

**ILLINOIS STATE POLICE DIRECTIVE
OPS-003, VEHICLE PURSUITS AND FORCIBLE VEHICLE STOPS**

RESCINDS: ENF-022, 2014-062, revised 09-12-2014, OPS-003, 2016-035A, revised 03-13-2017	REVISED: 08-18-2020 2020-010
RELATED DOCUMENTS: ENF-008, ENF-022, EQP-003, EQP-010, EQP-012, OPS-002, OPS-046, OPS-054, OPS-081	RELATED CALEA STANDARDS: 1.3.1, 1.3.2, 41.2.1, 41.2.2, 41.2.3, 46.1.4, 61.3.4, 71.1.7, 81.2.4, 81.2.5

PREAMBLE

The primary mission of the Illinois State Police (ISP) is to promote public safety through education and enforcement. In the course of enforcement activities, it may be necessary to pursue and/or forcibly stop violent offenders in order to apprehend them, or use approved forcible stopping techniques against other, non-responsive drivers where reducing the danger to the public outweighs the potential risks to that driver. When a vehicle pursuit or forcible vehicle stop is necessary, the ISP will make use of available resources to minimize the threat to the public, department employee(s), and violator(s).

I. POLICY

Recognizing the inherent risks associated with a vehicle pursuit and/or forcible vehicle stop, the ISP will:

- I.A. Provide Cadet, In-service, and remedial driving instruction through the ISP Academy that includes crash avoidance methods, decision-making concepts, emergency response and precision driving, pursuit techniques, and forcible vehicle stop techniques, including roadblocks.
- I.B. Only initiate a pursuit on a vehicle when an officer can articulate a reason to believe that the occupant(s) of a fleeing vehicle:
 - I.B.1. Have committed or attempted a forcible felony involving the infliction or threatened infliction of bodily harm *except* the offense of Aggravated Vehicular Carjacking which is an authorized forcible felony only when the offense is fresh (generally 12 hours or less),
 - I.B.2. Are attempting to escape by the use of a deadly weapon, and/or
 - I.B.3. Otherwise indicate they will endanger human life or inflict great bodily harm unless stopped without delay.
- I.C. Not initiate or become involved in pursuits for traffic offenses, non-violent property crimes, whether felony or misdemeanor, or when the suspect flees for unknown reasons.
- I.D. Continually assess the nature of the pursuit or need to conduct a forcible stop with respect to its relative danger and, whenever necessary, make the decision to terminate the pursuit.
- I.E. Only authorize the application of forcible vehicle stopping techniques consistent with the use of force continuum.
- I.F. Where appropriate, use approved techniques to forcibly stop other non-fleeing unresponsive drivers who are not being actively pursued for criminal apprehension, but are driving in a manner that is immediately hazardous to other vehicles on the roadway (e.g. due to wrong way driving, impaired/unresponsive driving, etc.)
- I.G. Review this directive annually.

- I.H. Ensure that all compiled statistical data is reported annually by the Division of Patrol (DOP), Support Services Command.

II. AUTHORITY

- II.A. 625 ILCS 5/1, et seq., "Illinois Vehicle Code"
- II.B. 720 ILCS 5/7, et seq., "Justifiable Use of Force; Exoneration"
- II.C. 720 ILCS 5/31, et seq., "Interference with Public Officers"
- II.D. 725 ILCS 5/107-15, "Fresh Pursuit"
- II.E. 725 ILCS 5/107-16, "Apprehension of Offender"

