

DEPARTMENTAL GENERAL ORDER 18-003

[Special Order 424](#) modifies this policy

ST. LOUIS COUNTY POLICE DEPARTMENT
OFFICE OF THE CHIEF OF POLICE

A-1
August 15, 2018

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EMERGENCY VEHICLE OPERATIONS **AND PURSUITS**

I. PURPOSE

- A. **The purpose of this policy is to provide guidelines and procedures for the safe and efficient utilization of Department vehicles and radios during pursuits and emergency responses.**
- B. This Order is for Department use only and does not apply in any criminal or civil proceedings. This Order will form the basis for Departmental administrative review and possible corrective action concerning the conduct of **employees**.

II. POLICY STATEMENT

- A. **It is the policy of this Department to protect lives and property by making reasonable efforts to apprehend violators while complying with statutes regulating the operation of emergency vehicles. Employees must evaluate the risk to public safety and the need for an immediate apprehension when deciding to initiate, continue, or discontinue a pursuit.**
- B. Irresponsible, careless, or reckless driving is prohibited. Police vehicle operation shall **always** be consistent with the concept of reasonable safety.

III. DEFINITIONS

For the purpose of this General Order, the following definitions shall apply:

- A. Authorized Emergency Vehicle – Any St. Louis County Police Department vehicle equipped with a siren and emergency lights which are readily visible from the front and rear of the vehicle.
- B. Dangerous Felony – The felonies of murder, rape 1st, sodomy 1st, assault 1st, burglary 1st (not to include burglaries from attached garages), robbery, **kidnapping 1st, kidnapping 2nd, arson 1st, commit terrorist act**, or the attempt to commit any of these felonies.
- C. Impaired Driving – **Operating a vehicle** in such a manner as to place other individuals at immediate and substantial risk of serious physical injury **due to** the suspect's driving.
- D. Initial Unit – The police vehicle initiating the pursuit.

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- E. Paralleling – In the course of a pursuit, a deliberate offensive tactic by one or more police vehicles to drive alongside the pursued vehicle while it is in motion or the following of a pursuit in progress by driving on streets or highways parallel to the pursuit route.
- F. Police Officer or Officer – Commissioned member of this Department, regardless of rank, or any commissioned employee of another agency who is operationally attached to this department. **This definition does not include Reserve Police Officers.**
- G. Precinct Watch Commander/Designee – A commissioned employee of this Department of at least the rank of sergeant **who is** on-duty and responsible for the precinct in which the pursuit is initiated.
- H. Primary Unit – The police unit in closest proximity to the fleeing vehicle with primary responsibility for conducting the pursuit **and providing radio transmissions**. The primary unit may or may not be the initial unit.
- I. Pursuit – A pursuit occurs when there is an active attempt by a law enforcement officer operating a motor vehicle and utilizing emergency warning lights and siren to apprehend one or more occupants of another moving vehicle when the officer reasonably believes that the driver of the fleeing vehicle is aware of the officer's attempt to stop the vehicle and is resisting apprehension by increasing vehicle speed, ignoring the officer, or otherwise attempting to elude the officer.
- J. Pursuit-Rated Vehicle – Any St. Louis County Department vehicle that has received a designation from the manufacturer as being designed and properly equipped for pursuit situations. **Department ATVs, off-road utility vehicles, and transport vans are not pursuit-rated.**
- K. Pursuit Roadblock – Any method of restricting the passage of the pursued vehicle by obstructing the roadway with police vehicles or other physical obstacles that are placed perpendicular to a roadway or angled in such a way as to create a roadblock. This definition shall include the stopping of traffic to block lanes during a pursuit. Roadblocks are only authorized after proper training is instituted through the St. Louis County Police Department and **watch commander/designee** approval is received. **Specialized unit supervisors/commanders may also approve a pursuit roadblock if the pursuit involves that specialized unit.**
- L. Pursuit Termination – Stopping or turning away from the direction of the pursuit coinciding with the deactivation of emergency vehicle lights and sirens.
- M. Ramming – **A deliberate act by the driver of a vehicle to forcibly strike another vehicle in an attempt to stop or disable the other vehicle.** This act is not authorized except where deadly force circumstances exist. (Note: For safety purposes, officers who attempt to ram in deadly force situations should be aware that any vehicle contact may result in air bag deployment).
- N. Rolling Roadblocks – Rolling roadblocks occur when there is an attempt to restrict the passage of the fleeing vehicle with one or more police vehicles.
- O. Secondary Unit(s) – Police unit(s) originally assigned or who became engaged in the pursuit determined at the discretion of the officers **or direction of watch commanders or designees** (situationally determined by the event). The **secondary** unit is a backup to the primary unit and follows the primary unit at a safe distance. The officer of this secondary vehicle will be immediately available to assume the position of the primary

vehicle. The secondary **unit shall, unless impractical, conduct all radio** transmissions of the relevant pursuit information.

