

## **9.01.000 PURSUIT OF MOTOR VEHICLES**

9.01.005

### **PURPOSE AND SCOPE:** 08/24

This policy provides guidance to department members for vehicle pursuits in order to protect the safety of pursuing deputies, the community, and the vehicle operator of the fleeing vehicle (RCW 10.116.060).

9.01.010

### **GENERAL DEFINITIONS:** 08/24

For purposes of this policy:

**“Attempting to elude a police vehicle”** This describes conduct by a driver who fails or refuses to immediately bring their vehicle to a stop when a deputy, wearing a uniform and operating a marked KCSO vehicle, issues a visual and/or audible signal to the driver of a vehicle to stop: by hand, voice, emergency lights or siren and, after a reasonable time to yield in response to the deputy’s signal, the driver does any of the following:

1. Increases speed
2. Takes evasive actions
3. Drives in a reckless manner
4. Violates any traffic laws

**"Caravanning"** means more than three (3) police vehicles in single file pursuing an eluding vehicle.

**“Dangerous Felony”** means a serious felony crime against a person or the community. This includes the following:

1. Murder
2. Felony Sexual Assault
3. Felony Assault (including Vehicular Assault)
4. Kidnapping
5. Robbery
6. Arson or Bombing (of an occupied structure)
7. Burglary

**“Eluding, No Pursuit”** means that a deputy does not engage in a pursuit of a vehicle that is attempting to elude a police vehicle.

**"Escape route"** means an obvious and unobstructed pathway that is large enough to allow the opportunity for safe passage of vehicle(s).

**“Extraordinary circumstances”** means a situation or crime that exhibits victimization or a danger to a person or the community to a level that necessitates the need for an opportunity to apprehend. This includes but is not limited to display or use of a weapon, using a vehicle in a manner that creates a serious public safety threat, or other exceptional situation where police intervention is warranted to protect the community at large.

**“Failure to Yield”** means if after being signaled to stop by a deputy in a marked police vehicle using lights and siren, a driver fails to yield by continuing without stopping; but obeys all traffic laws, takes no evasive maneuvers, and is not driving in a reckless manner that endangers the safety of the community it shall not be considered a pursuit. The driver may or may not know the deputy is trying to stop them.

**"Hollow spike"** means a sharpened cylindrical hollow tube engineered to act as a valve to deflate tires without a blowout.

**"Immediate Threat of Serious Physical Injury or Death"** means that, 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 peace officer or another person.

**"Legal Intervention"** means a tactic used to stop a moving vehicle that poses an immediate danger to persons if not stopped. Legal intervention techniques may include:

- PIT Maneuvers
- Moving Roadblock
- Fixed Roadblock
- Ramming
- Tire Deflation Device (if deployed while the target vehicle is moving)
- Mobile Arrest Team Tactics (Tac-30 Only)

**"Mobile Arrest Team (MAT) tactic"** means an organized team/vehicle movement utilized to effect the arrest or detention of occupants of a vehicle, either parked or moving. These tactics are restricted to members of Tac-30.

**"Necessary"** (as used in this policy in the context of potentially deadly force) means that, under the totality of the circumstances, a reasonably effective alternative to the use of deadly force does not exist, and that the amount of force used was a reasonable and proportional response to the threat posed to the deputy and others.

**"Paralleling"** means a support unit flanking an eluding vehicle by using a route other than the main pursuit route.

**"Police motorcycle, fully-marked"** means a two-wheeled motor vehicle equipped with front and rear emergency lights, siren, police markings and symbols of the Sheriff's Office.

**"Police vehicle, fully-marked"** means a motor vehicle equipped with an overhead or interior emergency light bar(s), siren, police markings and symbols of the Sheriff's Office.

**"Police vehicle, fully-marked pursuit-rated"** means a motor vehicle equipped with an overhead or interior emergency light bar(s), siren, police markings and symbols of the Sheriff's Office and is rated a pursuit vehicle by the vehicle's manufacturer.

**"Precision Immobilization Technique (PIT)"** means a maneuver designed to cause the suspect vehicle to spin out, stall and come to a stop.

**"Pursuing unit, Primary"** means either the police vehicle initiating a pursuit or the first police vehicle behind an eluding vehicle.

**"Pursuing unit, secondary"** means the second police vehicle to join the pursuit behind the primary unit.

**"Pursuing unit, additional secondary"** means the third police vehicle to join the pursuit behind the primary pursuing unit.

