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## 212.1 PURPOSE AND SCOPE

Vehicle pursuits expose innocent community members, law enforcement officers and fleeing violators to the risk of serious injury or death. The primary purpose of this policy is to provide officers with guidance in balancing the safety of the public and themselves against law enforcement's duty to apprehend violators of the law. Another purpose of this policy is to minimize the potential for pursuit-related collisions. Vehicular pursuits require officers to exhibit a high degree of common sense and sound judgment. Officers must not forget that the immediate apprehension of a suspect is generally not more important than the safety of the public and pursuing officers.

Deciding whether to pursue a motor vehicle is a critical decision that must be made quickly and under difficult and unpredictable circumstances. In recognizing the potential risk to public safety created by vehicular pursuits, no officer or supervisor shall be criticized or disciplined for deciding not to engage in a vehicular pursuit because of the risk involved. This includes circumstances where department policy would permit the initiation or continuation of the pursuit. It is recognized that vehicular pursuit situations are not always predictable, and decisions made pursuant to this policy will be evaluated according to the totality of the circumstances reasonably available at the time of the pursuit.

Officers must remember the most important factors to the successful conclusion of a pursuit are proper self-discipline and sound professional judgment. Officers' conduct during the course of a pursuit must be objectively reasonable; that is, what a reasonable officer would do under the circumstances.

## 212.2 DEFINITIONS

Definitions related to this policy include:

**Attempt to Elude:** Refers to the actions of a vehicle operator who after being given a visual or audible signal to bring the vehicle to a stop fails or refuses to immediately stop the vehicle and drives in a reckless manner while attempting to elude a uniformed officer operating a pursuing police vehicle that is equipped with emergency lights and siren (RCW 46.61.024).

**Authorized Emergency Vehicle:** A vehicle equipped with emergency lights and siren as required by RCW 46.61.035 and RCW 46.37.190.

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**Blocking:** A slow speed coordinated maneuver where two or more patrol vehicles simultaneously intercept and block the movement of a suspect vehicle, the driver of which may be unaware of the impending enforcement stop, with the goal of containment and preventing a pursuit. Blocking is not the same as a moving or stationary road block.

**Boxing-in:** A tactic designed to stop a pursued violator's vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop.

**Failure to Yield:** A failure to yield is an event involving one or more law enforcement officers attempting to stop a suspect vehicle that is failing to yield to the visual and audio signals of the law enforcement officers but is not operating outside the rules of the road or in an evasive manner.

**Hot Pursuit:** Pursuit (with or without a warrant) for the purpose of preventing the escape or effecting the arrest of any person who is suspected of committing, or having committed, a crime. Hot pursuit implies pursuit without unreasonable delay but need not be immediate pursuit.

**Imminent Threat:** Based on the totality of the circumstances, it is objectively reasonable to believe that a person has the present and apparent ability, opportunity, and intent to immediately cause death or serious bodily injury to the officer or another.

**Pursuit Intervention Technique (PIT):** A low-speed maneuver designed to cause the suspect vehicle to spin out and terminate the pursuit.

**Probable Cause:** When an officer has reasonable grounds to believe that a suspect has committed or is committing a crime based on articulable and specific circumstances that support the conclusion; it is a "reasonable officer" standard based on the totality of the circumstances considering the time, place, and other circumstances, including the officer's experience and training. It is a higher standard than "reasonable suspicion" and a lower standard than the "proof beyond a reasonable doubt" standard for criminal prosecutions and the "preponderance" standard that is used to resolve fact questions in civil lawsuits.

**Ramming:** The deliberate act of impacting a violator's vehicle with another vehicle to functionally damage or otherwise force the violator's vehicle to stop.

**Reasonable Suspicion:** For the purposes of this policy, an officer must be able to articulate specific facts which, when taken in the totality of the circumstances, reasonably indicate that the suspect did commit, attempted to commit, or was about to commit a crime as outlined in this policy.

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**Roadblock:** A tactic designed to stop a violator's vehicle by intentionally placing an emergency vehicle or other immovable object in the path of the violator's vehicle.

