



Policy 1503

Subject EMERGENCY VEHICLE OPERATION AND PURSUIT	
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By Order of the Police Commissioner

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POLICY

The purpose of this policy is to provide guidance on conducting safe emergency vehicle operations and pursuits. Members shall use sound judgement and discretion while upholding the sanctity of human life in all instances of emergency response and pursuit.

While members must at all times comply with the minimum legal requirements governing the use of force, they must also comply with even stricter standards set forth by Departmental Policy.

CORE PRINCIPLES

Member and Public Safety. Members shall operate all vehicles with the utmost care and caution and will comply with all traffic regulations. While operating in Emergency Response Mode, members shall comply with Maryland State Law governing emergency vehicle operations. Members shall weigh the risks of driving in Emergency Response Mode against the nature of the emergency.

Sanctity of Human Life. Members shall make every effort to preserve human life in all situations.

Value and Worth of All Persons. All human beings have equal value and worth and members shall respect and uphold the value and dignity of all persons at all times.

Peaceful Resolutions. Members shall avoid the use of force unless it is not possible to do so.

De-Escalation. Members shall use de-escalation techniques and tactics to reduce any threat or gain compliance to lawful commands without the use of force or with the lowest level of force possible (See Policy 1107, *De-Escalation*).

Avoiding Escalation. Members shall not do or say anything that escalates an encounter unless necessary to achieve a lawful purpose.

Assessment. Members shall continuously assess each situation and change the member’s response as the circumstances change. Members may be justified in using force in one instance but not justified in using force an instant later. This duty to assess includes the continuous assessment of circumstances before and after the member uses force.

Use of Force: Reasonable, Necessary, and Proportional. Members shall use only the force reasonable, necessary, and proportional to respond to the threat or resistance to effectively and safely resolve an incident and will immediately reduce the level of force as the threat or resistance diminishes.

Reporting Use of Force. Each member who uses force, or observes another member or members use force, shall immediately notify their supervisor, and will accurately and completely report the use of force by the end of their tour of duty (See Policy 725, *Use of Force Reporting, Review, and Assessment*).

Duty to Intervene. Members shall intervene to prevent the abusive conduct or the use of excessive force by another member (See Policy 319, *Duty to Intervene*).

Duty to Provide Medical Assistance. After any use of force incident, members shall immediately render aid to any injured person consistent with the member's training and request medical assistance. If restrained, persons are not to be positioned facedown as it may cause positional asphyxia, and placing restrained persons on their back may lead to radial nerve damage to the wrists and forearms. Restrained persons are to be placed in a seated position or on their sides.

Accountability. Members shall be held accountable for uses of force that violates law or policy.

Sound Judgement and Discretion. The BPD recognizes it is better to allow a suspect to temporarily escape apprehension than to jeopardize anyone's safety in a Vehicle Pursuit. No member shall be criticized or disciplined for a decision not to engage in a Vehicle Pursuit or to Terminate an ongoing Vehicle Pursuit based on the risk involved, even in circumstances where this policy would permit the commencement or continuation of a pursuit.

Retaliatory Force. Members are prohibited from using force against persons engaged in First Amendment protected activities or to punish persons for fleeing, resisting arrest or assaulting a member, or for any other punitive reason (See Policy 804, *First Amendment Protected Activity*).

DEFINITIONS

Emergency Response Mode – Driving with emergency lights and siren activated.

Eluding – An Eluding driver increases speed, takes evasive action, and/or refuses to stop despite a member's signaling to stop by hand, voice, emergency lights, and/or siren even after a reasonable amount of time to yield or stop has passed.

Deliberate Vehicle Contact – Any intentional vehicle-to-vehicle contact, whether by a member or non-member. Includes Vehicle Pinch and Vehicle Strike. Deliberate Vehicle Contact is not a reportable collision under Policy 905, Traffic Crash Investigation And Reporting, or Policy 908, Departmental Vehicle Crashes.

Lead Unit – The law enforcement vehicle driven by a member who initiates a pursuit, or any unit that assumes control of the pursuit as the lead vehicle (the first police vehicle immediately behind the Eluding vehicle).

Rolling Roadblock – A vehicle stopping technique involving officers who are positioned in front of, behind, and alongside a vehicle to gradually reduce its speed in a coordinated manner and eventually bring it to a stop.

