

VILLAGE OF WALDEN
POLICE DEPARTMENT
ONE MUNICIPAL SQUARE
WALDEN, NEW YORK 12586

Jeffry Holmes
Chief of Police

GENERAL ORDER

NO: 09.02

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Subject: Roadblocks	
Distribution: All Personnel	State: 43.4, 43.5
Reevaluation Date: 1/01/2013	Page: 1 of 9
Issuing Authority: Chief Jeffry Holmes	

PURPOSE:

The purpose of this General Order is to establish procedures for the initiation and establishment of highway blockades and check points, which will insure the safety of the officers involved, as well as the general public.

I. POLICY:

The use of roadblocks or forcible stopping techniques to apprehend the driver or occupants of a motor vehicle by the Village of Walden Police Department is justified only when the necessity of immediate apprehension outweighs the level of danger created by using such techniques. Road blocking, ramming and boxing-in techniques have the potential for causing property damage, injury and/or death both to those directly and indirectly involved, and shall be considered a use of physical force, and as such, all laws and policies governing the use of force must be applied.

II. ROAD CHECK:

- A. Road checks shall be initiated for the apprehension of motor vehicle violations, usually non-moving equipment violations.
- B. Road checks shall be preplanned and approved by the shift supervisor. The shift supervisor shall take into consideration:
 - 1. location and safety;
 - 2. motorist inconvenience;
 - 3. staffing level.
- C. A minimum of (2) officers shall be assigned to a road check.

- D. Units shall display hazard/emergency flashers.
- E. If there becomes a need to conduct a road check after sunset, flares shall be placed at a minimum of 100 feet away from the checkpoint in both directions and emergency overhead lights will be used.
- F. Officers shall notify Communications of the following:
 - 1. location,
 - 2. arrival at the road check and
 - 3. completion of the road check.

III. NON-PURSUIT ROADBLOCK:

- A. This type of roadblock shall be utilized where it is desired not to block traffic but to slow it down. Officers may check all vehicles or randomly check vehicles from time to time in an effort to locate a wanted person or vehicle.
- B. Non-pursuit roadblocks shall only be initiated at the request or direction of the shift supervisor and shall be staffed with a minimum of two (2) officers.
- C. This type of roadblock shall be preplanned with consideration given to the public inconvenience and safety.
- D. An area shall be allowed for the removal of suspect vehicles from the highway.
- E. Units shall display emergency lights and after dark an attempt shall be made to place warning devices, such as flares, at least 500 feet away from the blockade in both directions to allow users of the highway enough time to slow down and avoid a collision.

IV. PURSUIT ROADBLOCKS:

- A. Boxing-in - the objective in using a boxing-in technique is to literally surround the fleeing vehicle with police vehicles and gradually slowing down the police vehicles, thus forcing the fleeing vehicle to a safe, gradual stop and surrender. This procedure should only be used in extraordinary situations and as directed by the shift supervisor.
 - 1. This type of roadblock is most effective on limited access highways, therefore use of this technique on most roads in this village should be considered remote. Coordination, skill, and planning are required and the risk of accident and injury remains high.
 - 2. Under normal conditions, the successful application of this technique will require at least four police units unless there are other environmental conditions, (i.e. retaining wall, single lane road...) that exist.
 - 3. On two lane roads officers must consider traffic flow from the opposite direction and should not attempt this procedure if a collision with a non-involved vehicle is possible.
 - 4. If at all possible, the front and side police units should be occupied by two officers; one to concentrate on driving and one to observe and communicate activities of the suspect vehicle.
 - 5. Placement of the police vehicles are:
 - (a) REAR VEHICLE; following unit should leave at least a two-second spacing between it and the fleeing vehicle and be prepared for sudden braking by the fleeing vehicle as an evasive maneuver.