**Spikes or Tack Strips or Approved Tire Deflation Device:** A device that extends across the roadway designed to puncture the tires of the pursued vehicle, or a small handheld deployable device used to puncture an individual tire of a vehicle.

**StarChase:** A pursuit reduction technology containing a miniature GPS module encased in a tracking projectile or tag. It is deployed from a fixed launcher mounted on a patrol vehicle. Once attached to a suspect vehicle, the projectile enables remote monitoring of the vehicle's location using a secure web-based interface. This technology is designed to reduce the risks associated with vehicle pursuits and improve officer and public safety.

**Termination:** The deactivation of all emergency equipment and the return to a normal driving pattern and to discontinue or to stop chasing the fleeing vehicle(s).

**Vehicle Pursuit:** An attempt by a uniformed peace officer in a vehicle equipped with emergency lights and a siren to stop a moving vehicle where the operator of the moving vehicle appears to be aware that the officer is signaling the operator to stop the vehicle and the operator of the moving vehicle appears to be willfully resisting or ignoring the officer's attempt to stop the vehicle by increasing vehicle speed, making evasive maneuvers, or operating the vehicle in a reckless manner that endangers the safety of the community or the officer.

### **212.3 AUTHORIZED PURSUITS**

An officer may initiate a vehicular pursuit only when:

- There is reasonable suspicion that a person has violated the law; and
- The pursuit is necessary for identifying or apprehending the person; and
- The person poses a threat to the safety of others, and the safety risks of failing to apprehend or identify the person are considered greater than the safety risks of the vehicular pursuit under the circumstances; and
- The pursuing officer notifies a supervising officer immediately upon initiating the pursuit and there is supervisory oversight. The pursuing officer, in consultation with the supervising officer, must consider alternatives to the pursuit, the justification for the pursuit, and other safety considerations, including but not

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limited to speed, weather, traffic, road conditions, and the known presence of minors in the vehicle.

The pursuing officer must have completed an emergency vehicle operator's course and updated training in the previous two years. The pursuing officer must be certified in at least one pursuit intervention option.

#### **212.4 PURSUIT CONDUCT**

The pursuing officer and the supervising officer must comply with agency procedures for designating the primary pursuit vehicle and determining the appropriate number of vehicles permitted to participate. The following must also occur once a pursuit is initiated:

- Notify other law enforcement agencies or surrounding jurisdictions that may be impacted by the pursuit or called upon to assist.
- The pursuing officer must be able to directly communicate with other officers engaging in the pursuit, the supervising officer, and the dispatch agency.
- As soon as practicable, develop a plan to end the pursuit using available pursuit intervention options.

Termination of a pursuit shall occur under any of the following conditions:

- If any of the elements of Policy 212.3 are not met; or
- In the opinion of the officer or supervisor, the level of danger created by the pursuit outweighs the necessity for immediate apprehension of the suspect; or
- The suspect's identity has been established to the point that later apprehension can be accomplished and there is no public safety or victim safety need for immediate apprehension. This restriction may be waived if the suspect has committed an inherently dangerous felony.

#### **212.5 PURSUIT FACTORS/RISK ANALYSIS**

The pursuing officer in consultation with the supervisor needs to consider safety considerations and the following factors, which relate directly to the justification for and reasonableness of any pursuit when determining whether any pursuit should be initiated, continued or terminated:

