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- a. They are records dealing with security and safety procedures that are exempt pursuant to Government Code Section 6254(f). (Northern California Police Practices Project v. Craig (1979) 90 Cal.App.3d 116, 121-122.);
- b. They are materials for which the City of San Rafael does not hold the copyright or have permission to publish.

Where exempt material can be reasonably segregated from nonexempt material in these records, the exempt material has been redacted and the nonexempt material is shown. Where it is not reasonably possible to segregate out the exempt material, the Department is withholding the entire document from disclosure.

PHASE 5

ATTENDANCE ROSTER

PHASE 5

CHIEF'S FINAL REPORT

COURSE OUTLINE

SUPERVISOR NOTIFICATION

CLASS DATES

REFERENCE MATERIAL

SAN RAFAEL POLICE DEPARTMENT

TRAINING UNIT

INTER-DEPARTMENT MEMORANDUM

DATE: 05/27/96

TO: P. ROBERT KROLAK
CHIEF OF POLICE *PK* 5/28/96

FROM: OFFICER JOHN COEN
TRAINING MANAGER / INSTRUCTOR

RE: FINAL REPORT
PHASE 5

Phase 5 was completed on May 3, 1996. Attached to this report is the attendance roster for this phase of training. The course was divided into three segments. A two hour P.O.S.T. VIDEO on "Pursuit Driving", a two hour lecture from the Marin County Coroner's Office, and a practical application driver training segment on High Risk Traffic Stops. The course was completed without any reported injuries. Unit 168 [training vehicle] sustained some minor damage to the passenger side door when it was opened a little to hard. A property damage report was completed on the incident.

The need to increase the training in the area of Defensive Driving, High Risk Traffic Stops, and Pursuit Driving was again evident. With the largest portion of officers working in the Patrol Division, training in this area is important for these officers. This not only helps to prevent injury and property damage to the vehicles, but also helps to increase the officers awareness of the potential hazards involved when using patrol vehicles for Law Enforcement work.

As a follow-up to this phase of training, Cpl. Hanlon is scheduled to start a two hour training block per officer on low speed driver training. The training will concentrate on parking maneuvers and vehicle positioning while operating a patrol vehicle at slow speeds.

SAN RAFAEL POLICE DEPARTMENT

TRAINING UNIT

DATE: 4/3/96

TO: P. ROBERT KROLAK
CHIEF OF POLICE

FROM: OFFICER JOHN COEN
TRAINING MANAGER / INSTRUCTOR

RE: 1995 / 1996 PHASE 5
HIGH RISK TRAFFIC STOPS
P.O.S.T. VIDEO, "PURSUIT DRIVING"
LECTURE FROM THE MARIN COUNTY CORONER'S OFFICE

*Pl
4/4/96*

COURSE:

The 1995 / 1996 Phase 5 training session has now been scheduled. This course will cover three separate topics for training. The primary training topic for this phase of training is High Risk Traffic Stops. This will include a lecture, and three practical application scenarios. Additionally, officers will watch a two hour P.O.S.T. video on "Pursuit Driving" that we received via satellite on Feb. 22, 1996, and a short lecture from the Marin County Coroner's Office on Death Scene responsibility.

JUSTIFICATION:

Our primary topic of High Risk Traffic Stops, with a video on "Pursuit Driving," is one of the most important topics covered for officers. The only other topic of equal importance is of course the Use of Deadly Force. Officers are confronted daily with the possibility of becoming involved in a pursuit and or a high risk traffic stop. Because of the stress of the incident, and the inherent dangers associated with this type of incident, up to date quality training in this area is essential. Adrenaline, tunnel vision, assumed perceptions of the suspect, number of officers, safety of the public, lighting and weather conditions, and at times lack of reaction time, all make these incident extremely dangerous. Consistent and Practical training is the key to preparing officers to handle these incidents successfully.

The other topic, a lecture by the Coroner's Office on Death Scene responsibility, was a specific request by the Patrol Bureau. With the number of new officers at S.R.P.D., and again the responsibility for properly caring for the deceased and their personal property, this topic is well timed.

OBJECTIVE:

The primary objective of this block of training is to review and train S.R.P.D. officers on High Risk Traffic Stops, with a secondary emphasis on the risks of Pursuit Driving. This will be accomplished through the use of video, lecture, and practical application. Upon completing this training block, officers should be reminded of the inherent risks associated with these types of incidents. They will have a current update on tactical procedures used by S.R.P.D., and be reminded of the importance to always be evaluating the incident as it unfolds before them. Never take anything for granted, never assume.

LOGISTICS:

The morning session will be held at the CPO. The afternoon session will be held at the M.C.S.O. training site on Hamilton AFB. All training equipment will be provided by the S.R.P.D. training staff. The Coroner's Office will provide an Instructor for their lecture portion of this class. S.R.P.D. training staff will cover the high risk traffic stops.

INSTRUCTION:

A course outline is attached to this report. Handouts will be provided by the Coroner's Office.

PRACTICAL APPLICATION:

During the High Risk Traffic Stop training, three separate scenarios will be set up, each concentrating on a different type of incident. All officers will be required to participate as primary officer, back-up officer, arresting officer, and suspect. Emphasis will be made on vehicle positions, officer safety techniques, handcuffing techniques, and nerve stimulation techniques. To help the officer understand what the Instructor is seeing, portions of the scenarios will be video taped and reviewed after each scenario.

