

# Memorandum



DATE: November 14, 2008

TO: Members of the Public Safety Committee

SUBJECT: **Emergency Driving Procedures**

Attached is briefing material on the "Emergency Driving Procedures" to be presented to the Members of the Public Safety Committee on Monday, November 17, 2008.

A handwritten signature in cursive script that reads "Ryan S. Evans".

Ryan S. Evans  
First Assistant City Manager

alb

Attachment



# Emergency Driving Procedures

Public Safety Committee

November 17, 2008



# National Pursuit Statistics

- Approximately 1 in 100 pursuits result in a fatality
- 50% of crashes occur within the first 2 minutes of a pursuit

## Fatalities Resulting From Police Pursuits

Year	Occupant of Police Vehicle	Occupant of Chased Vehicle	Occupant of Other vehicle	Nonoccupant	Total
2000	7	190	103	10	310
2001	4	223	121	22	370
2002	6	248	121	11	386
2003	6	229	106	13	354
2004	9	214	108	12	343
2005	5	234	104	16	359
2006	3	268	122	11	404
Total	40	1606	785	95	2526
%of Total	1.58%	63.58%	31.08%	3.76%	

# DPD Pursuit Statistics

- 361 Pursuits in 2004
  - 32% for traffic violations
  - About 1 in 4 ended in a crash
  - 87 officers, citizens or suspects were injured or died
  - 2 citizens were killed in crashes
- 354 Pursuits in 2005
  - 38% for traffic violations
  - Approximately 1 in 4 pursuits ended in a crash
  - 98 officers, citizens or suspects were injured or died
  - 2 citizens and 2 suspects were killed in crashes

