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6/012.00      CODE 3 DRIVING (Excluding Pursuit Driving)  
A.S. 41.2.1, 41.2.2, 41.3.7

Code 3 driving is a police tactic used in responding to an emergency. Good judgment, communication and coordination are important elements of a Code 3 response that ensure officers are maximizing safety while minimizing risks.

**VI. CODES FOR EMERGENCY RESPONSE**

1. Code 1: Normal response - Must obey all traffic laws and rules.
2. Code 2: Non-Emergency - Lights only, may be used:
  1. To stop violators (consideration shall be given for immediate activation of emergency lights);
  2. Upon arriving in an area where the use of the siren may signal suspects;
  3. To signal other motorists of traffic hazards when an officer is moving at slow speed in traffic (i.e., pushing a stalled vehicle, moving at slow speed as a crime prevention tool, making unusual movement on the roadway). Officers must drive at the speed limit or below;
  4. When approved by a sergeant (or higher) during an authorized motorcade;
  5. Note: Officers responding to non-emergency calls will not use emergency lights and/or siren for the sole purpose of crossing intersections.
3. Code 3: Emergency lights and siren, emergency response driving, will not exceed posted speed limit by more than 20 mph. In regards to pursuit driving, the 20 mph over posted speed limit maximum rule is removed (see Section 3).

**IV. AUTHORIZATION**

Code 3 Response - Officers may respond Code 3 when:

4. Imminent danger to citizens and the officer arrival might save lives;
5. Another officer requires assistance to control a volatile situation;
6. Reliable information exists of a felony in progress;
7. Pursuits - see Section 3.

Only commissioned personnel are authorized to use Code 3. Typing of messages and use of a cell phone are prohibited during Code 3 response. Code 3 driving is prohibited in vehicles that are not equipped with emergency lights and siren.

Officers shall abide by the following procedure for Code 3 driving:

**PROCEDURE**

Patrol Officer(s) shall:

1. Determine the need for Code 3 response;

Primary Officer (or first officer to initiate Code 3 response) shall:

2. Notify Communications via radio of Code 3 status;
3. Activate, and continuously utilize, emergency lights and siren;
4. Proceed in a safe manner;

First and Second Arriving Units shall:

5. Broadcast arrival status via the radio;
6. Determine the need for continued Code 3 response of additional units;
7. Advise other units via radio to either continue or discontinue Code 3, as needed;

Additional Units shall:

8. Prior to proceeding Code 3, utilize the MDT to advise of Code 3 response and, subsequently, arrival status. Do not break Code Red on a radio channel;

Field Supervisors shall:

9. Monitor respective radio channels to ensure strict adherence to this policy, and will cancel or direct Code 3 responses, as warranted. (12/09, 10/10)■

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6/014.00      VEHICULAR PURSUIT  
A.S. 1.3.1, 1.3.2, 12.2.2, 41.2.2

**I.        DEFINITIONS**

Pursuit	An active attempt by an officer in an authorized emergency vehicle as defined by NRS 484B.700, using emergency equipment (red lights and sirens), to apprehend a suspect who is failing to yield after due notice or is attempting to avoid apprehension, and whose driving presents a clear and immediate danger.
Bubble Tactic	A non-code moving containment of the suspect vehicle at a safe distance to aid in the apprehension of the suspect.
Discontinuance of Pursuit	The complete cessation of a pursuit by the decision of pursuing officers or supervisors - to include the discontinuance of visual contact of the pursued vehicle via turning at the first reasonable turn off of the primary street - and the return to routine operations.
Paralleling	Additional police units travelling on adjacent streets using emergency equipment to keep pace with a pursuit. There will be no Code 3 caravanning or paralleling of units or other attempts to join the pursuit without authorization from a supervisor. If a supervisor authorizes a unit to parallel a pursuit, the unit will adhere to the Code 3 emergency response driving policy.
Surveillance Mode	A tactic wherein the air unit provides ground units the direction of travel, cross traffic, hazards, etc., for ground units to be aware of suspect's actions.
Termination of Pursuit	The finality of a vehicular pursuit due to either suspect apprehension, the crashing of the suspect's vehicle or suspect lost/evaded pursuing unit(s), and return to routine operation.

