

	Greenville, SC Police Department <b>GENERAL ORDER</b>		
	<b>Subject</b> Vehicle Pursuits	<b>Number</b> 215A12	<b>Type</b> Operational
<b>Effective Date</b> 9/11/2023	<b>Amends/ Rescinds</b> 215A11	<b>Pages</b> 1 of 17	<b>Re-evaluation</b> September
<b>References</b> CALEA 41 2 1; 41 2 2; 41 2 3; 81 2 4			<b>Notes</b> Section 4.11.2 removed “two man unit.” Removed AIM reference and replaced with a generic term.

- 1.0 **POLICY:** Vehicular pursuits, as a part of Emergency Vehicle Operations, are inherently dangerous to those involved as well as the public at large. Greenville Police Department policy regarding vehicle pursuits is to manage pursuits in a responsible manner in order to reduce the risks involved as much as practical. It is the policy of the Greenville Police Department that pursuits are allowed only when the necessity of immediate apprehension or stopping the violator vehicle outweighs the risks inherent to a pursuit.

Nothing in this policy authorizes employees to operate vehicles in a reckless manner.

## 2.0 DEFINITIONS

**Authorized Emergency Vehicle:** A marked or unmarked police vehicle that is equipped with an audible siren and blue lights meeting the requirements set forth in Title 56 of South Carolina Code of Law.

**Auxiliary Equipment:** Headlights (low and high beams), spotlight, hazard flashers, public address system, take down/alley lights, and vehicle horn.

**Blocking In Place:** A Vehicle Containment Tactic (VCT) and is considered a less lethal use of force, akin to physically grabbing a subject before they can flee. The tactic is used to prevent a vehicle with a high risk of flight from initiating a pursuit. The tactic involves coordinated movement of two or more police vehicles to block escape routes of a vehicle, which is **not in motion** when the tactic is initiated. Merely pulling behind or in front of a stationary vehicle, which has no other escape route (i.e. In a parking space surrounded by other parked cars) is not considered a blocking in place maneuver, and is common in normal vehicle stops.

**Emergency equipment:**

**Siren:** An audible signal meeting the requirements of South Carolina Code 56-5-4970.

**Blue lights:** A visual signal meeting the requirements of South Carolina Code 56-5 4700.

**Forcible Stopping:** Sometimes referred to as a pursuit termination tactics, or pursuit intervention tactics are deliberate immobilization or incapacitation of a vehicle by police with the intention to stop a moving vehicle and end a pursuit.

**Intra-jurisdictional Pursuit:** A pursuit involving agencies that share jurisdictional boundaries with the City of Greenville. Examples are pursuits involving the Greenville County Sheriff's office and the South Carolina Highway Patrol.

**Inter-jurisdictional Pursuit:** A pursuit involving agencies that do not share jurisdictional boundaries with the City of Greenville. Examples are pursuits involving Mauldin or Fountain Inn Police Departments.

**Pursuit Intervention Technique (PIT):** A forcible stopping technique where controlled intentional contact with a violator vehicle is initiated by a police vehicle to bring the violator vehicle to a stop with limited danger to the violator.

**Rolling Roadblock:** A forcible stopping technique where police vehicles surround the fleeing vehicle in a manner intended to block the vehicle's ability to maneuver and causing the vehicle to slow down and stop.

**Stationary Roadblock:** A tactic intended to intercept a fleeing vehicle utilizing a planned maneuver of blocking a section of roadway to cause a vehicle to either stop or change direction of travel. The Greenville Police Department categorizes stationary roadblocks in the following manner:

- **Low-Risk Stationary Roadblocks** – A type of stationary roadblock used to end a pursuit when the suspect vehicle's speed is limited by circumstances to less than 20 mph. The primary risk is property damage to the vehicles involved. Risk to occupants is minimal, especially when occupant restraints are properly used.
- **Channeling** – A type of stationary roadblock intended to prevent a pursuit from traveling in a specific direction. It is not intended to end a pursuit, but to direct it in a safer direction, to include directing a pursuit



to an area where a low-risk stationary roadblock or other technique may be used to end a pursuit.

- **Deadly Force Roadblock** – A deadly force roadblock is a stationary roadblock where the likelihood of great bodily injury or death is likely to occur. Deadly Force Roadblocks are only authorized in circumstances where discontinuing is not an acceptable option, and the need to stop the suspect is based on an imminent threat to the public. The use of this type of maneuver may place the officers in grave danger.