TESTING:

The officers will be evaluated on each scenario, and if additional training is noted, remedial training will be recommended after this phase of training is completed.

SIGN-UPS:

Sign-ups are set in the patrol briefing room. Sign-ups are to be by supervisors only. This is a required course of Instruction for all S.R.P.D. officers. P.S.A.'s are encouraged to attend the Coroner's block of Instruction.

SAN RAFAEL POLICE DEPARTMENT

TRAINING UNIT

INTER-DEPARTMENT MEMORANDUM

DATE: 3/25/96

**TO: ALL BUREAU COMMANDERS
ALL SERGEANTS**

**FROM: OFFICER JOHN COEN
TRAINING MANAGER / INSTRUCTOR**

**RE: DEPARTMENT TRAINING
PHASE 5**

Phase 5, the San Rafael Police Departments In-House training session has now been scheduled. The start of this training session will be April 17, 1996. The training will be held at Hamilton Air Force Base in Novato. The training will run from 0700-1700 hours. Sign-ups for this block of training are posted in the Patrol briefing room. Sign-ups should be done by shift supervisors only.

Topics to be covered will include, Felony Traffic Stops, a two hour P.O.S.T. Video on Pursuit Driving, and Asp Baton training.

If you have any questions, please contact the training unit.
[485-3038]

SAN RAFAEL POLICE DEPARTMENT

TRAINING UNIT

PHASE 5 DATES

APRIL 17, 1996	WEDNESDAY	INSTRUCTOR DAY
APRIL 19, 1996	FRIDAY	CLASS 1
APRIL 22, 1996	MONDAY	CLASS 2
APRIL 24, 1996	WEDNESDAY	SRT TEAM
APRIL 27, 1996	SATURDAY	CLASS 3
APRIL 29, 1996	MONDAY	CLASS 4
MAY 1, 1996	WEDNESDAY	CLASS 5
MAY 3, 1996	FRIDAY	CLASS 6

TIME: 0700-1700

LOCATION: HAMILTON AFB

SAN RAFAEL POLICE DEPARTMENT

TRAINING UNIT

PHASE 5 COURSE OUTLINE

0700	MEET AT CPO P.O.S.T. VIDEO ON " PURSUIT DRIVING "
0900	LECTURE FROM THE CORONERS OFFICE CORONER RESPONSIBILITY, OFFICER RESPONSIBILITY
1100	LUNCH
1200	MEET AT THE NORTH GATE OF HAMILTON AFB CARAVAN IN TO THE TRAINING SITE
1215	LECTURE ON "HIGH RISK" TRAFFIC STOPS
1300	PRACTICAL APPLICATION THREE SCENARIOS ON HIGH RISK STOPS VIDEO TAPED FOR TRAINING REVIEW
1630	CLEANUP, RETURN TO PD
1700	END OF TRAINING DAY

SAN RAFAEL POLICE DEPARTMENT

TRAINING UNIT

PHASE 5 TRAINING

TIME: 0700 -1700

LOCATION: 0700 | CPO
 1200 HAMILTON AFB
 {We will be outside
 most of the day}

UNIFORM: CLASS C UNIFORM { Black
 work shoes only }

EQUIPMENT: UTILITY BELT WITH
 HANDGUN, HOBBLE

OPTIONAL: Water. Also there is a coke
 machine on site, cost is 60 cents
 for a drink.

SAN RAFAEL POLICE DEPARTMENT

Interoffice Memo

Date: April 19, 1996

To: P.S.A. Kerry Bunyea
P.S.A. Steven Piotter
P.S.A. Caren Haluska

From: Rita Ruiz, Training Manager

Subject: Coroner's Death Scene Training

During our April-May officer training, the Marin County Coroner's Office will present a very interesting training lecture to our employees. This 2-hour training will cover the history of the coroner's office, laws pertaining to the coroner's duties and responsibilities, which deaths are reportable to the coroner, the do's and don'ts at a death scene, and what biological conditions and postmortem changes to look for at the scene and at the autopsy.

It has been recommended that Police Service Aides attend this training along with the officers, since P.S.A.'s are often called in to assist at death scenes.

This training falls on your regular work days, and your sergeant has approved your attendance during duty time. The 2-hour training will be held at the Crime Prevention Office, and you are scheduled to attend on the following date:

Monday, April 22, 1996, 0900 - 1100 hours	Kerry Bunyea
Wednesday, April 24, 1996, 0900 - 1100 hours	Caren Haluska
Wednesday, May 1, 1996, 0900 - 1100 hours	Steven Piotter

Please check with your sergeant if you have any questions.

