

# CHARLOTTESVILLE POLICE DEPARTMENT



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Type of Directive: GENERAL ORDER	Number: 77-99
<b>EMERGENCY OPERATION OF POLICE VEHICLES AND PURSUITS</b>	Date: August 19, 2009
VLEPSC Number: OPR.01.01 thru OPR.01.04, OPR.01.09, OPR.07.09	Manual Number: 541.25
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Authorization: Chief Timothy J. Longo, Sr.	Follow-up Date: Annually

## I. POLICY

All personnel operating department vehicles shall exercise due regard for the safety of all persons. Members of the department who operate department vehicles will strictly adhere to existing state and local statutes and this policy. Particular attention will be focused on responding to calls for service and engaging in vehicle pursuits. Officers engaged in emergency vehicle operations shall utilize both the audible (siren) and visual (emergency lights) emergency warning equipment while engaged in vehicle pursuits, overtaking a vehicle and in response to emergency calls for service in accordance with 46.2-920 of the Code of Virginia. When using a department vehicle in emergency operations, pursuing officers and supervisors must justify their actions and, once they have decided to pursue, continue to evaluate the safety of their actions.

## II. PURPOSE

To establish guidelines governing the operation of police vehicles, with special attention to emergencies and pursuits.

## III. DEFINITIONS

A. ECC- Emergency Communications Center

B. Vehicle Pursuit –“Chase or apprehension of a violator of the law charged with or suspected of any such violation” pursuant to Code of Virginia 46.2-920. A pursuit is considered to have begun when an officer makes an attempt to apprehend the occupant(s) of a motor vehicle after the driver has been requested or signaled to stop, is resisting apprehension by maintaining or increasing the vehicle's speed or otherwise maneuvering his/her vehicle in a

manner to elude the officer. Under this definition, it is the violator who initiates a pursuit and the officer must then make a series of decisions as to whether the pursuit shall continue or be terminated.

- C. High Speed Pursuit- To follow in an attempt to overtake or capture at or above the posted speed limit. High speed pursuits should take into consideration the totality of the circumstances, to include pedestrian and traffic safety, environmental conditions, and the seriousness of the violation
- D. ECC Priority 1- Requires the immediate presence of police due to imminent threat to life or of serious injury, potential for significant property damage, or serious disruption of the peace.
- E. ECC Priority 2- Requires the presence of police as soon as possible.
- F. ECC Priority 3- Does not require the immediate presence of police, but response when a unit is available.
- G. Overtake – an active attempt, by one or more police officers, to overtake a motorist in order to:
  - 1. Position the police vehicle so that audible and visual signals can be effectively communicated to the motorist, or
  - 2. Continuously communicate audible and visual signals to the motorist until he/she becomes aware of them.
- H. Emergency Response – a situation in which the physical safety and the well being of an individual is directly jeopardized.
- I. Boxing In – a deliberate tactic by two or more pursuit vehicles to force a pursued vehicle in a specific direction, to reduce the vehicle speed, or to stop the intended vehicle by maneuvering the pursuit vehicles in front of, behind or beside the pursued vehicle.
- J. Roadblock – any method, restriction or obstruction used to prevent free passage of vehicles on a roadway in order to stop a suspect.

#### IV. PROCEDURE

When an officer is assigned calls for service, the following response guidelines shall be used: Priority 1, Priority 2 and Priority 3. Priorities are determined by ECC in accordance with their policy.

##### 1) ECC Priority 1 (Emergency Response)

###### a. Includes all calls that meet the following ECC criteria:

- There is imminent threat to life or of serious injury
- The incident is violent or involves a weapon; the incident has the potential to become violent.

