


<p style="text-align: center;">FAIRFAX COUNTY POLICE DEPARTMENT</p>  <p style="text-align: center;">GENERAL ORDER</p>	<p>SUBJECT: VEHICLE STOPPING TECHNIQUES</p>		<p>NUMBER: 504.0</p>
	<p>EFFECTIVE DATE:</p>	<p>REVIEW:</p>	
	<p>TOPIC: PURPOSE AND POLICY</p>		
<p>RESPONSIBLE ENTITY:</p>		<p><input type="checkbox"/> New Directive <input type="checkbox"/> Replaces: <input type="checkbox"/> Revised</p>	
<p>ACCREDITATION STANDARDS</p>	<p>CALEA: 1.3.1, 41.2.3</p>		
	<p>VLEPSC: ADM.05.01, OPR.01.10</p>		

I. PURPOSE


The purpose of this policy is to establish guidelines and reporting requirements for the use of vehicle stopping techniques by members of the Fairfax County Police Department.

II. POLICY

It is the policy of the Fairfax County Police Department that vehicle stopping techniques are to be used only to the extent it is objectively reasonable to defend oneself or another, or lawfully effect an arrest in view of the circumstances confronting the officer. Vehicle stopping techniques should be based upon the totality of the circumstances known by the officer at the time the stopping technique is utilized, and should weigh the actions of the officer against their responsibility to protect public safety as well as the individual's civil liberties. Officers shall hold the highest regard for the sanctity of human life, dignity and liberty of all individuals. Any officer, upon hearing that a vehicle stopping technique will be utilized, and has pertinent information that may affect the successful utilization of the vehicle stopping technique, or has information which may protect the officers, public, and offender, including passengers, shall immediately relay that information via the police radio.


Access to medical treatment shall be provided to any individual who complains of injury, has obvious injuries, or who requests medical attention.

In all situations, officers are expected to act within their training and exercise sound judgment. Any use of vehicle stopping techniques shall be reviewed on a case-by-case basis. The involved officer(s) must be able to clearly articulate the reasons for using a vehicle stopping technique.

FAIRFAX COUNTY POLICE DEPARTMENT  GENERAL ORDER	SUBJECT: VEHICLE STOPPING TECHNIQUES		NUMBER: 504.1
	EFFECTIVE DATE:	REVIEW:	
	TOPIC: DEFINITIONS		
RESPONSIBLE ENTITY:		<input type="checkbox"/> New Directive <input type="checkbox"/> Replaces: <input type="checkbox"/> Revised	
ACCREDITATION STANDARDS	CALEA: 41.2.3 VLEPSC: ADM.05.01, OPR.01.10		

I. DEFINITIONS

- A. Deadly-Force: Any level of force that is likely to cause death or serious injury.
- B. Medical Treatment: Any action taken by Emergency Medical Services (EMS), personnel approved by the Fairfax County Police Department's Office of the Medical Director (OMD), or medical facility personnel to medically assess an individual or physically mend an injury (e.g. dress a wound, stitches, etc.) resulting from an accidental injury and/or a use of force. Access to medical treatment requires direct contact between the patient and one of the above defined competent medical authorities. Routine decontamination does not constitute medical treatment.
- C. Precision Immobilization Technique: The intentional act of using a police vehicle to physically force a fleeing vehicle from its course of travel in order to stop it.
- D. Probable Cause: Facts and circumstances which, taken together with rational inferences therefrom, would lead a prudent individual to believe that a crime or traffic violation is being, or has been, committed, and that a particular person committed it.
- E. Rolling Roadblock: A pursuit stopping technique involving officers who are positioned in front of, behind, and alongside the fleeing vehicle in order to gradually reduce their speed in a coordinated manner, eventually bringing the police vehicles and the fleeing vehicle to a stop.
- F. Stationary Roadblock: Any method, restriction, or obstruction utilized for preventing free passage of a pursued motor vehicle in order to cause the apprehension of the fleeing driver and/or passengers. This is used as a last resort.


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G. Tactical Vehicle Intercept: An advanced tactic that requires the element of surprise and precision to quickly and safely immobilize a vehicle to avoid pursuits and minimize the possibility of any vehicle movement.

H. Vehicle Incident: When a police vehicle comes into contact with another vehicle, object, or person as a direct result of the intentional actions of the officer, not including the Precision Immobilization Technique or the Tactical Vehicle Intercept.