III. DEFINITIONS

- III.A. **Deadly Weapon** – For purposes of this directive, a deadly weapon is defined as a firearm, knife, vehicle, or anything else that in the manner of its use, or intended use, is capable of causing death or serious bodily harm.
- III.B. **Emergency Vehicle Operation Review Board (EVORB)** – A board established by the Department to review specified pursuits, fleeing and eluding, unresponsive driver incidents, and forcible stops. The EVORB is comprised of an Assistant Deputy Director from each Division and a non-voting representative from the appropriate labor bargaining unit. The Chair will be appointed by the Director.
- III.C. **Emergency Warning Equipment** – Oscillating lights, rotating lights, flashing lights, siren, or any combination thereof on, or within, police vehicles. A full emergency warning equipment package means a marked or unmarked vehicle with front and rear lights, a siren, an operable camera, and a working mobile or portable police radio.
- III.D. **Fleeing or Eluding** – When an officer signals the driver of a vehicle to stop using a visual or audio signal, and the driver fails to come to a full stop and indicates by their actions that they are actively resisting and attempting to flee and elude as defined in 625 ILCS 5/11-204 (e.g. increasing speed, disregarding traffic control devices or roadway indicators, makes an overt and deliberate evasive maneuver, extinguishing lights, etc.).
- III.E. **Forcible Felony** – Illinois forcible felonies are defined in 720 ILCS 5/2-8, and include any felony involving use of physical force, or threatening the use of physical force or violence against someone. Current ILCS defined forcible felonies are listed in Section VII below. **EXCEPTION:** the offense of Aggravated Vehicular Carjacking is an authorized forcible felony only when the offense is fresh (generally 12 hours or less).
- III.F. **Forcible Vehicle Stop** – Using an ISP vehicle or other device to forcefully stop another vehicle whose driver refuses, or is otherwise unable, to stop when directed to do so, and by their actions, pose a serious threat to the public if they are not stopped. Authorized techniques include the Precision Immobilization Technique (PIT) Maneuver, pinning, ramming, deployment of a tire deflation device, rolling roadblocks, and roadblocks.
- III.G. **Investigative Roadblock** – A roadblock used to stop vehicles for investigative purposes (e.g. escaped fugitives, kidnapping, etc.).
- III.H. **Non-fleeing Unresponsive Driver** – A driver who, due to their behavior, continues to pose a serious threat to the public, and who fails to stop after being given a visual or audio signal to

do so, but does not otherwise make any overt actions to indicate the driver is attempting to flee from or elude the officer.

- III.I. Pinning/Vehicle Immobilization – Techniques used to stop or control a vehicle that is currently slowed or stopped where the driver attempts, or may attempt, to drive out, or would otherwise lose control of the vehicle at a low speed (generally less than 15 MPH). May involve controlled vehicle contact and pushing, and is generally a less than lethal maneuver.
- III.J. Precision Immobilization Technique (PIT) Maneuver – A method by which a law enforcement vehicle can force another vehicle to quickly turn approximately 180 degrees through the application of pressure in a specific, prescribed and controlled manner into the area of the rear quarter panel in which the lateral displacement causes it to rotate and move to an often predictable and planned location.
- III.K. Primary Pursuit Unit – The lead vehicle immediately behind the fleeing vehicle that assumes control of the pursuit.
- III.L. Pursuit – An active attempt by a law enforcement officer operating a department police vehicle with emergency equipment activated so as to maintain police contact and apprehend an occupant of another moving vehicle who is attempting to flee or elude the officer.
- III.M. Pursuit Involved Unit – The primary and secondary unit, as well as any units that are supporting them (e.g. blocking cross traffic, clearing traffic ahead of the pursuit, following or paralleling the primary unit, deploying tire deflation devices, etc.).
- III.N. Ramming – The deliberate act of impacting a violator's vehicle with another vehicle to functionally damage or otherwise force the violator's vehicle to stop. Ramming is distinguished from the PIT maneuver and pinning (e.g. speed thresholds, points of contact, etc.), and is only authorized if deadly force is an appropriate use of force option.
- III.O. Roadblock – A complete barricading of the roadway, constructed so as not to allow a fleeing vehicle to pass through or around the barricade (note: DUI/safety checkpoints, and rerouting traffic in an emergency situation are not considered roadblocks).
- III.P. Rolling Roadblock – Using two or more law enforcement vehicles to surround the vehicle to be stopped in a coordinated manner and influencing the vehicle to stop. This is differentiated from a stationary roadblock.
- III.Q. Secondary Pursuit Unit – Any police vehicle that becomes involved as a direct backup to the primary unit advises the Telecommunicator of their status and follows at a safe distance. The designated secondary unit may keep District Communications advised of the status of the pursuit and act as a buffer between the pursuit and surrounding traffic.
- III.R. Termination of Pursuit – An officer has terminated a pursuit if, within a reasonable time of determining that the subject is fleeing or eluding, the officer extinguishes all emergency warning equipment, operates their police vehicle in a manner that demonstrates the officer's intent to terminate the pursuit, and advises the Telecommunicator they have done so.
- III.S. Tire Deflation Device – Any purpose-manufactured device designed to forcefully deflate the tires of a vehicle in a controlled manner in order to bring the vehicle to a stop.
- III.T. Trained Officer – An officer who has received authorized, approved ISP Academy training in forcible vehicle stop techniques.