**II.       AUTHORIZATION**

Pursuit driving is authorized in Section 2. The rule that limits Code 3 driving to a maximum of 20 mph over the posted speed limit does not apply to pursuit driving. However, NRS 484B.700, Subsection 4 remains in effect at all times.

NRS 484B.700, Subsection 4: "The provisions of this section do not relieve the driver from the duty to drive with due regard for the safety of all persons and do not protect the driver from consequences of his reckless disregard for the safety of others."

**III.      GENERAL**

A vehicular pursuit may be initiated based on a pursuing officer's conclusion that the pursuit is the best available options at the time. Understandably, the decision to pursue is often made under difficult, unpredictable, and rapidly changing circumstances. For those reasons, the requirement for immediate supervisory authorization for a pursuit and on-going supervisory control of a pursuit is the cornerstone of the department's pursuit philosophy. Considering the totality of circumstances, sometimes the best course of action may be to not pursue or to discontinue a pursuit already in progress.

All pursuits will be thoroughly investigated for adherence to procedures and tactics. The results of these investigations, as well as other related analyses, will be the foundation for updating procedures and training.

**IV.      PURSUIT CRITERIA**

Vehicle pursuits will be conducted in strict compliance with Nevada Revised Statute 484B.700, Authorized Emergency Vehicles, and Section 2 of this policy, Emergency Response Driving (excluding the rule limiting Code 3 driving to a maximum of 20 mph over the posted speed limit). Pursuing officers will operate Code 3 using both emergency lights and siren, and exercise reasonable care for persons and property. Vehicles not equipped with siren and authorized emergency lights (visible from the front, back, and both sides) will not be permitted to take part in a vehicular pursuit under any circumstances.

The pursuit will consist of the initial (primary) unit and secondary unit. The primary unit may request the field supervisor to authorize additional units to join the pursuit, if necessary.

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When initiated by an officer operating a motorcycle, unmarked unit (with appropriate emergency lights and siren), or marked sport utility vehicle (SUV) other than a Community Policing or Tourist Safety Division marked Ford Explorer SUV, that officer will relinquish the primary position to the first standard marked patrol unit joining the pursuit, and will leave the pursuit when a second standard marked patrol unit joins the pursuit as the secondary unit. The relieved officer will proceed to the end point of the pursuit.

Supervisors should also relinquish the primary position to the first standard marked patrol unit joining the pursuit to enable the supervisor to maintain control and objectivity of continuing the pursuit or determining if it should be discontinued.

There will be NO Code 3 caravanning or paralleling of units, or other attempts to join the pursuit without authorization from a supervisor.

The LVMPD engages in vehicular pursuits to arrest offenders when necessary to protect people, rights, and property in our community. Vehicle pursuits are hazardous, and may result in death or injury to innocent bystanders, officers, or suspects. A pursuit will be conducted only for a violent felony or if the suspect presents a clear and immediate danger to the public. A pursuit will not be engaged for a property crime, minor traffic infraction or an occupied stolen vehicle unless the suspect presents the aforementioned clear and immediate danger to the public. If an officer articulates that a subject presents a clear and immediate danger to the public, the monitoring sergeant, area lieutenant, or watch commander must verbally approve the pursuit over the radio and can direct officers to continue in the pursuit. In addition, officers who initiate vehicle pursuits, and field supervisors who allow pursuits to continue, must consider the following initiation and evaluation factors:

10. Whether the need for immediate apprehension of the suspect(s) outweighs the dangers created by the pursuit itself;
11. Whether the suspect is known to officers and/or can be apprehended at a later time;
12. Vehicular and pedestrian traffic, and road conditions;
13. Nature of the area of the pursuit: residential, commercial, or rural;
14. Weather conditions such as rain, fog, snow, etc., time of day, and visibility which create an unreasonable risk of injury to the public or the pursuing officers;
15. Alternatives to pursuit, including the availability of the air unit, the use of PIT, Stop Sticks, or arrest at a later time.