cc: Sergeant Jonathan Bean
Sergeant Arnie Juge
Officer John Coen

**SAN RAFAEL POLICE
DEPARTMENT**

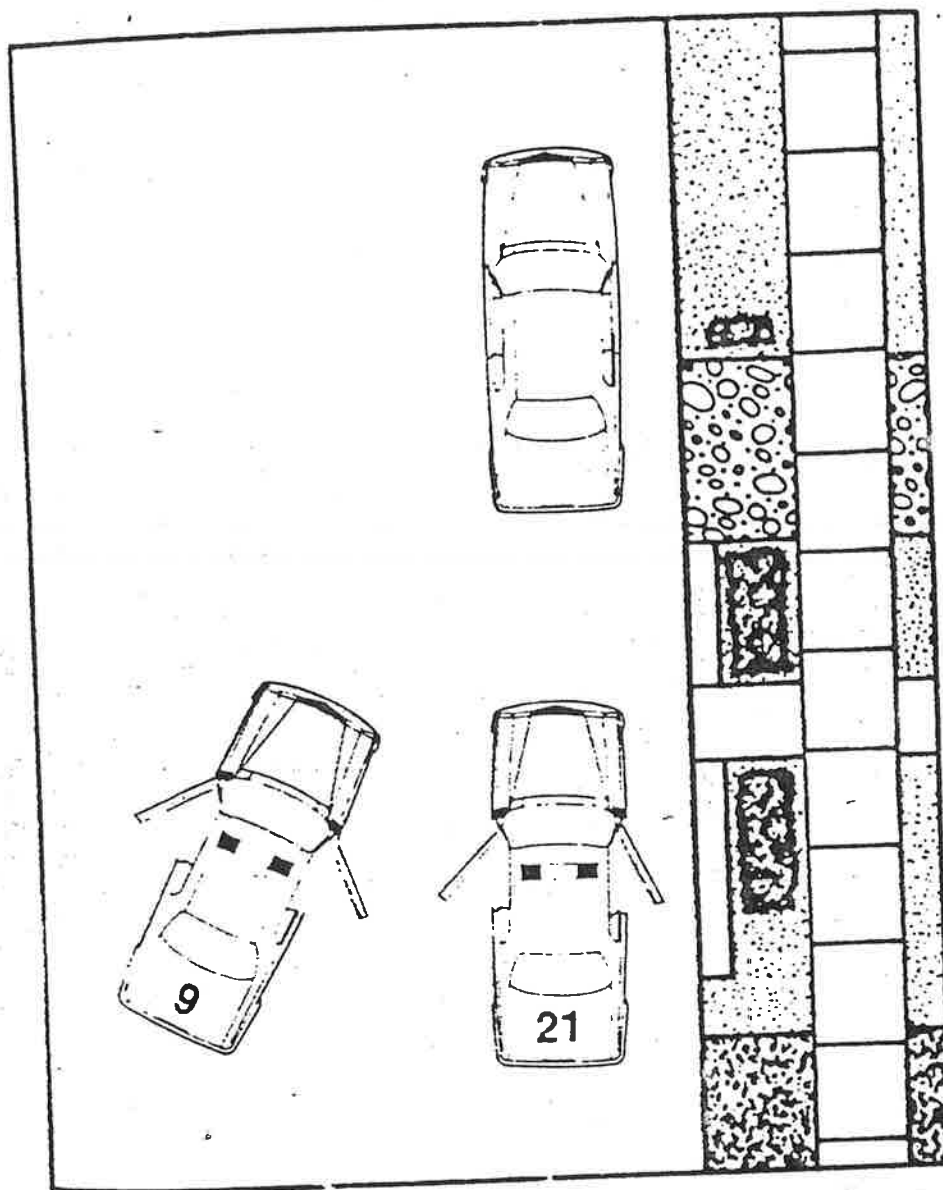
TRAINING UNIT

**SGT. MATT ODETTO, MCSO
507-4134 MARIN CITY
OFFICE**

BUILDING 82

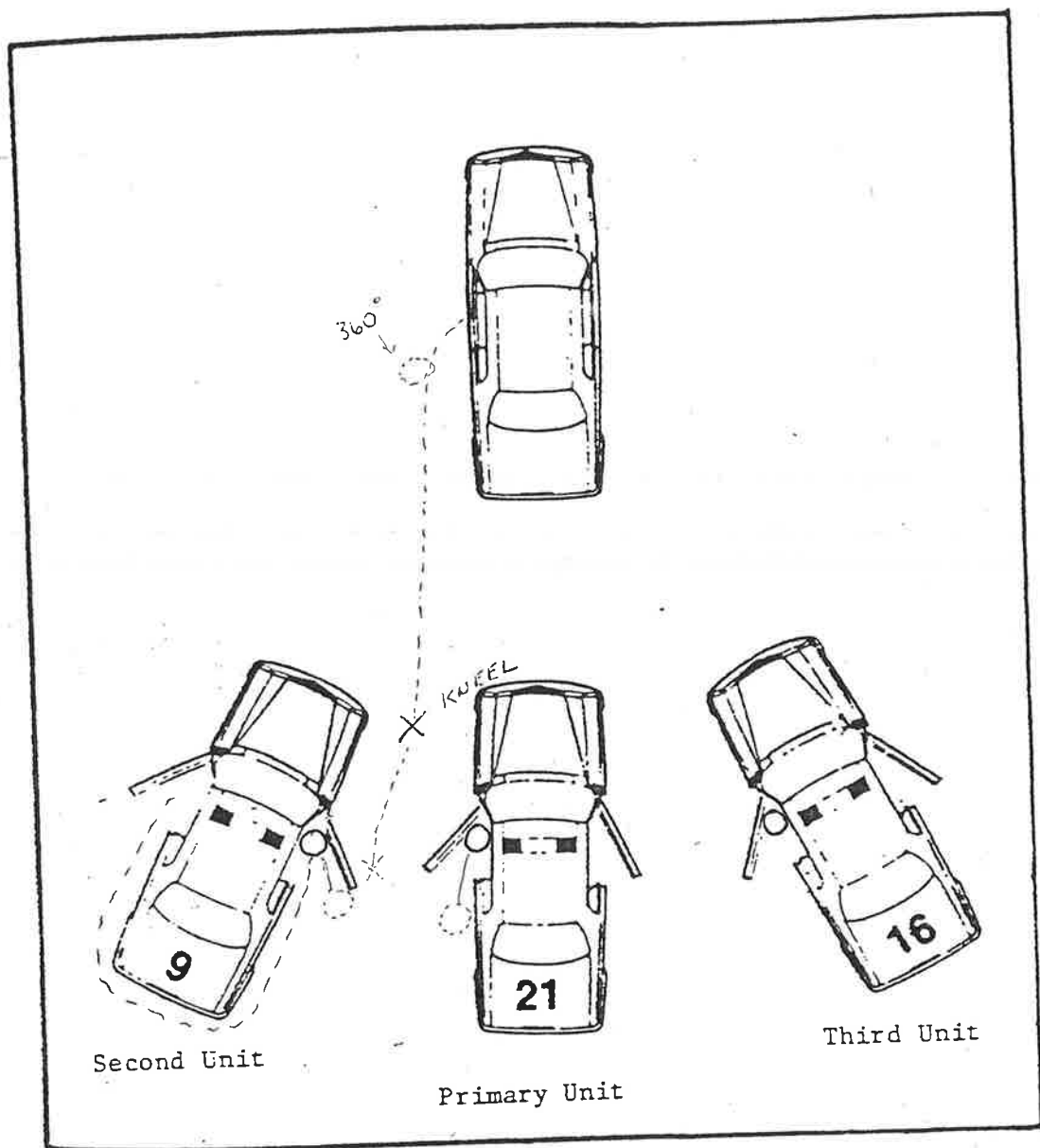
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(Figure 1)