**"Pursuit supervisor"** means the acting, provisional, probationary, or permanent supervisor who supervises a pursuit.

**"Ramming"** means striking an eluding vehicle with a police vehicle to stop the eluding vehicle.

**"Roadblock"** means a barricade or other obstruction of a public or private way set up to stop or prevent the escape of an eluding vehicle.

**"Roadblock, fixed"** means blocking a public or private way to the extent that no "escape route" remains.

**"Roadblock, moving"** means surrounding an eluding vehicle with two or more police vehicles that are then slowed to a stop with the eluding vehicle.

**"Safe distance"** means sufficient space between two or more vehicles that is reasonable and prudent to avoid an unplanned collision.

**"Safe height"** means sufficient altitude that is reasonable and prudent.

**"Support unit"** means other police vehicle(s) not the primary or secondary unit who assists in the possible apprehension of eluding suspect(s) or assists upon pursuit termination.

**"Terminate pursuit"** means that all pursuing units will return to routine driving and all emergency equipment is turned off. (This doesn't preclude the supervisor from ordering the involved deputies to pull over and stop).

**"Tire Deflation Device"** Means a device containing several hollow spikes designed to deflate a vehicle's tires in a controlled and safe manner. Tire deflation devices include:

- Stop Sticks
- Rat Traps
- Other similar devices

**"Unit"** means a deputy(s) in a Sheriff's Office vehicle.

**"Unwilling participant"** means a passenger in a pursued vehicle who, at the time, does not want to be in that vehicle but cannot safely extricate themselves from the situation.

**"Vehicle, Sheriff's Office"** means any vehicle owned, rented, leased, or otherwise appropriated for the official use of this Sheriff's Office that may or may not be equipped with either emergency light(s) or siren.

**"Vehicle, Non-Sheriff's Office"** means any privately owned, rented, or leased vehicle.

**"Vehicular Pursuit"** means an attempt by a uniformed deputy 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 deputy is signaling the operator to stop the vehicle; and the operator of the moving vehicle appears to be willfully resisting or ignoring the deputy'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 deputy; and the deputy, in an effort to keep pace with and/or immediately stop or apprehend the eluding driver, drives in a manner that is outside of standard traffic laws (as authorized under RCW 46.61.035).

9.01.11

**POLICY:** 08/24

It is the Sheriff's Office policy to fulfill its legal responsibility to apprehend offenders while also recognizing the danger to the community created by a person fleeing the police while operating a vehicle. Every department member engaging in a vehicle pursuit shall weigh the seriousness of the offense/violation of law against the potential danger to the community caused by the fleeing person and the need to immediately apprehend the fleeing suspect. Any decision to engage in a pursuit must be continually evaluated throughout the pursuit by using the Risk Hazard Analysis and by keeping this policy and procedures in mind.

Every department member involved in a pursuit will be held to the duty to drive with due regard for the safety of all persons as set forth in RCW 46.61.035. If a pursuit is lawfully justified, it should be concluded as soon as reasonably possible, either by termination, P.I.T., or the use of other legal intervention methods described in GOM 9.01.085. Supervisors shall have direct oversight of pursuits, make monitoring pursuits a top priority and order pursuits terminated unless there is sufficient justification to continue them. If supervisors are unable to determine, within a reasonable time, whether sufficient justification is present, the pursuit shall be terminated. Emergency lights and sirens shall remain activated continuously throughout all vehicle pursuits in accordance with GOM 9.00.075.

9.01.012

**PURSUIT, WHEN AUTHORIZED:** 08/24

Commissioned KCSO members shall not engage in a vehicular pursuit unless **all four** of the following criteria are met:

