



City of Hogansville  
City Council

Public Hearing & Regular Meeting Agenda

**Monday, June 20, 2022**

**Meeting will be held at Hogansville City Hall,  
111 High Street, Hogansville, GA 30230**

Mayor: <b>Jake Ayers</b>	2025	City Manager: <b>Jonathan H. Lynn</b>
Council Post 1: <b>Michael Taylor, Jr</b>	2025	Assistant City Manager: <b>Lisa E. Kelly</b>
Council Post 2: <b>Matthew Morgan</b>	2025	City Attorney: <b>Alex Dixon</b>
Council Post 3: <b>Mandy Neese*</b>	2023	Chief of Police: <b>Jeffrey Sheppard</b>
Council Post 4: <b>Mark Ayers</b>	2023	
Council Post 5: <b>Toni Striblin</b>	2023	* Mayor Pro-Tem

**Public Hearing – 7:00 pm**

1. Public Hearing to Hear Citizen Comments Regarding the Proposed Budget

**Regular Meeting – Immediately Following Public Hearing**

1. Call to Order – Mayor Jake Ayers
2. Invocation & Pledge

**Consent Agenda**

All items listed under the Consent Agenda are considered to be routine in nature and will be approved by one blanket motion.

1. Approval of Agenda: Regular Meeting June 20, 2022
2. Approval of Minutes: Public Hearing & Regular Meeting June 6, 2022
3. Approval of Minutes: Work Session Meeting June 6, 2022

**Presentation**

1. Recognition of Gina Turner for her service as Hogansville Elementary School Principal

**Citizen Appearance**

1. Paul Darden to Discuss Resignation of Officer Ryan Loubet

**New Business**

1. Pursuit Policy Amendment

**Discussion Items**

1. Troup County Parks & Recreation – Meeting Update

**Executive Session**

1. Personnel Exemption

**City Manager's Report**

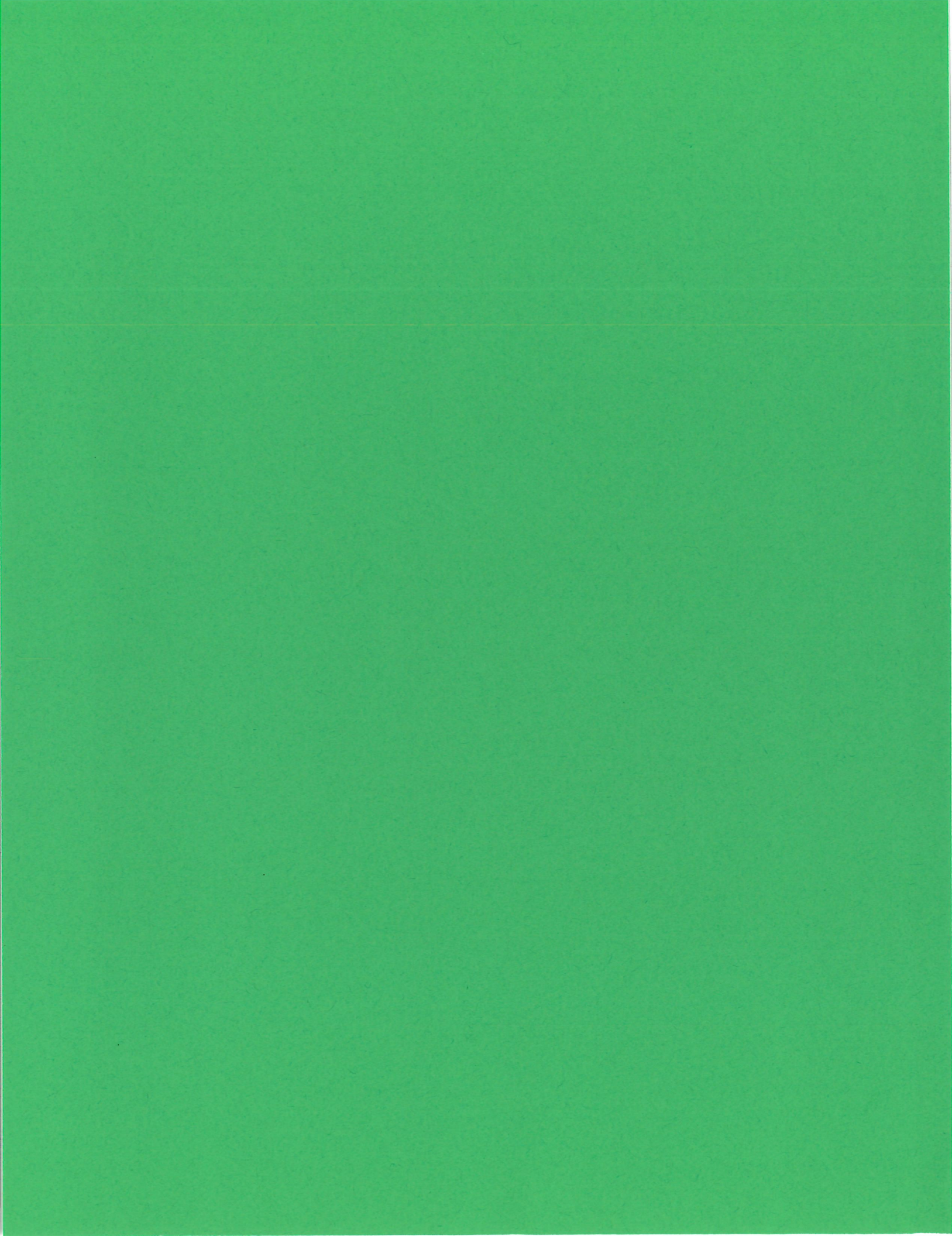
**Council Member Reports**

1. Council Member Taylor
2. Council Member Morgan
3. Council Member Neese
4. Council Member Ayers
5. Council Member Striblin

