

Gardena Police Department Drivers Training / Awareness

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Basic Driving Principles/ Vehicle Dynamics

Weight Transfer Of Vehicle:

On a stationary vehicle, the vehicle's weight is distributed between the front and rear wheels.

1. Types of weight transfer:

A. Lateral: Side to Side

B. Longitudinal: Front to rear/ rear to front

Lateral weight transfer is created when the vehicle is turned right or left from its course of travel.

Causes of longitudinal weight transfer:

1. Braking/rear to front

2. Accelerating/ front to rear

3. Decelerating/ rear to front

Vehicle Dynamics:

1. Steering Control

A. Over Steer

(Reduction of traction to the rear tires which causes the rear to slide to the outside)

- 1. Can be caused by excessive speed or acceleration**
- 2. Can be caused by excessive braking too far into a turn.**

B. Under Steer

(Reduction of traction of the front tires which tends to force the vehicle to continue in a straight line, usually induced by excessive speed.)

2. Seating Position

a. Drivers seating position

(driver comfort and efficiency in vehicle control)

b. Hand positioning on steering wheel

(driver should be able to extend their arms forward comfortably and their wrists break over the top of the steering wheel)

c. Air bag deployments/considerations

(drivers should fasten seat belts and be at least 12” from the air bag)

d. Mirror adjustments

(adjust mirror priors to driving away)

3. Steering Positions

While there is technically no right or wrong position, the driver should select a wheel position for comfort and steering efficiency, while not obstructing the view of the speedometer.

- a. Two hand shuffle steering**
- b. Hand position from 9,3 or 8 and 4**
- c. Two hands vs. one handed steering**

The advantages of using the above:

Maximizes steering accuracy

Safer and more effective recovery from steering input

Prevents radio cord from wrapping around the steering column

Minimizes air bag deployment

4. Steering Movements

- a. Backing: Hand/body/ foot placement**
- b. Turning: Hand/body/ foot placement**
- c. Forward: Hand/body/ foot placement**

Roadway Positions

Definition: The position of the vehicle on the roadway that maximizes speed with the minimum steering and risk of loss of vehicle control while negotiating a turn.

1. Advantages

- A. Minimize and control weight transfer of vehicle**
- B. Minimize steering input**
- C. Maximum speed in turns safely**

2. Turning movements while driving

- A. Entry (Portion of roadway where steering wheel is actually turned to start the vehicle into the turn.)**
- B. Apex (The innermost/tightest part of the turn)**
- C. Exit (Position at outside edge of roadway or available area where the turning maneuver is completed.)**

Speed Adjustment

1. Considerations

- A. Road conditions**
- B. Driver and vehicle limitations**
- C. Weather conditions**

Throttle Control:

Full Throttle- Total depression of the accelerator pedal regardless of the end result of speed.

Maximum Throttle- That amount of throttle necessary to obtain and maintain desired speed.

Maximum Acceleration- Accelerating as quickly as possible to full throttle without losing traction, primarily when exiting a turn.

Brake Application:

Normal Brake – Light application and gradual increase until to come to a full and complete stop

Panic-stop method- Four wheel locked skid, maximum pressure, may lose ability to steer.

Anti-Lock Brake System (ABS)- Prevents brake lockup, allows to control vehicle under maximum brake application

Defensive Driving:

Those techniques and concepts which emphasizes awareness, control and the use of proper evasive action to avoid or prevent a collision. Defensive driving should employ every reasonable means to avoid a collision.

Collision Avoidance:

Speed Cushion: The area immediately surrounding your vehicle and which can be utilized when taking immediate evasive action.

Clearing intersections: Each driver must visually ensure that each intersection is clear of cross traffic before entering.

Backing: Approximately 20-30% of traffic collisions involving law enforcement vehicles occur while moving in reverse at slow speeds. Remember that the rear overhang is greater than the front overhang of a vehicle. Remember to look where you are going.

Lane Changes and Blind spots: Rear and side view mirrors do not afford drivers a complete field of vision to either the back and sides of their vehicles. Do not assume that it is safe to begin a lane change simply because you do not see any traffic in your mirrors. Blinds spots should be visually cleared prior to making your lane change or turning movement.

