

Santa Ana Police Department

Driving PSP #2490-29502

The purpose of this training is to provide Officers/Detectives with the knowledge, skills and abilities to drive their patrol/duty vehicle in a safe and defensive manner.

The Expanded Course Outline includes subject topics to the third level of detail to sufficiently articulate the technical information in each of the subject areas.

I. INTRODUCTION/ORIENTATION

- A. Introduction, Registration and Orientation
- B. Course Objectives/Overview/Exercises, Evaluation/Testing

II. BASIC DRIVING PRINCIPLES

II(g)

A. Weight Transfer

1. Weight distributed between front and rear wheels
2. Engine location has greater part of weight distribution
3. Types of weight transfer
 - a. Lateral: Side to side
 - b. Longitudinal: Front to rear/Rear to front
4. Lateral transfer created when vehicle turned left/right
5. Longitudinal transfer created when:
 - a. Braking Rear/front
 - b. Accelerating Front/rear
 - c. Decelerating Rear/front
6. Can't be eliminated in a moving vehicle
7. Minimized by good driving techniques and smooth operation

B. Steering Control

1. Seating position
 - a. Driver Comfort
 - b. Efficient vehicle control
 - c. Wrist break over top of steering wheel
 - d. Seated 12" from air bag
 - e. Adjust mirrors
2. Steering method - Two hand shuffle steering
 - a. Hand position at 9 and 3 or 8 and 4
 - b. Hands do not leave steering wheel
 - c. Maximizes steering accuracy
 - d. Safer and more effective recovery
 - e. Minimizes weight transfer
 - f. Minimizes air bag deployment injury
3. Steering method Backing
 - a. Body rotated to right
 - b. Right hand placed on right headrest
 - c. Vision directed over right shoulder
 - d. Left hand on steering wheel at twelve o'clock position
 - e. Press left leg against bottom of steering wheel for stability
 - f. Left foot braced on floorboard

II(e)

C. Roadway Position

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1. Definition: The position of the vehicle on the roadway that maximizes speed with minimum steering and risk of loss of vehicle control while negotiating a turn.
 - a. Apex driving
2. Driving advantages
 - a. Minimize and control weight transfer
 - b. Minimize steering input
 - c. Smoother vehicle operation
 - d. Maximum speed through turns in the safest manner
3. Driving points in a turn
 - a. Entry (Point #1)
 - b. Apex (Point #2)
 - c. Exit (Point #3)

III. LEGAL AND MORAL ASPECTS

II(f)

A. California Codes

1. 17001 CVC
 - a. Liability of a Public Entity
2. 17004 CVC
 - a. Authorized Emergency Vehicles
3. 17004.7 CVC
 - a. Public Agency Immunity
4. 21052 CVC
 - a. Public Officers and Employees
5. 21055 CVC
 - a. Exemption of Authorized Emergency Vehicles
6. 21056 CVC
 - a. Effect of Exemption
7. 21057 CVC
 - a. Sirens and Illegal Speed of Escorts
8. 21806 CVC
 - a. Authorized Emergency Vehicles
9. 21807 CVC
 - a. Effect of Exemption
10. 22350 CVC
 - a. Basic Speed Law

B. Case law and Moral Considerations

1. Kishida v. California

A 17004.7 CVC only requires that an agency “adopt” a policy and does not specify compliance with that policy.

2. Colvin v. Gardena

A Gardena’s pursuit policy language was too “vague” allowing too much officer discretion in initiating and terminating pursuits.

3. Peterson v. Long Beach

A Because the City’s policy was stricter than State Law, a violation of that policy caused the City to incur civil liability.