Static Roadblock – Use of a barrier, including a stopped departmental vehicle, to close off all exits in the path of travel of an Eluding vehicle to bring it to a stop. This does not include blocking a stopped or nearly stopped vehicle.

Secondary Unit – Any law enforcement vehicle which becomes involved as a backup to the Lead Unit and follows the Lead Unit at a safe distance.

Street Paralleling – Driving a law enforcement vehicle on a street parallel to a street on which a pursuit is occurring.

Terminate – To discontinue the pursuit of an Eluding vehicle.

Trail – Following the path of the pursuit while obeying all traffic laws and without activating emergency lights or sirens. If the pursuit is at a slow rate of speed, the trailing vehicle will maintain sufficient distance from the pursuit vehicles to clearly indicate an absence of participation in the pursuit.

Vehicle Pursuit – When a member operating a law enforcement vehicle attempts to keep pace and/or to immediately apprehend one or more occupants of an Eluding vehicle.

Vehicle Pinch (AKA “Vehicle Pinning”) – A pre-emptive containment tactic used by 1 or more police vehicles on a stationary or near-stationary target vehicle. A Vehicle Pinch is intended to eliminate the gap required for the suspect to generate momentum and flee. At minimum, a Vehicle Pinch generally involves positioning 2 police vehicles in direct contact with the target vehicle’s bumpers (front and rear). In cases where a target vehicle is positioned against an obstacle that prevents movement in that direction, a Vehicle Pinch may be conducted by a single police vehicle contacting the opposite bumper. A properly conducted Vehicle Pinch is not considered a Use of Force.

Vehicle Strike (AKA “Ramming”) – Deliberate Vehicle Contact by a police vehicle with the intent to strike another vehicle with significant impact for the purpose of interrupting or incapacitating that vehicle. Ramming is always a use of force. This includes, but is not limited to, a departmental vehicle ramming a suspect vehicle or redirecting the suspect vehicle into another vehicle or object. Does not include a properly conducted Vehicle Pinch.

DIRECTIVES

Emergency Response Mode

1. Driving in Emergency Response Mode is only permitted in law enforcement vehicles equipped with emergency lights and siren.
2. Members shall not drive in Emergency Response Mode when transporting civilians or prisoners EXCEPT where either transporting for emergency medical treatment OR the civilian is participating in the Department al Ride-Along Program, See Policy 503, Transportation Of Passengers In Departmental Vehicles.
3. Before operating a law enforcement vehicle in an Emergency Response Mode, members shall consider the following:
 - 3.1. The nature or seriousness of the offense or the call for service.
 - 3.2. Current road or environmental conditions.
 - 3.3. Familiarity with the route and destination.

- 3.4. Pedestrian and vehicular density.
4. When operating in an Emergency Response Mode, in keeping with Maryland Code, Transportation Section 21-106, "Privileges for Drivers of Emergency Vehicles", members may:
 - 4.1. Exceed the speed limit, so long as members do not endanger life or property.
 - 4.2. Proceed through a red light or stop signal, a stop sign, or a yield sign, but only after slowing down as necessary for safety.
 - 4.3. Disregard regulations governing turning or movement in a specified direction.

Vehicle Pursuit Authorization

5. Members may pursue an Eluding vehicle when there is reason to believe *both*:
 - 5.1. The vehicle contains a suspect who either:
 - 5.1.1. Committed or is about to commit a violent crime (e.g., homicide, robbery, aggravated assault with a deadly weapon) *or*,
 - 5.1.2. Committed or attempted to commit any offense involving the unlawful discharge, display, possession, or use of a firearm or explosive device in such a manner as to provide an officer reason to believe that the person presents an imminent threat to the public.
 - 5.2. Failure to immediately apprehend poses an imminent threat to the member or the public, based on the suspect's criminal actions.
6. Supervisors shall ask clarifying questions to determine whether the elements listed above exist.
 - 6.1. Supervisors shall ask clarifying questions, as needed, to determine the extent of injuries, the extent of damage, and the circumstances surrounding the event.
7. Factors that shall be considered, both individually and collectively, when deciding to initiate or continue a Vehicle Pursuit, include, but are not limited to:
 - 7.1. The safety of the public, including: the type of area, such as a school zone; time of day and lighting; weather, road conditions, and density of vehicular and pedestrian traffic; and the speed of the pursuit relative to these factors.
 - 7.2. The pursuing members' familiarity with the area of the pursuit, the quality of radio communications between the pursuing vehicles and dispatchers/supervisors, and

the driving capabilities of the pursuing member(s) under the conditions of the pursuit.