Safety Belts: Utilizing safety belts generally reduces the injury caused by the force of a collision. Safety belts reduce the force of impact. The use of safety belts minimizes the harm of the second or human collision. It takes the forces of the impact quickly (but not too quickly), the belts dissipates those forces through a relatively safe medium instead of through a dangerous medium (glass, steel, etc...)

Supplemental Restraint Systems (Air Bags): Protects driver/passenger by absorbing a significantly greater amount of the crash forces than the driver could withstand. They act like a pillow when activated in a front end collision, but will not protect you against a secondary collision because they deflate.

Gardena Police Department Policy and Procedures:

3.0.92 CITY VEHICLE ACCIDENTS: REPORTING

Members of the Department shall promptly notify their supervisor of any accident involving a Department or City vehicle operated by them or their charge.

The supervisor shall determine what level of investigation is appropriate based on the amount of damage, number of parties involved, and overall general circumstances. In instances where a member becomes aware of damage to a vehicle not in their charge, they are responsible to ensure that it is reported properly.

5.2 Vehicle Operations

5.2.1 Police Department Vehicles

All vehicles assigned to a Division or Bureau is considered Department equipment. Any employee using a vehicle must obtain, inspect, operate and return department vehicles in accordance with the policies and procedures set forth in this manual and by the specific Division or Bureau to which the equipment is assigned.

(A) INSPECTION REQUIREMENT

It is the responsibility of the employee receiving a Departmental vehicle to inspect the vehicle and ascertain that it is in a safe operating condition. If new or unreported damage is observed, the employee shall immediately notify the appropriate supervisor.

(B) DAMAGE TO VEHICLE - REPORTING REQUIREMENT

Upon discovery of any new or unreported damage, the employee shall forward a Damaged Vehicle Report (See Attachment “R”) to his/her supervisor indicating the nature of the damage and the vehicle involved.

The supervisor shall make a visual inspection of the damage and initial the report.

Upon receipt of the information, the Administrative Services Bureau shall check the information and initiate an investigation to determine whether the damage was intentional or the result of negligence.

(C) VEHICLE MAINTENANCE

Every employee has a responsibility to maintain and care for vehicles assigned to them, to inspect vehicles for wear and damage, to report wear and damage for repair and to comply with maintenance scheduling unless excused by the appropriate supervisor.

(D) VEHICLE REPAIR: RESPONSIBILITY

Department employees noting a vehicle in need of repair shall fill out a Vehicle Repair Suggestion form (See Attachment “S”) and forwarded the form to his/her supervisor for approval. The supervisor will make an evaluation whether or not the vehicle needs to be taken out of service until the repairs are completed.

5.2.2 VEHICLE FUELING: GENERAL

It is recognized that there will be occasions due to late calls and unusual circumstances that result in an inability to refuel vehicles. However, personnel should attempt to maintain at least one-half tank of fuel in their vehicle for emergencies. Barring unusual circumstances, Police vehicles shall not be left after use with less than one-half of a tank of gasoline.

Patrol and Traffic Bureau units shall obtain their fuel at the end of their tour of duty. All other personnel shall obtain fuel whenever their duty assignment allows.

(A) VEHICLE FUELING: LOCATION

Employees using Department vehicles shall obtain fuel at the bus garage pumps. In cases of emergency and with supervisory approval, employees may obtain fuel at the Public Works Department.

(B) VEHICLE FUELING: PROCEDURE

The following procedure shall be used in the re-fueling of Department vehicles:

- The employee shall pull the vehicle next to the pumps, positioning the vehicle in a manner to most easily facilitate fueling.**
- The employee shall park the vehicle, turn off the engine, and exit the vehicle.**
- The employee shall enter the mileage on the automated fuel system entry pod and fuel the vehicle.**
- When finished fueling the vehicle, the employee shall remove the nozzle from the vehicle and replace it on the pump rack. The employee shall also replace the vehicle's gas cap.**
- Only after ensuring that all these steps are completed may the employee start the vehicle and drive away.**

5.2.4 OPERATION OF POLICE VEHICLES - GENERAL

It is the policy of this Department that all personnel operating City vehicles shall obey all laws. Response to calls for service and incidents observed in the field shall be as safe and expeditious as possible considering traffic, road conditions, and the nature of the call for service. The primary objective is to safely reach the location where police service is requested without unnecessary delay.