IV. RESPONSIBILITIES

IV.A. Assessment

An officer's decision to initiate, continue, or terminate involvement in a pursuit, or use a forcible stop technique, requires continuous assessment of the situation and condition factors to determine the most reasonable option or options available to reduce the overall risk to the public and officers involved. Condition factors that may be assessed include, but are not limited to:

- IV.A.1. The officer's skillset and training
- IV.A.2. Availability of other officers and resources (e.g. air support)
- IV.A.3. Location characteristics (e.g. highway, surfaced street, terrain, etc.)
- IV.A.4. Pedestrian issues
- IV.A.5. Traffic conditions (e.g. density, etc.)
- IV.A.6. Road conditions (e.g. pavement, elevation, shoulder, etc.)
- IV.A.7. Weather conditions
- IV.A.8. Department vehicle's emergency warning equipment
- IV.A.9. If the situation involves a criminal manner, the seriousness of the underlying violations (e.g. forcible felonies vs. misdemeanors, the reasonable belief that the offender would pose a serious threat to human life, etc.)
- IV.A.10. Presence of non-police personnel in the police vehicle
- IV.A.11. Vehicle speed
- IV.A.12. Actions of the driver creating the dangerous situation (e.g. continued failure to respond, indications of intent, weapons, etc.)
- IV.A.13. Relative safety of the general public and the officers involved
- IV.A.14. Feasibility of apprehending offenders at a later time

IV.B. Notification and Communication

- IV.B.1. Officers will notify the Telecommunicator of the circumstances of the situation, who will ensure that the Shift Commander is aware of the situation and relevant condition factors.
- IV.B.2. The primary unit will continue to update the status of the pursuit and any changes to the condition factors until a secondary unit is designated and takes over the communication duties.
- IV.B.3. Telecommunicators will notify the Shift Commander whenever they become aware that another agency has initiated a pursuit.
- IV.B.4. Telecommunicators will refer to the ISP Communications Policy and Procedures Manual, Illinois State Police Emergency Radio Network (ISPERN) chapter, for

responsibilities and procedures pertaining to pursuits handled by ISPERN control points.

- IV.B.5. Shift Commanders will monitor the situation and provide appropriate guidance (e.g. allocation of back up units, etc.) up to, and including, termination of the pursuit.
- IV.B.6. In the case of a roadblock, officers must receive explicit approval as described in Section V.G. below before implementing the roadblock.
- IV.B.7. Officers will request medical aid whenever appropriate.
- IV.B.8. If life-threatening or fatal injuries are sustained due the application of a forcible stopping technique, the DII will be notified to investigate in accordance with OPS-089 "Officer Involved Death Investigations."
- IV.B.9. Further notification and review protocols are defined below in Section VI. "Standard Review Procedures."

IV.C. Documentation

- IV.C.1. For all pursuit/fleeing and eluding/forcible stop events, the Shift Commander will designate a unit to be the primary reporting unit (paper car), who will complete a Field Report. All other pursuit-involved units will complete a supplemental report, accident report, or other appropriate documentation for submittal to the Shift Commander. For crashes involving an ISP vehicle, reporting will be handled in accordance with EQP-003, "Department Vehicle Crash and Incident Reporting."
- IV.C.2. In the "Type of Report" section of the Field Report, officers will indicate "Fleeing/Pursuit" and ensure that the report specifically describes condition factors in Sections IV.A.3 –IV.A.13. of this directive in the report narrative.
- IV.C.3. The Shift Commander, or designee, will secure all relevant video and audio media.
- IV.C.4. Upon completion of a pursuit or fleeing/eluding incident, the Shift Commander, or designee, will interview involved officers and prepare a Post Pursuit/Fleeing and Eluding/Code Red Form, ISP 5-479 (available in the ISP document library at <https://isp.portal.illinois.gov/generalinfo/Lists/Document%20Library>), documenting information from the initial notification of a fleeing suspect through the termination of the pursuit.
- IV.C.5. Shift Commanders will attach all related documentation to the Post Pursuit/Fleeing and Eluding Form/Code Red Form.
- IV.C.6. For report purposes, the Field Report type will still indicate "Fleeing/Pursuit" if the event involves the forcible stopping of a non-fleeing unresponsive driver.

