

AGENDA
REGULAR MEETING
PUBLIC SAFETY COMMITTEE
City Hall – Large Conference Room
5211 SCHLUTER ROAD
Wednesday – September 28, 2022
6:00 P.M.

Remote Teleconference Meeting via
ZOOM

NOTICE OF ELECTRONIC MEETING

Due to the current status of the COVID-19 pandemic, this meeting will be conducted via electronic videoconferencing/teleconferencing. As such, it is likely that some or all members of, and a possible quorum, may be in attendance via electronic means and not physically present. In accordance with Wisconsin law, the meeting will remain open to the public. The public may still attend in person at the location stated in this agenda. However, due to the need to maintain social distancing and the limited physical space available, the public is encouraged and requested to attend via electronic means. Directions to do so are listed at the bottom of this agenda. Upon reasonable notice, the needs of disabled individuals will be accommodated through auxiliary aids or services. For additional information or to request this service, contact Alene Hauser at 608-222-2525.

1. Call to Order
2. Roll Call
3. Approval of Minutes: August 24, 2022
4. Appearances
5. Unfinished Business
 - a) Discussion/Action on the proposed 2023 Operating Budgets for Monona Fire and EMS (McMullen)
 - b) Discussion/Action on the proposed 2023 Operating Budgets for Monona Police and Dispatch Center (Chaney)
6. New Business
 - a) Overview of the Space Needs Assessment & Site Feasibility Analysis of the Public Safety Building & City Hall (FGM Architects & Chiefs McMullen/Chaney)
 - b) Discussion/Action on recommendation to accept State of Wisconsin EMS Flex Grant award, to forward to the Council for official acceptance (McMullen)
 - c) Discussion/Action on recommendation to Public Works Committee regarding the parking regulation for Sethne Ct (Chaney)
 - d) Discussion/Action on recommendation to Council to accept WI BOTS grants for OWI, seatbelt and speed enforcement. (Chaney)
 - e) Discussion/Action on revisions to Monona Police policy on Use of Force. (Chaney)
 - f) Discussion/Action on revisions to Monona Police policy on Vehicle Pursuits. Chaney)
 - g) Discussion/Action on revisions to Monona Police policy on Medical Aid & Response (Chaney)

7. Discussion of future agenda items
8. Updates/Discussion on diversity, equity and inclusion initiatives and efforts
9. Reports
 - a) Fire Department
 - b) Police Department
 - c) Building and Code Inspection (if applicable)
 - d) Police and Fire Commission
10. Next meeting date: October 26, 2022
11. Adjournment

DIRECTIONS TO ATTEND MEETING ELECTRONICALLY

You may attend via videoconference at by downloading the free Zoom program to your computer at <https://us02web.zoom.us/j/83445194120?pwd=Nks2dDVka3M5ZVcvSTZjSDc3RXF4QT09&from=addonhttps://zoom.us/download>. At the date and time of the meeting log on through the Zoom program and enter **Meeting ID: 834 4519 4120 Passcode: 706392**

You may attend via telephone conference by calling the following phone number:

PHONE NUMBER: 1-312-626-6799 / MEETING ID: **834 4519 4120** FOLLOWED BY: **706392**

Please mute your phone when not speaking to ensure best possible audio quality.

PUBLIC APPEARANCE BY ZOOM

Persons interested in publicly appearing before the Public Safety Committee via computer or phone on the Zoom application are asked to submit an [Appearance Before a Committee form](#) so that we can accommodate all online and phone requests to speak. Please submit your form as soon as possible. Requests will be accepted before and during the meeting until the Appearances section is closed. Requests submitted after the Appearances section is closed will not be able to speak. Link to form: _

<https://www.mymonona.com/FormCenter/CommitteeApplication-11/Appearance-Before-a-Committee-Citizen-Co-82>

WRITTEN COMMENTS

You can send written comments on agenda items by emailing bchaney@ci.monona.wi.us

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1. Call to Order
2. Roll Call
3. Approval of Minutes a) July 27, 2022
 - Motion Reed, 2nd Fontaine. Passed by voice vote
4. Appearances
 - None
5. Unfinished Business
 - a) Discussion/Action on the proposed 2023 Capital Budget projects for Monona Fire and EMS (McMullen)
 - Motion Miley, 2nd Davis to recommend to Council as proposed. Passed by voice vote.
 - b) Discussion/Action on the proposed 2023 Capital Budget projects for Monona Police and Dispatch Center (Chaney)
 - Motion Zwart, 2nd Reed to recommend to Council as proposed. Passed by voice vote
6. New Business
 - a) Discussion/Action on recommendation to accept State of Wisconsin EMS Flex Grant award, to forward to the Council for official acceptance (McMullen)

-Request to table by Chief McMullen. Motion Miley, 2nd Davis. Voiced vote, item tabled.

b) Discussion/Action on the proposed 2023 Operating Budgets for Monona Fire and EMS (McMullen)

-Chief McMullen presented the requested operating budgets for MOFD/EMS. 0% increase to non-personnel costs created challenges for budgeting again this year.

FIRE: Line item adjustments made by Chief: Professional development, uniform allowance, physical examinations for members, equipment maintenance/repair, and fuel budgets will see increases.

EMS: Chief will be requesting to utilize fund balance for EMS budgets to meet 0% budget. Line item adjustments made by Chief: Uniform allowance, stipend, physical exams, service contracts, and fuel will see increases.

-Reed asked questions about annual physical. Chief McMullen indicates it's required. Member Reed commented how it's good to keep track of the health of staff given the stresses and exposures of the job.

-Ald Thomas expressed an appreciation of an accurate and orderly budget presentation. A brief overview on the status of our operating budget and legal levy limitations was also provided by Ald. Thomas.

c) Discussion/Action on the proposed 2023 Operating Budgets for Monona Police and Dispatch Center (Chaney)

-Chief Chaney also spoke on the challenges in coming up with 0%. Per the Mayor's instructions, the Chief has prepared -2%, 0% and +2% to non-personnel budget items.

LE: Chief indicated a budgetary focus on professional development funding and the state requirements for law enforcement certification. There are cuts made to several line items in order to maintain current needs in professional development as well as growing gas pricing. Most impactful are cuts to supplies, equipment repair and community events.

-Ald Thomas inquired about exploring TIF funding for any items or training required to support the TIF Districts

DISPATCH: This budget has the most impact if held to 0% as it requires cuts to professional development, supplies, and criminal records checks for license applications. Most of the funding is required to maintain current software/service contracts for records management, dispatch radio, state law enforcement records databases, etc.

-Ald Thomas shared that the Committee may recommend increases to the budget based on staff's presentation regarding various needs, etc, such as the professional development line item.

-There was an inquiry regarding criminal records checks for license applications and how to offset the cost (via fee increase or similar) versus calculating that into the reduction of police operating costs.

7. Discussion of future agenda items

None

8. Updates/Discussion on diversity, equity and inclusion initiatives efforts

-Chief Chaney provided a recap on National Night Out – good feedback from those in attendance. Also a mention regarding hiring process and candidate pool based on opening up applicant pool to candidates needing academy sponsorship.

9. Reports

a) Fire Department

- Matching grant in the works. Fire/EMS drills. Oct 16th Fire/EMS Open House – matching up with Chili Cook-off. Chief attending national symposium covered for free as well as Wisconsin EMS Association (WEMSA).
- Volunteers continue to put in hours. It's been very busy. Fire call volume up +20% EMS billable calls up +8%
- The Chief does not desire to increase ambulance fees for next year, but that will need to be approved.
- Chief is assisting McFarland with Assessment Center. Lateral hires are now becoming more popular for Fire/EMS here in Dane Co. This may present a challenge for staffing if we don't remain competitive with benefits/salary.

b) Police Department

- Chief paid compliments to Fire/EMS as there have been an increase in calls.
- Chiefs will be meeting with volunteer member from Community Media Committee to discuss PSAs and messaging opportunities.

c) Building and Code Inspection (if applicable)

-None

d) Police and Fire Commission

- Fontaine, next PFC meeting Sept 26th – Police Candidate Interviews

10. Next meeting date: September 28, 2022

11. Adjournment

-Motion Fontaine, 2nd Zwart Adjournment approved via voice vote.

		2022							
		2019	2020	2021	TO DATE	YEAR END	2022	2023	
		ACTUAL	ACTUAL	ACTUAL	6/30/2022	ESTIMATED	BUDGET	BUDGET	
FIRE PROTECTION									
100-52-52200-110	FIRE SALARIES	332,451	319,050	333,559	173,184	-	354,384	357,800	
100-52-52200-118	LEAVE WAGES	7,197	7,440	8,532	2,680	-	6,500	8,000	
100-52-52200-119	WAGES, PART TIME	6,723	2,852	1,869	6,960	-	21,000	10,000	
100-52-52200-120	OVERTIME	11,898	19,966	14,147	8,538	-	12,500	12,500	
100-52-52200-130	FICA	33,148	32,838	34,602	19,070	-	30,170	29,705	
100-52-52200-131	WISCONSIN RETIREMENT	38,559	38,633	42,408	22,323	-	44,955	50,011	
100-52-52200-132	LIFE & DISABILITY INSURANCE	104	126	159	82	-	100	100	
100-52-52200-133	HEALTH INSURANCE	57,735	53,501	59,299	34,013	-	63,437	87,441	
100-52-52200-134	PROFESSIONAL DEVELOPMENT	5,202	2,170	1,558	1,269	-	1,500	2,000	
100-52-52200-137	UNIFORM ALLOWANCE	2,612	2,966	2,520	457	-	2,500	4,000	
100-52-52200-150	PHYSICAL EXAMINATIONS	3,889	3,828	1,680	4,195	-	1,000	2,000	
100-52-52200-191	WI LENGTH OF SERVICE AWARD	11,245	11,000	11,160	11,120	-	11,000	11,000	
100-52-52200-221	TELEPHONE	1,247	1,262	2,601	1,342	-	1,300	1,300	
100-52-52200-222	WATER & SEWER UTILITIES	1,530	1,788	1,994	749	-	1,400	1,400	
100-52-52200-310	OFFICE SUPPLIES	12	348	247	14	-	500	500	
100-52-52200-312	POSTAGE	-	-	-	-	-	100	100	
100-52-52200-340	FIREFIGHTER SUPPLIES	2,065	1,410	1,873	1,104	-	2,000	2,000	
100-52-52200-350	EQUIPMENT MAINT & REPAIR	13,392	20,318	39,707	4,691	-	15,000	29,000	
100-52-52200-351	BUILDING MAINT & REPAIR	504	314	391	-	-	500	500	
100-52-52200-373	FIRE PREVENTION & EDUCATION	3,455	2,908	682	923	-	1,500	1,500	
100-52-52200-370	FUELS & ADDITIVES	5,633	4,247	6,482	4,198	-	4,500	10,000	
100-52-52200-372	FIREFIGHTER PAID ON CALL	43,793	42,102	48,958	23,505	-	37,000	37,000	
100-52-52200-800	FIRE/EMS COVERAGE - POP	36,471	47,861	49,695	16,035	-	46,000	46,000	
100-52-52200-810	FIREFIGHTER EQUIPMENT	3,878	4,895	5,850	7,026	-	6,000	6,000	
		386,268	397,268	402,936	199,504	-	664,846	709,857	
		levy savings from EMS - \$45,011							
		Expenditure Increase/decrease							7%