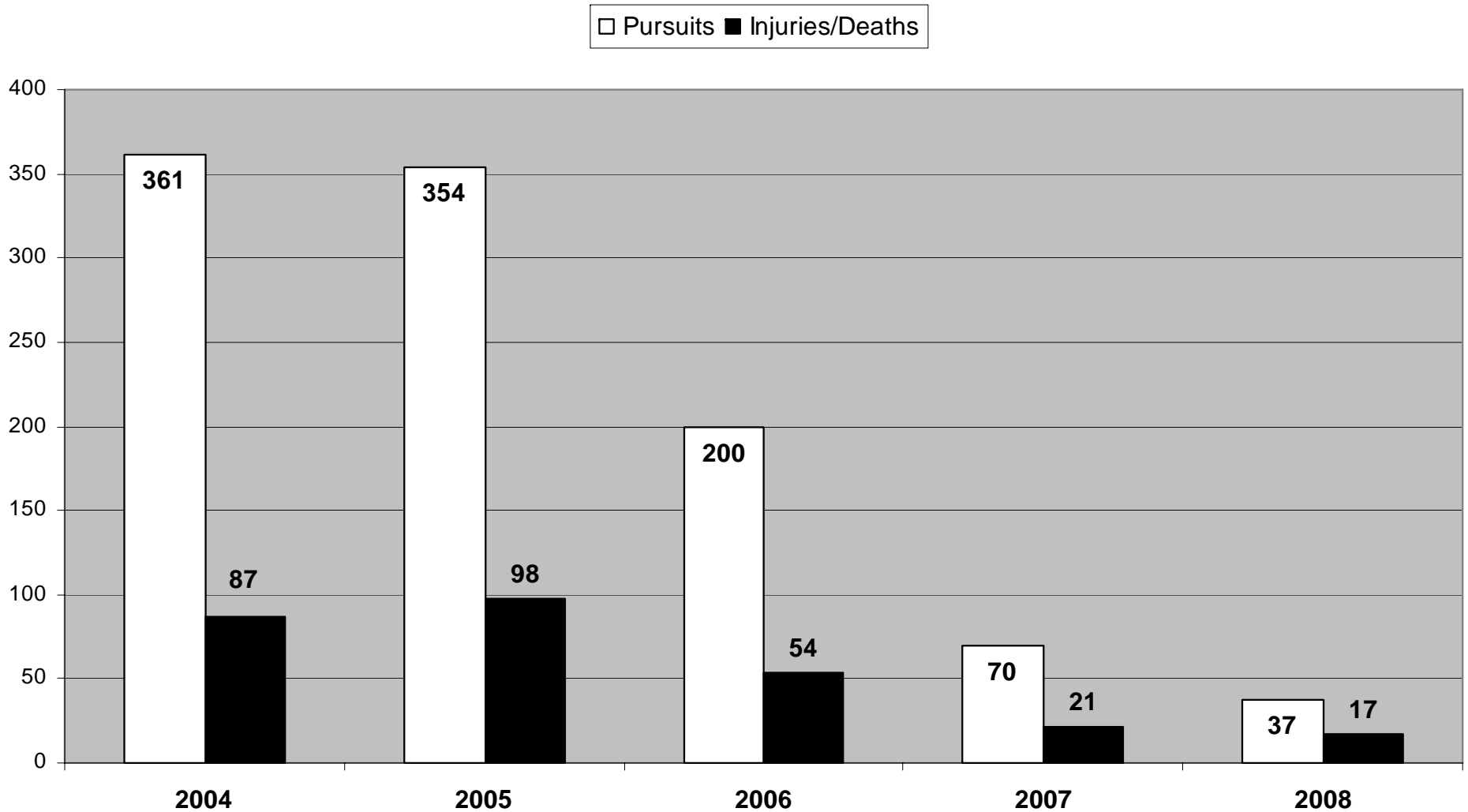
# Pursuit Policy Review

- In 2006 a panel of 4 police lieutenants were appointed to review the Dallas Police Department's pursuit policy and examine best practices in the area of police pursuits
- The panel's review included:
  - Other agencies' policies
  - Available research in the field of police pursuits
  - International Association of Chiefs of Police and the Commission on Accreditation for Law Enforcement Agencies recommended pursuit model policies
  - Focus groups among departmental personnel

# Pursuit Policy Revision

- The pursuit policy was revised June 8, 2006
- Revised policy overview
  - Added a philosophy statement
  - The decision to pursue must be based upon facts and circumstances known to the officer
  - A number of risk factors must be considered
  - Limited pursuits to felonies involving the use or threat of physical force or violence
  - The officer initiating the pursuit must reasonably believe the immediate need to apprehend the violator outweighs the risk to any person of collision, injury or death
  - Requires officers and supervisors to continually assess the pursuit risk factors

# Dallas Police Department Pursuit Data 2004 - 2008



# Emergency Vehicle Operations

- Recent incidents have focused attention on emergency vehicle operations and have resulted in further revisions to DPD procedures
- An Emergency Vehicle Operations Panel has been appointed to provide further recommendations to the Chief of Police in the area of police emergency driving practices



# Emergency Vehicle Operations

- Definitions
  - Code 1 is the operation of an emergency vehicle in normal traffic without the use of emergency lights or siren
  - Code 3 is the operation of an emergency vehicle utilizing the emergency lights and siren, as well as activating the vehicle's headlights
  - Assist Officer is the operation of an emergency vehicle with all emergency equipment activated while responding to assist another law enforcement officer when an imminent threat to the officer's safety is present

# Revised Emergency Vehicle Operations Procedures

<b>Vehicle Operation Mode</b>	<b>Prior Procedure</b>	<b>Revised Procedure</b>
<b>Code 1</b>	Vehicles operated in this mode will proceed with the normal flow of traffic and obey all traffic control devices and signals.	Vehicles operated in this mode will comply with the posted speed limit and obey all traffic control devices and signals.
<b>Code 3</b>	Speed and adherence to traffic control devices governed by State Transportation Code. Officers may exceed the maximum speed and disregard traffic control signals but are required to exercise appropriate regard for the safety of all persons	General guideline shall be that vehicles operated in this mode will not exceed the posted speed limit by more than 20mph on major streets and observe posted speed in residential areas and school zones. Officers will come to a complete stop to ensure an intersection is clear prior to proceeding. Officers are still bound by State Transportation Code to exercise due care.
<b>Assist Officer</b>	Same as Code 3 above	No change

# Revised Emergency Vehicle Operations Procedures

- No changes in response to Assist Officer incidents
- Code 3 response will become a more measured response
  - Officers will have greater latitude in increasing to a Code 3 response when the circumstances warrant
  - Officers requiring cover (back-up) faster than traffic regulations but not as an Assist Officer can now request cover respond Code 3
- Code 1 responses by definition will require officers to adhere to applicable traffic regulations

Questions?