- 7.3. Whether or not the identity of the suspect has been verified.
 - 7.4. The performance capabilities of the vehicles used in the pursuit in relation to the speed and other conditions of the pursuit.
 - 7.5. Other persons in or on the Eluding vehicle, such as passengers, suspects, and hostages.
 - 7.6. The availability of other resources, such as air support assistance.
 - 7.7. The likelihood of apprehension at a later time.
8. Upon radio notification that a Vehicle Pursuit has been initiated, supervisors shall, at their discretion, approve or disapprove the continuation of the pursuit and may direct additional units to join the pursuit.

Vehicle Pursuit Prohibitions

9. Members are prohibited from initiating a Vehicle Pursuit when:
- 9.1. Transporting arrestees or civilian passengers unless the civilian is participating in the Departmental Ride-Along Program, See Policy 503, Transportation Of Passengers In Departmental Vehicles. If transporting a ride-along, due caution shall be exercised in deciding whether to engage and to what extent. If it is inappropriate to continue with the Ride-Along in the vehicle, they may be dropped off at a safe location for the duration of the pursuit.
 - 9.2. The initial violation is a crime against property (including auto theft), a **nonviolent** misdemeanor that does not pose a threat of imminent harm, a traffic offense without imminent danger, or a non-violent warrant.
 - 9.2.1. Without additional information or knowledge that a carjacker is still using the vehicle, a vehicle coming back as "wanted" related to a carjacking, members shall no longer automatically consider the vehicle "fresh" after 72 hours and shall treat the vehicle as a general stolen auto for purposes of this policy unless information has been received suggesting that the vehicle in question still poses a threat of harm.
 - 9.3. The vehicle (marked or unmarked) is not equipped with lights and siren, or the lights and siren are malfunctioning.
 - 9.4. The risk of a Vehicle Pursuit outweighs the need to stop the Eluding driver, including:
 - 9.4.1. Underlying reason for pursuit.

- 9.4.2. Traffic conditions (density of pedestrians and vehicles).
- 9.4.3. Weather and road conditions.
- 9.4.4. Speed and capabilities of the Eluding vehicle.
- 9.4.5. Geographic considerations (e.g., direction of travel, location density, terrain).
- 9.4.6. Traffic violations (e.g., speeding, failing to stop at red lights, driving the wrong way on a one-way street).
- 9.4.7. Length of the Vehicle Pursuit in time and distance.

Vehicle Pursuit Procedures and Tactics

- 10. The decision to use specific driving tactics requires the same assessment of safety factors that a member considers when determining whether to initiate and/or Terminate a Vehicle Pursuit.
- 11. Members shall space themselves from other involved vehicles to enable them to see and avoid hazards or react safely to unusual maneuvers by any vehicle involved in the Vehicle Pursuit.
- 12. Because intersections present a high risk of collisions, members shall exercise due caution and slow down, as necessary, when proceeding through intersections, especially controlled intersections.
- 13. Members shall not pursue a vehicle driving the wrong direction on a roadway when the danger posed to the public outweighs the need to pursue. Factors that members shall consider are:
 - 13.1. The need to immediately apprehend based on imminent threat to the member or public based on the suspect's criminal actions (consider directives 7 and 9.4 above)
 - 13.2. Whether there is an alternative to following the Eluding vehicle such as maintaining visual contact while paralleling the Eluding vehicle while driving on the correct side of the roadway.
 - 13.3. Whether following the Eluding vehicle will increase the dangerousness of the suspect's driving.
 - 13.4. Whether following the Eluding vehicle will endanger members of the public (such as whether there is pedestrian and/or vehicular traffic)

14. Members shall not attempt to pass other pursuing vehicles unless there is a clear understanding between all members involved that a member will be passing the other vehicles. Where practical, the Member shall communicate their intent to pass over the radio prior to passing. If the Lead Unit or Supervisor denies the request to pass, the Member shall not pass.
15. If the Eluding driver exits the vehicle during the Vehicle Pursuit and continues to flee on foot, the member shall determine whether to (1) continue the pursuit on foot; or (2) arrange through transmissions to cordon off the area. When determining whether to continue with a foot pursuit, the member shall consider the factors outlined in Policy 1505, *Foot Pursuits*.