Operation of Police Vehicle: Seat Belt Use

Any person riding in or operating a police vehicle in which seat belts are provided, shall wear the original occupant restraint devices while operating the vehicle and will ride with the seat belt fastened at all times. The following exceptions may apply:

- Those situations which by their very nature could pose a discernible hazard to the officer; i.e., just prior to the arrival at a crime in progress or when making traffic stops.**
- While transporting violent prisoners where other restraints may restrict their movement and ability to sit upright. Exceptional care should be taken to insure the safe transportation of the prisoner.**

(C) UNMARKED VEHICLES: OPERATION AS EMERGENCY VEHICLE

Unmarked units are primarily used for investigations and supervisory purposes. The use of these units as emergency vehicles should be limited to circumstances where no other alternative is available.

5.2.6 CODE DESIGNATIONS

Police units will be dispatched to calls or respond to observed incidents according to the following priorities:

(A) CODE 1: Designates a routine response. Officers shall proceed to the assigned location immediately, obeying all traffic rules and regulations.

Under no conditions will officers use any combination of emergency lights/equipment to gain right of way when assigned a Code 1 response. The response to calls for service without a threat to life or property shall be designated as a Code 1 response.

(B) CODE 2: This policy prohibits Code 2 responses. Personnel are required to operate vehicles in compliance with all rules of the road.

(C) CODE 3: Designates an emergency response. Police units shall be driven with emergency red (and blue) lights and siren in operation, exercising due care for persons and vehicles.

The response to incidents of an emergency nature, particularly where human life may be in jeopardy, may be designated as a Code 3 response.

A Code 3 response necessitates the violation of the right of way of non-emergency vehicles. Only a unit specifically responding Code 3 shall operate as an authorized emergency vehicle.

Other units responding to the same incident who have not been specifically authorized to operate as an authorized emergency vehicle shall respond Code 1, obeying all traffic rules and regulations, and paying particular attention to the unit responding as an authorized emergency vehicle.

(D) CODE 3 RESPONSES: AUTHORIZATION

The officer, when feasible, shall make a reasonable effort to notify the dispatcher that his/her response is Code 3 and the location he/she is responding from.

An officer, operating a police vehicle properly equipped to operate as an authorized emergency vehicle, may operate as an authorized emergency vehicle when in pursuit of a suspected or actual law violator in compliance with the provisions of the Pursuit Policy in this Manual.

5.2.8 PASSENGERS IN POLICE VEHICLES

It is the policy of this Department to permit passengers to be transported in police vehicles only under controlled conditions. All passengers in police vehicles must complete waiver forms, with the exception of those persons listed below:

- A regular, full time employee of the City of Gardena.**
- Elected and appointed City of Gardena officials.**
- Part-time employees, i.e. Reserve Police Officers and designated city volunteers.**
- Persons in custody and witnesses or victims of an incident under investigation at the time of transportation, provided that Communications is advised.**
- Persons transported to safety or for medical aid in the event of a major emergency (e.g., fire, explosion, earthquake, etc.), provided that Communications is notified of the necessity for the transportation.**

The waiver form is designed to protect the City and its employees from liability, as long as the employee having responsibility for the passenger is not careless or reckless with the passenger's safety.

Any supervisor or manager may authorize a passenger to be transported in a Police vehicle.