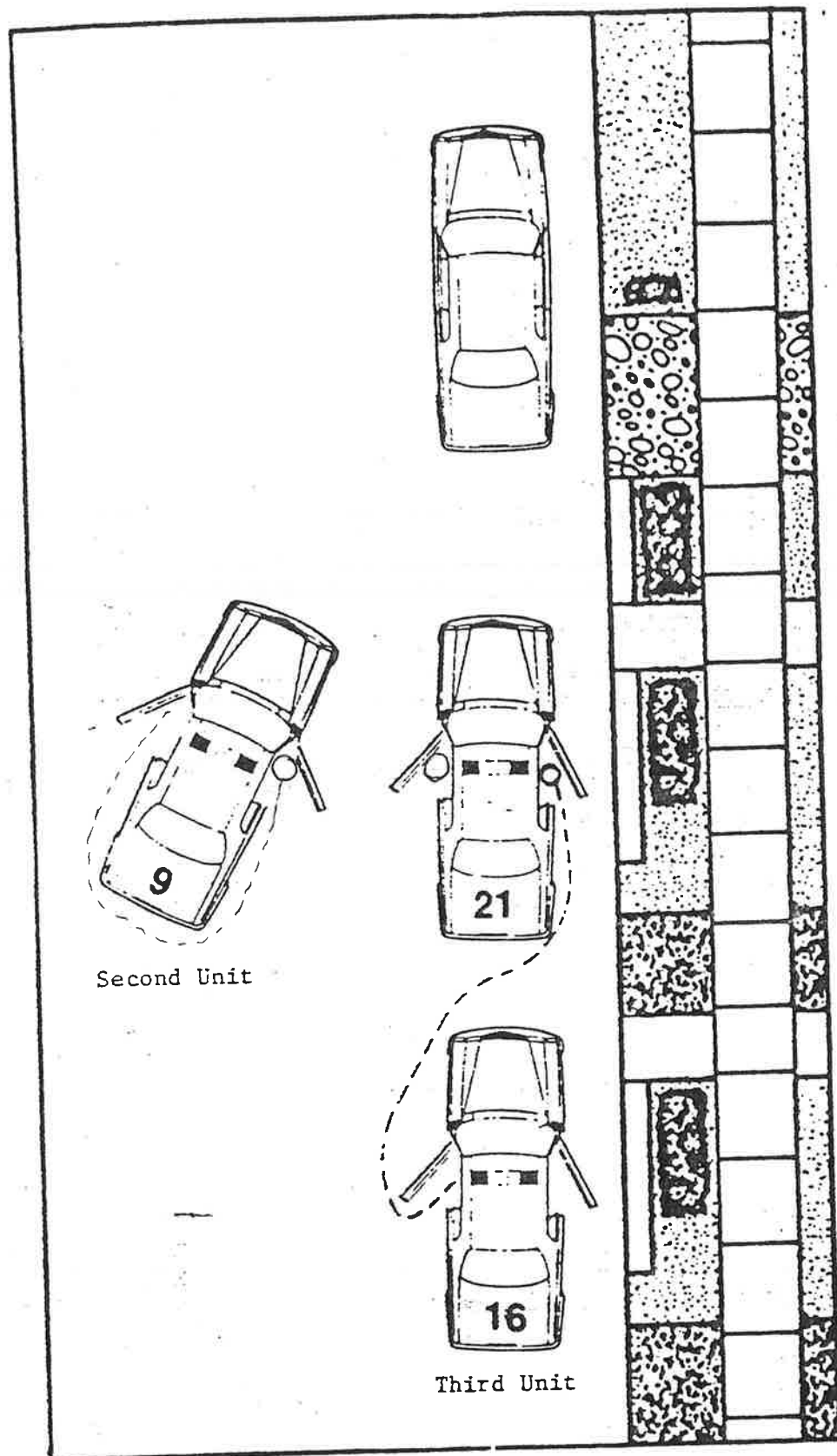


Proper position for primary unit (car 21) and back-up unit (car 9) during a felony stop.