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- Do existing circumstances indicate that a pursuit can be conducted without posing an unreasonable threat to public and officer safety?
- Does the need for immediate capture outweigh the danger created by the pursuit?
- Is the identity of the offender known? If known, officers should strongly consider apprehension alternatives prior to initiating or continuing a pursuit.
- Are there other persons in or on the pursued vehicle (e.g., passengers, co-offenders and hostages)?
- Known presence of minors in the vehicle.
- Safety of the public in the area of the pursuit.
- Safety of the pursuing officer(s) in the area of the pursuit.
- Time of day.
- Visibility and visual obstructions.
- Volume of vehicular traffic.
- Volume of pedestrian traffic.
- Availability of other resources such as aircraft/helicopter assistance.
- Location of pursuit, such as school zones, residential or commercial areas.
- Weather conditions, including rain, wind, snow, ice and blinding sunlight.
- Road conditions that may diminish traction.
- Familiarity of officer or supervisor in the area of the pursuit.
- Proximity of the pursuit to Bothell's jurisdictional boundary.
- Speeds involved and posted speeds in the pursuit area. Evaluation of vehicle speeds shall be taken into strong consideration regarding public safety, officer safety and the safety of the occupants in the fleeing vehicle. As a general guideline, even with other ideal driving conditions, speeds exceeding twice the posted limits on City roadways, and any speed in excess of 80 mph should be considered an extremely high risk.
- Quality of radio communications among pursuing unit(s), the Communications Center, and field supervisor.
- The capabilities of both the involved police vehicles and the vehicle being pursued.
- Other alternatives to the pursuit are available.

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## **212.6 AUTHORIZED PURSUIT UNITS**

The exemptions provided by RCW 46.61.035 do not apply to officers using vehicles without emergency equipment. Only Authorized Emergency Vehicles may initiate or join a pursuit. Vehicles not equipped with emergency lights and sirens are generally prohibited from initiating or joining in any pursuit. Police officers operating police motorcycles or department vehicles without roof lights but having emergency lights visible to both the front and rear of the vehicle, and a siren, may participate in pursuits only until relieved by a fully marked, emergency equipped police unit.

Pursuits are prohibited when there are non-commissioned passengers or prisoners in the pursuing vehicle.

Pursuit units are generally limited to two vehicles; the officer initiating the pursuit (primary unit) and one back-up police vehicle (secondary unit); however, the number of units involved may vary with the circumstances. An officer or supervisor may request additional units to join a pursuit if it appears that the primary and secondary units will not be sufficient to safely affect the arrest of the occupants of the pursued vehicle. All other officers should stay out of the pursuit but may be directed to "parallel" the pursuit route in a Code 2 mode unless directed otherwise by the shift supervisor.

## **212.7 OFFICERS' RESPONSIBILITIES**

Upon initiation of a pursuit, the primary officer shall immediately notify the Communications Center of the pursuit. The officer shall furnish pertinent details to include:

- Nature of original offense.
- Location and direction of travel.
- Description of vehicle and license number, if known.

During a pursuit, effective communication between the pursuing unit(s), Communications Center, shift supervisor, and other units is essential. The pursuing officer(s) shall continue to provide pertinent details as the pursuit continues. These details may include:

- Number of occupants.
- Identity or description of the known occupants.
- Location(s)
- Speed and direction of travel.

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- Visibility
- Road conditions
- Traffic and pedestrian volume.
- Information concerning the use of deadly weapons, threat of force, injuries, hostages, or other hazards.
- Any other information that could aid in identification or apprehension.
- Any information that may assist in the determination to either continue or terminate the pursuit.

The secondary officer in the pursuit is responsible for the following:

- Immediately notify the Communications Center of entry into the pursuit
- Remain at a safe distance behind the primary unit unless directed to assume the role of primary officer, or if the primary officer is unable to continue the pursuit.
- Upon agreement with the primary officer, the secondary unit may take responsibility for broadcasting the progress of the pursuit.

If a pursuit is terminated, the pursuing officer should provide the location where the vehicle was last seen, its approximate speed, and direction of travel.

## **212.8 PURSUIT DRIVING TACTICS**

The following are tactics for primary and secondary pursuit units:

- (a) Officers, considering their driving skills and vehicle performance capabilities, shall space themselves from other involved vehicles so that they are able to see and avoid hazards and react safely to maneuvers by the fleeing vehicle.
- (b) Because intersections can present increased risks, the following tactics should be used:
  1. Available units not directly involved in the pursuit may proceed safely to controlled intersections ahead of the pursuit in an effort to warn cross traffic.
  2. Pursuing units shall adhere to RCW 46.61.035 and drive with due regard for the safety of all persons. Pursuing units may proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation. Pursuing units may

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exceed the maximum speed limits so long as they do not endanger life or property.