- The suspect in a serious incident is still on the scene or in the immediate area.
  - There is potential for significant property damage
  - The incident may cause serious disruption of the peace.
  - ECC Priority 1 calls may be in progress or may have just occurred.
    - ECC Priority 1 calls that already have occurred may include incidents where evidence may be disturbed or lost without immediate response.
    - ECC Priority 1 calls may include but are not limited to murder, rape, aggravated assault, assaults in progress, motor vehicle accidents with personal injury, shots fired, officer needs assistance, any threats involving weapons, missing juveniles under age 10, bomb threats, major fires and vicious animals that pose a direct threat to life.
- b. Emergency response is the activation of emergency equipment traveling at the maximum safe speed taking into consideration time of day, traffic volume, road and weather conditions. During emergency response officers may disregard traffic laws in accordance with and limited to the Code of Virginia 46.2-920
  - c. It is the policy of this Department that, notwithstanding the authorization set forth in Va. Code 46.2-920, all police vehicles, even when operating in emergency mode, shall not proceed through any steady or flashing red signal, traffic light, stop sign, or other device indicating that moving traffic must stop, without first stopping and checking traffic in all directions.
2. ECC Priority 2 (Immediate Response)
    - a. ECC Priority 2 calls include other crimes in progress or that have just occurred that do not meet the criteria listed for ECC Priority 1.
    - b. An immediate response does not require activation of emergency equipment. Officers responding to ECC Priority 2 calls will obey all traffic laws.
  3. ECC Priority 3 (Standard Response)
    - a. ECC Priority 3 calls do not require the immediate response of police; however, the Shift Commander will be notified immediately if a call must be held until a unit is available.
    - b. Standard response is a response that does not require an immediate police presence and does not require the activation of emergency equipment. Officers responding to Priority 3 calls will obey all traffic laws.

4. Shift Commanders can, at their discretion, alter priorities as assigned by ECC.

A. Non-Emergency and Emergency Response to Calls for Service.

1. Police officers shall respond to non-emergency assignment or incidents in a safe, expeditious manner. The highly visible nature of marked police vehicles makes it imperative that officers always operate them in a safe, courteous manner while obeying traffic laws and ordinances. Officers are reminded that must comply with traffic laws or ordinances unless they are operating under emergency conditions in accordance with Virginia code section 46.2.920. (See paragraph B, below)

It is the policy of this Department that, notwithstanding the authorization set forth in Va. Code 46.2-920, all police vehicles, even when operating in emergency mode, shall not proceed through any steady or flashing red signal, traffic light, stop sign, or other device indicating that moving traffic must stop, without first stopping and checking traffic in all directions.

2. Emergency operation of a vehicle is justified when the immediate presence of a police officer is required in order to protect a person from possible death or injury, or where pursuit to stop a vehicle is deemed necessary due to the nature of the violation or suspected violation by the driver or occupants. While operating a police unit under such emergency conditions, officers may disregard certain traffic regulations as authorized by 46.2-920, in the Code of Virginia. (See paragraph B, below) Nothing shall be construed to release the operator of such vehicle from civil liability for failure to use reasonable care in such operation. The safety of the public and the police officer must be the primary concern in emergency and pursuit responses.

It is the policy of this Department that, notwithstanding the authorization set forth in Va. Code 46.2-920, all police vehicles, even when operating in emergency mode, shall not proceed through any steady or flashing red signal, traffic light, stop sign, or other device indicating that moving traffic must stop, without first stopping and checking traffic in all directions.

3. Members of the Department who operate department vehicles and the passengers of Department vehicles will use the safety restraining devices in the vehicles, except under the provisions listed in 46.2-1094 of the Code of Virginia. Safety restraining devices will always be worn

when operating departmental vehicles under emergency response conditions.

#### B. Response Procedures to Emergency Calls

1. This directive establishes a maximum 20-MPH over the posted speed limit for an emergency vehicle response, except for the police vans and SUVs, which shall continue to obey the posted speed limit. However an officer shall exercise reasonable care, using a due regard for the safety of the public and the officer. Some factors to consider when responding to an emergency assignment are; weather road conditions, time of day, location of pursuit, pedestrian and vehicular traffic, etc.
2. While operating as an emergency vehicle, which can be marked or unmarked vehicles, an officer is temporarily relieved of the obligation to comply with certain traffic regulations (with due regard to the safety of persons and property); however, both the siren and emergency light(s) must be operational and continuously activated. The use of either the emergency light(s) or siren alone does not qualify the vehicle as an emergency vehicle. Alternately flashing headlights, as described in 46.2-1029.1, in the Code of Virginia, may also be used during emergency response except when the use of headlights are required by 46.2-1030. Each officer should familiarize himself with the specific traffic laws that are listed with VA Code 46.2-290.