	CURRENT YEAR	PROPOSED	DIFFERENCE
PERSONNEL	533,046	555,557	4%
NON-PERSONNEL	131,800	154,300	17%
TOTAL	664,846	709,857	7%

AMBULANCE REVENUES		2022						
		2019 ACTUAL	2020 ACTUAL	2021 ACTUAL	TO DATE 6/30/2022	YEAR END ESTIMATED	2022 BUDGET	2023 BUDGET
205-41-41110-000	GENERAL PROPERTY TAXES	192,674	208,876	208,358	217,897	217,897	217,897	169,386
205-43-43520-000	PUBLIC SAFETY AIDS	3,822	3,982	-	6,824	-	3,100	
205-46-46230-000	AMBULANCE FEE	406,468	366,671	426,387	275,832	-	465,000	545,000
	EMS FLEX GRANT							9,792
205-49-49300-000	FUND BALANCE APPLIED	-	-	-	-	-	-	29,958
		<u>602,964</u>	<u>579,529</u>	<u>634,745</u>	<u>500,553</u>	<u>217,897</u>	<u>685,997</u>	<u>754,136</u>
EXPENSES								
205-52-52300-110	EMS SALARIES	342,652	329,480	348,414	179,818	-	365,024	367,745
205-52-52300-118	LEAVE WAGES	7,567	7,440	8,532	2,680	-	7,000	6,500
205-52-52300-119	WAGES, PART TIME	8,955	39,693	42,963	29,588	-	64,720	76,342
205-52-52300-120	OVERTIME	10,818	19,508	14,147	8,537	-	12,500	12,500
205-52-52300-130	FICA	28,245	30,171	31,526	15,517	-	34,367	35,426
205-52-52300-131	WISCONSIN RETIREMENT	39,265	39,679	43,119	22,755	-	46,236	51,128
205-52-52300-132	LIFE & DISABILITY INSURANCE	117	138	172	82	-	150	150
205-52-52300-133	HEALTH INSURANCE	55,314	55,873	62,211	35,494	-	66,550	90,445
205-52-52300-134	PROFESSIONAL DEVELOPMENT	7,784	10,866	13,244	6,187	-	10,500	10,500
205-52-52300-137	UNIFORM ALLOWANCE	3,137	4,419	3,876	1,627	-	4,000	4,500
205-52-52300-140	EMS STIPENDS	1,995	840	2,985	2,415	-	3,000	4,000
205-52-52300-150	PHYSICAL EXAMINATIONS	2,661	3,252	1,680	1,835	-	1,600	2,000
205-52-52300-221	TELEPHONE	1,556	1,132	1,173	980	-	1,500	1,500
205-52-52300-240	SERVICE CONTRACTS	32,514	31,253	43,000	29,598	-	33,000	38,150
205-52-52300-310	OFFICE SUPPLIES	247	129	-	-	-	250	250
205-52-52300-340	EMS SUPPLIES	20,075	19,731	19,440	14,709	-	18,500	19,000
205-52-52300-341	DUES & SUBSCRIPTION	1,181	4,571	3,895	4,131	-	3,000	15,000
205-52-52300-350	EQUIPMENT MAINT & REPAIR	3,565	4,174	2,858	-	-	4,000	4,000
205-52-52300-370	FUELS & ADDITIVES	5,707	3,535	6,262	3,326	-	5,100	10,000
205-52-52300-810	EMS EQUIPMENT	2,420	21,269	25,346	1,770	-	3,000	3,000
205-52-59210-100	TRANSFER TO GENERAL FUND	2,000	2,000	2,000	-	-	2,000	2,000
		<u>\$ 577,775</u>	<u>\$ 629,153</u>	<u>\$ 676,843</u>	<u>\$ 361,049</u>	<u>\$ -</u>	<u>\$ 685,997</u>	<u>\$ 754,136</u>

Levy Increase/decrease -22%
Expenditure Increase/decrease 10%

CURRENT YEAR PROPOSED DIFFERENCE

	2019	2020	2021	TO DATE	202	0%	-2%	+2%	
					2	202	2023	2023	
					3				
	ACTUAL	ACTUAL	ACTUAL	6/30/2022	BUDGET	BUDGET	BUDGET	BUDGET	
LAW ENFORCEMENT									
100-52-52100-110	POLICE SALARIES	1,561,678	1,612,948	1,512,304	835,023	1,687,086	1,727,845	1,727,845	1,727,845
100-52-52100-112	SHIFT DIFFERENTIAL & COMMAND	14,366	13,658	13,217	7,726	14,000	14,000	14,000	14,000
100-52-52100-116	PART-TIME SALARIES	-	-	-	-	5,000	5,000	5,000	5,000
100-52-52100-117	LONGEVITY PAY	1,000	1,675	500	-	500	500	500	500
100-52-52100-118	LEAVE WAGES	35,546	36,482	38,576	5,639	36,000	36,000	36,000	36,000
100-52-52100-119	SCHOOL CROSSING GUARD	5,375	3,247	3,947	3,480	5,656	5,656	5,656	5,656
100-52-52100-120	POLICE OVERTIME	95,128	78,519	121,057	56,973	94,700	94,700	94,700	94,700
100-52-52100-121	POLICE OVERTIME -GRANT	24,822	19,804	37,416	7,257	35,000	35,000	35,000	35,000
100-52-52100-130	FICA	134,316	135,474	135,068	70,680	143,816	146,781	146,781	146,781
100-52-52100-131	WISCONSIN RETIREMENT	186,132	216,802	213,478	111,609	226,345	253,652	253,652	253,652
100-52-52100-132	LIFE & DISABILITY INSURANCE	661	1,003	770	389	1,200	1,000	1,000	1,000
100-52-52100-133	HEALTH INSURANCE	266,365	319,127	314,661	179,419	334,692	370,990	370,990	370,990
100-52-52100-134	PROFESSIONAL DEVELOPMENT	7,817	6,914	11,610	3,983	8,300	8,800	8,300	10,286
100-52-52100-135	FITNESS INCENTIVE PROGRAM	-	2,000	2,000	-	2,000	2,000	2,000	2,000
100-52-52100-137	UNIFORM ALLOWANCE	20,053	18,815	17,735	17,262	19,200	19,200	19,200	19,200
100-52-52100-221	TELEPHONE	3,229	2,480	2,559	1,171	3,500	3,000	3,000	3,000
100-52-52100-240	SERVICE CONTRACTS-OFFICE EQUIP	769	1,555	971	274	1,000	1,000	1,000	1,000
100-52-52100-310	OFFICE SUPPLIES	1,778	2,183	1,703	257	1,800	1,800	1,675	1,800
100-52-52100-312	POSTAGE	-	5	-	-	-	-	-	-
100-52-52100-340	POLICE SUPPLIES	7,784	10,572	10,458	5,401	8,000	8,000	8,000	8,000
100-52-52100-345	POLICE OPERATING EXPENSES	6,126	2,371	1,558	1,368	4,000	4,000	3,889	4,000
100-52-52100-350	EQUIPMENT MAINT & REPAIR	1,000	357	110	1,288	1,250	1,250	1,250	1,250
100-52-52100-351	INFOR TECH EQUIPMENT REPAIR	497	1,053	30	30	1,250	1,250	-	1,250
100-52-52100-360	VEHICLE MAINT & REPAIR	13,555	9,074	12,709	4,540	10,000	10,000	10,000	10,000
100-52-52100-361	COMMUNITY EVENTS	231	500	310	-	500	-	-	500
100-52-52100-810	POLICE EQUIPMENT	-	8,896	2,147	(9,264)	5,500	5,500	5,500	5,500
100-52-52100-370	FUELS & ADDITIVES	33,346	22,263	29,261	17,038	33,000	33,500	33,500	33,500
		2,421,574	2,527,777	2,484,155	1,321,543	2,683,295	2,790,424	2,788,438	2,792,410

		2019	2020	2021	TO DATE	2022	ADJ	-2%	+2%
		ACTUAL	ACTUAL	ACTUAL	6/30/2022	BUDGET	2023 BUDGET	2023 BUDGET	2023 BUDGET
Dispatch Center									
100-52-52600-110	DISPATCH SALARIES	228,717	235,363	238,312	128,988	245,816	249,533	249,533	249,533
100-52-52600-112	SHIFT DIFFERENTIAL	3,914	3,920	3,829	2,047	3,900	3,900	3,900	3,900
100-52-52600-118	LEAVE WAGES	8,572	9,106	7,471	1,198	9,000	9,000	9,000	9,000
100-52-52600-119	WAGES, PART TIME	4,623	1,705	2,748	762	9,500	2,500	2,500	2,500
100-52-52600-120	DISPATCH OVERTIME	10,026	13,595	24,596	10,319	13,000	20,000	20,000	20,000
100-52-52600-130	FICA	19,098	19,683	20,566	10,559	21,513	21,797	21,797	21,797
100-52-52600-131	WISCONSIN RETIREMENT	16,759	17,799	18,690	9,315	17,662	19,205	19,205	19,205
100-52-52600-132	LIFE & DISABILITY INSURANCE	48	61	73	19	90	90	90	90
100-52-52600-133	HEALTH INSURANCE	60,875	62,418	74,904	42,155	80,699	84,300	84,300	84,300
100-52-52600-134	PROFESSIONAL DEVELOPMENT	1,608	-	767	26	1,000	1000	500	1,500
100-52-52600-137	UNIFORM ALLOWANCES	571	118	-	-	-	-	-	500
100-52-52600-214	CRIMINAL RECORDS CHECKS	2,219	1,848	1,883	980	2,300			
100-52-52600-240	SERVICE CONTRACTS	83,319	78,469	85,268	90,827	91,926	93,126	93,126	93,126
100-52-52600-340	DISPATCH SUPPLIES	1,176	312	467	457	1,000	1,000	500	1,000
		441,525	444,397	479,574	297,652	497,406	506,552	504,627	508,476