5.2.10 PURSUIT POLICY

(A)PURSUIT POLICY - DEFINITIONS

- **Pursuit:** An event, involving one or more law enforcement officers, attempting to apprehend a suspect operating a motor vehicle, while the suspect is trying to avoid arrest.
- **Initiating Pursuit Unit:** The officer, operating an enforcement vehicle, which first attempts to stop the pursued vehicle and notifies the dispatcher.
- **Primary Pursuit Unit:** The officer, operating an enforcement vehicle, which may be other than the initiating unit, immediately following the suspect vehicle.
- **Secondary Pursuit Units:** Officers, operating enforcement vehicles or aircraft, trailing or otherwise actively participating in the pursuit.
- **Forcible Stop:** A general term meaning the termination of a pursuit through the use of physical force or presence. Includes roadblocks, lawful intervention, boxing-in, channelization, or the use of firearms.
- **Roadblocks:** Establishing a physical barrier to traffic as a means of using signs, devices actual physical obstructions or barricades.

- **Lawful Intervention:** The deliberate act of impacting a violator's vehicle with another vehicle to functionally incapacitate or otherwise force the violator's vehicle to stop.
- **Boxing-In:** A technique designed to stop a violator's vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop.
- **Pursuit Intervention Technique:** A technique involving an officer using one side of the patrol car's front fender to nudge the suspect's opposite rear fender; or some variation of this technique.
- **Channelization:** A technique similar to a roadblock, where objects (e.g., barricades, flare pots, pylons and vehicles) are placed in the anticipated path of a pursued vehicle, thereby altering its direction.

(B) WHEN TO INITIATE A VEHICULAR PURSUIT

Pursuits should be initiated only when a law violator clearly exhibits the intention to avoid arrest by using a vehicle to flee, or when a suspected law violator refuses to stop and uses a vehicle to flee.

Officers intending to stop a vehicle should be within close proximity of the violator's vehicle before activating the emergency lights and attempting the stop. The violator's temptation to evade a police contact may be greater in those instances where it appears the individual has a "head start."

When deciding the merits of initiating any pursuit-related activities, officers need to consider the following factors:

- The type of violation, whether actual or suspected
- Accurate vehicle description and plate number
- Pursuit speeds, pedestrian and traffic conditions

C) PARTICIPATING POLICE UNITS

The officer(s) in the primary pursuit unit and two secondary units may pursue a suspect fleeing in a vehicle. Officers in all other units, with the exception of a supervisor, shall stay clear of the pursuit, but remain alert to its progress and location, unless specifically assigned to participate.

In the event officers on two-wheeled motorcycles initiate a pursuit, the pursuing motor officer shall abandon the pursuit when a four-wheeled police unit has joined the pursuit. The motor unit shall then proceed to the termination point of the pursuit.

The officer in the primary pursuit unit, or a supervisor, may request additional units, if it appears the officers in the three vehicles involved will not be sufficient to safely effect arrest of the suspects.

(D) CONTROL OF THE PURSUIT: PRIMARY UNIT

The first responsibility of the primary pursuit unit is the apprehension of the suspects without unnecessarily endangering the officers or other persons. The officer(s) in the primary unit shall be responsible for broadcasting the progress of the pursuit, including any violation known, location, direction and speed.

The responsibility for controlling the pursuit tactics, including the decision as to whether to become involved in a pursuit, whether more than three units should join the pursuit, and deciding if the pursuit should be abandoned, will be borne by the primary unit unless relieved of this burden by the Field Sergeant and/or the Watch Commander. If available, at all times the supervisory personnel delineated herein shall have control of the pursuit.

Upon the initiation of a pursuit, the primary pursuit unit shall immediately advise Communications of the following information:

- The type of violation, whether actual or suspected**
- Suspect vehicle description and plate number if possible**
- Pursuit speed and traffic conditions**
- Direction of travel**
- Description of occupant(s)**

The officer shall report any major change in these areas as soon as possible.

(E) SECONDARY UNITS

(*Revised 4/08)

The nearest two units to the pursuit shall be assigned as the secondary, or back-up units, and the responsible Field Supervisor shall ensure that no additional units become involved in the pursuit, unless assigned by the Field Sergeant or the Watch Commander. The officers in the two secondary units joining the pursuit shall immediately notify Communications that there are additional units in the pursuit. Communications shall broadcast this information, which will assist other responding officers in deciding their course of action.