It is the policy of this Department that, notwithstanding the authorization set forth in Va. Code 46.2-920, all police vehicles, even when operating in emergency mode, shall not proceed through any steady or flashing red signal, traffic light, stop sign, or other device indicating that moving traffic must stop, without first stopping and checking traffic in all directions.

3. All units responding to an in progress call (e.g. robbery burglary, etc), prior to coming within hearing or sight distance of the location may consider discontinuing the use of siren, emergency lights, or both, if continuing activation might jeopardize the safety of any person (including the responding officers) or property, or might otherwise jeopardize the success of the police response to the call. Officers shall keep in mind, however, that turning off either the siren or emergency lights will require the vehicle to be operated in accordance with all traffic laws.
4. Four-way emergency flashers shall not be used as emergency response equipment on any police vehicles, marked or unmarked, during an emergency response. Activation of four-way flashers prevents the use

of turn signals and therefore could confuse other motorists during emergency responses.

5. All department vehicles responding to emergency calls or responding to the area to assist shall maintain radio communication with the Emergency Communication Center.
6. The driver of the police vehicle should have the driver's side window down far enough to hear other sirens and traffic warning signals.
7. Police vehicles should yield to all ambulances and fire equipment operating under emergency conditions.
8. Police vehicles shall yield to school buses stopping or stopped for the purpose of discharging or picking up students. The officer shall remain stopped until such time as the driver of the school bus has assured him/her that it is safe to proceed. The officer will check to make sure no students are about to cross or who is in a position that would endanger them should the emergency vehicle proceed.
9. It is the policy of this Department that, notwithstanding the authorization set forth in Va. Code 46.2-920, all police vehicles, even when operating in emergency mode, shall not proceed through any steady or flashing red signal, traffic light, stop sign, or other device indicating that moving traffic must stop, without first stopping and checking traffic in all directions.

C. Considerations for engaging in a pursuit

1. Pursuits in general should be limited to cases in which an Officer has reasonable suspicion to believe;
  - a.) A suspect has committed or is about to commit a crime and the necessity to apprehend the suspect outweighs the danger created by the pursuit
  - b.) That a traffic infraction has been committed and the necessity to apprehend the suspect outweighs the danger created by the pursuit.
  - c.) The suspect vehicle is being operated in a manner that creates an immediate public safety hazard.
2. The initial decision to engage in or abandon a pursuit shall lie with the individual officer, after considering the restrictions imposed by this procedure, as well as, a wide variety of mitigating factors. These factors shall include, but are not limited to;

- a) The danger to the public created by the actions of the suspect driver
  - b) The seriousness of the original offense;
  - c) Its relationship to community safety (e.g. time of day);
  - d) Location of the pursuit;
  - e) The weather and roadway conditions;
  - f) Vehicular traffic and pedestrian presence;
  - g) Familiarity with roadway design;
  - h) Capability and quality of operational police equipment, including communications;
3. The officer's decision to continue a pursuit may be overridden by a supervisor at any time.

#### D. Vehicle Pursuit Regulations

1. Officers shall not operate a vehicle at a rate of speed or in such a manner that is likely to cause a loss of control.
  - a) **When beginning a pursuit and throughout the duration of a pursuit, a police officer shall weigh the need to apprehend a fleeing criminal suspect and or the potential hazard to the public being created by the actions of the suspect driver against the hazard presented by the pursuit. If the need to apprehend or stop the dangerous actions of the suspect driver outweighs the hazard of the pursuit, it is the duty of the officer to pursue the suspect. If, however, the hazard created by the pursuit outweighs the need to apprehend the suspect or the hazard created by the suspect driver's actions, the pursuit should be terminated.**
2. This procedure shall apply to all sworn personnel operating department vehicles. Vehicles not equipped with emergency lights and sirens, in accordance with 46.2-920 in the Code of Virginia, will not be involved in vehicle pursuits. Additionally, any Department vehicle engaged in a pursuit shall maintain radio communications with ECC.

It is the policy of this Department that, notwithstanding the authorization set forth in Va. Code 46.2-920, all police vehicles, even when operating in emergency mode, shall not proceed through any steady or flashing red signal, traffic light, stop sign, or other device indicating that moving traffic must stop, without first stopping and checking traffic in all directions.