MPSIS 2023

MOPD 2023 Budget Compared To 2022				
	2023	2022	Difference	%
Software/Hardware Maintenance				
CentralSquare Support	\$5,108.31	\$4,873.90	\$234.41	4.81%
TriTech Support	\$9,936.22	\$8,969.30	\$966.92	10.78%
OneNeck Rent	\$365.92	\$275.02	\$90.91	33.05%
Lefta Reporting System	\$1,700.00	\$2,735.00	(\$1,035.00)	0.00%
Vacant	\$0.00	\$0.00	\$0.00	0.00%
Winscribe Subscription	\$914.81	\$953.40	(\$38.58)	-4.05%
Tipss Support	\$5,535.00	\$5,372.48	\$162.52	3.03%
NetMotion Support	\$644.03	\$623.37	\$20.65	3.31%
FastID	\$120.00	\$120.00	\$0.00	0.00%
Network Monitor	\$18.30	\$18.33	(\$0.04)	-0.21%
LiveScan	\$0.00	\$0.00	\$0.00	0.00%
Antivirus	\$51.23	\$40.34	\$10.89	27.01%
LPR Support	\$0.00	\$4,600.00	(\$4,600.00)	-100.00%
Switch Maintenance	\$204.92	\$205.35	(\$0.43)	-0.21%
CovertTrack Service	\$600.00	\$600.00	\$0.00	0.00%
VXRail Annual Support	\$219.55	\$220.01	(\$0.46)	0.00%
VMWare Support	\$219.55	\$220.01	(\$0.46)	-0.21%
Cellebrite Support	\$541.57	\$542.70	(\$1.13)	-0.21%
Services				
Fiber Access	\$7,650.61	\$9,272.46	(\$1,621.85)	-17.49%
Verizon	\$4,425.39	\$3,945.61	\$479.78	12.16%
Internet Access	\$834.75	\$935.50	(\$100.75)	-10.77%
BadgerNet	\$544.50	\$545.64	(\$1.14)	-0.21%
Vacant	\$0.00	\$0.00	\$0.00	0.00%
Administrative Expenses				
Training Expenses	\$0.00	\$0.00	\$0.00	
Administrator Training	\$292.74	\$293.35	(\$0.61)	-0.21%
Administrator Expenditures	\$0.00	\$0.00	\$0.00	
Equipment,Software,Consulting				
Misc. Expenses	\$365.92	\$366.69	(\$0.77)	-0.21%
Salaries And Benefits				
Administrator Salary And Benefits	\$18,596.30	\$17,518.64	\$1,077.66	6.15%
Contingency Fund				
Operating Contingency	\$450.89	\$455.80	(\$4.91)	-1.08%
Hardware Replacement				
Hardware Replacement	\$7,088.29	\$2,493.49	\$4,594.79	184.27%
TOTALS:	\$66,428.80	\$66,196.39	\$232.41	0.35%

EMS Flex Grant Information

As you know, we wrote the EMS Flex Grant to the state for a total of \$166,791.30. This grant included the following items:

- Supplies - \$9,624.00 total
 - CradlePoint routers and antennsa - \$4040.00
 - Tablets / cradles – 1,300.00
 - Data plans - \$4284.00
- Equipment - \$30,000.00 total
 - Zoll monitor - \$30,000.00
- Training - \$14,280.00 total
 - Bike team and instructor training - \$14,280.00
- Vehicle - \$67,440.00 total
 - Ambulance chassis - \$46,700.00
 - Bikes for bike team - \$20,740.00
- Staffing - \$45,447.30
 - Full-time staffing initiative - \$23,891.30
 - LTE staffing initiative - \$13,056.00
 - POP / POC staffing initiative - \$8,500.00

What they awarded us was **\$82,370.00**. While that is great news, I was required to accept the grant, create a revised budget, and submit that budget for approval by the state **as soon as possible**. I accepted the grant award immediately and have submitted the revised budget to the state. If at any point the PSC or Council would like to **NOT** accept the award, I will contact the state and let them know. My revised budget looks like this, based on highest priorities:

- Supplies - \$4,332.60 total
 - Tablets / cradles - \$1,832.60
 - This project would replace all CAD tablets in active EMS response trucks with combination tablet / wifi hotspots, allowing us to remove the lithium battery hotspots from all trucks.
 - Data plans - \$2,500.00
 - This portion of the project covers eight monthly data plans for the above tablets for the entirety of 2023 at \$25.00 per tablet.
- Equipment - \$0.00
- Training - \$0.00
- Vehicle - \$46,700.00 total
 - Ambulance chassis - \$46,700.00
 - This would pay for the chassis that we have already ordered for the next ambulance in the 2023 Capital Budget.
- Staffing - \$31,337.40
 - Full-time staffing initiative - \$22,919.40
 - This funds seven (7) 10-hour (day-time staffing only) OT shifts per full-time employee between January 1, 2023 and December 31, 2023. This number is based on actual hourly OT rate for each employee in 2023.
 - LTE staffing initiative - \$3,168.00

- This funds an additional 12-hours of LTE coverage monthly at \$22.00/hour between January 1, 2023 and December 31, 2023. This brings the number of hours back up to 204 from 192 in my submitted 2023 budget.
- POP / POC staffing initiative - \$5,250.00
 - This funds gift cards for the POP / POC members based on training attendance monthly and completion of extra classes beyond the minimum required by MOFD.

There is a resolution to be recommended to be moved to the Council for approval (it will be provided for review at the PSC) on October 3 if the PSC is amenable.

Thank you!

Chief McMullen

Use of Force

300.1 PURPOSE AND SCOPE

Best Practice

This policy provides guidelines on the reasonable use of force. While there is no way to specify the exact amount or type of reasonable force to be applied in any situation, every member of this department is expected to use these guidelines to make such decisions in a professional, impartial, and reasonable manner.

In addition to those methods, techniques, and tools set forth below, the guidelines for the reasonable application of force contained in this policy shall apply to all policies addressing the potential use of force, including but not limited to the Control Devices and Techniques and Conducted Energy Device policies.

300.1.1 DEFINITIONS

Federal **MODIFIED**

Definitions related to this policy include:

Deadly force - ~~Force reasonably anticipated and intended to create a substantial likelihood of causing death or very serious injury.~~ The intentional use of a firearm or other instrument that creates a high probability of death or great bodily harm.

Feasible - Reasonably capable of being done or carried out under the circumstances to successfully achieve the arrest or lawful objective without increasing risk to the officer or another person.

Force - The application of physical techniques or tactics, chemical agents, or weapons to another person. It is not a use of force when a person allows him/herself to be searched, escorted, handcuffed, or restrained.

Imminent - Ready to take place; impending. Note that imminent does not mean immediate or instantaneous.

Totality of the circumstances - All facts and circumstances known to the officer at the time, taken as a whole, including the conduct of the officer and the subject leading up to the use of force.

Great bodily harm - Bodily injury which creates a substantial risk of death, or which causes serious permanent disfigurement, or which causes a permanent or protracted loss or impairment of the function of any bodily member or organ or other serious bodily injury.

300.2 POLICY

Best Practice

The use of force by law enforcement personnel is a matter of critical concern, both to the public and to the law enforcement community. Officers are involved on a daily basis in numerous and varied interactions and, when warranted, may use reasonable force in carrying out their duties.

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Officers must have an understanding of, and true appreciation for, their authority and limitations. This is especially true with respect to overcoming resistance while engaged in the performance of law enforcement duties.

The Monona Police Department recognizes and respects the value of all human life and dignity without prejudice to anyone. Vesting officers with the authority to use reasonable force and to protect the public welfare requires monitoring, evaluation, and a careful balancing of all interests.

300.2.1 DUTY TO INTERCEDE AND REPORT

Federal

Any officer present and observing another law enforcement officer or a member using force that is clearly beyond that which is objectively reasonable under the circumstances shall, when in a position to do so, intercede to prevent the use of unreasonable force (Wis. Stat. § 175.44).

Any officer who observes another law enforcement officer or a member use force that is potentially beyond that which is objectively reasonable under the circumstances shall report these observations to a supervisor as soon as feasible (Wis. Stat. § 175.44).

300.2.2 PERSPECTIVE

Best Practice

When observing or reporting force used by a law enforcement officer, each officer should take into account the totality of the circumstances and the possibility that other law enforcement officers may have additional information regarding the threat posed by the subject.

300.3 USE OF FORCE

Federal

Officers shall use only that amount of force that reasonably appears necessary given the facts and circumstances perceived by the officer at the time of the event to accomplish a legitimate law enforcement purpose.

The reasonableness of force will be judged from the perspective of a reasonable officer on the scene at the time of the incident. Any evaluation of reasonableness must allow for the fact that officers are often forced to make split-second decisions about the amount of force that reasonably appears necessary in a particular situation, with limited information and in circumstances that are tense, uncertain and rapidly evolving.

Given that no policy can realistically predict every possible situation an officer might encounter, officers are entrusted to use well-reasoned discretion in determining the appropriate use of force in each incident.

It is also recognized that circumstances may arise in which officers reasonably believe that it would be impractical or ineffective to use any of the tools, weapons or methods provided by this department. Officers may find it more effective or reasonable to improvise their response to rapidly unfolding conditions that they are confronting. In such circumstances, the use of any improvised device or method must nonetheless be reasonable and utilized only to the degree that reasonably appears necessary to accomplish a legitimate law enforcement purpose.