- (c) As a general rule, officers should not pursue a vehicle driving left of center (wrong way) on a freeway. In the event the pursued vehicle does so, the following tactics should be considered:
  1. Requesting assistance from an air unit.
  2. Maintaining visual contact with the pursued vehicle by paralleling it on the correct side of the roadway.
  3. Requesting other units to observe exits available to the suspect(s).
  4. Notifying the Washington State Patrol and/or other jurisdictional agencies if it appears that the pursuit may enter their jurisdiction.
  
- (d) Officers involved in a pursuit should not attempt to pass other units unless the situation indicates otherwise or if requested to do so by the primary unit.

The following are procedures for other units:

- (a) Officers are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicle and pedestrian traffic to protect the public.
  
- (b) Once it is established two (or more) vehicles are in pursuit, officers should not become involved with the pursuit unless directed otherwise by the supervisor.
  
- (b) Police units directed to "parallel" the pursuit route will operate in a Code 2 mode unless directed otherwise by the supervisor.

## **212.9 TERMINATING A PURSUIT**

As soon as practicable after initiating a vehicular pursuit, the pursuing officers and supervisor shall develop a plan to end the pursuit through the use of available pursuit intervention options, such as the use of the pursuit intervention technique, deployment of spike strips or other tire deflations devices, or other department authorized pursuit intervention tactics. Pursuits shall be discontinued whenever the totality of objective circumstances known or which reasonably ought to be known to the officer or

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supervisor during the pursuit indicates the present risks of continuing the pursuit reasonably appear to outweigh the risks resulting from the suspect(s) escape.

The factors listed in policy section 212.5 are expressly included herein and shall apply equally to the decision to discontinue as well as the decision to initiate or continue a pursuit. Officers and supervisors must objectively and continuously weigh the seriousness of the offense against the potential danger to themselves and others when electing to continue a pursuit. In the context of this policy, the term "terminate" shall be construed to mean to discontinue or to stop chasing the fleeing vehicle(s), the deactivation of all emergency equipment and the return to a normal driving pattern.

In addition to the factors listed in policy section 212.5, the following factors shall also be considered in deciding whether to terminate a pursuit:

- (a) Distance between the pursuing officers and the fleeing vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time and/or distance.
- (b) Pursued vehicle's location is no longer definitely known.
- (c) Pursued vehicle drives into the oncoming traffic lane (of a divided roadway, highway, or interstate) in an attempt to elude apprehension.
- (d) Officer's pursuit vehicle sustains any type of damage that renders it unsafe to drive.
- (e) Hazards to uninvolved bystanders or motorists.
- (f) Directed by a supervisor.

**Any officer directed by the supervisor to terminate a pursuit shall do so immediately.**

Upon termination of a pursuit in which the suspect remains at large in the pursued vehicle, the pursuing officer(s) shall:

- (a) Provide verbal confirmation to the Communications Center that the pursuit was discontinued.
- (b) Provide information to the Communications Center about the suspect vehicle's last known location and direction of travel.

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Once the pursuit is terminated, no officer will pursue the same vehicle without an articulable basis to believe that a new violent crime has been committed, or a supervisor gives authorization to reinitiate the pursuit.

## **212.10 SUPERVISORY CONTROL AND RESPONSIBILITY**

Supervisory and management control will be exercised over all vehicle pursuits involving officers from this department. No officer shall continue a pursuit without receiving authorization to continue the pursuit from a supervisor. **If any criteria listed in policy section 212.3 are not met, the supervisor shall terminate the pursuit immediately.**

Once the pursuit has been authorized, the shift supervisor should monitor and continually assess the situation and ensure the pursuit is conducted within the guidelines and requirements of this policy. The shift supervisor has the final responsibility for the coordination, control and termination of a vehicle pursuit and shall be in overall command. The shift supervisor of the officer initiating the pursuit, or if unavailable, the nearest available supervisor shall be responsible for the following:

- Immediately ascertain all reasonably available information to continuously assess the situation and risk factors associated with the pursuit in order to ensure the pursuit is conducted within established department guidelines.
- Respond to the scene of the termination of the pursuit if injuries, death or property damage have occurred.
- Exercise management and control of the pursuit.
- Ensure no more than the number of required police units needed are involved in the pursuit under the guidelines set forth in this policy.
- Assign back-up responsibilities.
- Approve or order alternative tactics.
- Direct the pursuit be terminated if, in the supervisor's judgment, it is not justified to continue the pursuit under the guidelines of this policy.
- Ensure aircraft are requested if available.
- Ensure the proper radio channel is being used.
- Ensure the notification and coordination of outside agencies if the pursuit leaves or is likely to leave the jurisdiction of this agency.
- Control and manage department units when a pursuit enters another jurisdiction.
- Coordinate a search for offenders as necessary, establishing a command post and ensuring command notifications occur as warranted.

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- Request recordings and audio files from appropriate communications center(s).
- Review all pertinent reports for content and completeness.
- If practicable, conduct post-pursuit critique and analysis of the pursuit immediately following the pursuit for training purposes.

### **212.11 COMMUNICATIONS CENTER RESPONSIBILITIES**

Upon notification that a pursuit has been initiated, as soon as practicable, the Communications Center will:

- (a) Using alert tones, close the radio frequency to emergency traffic only.
- (b) Coordinate pursuit communications of the involved units and personnel.
- (c) Ensure a shift supervisor is notified of the pursuit.
- (d) Request aircraft assistance if available.
- (e) Assign an incident number and log all pursuit activities.
- (f) Broadcast pursuit updates as well as other pertinent information as necessary.
- (g) Notify and coordinate with other involved or affected agencies as practical. Patch frequencies as necessary.
- (h) Preserve audio files for pursuit review.

The supervisor, pursuing officer, or dispatcher shall notify other law enforcement agencies or surrounding jurisdictions that may be impacted by the pursuit or called upon to assist with the vehicular pursuit. The pursuing officer must be able to directly communicate with other officers engaging in the pursuit, the supervisor, and the dispatch agency, such as being on a common radio channel or having other direct means of communication. **A vehicle pursuit not meeting these criteria must be terminated.**

### **212.12 PURSUITS FROM BOTHELL INTO OTHER JURISDICTIONS**

When practicable, the law enforcement agency of the jurisdiction affected by the pursuit will be notified as expeditiously as possible and requested to assume active pursuit.

If the law enforcement agency of the other jurisdiction assumes active pursuit, this Department's active involvement in the pursuit will be discontinued. Upon discontinuing active involvement in the pursuit, the primary unit may proceed upon the approval of the supervisor, to the termination point to assist in the investigation.

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If the other agency is unable or declines to assume active pursuit, the controlling supervisor will evaluate the pursuit for continuance in accordance with the significant factors and this policy.

Bothell officers shall discontinue pursuit at the point that two-way radio communications with the Communications Center become unreadable.

### **212.13 PURSUITS FROM OTHER JURISDICTIONS ENTERING BOTHELL**

Notification from other jurisdictions of a pursuit in progress should not automatically be construed as a request to join or assume active pursuit. Requests from other agencies must be specific. If an agency requests assistance from Bothell:

**Inquiry** - The shift supervisor shall attempt to determine why the vehicle is being pursued and what assistance is being requested by the pursuing agency.

**Joining or Assuming Pursuit** – If the other jurisdiction requests Bothell to provide a secondary pursuit unit or assume active pursuit, the shift supervisor shall evaluate the significant factors set forth in this policy and the known circumstances, as provided by the other agency and known to the controlling supervisor and determine this department’s response.

If the supervisor determines the pursuit is not appropriate based on this policy, notification should be given to the pursuing agency that Bothell officer(s) will not assume active pursuit or provide a secondary pursuit unit, and a recommendation shall be given that the pursuit be terminated.