3. Sworn personnel not trained in defensive and pursuit-driving tactics from a Virginia State Approved Training Academy will not engage in pursuits.
4. An officer who has any passenger in his/her vehicle, other than a sworn employee of the department or other law enforcement officer, will consider the safety of the passenger(s) before engaging in or continuing a pursuit. If possible, the passenger(s) should be safely and responsibly removed from the police vehicle in an area that is not an inherent threat to their safety.
5. All department personnel operating vehicles in an enforcement capacity shall be thoroughly familiar with all of the laws of the Commonwealth of Virginia concerning the use of emergency vehicles and equipment (46.2-920), as well as applicable department procedures.

It is the policy of this Department that, notwithstanding the authorization set forth in Va. Code 46.2-920, all police vehicles, even when operating in emergency mode, shall not proceed through any steady or flashing red signal, traffic light, stop sign, or other device indicating that moving traffic must stop, without first stopping and checking traffic in all directions.

6. The pursuit shall be limited to the primary unit and a secondary unit, unless exceptional circumstances warrant the use of additional units. Exceptional circumstances may be determined to exist ONLY by a supervisor. If the primary or secondary units are unmarked vehicles, motorcycles, police vans, or SUVs they will disengage the pursuit upon the arrival of and replacement by marked units
7. All other units will remain aware of the direction and progress of the pursuit but shall not actively participate. There shall be no units paralleling the pursuit route.
8. There shall be no bumping or ramming of the pursued vehicle. Boxing in the pursued vehicle for the purpose of limiting travel paths and ending the pursuit is allowed only in cases where allowing the suspect to continue unabated will likely result in another person suffering death or serious bodily injury.
9. All units involved in a pursuit, whether the vehicle in front of the unit is the suspect vehicle or another police vehicle, shall space themselves at a distance that will ensure proper braking and reaction time in the event the vehicle in front stops, slows down, or turns.

10. There shall be no attempt by officers to pass other police vehicles involved in the pursuit unless the passing officer receives specific permission from the primary unit or the shift supervisor.
11. Officers shall not pursue suspects the “wrong way” on any roadway or duplicate the suspects dangerous driving maneuvers unless the failure to immediately apprehend the violator will likely result in another person suffering death or serious bodily injury, and the officer’s maneuvers do not endanger non-involved persons or unreasonably endanger the officer(s) involved.
12. Officers, while engaged in a pursuit, shall not discharge a firearm at or from a moving vehicle unless the use of deadly force is justified to protect the officer’s life or the life of a citizen. Officers should never intentionally put themselves in the path of an oncoming suspect vehicle and should always consider the possible consequences of disabling a suspect driver before deciding to use deadly force in a moving vehicle situation.
13. Stationary roadblocks are prohibited unless the risks posed by allowing the pursuit to continue presents an immediate threat to the life and safety of others. Roadblocks should be considered only as a measure of last resort to terminate a pursuit and must be authorized by a supervisor. If a roadblock is established, officers must:
  - a) Allow the suspect vehicle reasonable stopping distance;
  - b) Not place themselves in the roadblock in line with the oncoming suspect vehicle;
  - c) Reasonably ensure the safety of non-involved pedestrians and motorists
  - d) Comply with any applicable laws on roadblocks, including considerations contained in 46.2-920.

It is the policy of this Department that, notwithstanding the authorization set forth in Va. Code 46.2-920, all police vehicles, even when operating in emergency mode, shall not proceed through any steady or flashing red signal, traffic light, stop sign, or other device indicating that moving traffic must stop, without first stopping and checking traffic in all directions.