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4. Lewis v. Sacramento Co.
 - A Federal lawsuit alleging 14th Amendment violation. Set the “Shocks the Conscience” standard.
 5. Brower v. Inyo Co.
 - A “Dead man’s Roadblock” used on non-violent offender resulted in court’s determination that the officer’s action “shocked the conscience.”
 6. Cruz v. Briseno
 - A Incident involving “closing the distance.” Fleeing suspect killed innocent 3rd party in collision. Although deputy did NOT have emergency equipment activated, he was in fact “in pursuit.” Immunity under 17004 CVC and 17004.7 CVC_applied.
- C. Agency Policy
1. SAPD Vehicle Use Policy 703
 - a. Purpose and Scope
 - b. Policy
 - c. Use of Vehicles
 - d. Vehicle Assignments
 - e. Unmarked Vehicles
 - f. Damage, Abuse and Misuse
 - g. Toll Road Usage
 2. SAPD Vehicle Pursuit Policy 307
 - a. Purpose and Scope
 - b. Officer Responsibilities
 - c. Pursuit Units
 - d. Supervisory Control and Responsibility
 - e. Communications
 - f. Inter-jurisdictional Considerations
 - g. Pursuit Intervention
 - h. Reporting Requirements
 - i. Application of Vehicle Pursuit Policy
 3. SAPD Traffic Collision Reporting Policy 501
 - a. Purpose and Scope
 - b. Responsibility
 - c. Traffic Collision Reporting
 - d. Reporting Situations
 - e. Notification of Traffic Bureau Supervision

IV. DEFENSIVE DRIVING OVERVIEW

II(c)

- A. Defensive Drivers
 1. Avoid collisions regardless of right-of-way
 2. React properly to hazards
 3. Maintain a professional attitude
- B. Dangerous Driver Attitudes
 1. Overconfidence
 2. Self-righteousness
 3. Impatience

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- 4. Preoccupation

- C. Collision Avoidance
 - 1. Space cushion
 - a. Three second rule
 - b. Perception / Reaction time
 - c. When stopped, see rear wheels
 - 2. Intersections II(d)
 - a. Clear left, right, then left again
 - b. Cover brake on stale green
 - c. Don't turn wheels until ready for turn
 - d. Look through turns
 - 3. Maintain high visual horizon
 - 4. Consider steering to the rear of a conflict vehicle
 - 5. Backing
 - a. Large percentage of collisions involving LE vehicles
 - b. Use proper backing techniques
 - 6. Lane changes and Signal Usage
 - 7. Blind spots

- D. Occupant Safety Devices
 - 1. Safety belts
 - 2. Supplemental Restraint System (air bags)

- E. Vehicle Dynamics II(g)
 - 1. Rear wheel cheat
 - 2. Front-end swing
 - 3. Oversteer
 - 4. Understeer

- V. MANEUVERING COURSE DEMONSTRATIONS & EXERCISES II(a&b)
 - 1. Chicane Exercise (See section 5A)
 - 2. Turn-Around Maneuver Exercise (See section 5B) II(e)

Student Evaluation

Conclusion

Testing: Any student scoring below standard on any exercise, established by the presenter, will be remediated, and tested until standard is achieved. II(b)