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While the ultimate objective of every law enforcement encounter is to avoid or minimize injury, nothing in this policy requires an officer to retreat or be exposed to possible physical injury before applying reasonable force.

300.3.1 ALTERNATIVE TACTICS - DE-ESCALATION

Best Practice

When circumstances reasonably permit, officers should use non-violent strategies and techniques to decrease the intensity of a situation, improve decision-making, improve communication, reduce the need for force, and increase voluntary compliance (e.g., summoning additional resources, formulating a plan, attempting verbal persuasion).

300.3.2 USE OF FORCE TO EFFECT AN ARREST

State

A law enforcement officer may use reasonable force to arrest a person or execute a warrant. Additionally, a law enforcement officer making a lawful arrest may command the aid of any person, and such person shall have the same power as that of the law enforcement officer (Wis. Stat. § 968.07; Wis. Stat. 968.14).

300.3.3 FACTORS USED TO DETERMINE THE REASONABLENESS OF FORCE

Federal

When determining whether to apply force and evaluating whether an officer has used reasonable force, a number of factors should be taken into consideration, as time and circumstances permit. These factors include but are not limited to:

- (a) Immediacy and severity of the threat to officers or others.
- (b) The conduct of the individual being confronted, as reasonably perceived by the officer at the time.
- (c) Officer/subject factors (e.g., age, size, relative strength, skill level, injuries sustained, level of exhaustion or fatigue, the number of officers available vs. subjects).
- (d) The effects of suspected drug or alcohol use.
- (e) The individual's mental state or capacity.
- (f) The individual's ability to understand and comply with officer commands.
- (g) Proximity of weapons or dangerous improvised devices.
- (h) The degree to which the individual has been effectively restrained and his/her ability to resist despite being restrained.
- (i) The availability of other reasonable and feasible options and their possible effectiveness.
- (j) Seriousness of the suspected offense or reason for contact with the individual.
- (k) Training and experience of the officer.
- (l) Potential for injury to officers, suspects, and others.

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- (m) Whether the individual appears to be resisting, attempting to evade arrest by flight, or is attacking the officer.
- (n) The risk and reasonably foreseeable consequences of escape.
- (o) The apparent need for immediate control of the individual or a prompt resolution of the situation.
- (p) Whether the conduct of the individual being confronted no longer reasonably appears to pose an imminent threat to the officer or others.
- (q) Prior contacts with the individual or awareness of any propensity for violence.
- (r) Any other exigent circumstances.

300.3.4 PAIN COMPLIANCE TECHNIQUES

Best Practice

Pain compliance techniques may be effective in controlling a physically or actively resisting individual. Officers may only apply those pain compliance techniques for which they have successfully completed department-approved training. Officers utilizing any pain compliance technique should consider:

- (a) The degree to which the application of the technique may be controlled given the level of resistance.
- (b) Whether the individual can comply with the direction or orders of the officer.
- (c) Whether the individual has been given sufficient opportunity to comply.

The application of any pain compliance technique shall be discontinued once the officer determines that compliance has been achieved.

300.3.5 CHOKE HOLD

State

The use of a choke hold, which is the intentional and prolonged application of force to the throat or windpipe, is limited to circumstances where deadly force is authorized and if applied, is subject to the same guidelines and requirements as a carotid control hold (Wis. Stat. § 66.0511).

300.3.6 USE OF FORCE TO SEIZE EVIDENCE

Best Practice

In general, officers may use reasonable force to lawfully seize evidence and to prevent the destruction of evidence. However, officers are discouraged from using force solely to prevent a person from swallowing evidence or contraband. In the instance when force is used, officers should not intentionally use any technique that restricts blood flow to the head, restricts respiration or which creates a reasonable likelihood that blood flow to the head or respiration would be restricted. Officers are encouraged to use techniques and methods taught by the Monona Police Department for this specific purpose.

300.4 DEADLY FORCE APPLICATIONS

Federal **MODIFIED**

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When reasonable, the officer shall, prior to the use of deadly force, make efforts to identify him/herself as a peace officer and to warn that deadly force may be used, unless the officer has objectively reasonable grounds to believe the person is aware of those facts.

Use of deadly force is justified in the following circumstances involving imminent threat or imminent risk:

- (a) An officer may use deadly force to protect him/herself or others from what he/she reasonably believes is an imminent threat of death or serious bodily injury.
- (b) An officer may use deadly force to stop a fleeing subject when the officer has probable cause to believe that the individual has committed, or intends to commit, a felony involving the infliction or threatened infliction of serious bodily injury or death, and the officer reasonably believes that there is an imminent risk of serious bodily injury or death to any other person if the individual is not immediately apprehended. Under such circumstances, a verbal warning should precede the use of deadly force, where feasible.

Imminent does not mean immediate or instantaneous. An imminent danger may exist even if the suspect is not at that very moment pointing a weapon at someone. For example, an imminent danger may exist if an officer reasonably believes that the individual has a weapon or is attempting to access one and intends to use it against the officer or another person. An imminent danger may also exist if the individual is capable of causing serious bodily injury or death without a weapon, and the officer believes the individual intends to do so.

300.4.1 MOVING VEHICLES

Best Practice **MODIFIED**

Shots fired at or from a moving vehicle involve additional considerations and risks, and are rarely effective.

When feasible, officers should take reasonable steps to move out of the path of an approaching vehicle instead of discharging their firearm at the vehicle or any of its occupants.

An officer should only discharge a firearm at a moving vehicle or its occupants when the officer reasonably believes there are no other reasonable means available to avert the imminent threat of the vehicle, or if deadly force other than the vehicle is directed at the officer or others.

Officers should not shoot at any part of a vehicle in an attempt to disable the vehicle except when they believe the action, as a last result, is done so to preserve life that is imminently in danger of death or great bodily harm.

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300.5 REPORTING THE USE OF FORCE

Best Practice

Any use of force by a member of this department shall be documented promptly, completely, and accurately in an appropriate report, depending on the nature of the incident. The officer should articulate the factors perceived and why he/she believed the use of force was reasonable under the circumstances.

To collect data for purposes of training, resource allocation, analysis, and related purposes, the Department may require the completion of additional report forms, as specified in department policy, procedure, or law. See the Report Preparation Policy for additional circumstances that may require documentation.

300.5.1 NOTIFICATIONS TO SUPERVISORS

Best Practice

Supervisory notification shall be made as soon as practicable following the application of force in any of the following circumstances:

- (a) The application caused a visible injury.
- (b) The application would lead a reasonable officer to conclude that the individual may have experienced more than momentary discomfort.
- (c) The individual subjected to the force complained of injury or continuing pain.
- (d) The individual indicates intent to pursue litigation.
- (e) Any application of the ECD or control device.
- (f) Any application of a restraint device other than handcuffs, shackles, or belly chains.
- (g) The individual subjected to the force was rendered unconscious.
- (h) An individual was struck or kicked.
- (i) An individual alleges unreasonable force was used or that any of the above has occurred.

300.5.2 REPORTING TO WISCONSIN DEPARTMENT OF JUSTICE

State

Statistical data regarding all qualifying use of force incidents is to be reported to the Wisconsin Department of Justice as required by Wis. Stat. § 165.845. For the purposes of this section, a qualifying use of force incident means any incident (Wis. Stat. § 165.845):

- (a) Involving the discharge of a firearm by an officer at or in the direction of a civilian.
- (b) Involving the discharge of a firearm by a civilian at or in the direction of an officer.
- (c) Involving any action taken by an officer in response to an act of resistance that results in great bodily harm or death (Wis. Stat. § 939.22).
- (d) Involving an act of resistance taken by a civilian against an officer that results in great bodily harm or death.

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300.6 MEDICAL CONSIDERATIONS

Best Practice **MODIFIED**

Once it is reasonably safe to do so, medical assistance shall be obtained for any person who exhibits signs of physical distress, has sustained visible injury, expresses a complaint of injury or continuing pain, or was rendered unconscious. Any individual exhibiting signs of physical distress after an encounter should be continuously monitored until he/she can be medically assessed. Individuals should not be placed on their stomachs for an extended period, as this could impair their ability to breathe.

Based upon the officer's initial assessment of the nature and extent of the individual's injuries, medical assistance may consist of examination by an emergency medical services provider or medical personnel at a hospital or jail. If any such individual refuses medical attention, such a refusal shall be fully documented in related reports and, whenever practicable, should be witnessed by another officer and/or medical personnel. If a recording is made of the contact or an interview with the individual, any refusal should be included in the recording, if possible.

The on-scene supervisor, officer-in-charge or, if neither are available, the primary handling officer shall ensure that any person providing medical care or receiving custody of a person following any use of force is informed that the person was subjected to force. This notification shall include a description of the force used and any other circumstances the officer reasonably believes would be potential safety or medical risks to the subject (e.g., prolonged struggle, extreme agitation, impaired respiration).

Individuals who exhibit extreme agitation, violent irrational behavior accompanied by profuse sweating, extraordinary strength beyond their physical characteristics, and imperviousness to pain (sometimes called "excited delirium"), or who require a protracted physical encounter with multiple officers to be brought under control, may be at an increased risk of sudden death. Calls involving these persons should be considered medical emergencies. Officers who reasonably suspect a medical emergency should request medical assistance as soon as practicable and have medical personnel stage away.

See the Medical Aid and Response Policy for additional guidelines.

300.7 POLICY AVAILABILITY

State

The Chief of Police or the authorized designee should ensure that this policy (Wis. Stat. § 66.0511):

- (a) Is made available free of charge within three business days of the request.
- (b) Is publicly available on the department website and updated promptly upon amendment.

300.8 SUPERVISOR'S RESPONSIBILITIES

Agency Content

[The supervisor shall review each use of force by any personnel within his/her command to ensure compliance with this policy and to address any training issues.](#)

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300.9 TRAINING

Best Practice

Officers will receive periodic training on this policy and demonstrate their knowledge and understanding.