- e) Notify all units and ECC personnel of the exact location of the roadblock

#### E. Pursuit Termination

1. The decision to terminate a pursuit should be based on a reasonable analysis of the risk created by the pursuit compared to the risks of letting the offender escape or continue to operate the vehicle in a manner that creates a public safety hazard. The officer or supervisor's decision to terminate a pursuit shall be respected. The due regard for the safety of others should include consideration of the risks created by the violator's driving as well as that of the officer. The supervisor in charge has authority to terminate the pursuit at any time, as does the primary officer.
2. Factors to consider in terminating a pursuit
  - a) Situations in which the offender is identified, and the failure to apprehend the offender immediately poses no immediate threat of death or serious injury to another person.
  - b) If in the opinion of the pursuing officer or supervisor in charge there is a clear and unreasonable danger created by the pursuit to the officer and others that outweighs the necessity for immediate apprehension.
  - c) Excessive speeds with respect to environmental and traffic conditions, etc. In such a situation when the pursuit is the primary motivation for the dangerous actions of the suspect driver the risk may have become too great when compared to the potential benefit of immediate apprehension.
  - d) Situations in which there is a malfunction of police equipment or the police vehicle (e.g. blue light(s) are inoperable, brake problems, etc.)
  - e) The distance between the pursuing officer and the violator is so great that further pursuit is futile or the officer loses visual contact with the violator for an extended period of time
  - f) When communications capabilities between the primary officer and EEC become severely limited or non-existent.

#### F. Primary Unit Responsibilities

1. The primary unit shall control the tactical operations and will be responsible for broadcasting radio communications (the secondary unit may be given responsibility for radio communications at the discretion of the primary unit or the on-duty supervisor). These communications shall include, but are not limited to:
  - a) Direction of travel;
  - b) Location and speed;

- c) Type of offense;
  - d) Vehicle description, including license number, if known;
  - e) Number of occupants;
  - f) Driving behavior of the pursued vehicle;
  - g) Reason for pursuing vehicle, including known laws violated.
2. Failure to provide the above information may be cause for the supervisor to order termination of the pursuit.
  3. The authority of the primary unit pertains to the immediate field operation and is, at all times, subordinate to the command of the shift supervisor.
  4. The primary officer may maintain pursuit as long as it is safe to do so, until directed to terminate the pursuit by the supervisor, or the suspect is stopped.

#### G. Secondary Unit Responsibilities

1. Assistance will be coordinated under the direction of the shift supervisor.
2. The active pursuit will normally involve not more than two officers: the primary and secondary units. If more assistance is specifically requested, the response will be determined by:
  - a) Nature of the offense;
  - b) Number of suspects;
  - c) Whether the participating units have more than one officer;
  - d) Other clear and articulated facts that would warrant an additional officer(s).
3. Only the supervisor may authorize more than two officers to be in active pursuit.
4. The secondary unit, upon joining the pursuit, shall immediately notify the Emergency Communication Center. The secondary unit will maintain a safe distance behind the primary officer, but be close enough to render backup assistance if and when needed.
5. If the primary unit becomes disabled, the assisting officer will become the primary unit. The shift supervisor will assign another unit to join the pursuit and that unit will be designated as the secondary unit.

#### H. Emergency Communications Center Responsibilities

1. Upon being notified of the initiation of a vehicle pursuit ECC personnel shall:
  - a) Determine which unit is in pursuit;
  - b) Determine the location of the pursuit and the direction of travel;
  - c) Dispatch one backup unit;
  - d) Notify the shift supervisor;
  - e) Activate the alert tone and hold traffic;
  - f) Listen to the radio traffic and keep track of direction of travel and any other pertinent information, i.e., description of vehicle, license plate number, check for wants/warrants, and hold for officer; and
  - g) Notify adjacent jurisdictions if the pursuit is likely to or does in fact leave our jurisdiction and enters an adjacent jurisdiction.
2. Pursuits entering this jurisdiction from another jurisdiction, ECC personnel shall:
  - a) Notify the shift supervisor;
  - b) Dispatch units according to the request of the shift supervisor;
  - c) Activate the alert tone and hold traffic if this jurisdiction is involved in the pursuit, if not let the field units know the pursuit is coming into this jurisdiction;
  - d) Relay information and update responding units.

#### I. Shift Supervisor Responsibilities

1. Upon being notified that a pursuit is in progress, the shift supervisor shall:
  - a) Maintain control of the pursuit.
  - b) Ensure that no more than the required or necessary officers are involved in the pursuit.
  - c) Ensure that adjoining agencies are being notified.
2. The shift supervisor will continue to control the pursuit until it is terminated. In the absence of adequate information, or if the supervisor determines that the pursuit is creating more of a hazard than what already exists, the supervisor shall order termination of the pursuit.