1. There is **reasonable suspicion** to believe that a person in the vehicle has committed or is committing:
  - a. A **“Dangerous Felony”** (as defined in GOM 9.01.010); or
  - b. A driving under the influence (DUI) offense under RCW 46.61.502; and there are previously observed factors and/or dangerous driving that poses an imminent threat to the safety of others; or
  - c. A felony crime (not listed under “Dangerous Felonies”) or misdemeanor/gross misdemeanor (non-felony) crime against a person, occurring under **extraordinary circumstances** (as defined in GOM 9.01.010), and where there is an imminent and/or ongoing threat to persons or the community at large.
2. The pursuit is **necessary** for the purpose of **identifying or apprehending** the person; and
3. The person poses a threat to the safety of others and the safety risks of failing to apprehend or identify the person are greater than the safety risks of the vehicular pursuit under the circumstances; and
4. The pursuing member **notifies a supervisor** immediately upon initiating the pursuit; the supervisor has supervisory oversight of the pursuit; and the pursuing member, in consultation with the supervisor, considers alternatives to the pursuit, the justification of the pursuit, and other safety considerations such as speed, weather, traffic conditions, road conditions, and the known presence of minors in the vehicle.
  - a. As soon as practicable after being notified of a vehicular pursuit, the controlling supervisor shall develop a plan to end the pursuit using available legal intervention options in accordance with GOM 9.01.070.
  - b. If the pursuing member is a supervisor, the member must notify an uninvolved supervisor and the uninvolved supervisor shall take supervisory oversight of the pursuit.

9.01.015

**RISK HAZARD ANALYSIS FOR PURSUIT:** 08/24

When deciding whether to pursue, a deputy **must** consider the following:

1. The four conditions required by policy to engage in a pursuit. See GOM 9.01.012
2. Safety of the public, deputy(s), and suspect(s):
3. Nature of the offense. See GOM 9.01.012
4. Need for immediate apprehension:
  - a. Probability of apprehension without pursuit.
  - b. Ability to identify the suspect(s) and vehicle.
5. Factors to consider:
  - a. Time of day.
  - b. The volume of vehicle and pedestrian traffic.

- c. Road and weather conditions.
- d. Visibility and illumination.
- e. Geographic and area familiarity.
- f. Deputy and suspect driving skills.
- g. Condition of pursuing police vehicle and suspect vehicle.
- h. Whether there are unwilling occupants (infants, children, hostages, etc.)
- i. The speed of the pursuit relative to the above factors.

9.01.020

**PURSUIITS PROHIBITED:** 08/24

1. Deputies and supervisors shall not engage in or have supervisory oversight of a pursuit unless they have completed an emergency vehicle operators' course (EVOC) in the previous two years.
2. Deputies and supervisors shall not engage in a pursuit unless they have been certified in at least one legal intervention technique.
3. Deputies shall not engage in a pursuit if there is a non-commissioned person or civilian in a Sheriff's Office vehicle, including recruit deputies awaiting state academy assignments.
4. Non-commissioned personnel shall not engage in any pursuits.
5. Deputies shall not engage in a pursuit while operating a non-Sheriff's Office vehicle, leased vehicle or an unmarked vehicle that does not have emergency equipment (radio, lights and siren); RCW Title 46, and GOM 9.00.015 require use of lights and siren.
6. Reserve deputies shall not engage in a pursuit in either a primary or secondary role.
7. Deputies shall not engage in a pursuit if they are not in uniform or not wearing an external vest carrier with markings over other authorized duty attire (e.g., plain clothes, a Bananola style shirt, or a department issued shirt with shoulder patches).
8. A motorcycle deputy, operating a fully marked department motorcycle with emergency lights and siren, may participate in a pursuit only until a fully marked police vehicle, with a light bar and siren, is available to take over the pursuit. The motorcycle deputy may continue the pursuit if the controlling supervisor determines that the motorcycle unit is a more effective pursuit vehicle.

9.01.025

**ELUDING, NO PURSUIT (ENP):** 01/24

Eluding, no pursuit (ENP) occurs when the deputy attempts to stop a motorist, the motorist fails to stop, and attempts to elude the deputy, and the deputy does not engage in a pursuit.

1. Deputies shall notify the on-duty supervisor as soon as practicable after an ENP occurs.
  - a. Deputies shall ensure that the supervisor acknowledges the notification.
2. Deputies shall document the ENP with an incident report in Mark 43.
  - a. The reporting deputy shall mark the "Eluding, No Pursuit" box in the event statistics section of the Mark43 report.
  - b. The report shall include:
    - i. A detailed description of the circumstances of the incident including the reason for initiating the stop.
    - ii. A description of the equipment and actions used to signal the driver to stop.