I. Vehicle Stopping Technique Objective Reasonableness: The level of vehicle stopping technique intervention that is appropriate when analyzed from the perspective of a reasonable officer possessing the same information and faced with the same totality of circumstances. Objective reasonableness is not analyzed with the benefit of hindsight, but rather takes into account the fact that officers must make rapid and necessary decisions regarding the vehicle stopping technique to use in tense, uncertain, and rapidly evolving situations.

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	EFFECTIVE DATE:	REVIEW:	
	TOPIC: VEHICLE STOPPING TECHNIQUE OBJECTIVE REASONABLENESS		
RESPONSIBLE ENTITY:		<input type="checkbox"/> New Directive <input type="checkbox"/> Replaces: <input type="checkbox"/> Revised	
ACCREDITATION STANDARDS	CALEA: 1.3.1, 41.2.3		
	VLEPSC: ADM.05.01, OPR.01.10		

I. VEHICLE STOPPING TECHNIQUE OBJECTIVE REASONABLENESS

In determining whether a vehicle stopping technique is objectively reasonable, an officer must give careful attention to the totality of circumstances in each case including:

1. Whether the individual poses an immediate safety threat to the officer or others
2. The severity of the crime
3. Whether the individual is actively resisting or attempting to evade arrest
4. Weapon(s) involved
5. Training of the officer
6. Environmental conditions

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FAIRFAX COUNTY POLICE DEPARTMENT  GENERAL ORDER	SUBJECT: VEHICLE STOPPING TECHNIQUES		NUMBER: 504.3
	EFFECTIVE DATE:	REVIEW:	
	TOPIC: VEHICLE STOPPING TECHNIQUE OPTIONS		
RESPONSIBLE ENTITY:			<input type="checkbox"/> New Directive <input type="checkbox"/> Replaces: <input type="checkbox"/> Revised
ACCREDITATION STANDARDS	CALEA: 1.3.1, 41.2.3		
	VLEPSC: ADM.05.01, OPR.01.10		

I. VEHICLE STOPPING TECHNIQUE OPTIONS

A. Instances where vehicle stopping techniques may be effective would include, but are not limited to:

1. Effecting an arrest
2. Preventing escape from lawful custody
3. Defending oneself or another individual from injury or assault

B. Only the vehicle stopping technique that is objectively reasonable shall be used to gain control and compliance.


C. Vehicle stopping technique options allow for the reasonable escalation and/or de-escalation that is proportional to the responses of an individual's actions and/or levels of resistance.

D. Only those vehicle stopping technique options authorized by the Fairfax County Police Department shall be used by employees, unless it is necessary for officers to protect themselves or others from imminent threat of death or serious bodily injury, and the officer's most appropriate tools and training have not worked or are not available. In these instances, the officer may, as a last resort, turn to other options to save themselves or another.

E. Vehicle stopping technique options are typically used in vehicle pursuits and/or specialized operations.


F. Only the following vehicle stopping technique options shall be permitted:

1. Stop Stick Tire Deflating Device
2. Rolling Roadblock

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	TOPIC: VEHICLE STOPPING TECHNIQUE OPTIONS	

3. Precision Immobilization Technique
4. Stationary Roadblock
5. Tactical Vehicle Intercept
6. Vehicle Incident

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FAIRFAX COUNTY POLICE DEPARTMENT  GENERAL ORDER	SUBJECT: VEHICLE STOPPING TECHNIQUES		NUMBER: 504.4
	EFFECTIVE DATE:	REVIEW:	
	TOPIC: VEHICLE STOPPING TECHNIQUE NOTIFICATION AND INVESTIGATION		
RESPONSIBLE ENTITY:			<input type="checkbox"/> New Directive <input type="checkbox"/> Replaces: <input type="checkbox"/> Revised
ACCREDITATION STANDARDS	CALEA: 41.2.3, 41.2.4		
	VLEPSC: ADM.05.01, ADM.05.03, OPR.01.10		

I. VEHICLE STOPPING TECHNIQUE NOTIFICATION


A. Officers who use a vehicle stopping technique shall promptly inform their on-duty supervisor. A supervisor shall respond to the scene of any use of a vehicle stopping technique where an individual has an injury, complains of an injury, is transported to a medical facility for medical treatment, or is otherwise provided with access to medical treatment. The responding supervisor shall review the circumstances surrounding the use of a vehicle stopping technique and notify the Duty Officer or appropriate commander of the occurrence of:

1. Any use of a vehicle stopping technique resulting in any injury or death.
2. Any medical treatment provided by Emergency Medical Services (EMS), personnel approved by the Fairfax County Police Department's Operational Medical Director, or a medical facility.

