MAYOR
Richard E. Roquemore
CITY MANAGER
Michael E. Parks

CITY COUNCIL
Taylor J. Sisk
Jamie L. Bradley
Joshua Rowan
Johnathen Eggleston

CITY OF AUBURN
MAYOR and CITY COUNCIL
September 24, 2026
6:00 PM
Council Workshop Meeting
1 Auburn Way
Auburn, GA 30011

COUNCIL REPORTS AND ANNOUNCEMENTS

NEW BUSINESS

1) Introduction of Truck Route Fines – Chief Hodge Put on 10/8/2026 Agenda
2) New Pursuit Policy – Chief Hodge Put on 10/8/2026 Agenda
3) Roadside Tree Trimming Services – Michael Parks Put on 10/8/2026 Agenda
4) Paving Projects – Discussion – Michael Parks Put on 10/8/2026 Agenda

CITIZEN COMMENTS ON AGENDA ITEMS

ADJOURN

City of Auburn

Police Department

A Community Oriented Law Enforcement Agency

Chris Hodge
Chief of Police

1 Auburn Way Auburn, Georgia 30011
Telephone 770-513-8657 Fax 770-682-4428

AUBURN
GEORGIA -EST. 1892

Rick Roquemore
Mayor

Agenda Item No. _____

To: Mayor and Council
From: Chief Chris Hodge
Date: September 24th, 2026

Purpose

Consider approving a new City Ordinance governing restricted commercial vehicle routes within the City of Auburn

Background

The Police Department is petitioning the City Council to consider and adopt a new ordinance establishing and governing restricted commercial vehicle routes within the City. The proposed ordinance is intended to provide a clear and consistent regulatory framework for restricting certain commercial vehicles from utilizing designated roadways where such traffic may be inconsistent with the roadway's design, surrounding land use, and infrastructure preservation. Additionally, the proposed ordinance will establish a graduated fine structure for violations, providing the City with an appropriate and increasingly significant deterrent for individuals and commercial operators who fail to comply with properly posted restrictions.

Funding

No funding necessary

Recommendation

Approve the new City Ordinance governing restricted commercial vehicle routes within the City of Auburn

Attachments

1. New Ordinance 10.14.010 NO THROUGH STREETS TO TRUCK TRAFFIC
2. Sign stating Commercial Vehicle Restrictions

ORDINANCE NO. _____

TO AMEND THE CITY OF AUBURN
CODE OF ORDINANCES
SECTION 10.14.010 NO THROUGH STREETS TO TRUCK TRAFFIC

WHEREAS the City has The City of Auburn, Georgia, has the authority to regulate the use of streets under its jurisdiction in the interest of public safety, preservation of public infrastructure, traffic management, and the general welfare of its residents; and

WHEREAS certain streets within the City are not designed, constructed, or intended to accommodate substantial commercial truck traffic or vehicles of significant weight or size; and

WHEREAS the unrestricted operation of heavy commercial vehicles upon certain residential, local, or otherwise unsuitable streets may contribute to roadway deterioration, traffic congestion, and hazards to motorists, pedestrians, and surrounding property; and

WHEREAS the City Council finds that establishing appropriately designated and posted restrictions on certain streets will promote the safe and orderly use of City streets while allowing necessary commercial and delivery traffic to continue to access properties when appropriate;

NOW THEREFORE Be it ordained that the Council of the City of Auburn, Georgia, as follows:

10.14.010 NO THROUGH STREETS TO TRUCK TRAFFIC

Except as otherwise provided herein, it shall be unlawful for any person to operate, or cause to be operated, upon a Restricted Street, any vehicle that:

Has a gross vehicle weight in excess of 26,000 pounds; or is equipped with more than two (2) axles. The prohibitions established by this Section shall apply independently. Accordingly, a vehicle exceeding either the 26,000-pound gross vehicle weight limitation or the two-axle limitation shall be prohibited from operating upon a Restricted Street.

Each Restricted Street shall be appropriately posted with regulatory signs substantially stating:

NO VEHICLES OVER 26,000 LBS.
OR MORE THAN TWO AXLES

The City may use additional signage or supplemental plaques when reasonably necessary to identify the beginning and ending points of a restriction, applicable exceptions, or other information necessary to provide adequate notice to motorists.