All decisions by officers and supervisors to conduct vehicle pursuits will be made with the primary goal of assuring the safety of innocent citizens, officers, and whenever possible, those attempting to flee.

Prior to conducting a felony car stop for a stolen vehicle, officers will request the air unit and allow it adequate time to arrive on scene before activating emergency lights and siren.■

## V. PURSUIT NOTIFICATIONS AND UPDATES

Officers must notify Communications under the following circumstances:

16. When a pursuit is initiated and completed;
17. When a pursuit is canceled prior to completion;
18. When a situation is observed that could result in a pursuit, but the pursuit did not meet the criteria for pursuing (a CAD event must be created or updated in this situation).

Upon notification, the dispatcher will update the CAD event with the appropriate code using the Modify Circumstance (MC) identifier. Codes are as follows:

19. PS - Pursuit initiated and completed.
20. PC - Pursuit initiated but canceled prior to completion.
21. PO - Potential pursuit situation observed but situation did not meet criteria.

## VI. CONTROL OF THE PURSUIT

Primary Unit will:

1. Assume responsibility for controlling pursuit tactics.
2. Notify Communications immediately that a pursuit is underway with the following information:
  - a. The nature of the original offense;

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- b. Location, speed, and direction of travel of the fleeing vehicle;
- c. Description and license plate number of the vehicle if known;
- d. Number of occupants in the vehicle, and descriptions, where possible.
3. Broadcast the intent to use PIT if circumstances permit. Otherwise, notification will be made after the fact.
4. Broadcast the progress of the pursuit until relieved by secondary unit;
5. Constantly reevaluate conditions and discontinue the pursuit when the dangers of the pursuit outweigh the need to apprehend the suspect, or when so ordered by a supervisor;
6. Cease emergency operations (lights and siren) reduce speed, and discontinue visual contact with the suspect vehicle if the air unit takes over the pursuit, unless otherwise directed by a supervisor;
7. Confirm, via the radio, the discontinuance of visual contact;

Secondary Unit will:

8. Whenever feasible, assume responsibility for broadcasting progress of the pursuit until relieved by the air unit;
9. Become the primary unit, if the primary unit cannot continue the pursuit;
10. Coordinate activities should the primary unit become involved in a foot pursuit;
11. Cease emergency operations (lights and siren) reduce speed, and discontinue visual contact with the suspect vehicle if the air unit takes over the pursuit, unless otherwise directed by a supervisor;
12. Confirms, via the radio, discontinuance of visual contact;

Communications Area Dispatcher will:

13. Initiate a Code Red and ensure that all channels receive the Code Red and pursuit information;
14. Request and dispatch the air unit to the pursuit whenever possible;
15. Notify the officer's supervisor immediately of the pursuit. Communications will designate a supervisor if the officer's supervisor is not available;

Monitoring Communications Supervisor will:

16. Notify, via cell phone, the area lieutenant and Watch Commander immediately of the pursuit;
17. Advise other dispatchers when the pursuit is headed toward adjacent areas;
18. Advise neighboring jurisdictions when the pursuit is headed in their direction, giving direction, status, description of the vehicle, and call-sign of the monitoring supervisor;
19. Contact other agencies when LVMPD officers request assistance, describing the circumstances and specific assistance requested and remain in contact unless a common radio frequency is available to both agencies;

Field Supervisor will:

20. Immediately acknowledge notification over the radio, and assume responsibility for controlling pursuit tactics and continuing the pursuit;
21. Order discontinuation of the pursuit when the necessity for apprehension is outweighed by the dangers of the pursuit;
22. Consider use of PIT and/or Stop Sticks;