Subject to available resources, officers should receive periodic training on:

- (a) Guidelines regarding vulnerable populations, including but not limited to children, elderly, pregnant persons, and individuals with physical, mental, or intellectual disabilities.
- (b) De-escalation tactics, including alternatives to force.

300.10 USE OF FORCE ANALYSIS

Best Practice **MODIFIED**

At least annually, the Patrol Commander should prepare an analysis report on use of force incidents. The report should be submitted to the Chief of Police. The report should not contain the names of officers, ~~or suspects, or case numbers~~, and should include:

- (a) The identification of any trends in the use of force by members.
- (b) Training needs recommendations.
- (c) Equipment needs recommendations.
- (d) Policy revision recommendations.

Vehicle Pursuits

307.1 PURPOSE AND SCOPE

State

Vehicle pursuits expose innocent citizens, law enforcement officers and fleeing violators to the risk of serious injury or death. The primary purpose of this policy is to provide officers with guidance in balancing the safety of the public and themselves against law enforcement's duty to apprehend violators of the law (Wis. Stat. § 346.03(6); Wis. Admin. Code § LES 3.07).

Another purpose of this policy is to minimize the potential for pursuit-related crashes. Vehicle pursuits require officers to exhibit a high degree of common sense and sound judgment. Officers must not forget that the immediate apprehension of a suspect is generally not more important than the safety of the public and pursuing officers.

307.1.1 PHILOSOPHY

Best Practice

Deciding whether to pursue a motor vehicle is a critical decision that must be made quickly and under difficult and unpredictable circumstances. In recognizing the risk to public safety created by vehicle pursuits, no officer or supervisor shall be criticized or disciplined for deciding not to engage in a vehicle pursuit due to the risk involved. This includes circumstances where department policy would permit the initiation or continuation of the pursuit. It is recognized that vehicle pursuits are not always predictable and decisions made pursuant to this policy will be evaluated according to the totality of the circumstances reasonably available at the time of the pursuit.

Officers must remember that the most important factors to the successful conclusion of a pursuit are proper self-discipline and sound professional judgment. Officers conduct during the course of a pursuit must be objectively reasonable; that is, what a reasonable officer would do under the circumstances. An individual's unreasonable desire to apprehend a fleeing suspect at all costs has no place in professional law enforcement.

307.2 DEFINITIONS

Best Practice MODIFIED

Definitions related to this policy include:

~~**Vehicle pursuit** -- An event involving one or more peace officers attempting to apprehend a suspect who is attempting to avoid arrest while operating a motor vehicle by using high speed or other evasive tactics, such as increasing the speed of the vehicle, extinguishing the lights of the vehicle, disregarding traffic warning signs, stop signs, red lights, driving off a roadway, turning suddenly or driving in a legal manner but willfully failing to yield to 's signal to stop (Wis. Stat. § 85.07(8)(a)).~~

~~A pursuit can be defined as:~~

~~An active attempt by a law enforcement officer, on-duty in an authorized law enforcement vehicle to apprehend one or more occupants of a moving motor vehicle, providing the driver of such~~

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~~vehicle is aware of the attempt and is resisting apprehension by maintaining or increasing his or her speed or by ignoring the law enforcement officer's attempt to stop him or her.~~

Close pursuit - Allows a member of a duly organized peace unit from another state, who enters Wisconsin in close pursuit of a person he/she has probable cause to believe committed a felony in his/her home state, the same authority to arrest as a law enforcement officer of this state. All of our surrounding states (Minnesota, Michigan, Iowa, and Illinois) have a comparable law and therefore, a Wisconsin officer may in close pursuit of a felon, go into those states to make an arrest.

Channelization - A technique used to divert a driver to a preferred location. The goal is to leave the driver with only one available route to travel, by blocking off alternatives. The number of squads required depends on the number of alternative routes that must be blocked. It can also be used to keep other traffic out of the area.

Due regard - A phrase implying that a reasonably careful person, performing similar duties and acting under similar circumstances, would act in the same manner.

Blocking or vehicle intercept - A slow-speed coordinated maneuver where two or more law enforcement vehicles simultaneously intercept and block the movement of a suspect vehicle, the driver of which may be unaware of the impending enforcement stop. The goal is containment and preventing a pursuit. Blocking is not a moving or stationary road block.

Moving roadblock (Boxing-in) - A tactic designed to stop a violator's vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop.

Fresh pursuit - Pursuit by a law enforcement officer of someone he or she has probable cause to believe has violated any law or ordinance the officer is authorized to enforce. When in fresh pursuit, an officer may follow anywhere in the state and arrest any person for violation of any law or ordinance the officer is authorized to enforce.

Pursuit Intervention Technique (PIT) - A low-speed maneuver intended to terminate the pursuit by causing the violator's vehicle to spin out and come to a stop.

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. When a moving vehicle rams another, the results are unpredictable and involve a high likelihood of injury or death to those involved - including officers. It should only be used if all other options are exhausted.

Roadblocks ~~(with/without~~ (escape route) - A tactic designed to stop a violator's vehicle by intentionally placing a vehicle or other immovable object in the path of the violator's vehicle.

Roadblock (no escape route) - A "Force to Stop" tactic designed to stop a violator's vehicle by intentionally placing a vehicle or other immovable object in the path of the violator's vehicle. It is designed to present a fleeing driver with only two possible courses of action; stop and surrender or crash.

Tire deflation device, spikes or tack strips - A device that extends across the roadway and is designed to puncture the tires of the pursued vehicle.

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Vehicle Pursuits

Vehicle pursuit - An active attempt by a traffic officer in a police vehicle to apprehend one or more occupants of a moving motor vehicle, the operator of which is resisting apprehension by disregarding the officer's visual or audible signal to stop his or her vehicle, increasing the speed of the vehicle or extinguishing the lights of the vehicle. (Wis. Stat. § 85.07(8)(a)).

307.3 OFFICER RESPONSIBILITIES

State

It is the policy of this department that a vehicle pursuit shall be conducted with the visible signal of at least one flashing, oscillating or rotating red light, or a blue and red light, and also an audible signal by means of a siren or exhaust whistle activated on an authorized emergency vehicle (Wis. Stat. § 346.03(3)).

The following policy is established to provide officers with guidelines for driving with due regard and caution for the safety of all persons using the highway (Wis. Stat. § 346.03(5)).

307.3.1 WHEN TO INITIATE A PURSUIT

State

Officers are authorized to initiate a pursuit when it is reasonable to believe that a suspect is attempting to evade arrest or detention by fleeing in a vehicle that has been given a signal to stop by a peace officer (Wis. Stat. § 346.03; Wis. Admin. Code § LES 3.07(1)(a)).

The following factors individually and collectively shall be considered in deciding whether to initiate or continue a pursuit (Wis. Stat. § 346.03(6)):

- (a) The seriousness of the known or reasonably suspected crime and its relationship to community safety.
- (b) The importance of protecting the public and balancing the known or reasonably suspected offense and the apparent need for immediate capture against the risks to officers, innocent motorists and others.
- (c) The apparent nature of the fleeing suspect (e.g., whether the suspect represents a serious threat to public safety).
- (d) The identity of the suspect has been verified and there is comparatively minimal risk in allowing the suspect to be apprehended at a later time.
- (e) The safety of the public in the area of the pursuit, including the type of area, time of day, the amount of vehicular and pedestrian traffic (e.g., school zones) and the speed of the pursuit relative to these factors.
- (f) The pursuing officer's familiarity with the area of the pursuit, the quality of communication between the pursuing units and the dispatcher/supervisor, and the driving capabilities of the pursuing officers under the conditions of the pursuit.
- (g) The weather, traffic and road conditions that unreasonably increase the danger of the pursuit when weighed against the risks resulting from the suspect's escape.

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- (h) The performance capabilities of the vehicles used in the pursuit in relation to the speed and other conditions of the pursuit.
- (i) Vehicle speeds.
- (j) Other persons in or on the pursued vehicle (e.g., passengers, co-offenders and hostages).
- (k) The availability of other resources, such as aircraft assistance.
- (l) The police unit is carrying passengers other than on-duty police officers. Pursuits should not be undertaken with a prisoner in the pursuit vehicle unless exigent circumstances exist, and then only after the need to apprehend the suspect is weighed against the safety of the prisoner in transport. A unit containing more than a single prisoner should not participate in a pursuit.

307.3.2 WHEN TO TERMINATE A PURSUIT

State

Pursuits should be discontinued whenever the totality of objective circumstances known or which reasonably ought to be known to the officer or supervisor during the pursuit indicates that the present risk of continuing the pursuit reasonably appears to outweigh the risk resulting from the suspect's escape (Wis. Admin. Code § LES 3.07(1)(c)).

Operating an emergency vehicle in a pursuit with emergency lights and siren does not relieve the operator of an authorized emergency vehicle of the duty to drive with due regard for the safety of all persons and does not protect the driver from the consequences of reckless disregard for the safety of others (Wis. Stat. § 346.03(5)).

The above factors on when to initiate a pursuit are expressly included herein and will apply equally to the decision to discontinue as well as the decision to initiate a pursuit. Officers and supervisors must objectively and continuously weigh the seriousness of the offense against the potential danger to innocent motorists, themselves and the public when electing to continue a pursuit. In the context of this policy, the term "terminate" shall be construed to mean to discontinue or to stop chasing the fleeing vehicle.

In addition to the factors listed above, the following factors should be considered when deciding whether to terminate a pursuit:

- (a) The distance between the pursuing officers and the fleeing vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time or distance.
- (b) The pursued vehicle's location is no longer definitely known.
- (c) The officer's pursuit vehicle sustains damage or a mechanical failure that renders it unsafe to drive.

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- (d) The pursuit vehicle has an emergency equipment failure that causes the vehicle to no longer qualify for use in emergency operations (Wis. Stat. § 346.03(3)).
- (e) Extended pursuits of violators for misdemeanors not involving abuse or risk of serious harm (independent of the pursuit) are discouraged.
- (f) The hazards to uninvolved bystanders or motorists.
- (g) When the identity of the offender is known and it does not reasonably appear that the need for immediate capture outweighs the risks associated with continuing the pursuit, officers should strongly consider discontinuing the pursuit and apprehending the offender at a later time (Wis. Stat. § 346.175(3)(a)).
- (h) When directed to terminate the pursuit by a supervisor.
- (i) When it is necessary to stop to render aid to an injured person and no other officer is available to do so (Wis. Admin. Code § LES 3.07(1)(c)(5)).