**Cancel (10-3) Pursuit Activities:** A decision made by the pursuing officer or a supervisor to discontinue participation in a pursuit by deactivating all emergency equipment and leaving the path of the pursuit.

**Terminate Pursuit:** An active attempt by police to end a pursuit by actions taken or force applied.

**Tire Deflation Device:** Vehicle tire deflating devices are designed to puncture vehicle tires using hollow quills or spikes causing a rapid controlled deflation of the tire(s) while minimizing loss of vehicle control.

**Un-marked Authorized Emergency Vehicle:** A vehicle that does not have all of the markings associated with a patrol vehicle but still meets all of the requirements of South Carolina Code 56-5-4970 (Siren) and 4700 (blue lights).

**Use of Force:** Force means the application of any physical control technique by an officer in performance of official duties.

- **Less-lethal Force:** Use of physical control techniques or of less-lethal weapons in a manner reasonably expected to minimize serious physical injury and/or death. The department trains and issues Oleoresin Capsicum spray, CEWs, KEWs, Pursuit Intervention and Termination Tactics, and the baton as less-lethal force weapons to its officers.
- **Lethal Force:** (also referred to as “deadly force”) Action(s) which would reasonably be expected to cause serious physical injury and/or death. Discharging a firearm is always considered a use of lethal force. Any action, either armed or unarmed, which could reasonably be considered to cause serious physical injury and/or death is considered a use of lethal force.

**Vehicle Containment Tactics (VCT):** The use of police vehicles to contain a vehicle which is fleeing, has fled but stopped for any reason, or which is a high risk of flight. VCT includes tactics such as Rolling Road Block, Blocking in Place, and pinning after a PIT or other intentional contact technique.



**Vehicular Pursuit:** An active effort by a motor vehicle operator to avoid being lawfully stopped by a police officer through the use of maneuvers such as: speeds in excess of the posted limit, sudden un-signalled turns, unlawful and dangerous passing, disregarding traffic control devices, and reckless driving.

**Violator:** The broad definition includes motorists who have committed some form of traffic violation or other justification for an officer to conduct a traffic stop of the vehicle.

- 3.0 **AUTHORIZATION:** South Carolina state law sets forth authorization for police operation of emergency vehicles. These statutes include criminal violations for failure to stop for a law enforcement vehicle and operation of authorized emergency vehicles under Title 56 of South Carolina Code of Law 56-5-760. Title 17 of South Carolina Code of laws, Chapter 13 sets forth police jurisdiction during pursuits and instances when all citizens have arrest powers. **This policy shall comply with the limitations and allowances of all statutes, with additional guidance and direction as detailed herein.**

Privileges and conditions for Emergency Vehicle operations, as set forth in South Carolina state law, include: **SECTION 56-5-760. Operation of authorized emergency vehicles.**

(A) The driver of an authorized emergency vehicle, when responding to an emergency call or when in the pursuit of an actual or suspected violator of the law or when responding to but not upon returning from a fire alarm, may exercise the privileges set forth in this section, but subject to the conditions of this section.

(B) The driver of an authorized emergency vehicle may:

- (1) park or stand, notwithstanding any other provision of this chapter;
- (2) proceed past a red or stop signal or stop sign but only after slowing down as may be necessary for safe operation;
- (3) exceed the maximum speed limit if he does not endanger life or property;
- (4) disregard regulations governing direction of movement or turning in specified directions.

(C) The exemptions in this section granted to an authorized emergency vehicle apply only when the vehicle is making use of an audible signal meeting the requirements of Section 56-5-4970 and visual signals meeting the requirements of Section 56-5-4700 of this chapter, except that an authorized emergency vehicle operated as a police vehicle need not use an audible signal nor display a visual signal when the vehicle is being used to:



- (1) obtain evidence of a speeding violation;
  - (2) respond to a suspected crime in progress when use of an audible or visual signal, or both, could reasonably result in the destruction of evidence or escape of a suspect; or
  - (3) surveil another vehicle or its occupants who are suspected of involvement in a crime.
- (D) The provisions of this section do not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons.