Lead Unit Responsibilities

16. The Lead Unit is responsible for the conduct of the Vehicle Pursuit unless they are unable to remain reasonably close to the Eluding vehicle. The highest responsibility of the Lead Unit is the preservation of life and public safety.
17. At the earliest practical time when the member anticipates that a Pursuit might be required, the member shall activate their body-worn camera in compliance with Policy 824, *Body-Worn Cameras*.
18. The Lead Unit shall notify the dispatcher that a Vehicle Pursuit has been initiated, commencing with a request for priority radio traffic and for the Aviation Unit to respond. As soon as practicable, the Lead Unit shall provide information including, but not limited to:
 - 18.1. Location, direction of travel, and estimated speed of the Eluding vehicle.
 - 18.2. Description of the Eluding vehicle including the license plate number, if known.
 - 18.3. Reason for the Vehicle Pursuit.
 - 18.4. Use of firearms, threat of force, violence, injuries, hostages, or other safety hazards.
 - 18.5. Number, identity, and description of occupants in the Eluding vehicle.
 - 18.6. Weather, road, and traffic conditions.
 - 18.7. Need for any additional resources or equipment.
 - 18.8. Identity of other law enforcement agencies involved in the Vehicle Pursuit.
19. Until relieved, the Lead Unit shall be responsible for broadcasting the progress of the Vehicle Pursuit. Unless circumstances reasonably indicate otherwise, the Lead Unit shall relinquish the responsibility of broadcasting the progress of the pursuit to a Secondary Unit

or to air support to minimize distractions and allow the Lead Unit to concentrate foremost on safe pursuit tactics.

Secondary Unit Pursuit Responsibilities

20. Members shall immediately notify the dispatcher of entry into the Vehicle Pursuit and continue pursuit at the supervisor's discretion.
21. At the earliest practical time when the member anticipates that a pursuit might be required, the member shall activate their body-worn camera in compliance with Policy 824, *Body-Worn Cameras*.
22. If practical, members shall use a different siren sound (e.g., wail or yelp) than the Lead Unit.
23. Members shall remain a safe distance behind the Lead Unit, unless directed to assume the role of Lead Unit.
24. Members shall assume broadcast responsibilities from the Lead Unit until the Aviation Unit assumes this responsibility.
25. Members shall serve as backup to the Lead Unit once the Eluding vehicle has been stopped.

Aviation Unit

26. The air support crew shall video record the pursuit and assume the Lead communication over the pursuit once visual contact with the Eluding Vehicle is established.
27. The air support crew shall coordinate the activities of resources on the ground, report on the progress of the pursuit, and provide members with details of upcoming traffic congestion, road hazards, or other pertinent information to assist in evaluating whether to continue the pursuit.
28. Air support shall provide information to ground units and supervisors about the safety considerations outlined in the **Vehicle Pursuit Prohibitions** section.
29. At any time, air support can Terminate the Vehicle Pursuit. If members on the ground are not within visual contact of the Eluding vehicle, and the air support crew determines that it is unsafe to continue the pursuit, the air support crew shall Terminate the pursuit or instruct ground units to, "Trail Only. Obey all Traffic Laws.

Pursuit Trailing

30. If the Lead Unit relinquishes control of the Vehicle Pursuit to another agency, the Lead Unit and/or any Secondary Units may, with the permission of a supervisor, Trail the pursuit

to the termination point to provide information and assistance for the arrest of the suspect and in reporting the incident.

31. While Trailing, regardless of the jurisdiction, members shall continue to follow this policy.

Pursuit Ending Tactics

Vehicle Strike:

32. The use of a Departmental vehicle to deliberately strike another vehicle is strictly limited to exigent circumstances and may only be used when:
- 32.1. The Eluding vehicle poses an imminent threat of death or serious bodily injury to members or others; and
 - 32.2. Insufficient time exists to resort to other alternatives.
33. Striking of a person or a vehicle with a vehicle is a use of force that members shall report as directed in Policy 725, *Use of Force Reporting, Review, and Assessment*.

