervisor in cases where the suspect is likely to cause death or great bodily harm if not apprehended. p. 6.	The operator of an authorized emergency vehicle may: (a) Stop, stand or park, irrespective of the provisions of this chapter. 346.03 (2)	
3	17 Shooting from moving vehicle	Agency policy should prohibit shooting at or from a moving vehicle unless someone in the vehicle is using or threatening deadly force by means other than the vehicle or the driver is attempting to use the vehicle as a weapon of mass destruction in an apparent terrorist attack.	Warning shots during a pursuit are prohibited. Shooting at or from a moving vehicle is prohibited unless deadly force is justified. p. 10.	Not addressed	Not addressed	
4	1 Pursuit reports	Chapter 4: Page 88 Extensive coverage of post pursuit reporting.	Page 12: Reports The section deals with all elements that should go in the report. There are seven elements that are listed that officer in pursuit needs to complete. In addition there is form that need to be filled out. Additionally it follows section 85.07(8)(b) of the Wisconsin Statutes.	Page 5: Section 2 of the policy only deals with post pursuit reporting as a subset of what Supervisor role is in pursuit reporting does not address any additional requirement		
4	2 Pursuit coding and statistics	Chapter 4: Page 88-96 Extensive coverage of post pursuit supervisory role and reporting.	Does not address	Does not address		
4	3 Supervisor review of reports	Chapter 4: Page 88-96 Extensive coverage of dealing with training and examples	Page 12: Does address in page where a supervisor has to review post pursuit	Page 5: Section 2 of the policy only deals with post pursuit reporting as a subset of what Supervisor role is in pursuit reporting does not address any additional requirement		
4	4 Training for pursuit review	Chapter 4: Page 88-96 Extensive coverage of dealing with training and examples	Page 12: Does address and established minimum training standards.	Does not address		
4	5 Pursuit review board	Chapter 4: Page 88-96 Extensive coverage of dealing with review board	Does not address	Does not address		
4	6 Review pursuit data	Chapter 4: Page 88-96 Extensive coverage of dealing with data review	Page 12: Does address this topic	Does not address		
4	7 Identify de facto (ghosted) pursuits	Chapter 4: Page 88-96 Extensive coverage of dealing ghosted pursuit	Does not address	Does not address		
5	1 Vehicle pursuit training					
5	2 Informal training					
5	3 Critical decision-making model					
5	4 In-service training					
5	5 Policy training					
5	6 Short training / micro-lessons					
5	7 Scenario-based training					
5	8 Driving simulators					
5	9 Training in surveillance and alternative tactics					
5	10 Training for all tools used					
5	11 Officer training and re-training					
6	1 Educate the community on the pursuit policy					
6	2 Reassure that safety is the main goal					
6	3 Provide / post public information					
6	4 Engage with community in multiple ways					

Ch. No.	Short title	COPS	SHPD	Madison	WisStats	Notes
6	5	Conduct post-incident briefings with community				
6	6	Prepare response strategy for injured parties				
6	7	Include pursuit data in annual report to the community				

This sheet is a summary of crimes that could potentially trigger a vehicle pursuit. We mostly want to know how these crimes are categorized: violent crime? felony? Or what characteristics do they share?  