If the pursuit from another jurisdiction does not meet the criteria set forth in this policy, or the other jurisdiction does not provide enough information as to the reason for the pursuit to the on-duty supervisor, no participation in the pursuit shall be authorized. The authorization to participate also includes the use of any pursuit intervention tactics.

**Paralleling** - If backup assistance is requested for a pursuit already involving two or more OSA units, one patrol unit may be assigned to parallel the pursuit but should not actively pursue.

**Recommending Other Jurisdiction Termination** - If a shift supervisor or involved officer believes a pursuit to be detrimental to public safety, notification shall be given to the pursuing agency as soon as practicable.

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In the event that a pursuit from another agency terminates within this jurisdiction, the shift supervisor will evaluate what assistance may be provided to the agency and authorized assistance as appropriate. This may include scene control, coordination and completion of supplemental reports, and any other assistance requested or needed.

## **212.14 PURSUIT INTERVENTION AND PREVENTION TACTICS**

Any pursuit intervention tactic, depending upon the conditions and circumstances under which it is used, may present danger to the officers, the public, or anyone in or on the vehicle being pursued. Certain applications of intervention tactics may be construed to be a use of deadly force.

Officers are authorized to utilize pursuit prevention tactics to eliminate, prevent, or decrease the risk caused by the pursuit of a vehicle. Officers using these tactics must have reasonable suspicion that the vehicle and occupants they are contacting may flee during the contact or arrest.

- **Blocking:** Officers trained in blocking techniques may utilize blocking as a method to help prevent the initiation of a pursuit.
- **Ramming:** The Department does not train officers in ramming. Use of this intervention technique is restricted to those situations in which deadly force would be authorized.
- **Boxing-in:** The Department does not train officers in boxing-in. Use of this intervention technique is restricted to those situations in which deadly force would be authorized.
- **Spikes or Tack Strips:** The use of spike strips should be approved in advance by the supervisor and deployed only when it is reasonably certain only the pursued vehicle will be affected by their use. Officers should carefully consider the limitations of such devices as well as the potential risks to officers, the public, and occupants of the pursued vehicle. Spikes, tack strips, or other tire deflation devices shall not be used on motorcycles.

In addition, spike strips or approved tire deflation devices may be utilized by an officer when they reasonably believe the vehicle may have been used in a crime or its occupants have committed or are in the process of committing a crime, and may flee apprehension. This tactic should be considered in an effort to eliminate the need to pursue or need to position a patrol vehicle to prevent flight. Officers using this technique shall

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announce over the radio of the deployment and shall be responsible for collecting the device at the conclusion of the incident.

- Roadblocks: The Department does not train officers in the use of roadblocks. Use of this intervention technique is restricted to those situations in which deadly force would be authorized.
  
- Pursuit Intervention Technique (PIT): Officers trained in the use of PIT may utilize this method to end vehicular pursuits. The use of PIT may be utilized with the approval of a supervisor and only by a currently certified officer in a vehicle that is equipped with the proper PIT bumpers.
  - Only officers operating vehicles equipped with PIT bumpers should be used to employ the technique unless circumstances pose an imminent threat to members of the public or officer(s).
  - All applications of PIT require the approval of a supervisor.
  - PIT shall only be used to apprehend violent felony offenders or offenders of authorized pursuits whose actions demonstrate a disregard for the safety of the public or the officer(s).
  - PIT shall only be deployed after a proper site assessment has been completed.
  - Application of PIT at speeds greater than 40 MPH may be considered if deadly force is authorized under the department's use of force policy.
  - For vehicles with a high possibility of rollover, the use of PIT may be used only after other methods of pursuit control have been considered.

## **212.15 USE OF FIREARMS**

The use of firearms to disable a pursued vehicle is not generally an effective tactic and involves all the dangers associated with discharging firearms. Officers may not fire a weapon upon a moving vehicle unless it is necessary to protect against an imminent threat of serious physical harm resulting from the operator's or passenger's use of a deadly weapon. For purposes of this section, a vehicle is not considered a deadly weapon unless the operator is using the vehicle as a deadly weapon and no other reasonable means to avoid potential serious harm are immediately available to the officer.