V. PROCEDURES

V.A. Application of a Technique

- V.A.1. Generally, the application of a forcible stopping technique must be authorized by the Shift Commander or other ISP command personnel that has assumed control, unless exigent circumstances exist.

- V.A.2. Only a trained officer may apply a technique defined in this directive.
- V.A.3. Officers will continue to reassess condition factors throughout the event.
- V.A.4. Officers should be aware of the danger posed by firearms in the vehicle to be stopped.
- V.A.5. Anytime a vehicle is stopped using a forcible stopping technique, the officer will request EMS assistance to evaluate the occupants of the vehicle. The officer will document care, including any refusals of medical attention or transportation given to the EMS personnel, in their Field Report.
- V.A.6. Anytime subject vehicle contact occurs with another vehicle or stationary object as a result of implementing a forcible stopping technique, a supervisor will complete a crash report.
- V.B. Pursuit
 - V.B.1. Initiation
 - V.B.1.a. Officers will only initiate a pursuit in accordance with I.B and I.C above.
 - V.B.1.b. The District patrol Shift Commander will be in charge of a pursuit event within their district regardless of the participating officer's assignment or rank, unless responsibility is otherwise affirmatively assumed by an officer of higher authority. Affirmatively assumed means the supervisor verbally advises the Telecommunicator that they have assumed full control of the pursuit event.
 - V.B.1.c. If the pursuit continues into another district, the patrol Shift Commander for that district will assume control unless both Shift Commanders verbally agree that the prior Shift Commander should retain control.
 - V.B.1.d. In Districts where there are multiple supervisors on duty at any given time (e.g. Operations Shift Commander, Field Supervisor, Sector Lieutenant, etc.) the District Commander will establish a standard response procedure designating, by function, the Shift Commander for pursuit purposes (e.g. the Operations Supervisor is the designated Shift Commander).
 - V.B.1.e. Officers and supervisors will continually assess the pursuit considering the condition factors identified in Section IV.A. above.
 - V.B.1.f. Because ISP pursuits are limited to forcible felony offenses, it is recognized there should be enough units available for officer safety purposes when the offending vehicle is stopped. Therefore, a reasonable number of units will be authorized to be directly involved in the pursuit, as determined by the Shift Commander and the involved officers.
 - V.B.1.g. Generally, only vehicles with full emergency warning equipment will be a primary or secondary unit.
 - V.B.1.h. Officers involved in a pursuit will utilize ISPERN for radio transmissions.
 - V.B.1.i. Officers operating motorcycles or police vehicles without full emergency warning equipment will immediately request the assistance of a vehicle with full emergency warning equipment when they become involved in a pursuit and will relinquish primary unit status immediately upon the presence of a vehicle with full emergency warning equipment. Such vehicles may then transition into a supporting role as appropriate.
 - V.B.1.j. ISP will only participate in another agency's pursuit if the reason for initiation is in accordance with ISP policy. Before participating, ISP officers will request authorization to assist from the Shift Commander or other ISP command officer. Permissible forms of assistance include blocking

intersections, deploying a tire deflation device, or following at a safe distance to assist at the termination of the pursuit.

- V.B.1.k. Officers will not discharge a firearm at, or from, a moving vehicle unless the use of deadly force is justified and consistent with ISP Directive OPS-046, "Use of Force."