B. The Duty Officer or the appropriate commander will determine if an injury is to be designated a serious injury. This determination will be based, in part, on information from medical personnel. At the earliest opportunity, the Duty Officer or commander will notify the appropriate bureau commanders of all injuries designated serious.

C. Once the Department of Public Safety Communication (DPSC) and the Police Liaison Commander (PLC) have been notified that a vehicle stopping technique was used resulting in serious injury or death to any individual, the on-duty PLC, in coordination with DPSC, shall immediately notify the commanders of the following entities.

1. Operations Support Bureau and/or the Criminal Investigations Bureau
2. Internal Affairs Bureau
3. Administrative Support Bureau

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4. Director of the Media Relations Bureau
5. Major Crimes Division and/or Traffic Division
6. Investigative Services Division
7. Internal Affairs – Investigations Division
8. Incident Support Services
9. Affected Department Command Staff and authorized Administrative Staff members
10. Chief of Police, or designee

II. VEHICLE STOPPING TECHNIQUES INVESTIGATION

A. The use of vehicle stopping techniques will be investigated as follows:

1. Death or the potential loss of life to any individual resulting from the use of a vehicle stopping technique:

- a. Investigative Authority: The Operations Support Bureau's Crash Reconstruction Unit and the Internal Affairs Bureau


In instances where a vehicle incident is an intended application of deadly force (see 504.10), then the investigative authority will be the Criminal Investigations Bureau and the Internal Affairs Bureau with assistance by the Crash Reconstruction Unit, as needed.

- b. Investigative Format: Criminal investigation and Internal Affairs Bureau administrative investigation


- c. Investigative Procedures: In accordance with SOP 12-045.

- d. Documentation Review: The commander of the Internal Affairs Bureau shall review the administrative investigation and forward the investigation to the appropriate bureau commander


- e. Photographs will be taken of all injuries by the investigative authority and maintained within the case file

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- f. Any video and/or audio recordings of the incident will be preserved by the investigative authority
 - g. The vehicle stopping technique used resulting in death or potential loss of life to any individual shall be left in the same condition as it was when it was utilized
 - h. The collection of evidence, including the involved vehicle stopping technique, shall be performed at the direction of the lead criminal investigator.
2. Medical treatment at a medical facility for any injury resulting from the use of a vehicle stopping technique:
 - a. Investigative Authority: The on-duty supervisor or above with technical expertise by the Crash Reconstruction Unit, as needed
 - b. Investigative Format: Administrative investigation and the appropriate supplement in the current Internal Affairs Record Management System describing the incident, the type of vehicle stopping technique used, extent of injuries, and type of medical treatment provided.
 - c. Documentation Review: The on-duty supervisor shall review and forward all investigative reports to their division commander for appropriate review and dissemination. The completed administrative investigation shall be forward to their division commander for appropriate review and action.
 - d. Photographs will be taken of all injuries by the investigative authority and maintained within the case file.
 - e. Any video and/or audio recordings of the vehicle stopping technique will be reviewed and preserved by the investigative authority.
 3. Medical treatment for non-serious injuries that are provided by EMS personnel, personnel approved by the Fairfax County Police Department's Office of the Medical Director, or the individual refuses medical treatment resulting from the use of a vehicle stopping technique:
 - a. Investigative Authority: The on-duty supervisor or above with technical expertise by the Crash Reconstruction Unit, as needed.


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- b. Investigative Format: The appropriate supplement in the current Internal Affairs Record Management System describing the incident, type of vehicle stopping technique used, extent of injuries observed or the complaint of injuries, and the fact that medical treatment was administered or refused by the individual.
 - c. Documentation Review: The on-duty supervisor shall review and forward all investigative reports to their division commander for appropriate review and dissemination to division or bureau commanders.
 - d. Photographs will be taken of all injuries by the investigative authority and maintained with the current Record Management System.
 - e. Any video and/or audio recordings of the vehicle stopping technique will be reviewed and preserved by the investigative authority.
4. All vehicle stopping techniques that do not involve the complaint of injury or medical treatment:
- a. Investigative Authority: The on-duty supervisor or above with technical expertise by the Crash Reconstruction Unit, as needed
 - b. Investigative Format: The appropriate supplement in the current Internal Affairs Record Management System describing the incident, the type of vehicle stopping technique used, and that there were no injuries observed or any complaints of injuries.
 - c. Documentation Review: The on-duty supervisor shall review and forward all investigative reports to their division commander for appropriate review and dissemination to division or bureau commanders.
5. All uses of the Precision Immobilization Technique (PIT) that occurs outside the jurisdictional boundaries of Fairfax County, regardless of injuries, will be investigated by the Internal Affairs Bureau, in conjunction with the jurisdiction where the PIT was utilized.