A vehicle subject to the restrictions of this Ordinance shall not enter or travel upon a Restricted Street for the purpose of avoiding another roadway, using the Restricted Street as a shortcut, or otherwise traveling through the Restricted Street without a legitimate destination or authorized purpose thereon.

The Auburn Police Department and other duly authorized law enforcement officers shall have authority to enforce the provisions of this Ordinance. A violation of this Ordinance shall constitute a violation of the Code of Ordinances of the City of Auburn and shall be subject to the penalties provided by applicable City ordinance and Georgia law.

Each entry upon or operation upon a Restricted Street in violation of this Ordinance may constitute a separate violation.

Enforcement and Penalties:

Any person who violates any provision of this Ordinance, including operating or causing the operation of a vehicle in violation of a posted weight or axle restriction, shall be subject to the following civil or criminal penalty, as authorized by applicable ordinance:

1. First Offense: A fine of Three Hundred Fifty Dollars ($350.00).
2. Second Offense: A fine of Five Hundred Dollars ($500.00).
3. Third and Each Subsequent Offense: A fine of Seven Hundred Fifty Dollars ($750.00).

For purposes of determining the applicable fine, a second or subsequent offense shall mean a violation committed by the same person, business, corporation, or other responsible party after a prior violation of this Ordinance has resulted in a conviction, plea of guilty, plea of nolo contendere, or other final adjudication.

Each separate violation of this Ordinance shall constitute a separate offense. Each day or instance in which a vehicle is operated in violation of a posted restriction may constitute a separate offense when authorized by applicable law.

Nothing in this Section shall be construed to limit the City's authority to pursue any other remedy or enforcement action authorized by the Code of Ordinances of the City of Auburn.

Conflict

All ordinances or parts of ordinances which conflict with this ordinance and the applicable code are hereby repealed.

Effective Date

This ordinance and the authority granted by and through it shall become effective immediately upon its adoption by the Mayor and Council of the City of Auburn, Georgia.

Severability

If any portion of this ordinance is determined to be unconstitutional or invalid, the rest and remainder of the ordinance shall remain in full force and effect, as if enacted without the portion declared unconstitutional or invalid.

SO ORDAINED this _____ day of October, 2026.

_____	_____
Mayor Richard E. Roquemore	Jonathan Eggleston, Council Member
_____	_____
Taylor J. Sisk, Council Member	Jamie L. Bradley, Council Member
_____	
Joshua Rowan, Council Member	

ATTEST:

By:_____
Brooke Haney City Clerk


NO TRUCKS OVER 26,000 LBS
OR OVER 2 AXELS

City of Auburn

Police Department

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GEORGIA -EST. 1892

Chris Hodge
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Rick Roquemore
Mayor

Agenda Item No. _____

To: Mayor and Council
From: Chief Chris Hodge
Date: September 24th, 2026

Purpose

Consider approving a new Vehicle Operations (Pursuit) Policy for the City of Auburn Police Department

Background

The Auburn Police Department desires to adopt this revised Police Pursuit Policy to establish clear, consistent, and legally sound guidelines governing the initiation, continuation, supervision, and termination of vehicle pursuits by Department personnel. This policy has been developed with the assistance and guidance of the Georgia Interlocal Risk Management Agency (GIRMA), the City's insurance and risk-management provider. The policy reflects current risk-management considerations and is intended to provide Department personnel with a comprehensive framework for making pursuit-related decisions while balancing the need for effective law enforcement with the safety of officers, fleeing subjects, and the public.

Vehicle pursuits are inherently dangerous and require officers to exercise sound judgment based upon the totality of the circumstances. Accordingly, this policy emphasizes the continual assessment of the necessity and risks associated with a pursuit, recognizes that circumstances may change rapidly, and establishes clear parameters for when a pursuit should be initiated, continued, or terminated. All Department personnel are expected to be thoroughly familiar with and adhere to the provisions of this policy. Nothing contained herein diminishes an officer's responsibility to exercise reasonable judgment or to comply with applicable federal and state law, court decisions, and other legal authority. The Department will periodically review this policy and make revisions as necessary to remain consistent with changes in law, recognized law-enforcement practices, and recommendations from GIRMA and other appropriate authorities.