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## **212.16 REPORTING REQUIREMENTS**

Whenever a pursuit has occurred, the pursuing officer(s) shall complete a case report containing the following information, if available:

- Initial reason for the pursuit.
- Map that outlines the route.
- Other units/agencies involved.
- Weather and traffic conditions.
- Comprehensive description of suspect driving behavior, to include speed.
- How and why pursuit was terminated.
- Interventions that were used.
- Witness information.
- Injuries and medical treatment.
- Property damage.
- Any other information pertinent to the incident.

In addition to the case report, the primary pursuing officer shall complete a pursuit review form ([PFA-212A](#)) and shall forward the form to their supervisor for review. The form should be completed and submitted prior to the end of the shift when the pursuit was conducted unless a supervisor approves a delay. If a delay is approved, it should be completed no later than the conclusion of the officers next workday or prior to the end of their work week (whichever comes first).

All vehicular pursuit cases require a review by the Division Commander of the involved officer(s). A review summary shall be prepared by the Division Commander and forwarded to the Deputy Chief of Police.

The pursuit review form and copy of the review summary shall also be forwarded to the Commander of the Risk Management Division to maintain for reporting and analysis at the end of the year. The purpose of the annual vehicle pursuit report is to analyze pursuits for the year to identify any patterns or trends that indicate training needs and/or policy modifications.

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## **212.17 STARCHASE PURSUIT MANAGEMENT SYSTEM**

The use of the StarChase Pursuit Management System is intended as a pursuit prevention and intervention tool to enhance public and officer safety. StarChase may be deployed during an active pursuit or when officers reasonably believe a driver may attempt to flee. Only trained and certified officers may deploy the system, and only department-approved vehicles may be equipped with StarChase.

### **212.17.1 AUTHORIZED USE**

- StarChase may be deployed when: (a) a vehicle is actively fleeing or attempting to flee from law enforcement, or (b) there is reasonable cause to believe a driver will attempt to flee if contacted.
- Deployment may occur as a non-pursuit de-escalation measure when officers identify a vehicle likely to flee during a contact (e.g., suspected DUI, stolen vehicle). Officers may safely tag the vehicle prior to activating emergency lights and siren.
- Deployment should occur only when it can be done safely and without creating additional risk to officers, other motorists, or pedestrians.
- Deployment does not require prior supervisor approval; however, the deploying officer shall notify the on-duty supervisor as soon as practicable.
- StarChase shall not be used for general surveillance or routine vehicle tracking.
- Once a StarChase tag has been successfully deployed, officers and supervisors shall evaluate whether continuing the pursuit remains reasonable and consistent with Department policy and public safety considerations. StarChase is intended to provide tactical flexibility—not to mandate termination—when officers can safely transition from direct pursuit to GPS tracking. The decision to continue or disengage shall be based on the totality of circumstances and under supervisory direction.

### **212.17.2 DEPLOYMENT PROCEDURES**

- Prior to deployment, officers should evaluate environmental and safety factors including traffic, speed, pedestrian presence, roadway layout, and visibility.
- StarChase shall not be deployed when pedestrians or bystanders are between the involved vehicles.
- StarChase should generally not be deployed during heavy rain or other adverse weather conditions, on motorcycles or vehicles lacking appropriate tagging surfaces, or on rough or uneven terrain.

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- When practical, officers should coordinate with other units and Communications before deployment.
- After a successful tag, evaluate whether continuing the pursuit remains reasonable and consistent with Department policy and public safety considerations.
- The supervisor will determine when and how the suspect vehicle will be intercepted or stopped based on tracking data and safety considerations.

### **212.17.3 COMMUNICATIONS CENTER RESPONSIBILITIES (NORCOM INTEGRATION)**

All StarChase deployments shall follow standardized NORCOM notification and tracking procedures.