Vehicle Pinch:

34. A Vehicle Pinch shall only be performed consistent with training provided by Education & Training.
35. A Vehicle Pinch is only performed on a stationary or near stationary vehicle (parked or at low speed, such as a vehicle coming to a stop or beginning to move from a stopped position).
36. A vehicle pinch may only be utilized when the mobility of the target vehicle poses a threat to safety or risk of flight.
- 36.1. This includes, but is not limited to preventing vehicle mobility where:
 - 36.1.1. Reasonable Suspicion exists that an occupant is armed and dangerous;
 - 36.1.2. Prior to removing driver or occupant from vehicle to conduct vehicle frisk or other Search related to criminal activity;
 - 36.1.3. Vehicle is coming back as stolen;
 - 36.1.4. Driver subject to arrest, including wanted on warrant; OR
 - 36.1.5. To prevent wanted suspect(s) with immediate access to the vehicle from using it to flee.

37. A Vehicle Pinch is not a reportable departmental collision. See Policy 908, Departmental Vehicle Crashes.
- 37.1. A Vehicle Pinch shall be documented as part of an Incident Report.
- 37.2. Additional documentation may exist consistent with Policy 908, Departmental Vehicle Accidents.
38. A Vehicle Pinch is not reasonably expected to cause injury and therefore does not itself constitute a Use of Force unless:
- 38.1. It is also a Vehicle Strike; *or*
- 38.2. An occupant of the target vehicle is injured or complains of injury (see Policy 1115, Use of Force).

NOTE: Whether or not a Vehicle Pinch is also a Vehicle Strike will depend on the facts. In general, contact with the suspect vehicle at or below 10 mph will not constitute a Vehicle Strike, but this will be fact-dependent related to the impact that the contact had on the target vehicle's occupants. See Policy 1115, Use of Force.

NOTE: Operating a vehicle so that it intentionally makes contact with a person will be considered "Striking of a person" regardless of speed. See Policy 1115, Use of Force.

Static Roadblock:

39. Members are prohibited from conducting Static Roadblocks except for the following circumstances:
- 39.1. To contain or prevent a low-speed Pursuit, in which a collision between the Eluding vehicle and the blocking vehicle is not reasonably expected to result in serious bodily injury or death, such as blocking the exit to a parking lot or parking garage;
or
- 39.2. During any other Pursuit where:
- 39.2.1. The Eluding vehicle poses an imminent threat of death or serious bodily injury to the member(s) or public.
- 39.2.2. The need to immediately stop the suspect vehicle reasonably appears to substantially outweigh the risks of injury or death to occupants of the suspect vehicle, officers, or members of the public.
- 39.2.3. It reasonably appears the technique will terminate or prevent the pursuit.
- 39.2.4. All other reasonable alternatives have been exhausted, reasonably appear ineffective, or there is insufficient time to employ them. These

alternatives could include, but are not limited to, Aviation to allow remote monitoring.

39.2.5. All roadblocks must be Authorized by the Shift Commander where time allows, and

39.2.6. Prior to deploying a Static Roadblock, all pursuing members shall be made aware of the existence of the Static Roadblock, its location, and all pursuing members acknowledge this awareness via radio communications.

40. Use of a Static Roadblock where an anticipated collision could cause serious bodily injury or death may only be employed when deadly force would be authorized, see Policy 1115, *Use of Force*

41. Members shall make every effort to:

41.1. NOT remain inside vehicles acting as blocking vehicles in a Static Roadblock; and

41.2. Move themselves and any pedestrians/bystanders a safe distance away from the vicinity of the Static Roadblock.

41.3. Ensure Static Roadblocks are clearly visible and do not intentionally blind the vision of oncoming motorists through the use of directed cruiser lighting.

41.4. Allow sufficient distance for the approaching violator to safely come to a stop.

41.5. Avoid use on overpasses and/or bridges, on streets with heavy vehicle or pedestrian traffic, in active school or work zones, or in areas where visibility is limited (ex: sharp roadway curves and/or grades, or during periods of inclement weather).

41.6. Establish a reasonable avenue of escape for any uninvolved vehicles at the location of the Static Roadblock.

42. The stationary placement of a BPD vehicle or barrier to block off an area such as for an accident, crime scene, or to prevent civilian traffic from entering roadways in the area of a Pursuit shall not be considered a Static Roadblock.