V.B.2. Termination

- V.B.2.a. An officer will terminate a pursuit, or the Shift Commander will order the immediate termination of a pursuit when it is reasonably clear that condition factors indicate that further involvement in the pursuit will create more danger to the public and/or department members than would the release of the pursued driver.
- V.B.2.b. Termination of pursuit does **NOT** mean termination of intent to apprehend the offender. Termination of pursuit only means a motor vehicle pursuit is not an acceptable method of apprehension at that particular time due to the dangers involved. Alternative forms of apprehension methods may be considered as appropriate.
- V.B.2.c. An officer who has terminated a pursuit in accordance with the definition in Section III.R. above is not required to alter his/her direction of travel to satisfy the terms of a termination of a pursuit. The officer may proceed in the direction of the fleeing vehicle while driving with due regard for the safety of all persons in order to provide updates relating to the last known location and direction of travel of the suspect's vehicle until the officer loses visual sight of the fleeing vehicle.
- V.B.2.d. The involved officer will continue to record the incident with their in-car video camera equipment, if so equipped, to properly document their compliance.
- V.B.2.e. Should an officer, or any other non-involved unit in the area, who has extinguished their police vehicle's emergency warning devices and proceeds with due regard for the safety of all persons have an occasion to again observe the fleeing suspect vehicle, and in doing so can effect a stop without placing innocent people in jeopardy, may attempt to stop the suspect vehicle. Use of video camera equipment, if so equipped, must be used in this instance.

V.C. Tire Deflation Devices

- V.C.1. Deployment – Tire deflation devices will be deployed in accordance with the manufacturer's instructions and Academy training.
 - V.C.1.a. The deployment of a tire deflation device must be authorized in accordance with Section V.A.1. above.
 - V.C.1.b. Tire deflation devices should be deployed in areas with relatively unobstructed views of the roadway from both directions to aid deployment and lessen the possibility of a traffic crash.
 - V.C.1.c. Tire deflation devices should be used at a location that provides substantial protection for the deploying officer (e.g. embankment, bridge abutment, retaining wall, etc.). **DEPLOYING OFFICERS SHOULD NOT USE THEIR VEHICLE FOR PROTECTION.**
 - V.C.1.d. Officers will notify the Telecommunicator where the device will be deployed so as to advise other units of its deployment.
 - V.C.1.e. When the fleeing vehicle has passed the device's location, the officer will remove the tire deflation device as quickly as possible, and will notify the Telecommunicator to warn other units if they are unable to remove it.

- V.C.2. Prohibitions – Tire deflation devices are designed to be used against vehicles having at least four wheels (whether or not all four tires are functional). Use of tire deflation devices will not be used against a motorcycle or three-wheeled vehicle unless the use of deadly force is legally justified.
- V.C.3. Special Cautions
 - V.C.3.a. Unless a substantial risk to the public is imminent and apparent if the pursuit is not terminated, tire deflation devices will generally not be used against buses, school buses, vans with passengers, vehicles transporting explosives or other unstable hazardous materials, etc.
 - V.C.3.b. Every reasonable effort will be made to avoid using tire deflation devices on road surfaces where, in the immediate vicinity, there are characteristics or circumstances that would indicate a foreseeable increase in the risk of a serious traffic crash (e.g. standing water, ice, heavy snow, exceptionally rough pavement or unpaved roads, etc.).
- V.D. Rolling Roadblock
 - V.D.1. A rolling roadblock technique will be utilized by trained officers to stop a driver in accordance with Academy training.
 - V.D.2. The rolling roadblock is not primarily intended to induce a collision, but contact may occur. When this technique is utilized, it is not considered ramming.
- V.E. Pinning/Vehicle Immobilization
 - V.E.1. Officers may pin a vehicle using one or more vehicles and/or structures such as median walls, guardrails, bridge abutments, etc.
 - V.E.2. Pinning may involve controlled vehicle contact and pushing at low speeds and is generally a less-than-lethal maneuver.
 - V.E.3. Officers may pin a vehicle without prior supervisory notification based on articulable justification.
- V.F. Precision Immobilization Technique (PIT)
 - V.F.1. Only officers trained in the PIT maneuver by the ISP EVOG training unit will utilize the PIT maneuver in accordance with training guidelines.
 - V.F.2. Generally, the PIT maneuver will be used against vehicles traveling at 40 MPH or less.
 - V.F.3. Use of the PIT maneuver at speeds above 40 MPH or against a vehicle with less than 4 wheels will be considered deadly force and is only appropriate when deadly force is authorized.
 - V.F.4. The PIT maneuver will not be used on a vehicle suspected of transporting hazardous materials or open-bed pickup trucks with passengers in the bed area.
 - V.F.5. Officers will choose the location for application of the PIT maneuver based on the condition factors described in Section IV.A above and in accordance with training.