 Suggestions:

Source	Categories of crime	Notes
Name of document		
<p><b>COPS/Police Executive Resource Forum</b></p>	<p>The COPs documents breaks down how different police departments define the types of alleged crimes justifying or necessitating a pursuit.</p> <p>Emphasis on restrictive pursuit policies, prioritizing public safety. Pursuits are generally justified only for violent crimes against persons (or against infrastructure where injury or death is likely) or when there's an imminent threat to public safety due to the suspect's actions and in some cases the capabilities of the suspect vehicle.</p> <p>Overall Recc."  <i>"We recommend that pursuits should take place only when two very specific standards are met:</i>  <i>(1) A violent crime has been committed and</i>  <i>(2) The suspect poses an imminent threat to commit another violent crime.</i>  <i>If those two conditions are not met, agencies need to look for alternatives to accomplish the same objective. You can get a suspect another day, but you can't get a life back. We believe policy, training, and supervision should all support the core value of policing: the sanctity of human life."</i></p> <p><b>Examples from surveyed police agencies:</b></p> <p><b>Charleston, South Carolina:</b>  Pursuits are justified for violent crimes <b>such as murder, manslaughter, rape, kidnapping, robbery, and aggravated assault, or any crime involving a firearm or explosive, even if classified as a misdemeanor.</b></p> <p><b>Virginia Beach, Virginia:</b>  Pursuits may be initiated if there's a belief that the vehicle's occupants are armed and dangerous or have committed a violent felony. <b>Violent felonies include crimes involving physical force or violence, such as murder, rape, kidnapping, and robbery.</b></p> <p><b>Atlanta, Georgia:</b>  Pursuits are limited to cases <b>where there's direct knowledge of a forcible felony committed by the fleeing suspect</b>, and the escape would pose an imminent danger. Pursuits are prohibited for property offenses, misdemeanors, traffic offenses, and civil infractions.  <b>**The Official Code of Georgia defines felonies as crimes that are punishable by death or by imprisonment for life or for at least a year. It further defines "forcible felonies" as those offenses that involve physical force or threats of violence.**</b></p> <p><b>Fayetteville, North Carolina:</b>  <b>Officers may pursue if there's a reasonable suspicion that a "crime dangerous to human life" is being committed.</b> There must be an exigent need to apprehend due to potential harm to the public, with supervisory authorization required for pursuits not meeting these criteria. Unable to find statutory definition of "crimes dangerous to human life."</p> <p>Additional Considerations:  --Policies should clearly define what constitutes a violent crime to justify a pursuit.  --Considerations include the nature and seriousness of the offense, suspect's access to weapons, identity of the suspect, presence of uninvolved individuals in the suspect vehicle, and environmental factors like roadway conditions and traffic.  --Officers should consider alternatives to pursuits and continuously assess the risks involved.  --Interjurisdictional pursuits require clear guidelines and cooperation between agencies to ensure policies are aligned and public safety is maintained.</p>	
<p><b>Madison PD</b></p>	<p><b>Restrictive: The pursuit of vehicles is authorized only under the following circumstances:</b></p> <p><b>1. Probable cause exists to believe that the vehicle driver and/or occupant(s) has recently committed, is committing, or is about to commit a violent felony.</b></p> <p><b>** Under Wisconsin law, a violent felony is any crime that involves the use or threat of violence against another person. This includes crimes such as homicide, rape, robbery and assault, including intoxicated use of vehicle or firearm.</b></p> <p><b>See <a href="https://docs.legis.wisconsin.gov/statutes/statutes/940/i/09">https://docs.legis.wisconsin.gov/statutes/statutes/940/i/09</a></b></p> <p>Officers will not initiate or engage in a pursuit (other than a "refusal to stop" pursuit) for a traffic, ordinance, or non-violent criminal offense. Officers may initiate and engage in a "refusal to stop" pursuit for any offense. If a driver accelerates beyond a reasonable speed, engages in driving behavior indicating an attempt to evade officers, operates the vehicle in an unsafe manner, or otherwise meets the statutory elements of Eluding (§346.04(3)), pursuit is only authorized under section 1. above.</p>	
