



Pomona Police Department
DFTC TRAINING MEMORANDUM

No. 2024-002

Date: January 22, 2024
To: Sworn Officers, Civilian Report Writers
From: Alyssa Bostrom, Lieutenant
Subject: Safe Driving Practices

Please review the video with the below link:

https://www.youtube.com/watch?app=desktop&v=lyBLNx_I6AI&feature=youtu.be

Learning Objectives:

- **DRIVE TO GET THERE.** You do no one any good if you are involved in a collision.
- **“CODE 2” DRIVING.** There is no such thing as “Code 2” driving. Driving with no emergency lights or sirens at 100 mph is reckless to say the least. The smart, and proper, application of your Code 3 lights, per policy, will protect you and the department from liability.
- **PARALLELING A PURSUIT.** These officers “paralleled” the pursuit route because they wanted to deploy a spike strip. This task does not excuse them from following policy or the rules of the road. Per Lexipol 306.9, “There should be no paralleling of the pursuit route.” I encourage you to read and discuss the whole section/policy.
- **WEAR YOUR SEAT BELT.** Sure it’s a department policy, but the science doesn’t lie. NHTSA estimates using a lap/shoulder belt reduces the risk of front seat passenger deaths by 45%....it also greatly reduces the likelihood of being ejected. Give yourself a chance to survive any crash (at any speed).
- **MAIT REPORTS.** These investigations can take up to one year to complete; if a felony charge is likely, it can go past the one year mark. And yes, a 500-page report is normal for something like this. MAIT reports are very detailed. The CDR in the police unit (aka “black box”) records speeds, braking, seatbelt use, and a variety of other data. The circumstances leading up to a collision can be determined through a variety of methods.
- **TEXT MESSAGES.** Never mind the obvious integrity issues in this case, but MAIT regularly authors cell phone warrants. Our personal phones are not off limits just because we are police officers. The reporter mentions texts from five hours after the crash...so the circumstances around this collision obviously allowed CHP to cast a wide net in as they sought to positively identify the driver.

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