- (b) SIDE VEHICLES; both units should be at least six (6) to eight (8) feet from the sides of the fleeing vehicle and sudden braking or a left or right swerve are most likely suspect evasive maneuvers.
 - (c) FRONT VEHICLE; this is the most hazardous of all positions and one where a passenger officer is most desirable. The unit should be close enough to the fleeing vehicle to eliminate the ability of the suspect to pass, but not so close as to readily allow a ramming maneuver by the suspect. The most likely suspect evasive maneuvers: ramming, left\right swerve attempted overtaking and sudden stop.
 - 6. Once the police units are in position, the gradual reduction of vehicle speed begins. Side and rear units must key off the front unit and car to car communication is imperative.
- B. Partial Roadblock - consists of partially blocking a roadway in such a manner that the vehicle being pursued is diverted or slowed down. When properly applied, a partial roadblock gradually slows down a pursuit to a point where it can be more safely terminated.
- 1. Generally, at least two (2) police units are necessary to effectuate this technique with one blocking the oncoming lane, angled so that the front of the vehicle is facing traffic in the approaching lane. The other police vehicle should be placed to the rear of the blocking unit in a position to promptly resume the pursuit should the fleeing driver not stop and surrender.
 - 2. This roadblock should be established in a location where the fleeing driver has ample sight and stopping distance to avoid a collision if they elect to stop.
 - 3. If possible all civilian traffic should be diverted away from the roadblock location.
 - 4. Emergency lights and siren on all units shall be activated.
 - 5. Pursuing units must be notified of the location before the roadblock is set-up.
 - 6. Occupants of the blocking unit should exit their vehicle prior to the approach of the fleeing suspect and take a safe position away from the vehicle.
- C. Complete Blockade - A fixed or complete blockade which blocks a roadway to the extent that little or no outlet remains, shall be considered only as a last resort in an emergency situation. It must be apparent that the escape of the fleeing vehicle or operator would cause an extreme danger to the public. Officers shall consider or comply with the following before using a complete roadblock:
- 1. All civilian personnel shall be removed from the area prior to the approach of the fleeing vehicle.
 - 2. No persons, either department members or civilian personnel, shall be allowed to remain inside any vehicle at a highway blockade.
 - 3. A safe-sight distance will be allowed going in either direction at a blockade.
 - 4. Adequate warning devices; i.e., flares, etc. shall be placed approximately 500 feet from the blockade in either direction, if time allows.

5. Officers shall remove themselves from the area of the barricade as the fleeing vehicle approaches, and shall assume a position, which affords adequate cover.
6. The pursuing officer(s) shall be notified of the location of the roadblock for safety reasons.
7. Firearms shall not be utilized to stop a vehicle unless authorized pursuant to General Order #09.06; Firearms Policy.
8. The use of civilian vehicles as the barricade shall be done only as a last resort, and then only with the following in mind:
 - (a) The operator has been removed to a safe location.
 - (b) The commandeered vehicle is held for as short a time as possible.
 - (c) As many safety precautions as possible have been taken to prevent damage to the commandeered vehicle.
 - (d) The vehicle used does not contain hazardous materials.

D. Ramming - the objectives and the use of ramming are two fold:

1. to damage the fleeing vehicle in such a manner that further operation is impossible; or
2. to forcibly divert the fleeing vehicle's direction of movement into an area where further operation is impossible, (i.e. a field or ditch).
3. Since this application involves the deliberate contact between two moving vehicles, result in property damage is a given and the risk of injury and/or death quite possible. As such this technique should only be used as a last resort and in a remote area where loss of control would present no danger to innocent citizens.
4. Ramming a vehicle should be considered a use of deadly physical force and as such should only be used if the officer reasonably believes that there is an imminent threat of serious physical injury or death to himself or another if the fleeing vehicle is not stopped.

E. Training

1. Road blocking, ramming and boxing-in techniques have the potential for causing property damage, injury and/or death both to those directly and indirectly involved, and are considered a use of physical force. Proper forcible stopping techniques shall be covered in use of force training and/or traffic training in general.

V. AUTHORIZATION AND SUPERVISION:

- A. Shift supervisors will monitor and control all pursuits and tactical vehicle stops.
- B. Officers attempting to forcibly stop a vehicle will make every reasonable effort to notify the shift supervisor for his permission and the reason for the stop.
- C. Shift supervisors will consider the reason for this stop, the area and the amount of officers needed to effectuate this stop safely and any alternative action including termination of the pursuit.