J. Use of Tire Deflation Devices

1. The use of tire deflation devices will be governed by sound professional judgment and the procedures outlined in this policy. In determining whether the utilization of a tire deflation device is appropriate, supervisors and officer(s) should consider those factors in paragraph IV, D (Vehicle Pursuit Considerations) of this General Order, as well as the policy set forth below.
2. If another law enforcement agency has requested assistance pursuant to this policy and a decision to deploy tire deflation devices is necessary, the other law enforcement agency must approve the deployment.
3. Circumstances permitting, backup units deploying the device will attempt to establish a location where a visible presence of a law enforcement officer(s) is apparent to the suspect. Circumstances permitting, the deploying officer(s) will position traffic cones in the roadway just prior to the location of the deflation devices.
4. After the backup officer(s) are properly and safely positioned, and the approaching suspect continues failing to stop, or the pursuing units have reason to believe that the continued movement of the fleeing vehicle will place the driver and/or others in imminent danger of serious bodily harm or death, the backup units may utilize approved tire deflation devices in order to bring the suspect vehicle to a stop.
  - a) Before utilizing tire deflation devices. Officer(s) shall have completed training on the use of these devices.
  - b) All of the following criteria shall be met prior to the deployment of a tire deflation device:
    - (1) There is reasonable cause to believe the suspect has committed an offense justifying the arrest of the suspect.
    - (2) The officer attempting to apprehend the suspect has given notice of command to stop the suspect by means of both lights and siren.
    - (3) The suspect ignores the efforts and warnings obvious and visible to a reasonable person in the suspect's position.
    - (4) A supervisor has approved the device being deployed.
  - c) Officer(s) involved in using tire deflation devices will consider the following prior to utilizing this equipment:

- (1) Most effective location for the placement of deflation devices.
  - (2) Position and vulnerability of the public, private property, and other assisting units and equipment.
  - (3) Deployment locations should have reasonably good sight distances to enable the person deploying the devices to observe the pursuit and other traffic as it approaches.
  - (4) Tire deflation devices should not be used:
    - (a) *Immediately approaching or in severe curves;*
    - (b) *Immediately approaching or on bridges;*
    - (c) *When circumstances have changed at the proposed location the device is to be used so that the location does not now meet good judgment and safety requirements outlined in this section; (ex. ice, snow, new construction, disabled vehicle, etc.)*
    - (d) *After a pursuit has been terminated by the lead pursuit officer or supervisor;*
    - (e) *After permission to use the device has been withdrawn by a supervisor, or the lead pursuit officer advises against using the device; and*
    - (f) *Areas that contain a high density of businesses, residences and/or pedestrians.*
  - (5) The backup officer(s), who are on foot deploying the tire deflation device, should attempt to choose a location with natural barriers such as roadway overpasses guardrails or shrubbery. In addition to the police unit between the suspect and backup officer(s) affording cover and concealment these barriers will further conceal the officer(s) on foot from the suspect's view and allow deployment of the devices in a relative position of safety.
  - (6) Traffic, construction, special events, and/or activities may create situations where the use of the device would be inappropriate.
5. Tire deflation devices should not be deployed to stop the following vehicles unless continued movement of the suspect vehicle would result in an increased hazard to others:

- a) Any vehicle transporting hazardous materials.
  - b) Any passenger bus transporting passengers.
  - c) Any school bus transporting students.
  - d) Any vehicle that would pose an unusual hazard to innocent parties.
  - e) Any two wheel vehicles, unless deadly force is justified.
6. Pursuing units should coordinate with the officer(s) deploying the tire deflation devices in order to ensure the safe and effective use of the devices.
- a) When the decision is made to deploy the device, pursuing units will notify the officer(s) deploying the device as far in advance as possible of the necessity of their use.
  - b) Circumstances permitting the officer(s) deploying the device shall be in position at a predetermined location in sufficient time for proper deployment. The officer(s) deploying the device shall be in contact with the pursuing units. Pursuing shall be notified when the device is in place.
  - c) The devices will be deployed in accordance with the manufacturer's recommendations and training guidelines. Do not engage in physical contact with the rope or device while they are being run over.
  - d) After deploying the tire deflation device, everyone at the scene should immediately seek protection.
  - e) The officer(s) deploying the device is/are responsible for securing them immediately after their use. This would include searching the immediate area where the device was used to collect any spikes or points that may have become detached, properly maintaining the device, and preparing for the reuse and storage of the device.
7. The effective use of tire deflation devices constitutes a use of force. Officer(s) deploying a tire deflation device must complete a Use of Force Report in accordance with General Order 537.25 - *Use of Force - Reporting Policy*