307.3.3 SPEED LIMITS

State

The speed of a pursuit is a factor that should be evaluated on a continuing basis by the officer and supervisor. Vehicle speeds shall be taken into consideration to prevent endangering public safety, officer safety and the safety of the occupants of the fleeing vehicle (Wis. Stat. § 346.03(6)).

Should high vehicle speeds be reached during a pursuit, officers and supervisors shall also consider these factors when determining the reasonableness of the speed of the pursuit.

- (a) Pursuit speeds have become unreasonably unsafe for the surrounding conditions.
- (b) Pursuit speeds have exceeded the driving ability of the officer.
- (c) Pursuit speeds are beyond the capabilities of the pursuit vehicle, thus making its operation unsafe.

307.4 PURSUIT UNITS

Best Practice MODIFIED

Pursuit units should be limited to three vehicles (~~two units and a supervisor~~). However, the number of units involved will vary with the circumstances.

An officer or supervisor may request additional units to join a pursuit if, after assessing the factors outlined above, it appears that the number of officers involved would be insufficient to safely arrest the suspect. All other officers shall stay out of the pursuit but should remain alert to its progress and location. Any officer who drops out of a pursuit may then, if necessary, proceed to the termination point at legal speeds, following the appropriate rules of the road.

Distinctively marked patrol vehicles should replace unmarked vehicles involved in a pursuit whenever practicable.

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307.4.1 MOTORCYCLE OFFICERS

Best Practice

A distinctively marked patrol vehicle equipped with emergency overhead lighting should replace a police motorcycle as primary and/or secondary pursuit unit as soon as practicable.

307.4.2 VEHICLES WITHOUT EMERGENCY EQUIPMENT

Best Practice

Vehicles not equipped with a red or blue emergency light and siren are prohibited from initiating or joining in any pursuit. Officers in such vehicles may provide support to pursuing units as long as the vehicle is operated in compliance with all traffic laws.

307.4.3 PRIMARY UNIT RESPONSIBILITIES

Best Practice

The initial pursuing officer will be designated as the primary pursuit unit and will be responsible for the conduct of the pursuit unless it is unable to remain reasonably close enough to the violator's vehicle. The primary responsibility of the officer initiating the pursuit is the apprehension of the suspect without unreasonable danger to him/herself or other persons.

The primary unit should notify Dispatch, commencing with a request for priority radio traffic, that a vehicle pursuit has been initiated, and as soon as practicable, provide information including, but not limited to:

- (a) The reason for the pursuit.
- (b) The location and direction of travel.
- (c) The speed of the fleeing vehicle.
- (d) The description of the fleeing vehicle and license number, if known.
- (e) The number of occupants.
- (f) The identity or description of the known occupants.
- (g) The weather, road and traffic conditions.
- (h) The identity of other agencies involved in the pursuit.
- (i) Information concerning the use of firearms, threat of force, injuries, hostages or other unusual hazards.

Unless relieved by a supervisor or secondary unit, the officer in the primary unit shall be responsible for broadcasting the progress of the pursuit. Unless circumstances reasonably indicate otherwise, the primary unit should relinquish the responsibility of broadcasting the progress of the pursuit to a secondary unit or aircraft joining the pursuit to minimize distractions and allow the primary unit to concentrate foremost on safe pursuit tactics.

307.4.4 SECONDARY UNIT RESPONSIBILITIES

Best Practice

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The second officer in the pursuit is responsible for:

- (a) Immediately notifying the dispatcher of his/her entry into the pursuit.
- (b) Remaining at a safe distance behind the primary unit unless directed to assume the role of primary officer, or if the primary unit is unable to continue the pursuit.
- (c) Broadcasting the progress of the pursuit unless the situation indicates otherwise.
- (d) Serving as backup to the primary unit once the subject has been stopped.

307.4.5 PURSUIT DRIVING TACTICS

Best Practice

The decision to use specific driving tactics requires the same assessment of considerations outlined in the factors to be considered concerning pursuit initiation and termination. The following are tactics for units involved in the pursuit:

- (a) Officers, considering their driving skills and vehicle performance capabilities, will space themselves from other involved vehicles such that they are able to see and avoid hazards or react safely to maneuvers by the fleeing vehicle.
- (b) Officers may proceed past a red or stop signal or stop sign but only after slowing down as may be necessary for safe operation (Wis. Stat. § 346.03(2)).
- (c) Because intersections can present increased risks, the following tactics should be considered:
 - 1. Available units not directly involved in the pursuit may proceed safely to controlled intersections ahead of the pursuit in an effort to warn cross traffic.
 - 2. Pursuing units shall exercise due caution and slow down as may be necessary for safe operation when proceeding through controlled intersections.
- (d) As a general rule, officers should not pursue a vehicle driving the wrong way on a roadway, highway, or freeway. In the event the pursued vehicle does so, the following tactics should be considered:
 - 1. Requesting assistance from an available air unit.
 - 2. Maintaining visual contact with the pursued vehicle by paralleling on the correct side of the roadway.
 - 3. Requesting other units to observe exits available to the suspect.
- (e) Notifying the Wisconsin State Patrol or other law enforcement agency if it appears the pursuit may enter their jurisdiction.
- (f) Officers involved in a pursuit should not attempt to pass other units unless the situation indicates otherwise or they are requested to do so by the primary unit and a clear understanding of the maneuver process exists between the involved officers.

307.4.6 TACTICS/PROCEDURES FOR UNITS NOT INVOLVED IN THE PURSUIT

Best Practice

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There should be no paralleling of the pursuit route. Officers are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicular and pedestrian traffic to protect the public. Officers should remain in their assigned area and should not become involved with the pursuit unless directed otherwise by a supervisor.

Non-pursuing personnel needed at the termination of the pursuit should respond in a non-emergency manner, observing the rules of the road.

The primary unit, secondary unit and supervisor should be the only units operating under emergency conditions (emergency lights and siren) unless other units are assigned to the pursuit.

307.4.7 PURSUIT TRAILING

Best Practice **MODIFIED**

In the event that the initiating unit from this agency relinquishes control of the pursuit to another unit or jurisdiction, that initiating unit may, with permission of a supervisor or the OIC, trail the pursuit to the termination point in order to provide information and assistance for the arrest of the suspect.

The term "trail" means to follow the path of the pursuit at a safe speed, while obeying all traffic laws and without activating emergency equipment. If the pursuit is at a slow rate of speed, the trailing unit will maintain sufficient distance from the pursuit units to clearly indicate an absence of participation in the pursuit.

307.4.8 AIRCRAFT ASSISTANCE

Best Practice

When available, aircraft assistance should be requested. Once the air unit has established visual contact with the pursued vehicle, it should assume control over the pursuit. The primary and secondary ground units should consider whether the participation of an aircraft warrants their continued involvement in the pursuit.

The air unit should coordinate the activities of resources on the ground, report progress of the pursuit and provide officers and supervisors with details of upcoming traffic congestion, road hazards or other pertinent information to evaluate whether to continue the pursuit. If ground units are not within visual contact and the air unit determines that it is unsafe to continue the pursuit, the air unit should recommend terminating the pursuit.

307.5 SUPERVISORY CONTROL AND RESPONSIBILITIES

Best Practice **MODIFIED**

It is the policy of this department that available supervisory and management control will be exercised over all vehicle pursuits involving officers from this department.

The field supervisor, or OIC, of the officer initiating the pursuit; ~~or if unavailable, the nearest field supervisor~~ will be responsible for the following:

- (a) Upon becoming aware of a pursuit, immediately notifying involved officers and Dispatch of supervisory presence and ascertaining all reasonably available information to continuously assess the situation and risk factors associated with the

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pursuit in order to ensure that the pursuit is conducted within established department guidelines.

- (b) Engaging in the pursuit, when appropriate, to provide on-scene supervision.
- (c) Exercising management and control of the pursuit even if not engaged in it.
- (d) Ensuring that no more than the number of required law enforcement units needed are involved in the pursuit under the guidelines set forth in this policy.
- (e) Directing that the pursuit be terminated if, in his/her judgment, it is not justified to continue the pursuit under the guidelines of this policy.
- (f) Ensuring that aircraft assistance is requested, if available.
- (g) Ensuring that the proper radio channel is being used.
- (h) Ensuring the notification and/or coordination of outside agencies if the pursuit either leaves or is likely to leave the jurisdiction of this agency.
- (i) Control and manage MOPD units when a pursuit enters another jurisdiction.
- (j) Preparing a post-pursuit critique and analysis of the pursuit for training purposes.

307.5.1 OFFICER IN CHARGE RESPONSIBILITIES

Best Practice

Upon becoming aware that a pursuit has been initiated, the Officer in Charge should monitor and continually assess the situation and ensure the pursuit is conducted within the guidelines and requirements of this policy. The Officer in Charge has the final responsibility for the coordination, control and termination of a vehicle pursuit and shall be in overall command.

The Officer in Charge shall review all pertinent reports for content and forward them to the Commander.

307.6 COMMUNICATIONS

Best Practice

If the pursuit is confined within the City limits, radio communications will be conducted on the primary channel unless instructed otherwise by a supervisor or communications dispatcher. If the pursuit leaves the jurisdiction of this department or such is imminent, involved units should, whenever available, switch radio communications to an emergency channel most accessible by participating agencies and units.

307.6.1 DISPATCH RESPONSIBILITIES

Best Practice MODIFIED

Upon notification that a pursuit has been initiated, Dispatch will be responsible for:

- (a) Coordinating pursuit communications of the involved units and personnel.
- (b) Notifying and coordinating with other involved or affected agencies as practicable.
- (c) ~~Ensuring that a field supervisor is notified of the pursuit.~~
- (d) Assigning an incident number and logging all pursuit activities.

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- (e) Broadcasting pursuit updates as well as other pertinent information as necessary.
- (f) Notifying the Officer in Charge as soon as practicable.