**Mayor's Report**

**Adjourn**

<p><b>Upcoming Dates &amp; Events</b></p> <ul style="list-style-type: none"> <li>• June 21, 2022 – 6:30 pm   Meeting of the Historic Preservation Commission at Hogansville City Hall</li> <li>• June 28, 2022 – 6:30 pm   Meeting of the Downtown Development Authority at Hogansville City Hall</li> <li>• June 30, 2022 – 6:00 pm   Special Called Meeting of the Mayor and Council at Hogansville City Hall</li> <li>• June 30, 2022 – 6:30 pm   Town Hall Meeting at Hogansville City Hall</li> <li>• July 5, 2022 – 7:00 pm   Regular Meeting of the Mayor and Council at Hogansville City Hall</li> </ul>
--





June 6, 2022

## Public Hearing and Regular Meeting

*Meeting held at Hogansville City Hall, 111 High Street, Hogansville GA 30230*

### **PUBLIC HEARING**

Mayor Jake Ayers called the Public Hearing to order at 7:04 pm to hear citizen comments on the proposed budget. There were no citizen comments, and the meeting was closed at 7:05pm.

### **REGULAR MEETING**

**Call to Order:** Mayor Jake Ayers called the Regular Meeting to order at 7:06 pm. Present were Council Members Michael Taylor, Jr, Matthew Morgan, Mandy Neese, Mark Ayers, and Toni Striblin. Also present were City Manager Jonathan Lynn, Assistant City Manager Lisa Kelly and City Attorney Alex Dixon.

Council Member Morgan gave an invocation and Mayor Ayers led the Pledge of Allegiance.

### **CONSENT AGENDA**

**Motion:** Council Member Striblin moved to approve the Consent Agenda. The motion was seconded by Council Member Neese.

**Motion Carries 5-0**

### **PRESENTATIONS**

#### ***1. Proclamation – Frankie Willoughby 100<sup>th</sup> Birthday***

Mayor Ayers and the City Council honored Ms. Frankie Willoughby with a Proclamation for her 100<sup>th</sup> birthday.

#### ***2. Ricky Thrash to Discuss Planning & Zoning Commission***

Mr. Ricky Thrash introduced members of the Planning & Zoning Commission and gave a brief overview of the mission of the board.

### **NEW BUSINESS**

#### ***1. GDOT Procurement Policy for Engineers and Designers***

**Motion:** Motion was made by Council Member Neese to approve the GDOT Procurement Policy for Engineers and Designers. The motion was seconded by Council Member Striblin.

**Discussion:** None

**Motion Carries 5-0**

#### ***2. Title VI Non-Discrimination Agreement with GDOT***

**Motion:** Motion was made by Council Member Neese to approve the Non-Discrimination Agreement with Georgia Department of Transportation (GDOT). The motion was seconded by Council Member Taylor.

**Discussion:** None

**Motion Carries 5-0**

**3. *Authorize GDOT Sidewalk Grant Application***

**Motion:** Motion was made by Council Member Neese to authorize the City to apply for the GDOT – TAP Sidewalk Grant. The motion was seconded by Council Member Ayers.

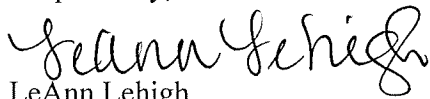
**Discussion:** None

**Motion Carries 5-0**

**ADJOURNMENT**

On a motion made by Council Member Striblin and duly seconded, Mayor Jake Ayers adjourned the meeting at 7:46pm

Respectfully,



LeAnn Lehigh  
Deputy City Clerk



June 6, 2022

**Work Session**

*Meeting held at Hogansville City Hall, 111 High Street, Hogansville GA 30230*

**Call to Order:** Mayor Jake Ayers called the Work Session to order at 5:34 pm. Present were Council Member Michael Taylor, Jr., Council Member Matthew Morgan, Council Member Mandy Neese, Council Member Mark Ayers, and Council Member Toni Striblin. Also present were City Manager Jonathan Lynn, Assistant City Manager Lisa Kelly and City Attorney Alex Dixon.

**Discussion Items**

***1. Budget Presentation***

City Manager Jonathan Lynn presented the City Council with the proposed FY 2023 Budget.

***2. Parks & Recreation***

Council Members Michael Taylor and Matthew Morgan, along with the City Manager and Assistant City Manager, will be meeting with Parks & Recreation on Thursday to discuss Parks & Recreation options for Hogansville. Council suggested a Town Hall meeting for citizens to express their ideas and was set for Monday, June 28, 2022 at 6:30pm. Council Member Striblin would like the City to conduct an online survey to ask citizens what concerns about the city would they like to discuss at the Town Hall meeting.