#### K. Medical Assistance

In the event any person is injured during the course of the pursuit, the involved officer(s) shall immediately provide, or make arrangements for providing medical care. The care for human life will exceed the need to capture a fleeing suspect in the vast majority of situations. If the pursuit must

be continued to prevent additional deaths or injuries, the pursuing officer(s) must make arrangement via radio to provide the victim(s) care.

L. Pursuits – Other Agencies or Jurisdictions

1. When other agencies pursue vehicles into the jurisdiction of the Department, the following shall govern the Department's involvement:
  - a) Department officers will not assist in active pursuit unless requested by the pursuing agency and the on-duty Department's supervisor approves such assistance.
  - b) At no time will Department units become actively engaged in a pursuit if two vehicles from another agency are already in active pursuit unless otherwise instructed by the on-duty Department supervisor. (This will not preclude an officer stopping traffic from entering the expected pursuit route and thereby reducing the possibility of injury to uninvolved parties).
  - c) If Department units join the pursuing agency and the agency's backup unit arrives to assist, Department units will terminate active pursuit and cease emergency operations unless otherwise instructed by a supervisor.
2. When any officer engaged in a pursuit leaves this jurisdiction and enters other jurisdictions the following will apply:
  - a) The primary officer will advise dispatch and the on duty supervisor that the pursuit is leaving the jurisdiction
  - b) The supervisor handling the pursuit will evaluate the entire incident and make the decision to let the pursuit continue or terminate.
  - c) The Emergency Communications Center will notify the involved jurisdiction.
  - d) If the agency with jurisdictional authority joins in active pursuit, the secondary unit will discontinue pursuit and cease emergency operations. If two units from the other agency join the pursuit all Charlottesville Police Department units will terminate their pursuit and discontinue emergency operations. (At no time will Charlottesville Police Department units be involved in pursuits when two police units from another agency are already involved).
3. When other agencies become involved in pursuits, within the jurisdiction of the Department, the following shall apply:

- a) If another agency becomes involved in the immediate pursuit when two of our Department vehicles are actively engaged in a pursuit, the secondary unit(s) from this Department will terminate emergency operations, unless otherwise instructed by a supervisor.
- b) The secondary unit will, if possible, advise ECC of the identity of the other agencies involved so that ECC can make contact and begin communications with the involved agency.
- c) Due to limited radio communications with other agencies, the supervisor shall re-evaluate the pursuit and terminate if necessary.

#### M. Pursuit Critique and Review

1. Standards applied to the evaluation and critique of the pursuit as well as the decision to continue the pursuit shall include, among other factors, the following questions:
  - a) If the pursuit resulted or reasonably could have resulted in injury or death to any person or significant property damage, would a reasonable person understand why the pursuit occurred?
  - b) Did the dangers created or posed by the pursuit exceed the danger posed by allowing the perpetrator to escape or continue the activity that caused the pursuit to be initiated?

#### N. Evaluations, Critiques and Investigations

1. Following termination of any pursuit that involved Department members, they shall cooperate fully in all post-incident evaluations, critiques or investigations.
2. The shift supervisor shall review each pursuit and review the incident with the officer as soon as is practical following the incident. An Incident Based Report and a Pursuit Report will be filed in all vehicle pursuits where it is obvious the suspect is trying to evade or elude the officer. Ref. GO 537.25 - *Use of Force - Reporting Policy*
3. Tire deflation devices or means in which the vehicle was physically or forcibly stopped require that a Use of Force be completed in addition to the Pursuit Report
4. A Chain of Command Review shall be conducted on all pursuits. The documented review shall be forwarded to the Chief of Police for final approval. All completed reviews shall be forwarded to the Internal Affairs Unit for accuracy and filing.