43. The use of non-City vehicles in Pursuit Ending Tactics is strictly prohibited.

NOTE: This prohibits commandeering or otherwise using vehicles belonging to civilians. It does not prohibit the use of vehicles owned, rented, or leased by the City, and does not prohibit use of vehicles designated for City use by other agencies.

Rolling Roadblock:

44. Only those members who are trained and certified by Education & Training to utilize a Rolling Roadblock shall be permitted to use them in accordance with their training.
45. Those members who are trained and certified shall only use Rolling Roadblocks consistent with training and take the following factors into consideration:
 - 45.1. The need to stop the Eluding Vehicle;
 - 45.2. Number of police vehicles available;
 - 45.3. Road conditions (road surface as well as weather and traffic conditions);
 - 45.4. Space to conduct Rolling Roadblock (accounting for speed, width of road, traffic, parked vehicles, and other obstructions);
 - 45.5. Eluding Vehicle speed of 40mph or less;
 - 45.6. Aggressive driving by Eluding Vehicle; and
 - 45.7. The size/height of the Eluding Vehicle.
46. Members are prohibited from using Rolling Roadblocks whenever an occupant in a vehicle is known to be in possession of a firearm, or where the speed of the vehicle is so excessive under the circumstances that the probability of control is severely diminished.
47. Prior to executing a rolling roadblock, all participating members should coordinate their respective actions via police radio until the vehicle is stopped.

Terminating a Pursuit

48. When a supervisor directs the Vehicle Pursuit to be Terminated, Lead Units and Secondary Units shall Terminate the pursuit by:
 - 48.1. Immediately turn off emergency lights and siren,
 - 48.2. Immediately reduce speed and comply with all traffic laws.
 - 48.3. Verbally acknowledge receipt of the directive to terminate the pursuit,
 - 48.4. Advising the Communications Section dispatcher of their location.
49. Members may Terminate a pursuit when the pursuing member believes that the danger to the member(s) or the public outweighs the necessity for immediate apprehension of the Eluding driver, even if not directed to Terminate the pursuit.

50. Factors that shall be considered, both individually and collectively, when deciding to Terminate a Vehicle Pursuit, include, but are not limited to:
- 50.1. If there is a person(s) injured during the pursuit and there are no other personnel able to render immediate medical assistance.
 - 50.2. The distance between the pursuing vehicle and the Eluding vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time or distance.
 - 50.3. The Eluding vehicle's location is no longer definitively known.
 - 50.4. The pursuing vehicle sustains damage or a mechanical failure that renders it unsafe to drive.
 - 50.5. The pursuing vehicle's emergency lighting equipment or siren becomes partially or completely inoperable.
 - 50.6. When the identity of the Eluding driver is known, and it does not reasonably appear that the safety needs for immediate capture outweigh the risks associated with continuing the pursuit.
 - 50.7. When pursuit requires that the member(s) drive in a manner which exceeds the performance capabilities of the pursuing vehicles, or the member(s) involved in the pursuit.
 - 50.8. When Terminating a Vehicle Pursuit, Lead Units or Secondary Units shall call out the location and last known direction of the Eluding vehicle.
 - 50.9. Instructions by the Aviation Unit, or any involved member or supervisor, to Terminate the pursuit or to Trail Only, shall not be subject to criticism or review.

NOTE: No member, regardless of rank, shall override the decision to Terminate a pursuit.

Use of Firearms

51. Members shall not fire any weapon from or at a moving vehicle, except as set out in Policy 409, *Firearm Regulations*.

Inter-Jurisdictional Considerations and Procedures

52. Due to communications limitations between local law enforcement agencies, a request for an outside agency's assistance requires the outside agency to assume responsibility for the pursuit once the pursuit enters a foreign jurisdiction.

53. BPD shall only assist outside jurisdictions with Vehicle Pursuits when they meet BPD Vehicle Pursuit authorization criteria.
54. Members shall not join a pursuit unless specifically requested to do so by the pursuing agency and with approval from a supervisor, except when a single vehicle from the initiating agency is in pursuit. Under this circumstance, a member may, with supervisor approval, immediately join the pursuit until sufficient vehicles from the initiating agency join the pursuit or until additional information is provided allowing withdrawal from the pursuit.
55. When a request is made to assist or take over a Vehicle Pursuit that has entered Baltimore City, the supervisor shall consider all the factors this policy requires for authorizing or terminating a pursuit.
56. In the event that the termination point of a Vehicle Pursuit from an outside agency is within the City, members shall provide appropriate assistance including, but not limited to, scene control, coordination and completion of supplemental reports, and any other assistance requested or needed.