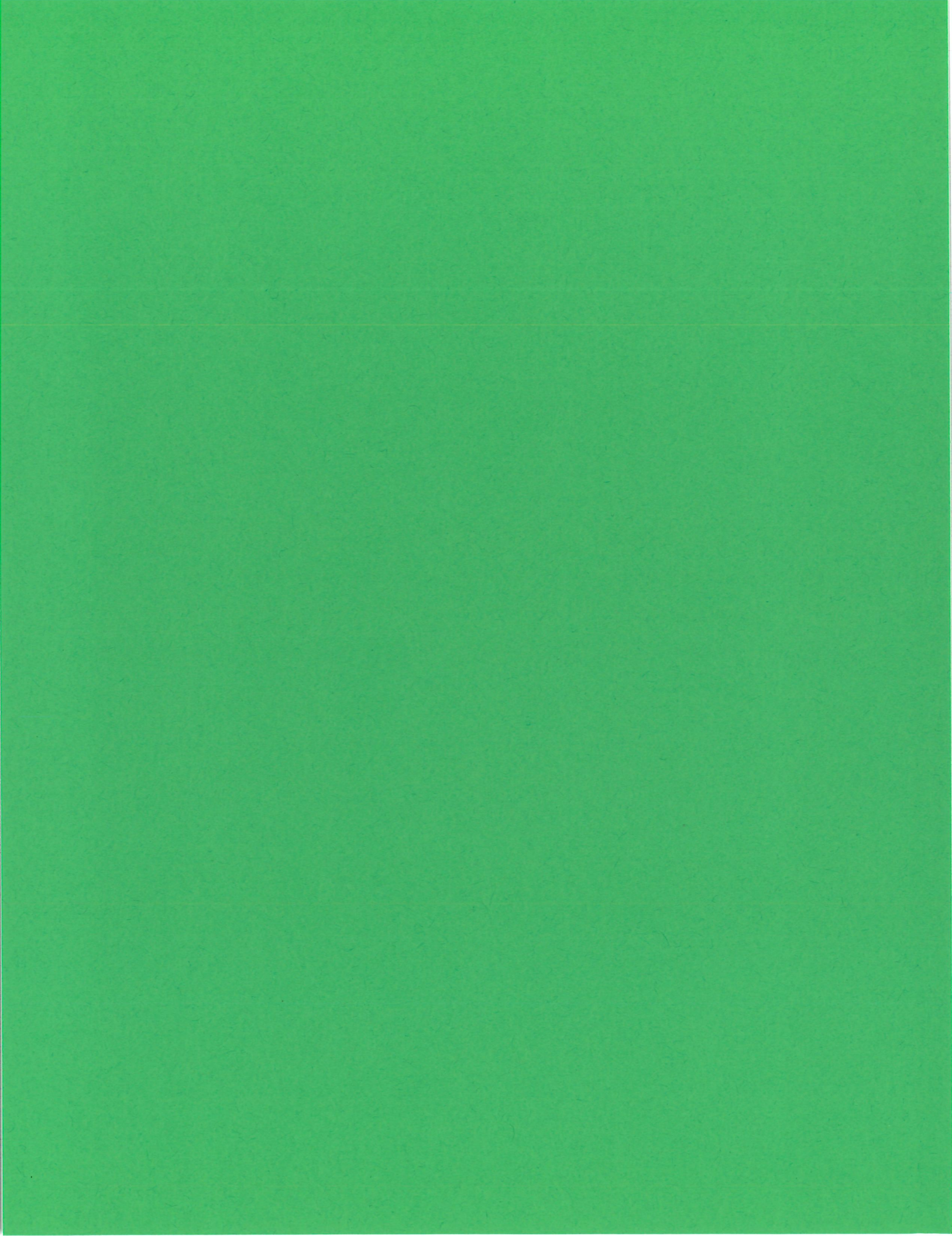
***3. Speed Bumps***

Council Member Taylor said he feels the speed bumps that were recently installed are unnecessary and that citizens have contacted him complaining about them. Council Member Striblin stated citizens contact her to let her know they like the speed bumps and would like them on more roads in town.

On a motion by Council Member Neese and duly seconded, the work session was adjourned at 6:52 pm.

Respectfully,

LeAnn Lehigh  
Deputy City Clerk



CITY COUNCIL  
Mayor Jake Ayers  
Michael Taylor, Post 1  
Matthew Morgan, Post 2  
Mandy Neese, Post 3  
Mark Ayers, Post 4  
Toni Striblin, Post 5



Jonathan Lynn, City Manager  
Lisa Kelly, Assistant City Manager  
Alex Dixon, City Attorney

111 High St  
Hogansville GA 30230  
706-637-8629 | cityofhogansville.org

---

## COUNCIL ACTION FORM

---

**MEETING DATE:** June 20, 2022 **SUBMITTED BY:** Jonathan Lynn

**AGENDA TITLE:** Hogansville Police Department Pursuit Policy Amendment

**CLASSIFICATION** (City Attorney must approve all ordinances, resolutions and contracts as to form)

- |  |                                     |   |   |
|--|-------------------------------------|---|---|
| <input type="checkbox"/> Ordinance (No. ____)  | <input type="checkbox"/> Contract   | <input type="checkbox"/> Information Only             | <input type="checkbox"/> Public Hearing |
| <input type="checkbox"/> Resolution (No. ____) | <input type="checkbox"/> Ceremonial | <input checked="" type="checkbox"/> Discussion/Action | <input type="checkbox"/> Other          |

**BACKGROUND** (Includes description, background, and justification)

Policies are reviewed from time to time within the Hogansville Police Department and those policies are brought before City Council for approval.

The policy here is an amendment to the HPD Pursuit Policy involving acceptable parameters provided to our officers for the training methodology, initiation, assistance, and any subsequent termination of HPD involved pursuits.

This document has been reviewed and approved in form by the City Attorney. All members of the HPD will be required to review and acknowledge receipt of this policy through their system. This is consistent with all policy amendments.

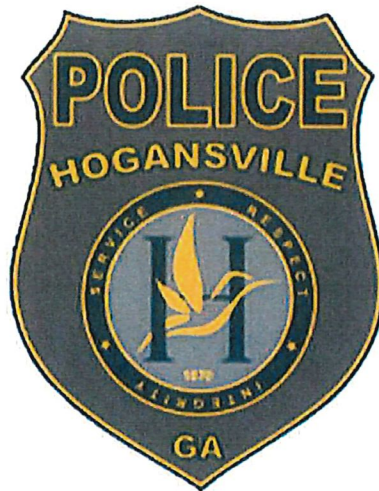
**BUDGETING & FINANCIAL IMPACT** (Includes project costs and funding sources)

No budget or financial impacts from this request.