- iii. A detailed description of the eluding driver's actions before and after being signaled to stop.
  - iv. All available information that may help identify the driver of the eluding vehicle.
  - v. A detailed description of the deputy's decisions and actions from the time the driver was signaled to stop to the time the deputy ceased efforts to stop the vehicle.
- c. Supervisors shall review the incident reports to ensure that they are complete and accurate in accordance with the requirements outlined in this policy and GOM 15.01.000.
  - d. Based on the incident report, supervisors shall evaluate the incident to ensure the facts and circumstances meet the criteria for an ENP designation.
    - i. Supervisors may request CAD reports, recordings of radio transmissions, BWC/ICV recordings, or other documentation to supplement the incident report if necessary to accurately evaluate the incident.
    - ii. If the reviewing supervisor determines that the incident does not meet the criteria for ENP designation, and the incident meets the definition of a pursuit, they shall initiate a pursuit review in accordance with GOM 9.02.000.
    - iii. If the supervisor determines the incident meets the criteria for ENP designation, they shall approve the incident report and no further action is necessary.

## 9.01.030 – 9.01.035

These sections were deleted July 2021. No longer relevant.

## 9.01.040

**PURSUIT TERMINATION:** 05/23

- 1. A deputy shall not be censured for terminating a pursuit. Pursuits shall be immediately terminated when any of the following occurs:
  - a. **THE DANGER TO THE PUBLIC, DEPUTY(S), OR SUSPECT(S) OUTWEIGHS THE NECESSITY FOR IMMEDIATE APPREHENSION.**
    - i. The speed of the suspect vehicle is of paramount importance in determining if the pursuit should continue.
  - b. When it is determined the pursuit doesn't meet the criteria for continuation.
  - c. The pursuit supervisor orders pursuit terminated.
  - d. Pursuit vehicle experiences equipment failure or malfunction involving:
    - i. Lights (emergency or standard).
    - ii. Siren.
    - iii. Radio.
    - iv. Brakes.
    - v. Accelerator.
    - vi. Steering.
    - vii. Other essential equipment.
    - The pursuit itself does not have to be terminated, but the deputy experiencing vehicle malfunction shall terminate their role immediately.

- e. Suspect vehicle goes wrong the way on:
    - i. Freeway.
    - ii. Freeway ramp.
    - iii. Divided highway.
    - iv. One-way street.
    - Deputies may continue to follow on the correct side.
  - f. If the pursuing member loses the ability to directly communicate with other units engaged in the pursuit, the supervisor, or dispatch.
2. When a pursuit is terminated, all deputies involved shall immediately:
- a. Give their location and last known location and direction of travel of the suspect vehicle.
  - b. Turn off all emergency equipment; and
  - c. Return to non-code driving.
- i. Deputies shall avoid following the suspect vehicle once a pursuit is terminated.

9.01.045

**ROLES AND RESPONSIBILITIES:** 08/24

1. Only fully-marked, pursuit-rated police vehicles should be involved in a pursuit.
2. Unmarked Sheriff's Office vehicles equipped with radio, emergency light(s) and siren may be involved in a pursuit only until a fully-marked, pursuit-rated police vehicle, occupied by those wearing a uniform, or wearing an external vest carrier with markings over other authorized duty attire (e.g., plain clothes, a Bananola style shirt, or a department issued shirt with shoulder patches), arrives to take over the pursuit.
  - a. Upon arrival, fully-marked, pursuit-rated police vehicles shall assume the primary and secondary roles when safe to do so.
  - b. Other units shall assume support roles if needed or requested by pursuing deputy(s) or pursuit supervisor.
3. Sheriff's Office vehicles not equipped with emergency light(s) and siren shall not be involved in a pursuit, except in a non-code response support role.
4. No more than one (1) police vehicle shall be assigned to the primary role and no more than two (2) police vehicles shall be assigned to secondary roles in any pursuit unless specifically requested by the pursuing deputy(s) or pursuit supervisor. Only primary and secondary units shall actively engage in the pursuit. All other units shall assume support roles other than engaging in pursuit.
5. Pursuing deputies shall acknowledge any termination order given by a supervisor or dispatcher.
  - a. A dispatcher will rebroadcast a termination **only** after it is ordered by a supervisor.

9.01.050

**PRIMARY PURSUING UNIT:** 08/24

1. Upon initiating a pursuit, the primary pursuing deputy shall immediately activate the emergency lights and siren (Code response) and advise the radio dispatcher of the pursuit. Emergency lights and sirens shall remain activated continuously throughout the pursuit.