FAIRFAX COUNTY POLICE DEPARTMENT  GENERAL ORDER	SUBJECT: VEHICLE STOPPING TECHNIQUES		NUMBER: 504.5
	EFFECTIVE DATE:	REVIEW:	
	TOPIC: STOP STICK TIRE DEFLATING DEVICE		
RESPONSIBLE ENTITY:		<input type="checkbox"/> New Directive <input type="checkbox"/> Replaces: <input type="checkbox"/> Revised	
ACCREDITATION STANDARDS	CALEA: 1.3.1, 41.2.3		
	VLEPSC: ADM.05.01, ADM.05.03, OPR.01.10		

I. STOP STICK TIRE DEFLATING DEVICE

- A. Stop Stick Tire Deflating Devices (Stop Sticks) is a vehicle stopping technique.
- B. Only officers who are trained or certified in Stop Sticks by the Fairfax County Criminal Justice Academy shall be permitted to use the Stop Sticks.
- C. Stop Sticks are designed to create a controlled release of air from a target vehicle's tires, usually within 20-30 seconds after impact.
- D. There are inherent risks to the deployment of Stop Sticks that officers should be aware of and factor into their decision-making process. Under some circumstances, tire deflation can cause a driver to lose control of the vehicle and crash, possibly resulting in serious or fatal injuries. Furthermore, officers deploying Stop Sticks are at an enhanced risk of injury due to the danger presented from the oncoming vehicle.
- E. The following guidelines shall be followed when deploying Stop Sticks:
 - 1. Deploying Stop Sticks shall be done with extreme caution and in an area, where possible, wherein the officer will have cover that also minimizes potential risks to the public and all vehicle occupants.
 - 2. Before deploying Stop Sticks, officers shall consider the following factors:
 - a. The proximity and vulnerability of the public;
 - b. The proximity and vulnerability of officers and police vehicles;
 - c. Unreasonable or dangerous proximity to a curve or slope in the roadway;


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	TOPIC: STOP STICK TIRE DEFLATING DEVICE	

- d. Unreasonable or dangerous proximity to streets with heavy traffic, congestion, or an active work zone; and
 - e. Unreasonable or dangerous proximity to bridges or overpasses.
3. Stop Sticks shall not be deployed on motorcycles with two or three wheels or on all-terrain vehicles (four wheelers, three wheelers, etc.).
 4. Prior to deploying Stop Sticks during a pursuit, the officer deciding to deploy Stop Sticks shall advise a dispatcher at the Department of Public Safety Communications, via the police radio, of their intention to deploy Stop Sticks and the exact location for deployment. The directly involved officers shall be notified, via the police radio, of the decision to deploy Stop Sticks and the exact location of deployment.
 5. Once the Stop Sticks have been used or damaged, the used or damaged Stop Sticks shall not be used again. The used or damaged Stop Sticks are to be returned to a Station Logistic Technician for replacement. The Station Logistic Technician will be responsible for discarding the used or damaged Stop Sticks.

II. MEDICAL TREATMENT


- A. Access to medical treatment shall be provided to individuals who complain of injury, who have obvious injuries, or who request medical attention.

NOTE: Officers may not compel any person, whether in custody or not, to receive medical treatment.

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	<p>EFFECTIVE DATE:</p>	<p>REVIEW:</p>	
	<p>TOPIC: ROLLING ROADBLOCK</p>		
<p>RESPONSIBLE ENTITY:</p>		<p><input type="checkbox"/> New Directive <input type="checkbox"/> Replaces: <input type="checkbox"/> Revised</p>	
<p>ACCREDITATION STANDARDS</p>	<p>CALEA: 1.3.1, 41.2.3</p>		
	<p>VLEPSC: ADM.05.01, ADM.05.03, OPR.01.10</p>		

I. ROLLING ROADBLOCK

- A. A rolling roadblock is considered a vehicle stopping technique.
- B. Only officers who are trained or certified in a rolling roadblock by the Fairfax County Criminal Justice Academy shall be permitted to use or participate in a Rolling Roadblock.
- C. Officers may utilize a rolling roadblock so long as it is objectively reasonable under the circumstances. Executing a rolling roadblock requires extreme caution because it places officers in compromised positions to include the risk of being rammed.
- D. When deciding to initiate a rolling roadblock, officers shall consider:
1. The number of cruisers available;
 2. The speed of the vehicle;
 3. The type of roadway;
 4. The severity of the violation(s); and
 5. The type of violator.
- E. Officers shall not initiate a rolling roadblock:
1. During a pursuit when an officer has reason to believe the driver or passengers in the fleeing vehicle possesses a firearm.
 2. During a pursuit when the speed is such that maintaining vehicle control is greatly diminished.