**STAFF RECOMMENDATION** (Include possible options for consideration)

Staff recommends approval of this policy amendment.

# Hogansville Police Department



## Motor Vehicle Pursuit Policy



This policy was written after review of the following report:

National Institute of Justice

Restrictive Policies for High-Speed Police Pursuits

The following agencies pursuit policies were also reviewed as they hold accreditation from

One of the following:

The Commission of Accreditation for Law Enforcement Agencies (CALEA)

The Georgia Association of Chiefs of Police (GACP)

1. Forsyth County Sheriffs Office- CALEA and GACP
2. Alpharetta Police Department- CALEA and GACP
3. Roswell Police Department- CALEA and GACP
4. Chamblee Police Department- GACP
5. Lawrenceville Police Department- GACP

# Hogansville Police Department

## Vehicle Pursuit Policy

### PURPOSE AND SCOPE

This policy provides guidelines for vehicle pursuits in order to protect the safety of involved officers, the public and fleeing suspects.

### DEFINITIONS

Definitions related to this policy include:

Blocking or vehicle intercept - A slow-speed coordinated maneuver where two or more pursuing vehicles simultaneously intercept and block the movement of a suspect vehicle, the driver of which may be unaware of the impending enforcement stop. The goal is containment and preventing a pursuit. Blocking is not a moving or stationary road block.

Boxing-in - A tactic designed to stop a suspect's vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop.

High-Risk Vehicle Stop - Any vehicle stop which poses a significant risk to the safety of officers when dealing with the occupants of a motor vehicle. Situations that may fall into this category include stops involving known or suspected felons, armed individuals, vehicular pursuits, or any potentially dangerous persons.

Precision Intervention Technique (PIT) - The PIT maneuver, or tactical vehicle intervention (TVI) is a low-speed pursuit tactic by which a pursuing police vehicle can force a fleeing car to abruptly turn sideways, spin out, stall and come to a stop.

Ramming - The deliberate act of contacting a suspect's vehicle with another law enforcement vehicle to functionally damage or otherwise force the suspect's vehicle to stop.

Roadblocks - A tactic designed to stop a suspect's vehicle by intentionally placing a law enforcement vehicle or other immovable object in the path of the suspect's vehicle.

Terminate - To discontinue a pursuit or stop chasing fleeing vehicles.

Tire deflation device - A device designed to puncture the tires of the pursued vehicle.

Trail - Following the path of the pursuit at a safe speed while obeying all traffic laws and without activating emergency equipment. If the pursuit is at a slow rate of speed, the trailing vehicle will maintain sufficient distance from the pursuit vehicles so as to clearly indicate an absence of participation in the pursuit.

Vehicle pursuit - An event involving one or more law enforcement officers attempting to apprehend a suspect, who is attempting to avoid arrest while operating a vehicle by using highspeed driving or other evasive tactics, such as driving off a highway, turning suddenly or driving in a legal manner but willfully failing to yield to an officer's emergency signal to stop.

## POLICY

It is the policy of this department to weigh the importance of apprehending suspects who unlawfully flee from law enforcement against the risks associated with vehicle pursuits.

## RESPONSIBILITY

### A. Responsibility to Prevent Pursuits

#### High Risk Traffic Stops:

It is the policy of the Hogansville Police Department to make every effort to block in all vehicles during high risk stops. **All officers will be trained in vehicle blocking techniques that are designed to prevent pursuits while maximizing officer safety.** Under no circumstances should officers activate blue lights to initiate a high risk stop without a blocking vehicle in place. If a block is attempted and a vehicle tries to evade, then low speed contact is authorized. If the vehicle successfully evades then the current vehicle pursuit policies apply.

#### Unknown Risk Traffic Stops:

Most traffic stops that officers do daily are unknown risk stops. An officer typically has no warning that a suspect intends to flee. A suspect fleeing police presents a significant risk to the public at large. This risk does not end because officers choose not to pursue. At the instant when a suspect vehicle flees from police, there often is an opportunity to prevent a high-speed pursuit from ever occurring, either by using the PIT maneuver, Vehicle Intercept techniques, or a rolling roadblock. It is preferable for an officer to take decisive action to protect the public than to allow a suspect to flee at high speeds and endanger the public at large. Officers are encouraged to use any of these techniques at reasonable speeds to prevent highspeed vehicle escapes even for misdemeanors or traffic offenses.

### OFFICER RESPONSIBILITIES

Vehicle pursuits shall only be conducted using authorized department emergency vehicles that are equipped with emergency lighting and sirens as required by law (O.C.G.A. § 40-6-6(a)).

Officers shall drive with due regard for the safety of all persons and property (O.C.G.A. § 40-6-6(d)).

However, officers may, when in pursuit of a suspect and provided there is no unreasonable risk to persons and property O.C.G.A. § 40-6-6(b)):

- (a) Proceed past a red or stop signal or stop sign but only after slowing down as may be necessary for safe operation.
- (b) Exceed the speed limit.
- (c) Disregard regulations governing direction of movement or turning in specified directions.
- (d) Park or stand in the roadway.

### WHEN TO INITIATE A PURSUIT

Officers are authorized to initiate a pursuit when it is reasonable to believe that a suspect, who has been given an appropriate signal to stop by a law enforcement officer, is attempting to evade arrest or detention by fleeing in a vehicle (O.C.G.A. § 40-6-395(a)).

Factors that shall be considered, both individually and collectively, when deciding to initiate or continue a pursuit include, but are not limited to:

- (a) The seriousness of the known or reasonably suspected crime and its relationship to community safety.