Funding

No funding necessary

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Mayor

Recommendation

Approve a new Vehicle Operations (Pursuit) Policy for the City of Auburn Police Department

Attachments

1. Proposed Vehicle Operations (Pursuit) Policy

City of Auburn
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Mayor

Auburn Police Department Standard Operating Procedures

Authorized By: Christopher Hodge
Chief of Police

SOP: Chapter 12-1

Effective Date: November 01, 2026

Revised: 09/17/2026
Review: 09/17/2026

Subject: Vehicle Operations (Pursuit) Policy

I. Purpose:

The purpose of this policy is to provide guidelines and directions for the establishment of responsibility for the safe operation of police vehicles during a pursuit; for the initiation or discontinuation of pursuits; for the responsibility of participating officers and supervisors; and to provide the essential balancing of the necessity for the pursuit and more immediate apprehension of the fleeing subject against the risks involved with the pursuit which might include death, injury and/or property damage.

In fulfilling agency objectives, officers will occasionally encounter dangerous subjects who will attempt to avoid capture by fleeing in motor vehicles. In these cases, officers should attempt to anticipate flight and utilize tactics to prevent pursuit. If tactics to prevent a vehicle pursuit fail, tactics should be utilized to minimize the duration of the pursuit, and if possible, to influence the subject vehicle's direction in ways that reduce the risk of harm to others. Once initiated, pursuits shall be monitored and assessed according to state statutes and this policy to ensure that the need to pursue outweighs the risk and dangers of the pursuit itself.

II. Policy:

The department recognizes its responsibility to apprehend criminals and those who violate the law, but it also recognizes that higher responsibility to protect and foster the safety of all persons in the operation of police vehicles under pursuit conditions. Officers operating under pursuit conditions shall be constantly aware that no assignment is too important and no task is to be expedited with such emphasis that any of the basic principles of safety are jeopardized. Therefore, officers shall only engage in pursuits when the totality of the circumstances outweighs the risk to the officer and the public. In initiating any pursuit, the officer shall carefully consider the facts, the driving environment, the seriousness of the offense, the need for apprehension, all the possible consequences, and the safety of all people.

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Mayor

III. Definitions:

A. Discontinue the pursuit: the law enforcement officer ends his or her involvement in the pursuit by slowing down to the posted speed limit and turning off his or her emergency light and siren.

B. Aerial support: the use of aerial surveillance to monitor a pursuit or take over the pursuit, allowing vehicles to back off to a supportive role.

C. Authorization to continue pursuit: verbal approval, transmitted over the assigned radio channel, by the supervisor and acknowledgment by the dispatcher and the officer driving the primary unit.

D. Authorized Law Enforcement Vehicle: a motor vehicle belonging to a federal, state, or local law enforcement agency with a functioning audible signal and a functioning flashing or revolving light. Authorized Law Enforcement must meet all conditions in accordance with OCGA: 40-8-91.

E. Boxing-in: surrounding a violator's vehicle with emergency vehicles that are then slowed to a stop, forcing the violator's vehicle to do likewise.

F. Caravan: operating emergency vehicles in a line or alongside each other in a pursuit.

G. City vehicle: any motor vehicle that is owned, leased, or borrowed by the city and is not a police vehicle.

H. Code-three emergency call: a request for police service that presents an actual and immediate danger of death or serious bodily injury.

I. Deadly force: force when utilized creates a substantial likelihood of serious bodily injury or death.

J. Emergency operation: driving an emergency vehicle according to state law and this procedure in response to a code-two or code-three call or in pursuit of a fleeing vehicle.

K. Inter-Jurisdictional Pursuit: Any vehicle that crosses into a neighboring jurisdiction, such as across a municipal, county, or state line.

L. Marked police vehicle: a police vehicle displaying the emblem and markings of the police department with roof-mounted lights and audible warning devices.

M. Paralleling: operating an emergency vehicle on streets or a route parallel to the pursuit route.

N. Police vehicle: a city-marked and unmarked vehicle assigned to the police department.

O. Primary unit: The authorized law enforcement vehicle that initiates a pursuit or any other unit, that assumes control of the pursuit.

P. Secondary unit(s): Any authorized law enforcement vehicle that becomes involved as a backup to the primary unit and follows the primary unit at a safe distance.