- a. The pursuit supervisor shall supervise the pursuit and approve the unit assuming the primary role.
2. Give the radio dispatcher the following information:
  - a. Location.
  - b. Direction of travel.
  - c. Reason for pursuit (nature and seriousness of the offense).
  - d. Vehicle speeds and posted speed limit.
  - e. Type of Sheriff's Office vehicle being driven if other than a fully-marked police vehicle.
  - f. Suspect vehicle license plate (if known) and description.
  - g. Description and number of occupants (if known).
  - i. Inability to provide the above information as soon as possible is cause for a supervisor to terminate the pursuit.
3. Maintain a "safe distance" from the eluding vehicle.
4. Advise the radio dispatcher of pursuit status throughout pursuit
  - a. The providing of this information should be delegated to the secondary pursuing unit.
5. **TERMINATE THE PURSUIT WHEN THE RISK TO THE PUBLIC, DEPUTY(S), OR SUSPECT(S) OUTWEIGHS THE BENEFIT OF IMMEDIATE APPREHENSION.**
  - a. **The speed of the suspect vehicle is of paramount importance in determining if the pursuit should continue.**

9.01.055

**SECONDARY PURSUING UNITS:** 08/24

1. The units intending to respond as secondary pursuing units shall notify the radio dispatcher of that intention. Emergency lights and sirens shall remain activated continuously throughout the pursuit.
  - a. The pursuit supervisor shall supervise the pursuit and approve the unit assuming the secondary role whenever possible.
2. Give the radio dispatcher the following information as soon as possible without interfering with the primary unit calling the pursuit:
  - a. Location where responding from.
  - b. Responding code.
3. Deputies shall notify the radio dispatcher upon assuming a secondary role.
4. The secondary pursuing units should maintain a "safe distance" behind the vehicle in front of them.
5. Take over the providing of pursuit information from the primary unit unless unable to do so.
6. If the primary pursuing unit is unable to continue in pursuit, a secondary pursuing unit may assume the primary role.
  - a. The pursuit supervisor shall approve another unit to assume a secondary role whenever possible.



9.01.060

**SUPPORT UNITS:** 01/21

1. Support units shall notify the radio dispatcher when responding to assist in a pursuit.
2. Support units should have approval by the pursuit supervisor **before** assisting in a pursuit.
3. Give the radio dispatcher the following information as soon as possible without interfering with the primary unit calling the pursuit.
  - a. Location where responding from.
  - b. Level of code response.
4. Sheriff's Office vehicles not equipped with emergency light(s) and siren shall not be involved in a pursuit, except in a non-code response support role.
5. Support units shall cover escape routes, parallel, deploy spike strips and assist with other legal intervention maneuvers when appropriate.
6. A support unit equipped with emergency light(s) and siren may assume a primary, secondary or additional secondary pursuing role should one of those units become unable to continue in the pursuit.
7. If a support unit inadvertently comes upon the eluding vehicle, the support unit should not attempt to intercept the eluding vehicle unless directed to do so by the pursuit supervisor or primary pursuing unit.
  - a. In no event shall interception be permitted if the occupants of the support vehicle are not wearing a uniform, fully marked ballistic vest, or Bananola style shirt.
  - b. They should attempt to obtain a license number and observe the occupant(s) for identification purposes.

9.01.065

**RADIO DISPATCHER:** 01/96

Upon being notified of a pursuit, the radio dispatcher shall:

1. Close the radio frequency and notify the police supervisor as soon as possible.
2. Advise all units of the pursuit.
3. Allow or request the pursuing deputy(s) to broadcast pursuit information.
  - a. Repeat information only when specifically requested to do so or when the need is obvious.
4. **Give available information to pursuing deputy(s) concerning the eluding vehicle and occupant(s) as soon as possible.**
5. Notify appropriate jurisdiction(s) or precinct area if a pursuit is likely to extend into their area.
  - a. Give complete details and progress of pursuit:
    - i. Location and direction of the pursuit.
    - ii. Number of units involved.
    - iii. Reason for the pursuit, (nature and seriousness of the offense).
    - iv. Pursuit speed.
    - v. Suspect vehicle license plate (if known) and description.