1. Murder;
2. Voluntary Manslaughter;
3. Involuntary Manslaughter;
4. Aggravated assault;
5. Kidnapping;
6. Rape;
7. Armed robbery;

8. Arson (first degree);
9. Any felony or misdemeanor involving the use or threatened use of deadly force or the infliction of serious bodily injury;
10. Prior to Law Enforcement Contact the suspect(s) driving posed a substantial threat to the life and property of any citizen or member of the Hogansville Police Department.
11. Significant possibility that the escape will pose a substantial threat to the safety of any citizen or member of the Hogansville Police Department

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.

(c) 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.

(d) The pursuing officers' familiarity with the area of the pursuit, the quality of radio communications between the pursuing vehicles and communications officer/supervisor, and the driving capabilities of the pursuing officers under the conditions of the pursuit.

(e) 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.

(f) 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.

(g) The performance capabilities of the vehicles used in the pursuit in relation to the speed and other conditions of the pursuit.

(h) Emergency lighting and siren limitations on unmarked department vehicles that may reduce visibility of the vehicle, such as visor or dash-mounted lights, concealable or temporary emergency lighting equipment and concealed or obstructed siren positioning.

(i) Vehicle speeds.

(j) Other persons in or on the pursued vehicle (e.g., passengers, co-offenders and

hostages).

(k) The availability of other resources.

(l) The pursuing vehicle is carrying passengers other than on-duty police officers.

Pursuits should not be undertaken with an arrestee 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 arrestee in transport. A vehicle containing more than a single arrestee should not be involved in a pursuit.

#### **WHEN TO TERMINATE A PURSUIT**

Pursuits should be terminated whenever the totality of objective circumstances known or which reasonably ought to be known to the officer or supervisor during the pursuit indicates that the present risks of continuing the pursuit reasonably appear to outweigh the risks resulting from the suspect's escape.

When a supervisor directs the pursuit to be terminated, officers will immediately terminate the pursuit.

The factors listed in this policy on when to initiate a pursuit will apply equally to the decision to terminate a pursuit. Officers and supervisors must objectively and continuously weigh the seriousness of the offense against the potential danger to innocent motorists, themselves and the public when electing to continue a pursuit.

In addition to the factors that govern when to initiate a pursuit, other factors should be considered in deciding whether to terminate a pursuit, including:

(a) The distance between the pursuing vehicle and the fleeing vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time or distance.

(b) The pursued vehicle's location is no longer definitely known.

(c) The pursuing vehicle sustains damage or a mechanical failure that renders it unsafe to drive.

(d) The pursuing vehicle's emergency lighting equipment or siren becomes partially or

completely inoperable.

(e) Hazards to uninvolved bystanders or motorists.

(f) The danger that the continued pursuit poses to the public, the officers or the suspect, balanced against the risk of allowing the suspect to remain at large.

(g) When the identity of the suspect is known and it does not reasonably appear that the need for immediate capture outweighs the risks associated with continuing the pursuit.

(h) Extended pursuits of violators for misdemeanors not involving violence or weapons (independent of the pursuit) are generally discouraged.

#### **PURSUIT VEHICLES**

When involved in a pursuit, unmarked department emergency vehicles should be replaced by marked emergency vehicles as soon as practicable.

Vehicle pursuits should be limited to three department emergency vehicles (two pursuit vehicles and the supervisor vehicle). However, the number of vehicles involved will vary with the circumstances.

An officer or supervisor may request that additional vehicles join a pursuit if, after assessing the factors outlined above, it appears that the number of officers involved would be insufficient to safely arrest the number of suspects. All other officers shall stay out of the pursuit but should remain alert to its progress and location. Any officer who drops out of a pursuit may then, if necessary, proceed to the pursuit termination point at legal speeds, following the appropriate rules of the road.

#### **VEHICLES WITHOUT EMERGENCY EQUIPMENT**

Officers operating vehicles not equipped with emergency lights and siren are prohibited from initiating or joining in any pursuit. Officers in such vehicles may provide support to pursuing vehicles as long as the vehicle is operated in compliance with all traffic laws. Those officers should discontinue such support immediately upon arrival of a sufficient number of authorized emergency vehicles or any air support (O.C.G.A. § 40-6-6(e)).

#### **PRIMARY PURSUIT VEHICLE RESPONSIBILITIES**

The initial pursuing officer will be designated as the primary pursuit vehicle and will be responsible

for the conduct of the pursuit unless he/she is unable to remain reasonably close to the suspect's vehicle. The primary responsibility of the officer initiating the pursuit is the apprehension of the suspect without unreasonable danger to him/herself or others.

The primary pursuing officer should notify the communications officer, commencing with a request for priority radio traffic, that a vehicle pursuit has been initiated, and as soon as practicable provide information including, but not limited to:

- (a) The location, direction of travel and estimated speed of the suspect's vehicle.
- (b) The description of the suspect's vehicle including the license plate number, if known.
- (c) The reason for the pursuit.
- (d) The use of firearms, threat of force, violence, injuries, hostages or other unusual hazards.
- (e) The number of occupants and identity or description.
- (f) The weather, road and traffic conditions.
- (g) The need for any additional resources or equipment.
- (h) The identity of other law enforcement agencies involved in the pursuit.

Unless relieved by a supervisor or a secondary pursuing officer, the officer in the primary pursuit vehicle shall be responsible for broadcasting the progress of the pursuit. Unless circumstances reasonably indicate otherwise, the primary pursuing officer should relinquish the responsibility of broadcasting the progress of the pursuit to an officer in a secondary pursuit vehicle or to air support joining the pursuit to minimize distractions and allow the primary pursuing officer to concentrate foremost on safe pursuit tactics.