Q. PIT (Precision Immobilization Technique) maneuver: deliberate contact with the rear of a fleeing vehicle by a marked police vehicle with the intention of forcing that vehicle to stop in a predetermined direction.

R. Ramming: An officer may intentionally ram or otherwise make substantial vehicle contact with a fleeing vehicle when, considering the totality of the circumstances, the officer reasonably believes the immediate intervention is necessary to terminate a dangerous pursuit or to prevent an imminent threat of death or serious bodily injury to the public, officers, or other persons.

S. Roadblock: a barricade or other physical obstruction across a roadway set up to stop or prevent the escape of a fleeing vehicle.

T. Secondary vehicle: the marked or unmarked police vehicle that follows the primary vehicle in a pursuit, acting as a back-up for the primary vehicle.

U. Stop Stick/Spike Strip: a rigid column or a strip of belting containing specially designed hollow spikes which, when deployed across a lane of roadway, penetrate tires, slowing the pursued vehicle usually to a complete stop.

V. Supervisor: the supervisor assigned or assuming control of a pursuit situation.

W. Unmarked police vehicle: a police vehicle not displaying the emblem or marking of the police department but is fully equipped with emergency lights and siren

X. Vehicle Pursuit: an active attempt by a law enforcement officer operating an authorized law enforcement vehicle to apprehend a fleeing suspect who is actively attempting to elude the police.

Y. Violent felony: a serious felony that involves an actual or threatened attack that the officer has reasonable suspicion to believe could result or has resulted in death or serious bodily injury (e.g., aggravated assault, armed robbery, and murder, etc.)

IV. Emergency Vehicle Operation:

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Mayor

The State of Georgia outlines the privileges and duties of the operator of an emergency vehicle by state statute. Officers must be acting in response to an actual, ongoing bona fide emergency in order to employ the privileges and immunities of the law. Under O.C.G.A. § 40-6-6. Authorized emergency vehicles:

A. The driver of an authorized emergency vehicle or law enforcement vehicle, when responding to an emergency call, when in the pursuit of an actual or suspected violator of the law, may exercise the privileges set forth in this Code section.

B. The driver of an authorized emergency vehicle or law enforcement vehicle may:

1. Park or stand, irrespective of the provisions of this chapter;

2. Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation while emergency equipment is activated.

3. Exceed the maximum speed limits so long as he or she does not endanger life or property; and

4. Disregard regulations governing direction of movement or turning in specified directions.

5. The exceptions granted by this Code section to an authorized emergency vehicle shall apply only when such vehicle is making use of an audible signal and use of a flashing or revolving blue light visible under normal atmospheric conditions from a distance of 500 feet to the front of such vehicle, except that a vehicle belonging to a federal, state, or local law enforcement agency and operated as such shall be making use of an audible signal and a flashing or revolving blue light with the same visibility to the front of the vehicle.

6. The foregoing provisions shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all people.

7. When a law enforcement officer in a law enforcement vehicle is pursuing a fleeing suspect in another vehicle, and the fleeing suspect damages any property or injures or kills a person during the pursuit, the law enforcement officer's pursuit shall not be the proximate cause or a contributing proximate cause of the damage, injury, or death caused by the fleeing suspect unless the law enforcement officer acted with reckless disregard for proper law enforcement procedures in the officer's decision to initiate or continue the pursuit. Where such reckless disregard exists, the pursuit may be found to constitute a proximate cause of the damage, injury, or death caused by the fleeing suspect, but the existence of such reckless disregard shall not in and of itself establish causation.

V. Procedure:

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A. Pursuit Restrictions:

1. Only two emergency vehicles, -- a primary vehicle and a secondary vehicle, shall engage in a pursuit, unless additional emergency vehicles are authorized specifically by the managing supervisor.

2. Officers shall not continue a pursuit or assist in a pursuit unless immediate authorization for the pursuit is received from the managing supervisor.

3. Officers shall not set up roadblocks or deploy tire deflation devices without the approval of the supervisor.

4. Officers shall not engage in ramming, boxing-in, caravanning, or driving immediately alongside a fleeing vehicle unless the officer is trained in these techniques and with supervisors' approval.

5. If a pursuit is discontinued by the primary vehicle (unless for mechanical reasons), or the supervisor, then all officers shall discontinue the pursuit.