Area Lieutenant (Watch Commander in area lieutenant's absence) will:

23. Monitor the pursuit and is responsible for ensuring that the pursuit is conducted according to department policies and procedures;
24. Order discontinuance of the pursuit when the dangers of the pursuit outweigh the need to apprehend the suspect;

Air Unit will:

25. Respond to the pursuit scene when dispatched;
26. Arrive on the scene of the pursuit and assume primary radio responsibilities when visual contact of the suspect vehicle is made;
27. Assume a surveillance mode, continuing to advise the ground units of the vehicle's location, traffic congestion, road hazards, that might endanger the ground units or others;
28. Broadcast information to aid ground units if the pursued vehicle is lost or the suspect flees on foot;

Ground Units will:

29. Cease emergency operation (lights and siren), reduce speed, and discontinue visual contact with the suspect

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- vehicle once the air unit advises they have arrived and are in surveillance mode, unless otherwise directed by a supervisor;
30. Consider using the “Bubble Tactic” based on information being provided by the primary and secondary pursuit units, or the air unit when it takes over the pursuit in surveillance mode.
  31. During surveillance mode, will:
    - a. Discontinue visual contact of the suspect vehicle;
    - b. Utilize the non-code Bubble Tactic to contain suspect vehicle;
    - c. If the suspect flees on foot from the vehicle, primary pursuing unit will respond to the termination point to apprehend the suspect(s).

**VII. RULES GOVERNING INTER-JURISDICTIONAL PURSUITS**

- A. Inter-Jurisdictional Pursuits Initiated by the LVMPD
  1. Pursuits will be discontinued when leaving Clark County unless the decision to continue is approved by the LVMPD on-duty Watch Commander or field lieutenant.
  2. When a pursuit leaves Clark County, officers and supervisors shall re-evaluate the pursuit to include consideration of the following factors:
    - a. How long pursuit has lasted;
    - b. Whether assistance is needed from another agency;
    - c. Whether communication can be maintained;
    - d. All the factors set forth in the policy as to whether the pursuit can be conducted in reasonable safety and in compliance with state law and policy.
  3. The pursuing officer or a supervisor may request assistance from another agency. If such a request is made, officers or the supervisors shall not request an officer from another agency to actively join in the pursuit; however, other appropriate forms of assistance may be requested.
- B. Inter-Jurisdictional Pursuits Initiated by Outside Agencies
  1. Officers are prohibited from entering into pursuits that were initiated by another jurisdiction or law enforcement agency unless assigned to the pursuit by a supervisor. A supervisor shall not assign officers to participate in such pursuits unless assistance is requested by the initiating agency, and they provide sufficient information, including the crime the suspects are believed to have committed, in order that a supervisor can determine if the pursuit is in compliance with the provisions of this policy. If insufficient information is received and/or if the outside initiated pursuit is not in compliance with this policy, the pursuit shall not be joined by LVMPD police officers. However, a supervisor may authorize officer(s) to drive in routine operation toward the area of the pursuit to be in a relatively good position to render back up and other aid once the pursuit vehicle is stopped.
  2. Authorized officers operating as secondary units in pursuits involving a lone primary unit from another agency will be subject to all department procedures governing primary pursuit units, including as a priority the responsibility to discontinue the LVMPD role in the pursuit immediately whenever:
    - a. An additional unit from the originating agency joins the pursuit and is able to take over the secondary unit responsibilities;
    - b. The pursuit is not conducted to the standards of the LVMPD as outlined in this procedure;
    - c. Information is made available which indicates the dangers of the pursuit outweigh the need to apprehend the suspect;
    - d. An LVMPD supervisor orders the LVMPD role in the pursuit discontinued.
  3. LVMPD field supervisors will monitor and control the department’s role in such pursuits exactly as they would any other pursuit.