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	TOPIC: ROLLING ROADBLOCK	

3. When the behavior (aggressive) of driver and the fleeing vehicle is such that officer safety would be greatly compromised.


F. Prior to, and during a rolling roadblock, the officers participating in a rolling roadblock shall continually communicate via the police radio.

II. MEDICAL TREATMENT

A. Access to medical treatment shall be provided to individuals who complain of injury, who have obvious injuries, or who request medical attention.

NOTE: Officers may not compel any person, whether in custody or not, to receive medical treatment.

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FAIRFAX COUNTY POLICE DEPARTMENT  GENERAL ORDER	SUBJECT: VEHICLE STOPPING TECHNIQUES		NUMBER: 504.7
	EFFECTIVE DATE:	REVIEW:	
	TOPIC: PRECISION IMMOBILIZATION TECHNIQUE		
RESPONSIBLE ENTITY:			<input type="checkbox"/> New Directive <input type="checkbox"/> Replaces: <input type="checkbox"/> Revised
ACCREDITATION STANDARDS	CALEA: 1.3.1, 41.2.3		
	VLEPSC: ADM.05.01, ADM.05.03, OPR.01.10		

I. PRECISION IMMOBILIZATION TECHNIQUE

A. The Precision Immobilization Technique (PIT) is a vehicle stopping technique.


B. Once an officer has determined that the offender, including passengers, present a clear and immediate threat to the sanctity of human life and therefore, the necessity of immediate apprehension outweighs the level of danger created by the pursuit, a PIT may be utilized to safeguard life and preserve public safety. The following are the PIT guidelines:

1. Prior to utilizing a PIT, an officer must make two decisions:

- a. The officer must decide whether to utilize a PIT; and
- b. The officer must decide when/where to utilize the PIT.

2. Once the decision to utilize PIT has been made, an officer shall consider the following factors for when/where to utilize the PIT:

- Weather conditions;
- Traffic conditions;
- Type of roadway (divided highway, number of lanes, etc.);
- Fixed objects (light poles, concrete barriers, etc.);
- Overpasses, bridges, or embankments;
- Parked and/or stopped vehicles;
- Any potential tripping mechanisms;


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- Enough room for follow-through;
 - Speeds involved; and
 - Risk of physical injury to the driver, any occupants, officers involved, and any uninvolved motorist or individual.
3. When utilizing a PIT at speeds less than 45 miles per hour, the trajectory of the fleeing vehicle is very predictable. When utilizing a PIT at speeds in excess of 45 miles per hour, predicting the trajectory of the fleeing vehicle diminishes.
 4. PIT shall not be used on vehicles with two or three wheels or all-terrain vehicles (four wheelers, three wheelers, etc.).
 5. Only pursuit rated vehicles may conduct a PIT.
 6. Only officers who are trained or certified in PIT by the Fairfax County Criminal Justice Academy shall be permitted to utilize a PIT.

II. MEDICAL TREATMENT

- A. Access to medical treatment shall be provided to individuals who complain of injury, who have obvious injuries, who request medical attention, or whenever airbag deployment results from the use of PIT.
- B. Access to medical treatment shall be provided whenever a PIT was utilized against a vehicle with the following occupants:
 - a. Pregnant;
 - b. Juvenile;
 - c. Elderly;
 - d. Physically frail; or
 - e. Any individual with other known serious medical issues.

NOTE: Officers may not compel any person, whether in custody or not, to receive medical treatment.