6. Only emergency vehicles or marked police vehicles with emergency warning devices shall initiate a pursuit.

7. Officers engaged in a pursuit shall not drive emergency vehicles the wrong way (against the regular flow of traffic) on a divided highway, interstate, or expressway or any other street or highway designated for one-way traffic, despite allowances in the state vehicular code. When a fleeing vehicle goes the wrong way against traffic, the primary officer shall:

    a. Parallel the vehicle in the correct lane of traffic
    b. Notify dispatch of a wrong-way driver
    c. Request assistance from outside agencies to shut down vehicular traffic on the highway coming in the fleeing subject's direction
    d. Have communications notify the Department of Transportation to activate reader boards to advise motorists of a wrong-way driver

8. Officers shall not engage in a pursuit when they are transporting prisoners, witnesses, suspects, complainants, or any person who is not a member of this department.

B. Environmental Considerations: Officers shall carefully consider the facts and weigh the seriousness of the offense against the possible consequences of jeopardizing the safety of others by a continuous evaluation of the following at the time of the initiation and continuation of the pursuit:

1. Time of day and day of the week

2. Lighting conditions

3. Vehicular and pedestrian traffic

4. Type of roadway

5. Condition of the roadway (e.g., dry, wet, paved, gravel, icy)

6. Weather conditions (e.g., clear, overcast, rain, fog)

8. Condition of the emergency vehicle and the condition and type of the fleeing vehicle

9. Driving ability of the officer

9. Speeds of the emergency vehicle and the fleeing vehicle

C. Initiating the Pursuit: Officers shall only initiate a pursuit:

1. When there is reasonable suspicion that the driver or occupant of that vehicle has committed a violent felony, or

2. When there is evidence of extreme, reckless driving generally or possibly in association with driving under the influence and these observations precede the officer's intervention through any pursuit mode**. (Examples of extreme reckless driving: going 30+, weaving aggressively through traffic or causing near collisions or any other action which displays a blatant disregard for safety)**

D. Responsibilities of the Primary Vehicle Driver:

1. At the earliest possible moment, the primary officer will activate the vehicle's emergency warning devices from the point of initiation to that of completion.

2. Immediately notify communications of:
   a. His or her unit number
   b. The location
   c. Direction of travel
   d. Speed
   e. Reasons for the pursuit
   f. The description of the vehicle being pursued
   g. The number of occupants
   h. The presence of other law enforcement agencies
   i. Location at the time the pursuit is discontinued

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3. Provide updated information regarding direction of travel, speed, and other pertinent details;

4. Allow the secondary vehicle driver to assume all communications;

5. Abandon the pursuit if any mechanical problems develop in the primary vehicle;

6. Discontinue the pursuit if the hazardous circumstances or environmental factors present an unreasonable risk to public safety.

E. Responsibilities of the Secondary Vehicle Driver:

1. The first officer arriving to assist the primary vehicle driver shall notify communications and become the secondary vehicle driver;

2. This officer shall receive immediate authorization from the supervisor to assist in the pursuit to the extent that a supervisor is available and monitoring the pursuit.

3. This officer shall activate all warning devices from the point of entry into the pursuit until it is ended while following the primary vehicle at a safe distance and shall assume the radio communications for the primary vehicle driver;

4. This officer shall become the primary vehicle driver if it abandons the pursuit or shall abandon the pursuit if any mechanical problems develop in the secondary vehicle.

F. Responsibilities of the Supervisor:

1. Assert control over the pursuit.

2. Control the number of authorized vehicles in the pursuit

3. Immediately authorize continuation of the pursuit or order discontinuation depending on the hazardous circumstances and environmental factors present as communicated by the primary vehicle driver.

4. Order units to clear intersections in the likely path of the pursuit where appropriate.

5. Ensure that no more than three (3) emergency vehicles engage in the pursuit unless additional emergency or marked police vehicles are required based on the following circumstances:

a. The severity of the offense;

b. The number of occupants in the suspect vehicle;
c. The likelihood of the suspects being armed.

6. Direct and approve necessary tactics in the pursuit, including authorizing termination of the pursuit through approved use of force tactics.