V.F.6. In situations where the immediate application of a PIT is necessary to stop a non-fleeing, unresponsive driver that poses an immediate threat of great bodily harm to the public, and it would be unfeasible to request supervisor approval, officers may initiate a procedure, but will be responsible for justifying their actions and making proper notification to the Shift Commander.

V.G. Ramming

V.G.1. The use of ramming techniques will only be utilized if deadly force is an appropriate force option.

V.G.2. In situations where the immediate application of a ramming technique is necessary to stop a non-fleeing, unresponsive driver that poses an immediate threat of great bodily harm to the public, and it would be unfeasible to request supervisor approval, officers may initiate a procedure, but will be responsible for justifying their actions and making proper notification to the Shift Commander.

V.H. Stationary Roadblock

V.H.1. Stationary Roadblock Deployment

V.H.1.a. Stationary roadblocks may only be authorized by a Shift Commander or other ISP command personnel.

V.H.1.b. When used to stop a fleeing or eluding vehicle, roadblocks are considered deadly force and may only be deployed when deadly force is an appropriate force option.

V.H.1.c. Roadblocks will be deployed in accordance with Academy training and established in locations where the operator of the approaching vehicle has sufficient visibility and distance to stop his/her vehicle, taking into consideration the condition factors identified in Section IV.A. above. Visibility may be enhanced by the use of emergency equipment and other supplemental lighting.

V.H.1.d. Officers will give consideration to the safety of other vehicles and traffic not involved with the roadblock.

V.H.1.e. High-visibility vests will be worn by officers staffing the roadblock unless there is a tactical reason otherwise.

V.H.1.f. Officers assigned to a roadblock will maintain their post until relieved or reassigned by a supervisor.

V.H.1.g. Unless exigent circumstances dictate, privately owned equipment and property will not be used to create the roadblock.

V.H.1.h. Officer safety considerations will be observed, including relative positioning, adequate cover against firearms, crossfire issues, adequate long gun cover, etc.

V.H.2. Investigative Roadblock

V.H.2.a. A Shift Commander will assign units to conduct an investigatory roadblock where appropriate and may utilize the assistance of other agencies to ensure adequate staffing and resources.

V.H.2.b. Generally, if resources permit, an officer will be designated to provide scene security and will observe approaching vehicles, as well as stopped vehicles, for indications of evasiveness or assault.

VI. STANDARD REVIEW PROCEDURES

The purpose of a management review is to determine if the pursuit or forcible stopping event was conducted within policy and to determine if training or policy needs to be adjusted.

VI.A. District Commanders will:

- VI.A.1. Review all incidents involving a forcible stop event, a pursuit or fleeing and eluding incident, and incidents involving a non-fleeing unresponsive driver in which ISP personnel were involved.
- VI.A.2. Make an initial determination if an incident is a pursuit, a fleeing and eluding incident, or an incident involving a non-fleeing unresponsive driver. District Commanders will also determine if a forcible stop technique was applied.
- VI.A.3. Forward all pursuit, fleeing and eluding, non-fleeing unresponsive driver, and forcible stop reports and video media to the DOP Region Commander.
- VI.A.4. The District/Zone Commander, or designee, may complete a Complaint Against Department Member Form (CADMF) if, upon review, the incident appears to have significantly violated policy in an egregious manner.

VI.B. Region Commanders will:

- VI.B.1. Review all incidents involving a pursuit or fleeing and eluding, a non-fleeing unresponsive driver, and forcible stops in which ISP personnel were involved.
- VI.B.2. Review the initial determination of the incident made by the District Commander.
- VI.B.3. The initial determination will then be reviewed by a Region Commander assigned to a region other than the one where the incident occurred. For example, the initial determination of incidents occurring in the Northern Patrol Region will be reviewed by the Central or Southern Patrol Region Commander.
- VI.B.4. Categorize and forward to the statewide EVORB all Field Reports, post pursuit/fleeing and eluding reports, and video media of all pursuits, fleeing and eluding, non-fleeing unresponsive driver incidents, and forcible stops.

