

SECTION: 200.145**SUBJECT: Road Spike System****POLICY**

Whenever practical, the Dane County Sheriff's Office will use tire deflation devices, hereafter called Road Spikes, to quickly and safely end a vehicle pursuit, prevent a vehicle from going in motion, or as a preemptive measure on suspects known to flee. Deputies should follow these guidelines and their training to ensure safe application of this device from a position of cover.

PURPOSE

- Safely apprehend suspect(s)
- Reduce risk by placing the highest regard for safety of the general public and law enforcement personnel.
- Prevent accidents and injuries.
- To assist with conventional pursuit methods and reduce liability.

DESCRIPTION

The Road Spike System is an effective tool designed to stop a vehicle by deflating pneumatic tires (tube or tubeless type). The unit is constructed of hollow stainless steel spikes, mounted in a device, which holds them in an upright position. The device is then placed across the roadway in the path of a fleeing vehicle. When the vehicle passes over them, the hollow spikes penetrate the tire and pull free from the base. The tires then deflate at a controlled rate, resulting in the safe and effective immobilization of the vehicle.

PROCEDURE

Road Spikes may be utilized upon approval of a Dane County Sheriff's Office supervisor. All users must have received training in the use of the type of road spike being deployed. The use of road spikes will be governed by sound professional judgment and the procedures outlined in this policy. Mutual Aid requests for road spikes must adhere to this policy.

Deployment of Road Spikes

- Road spikes are a control alternative. The intent in using the road spikes is to stop the violator by disabling the vehicle. This intervention tactic is authorized pursuant to the provisions stated as follows:
 - Intervention may be undertaken when it is determined by the deputy pursuing the vehicle and by the supervisor monitoring the pursuit that the apparent risk of harm to the public, deputies, and suspect outweigh the risk involved in inducing the stop; and
 - The law enforcement officer attempting to apprehend the suspect has given commands to stop by means of both red/blue emergency lights and siren.
 - the suspect has ignored or disregarded the obvious and visible commands to stop that would be understood by a reasonable person in the suspect's position.
 - a supervisor has granted permission to the use of road spike intervention.
 - Road spikes shall not be used to stop motorcycles, mopeds, or similar two- wheel vehicles unless the use of deadly force is justified.
 - Deployment of road spikes to stop the following vehicles is discouraged:
 - Any vehicle transporting hazardous materials.
 - Any passenger bus transporting passengers.
 - Any school bus transporting students.
 - Any vehicle that would pose an unusual hazard to innocent parties if stopped in this manner.
 - Only those deputies trained in the deployment and recovery of the road spikes will utilize the road spikes.
 - Road spikes will be deployed according to Dane County Sheriff's Office training and consistent with policy & procedure.
 - Placement of the road spikes should be in the most effective location:
 - Deputies should be familiar with their patrol areas and identify strategic locations to deploy the road spike system in advance of the need to use them.
 - Whenever possible, deployment locations should provide a good line of sight to enable the person deploying the road spikes to observe the pursuit and other vehicles as they approach. A straight, level stretch of roadway with adequate cover is ideal
 - Special care should be taken when deploying road spikes on multi-lane highways. Deputies should not walk/run into a lane of travel to deploy

- 92 spikes. It is preferred that the road spikes be pulled into the path of the
93 suspect vehicle from a position of cover.
- 94 ■ Whenever possible, the deputy(ies) deploying the road spikes should
95 choose a location with natural barriers such as roadway overpasses,
96 guard rails, or sturdy trees that would provide adequate cover in the
97 event that the fleeing offender should take evasive action or otherwise
98 deviate his/her vehicle toward the deputy(ies). These barriers will
99 conceal the deputy from the violator's view and allow deployment of the
100 spikes from a position of safety. A squad car or other vehicle is not
101 considered adequate cover.
 - 102 ■ Traffic, construction, special events, and areas with pedestrian traffic may
103 create situations where the use of the road spikes would be inappropriate
 - 104 ■ Emergency visual warning lights must be used. There must be adequate
105 visual warning for the subject, other motorists and pursuing officers, so
106 that they can stop or avoid the spikes.
- 107
- 108 ○ Close coordination between the person deploying the road spikes
109 and the pursuing unit shall be maintained.
 - 110 ■ The pursuing unit shall notify those at the deployment site of the
111 approach of the pursuit, as far in advance as possible.
 - 112 ■ The person deploying the spikes should be in position at the
113 deployment location in sufficient time for proper deployment and to
114 seek cover.
 - 115 ■ All pursuing units should be notified when the spikes are in place.
 - 116 ■ After deploying the system, personnel at the scene should
117 immediately seek protection. All bystanders should be removed from
118 the immediate area. Uninvolved vehicles, in so far as practical,
119 should be moved to a position beyond the set-up area to minimize the
120 possibility of a collision with the suspect vehicle.
 - 121 ■ The deploying deputy should pull the system off the roadway after
122 the suspect vehicle has passed.
 - 123 ■ Pursuing vehicles should slow down upon approaching the
124 deployment sight. They may pass the deployment site when it is safe
125 to do so giving consideration to:
 - 126 * the location and movement of the deploying deputy and;
 - 127 * the location of the spike system.
 - 128 ■ The deputy deploying the spikes is responsible for securing them after
129 use. This will include searching the immediate area where the system was
130 used and collecting any spikes which may have become detached.
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 - 132 ○ The deploying deputy will submit a supplement to the pursuit report, stating
133 the facts surrounding the deployment of the road spikes
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 - 135 • In the event that a deputy knows or has reason to believe that a suspect
136 operating a motor vehicle is likely to flee when given the signal to stop by
137 means of lights and siren, a supervisor may approve deployment of spikes in

138 advance of the signal to stop. The road spike deployment must comply with the
139 provisions previously stated in this policy.

- 140 • Road spikes may be deployed as a passive counter measure in situations
141 where deputies believe that there is a risk to the operator, passengers or
142 the public if a stationary vehicle is put into motion.

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145 **HISTORY**

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Date	By	Note
01-25-24	Administration	Revised to updated format

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