#### **SECONDARY PURSUIT VEHICLE RESPONSIBILITIES**

The second officer in the pursuit will be designated as the secondary pursuit vehicle and is responsible for:

- (a) Immediately notifying the communications officer of his/her entry into the pursuit.
- (b) Remaining a safe distance behind the primary pursuit vehicle unless directed to assume the role of primary pursuit vehicle or if the primary pursuit vehicle is unable



to continue the pursuit.

(c) Broadcasting information that the primary pursuing officer is unable to provide.

(d) Broadcasting the progress of the pursuit, updating known or critical information and providing changes in the pursuit, unless the situation indicates otherwise.

(e) Identifying the need for additional resources or equipment as appropriate.

(f) Serving as backup to the primary pursuing officer once the suspect has been stopped.

#### **PURSUIT DRIVING**

The decision to use specific driving tactics requires the same assessment of the factors the officer considered when determining whether to initiate and/or terminate a pursuit. The following are tactics for officers who are involved in the pursuit:

(a) Officers, considering their driving skills and vehicle performance capabilities, will space themselves from other involved vehicles such that they are able to see and avoid hazards or react safely to unusual maneuvers by the fleeing vehicle.

(b) Because intersections can present increased risks, the following tactics should be considered:

1. Available officers not directly involved in the pursuit may proceed safely to controlled intersections ahead of the pursuit in an effort to warn cross traffic.

2. Pursuing officers should exercise due caution and slow down as may be necessary when proceeding through controlled intersections.

(c) As a general rule, officers should not pursue a vehicle driving the wrong direction on a roadway, highway or freeway. In the event the pursued vehicle does so, the following tactics should be considered:

1. Request assistance from available units.

2. Maintain visual contact with the pursued vehicle by paralleling the vehicle while driving on the correct side of the roadway.

3. Request other officers to observe exits available to the suspect.

(d) Notify the Georgia State Patrol or other law enforcement agency if it appears that the

pursuit may enter its jurisdiction.

(e) Officers involved in a pursuit should not attempt to pass other pursuing vehicles unless the situation indicates otherwise or they are requested to do so by the pursuing officer and with a clear understanding of the maneuver process between the involved officers.

#### **PURSUIT TRAILING**

In the event that initial pursuing officers relinquish control of the pursuit to another agency, the initial officers may, with the permission of a supervisor, trail the pursuit to the termination point in order to provide information and assistance for the arrest of the suspect and reporting the incident.

#### **OFFICERS NOT INVOLVED IN THE PURSUIT**

Officers who are not involved in the pursuit should remain in their assigned areas, should not parallel the pursuit route and should not become involved with the pursuit unless directed otherwise by a supervisor. Uninvolved officers are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicular and pedestrian traffic to protect the public. Those officers should attempt to place their vehicles in locations that provide some safety or an escape route in the event of an unintended collision or if the suspect intentionally tries to ram the department vehicle.

Non-pursuing members needed at the pursuit termination point should respond in a nonemergency manner, observing the rules of the road.

The primary pursuit vehicle, secondary pursuit vehicle and supervisor vehicle should be the only vehicles operating under emergency conditions (emergency lights and siren) unless other officers are assigned to the pursuit.

#### **SUPERVISORY CONTROL AND RESPONSIBILITIES**

Available supervisory and management control will be exercised over all vehicle pursuits involving officers from this department.

The field supervisor of the officer initiating the pursuit, or if unavailable, the nearest field supervisor, will be responsible for:

(a) Immediately notifying involved officers and the communications officer of supervisory

presence and ascertaining all reasonably available information to continuously assess the situation and risk factors associated with the pursuit. This is to ensure that the pursuit is conducted within established department guidelines.

- (b) Engaging in the pursuit, when appropriate, to provide on-scene supervision.
- (c) Exercising management and control of the pursuit even if not engaged in it.
- (d) Ensuring that no more than the required law enforcement vehicles are involved in the pursuit under the guidelines set forth in this policy.
- (e) Directing that the pursuit be terminated if, in his/her judgment, it is not justified to continue the pursuit under the guidelines of this policy.
- (f) Ensuring that assistance from air support, canines or additional resources are requested, if available and appropriate.
- (g) Ensuring that the proper radio channel is being used.
- (h) Ensuring that the Watch Commander is notified of the pursuit, as soon as practicable.
- (i) Ensuring the notification and/or coordination of outside agencies if the pursuit either leaves or is likely to leave the jurisdiction of this department.
- (j) Controlling and managing Hogansville Police Department officers when a pursuit enters another jurisdiction.
- (k) Preparing a post-pursuit review and documentation of the pursuit as required.

#### **COMMUNICATIONS OPERATIONS**

If the pursuit is confined within the City limits, radio communications will be conducted on the primary channel unless instructed otherwise by a supervisor or communications officer.

If the pursuit leaves the jurisdiction of this department or such is imminent, involved officers should, whenever available, switch radio communications to a tactical or emergency channel most accessible by participating agencies.

#### **RESPONSIBILITIES**

Upon notification or becoming aware that a pursuit has been initiated, the communications officer

is responsible for:

- (a) Clearing the radio channel of non-emergency traffic.
- (b) Coordinating pursuit communications of the involved officers.
- (c) Broadcasting pursuit updates as well as other pertinent information as necessary.
- (d) Ensuring that a field supervisor is notified of the pursuit.
- (e) Notifying and coordinating with other involved or affected agencies as practicable.
- (f) Notifying the Watch Commander as soon as practicable.
- (g) Assigning an incident number and logging all pursuit activities.

#### **LOSS OF PURSUED VEHICLE**

When the pursued vehicle is lost, the involved officers should broadcast pertinent information to assist other officers in locating the vehicle. The primary pursuing officer or supervisor will be responsible for coordinating any further search for either the pursued vehicle or suspects fleeing on foot.