**VIII. ADDITIONAL PURSUIT PREVENTION/TERMINATION TECHNIQUES**

- A. Tire Deflation Devices (Stop Sticks)  
A.S. 41.2.2, 41.2.3
  1. When properly utilized, tire deflation devices offer an alternative to a pursuit or may bring about the safe resolution of police pursuits under controlled conditions. Only those trained in the proper deployment of the pursuit prevention device are authorized users.
  2. Pursuit Prevention Device
    - a. A tire deflating device can be used on stationary target vehicles to prevent a pursuit from occurring,

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The pursuit prevention device works in much the same manner as the pursuit termination device described above by deflating a target vehicle's tire, therefore, should a pursuit begin it will be brought to an end safely and quickly. Potential uses include situations when the target vehicle is stationary, such as warrant service, SWAT situations, and stakeout of a stolen vehicle or a felony vehicle.

- b. The deploying officer(s) shall:
    - 1) Consider the tactical feasibility of deployment; an officer must walk up to the vehicle and deploying the pursuit prevention device may not be a possibility given safety factors;
    - 2) Place at least one device (or two, if possible) approximately six inches in front of and/or behind the tire, which is least likely to be observed by the suspect approaching the vehicle;
    - 3) After deployment, attain position in a strategic location, which will allow for a rapid response in order to take the suspect into immediate custody.
  - c. Should the pursuit prevention device fail to deflate the target vehicle's tire, it is incumbent of the officer to follow the current department pursuit procedure to determine if a pursuit is warranted or should be discontinued. If an arrest follows the use of the device either immediately or after a pursuit, a notation should be made in the Arrest Report to indicate the device was used and under what circumstances.
  - d. The pursuit prevention device should be removed from the roadway once the situation is resolved. These devices must be repaired or replaced after deployment (similar to the pursuit termination device). (4/01, 3/03)
3. Pursuit Termination Device
- a. A tire deflation device causes the controlled release of air from the tires of the target vehicle, thus permitting the driver to remain in control and to bring the vehicle safely to a stop. The device is provided for use only by officers who successfully complete a department training program in use of the device.
  - b. Officer(s) deploying tire deflation devices must:
    - 1) Determine a suitable location estimated to be in the path of the suspect vehicle;
    - 2) Notify Communications and pursuing officers of the exact location the devices are going to be deployed. Pursuing officers approaching a known deployment location shall lower their speed as necessary to avoid driving over the tire deflation devices;
    - 3) Must position themselves where sight lines and distances are such that officers can properly observe the suspect vehicle as it approaches;
    - 4) Choose a location with some type of concealing barrier: buildings, natural barrier, patrol vehicles, or any other type of stationary object. These barriers will be used to conceal the deploying officer from the suspect's view and allow deployment of the device from a position of safety;
    - 5) Retract the tire deflation devices from the roadway surface in an attempt to avoid causing any unnecessary damages after a suspect vehicle has successfully driven over the tire deflation devices or driven by the device.
  - c. Officer(s) shall not deploy tire deflation devices:
    - 1) When transporting prisoners or other non-police personnel;
    - 2) When fleeing suspects have demonstrated a clear intent to injure officers using the fleeing vehicle or other deadly weapon, unless effective cover is available at the deployment location;
    - 3) Must not utilize tire deflation devices as a weapon or deployed on bridges, in roadway curves, in or around roadway construction, or any location where the deploying officer feels that it would be too dangerous because of vehicular or pedestrian movement;
    - 4) Must not use tire deflation devices to slow or stop any of the following vehicles, unless the use of deadly force would be justified:
      - a) Motorcycle, moped, or any other two- or three-wheeled vehicle;
      - b) ATV (All-Terrain Vehicle);
      - c) Any truck transporting explosives or other hazardous materials.
  - d. Damage to vehicles/equipment other than the suspect vehicle
    - 1) The proper use of a tire deflation device will minimize the risk of injury to persons and unintended damage to police vehicles and other vehicles not involved in the pursuit. Officers will make every attempt to immediately remove the tire deflation device from the roadway in order to avoid unintended damage to other vehicles. If a department vehicle is damaged, the officer responsible for the vehicle will request assistance and document the incident in accordance with department procedures;