307.6.2 LOSS OF PURSUED VEHICLE

Best Practice **MODIFIED**

When the pursued vehicle is lost, the primary unit should broadcast pertinent information to assist other units in locating the vehicle. The primary unit will generally be responsible for coordinating any further search for either the pursued vehicle or suspects fleeing on foot.

307.7 INTERJURISDICTIONAL CONSIDERATIONS

Best Practice

When a pursuit enters another agency's jurisdiction, the primary officer or supervisor, taking into consideration distance traveled, unfamiliarity with the area and other pertinent facts, should determine whether to request the other agency to assume the pursuit. Unless entry into another jurisdiction is expected to be brief, it is generally recommended that the primary officer or supervisor ensure that notification is provided to each outside jurisdiction into which the pursuit is reasonably expected to enter, regardless of whether such jurisdiction is expected to assist.

307.7.1 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY

Best Practice

Monona Police Department officers will discontinue the pursuit when another agency has assumed the pursuit, unless the continued assistance of the Monona Police Department is requested by the agency assuming the pursuit. Upon discontinuing the pursuit, the primary unit may proceed upon request, with or at the direction of a supervisor, to the termination point to assist in the investigation. A supervisor should coordinate with the agency managing the termination point to determine the supervisor's need to respond or otherwise assist in the investigation. The supervisor should obtain any information that is necessary for inclusion in any reports from the agency managing the termination point.

The role and responsibilities of officers at the termination of a pursuit that was initiated by this department shall be coordinated with appropriate consideration of the units from the agency assuming the pursuit.

Notification of a pursuit in progress should not be construed as a request to join the pursuit. Requests to or from another agency to assume a pursuit should be specific. Because of communication limitations between local agencies, a request for another agency's assistance will mean that its personnel will assume responsibility for the pursuit. For the same reasons, when a pursuit leaves another jurisdiction and a request for assistance is made to this department, the other agency should relinquish control.

307.7.2 PURSUITS EXTENDING INTO THIS JURISDICTION

Best Practice

The agency that initiates a pursuit shall be responsible for conducting the pursuit. Units from this department should not join a pursuit unless specifically requested to do so by the agency whose

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peace officers are in pursuit. The exception to this is when a single unit from the initiating agency is in pursuit. Under this circumstance, a unit from this department may join the pursuit until sufficient units from the initiating agency join the pursuit.

When a request is made for this department to assist or take over a pursuit that has entered this jurisdiction, the supervisor should consider these additional factors:

- (a) Ability to maintain the pursuit
- (b) Circumstances serious enough to continue the pursuit
- (c) Adequate staffing to continue the pursuit
- (d) The public's safety within this jurisdiction
- (e) Safety of the pursuing officers

As soon as practicable, a supervisor or the Officer in Charge should review a request for assistance from another agency. The Officer in Charge or supervisor, after consideration of the above factors, may decline to assist in or assume the other agency's pursuit.

Assistance to a pursuing outside agency by officers of this department will terminate at the City limits provided that the pursuing peace officers have sufficient assistance from other sources. Ongoing participation from this department may continue only until sufficient assistance is present.

In the event that a pursuit from another agency terminates within this jurisdiction, officers shall notify the initiating agency of the termination of the pursuit, provide appropriate assistance to peace officers from the initiating and other involved agencies including, but not limited to, scene control, coordination and completion of supplemental reports and any other assistance requested or needed.

307.8 PURSUIT INTERVENTION

Best Practice

Pursuit intervention is an attempt to terminate the ability of a suspect to continue to flee in a motor vehicle through tactical application of technology, tire deflation devices, blocking, boxing-in, PIT, ramming or roadblock procedures.

307.8.1 WHEN USE IS AUTHORIZED

Best Practice MODIFIED

~~Use of pursuit intervention tactics should be employed only after approval of a supervisor.~~

In deciding whether to use intervention tactics, officers/supervisors should balance the risk of allowing the pursuit to continue with the potential hazards arising from the use of each tactic to the public, the officers and persons in or on the pursued vehicle. With this in mind, the decision to use any intervention tactic should be reasonable in light of the circumstances apparent to the officer at the time of the decision.

307.8.2 USE OF FIREARMS

Best Practice

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The use of firearms to disable a pursued vehicle is not generally an effective tactic and involves all the dangers associated with discharging firearms. Officers should not utilize firearms during an ongoing pursuit unless the conditions and circumstances meet the requirements authorizing the use of deadly force. Nothing in this section shall be construed to prohibit any officer from using a firearm to stop a suspect from using a vehicle as a deadly weapon.

307.8.3 INTERVENTION STANDARDS

Best Practice **MODIFIED**

Any pursuit intervention tactic, depending upon the conditions and circumstances under which it is used, may present dangers to the officers, the public or anyone in or on the vehicle being pursued. Certain applications of intervention tactics may be construed to be a use of deadly force and are subject to the requirements for such use. Officers shall consider these facts and requirements prior to deciding how, when, where and if an intervention tactic should be employed.

- (a) Blocking or vehicle intercept should only be considered in cases involving felony suspects or impaired drivers who pose a threat to public safety, and when officers reasonably believe that attempting a conventional enforcement stop will likely result in the driver attempting to flee in the vehicle. Because of the potential risk involved, this technique should only be employed by officers who have received training in such tactics and after giving consideration to the following:
 1. The need to immediately stop the suspect vehicle or prevent it from leaving substantially outweighs the risk of injury or death to occupants of the suspect vehicle, officers or other members of the public.
 2. All other reasonable intervention techniques have failed or reasonably appear ineffective.
 3. Employing the blocking maneuver does not unreasonably increase the risk to officer safety.
 4. The target vehicle is stopped or traveling at a low speed.
 5. At no time should civilian vehicles be used to deploy this technique.
- (b) Only those officers trained in the use of the PIT will be authorized to use this procedure and only then with approval of a supervisor upon consideration of the circumstances and conditions presented at the time, including the potential for injury to officers, the public and occupants of the pursued vehicle.
- (c) Ramming a fleeing vehicle should only be done when there is justification for the use of deadly force. ~~only after other reasonable tactical means at the officer's disposal have been exhausted. This tactic should be reserved for situations where there does not appear to be another reasonable alternative method. When ramming is used as a means to stop a fleeing vehicle, the following factors should be present:~~
 1. ~~The suspect is an actual or suspected felon who reasonably appears to represent a serious threat to the public if not apprehended.~~
 2. ~~The suspect is driving with willful or wanton disregard for the safety of other persons or is driving in a reckless and life-endangering manner. If there does not~~

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~~reasonably appear to be a present or immediately foreseeable serious threat to the public, the use of ramming is not authorized.~~

- (d) As with all intervention techniques, pursuing officers should obtain supervisor approval before attempting to box in a suspect vehicle during a pursuit. The use of such a technique must be carefully coordinated with all involved units, taking into consideration the circumstances and conditions apparent at the time, as well as the potential risk of injury to officers, the public and occupants of the pursued vehicle.
- (e) Tire deflation devices should be deployed only when it is reasonably apparent that only the pursued vehicle will be affected by their use. Prior to the deployment of spike strips, the officer shall notify involved units. ~~pursuing units and the supervisor~~ of the intent and location. Officers should carefully consider the limitations of such devices as well as the potential risk to officers, the public and occupants of the pursued vehicle. If the pursued vehicle is ~~a motorcycle~~, a vehicle transporting hazardous materials or a school bus transporting children, officers and supervisors should weigh the potential consequences against the need to immediately stop the vehicle. The use of tire deflation devices on two-wheeled vehicles is considered deadly force.
- (f) Because roadblocks involve a potential for serious injury or death to occupants of the pursued vehicle if the suspect does not stop, the intentional placement of roadblocks in the direct path of a pursued vehicle is generally discouraged and should not be deployed without prior approval of a supervisor, and only then under extraordinary conditions when all other reasonable intervention techniques have failed or reasonably appear ineffective and the need to immediately stop the pursued vehicle substantially outweighs the risk of injury or death to occupants of the pursued vehicle, officers or other members of the public. -

307.8.4 CAPTURE OF SUSPECTS

State

Proper self-discipline and sound professional judgment are the keys to a successful conclusion of a pursuit and apprehension of evading suspects. Officers shall use only that amount of force that reasonably appears necessary under the circumstances to properly perform their lawful duties.

Unless relieved by a supervisor, the primary officer should coordinate efforts to apprehend the suspect following the pursuit. Officers should consider the safety of the public and the involved officers when formulating plans to contain and capture the suspect.

307.9 REPORTING AND REVIEW REQUIREMENTS

State **MODIFIED**

All appropriate reports shall be completed to comply with local and state regulations (Wis. Stat. § 85.07(8)(b)).

- (a) The primary officer shall complete appropriate crime/arrest reports.
- (b) The primary officer or supervisor shall complete the appropriate pursuit report.
- (c) ~~After first obtaining available information, the on-duty field supervisor shall promptly complete a Supervisor's Log or interoffice memorandum, briefly summarizing the~~

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~~pursuit to the~~ ~~or the authorized designee.~~ This memo [The pursuit report](#) should minimally contain the following information:

1. Date and time of pursuit
 2. Length of pursuit in distance and time
 3. Involved units and officers
 4. Initial reason and circumstances surrounding the pursuit
 5. Starting and termination points
 6. Alleged offense, charges filed, or disposition: arrest, citation, or other release
 7. Arrestee information should be provided if applicable
 8. Injuries and/or property damage
 9. Medical treatment
 10. The outcome of the pursuit
 11. Name of supervisor handling or at the scene
 12. A preliminary determination that the pursuit appears to be in compliance with this policy or that additional review and/or follow-up is warranted
- (d) After receiving copies of reports, logs, and other pertinent information, the Chief of Police or the authorized designee shall conduct or assign the completion of a post-pursuit review as appropriate to the circumstances.
- (e) At least annually, but no later than June 30th of every even-numbered year, the Chief of Police or the authorized designee shall direct a documented review and analysis of department vehicle pursuits to minimally include policy suitability, policy compliance, policy modification, and training needs (Wis. Stat. § 346.03(6)).
- (f) The Assistant Chief of Police shall compile and report information on vehicle pursuits engaged in during the previous 12 months to the Wisconsin State Patrol/Department of Transportation. The report shall be filed no later than August 15th of each year and shall contain information on (Wis. Stat. § 85.07(8)(b)):
1. The circumstances of the vehicle pursuit, including the distance, location, and maximum speed.
 2. The reasons for initiating the vehicle pursuit.
 3. The outcome of the vehicle pursuit, including the number of deaths or great bodily injuries and an estimate of the value of any property damage.