#### **INTERJURISDICTIONAL CONSIDERATIONS**

When a pursuit enters another agency's jurisdiction, the primary pursuing officer or supervisor, taking into consideration the distance traveled, unfamiliarity with the area and other pertinent facts, should determine whether to request the other agency to assume the pursuit.

Unless entry into another jurisdiction is expected to be brief, it is generally recommended that the primary pursuing officer or supervisor ensure that notification is provided to each outside jurisdiction into which the pursuit is reasonably expected to enter, regardless of whether the jurisdiction is expected to assist.

#### **ASSUMPTION OF PURSUIT BY ANOTHER AGENCY**

Officers will relinquish control of the pursuit when another agency has assumed the pursuit, unless the continued assistance of the Hogansville Police Department is requested by the agency assuming the pursuit. Upon relinquishing control of the pursuit, the involved officers may proceed, with supervisory approval, to the termination point of the pursuit to assist in the investigation.

The supervisor should coordinate such assistance with the assuming agency and obtain any

information that is necessary for any reports.

The roles and responsibilities of officers at the termination point of a pursuit initiated by this department shall be coordinated with appropriate consideration of the needs of the agency assuming the pursuit.

Notification of a pursuit in progress should not be construed as a request to join the pursuit.

Requests to or from another agency to assume a pursuit should be specific. Because of communication limitations between local law enforcement agencies, a request for another agency's assistance will mean that its personnel will assume responsibility for the pursuit. For the same reasons, when a pursuit leaves another jurisdiction and a request for assistance is made to this department, the other agency should relinquish control.

#### **PURSUIITS EXTENDING INTO THIS JURISDICTION**

The agency that initiates a pursuit shall be responsible for conducting the pursuit. Officers from this department should not join a pursuit unless specifically requested to do so by the pursuing agency and with approval from a supervisor. The exception to this is when a single vehicle from the initiating agency is in pursuit. Under this circumstance, an officer from this department may, with supervisor approval, immediately join the pursuit until sufficient vehicles from the initiating agency join the pursuit or until additional information is provided allowing withdrawal from the pursuit. When a request is made for this department to assist or take over a pursuit that has entered the jurisdiction of the Hogansville Police Department, the supervisor should consider:

- (a) The public's safety within this jurisdiction.
- (b) The safety of the pursuing officers.
- (c) Whether the circumstances are serious enough to continue the pursuit.
- (d) Whether there is adequate staffing to continue the pursuit.
- (e) The ability to maintain the pursuit.

As soon as practicable, a supervisor or the Watch Commander should review a request for assistance from another agency. The Watch Commander or supervisor, after considering the above factors, may decline to assist in or assume the other agency's pursuit.

Assistance to a pursuing agency by officers of this department will conclude at the City limits, provided that the pursuing agency has sufficient assistance from other sources. Ongoing participation from this department may continue only until sufficient assistance is present. In the event that the termination point of a pursuit from another agency is within this jurisdiction, officers shall provide appropriate assistance including, but not limited to, scene control, coordination and completion of supplemental reports and any other assistance requested or needed.

#### **PURSUIT INTERVENTION**

Pursuit intervention is an attempt to stop the suspect's ability to continue to flee in a vehicle through tactical application of technology, tire deflation devices, blocking or vehicle intercept, boxing-in, the PIT, ramming or roadblock procedures.

#### **WHEN USE IS AUTHORIZED**

Whenever practicable, an officer shall seek approval from a supervisor before employing any intervention technique to stop the pursued vehicle. In deciding whether to use intervention tactics, officers/supervisors should balance the risk of allowing the pursuit to continue with the potential hazards arising from the use of each tactic to the public, the officers and persons in or on the pursued vehicle. With this in mind, the decision to use any intervention tactic should be reasonable in light of the circumstances apparent to the officer at the time of the decision.

#### **USE OF FIREARMS**

The use of firearms to disable a pursued vehicle is not generally an effective tactic and involves all the dangers associated with discharging firearms. Officers should not utilize firearms during an ongoing pursuit unless the conditions and circumstances meet the requirements authorizing the use of deadly force. Nothing in this section shall be construed to prohibit any officer from using a firearm to stop a suspect from using a vehicle as a deadly weapon.

#### **INTERVENTION STANDARDS**

Any intervention tactic, depending upon the conditions and circumstances under which it is used,

may present dangers to the officers, the public or anyone in or on the vehicle being pursued.

Certain applications of intervention tactics may be construed to be a use of force, including deadly force, and are subject to policies guiding such use. Officers shall consider these facts and requirements prior to deciding how, when, where and if an intervention tactic should be employed.

(a) Blocking or vehicle intercept should only be considered in cases involving felony suspects or impaired drivers who pose a threat to the public's safety, and when officers reasonably believe that attempting a conventional enforcement stop will likely result in the driver attempting to flee in the vehicle. Because of the potential risks involved, this intervention tactic should only be employed by properly trained officers and after giving consideration to the following:

1. The need to immediately stop the suspect vehicle or prevent it from leaving substantially outweighs the risk of injury or death to occupants of the suspect
2. All other reasonable intervention tactics have failed or reasonably appear ineffective.
3. Employing the blocking or vehicle intercept maneuver does not unreasonably increase the risk of safety to those involved or the public.
4. The suspect vehicle is stopped or traveling at a low speed.
5. Only law enforcement vehicles should be used in this tactic.

(b) The PIT maneuver is limited to use by properly trained officers and upon assessment of the circumstances and conditions presented at the time, including the potential for risk of injury to officers, the public and occupants of the pursued vehicle. Because of the substantial risk to suspects, officers and the public associated with the PIT maneuver, the following limitations upon its employment shall apply:

1. The PIT maneuver should only be considered in cases involving fleeing felony suspects, impaired drivers who pose a threat to public safety, and circumstances under which the need to immediately stop the vehicle substantially outweighs the risk of injury or death to occupants of the suspect vehicle, officers or others.