When more than three police vehicles are involved, the officers in the secondary units shall advise Communications, who will direct all vehicles other than the first three units to abandon the pursuit (unless the primary pursuit unit has reported a need for additional units and such request has been approved by the Field Sergeant or Watch Commander).

F) HELICOPTER ASSISTANCE

When operationally feasible, an assisting agency police helicopter may respond to the pursuit and provide high visibility assistance.

- When notified that a helicopter unit has joined a pursuit, officers in pursuing ground units shall advise Communications of whatever information is necessary to assist the helicopter unit .**
- A ground unit may relinquish the pursuit responsibility to an aircraft unit if the circumstances indicate that there is bad congestion, hazards or other factors that may endanger the officers or the aircraft can maintain surveillance while ground units deploy for apprehension.**

When the officer in the primary unit is aware that a helicopter unit has visual contact with the suspects' vehicle, and other factors indicate the pursuit could be abandoned, officers in the ground units should consider discontinuing the Code-3 pursuit and allowing the helicopter unit to continue surveillance.

Broadcasts by the helicopter unit could then direct other ground units to assist in the apprehension of the suspects.

(G) RESPONSIBILITY OF OTHER FIELD UNITS

**It shall be the responsibility of other field units to strictly adhere to the following guidelines:
(*Revised 4/08)**

- Monitor the pursuit, inclusive of violation, location, and speeds**
- If not assigned to the pursuit, other field units shall not join in unless specifically requested by the primary pursuit unit, Communications personnel, or a supervisor**

(H) PURSUIT PROCEDURES

To be termed an emergency vehicle, both a forward red light and a siren shall be activated to exempt the pursuit from the provisions of Division 11 of the Vehicle Code, "Rules of the Road."

This exemption, granted to emergency vehicles, does not relieve the driver from the duty to drive with due regard for the safety of all persons using the highway, nor protect the driver from the consequences of an arbitrary exercise of the privileges granted.

(I) PURSUIT DRIVING TACTICS

There shall be no paralleling of the pursuit route, unless the pursuit passes through a unit's assigned area. Units driving parallel in a pursuit shall not exceed procedures for rules of the road driving, unless specifically authorized. The paralleling unit shall not join or interfere with the pursuit, and shall curtail all pursuit-related activity at the boundary of its assigned area, unless ordered to do otherwise.

- The primary unit and two secondary units shall be the only units driving Code-3, unless additional units are assigned to the pursuit**
- There shall be no caravanning of field units paralleling the pursuit**
- Only authorized units shall attempt to join the pursuit**
- Officers involved in a pursuit, or paralleling a pursuit, shall not attempt to pass other police units engaged in pursuit-related activities or take any action, unless at the request of or with the permission of the officer in the pursuing unit**
- The Pursuit Intervention Technique (P.I.T.) can be used to stop a pursuit, as soon as possible, with Watch Commander approval, if practical**
- All forcible stop tactics (e.g., roadblocks, ramming, boxing-in, or channelization) shall only be used as a last resort in order to stop a fleeing violator in keeping with Departmental guidelines regarding use of force and pursuit policy**
- Officers shall not discharge firearms at the fleeing vehicle, unless other circumstances indicate that the suspect(s) is using, or about to use, deadly force against officers or citizens**
- Officers shall not drive in such a manner as to exceed the design capabilities of the patrol vehicle or the involved roadway**
- Officers involved in a pursuit may elect to create a "safety break" in traffic. By using one Code-3 unit slowly driving back and forth between parallel traffic lanes, officers may keep traffic and uninvolved citizens a safe distance from any pursuit-related activities**

(J) PURSUIT CONTINUATION

The Field Supervisor, Station Sergeant, or the Watch Commander shall obtain all available information concerning a pursuit and continually evaluate whether to continue or terminate the pursuit.