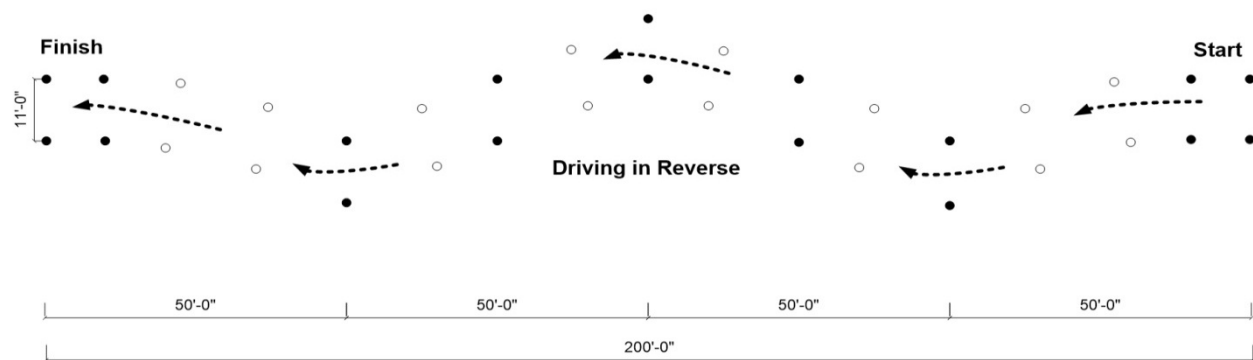
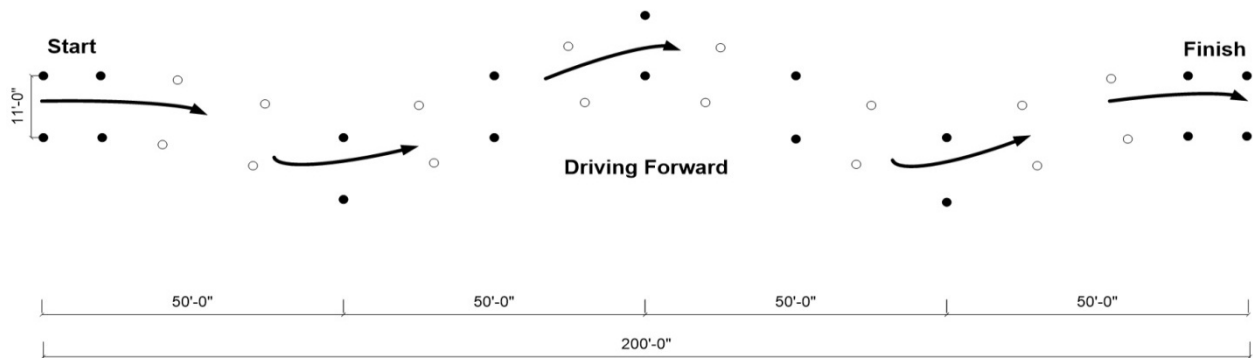
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Section 5A

Chicane Exercise



A. Introduction – Chicane Exercise

1. The chicane is designed to emphasize the importance of smoothness and coordination of steering and throttle control. Proper steering technique should be used while driving both forward and backward

B. Chicane Exercise Description

1. The chicane is designed to simulate some of the following: Backing in parking lots or between buildings. Maneuvering through congested areas, i.e., alleys, driveways, dead end streets, etc.

2. In any driving situation, a good driver must know the vehicle's dimensions. This will assist in determining the proper positioning of a vehicle on a roadway in restricted driving conditions.

3. The course is on a level paved area 200 feet in length and 30 feet in width. The chicane is 200 feet long with a starting and stopping area of 25 feet at each end. The driving lane is 11 feet in width.

C. Driving Exercises Review and Demonstration

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1. Students will observe instructor driven demonstration of the chicane exercise from outside the vehicle.
2. Delineators and cones are used to outline the course. One delineator will be located at each of the far ends of the exercise to indicate starting and stopping positions.
3. The course will be driven forward, then in reverse, with the driver properly seat belted.

D. Driving Exercises

1. Students will demonstrate the driving principles of each exercise.
2. The student will gain the necessary skill and knowledge to control a vehicle while negotiating turning movements when driving forward or backward, under restricted driving conditions.
3. The student will demonstrate the ability to safely and efficiently drive a vehicle forward and backward through impaired clearance areas, utilizing proper control techniques.
4. Starting in the forward direction, the vehicle is driven at a speed of 5-10 MPH, weaving in and out of the delineators, making a continuous series of "S" turns using the two-handed steering method in conjunction with smooth, steady throttle application.
5. The vehicle's placement as it passes from one side to another should provide sufficient distance on each side to avoid striking the delineators with any part of the vehicle. "Rear wheel cheat" is the tighter tracking of the rear wheels, as compared with the front wheels, in a turn.
6. Allow for tighter turning of rear of the vehicle. Judgment of distance can be more difficult on the right side of the vehicle; the side away from the driver.
7. Once the vehicle has completed one pass in the forward direction, it will immediately be driven for one pass in reverse toward the original starting position, retracing the previous route. The vehicle is driven at an idle speed, approximately 3-5 MPH, while weaving in and out of the delineators.
8. Proper hand positioning and body placement as described in the vehicle control techniques are extremely important to maximize vehicle control and rear vision.
9. The driver must also be careful not to steer too late in reverse and allow sufficient distance between the vehicle and delineators. Bring the vehicle to a full stop, looking to the rear at all times.