FAIRFAX COUNTY POLICE DEPARTMENT  GENERAL ORDER	SUBJECT: VEHICLE STOPPING TECHNIQUES		NUMBER: 504.8
	EFFECTIVE DATE:	REVIEW:	
	TOPIC: STATIONARY ROADBLOCK		
RESPONSIBLE ENTITY:		<input type="checkbox"/> New Directive <input type="checkbox"/> Replaces: <input type="checkbox"/> Revised	
ACCREDITATION STANDARDS	CALEA: 1.3.1, 41.2.3 VLEPSC: ADM.05.01, ADM.05.03, OPR.01.10		

I. STATIONARY ROADBLOCK

A. A stationary roadblock is considered a vehicle stopping technique of a last resort.

B. As a last resort, and where all other objectively reasonable means to stop a vehicle have failed or would ultimately prove to fail, the use of a stationary roadblock may be considered to stop a fleeing vehicle in order to safeguard life and preserve public safety.


C. Stationary roadblocks shall only be used where:

1. An officer has probable cause to believe that an individual committed a felony involving violence; and
2. All other means to affect an arrest have been exhausted, are not feasible, or would ultimately prove to fail; and
3. The individual's escape poses an imminent threat of serious injury or death to the officer or to others.


D. Officers shall request supervisor approval, via the police radio, before establishing a stationary roadblock.

E. Before authorizing a stationary roadblock, supervisors shall evaluate:

1. All available information and decide if a roadblock is appropriate; considering the imminent threat to the public, officers, and violator(s).
2. The number of personnel available for assignment to the roadblock.
3. All traffic, roadway, environmental, and pedestrian conditions at the site of the roadblock.

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	TOPIC: STATIONARY ROADBLOCK	

4. The amount of time available to provide reasonable warning to other motorists at the location of the roadblock.
 5. The supervisor shall, where possible, respond and take command of the roadblock.
- F. The following factors shall be considered when establishing a stationary roadblock:
1. The risk of injury or death to any person.
 2. The stationary roadblock must be clearly visible and not “blind” oncoming motorists through the utilization of emergency lights. Plus it must allow sufficient distance for the violator to safely come to a stop and should not be fully implemented until the fleeing vehicle is in sight.
 3. Officers shall establish a reasonable avenue of escape for all uninvolved vehicles. This will allow vehicles not associated with the pursuit to continue through the roadblock while not exposing them to the oncoming fleeing vehicle and police vehicles.
 4. Only Fairfax County owned vehicles should be used to establish a stationary roadblock.
 5. The dispatcher, via the police radio, shall be advised of the exact location of the stationary roadblock and all directly involved police officers shall be notified by police radio of the existence and location of the roadblock.
- G. A stationary roadblock shall not be established:
1. Without supervisor authorization;
 2. On overpasses or bridges;
 3. On streets with heavy traffic or congestion; and
 4. On, or unreasonably close to, a curve or slope in the roadway where visibility is limited.
- I. Only officers who are trained or certified by the Fairfax County Criminal Justice Academy shall be permitted to use or participate in a Stationary Roadblock.


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	TOPIC: STATIONARY ROADBLOCK	

II. MEDICAL TREATMENT

- A. Access to medical treatment shall be provided to individuals who complain of injury, who have obvious injuries, or who request medical attention.

NOTE: Officers may not compel any person, whether in custody or not, to receive medical treatment.

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	<p>EFFECTIVE DATE:</p>	<p>REVIEW:</p>	
	<p>TOPIC: TACTICAL VEHICLE INTERCEPT</p>		
<p>RESPONSIBLE ENTITY:</p>		<p><input type="checkbox"/> New Directive <input type="checkbox"/> Replaces: <input type="checkbox"/> Revised</p>	
<p>ACCREDITATION STANDARDS</p>	<p>CALEA: 1.3.1, 41.2.3</p>		
	<p>VLEPSC: ADM.05.01, OPR.01.10</p>		


I. TACTICAL VEHICLE INTERCEPT

- A. A Tactical Vehicle Intercept (TVI) is an advanced tactic that requires the element of surprise and precision to quickly and safely immobilize a vehicle to avoid pursuits and minimize the possibility of any vehicle movement.
- B. A TVI may be utilized under the following conditions:
1. Only those officers assigned to the Special Operations Division and Organized Crime and Narcotics, including supplemental officers when acting under the command and control of those entities, may utilize a TVI; and
 2. Officers participating in a TVI shall first be trained in a TVI.
- C. No Fairfax County Police Department employee shall train any officer, unit, or entity in a TVI unless authorized by the Director of the Criminal Justice Academy.

II. MEDICAL TREATMENT


- A. Access to medical treatment shall be provided to individuals who complain of injury, who have obvious injuries, or who request medical attention.

NOTE: Officers may not compel any person, whether in custody or not, to receive medical treatment.