307.9.1 REGULAR AND PERIODIC PURSUIT TRAINING

State

In addition to initial and supplementary training on pursuits, all certified sworn employees will participate, no less than biennially, in at least four hours of training addressing this policy, pursuit guidelines, driving techniques, new technology and the importance of vehicle safety and protecting the public at all times. Training will include recognition of the need to balance the known

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offense and the need for immediate capture against the risks to officers and others. At least four hours of the training curriculum will be based on the model standards promulgated by the Law Enforcement Standards Board (LESB) and shall be delivered by a LESB-certified Emergency Vehicle Operations and Control (EVOC) instructor (Wis. Stat. § 165.85; Wis. Admin. Code § LES 3.07(4)). For purposes of LESB reporting obligations, the time period for annual training begins July 1st, and ends June 30th.

307.9.2 POLICY REVIEW

State

Certified members of this department shall certify in writing that they have received, read and understand this policy initially and upon any amendments (Wis. Stat. § 346.03(6)).

Medical Aid and Response

433.1 PURPOSE AND SCOPE

Best Practice

This policy recognizes that members often encounter persons in need of medical aid and establishes a law enforcement response to such situations.

433.2 POLICY

Best Practice

It is the policy of the Monona Police Department that all officers and other designated members be trained to provide emergency medical aid and to facilitate an emergency medical response.

433.3 FIRST RESPONDING MEMBER RESPONSIBILITIES

Best Practice **MODIFIED**

Whenever practicable, members should take appropriate steps to provide initial medical aid (e.g., first aid, CPR, use of an automated external defibrillator (AED)) in accordance with their training and current certification levels. This should be done for those in need of immediate care and only when the member can safely do so.

Prior to initiating medical aid, the member should contact Dispatch, when responsible and request response by Emergency Medical Services (EMS) as the member deems appropriate.

Members should follow universal precautions when providing medical aid, such as wearing gloves and avoiding contact with bodily fluids, consistent with the Communicable Diseases Policy. Members should use a barrier or bag device to perform rescue breathing.

When requesting EMS, the member should provide Dispatch with information for relay to EMS personnel in order to enable an appropriate response, including:

- (a) The location where EMS is needed.
- (b) The nature of the incident.
- (c) Any known scene hazards.
- (d) Information on the person in need of EMS, such as:
 - (a) Signs and symptoms as observed by the member.
 - (b) Changes in apparent condition.
 - (c) Number of patients, sex, and age, if known.
 - (d) Whether the person is conscious, breathing, and alert, or is believed to have consumed drugs or alcohol.
 - (e) Whether the person is showing signs or symptoms of excited delirium or other medically significant behavior.

Members should stabilize the scene whenever practicable while awaiting the arrival of EMS.

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Members should not direct EMS personnel whether to transport the person for treatment.

433.4 TRANSPORTING ILL AND INJURED PERSONS

Best Practice

Except in extraordinary cases where alternatives are not reasonably available, members should not transport persons who are unconscious, who have serious injuries or who may be seriously ill. EMS personnel should be called to handle patient transportation.

Officers should search any person who is in custody before releasing that person to EMS for transport.

An officer should accompany any person in custody during transport in an ambulance when requested by EMS personnel, when it reasonably appears necessary to provide security, when it is necessary for investigative purposes or when so directed by a supervisor.

Members should not provide emergency escort for medical transport or civilian vehicles.

433.5 PERSONS REFUSING EMS CARE

Best Practice

If a person who is not in custody refuses EMS care or refuses to be transported to a medical facility, an officer shall not force that person to receive care or be transported. However, members may assist EMS personnel when EMS personnel determine the person lacks mental capacity to understand the consequences of refusing medical care or to make an informed decision and the lack of immediate medical attention may result in serious bodily injury or the death of the person.

In cases where mental illness may be a factor, the officer should consider proceeding with an emergency detention in accordance with the Emergency Detentions Policy.

If an officer believes that a person who is in custody requires EMS care and the person refuses, he/she should encourage the person to receive medical treatment. The officer may also consider contacting a family member to help persuade the person to agree to treatment or who may be able to authorize treatment for the person.

If the person still refuses, the officer will require the person to be transported to the nearest medical facility. In such cases, the officer should consult with a supervisor prior to the transport.

Members shall not sign refusal-for-treatment forms or forms accepting financial responsibility for treatment.

433.6 SICK OR INJURED ARRESTEE

Best Practice **MODIFIED**

If an arrestee appears ill or injured, or claims illness or injury, he/she should be medically cleared prior to booking. If the officer has reason to believe the arrestee is feigning injury or illness, the officer should contact a supervisor or OIC, who will determine whether medical clearance will be obtained prior to booking.

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If the jail or detention facility refuses to accept custody of an arrestee based on medical screening, the officer should note the name of the facility person refusing to accept custody and the reason for refusal, and should obtain a medical clearance at a local hospital.

Arrestees who appear to have a serious medical issue should be transported by ambulance. ~~--shall not transport an arrestee to a hospital without a supervisor's approval.~~

Nothing in this section should delay an officer from requesting EMS when an arrestee reasonably appears to be exhibiting symptoms that appear to be life threatening, including breathing problems or an altered level of consciousness, or is claiming an illness or injury that reasonably warrants an EMS response in accordance with the officer's training.

433.7 MEDICAL ATTENTION RELATED TO USE OF FORCE

Best Practice

Specific guidelines for medical attention for injuries sustained from a use of force may be found in the Use of Force, Handcuffing and Restraints, Control Devices and Techniques, and Conducted Energy Device policies.

433.8 AIR AMBULANCE (MEDFLIGHT)

Discretionary **MODIFIED**

~~Generally, w~~ When on-scene, EMS Fire Command personnel will be responsible for determining whether an air ambulance response should be requested. An air ambulance may be appropriate when there are victims with life-threatening injuries or who require specialized treatment (e.g., gunshot wounds, burns, obstetrical cases), and distance or other known delays will affect the EMS response. Fire Command will be responsible for coordinating the logistics of the landing of the air ambulance.

~~The --should develop guidelines for air ambulance landings or enter into local operating agreements for the use of air ambulances, as applicable. In creating those guidelines, the --should identify:~~

- ~~• Responsibility and authority for designating a landing zone and determining the size of the landing zone.~~
- ~~• Responsibility for securing the area and maintaining that security once the landing zone is identified.~~
- ~~• Consideration of the air ambulance provider's minimum standards for proximity to vertical obstructions and surface composition (e.g., dirt, gravel, pavement, concrete, grass).~~
- ~~• Consideration of the air ambulance provider's minimum standards for horizontal clearance from structures, fences, power poles, antennas or roadways.~~
- ~~• Responsibility for notifying the appropriate highway or transportation agencies if a roadway is selected as a landing zone.~~

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- ~~Procedures for ground personnel to communicate with flight personnel during the operation.~~

~~One member at the scene should be designated as the air ambulance communications contact. Headlights, spotlights and flashlights should not be aimed upward at the air ambulance. Members should direct vehicle and pedestrian traffic away from the landing zone.~~

Members should follow these cautions when near an air ambulance:

- Never approach the aircraft until signaled by the flight crew.
- Always approach the aircraft from the front.
- Avoid the aircraft's tail rotor area.
- Wear eye protection during landing and take-off.
- Do not carry or hold items, such as IV bags, above the head.
- Ensure that no one smokes near the aircraft.

433.9 AUTOMATED EXTERNAL DEFIBRILLATOR (AED) USE

Discretionary

433.9.1 AED USER RESPONSIBILITY

Discretionary

Members who are issued AEDs for use in department vehicles should check the AED at the beginning of the shift to ensure it is properly charged and functioning. Stationary AED's maintained within the facility should be regularly checked by the Training Officer or designee to ensure they are properly charged and functioning. Any AED that is not functioning properly will be taken out of service and given to the Training Officer who is responsible for ensuring appropriate maintenance.

Following use of an AED, the device shall be cleaned and/or decontaminated as required. The electrodes and/or pads will be replaced as recommended by the AED manufacturer.

Any member who uses an AED should contact Dispatch as soon as possible and request response by EMS.

433.9.2 AED REPORTING

Discretionary

Any member using an AED will complete an incident report detailing its use.

433.9.3 AED TRAINING AND MAINTENANCE

State

The Training Officer should ensure appropriate training is provided to members authorized to use an AED (Wis. Stat. § 256.15(8)).

The Training Officer is responsible for ensuring AED devices are appropriately maintained and will retain records of all maintenance in accordance with the established records retention schedule.

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Medical Aid and Response

433.10 ADMINISTRATION OF OPIOID OVERDOSE MEDICATION

State

A member may administer opioid overdose medication in accordance with protocol specified by the physician or ambulance service provider who prescribed the overdose medication for use by the member as long as the member has the knowledge and training necessary to safely administer the opioid overdose medication (Wis. Stat. § 256.40).

433.10.1 OPIOID OVERDOSE MEDICATION USER RESPONSIBILITIES

Best Practice

Members who are qualified to administer opioid overdose medication, such as naloxone, should handle, store and administer the medication consistent with their training. Members should check the medication and associated administration equipment at the beginning of their shift to ensure they are serviceable and not expired. Any expired medication or unserviceable administration equipment should be removed from service and given to the Training Officer.

Any member who administers an opioid overdose medication should contact Dispatch as soon as possible and request response by EMS.

433.10.2 OPIOID OVERDOSE MEDICATION REPORTING

Best Practice

Any member administering opioid overdose medication should detail its use in an appropriate report.

433.10.3 OPIOID OVERDOSE MEDICATION TRAINING

Best Practice

The Training Officer should ensure training is provided to members authorized to administer opioid overdose medication.

433.11 FIRST AID TRAINING

Best Practice

Subject to available resources, the Training Officer should ensure officers receive periodic first aid training appropriate for their position.