E. Evaluation

1. Student will be evaluated on practical application performance in both forward and reverse movements in the following areas:
 - a. Steering control forward and reverse
 - b. Rear wheel cheat

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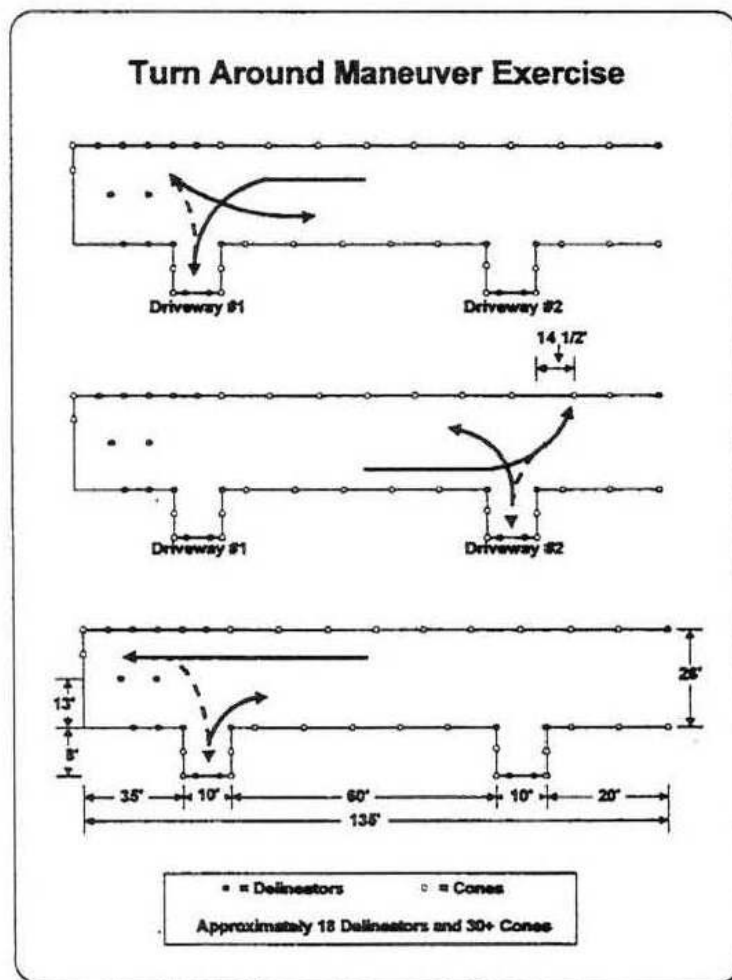
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- c. Front end swing
- d. Speed control
- e. Visual contact with obstacles to rear
- f. Smoothness and coordination

F. Materials Needed

1. Each DAI should use their assigned vehicle for this training.
2. Approximately Twenty 18" traffic cones and twenty 48" delineators

Section 5B



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A. Introduction – Turn Around Maneuver Exercise

1. The student will gain the necessary skill for maintaining maximum safe vehicle control while performing quick turn-around maneuvers. The student will demonstrate three basic ways (Three-Point Turnaround, Modified Bootleg, and Bootleg) to turn a vehicle so as to proceed in the opposite direction quickly and safely.