FAIRFAX COUNTY POLICE DEPARTMENT  GENERAL ORDER	SUBJECT: VEHICLE STOPPING TECHNIQUES		NUMBER: 504.10
	EFFECTIVE DATE:	REVIEW:	
	TOPIC: VEHICLE INCIDENT		
RESPONSIBLE ENTITY:		<input type="checkbox"/> New Directive <input type="checkbox"/> Replaces: <input type="checkbox"/> Revised	
ACCREDITATION STANDARDS	CALEA: 1.3.1, 41.2.3 VLEPSC: ADM.05.01, ADM.05.03, OPR.01.10		

I. VEHICLE INCIDENT

- A. Because a vehicle incident is an intentional police vehicle contact with a vehicle, object, or person, officers shall consider the risk of physical injury to any individual prior to utilizing a vehicle incident.
- B. In instances where a vehicle incident is an intended application of force and is likely to cause death or the potential loss of life to any individual, the vehicle incident will be considered deadly force. Therefore:
1. A vehicle incident shall not be used unless it is objectively reasonable. The officer must believe, based on the totality of the circumstances known at the time, that imminent death or serious injury to any individual(s) exists and that all other vehicle stopping techniques or force options (see General Order 540.13, Force Options) to control the individual(s) are not feasible, or have already proven to be ineffective.
 2. A vehicle incident shall not be used to apprehend a fleeing misdemeanor.
 3. A vehicle incident may be used to apprehend a fleeing felon if:
 - a. The officer has probable cause to believe that the individual committed a felony involving violence.
 - b. All other means to affect an arrest have been exhausted.
 - c. The felon's escape poses a significant threat of serious injury or death to the officer or others
 4. A vehicle incident will be investigated in accordance with General Order 540.9, Deadly-Force Notification and Investigation.


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	TOPIC: VEHICLE INCIDENT	

II. MEDICAL TREATMENT

- A. Access to medical treatment shall be provided to individuals who complain of injury, who have obvious injuries, who request medical attention, or whenever airbag deployment results from a vehicle incident.
- B. Access to medical treatment shall be provided whenever a vehicle incident involves the following individuals:
1. Pregnant
 2. Juvenile
 3. Elderly
 4. Physically Frail
 5. Any individual with other known serious medical issues

NOTE: Officers may not compel any person, whether in custody or not, to receive medical treatment.

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FAIRFAX COUNTY POLICE DEPARTMENT  GENERAL ORDER	SUBJECT: VEHICLE STOPPING TECHNIQUES		NUMBER: 504.11
	EFFECTIVE DATE:	REVIEW:	
	TOPIC: DOCUMENTING ACTIONS		
RESPONSIBLE ENTITY:		<input type="checkbox"/> New Directive <input type="checkbox"/> Replaces: <input type="checkbox"/> Revised	
ACCREDITATION STANDARDS	CALEA: 41.2.3 VLEPSC: ADM.05.01, ADM.05.03, OPR.01.10		

I. DOCUMENTING ACTIONS

- A. An officer that uses any vehicle stopping technique shall document the circumstances in an incident report or supplement in the current Record Management System. The responsibility for documenting the use of a vehicle stopping technique primarily rests with the officer who utilized the vehicle stopping technique, or as determined by an on-duty supervisor. If the officer who utilized a vehicle stopping technique is rendered incapable of documenting the circumstances of the event, the responsibility of documentation shall be coordinated by either an on-duty supervisor or a commander. The need for additional documentation and investigation will be determined by the force or reportable action utilized. If the force used by an officer results in death, potential loss of life, or serious injury to a person, the actions of the directly-involved officers will be documented in the current Records Management System (RMS) in accordance with SOP 12-045.
- B. Any medical treatment performed on a person as a result of a vehicle stopping technique shall be documented on an incident report in the current RMS. Officers shall note whether the injuries are incurred as a result of the incident or whether they are pre-existing injuries or conditions.
- C. The documentation of a vehicle stopping technique requiring a criminal investigation shall be coordinated between the commanders of the Internal Affairs Bureau and the Operations Support Bureau and in accordance with SOP 12-045.

II. DOCUMENTATION – OFFICER RESPONSIBILITIES

- A. Officers shall articulate of the basis for using any vehicle stopping technique.
- B. Officers shall document the use of the following vehicle stopping techniques in a clearly worded incident report or supplement in the current Record Management System:

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1. Stop Sticks.
2. Rolling Roadblock.
3. Precision Immobilization Technique.
4. Stationary Roadblock.
5. Tactical Vehicle Intercept.
6. Vehicle Incident.