Officers involved in a pursuit must continually question whether the seriousness of the violation reasonably warrants continuation of the pursuit

It shall be the pursuing officers' responsibility to discontinue a pursuit when there is a clear and unreasonable danger to the public or to the pursuing officers. Some possible indicators of a clear and unreasonable danger are:

- When speed dangerously exceeds the normal flow of traffic**
- When pedestrian or vehicular traffic necessitates unreasonable and unsafe maneuvering of the vehicle**
- Duration and location of pursuit**
- Volume of vehicular traffic**
- Volume of pedestrian traffic**
- Time of day**
- Weather conditions**
- Road conditions**

- **Familiarity of the pursuing officer with the area of the pursuit**
- **Quality of radio communications between pursuing units and the dispatchers**
- **Capability of the police vehicles involved**
- **Whether the suspect(s) is identified and can be apprehended at a later point in time**
- **The overall risk posed to the public by the escape of the suspect(s), and the likelihood that the suspect(s) actions will continue if that person is not apprehended .**

(K) LOSS OF PURSUED VEHICLE

When the pursued vehicle is lost, the officer in the primary unit shall immediately broadcast necessary information to Communications. Upon receiving Communication's broadcast that the suspect's vehicle has been lost, all involved officers shall resume normal non-pursuit operation of their police vehicles. The primary unit shall broadcast supplemental information and coordinate the search as needed.

(L) TERMINATION OF THE PURSUIT

The officer in the primary pursuit unit is responsible for the arrest of the suspect when the suspect voluntarily concludes an escape effort or becomes involved in a traffic accident. The officers in the secondary units shall be responsible for backing up the primary unit and broadcasting pertinent information at the termination of the vehicular pursuit. This procedure frees the officer in the primary unit to arrest the suspect or enter into foot pursuit without stopping to inform Communications of the situation. If the suspect attempts to flee on foot, the officers in the secondary units or a responding supervisor shall coordinate the efforts of responding units.

Pursuits should be immediately terminated in any of the following circumstances, absent extraordinary and compelling reasons:

- Weather or traffic conditions substantially increase the danger of pursuit beyond the worth of apprehending the suspect**
- The distance between the pursuing and fleeing vehicles is so great that further pursuit is futile**
- The danger posed by continued pursuit to the public and the officers is greater than the public safety value of apprehending the suspects**

All officers involved in vehicular pursuits may be held accountable for not discontinuing a pursuit, when circumstances indicate it should have been discontinued, or when discontinuance has been ordered by a supervisor. The officer in the primary unit shall be responsible for making the decision to continue the pursuit in the absence of an order from a supervisor to end the pursuit.

(M) PURSUIT OUTSIDE THE CITY

A pursuit originating in the City of Gardena by Department personnel need not be concluded merely because the suspect flees into another city or county area. Unless otherwise directed to end the pursuit, officers may continue at their own discretion, while keeping the aforementioned pursuit procedures in mind.

Responsibility for curtailing a pursuit, which has gone into another jurisdiction, will still rest with the officer in the primary pursuit vehicle, the Sergeant, and/or the Watch Commander.

Communications shall immediately notify the appropriate law enforcement agency when a Gardena pursuit leaves the City limits and shall coordinate all pursuit-related activities with the outside agency.

(N) PURSUITS BY OTHER AGENCIES COMING INTO GARDENA

Personnel of this Department, upon being apprised of a pursuit within Gardena City limits by officers of another agency, or upon observing such pursuit, may keep visual contact with the pursuit and broadcast direction, location, and other pertinent information. They may assist the pursuing unit should the pursuit terminate within City limits. A Gardena Police supervisor shall respond to the scene of any pursuit, which terminates within the City.

A Gardena Police unit will assist any outside agency engaged in pursuit-related activities in the City when requested by such agency or authorized by Communications, a Field Supervisor or the Watch Commander. The role of Gardena Officers is that of assistance only.

O) PURSUIT OF SUSPECTS FOR CRIMES OBSERVED BY DEPARTMENTAL PERSONNEL OCCURRING OUTSIDE OF THE CITY

Officers of the Department, upon observing a crime committed outside the City (except minor traffic violations), shall relay all pertinent information to the appropriate law enforcement agency through Communications, time permitting. Officers may affect an arrest or maintain surveillance of the suspect(s) until arrival of the other department.