7. Continuously evaluate the pursuit;

8. Assign additional officers to traffic control, accident investigation, foot pursuit, and/or perimeter security;

9. Order the discontinuation of the pursuit at any time hazardous circumstances or environmental factors present an unreasonable risk to public safety;

10. Respond in all situations to the scene of any arrest resulting from the pursuit and control the scene.

G. Responsibilities of the Communications Center:

1. Assure that the supervisor of the pursuit is clearly identified and that the approval to initiate or continue the pursuit is broadcast;

2. Assure that pursuing officers (primary and secondary vehicle drivers) request supervisory approval and that all critical information is received from the officers involved and relayed to other units;

3. Keep the supervisor appraised of all relevant traffic problems and other actions that might impact upon the conduct of the pursuit.

4. Record all information received from the pursuing officer

5. Clear the radio channel

6. Conduct an inquiry of the license plate through NCIC and GCIC

7. Notify adjacent jurisdictions of the pursuit and the potential that it may enter their jurisdiction.

8. Continue monitoring the pursuit.

This department recognizes the limitations of portable radio coverage. If an authorized pursuit exceeds the effective range or capabilities of Auburn Police Department portable radios, the pursuit shall be terminated by Auburn officers. The sole exception to this procedure is when another duly sworn law enforcement officer or agency is actively assisting with the pursuit. In such circumstances, the assisting

agency shall assume responsibility for the pursuit once Auburn radio coverage is exhausted. If the assisting agency elects to continue the pursuit, Auburn officers may continue to monitor the pursuit, to the extent communications and operational circumstances permit, until the pursuit is terminated.

All MOTORCYCLE PURSUITS ARE PROHIBITED unless the operator has committed a known violent felony prior to the initiation of the pursuit.

H. Uses of force/Termination of Pursuit:

1. Remember that roadblocks, the PIT maneuver, and stop sticks or spike strips constitute seizures, i.e., a stopping of movement by a means intentionally applied. Roadblocks, the PIT maneuver, and tire deflation devices could, under certain circumstances, constitute the use of deadly force, but as uses of force. In using these tactics, officers should consider:

    a. How serious is the offense that the officer suspects at the time they use the tactic?
    b. Is there a physical threat to the officer or any other person, and how significant is that threat?
    c. Is the suspect actively resisting or attempting to evade arrest by flight?

Ramming - An officer may intentionally ram or otherwise make substantial vehicle contact, at low speeds, with a fleeing vehicle when, considering the totality of the circumstances, the officer reasonably believes that immediate intervention is necessary to terminate a dangerous pursuit or to prevent an imminent threat of death or serious bodily injury to the public, officers, or other persons.

The United States Supreme Court has recognized that the Fourth Amendment does not prohibit an officer from using substantial vehicle contact to terminate a dangerous high-speed pursuit when the fleeing driver's conduct poses an actual and substantial threat to innocent persons. In Scott v. Harris, 550 U.S. 372 (2007), the Court held that an officer's use of his patrol vehicle to terminate a high-speed pursuit was objectively reasonable where the fleeing driver was operating in a manner that posed a substantial danger to other motorists and pedestrians, notwithstanding the risk of serious injury or death to the fleeing driver.

2. Roadblocks: Only in the case of suspected fleeing violent felons whose escape poses a danger to life may an officer set up a stationary or rolling roadblock, a decision that shall be approved by the on-duty supervisor. This decision to establish a roadblock shall consider:

    a. The safety of the officers
    b. The risk of physical injury to the occupants of the pursued vehicle
    c. The protection of citizens and their property
    d. That stationary roadblocks must be clearly visible at a distance sufficient to enable approaching vehicles to stop safely. The officer in charge of the roadblock shall notify communications of the exact location.

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Chief of Police

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Richard Roquemore
Mayor

3. Use of firearms:

    a. The use of firearms to affect the apprehension of a fleeing suspect is a use of deadly force.
    b. Officers shall not shoot at or from a moving vehicle unless:
    c. The officer has a reasonable belief that an occupant of the vehicle poses an immediate threat of death or serious physical injury to the officer or another person, or
    d. The officer has a reasonable belief that an occupant is using the vehicle in a manner that poses an immediate threat of death or serious physical injury to the officer or another person, and there is no avenue of escape.