Members Not Involved in the Pursuit

57. Members not involved in or assigned to the Vehicle Pursuit shall remain in their assigned areas, shall not parallel the pursuit route, and shall not become involved with the pursuit unless directed otherwise by a supervisor.
58. When authorized by a supervisor, uninvolved members may use police vehicles and emergency equipment along the pursuit path to keep intersections clear of vehicular and pedestrian traffic to protect the public. Those members shall account for the tactical positioning of their vehicle to avoid additional collisions and collateral damage from the pursuit.

Reporting Requirements

59. The Primary Unit who initiated the Vehicle Pursuit, regardless of whether another unit assumed the Lead Unit role, shall complete an Incident Report detailing the facts providing probable cause for the pursuit.
60. The Primary Unit shall also document the facts that caused the member to believe the safety risks of the pursuit were outweighed by the risks that the Eluding driver might seriously injure someone if not immediately apprehended.
61. All members and supervisors who participate in a Vehicle Pursuit shall tag and download body-worn camera data in accordance with Policy 824, *Body-Worn Cameras*. Members who did not activate their body-worn camera during the pursuit shall submit a supplemental report detailing their actions.

REQUIRED ACTION**Supervisor**

62. Supervisors shall manage control over all Vehicle Pursuits involving supervised members.
63. The first-line supervisor of the Lead Unit, or if unavailable, the nearest supervisor, shall:
 - 63.1. Engage in the Vehicle Pursuit, when appropriate. If engaging, supervisors shall activate their body-worn cameras.
 - 63.2. Absent rare, extenuating circumstances, ensure that no more than four law enforcement vehicles are pursuing the Eluding vehicle (not to include Street Paralleling drivers or intersection control drivers).

NOTE: There may be rare, extenuating circumstances in which more than four law enforcement vehicles and personnel may engage in the pursuit to safely apprehend the occupants of the Eluding vehicle due to the imminent threat posed to the public (e.g., it appears that the number of officers currently involved would be insufficient to safely arrest the suspect(s) or effect the arrest with a minimal use of force due to considerations including: the number of occupants in the eluding vehicle, a heightened threat posed by the occupants, whether any of the occupants are believed to be armed and dangerous, the need to have additional vehicles present to block traffic during the arrest, etc.).

- 63.2.1. This decision may be adjusted during the pursuit to have certain units terminate pursuit and others continue.
 - 63.2.2. Supervisors shall constantly assess and reassess the situation as circumstances change. Guidance for units shall be given during the pursuit as needed for safety. This may include directing all or some additional units to maintain an appropriate distance from the primary and secondary units.
 - 63.3. If officers and vehicles from other jurisdictions are involved in the pursuit, they shall not count towards the 4-vehicle limit. However, supervisors shall take those out-of-jurisdiction units into consideration in determining whether additional vehicles are required.
 - 63.3.1. Regardless of the number of out-of-jurisdiction units, sufficient BPD units shall be assigned to meet the obligations under Inter-Jurisdictional Considerations and Procedures above.

NOTE: Members are reminded that under the Inter-Jurisdictional Considerations and Procedures section above, "BPD shall only assist outside jurisdictions with Vehicle Pursuits when they meet BPD Vehicle Pursuit authorization criteria."

- 63.3.2. Supervisors are required to carefully manage any pursuit involving more than four law-enforcement vehicles.
- 63.4. Direct the pursuit to be Terminated at any time.
- 63.5. When driving on a highway, request other members to monitor exits available to the Eluding vehicle.
- 63.6. Determine if the Vehicle Pursuit violates this policy.
- 63.7. Determine whether the danger of injury to members or others outweighs the danger that the Eluding driver will injure or kill someone if not immediately apprehended. In making this determination, supervisors shall weigh the factors listed in **Vehicle Pursuit Authorization** for initiating or Terminating a pursuit.
- 63.8. Ensure that assistance from air support, canine, or additional resources are requested when appropriate.
- 63.9. Ensure that the Shift Commander is notified of the pursuit as soon as practicable.
- 63.10. Control and manage BPD Members when a pursuit enters another jurisdiction.
- 63.11. Ensure all incident reports, BWC footage, and other required documentation are completed and entered into BlueTeam.
- 64. Supervisors shall Terminate authorization for a Vehicle Pursuit when the threat of danger or harm to the public, including the subject of the pursuit, and the member's life has surpassed the lawful object of the pursuit. At such point, the supervisor shall request that the dispatcher use an alert tone and Terminate the pursuit.