Officers of this Department may become involved in an actual pursuit originating and occurring outside the City only in cases where a serious crime is believed to have been committed, and a failure to pursue would expose the public to risk.

(P) VEHICLE INSPECTIONS

A supervisor shall inspect any vehicle involved in a high-speed pursuit as soon as possible after the conclusion of the incident. The vehicle will also be inspected by one of the department's contract repair service mechanics at the earliest opportunity. Vehicles, known or suspected to have been damaged, will not be returned to service until inspected by the department's contract repair service mechanic.

(Q) LEGAL INTERVENTION

When a police vehicle is intentionally used to disable another vehicle, or for some similar purpose, the officer shall notify the Watch Commander and document the incident in the appropriate report. The involved officer(s) will also document their actions by internal memo, as with any other intentional use of force of this magnitude.

Legal intervention is an extreme measure only to be employed when other normal procedures are not effective and a judicious evaluation of the circumstances indicates the need for such action.

(R) WATCH COMMANDER'S RESPONSIBILITY

The Watch Commander shall review any reports related to the incident to determine compliance with Department policy. The Watch Commander will then submit the report to the Division Commander, with a cover memorandum providing an overall analysis and critique of the incident, including but not limited to recommendations on policy violations, training needs, and commendations.

California Vehicle Code:

17004. A public employee is not liable for civil damages on account of personal injury to or death of any person or damage to property resulting from the operation, in the line of duty, of an authorized emergency vehicle while responding to an emergency call or when in the immediate pursuit of an actual or suspected violator of the law, or when responding to but not upon returning from a fire alarm or other emergency call.

17004.7 (a) The immunity provided by this section is in addition to any other immunity provided by law. The adoption of a vehicle pursuit policy by a public agency pursuant to this section is discretionary.

(b) (1) A public agency employing peace officers that adopts and promulgates a written policy on, and provides regular and periodic training on an annual basis for, vehicular pursuits complying with subdivisions (c) and (d) is immune from liability for civil damages for personal injury to or death of any person or damage to property resulting from the collision of a vehicle being operated by an actual or suspected violator of the law who is being, has been, or believes he or she is being or has been, pursued in a motor vehicle by a peace officer employed by the public entity.

2) Promulgation of the written policy under paragraph (1) shall include, but is not limited to, a requirement that all peace officers of the public agency certify in writing that they have received, read, and understand the policy. The failure of an individual officer to sign a certification shall not be used to impose liability on an individual officer or a public entity.

(c) A policy for the safe conduct of motor vehicle pursuits by peace officers shall meet all of the following minimum standards:

(1) Determine under what circumstances to initiate a pursuit. The policy shall define a “pursuit,” articulate the reasons for which a pursuit is authorized, and identify the issues that should be considered in reaching the decision to pursue. It should also address 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 peace officers, innocent motorists, and others to protect the public.

(2) Determine the total number of law enforcement vehicles authorized to participate in a pursuit. Establish the authorized number of law enforcement units and supervisors who may be involved in a pursuit, describe the responsibility of each authorized unit and the role of each peace officer and supervisor, and specify if and when additional units are authorized.

(3) Determine the communication procedures to be followed during a pursuit. Specify pursuit coordination and control procedures and determine assignment of communications responsibility by unit and organizational entity.

(4) Determine the role of the supervisor in managing and controlling a pursuit. Supervisory responsibility shall include management and control of a pursuit, assessment of risk factors associated with a pursuit, and when to terminate a pursuit.

(5) Determine driving tactics and the circumstances under which the tactics may be appropriate.

(6) Determine authorized pursuit intervention tactics. Pursuit intervention tactics include, but are not limited to, blocking, ramming, boxing, and roadblock procedures. The policy shall specify under what circumstances and conditions each approved tactic is authorized to be used.

(7) Determine the factors to be considered by a peace officer and supervisor in determining speeds throughout a pursuit. Evaluation shall take into consideration public safety, peace officer safety, and safety of the occupants in a fleeing vehicle.