4. PIT maneuver: Only officers trained in this maneuver will attempt to employ this procedure.

    a. The PIT maneuver is defined as a forced stop by a pursuing officer in which the side of a pursued vehicle is pushed by the officer's vehicle causing the suspect's vehicle to rotate into a position where it can be trapped by law enforcement officers.
    b. A PIT maneuver shall only be performed by officers who have received agency approved PIT training.
    c. The PIT maneuver should only be performed at reasonable speeds and in locations where it is reasonable to expect that the maneuver can be safely accomplished.
    a. Each performance of the PIT maneuver is considered a use of force and shall be properly documented in the Pursuit Report.

5. Stop Sticks/spike strips:

    a. Only officers trained in the use of Stop Sticks/spike strips shall deploy them, making sure that their use is contained in the pursuit report. The deploying officer shall advise pursuing units and all other units that they should distance themselves from the pursued vehicle and be prepared to slow down before entering the deployment site. Other traffic shall be diverted from the site if possible.
    b. Stop Sticks/spike strips may only be used on pursuits entering this jurisdiction where an outside pursuing agency is actively engaged in the pursuit of a violent felony subject. The on-duty supervisor shall evaluate the request and may authorize the officers to deploy Stop Sticks/spike strips.

I. In all cases, given the very nature of the offense that generated the pursuit, officers shall employ felony/high risk traffic stop techniques at the end of all pursuits.

J. Reasons for Discontinuation of Pursuit: Any officer involved in a pursuit shall terminate the pursuit and immediately notify communications of his point of discontinuation under any of the following conditions:

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1. When ordered by a supervisor, or any other higher-ranking member of the department;

2. When the officer believes the level of danger created by the pursuit outweighs the necessity for immediate apprehension;
3. When the risk conditions have increased, and the subject's identity has been established to the point where later apprehension can be accomplished, and there is no longer any need for immediate apprehension;

4. When the location of the pursued vehicle is no longer known;

5. When motorists/pedestrians are involved in an accident as a result of the pursuit, immediate assistance should be given. If there is only the marked primary police vehicle, then this vehicle must stop to provide assistance.

6. Discontinuation of a pursuit requires the officer(s) to abandon all active attempts to stop and/or follow the suspected vehicles, and officer(s) shall turn off all emergency equipment.

K. Inter-jurisdictional Pursuits:

1. Pursuits from this jurisdiction into another jurisdiction:
   a. Notify through communications the other jurisdiction as soon as possible of the reasons for the pursuit, the vehicle description, and if assistance is requested.

2. Pursuits from another jurisdiction into this jurisdiction:

   a. The communications staff should determine the number of police vehicles from the other jurisdiction that are involved in the pursuit, find out the circumstances of the pursuit to include the offense, vehicle description, and if assistance is requested.
   b. Supervisors will only approve assistance from this jurisdiction if the offense is in keeping with our justification for a pursuit, i.e., violent felony or reckless driving, and the number is limited to only one vehicle from the outside jurisdiction. If the pursuit does not conform to this policy, Officers shall not engage in the pursuit but may attempt to control intersections to promote the safety of innocent people in the vicinity.
   c. A supervisor from this jurisdiction will proceed to the point of completion of the pursuit as quickly as possible.
   d. The initiating agency will remain in control of any pursuit that crosses into this jurisdiction and will remain responsible for the pursuit.
   e. Generally, officers will not continue with a pursuit that has passed through this jurisdiction once the pursuit has left this jurisdiction.

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L. Report and Review Process: The on-duty supervisor conducts an immediate investigation of the circumstances of the pursuit and shall submit a written report regardless of whether the pursuit was discontinued or terminated, or the subject was apprehended. The departmental Pursuit Report Form (or State-designated pursuit form) shall be completed after any pursuit. In addition to providing the required information on the form, the supervisor will indicate in the narrative section the following:

1. The reason or probable cause for engaging in the pursuit;

2. An account of all violations committed during the course of the pursuit;

3. A summary of tactics employed to apprehend the subject;

4. The exact point of the discontinuation, apprehension, or termination of any pursuit.

5. If the subject is apprehended, there should be an account of the officer's involvement in that arrest.

6. The supervisor's report additionally will include the following:

a. Officers assigned to the pursuit and the assignment of all those involved in the pursuit in various roles;
b. A summary of any accidents or other incidents arising from or related to the pursuit;
c. A complete evaluation on the adherence of the pursuit's conduct to the department's pursuit policy;
d. If the supervisor discontinued the pursuit, the time and location that the pursuit was ordered terminated.
f. Furthermore, the supervisor will:

(a) Collect copies of reports and police vehicle video from all officers involved in the pursuit;
(b) Order and include a copy of the communications/dispatch tapes;
(c) Review each report to ensure that all required information is present;
(d) Conduct an analysis of the pursuit and complete the appropriate section of the Pursuit Report;
(e) Attach copies of the officers' reports, including his report, and forward the packet to the patrol commander/chief of police;

The patrol commander/chief of police will either submit the report to any Accident Review Board or determine compliance with all statutes and policies and make a recommendation for further action (various forms of discipline, suspension, letter, verbal reprimand, and/or retraining.

VI. Training:

Officers shall not be authorized to utilize any equipment or tactic during a pursuit unless the officer has received proper training and/or certification with respect to that equipment or tactic.

VII. Reporting

The Department shall prepare an annual report evaluating the pursuit history and frequency during that year. This report shall address the adequacy of the written policy, training, and field implementation of the Department's pursuit policy.

The agency shall complete and submit the GACP Pursuit Data Collection Form to the GLECP Director by March 1st for the preceding calendar year. If the agency has had no pursuits within the assessment period, a letter on agency letterhead can be submitted in lieu of the written annual report, indicating no pursuits have occurred.

MAYOR
Rick E. Roquemore

CITY MANAGER
Michael E. Parks

CITY COUNCIL
Taylor J. Sisk
Jamie L. Bradley
Joshua Rowan
Johnathen Eggleston

AGENDA ITEM: 3

TO: Mayor and Council

FROM: Michael Parks
City Manager

DATE: September 24, 2026

PURPOSE: To consider awarding a contract for tree trimming along designated City roadways and determine the contractor to perform the work.

BACKGROUND: The City solicited bids for tree trimming services along Parks Mill Road, Sixth Street, Browns Bridge Road, and Kilcrease Road. After reviewing the bids and qualifications, two companies remained under consideration:

- The F.A. Bartlett Tree Expert Company — $66,906.00
- Good Choice X-Pert Tree Service — $72,000.00

The scope of work includes tree trimming along the identified roadways to address overgrown limbs and improve roadway clearance, visibility, and safety.

RECOMMENDATION: Staff recommends awarding the tree trimming project to The F.A. Bartlett Tree Expert Company for $66,906.00. Bartlett has extensive experience performing roadside tree trimming, qualified personnel, and excellent references. Based on the company's experience, qualifications, and the scope of work required, staff considers the proposed price to be fair and reasonable.

FUNDING: TSPLOST/General Fund

ATTACHMENTS: N/A

MAYOR
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AGENDA ITEM: 4

TO: Mayor and Council

FROM: Michael Parks
City Manager

DATE: September 24, 2026

PURPOSE: To discuss the proposed list of roads to be included in the City's upcoming road resurfacing project and authorize staff to proceed with the necessary agreements and preparations.

BACKGROUND: The City has identified several roads that are in need of resurfacing or rehabilitation. The proposed project includes roads within the City of Auburn as well as two road segments involving the Town of Carl.

The proposed roads are:

- County Line-Auburn Road – from 4th Avenue to Barrow County limits
- Sharpton Drive – from Lyle Road to dead end
- Cabots Drive – from Kilcrease Road to pavement joint
- Hickory Ridge Trail – from Parks Mill Road to dead-end cul-de-sac
- Sixth Street – from Sixth Avenue to Atlanta Highway
- Sixth Street – from Woodlawn Drive to Carl-Midway Church Road
- Carl Cedar Hill Road – from south railroad right-of-way to Atlanta Highway

The Sixth Street segment from Woodlawn Drive to Carl-Midway Church Road is shared with the Town of Carl and will require an IGA between the City of Auburn and the Town of Carl.

Carl Cedar Hill Road is located entirely within the Town of Carl. The City of Auburn already has a fully executed IGA with the Town of Carl for this project, under which the Town of Carl will reimburse the City of Auburn for the cost of the work.

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RECOMMENDATION: Staff recommend proceeding with the project for cost estimation and preparation of any necessary documents. The project will be presented for a formal vote in a future meeting.

FUNDING: TSPLOST

ATTACHMENTS: N/A