(Figure 2)



(Figure 3)



GUIDELINES - FELONY VEHICLE STOPS

*OLD
GUIDELINES*

I. FELONY VEHICLE STOPS

A. PURPOSE

The purpose of this section is to establish departmental guidelines for performing "felony" or "high risk" vehicle stops.

B. OBJECTIVE

The objective of the felony vehicle stop guidelines is to apprehend and arrest the violators without unnecessarily endangering the suspects, officers or citizens of the community.

C. INTENT OF GUIDELINES

1. The intent of this guideline is not to provide a procedure that must be followed in every situation. Each situation is different and the need may arise to deviate from the guidelines.
2. The intent of this guideline is to provide a basic plan that officers can familiarize themselves with so that the risk of felony vehicle stops can be minimized.
3. It is intended that felony vehicle stops be carried out with the officers working together as a highly efficient team with each member knowing what is expected of him or her.

II. PRELIMINARY SAFETY

- A. Safety starts at the beginning of each officers tour of duty. Before going in service each officer should do the following.
1. Check his vehicle, all of its emergency lighting equipment and radio.
 2. Inspect firearms (handgun and shotgun) and ammunition to make sure each is clean and functional.
 3. The P.A. system should be checked with the officer holding the microphone just outside the drivers door as it would be held in a "felony stop" situation.

III. FELONY VEHICLE STOP GUIDELINES

A. When to initiate a felony vehicle stop.

1. When the officer has reasonable cause to believe that the occupants of a vehicle have committed a felony.

2. When the occupants of a vehicle have committed an act which, by its nature, suggests they are armed and dangerous.
3. In either of the above cases the officer should consider if it is reasonable and necessary (for the safety of the officer and others) to employ the weapons and tactics called for in the felony vehicle stop guidelines.

B. NOTIFYING COMMUNICATIONS

1. When initiating a felony vehicle stop the officer shall advise communications of:
 - a. The offense
 - b. Location
 - c. Description of suspect vehicle
 - d. License number
 - e. Number of occupants
 - f. Cross streets and direction of travel as you follow the vehicle.
2. Dispatch shall acknowledge and clear the radio for emergency traffic only.

C. MAKING THE STOP (preliminary steps)

1. Before making the stop the initiating officer should follow the suspect vehicle at a safe distance until at least two additional officers are present to assist.
2. When the cover units are in position the initiating officer should choose the location for the stop with careful attention to
 - a. Lighting
 - b. Familiarity with the location
 - c. Avenues of escape
 - d. Traffic (pedestrian and vehicle)
 - e. Surrounding houses, schools and businesses.
3. When the stop is made, at least three officers should be utilized.
4. If the suspect should stop prior to the arrival of cover units, the initiating officer should pull over at a safe distance and maintain

cover. He should order the occupants to stay in the vehicle with their hands up. In such a case the initiating officer should employ the shotgun for maximum firepower and its obvious psychological advantages.

5. Make sure your P.A. and radio microphones are in a position where they will be accessible to you once you are out of your car.

D. MAKING THE STOP

1. Activate emergency lighting on all vehicles. Use spotlights and bright headlights at night. These tactics can blind and confuse the suspects as well as warn citizens to stay clear.
2. Parking
 - a. Vehicle #1 (primary officer) - Park offset to the left and approximately 25 feet to the rear of the suspect vehicle. Unlock passenger door to provide cover for secondary officers and prisoner lock up. (See Figure #1)
 - b. Vehicle #2. Park as far to right as practical (okay to jump curb or sidewalk if safe to do so). Maintain observation of the right side and rear of suspect vehicle. (See Figure #1)
 - c. If Vehicle #2 cannot park to the right of Vehicle #1, it should be parked behind Vehicle #1 (headlights and spotlight turned off to avoid silhouetting). In this case the officer in Vehicle #2 should take a position at the right (open) door of Vehicle #1. (See Figures 2 & 4)
 - d. Vehicle #3
 - (1) Park to the left of Vehicle #1 at a slight angle so that the officer's field of view is directed at the left side of the vehicle (unlock passenger door).
 - e. Additional Units
 - (1) Additional units can be requested by the primary officer but should not respond unless requested. Additional units can be used for
 - (a) Traffic control
 - (b) Transportation
 - (c) Additional support (if numerous suspects involved or heavy weaponry suspected, etc.)
 - (d) Forward observer



E. ONCE THE STOP IS MADE

1. Exit your vehicle and draw your weapon. (Cover cars can use shotgun.)
2. Maintain a good position of cover behind door post and engine block.
3. Using the P.A. system (initiating officer), identify yourself and tell them immediately to put their hands where you can see them (either out the vehicle window if already open or on top of their heads).

