RESOLUTION NO. 12-03

CITY OF DADEVILLE
COUNTY OF TALLAPOOSA COUNTY
STATE OF ALABAMA

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF DADEVILLE

WHEREAS, THE CITY OF DADEVILLE HAS ESTABLISHED A POLICY FOR THE CERTIFICATION AND USE OF STINGER SPIKE SYSTEMS FOR THE DADEVILLE POLICE DEPARTMENT

AND WHEREAS, THE CITY OF DADEVILLE, ALABAMA DESIRES TO ALLOW ONLY CERTIFIED OFFICERS TO USE/DEPLOY THE STINGER SPIKE SYSTEMS AND

WHEREAS, THE CITY OF DADEVILLE HAS ADOPTED AND APPROVED THE ATTACHED POLICY REGARDING

I. TRAINING
II. CARE AND MAINTENANCE
III. SAFETY
IV. PLANNING AND CONSIDERATIONS
V. DEPLOYMENT CONSIDERATIONS
VI. REPORTING PROCEDURES

NOW THEREFORE BE IT RESOLVED THAT A COUNCLPERSON, FRANK GOODMAN MADE THE MOTION AND MIKE RICHARDSON , A COUNCILPERSON SECONDED THE MOTION THAT SAID RESOLUTION BE APPROVED, AND SAID RESOLUTION PASSED BY MAJORITY VOTE OF THE COUNCIL AND THE MAYOR DECLARED THE RESOLUTION PASSED.

ADOPTED THIS **13TH** DAY OF **DECEMBER , 2011.**

Mayor

ATTEST:

City Clerk

Resolution 12-03

DADEVILLE POLICE DEPARTMENT

STINGER SPIKE SYSTEM DEPLOYMENT POLICY

EFFECTIVE DATE:

PURPOSE: The purpose of deploying the Stinger spike systems is to safely and quickly end vehicle pursuits in order to minimize the risk of personal injury or property damage.

I. TRAINING

Authorized members of the Dadeville Police Department must be certified and receive training on the use of the spike system before attempting an actual deployment. Officer training shall be taught by a Stinger certified training officer.

A. Initial instruction will consist of classroom instruction and successful test completion on the information contained in the Stinger Spike System training manual provided by the Stinger instructor/trainer.
B. Skills training will be conducted in conjunction with the initial instruction and biannually thereafter.
C. During skills training each member will:
    1. Demonstrate ability to properly handle, repair, and store the spike system.
    2. Demonstrate ability to properly deploy the spike system using the manufacturer's three recommended methods on various surfaces.
    3. Practice being the lead pursuit unit in a simulated pursuit scenario including the following:
        a. Communicate target identification and other necessary information to deploying unit.
        b. Decrease speed to allow sufficient time for deployment and retrieval of spike system.
        c. Carefully proceed through the deployment area.
    4. Practice being the deploying unit in a simulated pursuit scenario including the following:
        a. Communicate with the primary pursuit unit to ascertain target identification and other necessary information.

b. Demonstrate the ability to properly deploy and retrieve the spike system using all three methods suggested by the manufacturer which are the (2) curbside methods and the pull method.

II. CARE AND MAINTENANCE

A. The spike system will be stored in an area of the patrol vehicle that is readily accessible preferably in the trunk area in a common spot so as all authorized officers are familiar with its location.

B. Spike system and replacement parts shall be stored in the manufacturer's provided carrying case. Leather gloves should be stored near the spike system, but not inside the carrying case.

C. Care should be taken to properly insert the spike system and replacement parts inside the carrying case to prevent damage to the system or case.

D. The Stinger spike system trained officer will check the spike system for proper working order daily and follow all manufacturer's guidelines for repair and spike replacement if needed.

E. The deploying officer will thoroughly inspect the Stinger spike system for damage and missing spikes after each use. Spikes should be replaced and unit repaired according to the manufacturer's guidelines.

III. SAFETY

The safety of all officers, citizens, and violators should be of the utmost concern before the spike system can be utilized.

IV. PLANNING AND CONSIDERATIONS

A. The successful conclusion to a pursuit should be the result of careful preplanning. A successful deployment strategy can be developed while on routine patrol. Members should seek out and identify locations that afford the highest level of cover and concealment and provide an element of surprise.

B. Members should coordinate with other local law enforcement agencies to inform their officers of the Dadeville Police Department's spike deployment considerations.

V. DEPLOYMENT CONSIDERATIONS

A. The deployment of the Stinger spike system must be authorized by the Chief of Police or his designee.

B. The type of vehicle being pursued must be considered prior to the deployment of the Stinger spike system to end a pursuit. The deployment of the spike system on two wheeled, three wheeled, or all terrain vehicles increase the risk of injury or death and therefore should not be used on these type of vehicles. NOTE: Use of the Stinger spike system on the above type vehicles (2 wheel, 3 wheel, and ATV's) should only occur if DEADLY FORCE would be authorized.

C. Carefully consider the deployment of Stinger spike systems on vehicles transporting hazardous materials, passenger buses, and school buses since this type of deployment may pose and increased hazard when compared to other type vehicles.