#### 4.0 **VEHICLE PURSUIT OPERATIONAL GUIDELINES**

- 4.1 The violator initiates a pursuit by refusing to stop for a police officer. The decision to engage in a pursuit is made by the officer and is permitted or denied by the supervisor. At any time during a pursuit, the officer and supervisor have authority to cancel the pursuit.
- 4.2 Officers without a functioning mobile or body-worn camera shall not join an existing pursuit unless exigent circumstances exist. Once a police vehicle with a camera or an officer with a body-worn camera becomes engaged in the pursuit, the officer in the vehicle without the functional camera will become an assisting unit or disengage completely if sufficient units with cameras are in the pursuit, and additional units are not warranted or requested.
- 4.3 Officers shall not engage in a pursuit while transporting prisoners or civilians in the police vehicle. An exception for a civilian “ride-along” who has signed appropriate waivers may be made. When sufficient units are available to allow the officer with a “ride-along” to disengage, the officer will do so, but may assist with other activities such as blocking intersections or setting perimeters.
- 4.4 The officer engaging a pursuit will immediately notify Communications of:
  - 4.4.1 Their unit identification;
  - 4.4.2 Location and current speed (to continue throughout pursuit);
  - 4.4.3 Direction of travel (to continue throughout pursuit);
  - 4.4.4 The suspected charges/offense;
  - 4.4.5 Violator vehicle description including license plate number;
  - 4.4.6 Number, sex, race of occupants, and presence of children in the vehicle, if known.



- 4.4.7 Weather (provide updates as needed)
  - 4.4.8 Traffic (provide updates throughout pursuit)
  - 4.4.9 Roadway Conditions (provide updates as needed to account for changes such as surface condition, roadway type and traffic control devices.)
- 4.5 Unmarked police vehicles must be properly equipped as required by South Carolina Law with blue lights and sirens and both must be activated during pursuits.
- 4.5.1 Supervisors may authorize an unmarked vehicle to continue in a pursuit, if the officer operating it has training or experience that outweighs any risk from the reduced visibility inherent to these vehicles.
  - 4.5.2 Unmarked vehicles which are not pursuit rated, police model vehicles, will use caution when engaging in a pursuit, and should discontinue as soon as sufficient pursuit rated vehicles have joined the pursuit. An exception can be made in exigent circumstances, or when the pursuit is relatively low speed.
  - 4.5.3 The supervisor responsible for the pursuit, in deciding whether or not to allow the unmarked unit to continue, will consider:
    - 4.5.3.1 The capabilities of the unmarked vehicle, to include the amount of emergency lights equipped, and how visible the vehicle is compared to a marked cruiser,
    - 4.5.3.2 The training and experience of the officer compared to available uniformed/marked units
    - 4.5.3.3 The practicality of swapping out personnel and vehicles in a pursuit while maintaining tactical capabilities for ending the pursuit or addressing the threats presented by the suspects.
- 4.6 Officers are responsible, even when a supervisor is monitoring a pursuit, to continuously evaluate the pursuit for safety. Officers are also responsible for keeping the supervisor monitoring the pursuit updated about the pursuit and any actions by the violator that increases the risk of the pursuit. Officers will cancel pursuits on their own if they feel the pursuit has become too dangerous or is no longer justified.



#### 4.6.1 HIGH-RISK FACTORS

Presence of any of these factors is indicative of a high-risk pursuit if they continue for

- Speeds double the speed limit on surface streets
- Speeds in residential neighborhood streets >40mph
- Speeds over 100 mph on a closed/limited access highway
- Extremely Hazardous maneuvers by the violator
- Running red traffic lights at speed (indicates wanton disregard for safety)
- Traveling against the flow of traffic for extended periods, or repetitively
- Heavy traffic as defined below.
- Dense Pedestrian/bicycle traffic/bystanders/presence of children.
- Active School Zones
- Active Road construction/lane closures or Work Zones.
- Adverse weather conditions such as active precipitation, limited visibility or ice/snow.
- Roadway has numerous busy intersections, blind curves, or is narrow or with no shoulder runoff space.
- No supervisor responding/monitoring
- Officer is overly excited, not responding properly to supervisor.

#### 4.6.2 MODERATE-RISK FACTORS

Presence of any of these factors is indicative of a moderate risk pursuit. Presence multiple moderate risk factors may upgrade the risk to High Risk.

- Speeds of more than 20 mph above the speed limit on surface streets
- Speeds <40 mph but in excess of the speed limit on residential/neighborhood streets
- Schools in session or during normal after school activity times, adjacent to the route of the pursuit
- Light Pedestrian Traffic
- Designated work zones where workers are not present but equipment, markers (barrels/cones/pylons etc.), or temporary barriers are present.
- Adverse road conditions such as wet roads without active precipitation and limited or no reduction in visibility.
- Medium/Moderate Traffic as defined below.