F. REMOVING THE SUSPECTS FROM THE VEHICLE

1. Deal with the suspects one at a time. Commands should be distinct, simple and direct. The suspects should be told not to move until given the command and told, "Do it now."
2. The Driver: The driver should usually be the first one removed from the vehicle. Since he is often the group leader and holds the means to escape (the vehicle), it is important to isolate him quickly.
 - a. Once the driver's hands are controlled, address him on the P.A.
 - b. Tell him, using his right hand, to turn off the ignition and remove the keys. Tell him to keep the keys in his hand and hold them up between his fingers for you to see. (This will occupy his right hand, which in most cases will be his gun hand.)
 - c. Next, tell the driver to open the driver's door using his left hand.
 - d. Have the driver exit the car door with his hands high in the air.
 - e. Once he is out of the vehicle, tell him to kick the door shut to isolate the remaining occupants in the vehicle.
 - f. Have the driver turn completely around one time, with his hands high in the air so you can visually inspect his waistband and body for weapons.
 - g. Move the driver to the rear of the vehicle where he can push on the vehicle's trunk to insure it is closed, or open the rear door when dealing with a van or camper shell.
 - h. Next, have the driver walk backwards to the left front bumper of the primary officer's vehicle.

KEEP IT
OPEN

*CUFFING OFFICER
SHOULD TAKE OVER
COMMANDS.*

- i. When the driver reaches the front bumper of the primary officer's vehicle, order him to drop to his knees. (It is not necessary to use the P.A. at this point.) Order the suspect to walk backwards slowly (on his knees) between the primary and third vehicles. The primary and third officers should stay behind their car doors. As the suspect approaches, have him extend his left hand back as far as he can toward the third officer's door. The third officer grabs the suspect's hand in a twist lock and handcuffs him.
- j. It is very important that during the entire stop each officer carries out his own responsibilities.

Primary Officer: Directs suspects with P.A. system and covers suspects as they are removed and handcuffed.

Second Officer: Covers the suspect vehicle (using the shotgun.)

Third Officer: Provides cover while primary officer controls suspects in their vehicle. Prior to the removal of the driver the third officer should move to the right front door of his own vehicle (Figure #3). He covers the suspects during removal as well as handcuffs and searches them. He also places the suspects into the patrol units.

All officers should stay behind cover at all times. Suspects should not be moved behind cover until they are handcuffed.

3. Other Occupants: All other occupants of the vehicle are removed one at a time and through the driver's side doors in the same manner as the driver.
4. Checking the Suspect Vehicle: Once all visible occupants are removed, handcuffed and confined, the primary officer should attempt to call out any hidden suspects. The primary officer should then direct a cover officer forward to check the vehicle for hidden suspects.
 - a. The cover officer should approach the suspect vehicle as quickly and quietly as possible using any available cover in his approach.
 - b. Upon reaching the suspect vehicle the officer should check the trunk to be sure it is locked. At the same time he should feel the vehicle for movement.
 - c. The officer should then check the vehicle by "popping up" quickly rather than standing exposed. He should use this method for both rear and front seats.
 - d. The trunk should then be checked for suspects.

*USE MIRROR
IF AVAILABLE*

IV. ALTERNATIVES

- A. If the stop is made and the suspects refuse to exit the vehicle, DO NOT leave cover. Treat the situation as a barricaded suspect situation and attempt to talk the occupants out. If this is unsuccessful, the watch commander should be called to decide on what option should be used. Possibilities include:
1. Strategic deployment of additional officers
 2. Introduction of tear gas
 3. Call out S.W.A.T. team members
- B. If the stop is made and the suspects immediately exit and run, call for additional units. Do not give chase until the suspect vehicle has been checked for hidden suspects. Be careful that the fleeing suspects are not allowed to circle back behind the officers making the stop.
- C. If all of the suspects simply exit the vehicle at once, quickly place them in a prone position, then call them back one at a time as outlined in removing suspects from vehicle.

V. VARIATIONS

It is impossible to cover every situation and vehicle that an officer may encounter during a felony car stop. Officers should be resourceful and improvise as necessary. Below are variations that may be helpful.

A. VANS AND CAMPER SHELLS

These vehicles present a real problem to officers due to visibility. Once the driver is out of the vehicle it is very important that he use his keys to open the rear door of a van (or door and tailgate on a pickup with a camper shell). This allows the officers to see inside and check for hidden suspects.

B. MOTOR HOMES

Again, visibility is a real problem. Have the driver open all curtains, etc., prior to exiting the motor home. You may find it easier to have passengers exit the large entry door. If no hidden suspects are visible during the initial check by a cover officer, he should call a partner up and do a "building search" of the motor home.

C. MOTORCYCLES

Since hidden suspects are not a problem, it is not necessary to call the occupants back. Prone out the driver and passenger (at least

WRONG
As IT ALL
THE SAME WAY.

10 feet apart) after doing a check of the waistband. Avoid a cross-fire when sending an officer up to handcuff them.

D. TWO OFFICER PATROL CARS

When parking behind the suspect vehicle, do not offset the primary unit to the left. Park the unit directly behind the suspect vehicle approximately 25 feet to avoid exposing partner. The second backup unit can park on either side of the primary. If it too is a two-man unit (Figure #5), the important thing to remember is that the suspects are always handcuffed between the cars in front of the car doors. One officer must always watch the suspect vehicle and one must cover the suspect while he is being handcuffed.