C. Documenting officers and/or investigators shall avoid drawing conclusions without providing supporting facts. Officers should avoid using “boilerplate” language in their reports that merely cite, for example, a general fear for their safety or fear of injury as a result of an individual’s level of resistance. Furthermore, supervisors and commanders must not only read and review these reports, but also question officers when they discover inconsistent or generic statements in their narratives.

D. When articulating the circumstances that led to us a vehicle stopping technique, officers should consider including information regarding the following:

1. The increased risk of safety to the driver, passengers, officers, or any other individual.
2. An individual’s driving behavior.
3. Environmental factors.

E. Any report documenting vehicle stopping technique shall ensure that:

1. The officer(s) using the vehicle stopping technique is clearly identified in the incident report; and
2. The incident report includes:
 - a. The vehicle stopping technique(s) used; and
 - b. The reason for the use of vehicle stopping technique; and


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c. The supervisor who was notified of the use of a vehicle stopping technique.

III. DOCUMENTATION – SUPERVISOR RESPONSIBILITIES

- A. The on-duty supervisor shall ensure that any vehicle stopping technique utilized is properly documented by an officer on an incident report or supplement in the current Internal Affairs Record Management System.
- B. An appropriate supplement describing the vehicle stopping technique in detail shall be completed by the supervisor in the current Internal Affairs Record Management System in a timely manner. Where a supervisor believes that a vehicle stopping technique was excessive or not within policy, the supervisor will promptly notify their commander of their findings.
- C. A copy of all vehicle stopping techniques involved reports shall be forwarded to the Internal Affairs Bureau and appropriate commanders.


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	<p>EFFECTIVE DATE:</p>	<p>REVIEW:</p>	
	<p>TOPIC: TRAINING</p>		
<p>RESPONSIBLE ENTITY:</p>		<p><input type="checkbox"/> New Directive <input type="checkbox"/> Replaces: <input type="checkbox"/> Revised</p>	
<p>ACCREDITATION STANDARDS</p>	<p>CALEA: 41.2.3</p>		
	<p>VLEPSC: ADM.05.01, ADM.05.02, OPR.01.10</p>		

I. TRAINING

Every three years, all sworn officers shall receive Criminal Justice Academy training and demonstrate proficiency in those vehicle stopping techniques they are permitted to use. The Director of the Criminal Justice Academy shall maintain an authorized list of vehicle stopping techniques approved by the Chief of Police.

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ACCREDITATION STANDARDS	CALEA:		
	VLEPSC:		

I. LEGAL REFERENCES


A. Va. Code Ann. § 46.2-817. Disregarding signal by law-enforcement officer to stop; eluding police; penalties.

B. In 1985, the U.S. Supreme Court stated in Tennessee v. Garner, 471 U.S. 1 (1985), that the use of deadly force solely to prevent the escape of a felony suspect, is constitutionally unreasonable where the suspect poses no immediate threat to the officer or general public because the harm resulting from failing to apprehend the suspect does not justify the use of deadly force to do so. Where an officer has probable cause to believe that a suspect poses a significant threat of serious physical harm, either to the officer or others, it is not constitutionally unreasonable to prevent escape by using deadly force.

C. In Brower v. Cty of Inyo 489 U.S. 593 (1989), the United States Supreme Court ruled that “a seizure occurs when governmental termination of a person’s movement is effected through means intentionally applied,” and that roadblocks constitute seizures because they are intended to force suspects to stop by physical force if a voluntary stop does not occur. Thus, a roadblock is analyzed as a Fourth Amendment seizure, and it must be objectively reasonable.

D. In 1989, the U.S. Supreme Court in the case of Graham v. Connor, 490 U.S. 386 (1989), defined the “objective reasonableness” standard. The “reasonableness” of a particular use of force must be judged from the “objective” standard of a “reasonable” officer on the scene, and it must take into allowance the fact that police officers are often forced to make split-second decisions about the amount of force necessary in a particular situation.

E. In Scott v. Harris, 550 U.S. 372 (2007), the United States Supreme Court ruled that “a police officer’s attempt to terminate a dangerous high-speed car chase

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that threatens the lives of innocent bystanders does not violate the Fourth Amendment, even when it places the fleeing motorist at risk of serious injury or death.”

General Order 504.0 through 504.13 become effective on XXXXXXXXX and rescinds all previous rules and regulations pertaining to the subjects.

ISSUED BY:

APPROVED BY:

Chief of Police

County Executive

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