- vi. Description and number of occupants (if known).
  - vii. Request information regarding known hazards.
- b. Advise whether assistance is requested.
  - i. **Notification of a pursuit, in itself, is not a request for assistance.**
  - ii. If assistance is requested, maintain an open line of communication or a common radio frequency with other participating agencies or precinct areas.
- 6. Advise the pursuing units to "terminate the pursuit" when ordered by a supervisor.
  - a. Ensure that the termination is acknowledged by all units involved.

9.01.070

**PURSUIT SUPERVISOR:** 05/23

As soon as practicable after being notified of a vehicular pursuit, the controlling supervisor shall develop a plan to end the pursuit using available legal intervention options, such as the use of the PIT technique, deployment of spike strips, or other department authorized pursuit intervention tactics.

The pursuit supervisor shall take control by:

1. Notifying dispatch they are monitoring and supervising the pursuit.
2. Ensuring the radio frequency is closed.
3. Coordinating and approving all police vehicles and tactics employed in the pursuit whenever possible.
  - a. The pursuit supervisor should refrain from assuming a primary or secondary pursuit role.
4. Ensuring that the primary pursuing unit broadcasts the required information.
5. Ensuring that surrounding jurisdictions that may be impacted by the pursuit or called upon to assist are notified.
6. Ensuring pursuit policy compliance.
7. Constantly evaluating whether to allow the pursuit to continue.
  - a. Pursuit supervisor may terminate a pursuit at any time.
8. Terminating the pursuit when the risk to the public, deputy(s), or suspect(s) outweighs the benefit of immediate apprehension.
  - a. The speed of the suspect vehicle is of paramount importance in determining if the pursuit should be permitted to continue.
9. Ensuring that a thorough investigation is conducted by:
  - a. Going to the incident scene and contacting the available parties involved.
  - b. Notifying the MARR Unit despite jurisdiction when:
    - i. Injury or death occurs to anyone; or
    - ii. Extensive property damage.
  - c. Utilizing any other Unit deemed necessary.

10. Notifying the appropriate Commander or the Command Duty Officer (CDO) if a pursuit results in:
  - a. Death.
  - b. Injury; or
  - c. Extensive property damage.

9.01.075

**PURSUIT TACTICS:** 01/24

**Radio Usage:**

The radio frequency shall be closed for all pursuits.

1. The primary pursuing deputy shall have priority control of the radio until the secondary unit arrives to call the pursuit.
  - a. The primary pursuing deputy should relinquish control of the radio to a secondary pursuing deputy unless the secondary unit is, for any reason, unable or fails to provide required pursuit information.
2. Secondary and support units shall limit radio traffic to imperative information only.

**Siren Usage:**

1. All units involved in the pursuit shall have lights and sirens activated continuously throughout the pursuit.
2. The primary and secondary pursuing units should use different siren modes.
3. Upon approaching a controlled intersection, all units involved in the pursuit should consider using an alternate siren mode.
4. Any unit using the siren should ensure that the vehicle windows are closed so that radio broadcasts can be understood.

**Driving:**

1. All units participating in a pursuit shall approach and clear controlled intersections with the appropriate amount of caution as to clear the intersection safely.
2. "Caravanning" shall be prohibited.
3. Passing a primary or secondary pursuing deputy shall be prohibited unless specifically requested to do so by the primary or secondary unit.
4. Support units may use "paralleling" as a tactic when assisting in a pursuit.

**Unwilling Occupants, Suspect Vehicle:**

Deputies should be aware that all vehicle occupants may not be willing participants (i.e., infants, children, hostages, etc.).

1. Deputies must consider the risk to "unwilling participants" when deciding to continue the pursuit or when applying apprehension techniques.
2. Information regarding probable "unwilling participants" shall be broadcast as soon as possible.

**K-9 Units:**

On-duty K-9 units in the local area should be advised of any pursuit in progress, but should refrain from assuming a primary pursuit role.