E. TWO OFFICER FELONY STOPS

Two officer stops are not recommended, especially when multiple suspects are involved. If a two officer stop must be performed the following procedure is recommended:

1. One car: Both officers should take a position at one door (whichever has the best cover and view) with one kneeling and one standing. Suspects are called back in same manner as for three officer stops. The cover officer covers the vehicle as well as the suspect who is being handcuffed.
2. Two car: Suspects are called out and handcuffed between the two cars, with one officer at each inside door between the cars. Again, one officer will handcuff while the other covers both car and suspect (Figure #6). Due to the obvious disadvantages do not perform a two officer stop unless absolutely necessary.

F. ONE OFFICER FELONY STOPS

Do not attempt to make a vehicle stop and arrest of a felony suspect alone. If the suspect vehicle stops suddenly, keep your distance, order the suspects to put their hands up and wait for backup.

G. PLAIN CLOTHES STOPS

The tactics for making stops with plain clothes officers is basically the same as for uniformed officers. However, plain clothes officers should not attempt a felony stop without assistance from a marked patrol unit. It is also extremely important that plain clothes officers properly identify themselves to the suspects and other officers who may become involved.

VI. CRITIQUE

At the conclusion of any felony vehicle stop situation the on-duty supervisor shall critique the situation with the officer involved to determine the effectiveness of the guidelines.

SAN RAFAEL POLICE DEPARTMENT

TRAINING UNIT

GUIDELINES: HIGH RISK TRAFFIC STOPS

1. HIGH RISK TRAFFIC STOPS

A. PURPOSE

The purpose of this section is to establish departmental guidelines for performing High Risk Traffic Stops.

B. OBJECTIVE

The objective of the high risk traffic stop guidelines is to apprehend and arrest the violators without unnecessarily endangering the suspects, officers or citizens of the community.

C. INTENT OF GUIDELINES

1. The intent of this guideline is not to provide a procedure that must be followed in every situation. Each situation is different and the need may arise to deviate from the guidelines.
2. The intent of the guideline is to provide a basic plan that officers can familiarize themselves with so that the risk of high risk traffic stops can be minimized.
3. It is intended that high risk traffic stops be carried out with the officers working together as a highly efficient team with each member knowing what is expected of him or her.

11. PRELIMINARY SAFETY

- A. Safety starts at the beginning of each officers tour of duty.
Before going in service each officer should do the following.
1. Check their vehicle, all of its emergency lighting equipment and radio.
 2. Inspect the rifle and shotgun to make sure each is clean and functional.
 3. Check the P.A. system to make sure it is clear and audible.
 4. Check all ~~takedown~~ spotlights.

111. HIGH RISK TRAFFIC STOP GUIDELINES

A. WHEN TO INITIATE A HIGH RISK TRAFFIC STOP

1. When the officer has reasonable cause to believe that the occupants of a vehicle have committed a felony.
2. When the occupants of a vehicle have committed an act which, by its nature, suggests they are armed and dangerous.
3. In either of the above cases the officer should consider if it is reasonable and necessary { for the safety of the officer and others } to employ the weapons and tactics called for in the high risk traffic stop guidelines.

B. NOTIFYING COMMUNICATIONS

1. When initiating a high risk traffic stop the officer shall advise communication of:
 - a. The offense
 - b. Location
 - c. Description of the suspect vehicle
 - d. License number
 - e. Number of occupants
 - f. Cross streets and direction of travel as you follow the vehicle.
2. Dispatch shall acknowledge and clear the radio for emergency traffic only.

C. MAKING THE STOP [Preliminary steps]

1. Before making the traffic stop the initiating officer should follow the suspect vehicle at a safe distance until at least two additional officers are present to assist.
2. When the cover units are in position the initiating officer should choose the location for the traffic stop with careful attention to:
 - a. Lighting
 - b. Familiarity with the location
 - c. Avenues of escape
 - d. Traffic [pedestrian and vehicle]
 - e. Surrounding houses, schools and businesses.

3. When the traffic stop is made, at least three officers should be utilized.
4. If the suspect should stop prior to the arrival of the cover units, the initiating officer should pull over at a safe distance and maintain cover. The officer should order the occupants to stay inside of their vehicle with their hands visible. In such a case the initiating officer should employ the rifle for maximum firepower.
5. Make sure your P.A. and radio microphones are in a position where they will be accessible to you once you are out of your vehicle.

D. MAKING THE TRAFFIC STOP

1. Activate emergency lighting on all vehicles. Use spotlights and bright headlights at night. These tactics can blind and confuse the suspects as well as warn citizens to stay clear.
2. PARKING
 - a. Vehicle 1. [Primary vehicle] Stop approx. 25 feet to the rear of the suspect vehicle, slightly offset. Unlock your passenger door for backup officers.
 - b. Vehicle 2. Park to the left of Vehicle 1 to cover the drivers side of the suspect vehicle. Maintain observation on the drivers side of the vehicle, along with the trunk area.