- Officer is relatively calm and responsive to supervisor.

#### 4.6.3 LIMITED-RISK FACTORS

All pursuits present at least limited risk. Pursuits with limited risk will normally not have any of the above risk factors and can be described as having the following:

- Roads with good lines of site, with good surface and limited adjacent hazards.
- Areas where there is limited cross traffic/intersections, or during times of significantly reduced traffic such as late nighttime hours.
- Few or no pedestrians
- Good weather
- Limited hazardous maneuvers
- Moderate speed, usually within 20 mph of the posted speed limit.
- Supervisor is effectively monitoring the pursuit.
- Officer is calm and in control.

4.7 Once a decision is made to cancel engagement in a pursuit, all officers involved will acknowledge by repeating the order and confirming they have discontinued.

4.8 When the order to cancel (10-3) is given, the pursuing officer will immediately slow down, discontinue use of emergency equipment and leave the path of the pursuit. This is best accomplished by turning left or right off the path of the pursuit, turning around, or pulling over to the side of the road and stopping. The pursuing officer will broadcast their location when they disengaged and actions upon discontinuing. Whenever possible, the supervisor will have the pursuing officer meet, either in the field or in the office, to begin the review process.

#### 4.9 **Supervisor responsibilities:**

Upon notification, the supervisor will evaluate the overall situation and will either direct the pursuing officer to cancel engagement, or indicate that they are monitoring, thus allowing the pursuit to continue.

4.9.1 If the supervisor clears the pursuit to continue, he/she will monitor, ask pertinent questions, and evaluate the ongoing necessity for the pursuit. The supervisor may cancel the pursuit at any time. Supervisors may direct officers to terminate a pursuit by specific





means when such action is required for the safety of the public and officers involved.

4.9.2 Pursuits shall be canceled when a continuation would create unreasonable danger to the public and when:

4.9.2.1 The suspect's identity has been established and no need for immediate apprehension exists.

4.9.2.2 If the location of the pursued vehicle is no longer known. Officers shall discontinue use of emergency equipment and resume normal vehicle operation.

4.10 **Communications responsibilities:** When an officer announces that he/she is in pursuit, the dispatcher is responsible to:

4.10.1 Notify a sworn supervisor immediately upon notice of a pursuit or acknowledge a supervisor who indicates they copy the pursuit and are monitoring.

4.10.2 Receive, acknowledge, and record all incoming information on the vehicle being pursued.

4.10.3 Advise all other officers that a pursuit is in progress, providing all relevant information.

4.10.4 Perform relevant record and motor vehicle checks.

4.10.5 Control all radio communications during the pursuit in concert with sworn supervision.

4.10.6 Coordinate assistance under the direction of a sworn supervisor.

4.10.7 Continue to monitor the pursuit until its conclusion.

4.10.8 Acknowledge, over the air, cancelation or termination action(s) by the officer.

4.11 **Assisting officer(s) responsibilities:**

4.11.1 The first officer to join the pursuit will become the assisting officer in the pursuit.

4.11.2 The assisting officer should take over radio communications, allowing the primary officer to concentrate on the pursuit. The



assisting officer should ensure that there is sufficient time between transmissions to allow supervisors or the primary unit to transmit if needed. If for some reason the second unit is no longer in position to continue radio traffic, they will pass responsibility off to the primary unit, or another unit in position to take over.

4.11.3 When the assisting officer(s) are close enough to render immediate aid to units already in the pursuit, he/she will notify communications of his or her unit number and confirm their position in the chase (i.e. Second, Third, Fourth, etc.)

4.11.4 The active pursuit will normally consist of no more than three (a primary and two assisting) police vehicles. Additional police vehicles may be authorized by a supervisor if circumstances of the pursuit warrant additional officers or police vehicles. This decision shall be determined by:

- 4.11.4.1 Nature of the offense;
- 4.11.4.2 Number of suspects.
- 4.11.4.3 Number of units required for a particular forcible stopping technique being considered.
- 4.11.4.4 Other clear facts that would warrant the increased hazard or need for additional officers and/or police vehicles.

#### 4.12 **Supporting Officer(s) responsibilities:**

4.12.1 Officers who are not directly involved in the pursuit, but who are available to respond, will notify dispatch on an alternate channel, that they are moving to support the chase, and the location that they are in route to. Officers should attempt to intercept the pursuit by driving to an intersection ahead of the chase for the purposes of preventing cross traffic and providing other assistance as needed. The monitoring supervisor will monitor the supporting units and direct as necessary.