1. The Stinger spike system should not be deployed in an area where the suspect vehicle will endanger other vehicles or bystanders if the suspect attempts to avoid the spikes.
2. Use caution at all times when deploying the Stinger spike system.
3. Always be aware of the suspect vehicle and other police units as their location should offer adequate sight distance in all directions to allow the deploying officer to observe the suspect vehicle and other traffic as it approaches.
4. Never turn your back to the Stinger spike system when deployed. Watch the system so that it can be removed safely to avoid contact with other police units.
5. The traffic condition must be taken into consideration for a suitable and safe deployment.
6. The deployment of the Stinger spike system should be done in an area that the deploying officer could utilize cover and concealment and have an escape route in the event that a suspect attempts to avoid the spike system.

D. Location of deployment should also be taken into consideration. Avoid deployment before bridges, near curves, large or deep drop offs, construction areas, and take into consideration other environmental safety concerns.

E. Units monitoring pursuits by radio should attempt to offer assistance by placing themselves in a position to deploy a spike system instead of joining the pursuit. Attempting a deployment rather than joining several other units already engaged in the pursuit can make a greater contribution.

F. The pursuing unit(s) should establish communication with dispatch and provide the following information:
   1. Identify unit number, location, and direction of travel of unit in pursuit.
   2. A description of the vehicle being pursued and, if possible, its occupants.
   3. Identification of the reason for the pursuit.
   4. A report of the speed of the vehicle being pursued.
   5. An update of the speed and direction of travel as many times as possible during the pursuit.

G. Members shall prepare to deploy the spike system by utilizing one of three methods suggested by the manufacturer. (Curbside deployment method 1 & 2, and pull deployment.) The traffic volume, time of day (daylight/darkness), and road surface should be considered when deciding upon the method and timing of deployment.

H. THE CURBSIDE DEPLOYMENT
   1. Method 1 – Deployment by throwing. Requires practice to become proficient. May be the most effective method in heavy traffic.
   2. Method 2 – Deployment by pushing. Requires an extremely smooth, level surface.
      (a). Pull Method
      Method 3 – Deployment by pulling. This is the easiest of the three methods of deployment. It requires very little practice however it does require the officer to cross the lanes of traffic. This is an obvious potential hazard. This technique could be effective on any type of road surface.

I. The target vehicle should be identified by communication between the lead pursuit unit and deploying unit. The target vehicle should be confirmed by visual observation to reduce the possibility of spiking the wrong vehicle.

J. All units in the pursuit should leave adequate distance between pursuit unit and suspect vehicle so that deployment and retrieval of the spike system can be done safely.

K. The pursuing unit(s) should not try to avoid the spike system as an attempt to do so could cause death or serious injury from a possible accident by the patrol unit. The pursuing unit should proceed carefully when approaching and traversing the deployment area. The fleeing vehicle may decrease speed rapidly as its tires deflate, take sudden evasive action, or make unpredictable maneuvers. Reducing speed will allow time for the pursuing unit(s) to respond.

L. The Stinger spike system should be deployed by using one of the three methods suggested by the manufacturer. Officers should not wrap the rope around their hands or wrist at any time. The rope should not be held if other traffic is to cross over the rope while waiting for the target vehicle for an extended period of time. The rope will be held loosely and as close to the ground as possible when the target vehicle crosses the spike system. Care should always be taken to ensure that the officer does not become entangled in the rope.

M. The deploying unit is responsible for the Stinger spike system after its use. The Stinger spike system should be immediately recovered and secured to prevent further damage or injury. This includes the searching of the immediate area where the spikes were used and collecting any spikes which may have become detached.

   A. As soon as possible after each use the deploying officer should thoroughly inspect the Stinger spike system for damage. Refer to CARE AND MAINTENANCE for repair and spike replacement.

VI. REPORTING PROCEDURES

A. In addition to any other required departmental forms, the officer deploying the Stinger spike system shall detail the deployment in a police pursuit form. The memorandum shall include the following:

   1. Why the violator fled (if known)
   2. Time of day
   3. Light and weather conditions
   4. Number of units in the pursuit
   5. Speed, direction, and volume of traffic
   6. Highway description
   7. Deployment strategy (describe us of protection/concealment, location of patrol unit, use of emergency lighting equipement, communications with pursuing unit(s), number of officers at deployment site and what they did, etc.)
   8. Method of deployment (throw/push/pull, timing of deployment, etc.)
   9. Results of the deployment (Fleeing vehicle drove around spikes, spiked pursuing units/suspects/other vehicles, number of tires spiked, number of spikes

penetrating the tire and perceived length of time for tire deflation, distance vehicle traveled after it was spiked, injuries sustained as a result of the deployment, etc.)

B. First line supervisors must authorize deployment of the Stinger spike system and should review and comment on the deployment. Supervisors must ensure that proper procedures and good judgment were practiced in the use of the Stinger spike system. The pursuit form shall be forwarded within 24 hours through the chain of command to the Chief of Police. The pursuit report should be attached to the Incedent/Offense Report that pertains to the incident where the spikes were deployed.

C. The deploying officer will complete a Stinger Spike Replacement certificate.

By Order Of:

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Chief Steve Freeman

Chief of Police

Dadeville Police Department