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- 2) If a vehicle belonging to an uninvolved citizen is damaged, the Patrol Division Watch Commander will respond to:
  - a) Offer the citizen alternative transportation, if available and necessary;
  - b) Offer to tow the damaged vehicle at department expense, using the duty service, to an LVMPD contract repair facility, or if the citizen insists, to a facility of the citizen's choice, or repair/replacement at the earliest opportunity;
  - c) Inform the Risk Manager, via Communications, of the damage and location where the vehicle will be towed. (The Risk Manager will determine if a response is necessary);
  - d) Instruct the citizen to contact the Risk Manager the next work day to arrange reimbursement.
  
- B. Use of the Precision Intervention Technique (PIT)
  1. It is important that the PIT operates within the parameters of the law and department policies to ensure the safety of persons and property, while enforcing the law by bringing a fleeing vehicle to a stop and taking suspects into custody for their violations and/or criminal charges.
  2. Without the willful compliance of the fleeing suspects to voluntarily bring their vehicle to a stop, circumstances develop which may warrant a forcible stop. Primary and secondary units will consider other means of apprehension before attempting forcible stops and will use a reasonable amount of force which is consistent with the accomplishment of the mission. The use of a vehicle to stop or apprehend a suspect, such as ramming or the use of PIT may be considered a use of deadly force.
  3. Officers will be trained on the Precision Intervention Technique and when its use is permissible. Only commissioned personnel who maintain current certification may use this stopping technique.
  4. Members driving department SUV-type vehicles are not authorized to use PIT. (Exception: Community Policing Division or Tourist Safety Division marked Ford Explorer SUV)
  5. The use of PIT to stop a pursuit will be done only after the violator has clearly demonstrated the intention to avoid apprehension. Prior to initiating a PIT, officers will use their emergency equipment (red lights and sirens) and will give the operator of the suspect vehicle a reasonable opportunity to stop.
  6. Officers will broadcast the intent to use PIT if circumstances permit. Otherwise, notification will be made after the fact.
  7. PIT as non-deadly use of force:
    - a. PIT may be used to apprehend violators at speeds 40-mph and below, and does not meet the criteria for PIT as deadly force.
  8. PIT as deadly force:
    - a. PIT at a speed of over 40-mph;
    - b. PIT used on motorcycles;
    - c. PIT used on high center of gravity vehicles likely to roll over, such as vans, SUVs, and jeeps;
    - d. Circumstances create a substantial risk of death or serious bodily injury;
    - e. Circumstances warranting the use of PIT as deadly force are as follows:
      - 1) Continued movement of the pursued vehicle would place others in danger of bodily harm or death; and/or
      - 2) Apparent risk of harm, to other than the occupants of the pursued vehicle, is so great as to outweigh the risk of harm in making the forcible stop; and
      - 3) Other means of apprehension have been considered and rejected as impractical, i.e., continue to follow, stop sticks, call for the air unit.
  9. Locations and Hazards.
    - a. Officers will in all cases consider the safety of the public and suspects before executing this technique, evaluating the following locations and hazards:
      - 1) Areas with high concentrations of pedestrians;
      - 2) Other vehicle traffic;
      - 3) Parked vehicles;
      - 4) Telephone/utility poles;
      - 5) Bridges;
      - 6) Areas adjacent to paved roads with a large elevation change.
  10. Reporting PIT

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- a. PIT (successful uses, attempts and/or declared uses) and vehicle ramming are considered reportable force and must be reported by completing the Use of Force Report and Pursuit Report in Blue Team;
- b. Critical Incident Review Team (CIRT) will complete the appropriate reports for incidents where deadly force is used (PIT or ramming);
- c. If a vehicle belonging to an uninvolved citizen is damaged, the Watch Commander will respond to:
  - 1) Offer the citizen alternative transportation, if available and necessary;
  - 2) Offer to tow the damaged vehicle at department expense using the duty service to an LVMPD contract repair facility, or if the citizen insists, to a facility of the citizen's choice, or repair/replacement at the earliest opportunity;
  - 3) Inform the Risk Manager, via Communications, of the damage and location where the vehicle will be towed. The Risk Manager will determine if a response is necessary;
  - 4) Instruct the citizen to contact the Risk Manager the next work day to arrange reimbursement.