Shift Commander

- 65. Shift Commanders shall monitor and continually assess the pursuit and ensure it is conducted within the requirements of this policy. The Shift Commander has the final responsibility for the coordination, control, and termination of a Vehicle Pursuit and shall be in overall command.
- 66. Shift Commanders shall approve/disapprove requests by members or supervisors to establish a roadblock.
- 67. If the Lead and Secondary units have not acknowledged the order to Terminate the pursuit, the Shift Commander shall notify the Lead Unit and any Secondary Units that they are prohibited from pursuing the Eluding vehicle.
- 68. Shift Commanders shall thoroughly examine the first-line supervisor's Review of the pursuit.

69. Shift Commanders shall review the relevant BWC footage.
70. Shift Commanders shall document in BlueTeam any counseling given, training referrals made, or recommendations for discipline related to the member's actions or the first-line supervisor's pursuit review.
71. Shift Commanders shall immediately refer misconduct or potential criminal conduct to command and PIB.
72. Shift Commanders shall forward completed Pursuit Reviews to the Executive Officer/Captain via BlueTeam within 5 days of receipt.

Executive Officer/Captain or Commanding Officer

73. The Executive Officer/Captain or Commanding Officer shall critically examine the Pursuit for consistency with Departmental policy and training. For all Pursuits, this examination shall include a review of the relevant BWC footage.
74. The Executive Officer/Captain or Commanding Officer will ordinarily be the final reviewer for Pursuits and will make the final determination of whether the findings by the chain of command regarding the Pursuit was consistent with the law and policy and are supported by a Preponderance of the Evidence, whether the review is thorough and complete, and whether there are tactical, equipment, and/or policy considerations that need to be addressed.
75. The Executive Officer/Captain or Commanding Officer shall submit notice to the Accident Investigations Unit via BlueTeam advising whether or not the pursuit was thoroughly investigated and is consistent with departmental policy.

Communications Section

76. If the Vehicle Pursuit is confined within City limits, radio communications shall be conducted on the Lead channel, unless instructed otherwise by a supervisor or dispatcher. If the pursuit is approaching a different jurisdiction, or once it leaves the City's jurisdiction, involved members shall respond when dispatch directs them to switch radio communications to a tactical or emergency channel most accessible to participating agencies.
77. Upon notification that a Vehicle Pursuit has been initiated, the dispatcher shall:
 - 77.1. Clear the radio of non-emergency communications.
 - 77.2. Notify a supervisor of the pursuit.
 - 77.3. Coordinate pursuit communications of the involved members.

- 77.4. Broadcast pursuit updates as well as other pertinent information.
 - 77.5. Notify and coordinate with other involved and affected agencies.
 - 77.6. Notify the Shift Commander of the pursuit.
 - 77.7. Ensure all members participating in the pursuit are logged into Computer Aided Dispatch (CAD).
78. Communications shall notify the Maryland State Police and/or other law enforcement agencies if it appears that the pursuit may enter another jurisdiction.

Education and Training (E&T) Section

- 79. When necessary, E&T shall provide a remedial Emergency Vehicle Operations course for members.
- 80. As needed, E&T shall consider training needs under this policy as part of their annual training needs assessment for in-service development

REFERENCED POLICIES

Policy 319, *Duty to Intervene*
Policy 409, *Firearms Regulations*
Policy 725, *Use of Force Reporting, Review, and Assessment*
Policy 804, *First Amendment Protected Activities*
Policy 824, *Body-Worn Cameras*
Policy 1107, *De-Escalation*
Policy 1115, *Use of Force*
Policy 1505, *Foot Pursuits*

RESCISSION

Rescind Policy 1503, *Emergency Vehicle Operation and Pursuit Policy*, dated 24 June 2025.

COMMUNICATION OF POLICY

This policy is effective on the date listed herein. Each employee is responsible for complying with the contents of this policy.