B. Turn Around Maneuver Exercise Description

1. While backing, the student will demonstrate maintaining constant visual awareness of objects to the rear and sides until the vehicle comes to a complete stop.

2. The student will demonstrate reverse steering (sometimes referred to as "reverse rolling friction") technique.

3. Drivers of emergency vehicles are often required to execute quick turn-around maneuvers to change the direction of travel of their vehicles. These turn-around maneuvers may be necessary when:

4. A suspect vehicle is observed traveling in the opposite direction

5. An emergency call is received which is in the opposite direction

6. The driver observes an incident requiring investigation and must turn around to return to the location.

7. Turning movements should never be made until a driver has a total view of the surrounding environment.

a. Oncoming traffic and speed.

b. Use mirrors to check for following vehicles.

c. Look over shoulder(s) to check blind spot(s).

d. Sidewalks - pedestrians and bicycles, parked cars, etc.

C. Driving Exercises Review and Demonstration

1. The course consists of three basic turning movements, referred to as:

2. "Three-point" turn-around.

3. "Modified boot leg" turn-around.

4. "Boot leg" turn-around.

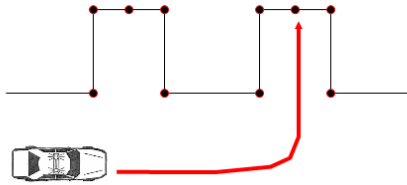
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Turn Around Box Exercise

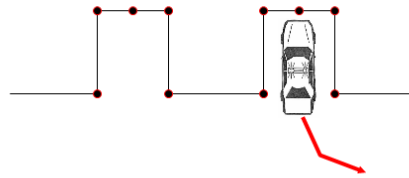
DRIVE FORWARD INTO THE FARTHEST STALL



#1

Turn Around Box Exercise

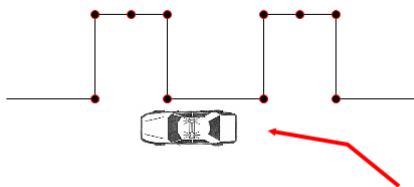
PULL ALL THE WAY IN,
THEN BACK OUT TO YOUR RIGHT



#2

Turn Around Box Exercise

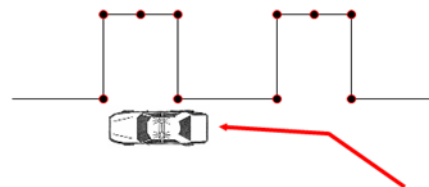
GET CLOSE TO THE RIGHT CURB
AS YOU PULL FORWARD



#3

Turn Around Box Exercise

AS THE FRONT BUMPER REACHES FAR SIDE OF
DRIVEWAY – TURN LEFT ACROSS THE STREET



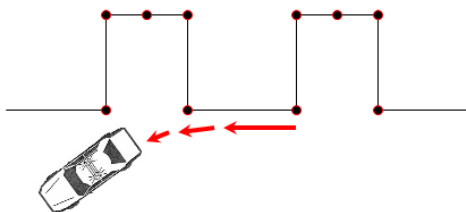
#4

5. The course is on a level, paved area 135 feet in length and 34 feet in width. Traffic cones lay out a road 26 feet in width and 135 feet in length with two driveway aprons.

6. The two driveway aprons are on the same side of the road, 10 feet wide, 8 feet deep, and 50 feet apart. This simulates a normal residential street with narrow driveways.

Turn Around Box Exercise

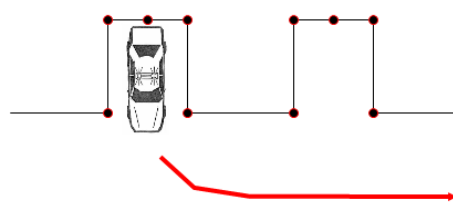
AS THE FRONT BUMPER REACHES FAR SIDE OF
DRIVEWAY – TURN LEFT ACROSS THE STREET



#5

Turn Around Box Exercise

BACK ALL THE WAY INTO THE STALL
THEN TURN LEFT TO LEAVE



#6

7. From outside the course, enter the roadway along the right side and on the roadside opposite the two driveways.

8. The vehicle will move forward, staying as close to the right hand side of the street as possible and reducing speed by braking prior to any turning.