VI. REPORTING AND REVIEW:

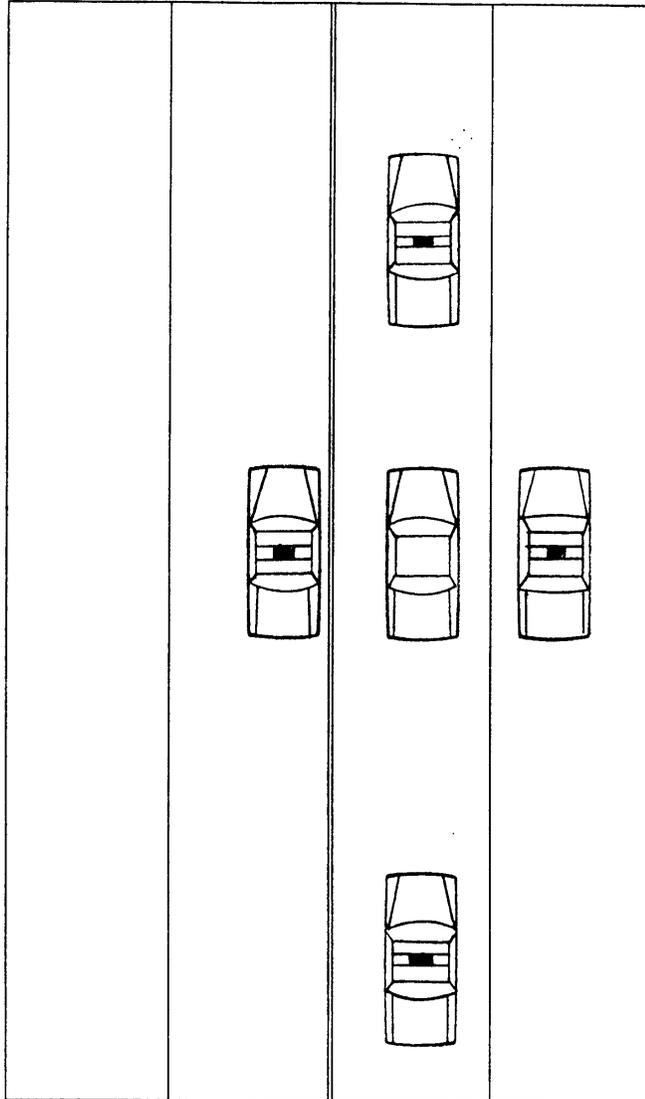
- A. A report of the incident will be completed by the initiating officer and supplemental reports will be completed by all officers involved.
- B. The shift supervisor will notify the Chief of Police, as soon as, possible after the incident and forward all reports to him.
- C. The Chief of Police will review the incident and all reports to make sure they are in compliance with these procedures.



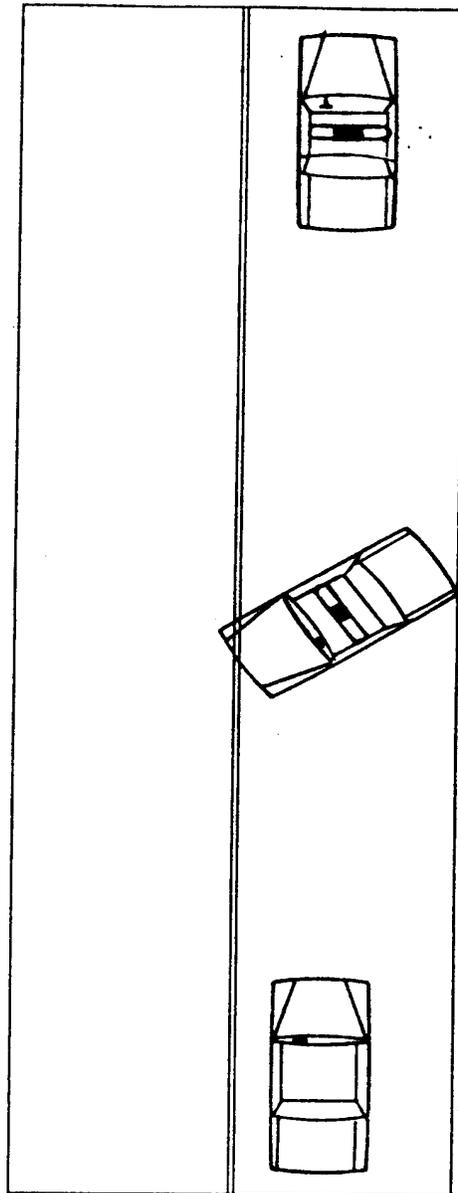
Jeffry Holmes,
Chief of Police

(Roadblock diagrams attached)