<p><b>Maple Bluff PD</b></p>	<p>The document outlines the pursuit policy for the Maple Bluff Police Department, emphasizing the balance between public safety and the duty to apprehend law violators. Key points include:</p> <p>Vehicle pursuits pose significant risks to public safety, and the primary goal is to minimize pursuit-related incidents while maintaining law enforcement's responsibility to apprehend offenders.</p> <p>The decision to initiate or continue a pursuit must be made quickly, considering the totality of circumstances.</p> <p>Officers are encouraged to use self-discipline and sound judgment, prioritizing safety over immediate apprehension.</p> <p><b>Factors to consider when initiating or continuing a pursuit include the seriousness of the offense, public safety, the suspect's threat level, the pursuit environmental conditions, and the capabilities of the pursuing officers and their vehicles.</b></p> <p><b>The document does not enumerate specific crimes justifying a pursuit but emphasizes the overall risk to public safety and the seriousness of the offense as primary considerations.</b></p> <p>Pursuits should be terminated when the risks to public safety outweigh the benefits of immediate apprehension.</p>	



	<p>Officers are authorized to initiate a pursuit when it is reasonable to believe that a suspect is attempting to evade arrest or detention by fleeing in a vehicle that has been given a signal to stop by a peace officer (Wis. Stat. § 346.03; Wis. Admin. Code § LES 3.07(1) (a)).</p> <p>The document does not enumerate specific crimes justifying a pursuit but emphasizes the overall risk to public safety and the seriousness of the offense as primary considerations.</p> <p><b>The following factors individually and collectively shall be considered in deciding whether to initiate or continue a pursuit (Wis. Stat. § 346.03(6)):</b></p> <ul style="list-style-type: none"> <li>(a) The seriousness of the known or reasonably suspected crime and its relationship to community safety. <b>[No hard and fast definition provided]</b></li> <li>(b) The importance of protecting the public and balancing the known or reasonably suspected offense and the apparent need for immediate capture against the risks to officers, innocent motorists and others.</li> <li>(c) The apparent nature of the fleeing suspect (e.g., whether the suspect represents a serious threat to public safety).</li> <li>(d) The identity of the suspect has been verified and there is comparatively minimal risk in allowing the suspect to be apprehended at a later time.</li> <li>(e) The safety of the public in the area of the pursuit, including the type of area, time of day, the amount of vehicular and pedestrian traffic (e.g., school zones) and the speed of the pursuit relative to these factors.</li> <li>(f) The pursuing officer's familiarity with the area of the pursuit, the quality of communication between the pursuing units and the dispatcher/supervisor, and the driving capabilities of the pursuing officers under the conditions of the pursuit.</li> <li>(g) The weather, traffic and road conditions that unreasonably increase the danger of the pursuit when weighed against the risks resulting from the suspect's escape.</li> <li>(h) The performance capabilities of the vehicles used in the pursuit in relation to the speed and other conditions of the pursuit.</li> <li>(i) Vehicle speeds.</li> <li>(j) Other persons in or on the pursued vehicle (e.g., passengers, co-offenders and hostages).</li> <li>(k) The availability of other resources, such as aircraft assistance.</li> <li>(l) The police unit is carrying passengers other than on-duty police officers. Pursuits should not be undertaken with a prisoner in the pursuit vehicle unless exigent circumstances exist, and then only after the need to apprehend the suspect is weighed against the safety of the prisoner in transport. A unit containing more than a single prisoner should not participate in a pursuit.</li> </ul>									
<p><b>Dane County Sheriff's Office</b></p>	<p>Policy can be found at: <a href="https://danesherriff.com/Policies">https://danesherriff.com/Policies</a> (Section 200.140). Line 164 includes a decision matrix chart to guide deputies with the highest level being Violent Felony Imminent Threat (high likelihood / necessity to pursue) to Infractions and Misdemeanors (do not pursue unless exigent circumstances such as very low risk to officer and surrounding community).</p> <p>The decision to initiate and continue a pursuit must be based on the pursuing deputy's conclusion that the necessity of immediate apprehension outweighs the risk to the community should the suspect remain at large. Justification for engaging in a vehicle pursuit must be based on facts known by the deputy when the decision is made to engage in a pursuit. Information not established as fact at the time the pursuit was initiated cannot be considered later in determining whether the pursuit was justified.</p> <p>In all instances of vehicle pursuits, the initiating officer must be able to clearly articulate the reason(s) why a pursuit was initiated.</p>									