- c. Vehicle 3. Take the open slot if there is room for three vehicles up front. If not, park behind vehicle 1 and take a position to cover the area that has the least manpower covering it. Allow 15 feet between Vehicle 1 and your vehicle.
- d. Additional Units
 - a. Arrest team
 - b. Traffic control
 - c. Additional support, perimeter control, second arrest team.
 - d. Forward observer
 - e. Dog unit
 - f. Deploy Shotgun Bean Bag round

E. ONCE TRAFFIC STOP IS MADE

- 1. Exit your vehicle, weapon drawn. Deploy various weapons to provide maximum firepower, with optional choices [i.e. shotgun bean bag round].
- 2. Maintain cover.
- 3. Using your P.A. system, ID yourself, have the occupants of the vehicle put there hands up, tell them not to move, and provide your verbal waiver to them.

ADMONISHMENT OF DETENTION

- 1. THIS IS THE SAN RAFAEL POLICE
DEPARTMENT.**
- 2. STATE THE REASON FOR THE STOP:
EXAMPLE**

“YOU ARE IN A STOLEN VEHICLE”

“YOU ARE A SUSPECT IN A ROBBERY”
- 3. WE BELIEVE THAT YOU ARE ARMED
AND DANGEROUS.**
- 4. DO EXACTLY WHAT I TELL YOU AND
NO ONE WILL GET HURT.**
- 5. DO NOT MOVE UNTIL I SAY, ‘DO IT NOW’**

F. REMOVING THE SUSPECTS FROM THE VEHICLE

1. Deal with occupants one at a time. Commands should be Distinct, Simple, and Direct. Occupants should be told not to move until told to do so. "Do It Now"
2. **THE DRIVER:** The driver should usually be removed first.
 - a. Driver should remove keys from the ignition. Have the driver hold on to the car keys.
 - b. Have the driver open the drivers side door with his left hand.
 - c. Exit vehicle with their hands high in the air.
 - d. Once driver exits vehicle, keep the drivers side door open.
 - e. Turn driver around checking for weapons.
 - f. Facing away from you, back the driver up to the bumper of your vehicle. Have the driver kneel down.
 - g. **VERBAL COMMANDS SHOULD CHANGE TO THE ARREST TEAM.**

Continue to back the suspect up to the edge of the door,

- h. Weakhand cuffing, basic weapon search, back suspect up and to the rear of your vehicle for a full and complete search.

- I. Question subject for additional information on other occupants, their names, possible weapons, etc.
- j. Secure the driver in Vehicle 3. Maintain a cover officer with the suspect.

3. OTHER OCCUPANTS

- a. Repeat sequence for all other occupants

4. CHECKING THE SUSPECT VEHICLE

After all visible occupants are removed, call out for any other subjects in the vehicle to come out. If there is no reply, consider the following:

- a. Attempt to call any other occupants out by inferring that the you know they are still in there. Do not use an open ended question.
- b. If officers have to approach to check vehicle, use all available cover while making the approach. Check the passenger compartment first, maintaining cover on the trunk of the vehicle. After securing the passenger area, check the trunk. Be extremely careful for explosive devices, animals, additional occupants, etc.
- c. Using a dog unit
- d. Introducing tear gas
- e. Strategic deployment of additional officers.
Find high ground to look in. Use binoculars.
- f. Call out SRT team

1V. ALTERNATIVES

- A. If the occupants refuse to come out, treat the situation as a barricaded suspect situation, secure the scene from escape, remove all citizens in the danger area, ask for a supervisor to respond if one is not already on scene.
- B. If the occupants run, call for additional units. Do not chase the suspects. The vehicle must be checked and secured first. Use perimeter units to chase the fleeing suspects. Be careful that the fleeing suspects are not circling you, set a perimeter and rear guard. Possible options would be to use the dog unit, or the bean bag round.

Consider that the suspect told the victim to run to distract officers.

- C. If you decide to chase the suspect on foot if they run, you must be able to articulate in your report why this was done. [It is known and confirmed to you that there is only one occupant in the vehicle

V. VARIATIONS

- A. Vans and Camper Shells, Motorhomes.
 - a. Use extreme caution do to the size and visibility problems. Again call the occupants out. Be extremely careful of covered windows, panels, storage compartments. Consider using a dog unit for the vehicle search.
 - b. Prior to bringing the driver back, have them open their rear door so you can see inside.

SAN RAFAEL POLICE DEPARTMENT

TRAINING UNIT

Law Enforcement Officers Killed and Assaulted in 1994
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**1994 76 Officers were killed in the line of
duty.**

1993 70 Officers were killed.

Victims:

**73 were males, 3 were females.
average age was 36
average experience was 10 years.**

11 killed while enforcing traffic laws.

50 of the Officers worked patrol.

From 1985-1994, out of 708 Officers killed:

**The largest percentage of victim officers were
assigned to vehicle patrol as single units.**

73 percent of the officers were killed by handguns.

89 Officers were killed with their own handgun.

Only 169 Officers fired their service weapon.

More then half of the officers were killed within 5 feet of the assailant.

47% were head shots

47 % were upper torso shots

6 % below the waist

63 % were killed between 6pm and 6am. The greatest number killed between 8-10pm.

Accidental Killings: { 1994 }

62 officers were killed

50 were killed in automobile accidents.

ASSAULTS: { 1994 }

An average of 14 out of every 100 officers in the nation were assaulted in 1994.

Average injury rate remains about 5 injuries per 100 officers.

9 % of assaults occurred during traffic stops.

1 out of every 3 assaults, Responding to Disturbance Calls. Family quarrels, bar fights, man with a gun, etc.