2. The PIT maneuver shall not be used to interdict motorcycles or ATVs.

3. The PIT maneuver shall not be used to interdict vehicles at speeds greater than approximately 40 mph unless the operator is driving with willful or wanton disregard for the safety of other persons, is driving in a reckless and life endangering manner, is using the vehicle as a weapon, or under the totality of the circumstances it is objectively reasonable to believe that the use of deadly force is justified.

(c) Ramming a fleeing vehicle should be done only after other reasonable tactical means at the officer's disposal have been exhausted or would not be effective, and immediate control is necessary. Ramming should be reserved for situations where there does not appear to be another reasonable alternative method. If there does not reasonably appear to be a present or immediately foreseeable serious threat to the public, the use of ramming is not authorized. When ramming is used as a means to stop a fleeing vehicle, the following factors should be present:

1. The suspect is an actual or suspected violent felon, who reasonably appears to represent a serious threat to the public if not apprehended.

2. The suspect is driving with willful or wanton disregard for the safety of other persons or is driving in a reckless and life-endangering manner or using the vehicle as a weapon.

(d) Boxing-in a suspect vehicle should only be attempted upon approval by a supervisor. 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 officers, the public and occupants of the pursued vehicle. Officers and supervisors should weigh the potential consequences against the need to immediately stop the vehicle.

(e) Tire deflation devices should be deployed only after notification of pursuing officers and the supervisor of the intent and location of the intended deployment, and in a



manner that:

1. Should reasonably only affect the pursued vehicle.
2. Provides the deploying officer adequate cover and escape from intentional or unintentional exposure to the approaching vehicle.
3. Has considered the limitations of such devices as well as the potential risk to officers, the public and occupants of the pursued vehicle.
4. Has considered whether the pursued vehicle is a motorcycle, a vehicle transporting hazardous materials or a school bus transporting children.

(f) Stationary roadblocks involve a potential for serious injury or death to occupants of the pursued vehicle if the suspect does not stop, the intentional placement of roadblocks in the direct path of a pursued vehicle is generally discouraged and should not be deployed without prior approval of a supervisor. If roadblocks are deployed, it should only be done under extraordinary conditions when all other reasonable intervention tactics have failed or reasonably appear ineffective and the need to immediately stop the pursued vehicle substantially outweighs the risks of injury or death to occupants of the pursued vehicle, officers or the public.

#### **CAPTURE OF SUSPECTS**

Proper self-discipline, sound professional judgment, and informed tactical decision making are the keys to a successful conclusion of a vehicular pursuit and safe apprehension of evading suspects. When apprehending suspects and controlling vehicle occupants upon the conclusion of a vehicle pursuit, officers must employ a set of tactics substantially different from those used in a low-risk motor vehicle stop.

Officers Unless otherwise dictated by circumstances, upon the termination of a pursuit, officers will remain at their vehicles under cover and execute a high risk vehicle stop in accordance with this policy and their training in order to safely remove and take custody of the suspects and/or occupants.

Unless relieved by a supervisor, the primary pursuing officer should coordinate efforts to apprehend the suspect following the pursuit. Officers should consider the safety of the public

and the involved officers when formulating plans for setting up perimeters or for containing and capturing the suspect.

Officers shall use only that amount of force that reasonably appears objectively reasonable given the facts and circumstances perceived by the officer at the time of the event to accomplish a legitimate law enforcement purpose.

#### **REPORTING REQUIREMENTS**

All appropriate reports shall be completed to comply with appropriate laws and policies or procedures.

(a) The primary pursuing officer shall complete appropriate crime/arrest reports.

(b) The primary pursuing officer or supervisor shall complete the appropriate pursuit report.

(c) After first obtaining the available information, the involved, or if unavailable, on-duty field supervisor shall promptly complete a supervisor's log or interoffice memorandum, briefly summarizing the pursuit to the Chief of Police or the authorized designee. This log or memorandum should include, at a minimum:

1. Date and time of the pursuit.
2. Initial reason and circumstances surrounding the pursuit.
3. Length of pursuit in distance and time, including the starting and termination points.
4. Involved vehicles and officers.
5. Alleged offenses.
6. Whether a suspect was apprehended, as well as the means and methods used.

(a) Any use of force shall be reported and documented in compliance with the Use of Force Policy.

7. Arrestee information, if applicable.
8. Any injuries and/or medical treatment.
9. Any property or equipment damage.

10. Name of supervisor at the scene or who handled the incident.

11. A preliminary determination that the pursuit appears to be in compliance with this policy or that additional review and/or follow-up is warranted.

(d) After receiving copies of reports, logs and other pertinent information, the Chief of Police or the authorized designee shall conduct or assign the completion of a post pursuit review, as appropriate.

(e) Annually, the Chief of Police should direct a documented review and analysis of department vehicle pursuits to minimally include policy suitability, policy compliance and training needs.

#### **REGULAR AND PERIODIC PURSUIT TRAINING**

Sworn members shall not engage in a pursuit until they have successfully completed a POST-sponsored Emergency Vehicle Operations Course.

It is the department's goal that officers who are assigned SUVs also complete the newly established High Center of Gravity Vehicle Operations Course. Along with the following classes:

1. Dynamics of Vehicle Pursuits (Online)
2. Pursuit immobilization Technique (PIT)
3. Vehicle Pursuit Termination Techniques

In addition to initial and supplementary training on pursuits, all officers will participate, no less than annually, in regular and periodic training addressing this policy and the importance of vehicle safety and protecting the public. Training will include recognition of the need to balance the known offense and the need for immediate capture against the risks to officers and others and how to safely conduct a high-risk vehicle stop.