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9. When the front bumper is opposite the leading edge of the first driveway a left turning movement into that driveway will be made.
10. The vehicle will enter the driveway perpendicular to the street and as far to the right as possible.
11. The vehicle is stopped prior to hitting of the traffic cones or flags that outline the driveway, with its front wheels straight.
12. Before initiating backing, look to rear and down the roadway in each direction to ensure that it is hazard free.
13. The vehicle will be placed in reverse and backed out of the driveway.
14. While backing, the steering wheel will be turned slightly to the right so that the front end of the vehicle moves to the left.
15. Visual awareness forward until the vehicle, particularly the left front fender, is clear of all objects and out of the driveway.

D. Driving Exercises

1. Upon exiting the driveway, the steering wheel is quickly turned to its full radius to the right. Maintain visual awareness over the right shoulder and through the rear window until the vehicle is completely stopped.
2. Prior to completing the backing movement and while the wheels are still rolling, the steering wheel will be turned in the opposite direction until the front wheels are pointed in the next direction of travel.
3. The vehicle proceeds to the extreme perimeter of the course (far side of road) and is stopped prior to hitting the marker flags or cones.
4. The vehicle then moves forward as the steering wheel is turned to the left to avoid striking the cones along the perimeter of the course. This completes the "three-point" turn-around.
5. The vehicle will continue toward the second driveway, keeping close to its right side curb line traffic cones.
6. This places the vehicle in a position to execute the next turn-around: "Modified bootleg."
7. When the vehicle's front bumper is approximately even with the leading edge of the opening of the driveway, the steering wheel will be turned sharply to the left.

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8. The vehicle is stopped on the opposite side of the street and at a 45--degree angle to the opening of the driveway.
9. Vision to the rear is directed over the right shoulder and through the rear window; the vehicle is backed into the driveway, as straight as possible, and vision is to remain to the rear until the vehicle is fully stopped.
10. Prior to completing the backing movement, steer so that the vehicle's front wheels will be pointed in the next direction of travel.
11. The vehicle will then move forward as the steering wheel is turned to the left to avoid striking cones along the outside perimeter (vehicle's right) of the road.
12. The vehicle continues on the right side of the roadway, 20 to 30 feet past the first driveway and then stops.
13. The vehicle should be positioned closer to the center line than the right hand curb line. Thus, when the left backing motion is made, the front of the vehicle will not swing out and hit the perimeter cones.
14. Vision towards the driveway is secured by looking over the left shoulder. The vehicle is moved in reverse and the steering wheel is then turned to the left. As the vehicle backs into the driveway, vision remains to the rear until the vehicle is completely stopped.
15. Again, the vehicle should be positioned in the driveway as straight as possible, using the total available depth. Prior to completing backing movement, steer for the next forward movement.
16. The vehicle will then move forward and the steering wheel will be turned to the right to avoid striking cones along the perimeter of the course. This completes the "Bootleg" turn-around.

E. Evaluation

1. Student will be evaluated on practical application performance in both forward and reverse movements in the following areas:
 - a. Steering forward
 - b. Steer while the tires are rolling
 - c. Use of road position
 - d. Brake application

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- e. Front-end swing
 - f. Rear wheel cheat
 - g. Speed control
 - h. Visual awareness of obstacles to rear
 - i. Smoothness and coordination
- F. Materials Needed
1. Designated patrol vehicle(s).
 2. Approximately Thirty 18" traffic cones and sixteen 48" delineators
 3. Markings indicating "Training in progress"