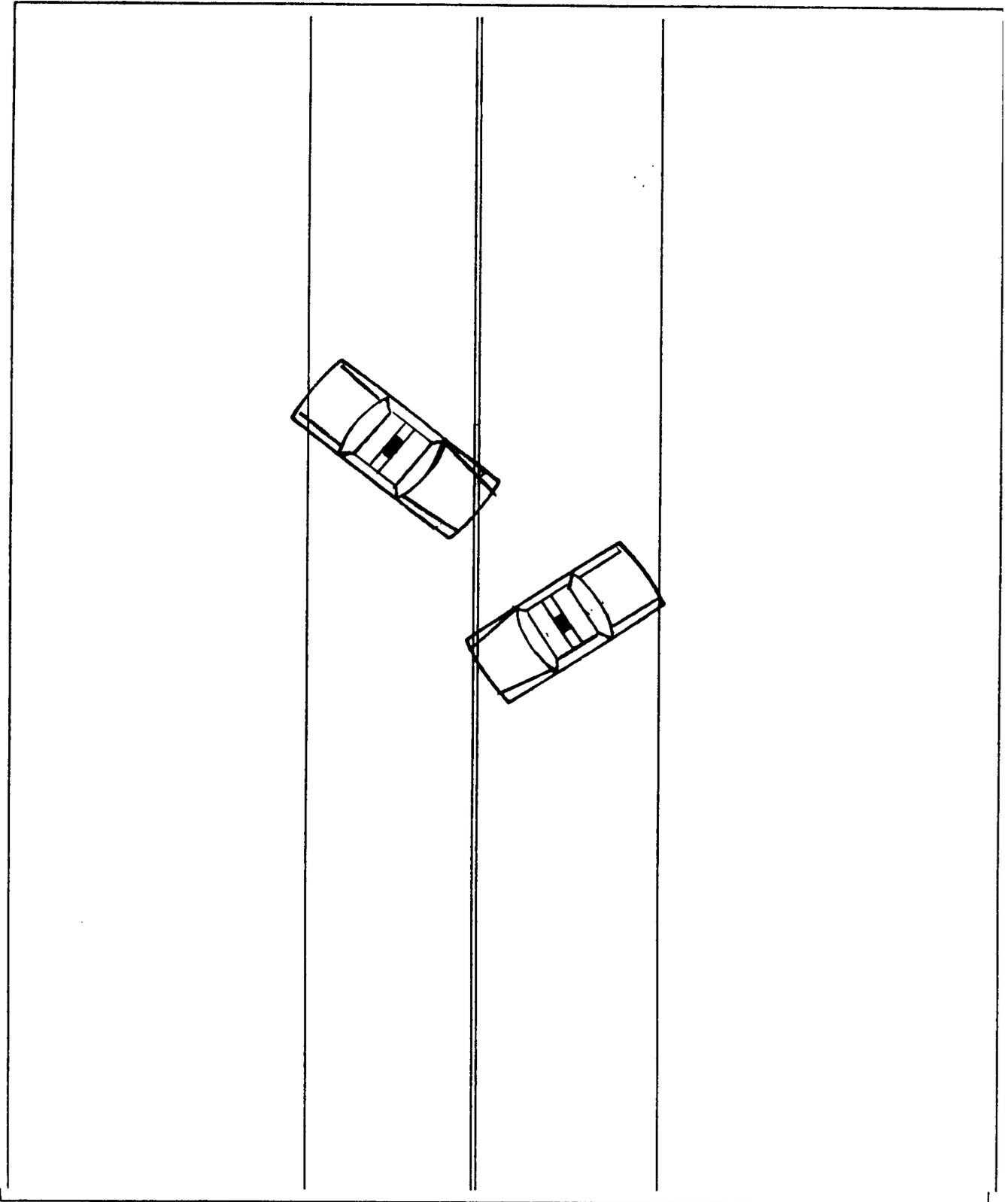
BOXING - IN



PARTIAL ROADBLOCK



COMPLETE BLOCKADE



RAMMING