**IX. POST-PURSUIT REQUIREMENTS**

1. The primary officer(s) shall complete the appropriate reports in Blue Team and forward through the chain of command to the bureau/area commander.
  - a. In incidents where it was determined the PIT and /or ramming has been a use of deadly force, CIRT will complete the Use of Force Report and Pursuit Report in IAPro.
2. The field supervisors shall respond to the termination point and assume responsibility for the scene ensuring all applicable reports are completed and required notifications made.
3. The Communications supervisor shall notify a commissioned supervisor and a Traffic supervisor whenever PIT and/or vehicle ramming has been used to terminate a pursuit. They will advise a Traffic supervisor and the Risk Manager whenever a pursuit or the use of PIT and/or vehicle ramming results in property damage, injury, or death. The Traffic supervisor will respond, evaluate and determine Traffic's response whenever PIT has been used to terminate a pursuit. If it has been determined that the PIT and/or ramming has been a use of deadly force, the Fatal Detail, CIRT, and FIT will respond.
4. Traffic officers shall respond to assist with the traffic investigation whenever PIT has been used for pursuit intervention or termination. Since PIT is a planned enforcement technique, an accident report will not be required. In the event of third-party property damage, the responding traffic officer will complete the LVMPD 42, Vehicle Incident Report, or NHP-5, Accident Report, as appropriate.
5. The Communications Bureau Research Assistant will forward an event number listing of all pursuits to the Risk Management Section at the end of each month and will send a copy of the pursuit recording and event printout to the last primary officer's bureau/area command, the Office of Quality Assurance lieutenant, and the Risk Management Section. The Research Assistant will retain pursuit recordings for one year in the event copies are lost, or there are other requests for a recording.
6. The shift lieutenants shall review the Vehicle Pursuit Report, pursuit recording, and event printout to determine if pursuit procedures were followed, and attach the event printout and pursuit recording to the Blue Team Vehicle Pursuit Report. They will forward the report to the bureau/area captain for review, and initiate any necessary corrective actions.
7. The bureau/area commander will ensure that the necessary investigative and corrective actions have been followed. He or she will record the comments/actions on the Vehicle Pursuit Report and forward the original to the Internal Affairs Bureau, via Blue Team.
8. Vehicle Pursuit Reports are entered and maintained in Blue Team. The Office of Quality Assurance will prepare an annual analysis report of vehicular pursuits for the purpose of identifying patterns or trends, and will forward copies of the analysis report to the Executive Staff, the Risk Manager, and the Organizational Development Bureau Commander.
9. The Pursuit Review Committee, chaired by the Office of Quality Assurance lieutenant shall review the Vehicle Pursuit Reports and annual analysis report and, when appropriate, make recommendations for policy changes or modifications in the training curriculum. The Internal Affairs Bureau is the repository for the original forms and CAD event recall and tapes.
10. In the event that an officer is involved in a motor vehicle collision during the course of an emergency response or a pursuit the officer shall immediately discontinue that involvement and take proper action as is required by the NRS Transportation Code and all other departmental orders and directives unless:



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- a. No unit is available to assume the pursuit or respond for the unit involved; and
- b. Damage to the unit is minor and it can still be operated without danger; and
- c. There are no apparent injuries as a result of the accident.

At the conclusion of any vehicular pursuit, high-risk stop procedures shall be used by all officers present when practical.  
(5/15, 5/16)■