(8) Determine the role of air support, where available. Air support shall include coordinating the activities of resources on the ground, reporting on the progress of a pursuit, and providing peace officers and supervisors with information to evaluate whether or not to continue the pursuit.

(9) Determine when to terminate or discontinue a pursuit. Factors to be considered include, but are not limited to, all of the following:

(A) Ongoing evaluation of risk to the public or pursuing peace officer.

(B) The protection of the public, given the known or reasonably suspected offense and apparent need for immediate capture against the risks to the public and peace officers.

(C) Vehicular or pedestrian traffic safety and volume.

(D) Weather conditions.

(E) Traffic conditions.

(F) Speeds.

(G) Availability of air support.

(H) Procedures when an offender is identified and may be apprehended at a later time or when the location of the pursuit vehicle is no longer known.

(10) Determine procedures for apprehending an offender following a pursuit. Safety of the public and peace officers during the law enforcement effort to capture an offender shall be an important factor.

(11) Determine effective coordination, management, and control of inter-jurisdictional pursuits. The policy shall include, but shall not be limited to, all of the following:

(A) Supervisory control and management of a pursuit that enters another jurisdiction.

(B) Communications and notifications among the agencies involved.

(C) Involvement in another jurisdiction's pursuit.

(D) Roles and responsibilities of units and coordination, management, and control at the termination of an inter-jurisdictional pursuit.

(12) Reporting and post pursuit analysis as required by Section 14602.1. Establish the level and procedures of post pursuit analysis, review, and feedback. Establish procedures for written post pursuit review and follow-up.

(d) "Regular and periodic training" under this section means annual training that shall include, at a minimum, coverage of each of the subjects and elements set forth in subdivision (c) and that shall comply, at a minimum, with the training guidelines established pursuant to Section 13519.8 of the Penal Code.

(e) The requirements of subdivision (c) represent minimum policy standards and do not limit an agency from adopting additional policy requirements. The requirements in subdivision (c) are consistent with the 1995 California Law Enforcement Vehicle Pursuit Guidelines developed by the Commission on Peace Officer Standards and Training pursuant to Section 13519.8 of the Penal Code that will assist agencies in the development of their pursuit policies. Nothing in this section precludes the adoption of a policy that limits or restricts pursuits.

(f) A determination of whether a public agency has complied with subdivisions (c) and (d) is a question of law for the court.

21055. The driver of an authorized emergency vehicle is exempt from Chapter 2 (commencing with Section 21350), Chapter 3 (commencing with Section 21650), Chapter 4 (commencing with Section 21800), Chapter 5 (commencing with Section 21950), Chapter 6 (commencing with 22100), Chapter 7 (commencing with Section 22348), Chapter 8 (commencing with Section 22450), Chapter 9 (commencing with Section 22500), and Chapter 10 (commencing with Section 22650) of this division, and Article 3 (commencing with Section 38305) and Article 4 (commencing with Section 38312) of Chapter 5 of Division 16.5, under all of the following conditions:

(a) If the vehicle is being driven in response to an emergency call or while engaged in rescue operation or is being used in the immediate pursuit of an actual or suspected violator of the law or is responding to, but not returning from, a fire alarm, except that fire department vehicles are exempt whether directly responding to an emergency call or operated from one place to another as rendered desirable or necessary by reason of an emergency call and operated to the scene of the emergency or operated from one fire station to another or to some other location by reason of the emergency call.

**(b) If the driver of the vehicle sounds a siren as may be reasonably necessary and the vehicle displays a lighted red lamp visible from the front as a warning to other drivers and pedestrians.
A siren shall not be sounded by an authorized emergency vehicle except when required under this section.**

21056. Section 21055 does not relieve the driver of a vehicle from the duty to drive with due regard for the safety of all persons using the highway,.....

21806. Upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet to the front of the vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following:

(a)(1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed.

(2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety.

(b) The operator of every street car shall immediately stop the street car, clear of any intersection, and remain stopped until the authorized emergency vehicle has passed.

(c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed.

22350. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Driver Awareness Course Exercise:

Code-3/Pursuit Driving Exercise

Slow Speed Maneuvers

Remediation, if necessary.