4.12.2 Supporting officers will not attempt to pass the pursuit on the same roadway as the pursuit, unless directed to do so.

4.12.3 Officers directed to provide support will be positioned on the cross route with their vehicle positioned as far as practical from the path of the pursuit to limit danger to the officer while controlling the intersection to reduce potential injury to other drivers who may unknowingly proceed into the path of the pursuit. The roadway where the primary pursuit is active will not be blocked, unless



directed by a supervisor, to channel the pursuit to, or away from a specific area.

## 5.0 PURSUIT CONSIDERATIONS

All officers taking any action to respond to the area of a pursuit must be authorized to do so. At a minimum, this requires advising dispatch of their involvement/actions and following any directions by the monitoring supervisor.

5.1 As a general rule, the need to capture or stop the violator must outweigh the inherent risks a vehicular pursuit poses to those involved and the public at large. Vehicular pursuits shall only be initiated in the following circumstances:

5.1.1 When it is reasonably believed the vehicle and/or an occupant is suspected of involvement in a violent felony and is fleeing from the officer. Violent crimes are defined, but not limited to, SC Code of Law 16-1-60

5.1.1.1 In addition to violent felonies, the property crimes of burglary and auto theft are approved for pursuit.

5.1.1.2 Examples of violent felonies not listed in 16-1-60 include but are not limited to: assault and battery 1<sup>st</sup> degree, assault and battery by mob 2<sup>nd</sup> degree, strong armed robbery.

5.1.2 The suspect or suspects pose an immediate threat of death or serious bodily injury to specific individuals or the public at large unless immediately apprehended.

5.1.3 The suspect is potentially impaired due to alcohol, drugs, illness, or other condition to an extent that he or she is operating the vehicle in such a manner that constitutes a serious and immediate threat to public safety.

5.2 The following situational factors must be continuously evaluated by officers involved in a vehicular pursuit as well as supervisors monitoring the pursuit:

5.2.1 **Roadway Type:** The type of roadway can greatly affect the danger of a pursuit. Absent wrong way driving or other situational factors, a controlled or limited access highway generally will be lower in risk than a similarly travelled surface street with frequent busy intersections. Residential streets may have increased



pedestrian traffic, limited sidewalks, and/or children present and are considered higher risk.

**5.2.2 Vehicle Traffic Conditions:** Heavy traffic conditions increase the risk of a pursuit. The relative speed, density (number of vehicles) and direction of vehicular traffic may increase or decrease the risk of a pursuit substantially.

**5.2.2.1 Heavy Traffic** – Defined as uninvolved vehicles in all lanes at such density that the pursuit is consistently changing lanes/weaving or forced into oncoming traffic, medians or onto the shoulder. Heavy traffic also includes major intersections and sections of roadways where there is a high number of vehicles on cross streets.

**5.2.2.2 Medium/moderate Traffic** – Defined as uninvolved vehicles at regular intervals in lanes of travel, but which can be avoided with limited need to change lanes and rarely requiring travel left of center, in the median or on a shoulder. Traffic on cross streets is limited.

**5.2.2.3 Light traffic** – traffic is sporadic, rarely requires officers to change lanes, travel in oncoming lanes, medians, or on the shoulder. Little or no traffic on cross streets.

**5.2.3 Pedestrian Traffic:** Heavy pedestrian traffic conditions dramatically increase the risk of a pursuit. Generally, if pedestrians are present, such as in a residential area, a pursuit will be considered high risk.

**5.2.4 Prevailing Conditions:** Weather conditions can significantly increase the risk of a pursuit. Wet roads, wet leaves in the roadway, ice and snow can create hazardous conditions adding to the inherent risk of a pursuit. Conditions that reduce visibility increase the danger of any pursuit. Nighttime pursuits may be associated with reduced traffic but may also reduce visibility where street lighting is not present.

**5.2.5 Officer's Ability and Training:** All officers receive pursuit training. However, training cannot prepare an officer for all possible conditions encountered during a pursuit. Officer ability can vary based on experience, specific training and other factors. Pursuits are high stress events, and even the most experienced and capable officers may succumb to the effects of stress. Stress can often be detected in officer's radio traffic such as, when officers



fail to respond in a timely fashion, when their speech is unusually fast or when the tone of their voice is higher pitched than normal. These factors shall be taken into consideration when evaluating a pursuit.