**Officer Radio Transmission:** Officers shall voice “StarChase deployed Driver Side” or “StarChase deployed Passenger Side” (or “StarChase deployed DS/PS”) over the primary radio channel. Each patrol vehicle contains two darts, one on the driver side (DS) and one on the passenger side (PS); the deployed dart must be identified in the initial transmission.

**Dispatcher Response:** Upon notification of a deployment, NORCOM should: (a) Acknowledge the activation over the radio talkgroup; (b) Document the deployment in the CAD narrative; (c) Create or update the call for service; (d) Run the provided vehicle plate and attach results; (e) Refer to the CAD “unit status” screen to obtain the vehicle number; (f) Access the correct agency dart list and select the corresponding DS or PS dart for tracking; (g) Monitor the vehicle’s location via the StarChase system and provide updates to field units; (h) Continue monitoring during in-progress or priority events, unless operational workload prevents continued monitoring, in which case NORCOM shall advise the involved jurisdiction.

**Non-Emergency Monitoring:** For non-priority investigations requiring dispatcher monitoring, officers must obtain approval from an on-duty supervisor or AIC prior to the request.

### **212.17.4 OUT-OF-JURISDICTION TRACKING**

If a tagged vehicle travels outside NORCOM’s service area and radio coverage is assumed by another PSAP, NORCOM may send that PSAP a temporary link to monitor the GPS tracking signal. The link may only be issued to a single user email account and will not function if shared. Once the incident concludes or the vehicle is no longer being tracked, the temporary access link will be deactivated.

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### **212.17.5 EQUIPMENT SETUP AND ASSET NAMING CONVENTION**

StarChase assets for Bothell Police vehicles shall use the following standardized naming format in the CoreView application:

AGENCY\_VEHICLE NUMBER\_DART TYPE\_ASSET NUMBER

Examples: BOPD-P125\_DS-XXXXX-XXXXX (Driver Side) / BOPD-P125\_PS-XXXXX-XXXXX (Passenger Side).

This format ensures NORCOM can readily identify the correct dart for tracking.

### **212.17.6 SUPERVISOR RESPONSIBILITIES**

Supervisors shall monitor all StarChase deployments, ensure proper communication and coordination, and confirm that pursuits are conducted in accordance with Department policy once a tag is deployed.

### **212.17.7 TRAINING AND EQUIPMENT MAINTENANCE**

Only officers who have completed Department-approved StarChase training are authorized to deploy the system. The Training Unit shall maintain certification records, equipment assignments, and maintenance schedules. Malfunctions or accidental discharges shall be documented and reported to a supervisor and the StarChase Program Coordinator, who will ensure all projectiles are registered and deployment logs are maintained.

### **212.17.8 DOCUMENTATION AND REPORTING**

The deploying officer shall document each StarChase use in an incident report including the circumstances of deployment, outcome, and projectile serial number. The on-duty supervisor shall complete a supplemental report summarizing the deployment, outcome, and safety evaluation. All reports shall be forwarded to the appropriate Division Captain for review. Recovered projectiles shall be returned to the Training Unit for inspection and redeployment.

The Risk Management Division shall review all StarChase deployments for adherence to policy, training sufficiency, and equipment performance. The Division shall analyze deployment data for patterns or trends, identify opportunities for improvement, and make recommendations regarding training, policy updates, or equipment maintenance. StarChase deployment reviews shall be incorporated into the Department's annual pursuit review and included in the comprehensive pursuit analysis report. The Risk

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Management Division shall maintain all deployment documentation for audit and accreditation purposes.

### **212.17.9 MUTUAL AID DEPLOYMENT**

When assisting another agency, officers may deploy StarChase consistent with this policy. The deploying officer shall coordinate with the requesting agency's supervisor, share tracking data through approved inter-agency channels, and complete all required documentation.

### **212.18 PURSUIT TRAINING**

Commissioned officers shall complete pursuit policy review and EVOC training annually and upon any changes in the policy. The Training Section shall be responsible for updating the training when necessary and ensuring all commissioned officers have successfully completed the training on an annual basis.