

San Bernardino County Sheriff's Department Regional Training Center
Driving Simulator Training Program - PSP
Expanded Course Outline

- I. Training Philosophy
 - A. Create a positive attitude toward vehicle operation
 - B. Increase officer survival and public safety
 - C. Increase awareness as a driver
- II. Liability Issues
 - A. Lawsuits
 - B. Disciplinary action
 - C. Monetary losses and loss due to injuries
 - D. Vehicle and equipment loss
- III. Program Application
 - A. Training is not skill intensive
 - B. Emphasizes judgment and proper driving tactics
 - C. Provides simulated life and death situations
 - 1. Allows dangerous conditions without risk
 - 2. Allows emergency driving practice w/o risk
 - 3. Not intended to replace hands on training
 - 4. Evaluates knowledge and driving skills
- IV. LEADS System Orientation
 - A. Five screens, 200⁰ field of view
 - B. Adjustable swivel seat with release
 - C. Seat Belt
 - D. Steering wheel (caster recovery)
 - E. Automatic transmission/column shift
 - F. Ignition switch (starter)
 - G. Horn/siren button
 - H. Virtual City
 - 1. E/W streets are numbered "A" through "N"
 - 2. N/S streets are lettered "1" through "14"
 - 3. Main St. is primary E/W street
 - 4. Wall St. is primary N/S street
 - 5. Contains signals, stop signs, yield signs
 - 6. Numerous uncontrolled intersections
 - 7. Variety of traffic (vehicle, bicycle, pedestrian, animal)
- I. Scenarios
 - 1. Pre-programmed set of circumstances
 - 2. Realistic driving situations (without risk)
 - 3. Normal "routine" driving
 - 4. Traffic stops
 - 5. Emergency (Code 3) responses
 - 6. Pursuits
 - 7. Not intended to replace "hands-on" EVOC training
 - 8. Progress from simple to complex

- J. Requires demonstration of knowledge of rules
 - 1. State laws governing emergency vehicles
 - 2. Agency policy
 - 3. Accepted standards and procedures
- K. Requires decision making skills **IIf**
- L. Allows students to experience the consequences of their decisions
 - 1. Proper driving tactics and hazard recognition
 - 2. Replay of critical decision areas
 - 3. Response to hazards
 - 4. Collisions
 - 5. Tactical decisions at end of scenario
- M. Orientation (Scenarios chosen from POST list)
 - 1. Familiarization
 - 2. Directed
 - 3. Follow
 - 4. Linked
- V. Defensive Driving **IIf**
 - A. The Defensive Driver
 - 1. Avoids collisions regardless of right of way
 - 2. Recognizes hazards
 - 3. Reacts properly to hazards
 - 4. Maintains a professional attitude
- VI. Recognizing Dangerous Attitudes
 - A. Overconfidence
 - B. Self-righteousness
 - C. Impatience
 - D. Pre-occupation
- VII. Intersection Analysis **IIf**
 - A. Scan intersection for dangerous areas
 - B. Focus on danger areas as you approach
 - C. Move your vehicle to the best roadway position to see danger
 - D. Slow or stop as necessary for safety
- VIII. Emergency vehicle operation regulations **IIf**
 - A. Vehicle code section (21052 cvc)
 - 1. Routine driving (non code-3)
 - 2. Obey all “rules of the road”
 - B. Violation of “rules of the road” when not Code-3 may present liability problems if in an accident
 - C. Proper lighting
 - D. Proper audio signal (siren)
 - E. Conditions that allow for a code-3 response
 - 1. Fire
 - 2. Emergency
 - 3. Rescue
 - 4. Pursuit (FERP)
 - F. Vehicle code section (21056 cvc)

1. Drive with due regard for others
2. Regardless of Right of Way
- G. Vehicle code section (21806 cvc)
 1. Other motorists duty to yield
 2. Knowledge of approach
 3. See emergency light and hear siren
- IX. Emergency driving policy and procedures legal provision **IIc,f**
 - A. State law
 1. 21055 CVC (Exemption)
 2. 21056 CVC (Due Regard)
 3. Agency policy (17004.7 CVC)
 4. Case Law (Sac. Co. v Lewis)
 - B. Vehicle Code Section 21056 CVC
 1. Section 21055 does not relieve the driver of a vehicle from the duty to drive with due regard for the safety of all persons using the highway, nor protect him from the consequences of an arbitrary exercise of the privileges granted in that section.
 - C. Vehicle Code Section 17004.7 CVC (Agency Policy) Department policy must include;
 1. Supervisory control
 2. Designation of primary unit and total units involved
 3. Coordination with other jurisdictions
 4. Guidelines for initiation and termination
- X. Case Law
 - A. County of Sacramento v. Lewis (Federal):
 1. 1990, Sacramento Sheriff's pursuit of motorcycle driven by 18 year old with a 16 year old passenger
 2. Want was 22350 CVC & failure to yield
 3. Motorcycle tipped over causing passenger to fall off who was then run over by pursuing unit
 - B. California 9th Circuit Court of Appeals ruled:
 1. The deputies questionable conduct may well have amounted to "deliberate indifference to, or reckless disregard for, a person's right to life and personal security"
 - C. U.S. Supreme Court ruled:
 1. Deliberate indifference was not a high enough standard but the officer's actions would have to "shock the conscience" of the court
 - D. Cruz v. Briseno (State)
 1. L.A. County Deputy attempting to overtake a vehicle in violation of 22350 CVC
 2. Suspect vehicle ran a red light causing a fatal t/c
 3. Family claimed officer was operating outside of 17004.7 CVC by pursuing without lights and siren
 - E. California Supreme Court Ruled:

1. "Section 21055 & 21056 only establish driving standards for emergency vehicles; they do not set rules for immunity."
 2. 17004 and 17004.7 cover guidelines for immunity but do not specify lights and siren
 3. Pursuit = Chasing an actual or suspected violator of law. No lights or siren required.
- XI. Initiation of Pursuits **IIc, f, h, I, j**
- A. Type of offense
 - B. Speeds involved
 - C. Public safety
 - D. Officer safety
 - E. Traffic volume (pedestrians)
 - F. Time of day
 - G. Weather/road conditions
 - H. Familiarity with the area
- XII. Emotional Factors
- A. Siren syndrome
 1. Physiological
 - B. Adrenaline rush
 - C. Need for self-control
 - D. Post-pursuit discipline
- XIII. Termination of Pursuits **IIc, f, j**
- A. Decision to pursue not irreversible
 - B. Based on all factors (past, current, future)
 - C. Unreasonable danger
 1. Speed
 2. Traffic volume
 3. Maneuvering required
 4. Capability of the driver and vehicle
- XIV. Vehicle Operation Tactics **IIc, f, h, I, j**
- A. Close distance before attempting stop – Consider potential immunity & liability issues
 - B. Consider backing off if an air unit is present
 - C. Offensive tactics (attempt to stop by)
 1. Boxing in
 2. P.I.T.
 3. Heading off
 4. Road spikes
 5. Driving alongside
 6. Ramming
 - D. Pursuits are following actions:
 1. No caravanning or paralleling by non-involved units
 2. NO passing unless requested
 3. Spacing of units to ensure safety
 4. Proper braking distance
 5. Sufficient reaction time/distance

- E. Options:
 - 1. Roadblocks
 - a. Last resort
 - b. Generally ineffective
 - 2. Road spikes
 - a. Time and availability of equipment
 - b. Controlled direction of travel
 - c. Potential danger to pursuing units
- F. Blocking public access
 - 1. Intersections
 - 2. On and off ramps
 - a. For public and officer safety
 - b. Coordination/communication between units
 - c. No guarantee of safety through intersections

XV. General pursuit considerations IIc, f

- A. All persons involved are held accountable
- B. Balance need for apprehension vs. risk created
- C. Roll of the supervisor should be well defined and understood
- D. Primary and secondary units only, unless additional authorized
- E. Use of firearms and deadly force limited and policy issue

XVI. Safe Driving Tactics IIc, f, h, I, j

- A. Activation of lights and siren
 - 1. Close distance before activation if possible
 - 2. Vary siren pitch approaching intersections
- B. Radio use while driving
 - 1. Use while driving in a straight line
- C. Stay calm and speak clearly
 - 1. Provides recorded documentation of activities
- D. M.D.T. (computer terminal)
 - 1. Refrain from using any equipment while driving that requires taking eyes from road
 - 2. If required, use extreme caution
 - 3. Communications of immediate nature use radio
 - 4. Collisions while using M.D.T. will usually be preventable
- E. Intersections and Cross Traffic
 - 1. Intersection analysis should start early before entering intersection
 - 2. Identify hazardous areas and prepare for them (move away from danger)
 - 3. Slow or stop before entering intersections
 - 4. Look in all directions (left, right, left)
 - 5. Clear intersections lane by lane if necessary
 - 6. Both hands on the steering wheel
 - 7. Prima Fascia speed limit
 - a. Safe speed for conditions
 - b. Blind intersection 15 mph

- c. Stop if necessary
 - F. Passing other Vehicles (Code-3)
 - 1. 21806 cvc requires motorists to pull to right and stop for emergency vehicles operating code-3
 - 2. Allow motorists time to hear, see, react
 - 3. Pass on the left when possible and safe
 - 4. If you must pass on the right, slow down to allow yourself time to react
 - a. Collision avoidance
 - 5. Maintain a high visual horizon
 - 6. Maintain a safe space cushion
 - 7. Anticipate other's actions
 - 8. Look through turns before entry
 - 9. Consider steering to the rear of the conflict vehicle
 - 10. Drive around the problem

XVII. Driving Simulator Scenarios

IIa, b, c, d, e, f, g

- A. Orientation
- B. Traffic Stops
- C. Code-3
- D. Pursuits
 - 1. Termination pursuits
- E. Critique/Debrief
- F. Test

IIb