**5.2.6 Suspect's Actions:** The suspect of a pursuit can greatly increase the risks involved through a number of actions. Speed is an ever-present concern in pursuits, but other suspect actions, to include but not limited to: running stop signs or red lights at speed, driving left of center, weaving through traffic, minor collisions and near misses also increase the risk of the pursuit and should be considered. Likewise, suspect actions may increase the need to apprehend the suspect. Examples would include but are not limited to: displaying, pointing, or shooting a firearm, taking of hostages, intentional striking or attempted striking of vehicles or individuals to include officers.

5.3 Officers may pursue suspects in the opposite direction of traffic flow only upon the approval of the supervisor monitoring the pursuit. Pursuits which continue in the opposite direction of traffic for more than brief periods are considered very high risk and should be undertaken only when the need to apprehend the subject is dire, and forcible stopping techniques are available and being authorized. In all cases, pursuits against the flow of traffic should be terminated as quickly as practicable, either by employing appropriate available forcible stopping techniques or discontinuing the pursuit.

## 6.0 APPROVED PURSUIT INTERVENTION AND TERMINATION TACTICS

Any approved tactic, depending upon the conditions and circumstances under which it is used may present danger to the officers, the public, or anyone in the vehicle being pursued. It is imperative that officers act within the bounds of legality, good judgment, accepted practices, and orders.

- Certain applications of intervention tactics may be construed to be a use of force and subject to the requirements for such use as detailed in General Order 200 Use of Force and General Order 175 Lethal Force Incidents.
- In deciding whether to use an approved tactic, officers and supervisors should balance the risks of allowing the pursuit to continue with the potential hazards arising from the use of each tactic to the public, the officers, and subjects involved. With these risks in mind, the decision to use any tactic should be reasonable in light of the circumstances apparent to the officer at the time of the decision. Risk factors include, but are not limited to:
  - Potential damage to police vehicles from contact with a suspect vehicle.



- Potential damage to the suspect vehicle
  - Potential line of fire issues, to include potential cross-fire
  - Potential for injury to officers or suspects
  - Potential danger of a pursuit based on known risk factors.
  - If the suspect(s) is armed or believed to be armed.
  - Seriousness of the crime(s) committed or suspected
  - Danger to the public if the suspect escapes (not including the danger of the pursuit itself.)
- Unless exigency exists, the use of intervention tactics should be employed only after approval of a sworn supervisor.

#### 6.1 **BLOCKING IN PLACE**

Due to the serious risks involved in all vehicle pursuits, the Greenville Police Department authorizes the use of Blocking In Place, to attempt to prevent a suspect from initiating a pursuit, or re-initiating a pursuit after stopping subsequent to an initial pursuit. Absent exigent circumstances, the use of Blocking In Place requires the explicit authorization of a supervisor.

#### 6.2 **LESS-LETHAL FORCIBLE STOPPING**

While all forcible stopping techniques can present dangers to the officer, suspect and the public in the immediate vicinity, there are less-lethal techniques available which pose limited risks, and that have been shown to be effective at ending dangerous pursuits. These techniques require specialized training and may require specialized equipment to be used effectively as a less-lethal option.

The Greenville Police Department will utilize Less-Lethal Forcible Stopping Techniques to end pursuits, when they can be implemented with relative safety and in accordance with the following:

- 6.2.1 Absent exigent circumstances, where there is a clear and immediate threat to human life, if immediate action is not taken. Less-Lethal Forcible stopping is permitted only with supervisor approval to be performed by officers certified in a training program approved by the Greenville Police Department.
- 6.2.2 The approved Less-Lethal Forcible Stopping options are:
  - 6.2.2.1 Rolling Roadblocks
  - 6.2.2.2 Low-risk Stationary Roadblock (Est. Speed <20mph)
  - 6.2.2.3 Channeling Roadblock



**6.2.2.4 PIT Maneuver**

**6.2.2.5 Other devices or techniques approved by the Chief of Police, by a special order or update to this policy, published to the agency.**

**7.0 DEADLY FORCE**

The application of deadly force shall be governed by the agencies use of force policy, with additional guidance related to the use of vehicles, roadblocks or other means related to a fleeing subject who presents a grave and immediate threat to the public.