**Aircraft:**

Any time an aircraft is available to assist in a pursuit, the following guidelines shall apply:

1. Upon aircrew acknowledgement that the suspect vehicle is in view, the aircraft should assume a secondary unit and should be tasked with the radio procedures until apprehension of the suspect, they are relieved by the pursuit supervisor, there are extenuating circumstances, or the aircraft is unable to follow the eluding vehicle safely or effectively. Examples of extenuating circumstances may include but are not limited to:
  - a. Terrain.
  - b. Weather.
  - c. Tall buildings.
  - d. Heavily wooded areas.
  - e. Tunnels.
  - f. Restricted airspace near airports.
  - g. Fuel quantity.
  - h. Tracking multiple suspects
2. If for any reason the aircrew is unable to continue in the pursuit, they shall immediately advise via radio.
3. After arrival of Air Support, ground units should continue in the roles they were in prior to their arrival unless for any reason they decide to terminate the pursuit, cannot continue, or they are directed to do otherwise by the pursuit supervisor.
4. At any time after the arrival of Air Support and acknowledgement that the suspect vehicle is in view, the pursuit supervisor may direct ground units to reduce their speed and following distance of the eluding vehicle.
5. When actively involved in the pursuit, the aircrew shall:
  - a. Coordinate and assign ground support perimeter.
  - b. Continually advise ground units of suspect vehicle location, direction of travel, traffic conditions, the suspects driving in regard to lane travel, control of the vehicle, and approximate speed.
  - c. Maintain a "safe height" to allow the crew to observe the suspect vehicle.
6. In an effort to enhance the safety of the public and deputies, the aircrew when appropriate, shall utilize the equipment on the aircraft to make the suspect aware of the aircraft's presence.
7. If it is safe to do so, after a pursuit is terminated by ground units air support may continue to follow the eluding vehicle.
  - a. The aircrew may continue to give updates to the appropriate radio or other agency dispatcher.
  - b. If it is necessary to change radio frequencies while following the vehicle the aircrew shall advise the supervisor and deputies on the new frequency that the pursuit was terminated by a supervisor on a different radio frequency.

- c. These updates are intended to keep deputies aware of the suspect(s) vehicle so if it comes to a stop deputies may respond to the area.
8. Deputies on the ground shall not use these updates to come back into contact with the vehicle and engage in another pursuit.
9. Air Support often supports outside agencies with pursuits. In such instances the aircrew will advise radio of their incident as soon as possible.

**Suspect Apprehension:**

1. Deputies are encouraged to use "high risk stop" techniques when appropriate.
2. Assisting units should attempt to stop pedestrian and vehicular traffic in the area.
3. All units shall avoid potential "crossfire" situations.
4. The primary or secondary pursuing deputy(s) should not interview the suspect(s).

9.01.080

**FIREARMS:** 07/21

Deputies shall comply with GOM 6.00.000 (Use of Force).

1. Deputies shall not shoot from a moving vehicle, except to protect the deputy's life or the life of another person from an imminent threat of serious physical injury or death.
2. Deputies shall not shoot at a moving vehicle, unless:
  - a. Necessary to protect against an imminent threat of serious physical harm resulting from the operator's or a passenger's use of a deadly weapon. For the purposes of this subsection, 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.
  - b. Deputies shall attempt to move out of the path of an oncoming vehicle, if safe and feasible, rather than discharge their firearm; and
  - c. Deputies shall not intentionally place themselves in the path of an oncoming vehicle nor attempt to disable the vehicle by discharging their firearms.

9.01.085 to 9.01.120

**LEGAL INTERVENTION TACTICS:** 03/25

Moved to new policy GOM 9.01.200 and added the new StarChase System to the list of tactics.

9.01.125

**INTER-JURISDICTIONAL PURSUITS:** 07/21**Pursuits Initiated by King County Deputies:**

1. If a pursuit could possibly extend into another police jurisdiction, the primary pursuing deputy or the supervisor shall advise the radio dispatcher.
2. The radio dispatcher shall notify the affected jurisdiction(s) of the following:
  - a. The complete details and progress of the pursuit:
    - i. Location and direction of the pursuit.

- ii. Number of units involved.
  - iii. Reason for the pursuit (nature and seriousness of the offense).
  - iv. Pursuit speed.
  - v. Suspect vehicle license plate (if known) and description.
  - vi. Description and number of occupants (if known).
  - vii. Request information regarding known hazards.
- b. Advise whether assistance is requested.
- i. Notification of a pursuit, in itself, is not a request for assistance.
- c. If assistance is requested, the pursuit supervisor shall approve what assistance is to be rendered and make assignments accordingly. The pursuit supervisor shall:
- i. Ensure that an open line of communication or a common radio frequency is maintained with other participating agencies.
  - ii. State the number of units that are needed to assist and in what capacity.