VI.C. Emergency Vehicle Operation Review Board will:

- VI.C.1. Meet once per quarter.
- VI.C.2. Review all incidents involving ISP sworn personnel in which a pursuit or forcible stop occurred and all incidents in which the Region Commander does not concur with the District Commander's initial determination of the incident. The Board will also randomly select and review ten percent of incidents classified as a fleeing and eluding incident.
- VI.C.3. Conduct the reviews in a fair and impartial manner reviewing Field Reports, post pursuit/fleeing and eluding reports, and video media of the incident under review.
- VI.C.4. Not decide, recommend, nor issue any form of discipline for any officer determined to have violated this or any other department directive.
- VI.C.5. Upon concluding the review, provide the respective DOP District or Division of Criminal Investigation (DCI) Zone Commander and the respective Region Commander with a summary of the Board's determinations as to violation of specific

policies, or sections thereof, and/or adherence to department directives, as well as copies of all written documents used in their determination. The District/Zone Commander, in consultation with the Region Commander, will review the Board's determinations and recommend the appropriate course of action for each incident reviewed. If an internal investigation is warranted, the Division of Internal Investigation (DII) will be contacted for a case initiation.

VI.C.6. Upon concluding the review, provide the respective Deputy Director and work unit commander with a summary of the Board's determinations as to violation of specific policies or sections thereof, and/or adherence to department directives, as well as copies of all written documents used in their determination when an officer from a division other than DOP or DCI is involved in a pursuit or fleeing and eluding incident. The work unit commander, in consultation with their Assistant Deputy Director, will review the Board's determinations and recommend the appropriate course of action for each incident reviewed. If an internal investigation is warranted, the DII will be contacted for a case initiation.

VI.C.7. Report information on all incidents submitted to the DOP Support Services Command.

VI.D. Emergency Vehicle Operation Review Board composition

VI.D.1. The ISP will establish an Emergency Vehicle Operation Review Board. The membership of which will include:

VI.D.1.a. An Assistant Deputy Director from each Division

VI.D.1.b. A non-voting representative from the appropriate labor bargaining unit

VI.D.2. The Director will appoint an officer to chair the Board.

VI.E. DOP Support Services Command will:

VI.E.1. Collect information regarding all incidents involving a pursuit, fleeing and eluding, a non-fleeing unresponsive driver, and forcible stops from the Region Commanders and the EVORB.

VI.E.2. At least annually, in consultation with the Region Commanders and the EVORB chairperson, conduct a documented review of reporting procedures.

VI.E.3. Complete a report of all findings to the Director and the Deputy Director of DOP on an annual basis by June 1, or at other times as requested.

VII. FORCIBLE FELONIES AS DEFINED IN 720 ILCS 5/2-8

VII.A.1. "First Degree Murder" 720 ILCS 5/9-1

VII.A.2. "Second Degree Murder" 720 ILCS 5/9-2

VII.A.3. "Kidnapping" 720 ILCS 5/10-1

VII.A.4. "Aggravated Kidnapping" 720 ILCS 5/10-2

VII.A.5. "Aggravated Battery," resulting in great bodily harm or permanent disability/disfigurement 720 ILCS 5/12-3.05,

- VII.A.6. "Criminal Sexual Assault" 720 ILCS 5/11-1.20,
- VII.A.7. "Aggravated Criminal Sexual Assault" 720 ILCS 5/11-1.30
- VII.A.8. "Predatory Criminal Sexual Assault of a Child" 720 ILCS 5/11-1.40,
- VII.A.9. "Robbery" 720 ILCS 5/18-1,
- VII.A.10. "Burglary" involving the infliction or threatened infliction of great bodily harm 720 ILCS 5/19-1,
- VII.A.11. "Residential Burglary" involving the infliction or threatened infliction of great bodily harm 720 ILCS 5/19-3,
- VII.A.12. "Arson" involving the infliction or threatened infliction of great bodily harm 720 ILCS 5/20-1,
- VII.A.13. "Aggravated Arson" 720 ILCS 5/20-1.1,
- VII.A.14. "Treason" 720 ILCS 5/30-1, and
- VII.A.15. Any felony involving use of physical force, or threatening the use of physical force or violence against anyone (Exception: see special conditions to "Aggravated Vehicular Carjacking" in Section I.B.1 above)

NOTE: This directive is a statement of departmental policy and not a statement of law. Nonconformance with this policy should serve as a basis for administrative sanctions only.

-End of Directive-