- 7.1 When time allows, the planned application of deadly force tactics, require supervisor approval. In addition to the factors required for consideration of less-lethal force options, supervisors must consider the danger the suspect vehicle may present after the application of the force option. These dangers include the uncontrolled movement of vehicles, the risk to officers and options to mitigate that risk, and whether or not discontinuing attempts to stop the suspect vehicle are viable.
- 7.2 Under exigent circumstances, when required to save lives, officers may use Deadly Force to end a pursuit or stop a dangerous suspect vehicle without prior approval, only when immediate action is required to save the life of another, and other means are not readily available, or are deemed ineffective.
- 7.3 The following will always be considered the application of deadly force:
  - 7.3.1 Stationary Roadblocks employed on a suspect vehicle at speeds likely to cause great bodily harm or death if the subject fails to yield, and which are not designed to channel the suspect.
  - 7.3.2 Use of Firearms on the suspect or the suspect vehicle.

**8.0 INTERJURISDICTION/INTRAJURISDICTION PURSUITS**

- 8.1 A supervisor must give approval for a pursuit to continue once jurisdictional lines are crossed. Normally, pursuits will only be continued beyond the boundaries of Greenville County when assisting another agency which has taken over lead of a Greenville Police Department initiated chase, or when the suspect is wanted for a violent felony and is an immediate or ongoing threat to the public at large if not captured.
- 8.2 In the event an outside agency engaged in an active vehicle pursuit enters the city limits of Greenville and requests assistance a supervisor must





decide to give officers permission to assist in the pursuit. Any officer that engages in a pursuit involving another agency must immediately notify Communications.

- 8.3 Officers assisting outside agencies in pursuits shall cancel involvement when the pursuit leaves the city limits of Greenville, unless authorized by a field supervisor or commanding officer.
- 8.4 If an originating agency terminates their involvement in the pursuit, Greenville Police officers will disengage, unless additional probable cause has been established inside the City's jurisdiction that is in compliance with the rules for engaging in pursuits.
- 8.5 Officers assisting outside agencies in vehicle pursuits will adhere to Greenville Police Department directives governing vehicle pursuits.

## 9.0 REPORTING

- 9.1 All officers involved in a pursuit must complete an incident or supplemental report that contains articulable facts to support the reason for pursuit as listed in section 4.0. If actions from the pursuit result in great bodily injury or death, personnel will comply with procedures outlined in GO 175 Lethal Force.
- 9.2 A department administrative reporting system's case is intended to provide documentation of pursuits and failures to stop, regardless if the suspect is arrested or if the pursuit was terminated by the officer or a supervisor. This information will be used to address future equipment, policy, and/or training needs.
- 9.3 A department administrative report will be completed for all vehicle pursuits.
- 9.4 Either the supervisor overseeing the pursuit, or the initiating officer's supervisor, is responsible for an initial pursuit review with the officer(s) involved in the pursuit. The review is a process intended to give the initiating officer and a supervisor an opportunity to critique the pursuit. The review will be documented in the department's administrative reporting system and cover the following criteria:
  - 9.4.1 Reason for initiating the pursuit;
  - 9.4.2 Situational conditions (including time, day, location, weather, vehicular traffic, pedestrian traffic, and any other relevant factors);



9.4.3 Radio traffic;

9.4.4 Actions of the suspect;

9.4.5 Actions of the officer and backup officers;

9.4.6 Outcome of the pursuit;

9.4.7 Any issues which should be incorporated into training in the future.

9.5 Any pursuit which results in a collision must be investigated by Highway Patrol. A collision is any time a moving vehicle strikes an object, person or vehicle.

9.5.1 If the collision involves a city police vehicle, the department administrative report classification must indicate that it was a collision.

9.5.2 Only when the collision involves only city property/vehicles, minor damage, and no injuries, may it be investigated internally.

9.6 The chain-of-command process may determine if a more extensive debriefing or review, other than the initial, is warranted. This will be documented and attached to the department administrative report and forwarded to the Chief of Police or his/her designee.

## 10.0 TRAINING

10.1 There will be documented initial training on the agency's pursuit policy.

10.2 There will be a documented annual review of the pursuit policy by all sworn personnel.

10.3 Refresher training, which may be classroom or practical skill-based training, will be conducted annually. A practical skill-based refresher training will be conducted at least every other calendar year and must be successfully completed to maintain certification.

DocuSigned by:

*J. H. Thompson*

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J.H. Thompson, Chief of Police

9/11/2023

Date



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