**Pursuits Initiated by Another Agency:**

1. Deputies shall not become involved in pursuits initiated by another agency, unless specifically requested to do so by the pursuing agency and the reason for the pursuit meets the criteria for engaging in a pursuit as defined in GOM 9.01.012. If the pursuit doesn't meet the criteria deputies may provide a support role that doesn't involve engaging in the pursuit.
  - a. Notification of a pursuit, in itself, is not a request for assistance.
  - b. The radio dispatcher shall monitor the pursuit status whether or not King County units become involved.
  - c. The radio dispatcher shall notify the pursuit agency of any known hazards.
2. If assistance is requested, the on-duty field supervisor shall determine what assistance is to be rendered and make assignments accordingly. If a decision is made to provide assistance the field supervisor shall:
  - a. Ensure that an open line of communication or a common radio frequency is maintained with other participating agencies.
  - b. Assign the number of units that are needed to assist and in what capacity.
  - c. Should the pursuit leave King County jurisdiction into a jurisdiction that provides sufficient support, the King County field supervisor and deputies shall immediately abandon the pursuit.
3. The use of any legal intervention maneuver must meet the requirements of the Sheriff's Office pursuit policy and shall have prior approval of the KCSO supervisor whenever possible.

9.01.130

**REPORTING AND REVIEW PROCEDURE: 07/21**

1. Formal reporting and review of all pursuits is required. Refer to GOM 9.02.000 (Sheriff's Office Vehicles, Reviews Involving) for reporting and review procedures.
2. Reporting and review of all pursuits and legal intervention maneuvers provides an accurate statistical baseline which profiles several factors (i.e., who, what, when, where, how we pursue or

legally intervene) that are intended to evaluate our policies and training.  
9.01.135

**TRAINING:** 07/21

Emergency vehicle operations driving and legal intervention maneuvers have the potential of deadly force application. The Sheriff's Office authorizes these actions and must train all sworn members.

1. Prior to attending Emergency Vehicle Operations Training, each sworn member shall know:
  - a. General Orders 9.00.000.
  - b. General Orders 9.01.000.
  - c. General Orders 9.02.000.
2. All sworn members shall, once every two (2) years, attend and satisfactorily complete:
  - a. Emergency Vehicle Operations Course / Patrol EVOC for those who work patrol or drive a marked patrol vehicle.
  - b. Emergency Vehicle Operations Course / Un-marked EVOC for those who work in a detective or specialty unit and drive an unmarked vehicle.
  - c. Spike strip training is included in EVOC training.
  - d. Precision Immobilization Technique Training.
    - i. Sworn members required to attend Patrol EVOC shall also attend and maintain their PIT certification.
    - ii. Sworn members not required to attend PIT training may attend and maintain their PIT certification.
3. Any sworn member who is assigned a new vehicle that is a different make and/or model than they were previously assigned shall attend the next available EVOC training.
4. All limited and non-commissioned Sheriff's Office members who operate a department vehicle at any time as part of their assigned duties shall, once every two (2) years, attend and satisfactory complete the Defensive Driving Operations Course.
5. Upon successful completion of the aforementioned training, each member shall acknowledge by signature that department training has been performed.
6. Should a member fail to pass any of the required training, remedial training shall be completed no later than ninety (90) days from the initial unsuccessful attempt date.

9.01.140

**ADMINISTRATIVE REVIEWS:** 01/21

**The Internal Investigations Unit (IIU) shall review all pursuits:**

1. When IIU receives pursuit reports, IIU enters them into the database, and conducts a review of the pursuit, and shall address other identified issues via appropriate referral or blue team/investigation.
  - a. IIU shall notify the Advanced Training Unit (ATU) Sergeant and request subject matter expert input on the review as appropriate.
2. IIU will provide input as to whether the pursuit policy and/or training procedures were followed by those involved with the pursuit.

3. If necessary, IIU will address any needs regarding training, policy or specific situations, by memo via the chain of command to the Precinct/Section Commander, Division Commander or during the Sheriff's Office DRB.
4. If necessary, make recommendations for:
  - a. Modification of training.
  - b. Modification of policy.
  - c. Specific remedial training.
  - d. Other appropriate follow-up.
5. Any approved recommendations regarding training will be forwarded by IIU to the ATU Sergeant for review and possible implementation.
6. IIU will conduct an annual analysis of all pursuits to reveal any patterns or trends that indicate training needs or policy modifications for the Sheriff to review.