IV. STATE STATUTE

- A. The authority for police vehicles to operate as an emergency vehicle is found in State law, Section 304.022 RSMo. The statute prohibits the siren or front red or blue lights to be on except when responding to an emergency call or in pursuit of an actual or suspected law violator.
- B. The driver of an emergency vehicle may either (a) park or stand irrespective of the provisions of Section 304.014 to 304.025 RSMo, or (b) with the red or blue lights and siren activated:
 - 1. Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary to for safe operation; **and/or**
 - 2. Exceed the prima facie speed limit so long as the driver does not endanger life or property; **and/or**
 - 3. Disregard regulations governing direction of movement or turning in specified directions.
- C. Although authorized emergency vehicles with activated emergency lights and siren are exempt from the traffic regulations and entitled to right-of-way, an officer operating an authorized emergency vehicle is required to exercise reasonable care, under the circumstances of the emergency situation **in order** to prevent injury to the officer or others.

V. EMERGENCY VEHICLE OPERATIONS PROCEDURE

- A. Any commissioned police officer (excluding reserve officers) in an authorized emergency vehicle may activate emergency lights and siren only **when it is reasonably necessary to accomplish one of the following**:
 - 1. To prevent the commission of a crime that can cause substantial and immediate risk of serious physical injury to another (i.e., robbery in progress, shooting, flourishing a gun);
 - 2. To provide emergency assistance to persons exposed to an imminent threat of death or serious physical injury (i.e., accident with injury, hazardous material spill, **actively suicidal subject**);
 - 3. To apprehend (a) person(s) who is committing a dangerous felony offense;
 - 4. To avert or minimize the effect of a public catastrophe or emergency involving the threat of major property damage (i.e., major fire at a commercial building);
 - 5. To stop a traffic violator to take enforcement action;
 - 6. To stop a vehicle, based on reasonable suspicion that the driver or passenger of the vehicle has committed a **crime**, to conduct further investigation;
 - 7. To initiate a pursuit that meets criteria set forth in **the "PURSUIT" section of this policy.**

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- B. Upon approaching an intersection controlled by traffic signals, or any other location at which there is an increased likelihood of a collision, the **police officer operating the emergency vehicle** shall, prior to entering the intersection or location, reduce the vehicle's speed so as to avoid a collision with another vehicle or pedestrian.
- C. Police officers are expected to maintain complete control of their vehicles at all times.
- D. **Employees shall wear seat belts at all times when operating a Department vehicle or when they are a passenger in a Department vehicle.**
- E. A police officer intending to make a vehicle stop should attempt to be within close proximity to the violator's vehicle before activating emergency equipment. The use of siren is not necessary unless the vehicle fails to yield or the attempt to stop the vehicle requires a violation of traffic laws on the part of the officer. In that event, both the lights and siren should be activated.

VI. PURSUIT**A. Factors of Pursuit**

1. Pursuits shall not be attempted unless, in the judgment of the officer, the necessity for the immediate apprehension of the fleeing violator outweighs the danger created by the pursuit and no **immediate** reasonable alternative exists.
2. Prior to initiating a pursuit **and during a pursuit**, consideration should be given to the following conditions:
 - a. **Seriousness of the offense and time delay from the offense to the initiation of the pursuit;**
 - b. **The presence of innocent parties (e.g. children, etc.) inside the suspect vehicle;**
 - c. **Known information about the suspect;**
 - d. Speed of the pursuit **and evasive tactics employed by the suspect;**
 - e. **Physical location of the pursuit and the officer's familiarity with the area;**
 - f. Weather and road conditions;
 - g. The presence of pedestrians and other traffic;
 - h. Malfunction of emergency lights and sirens, and;
 - i. **Any other condition or situation that would create an unreasonable risk.**
3. Officers shall not utilize **off-road utility vehicles**, prisoner transport vans, and all other special purpose vehicles in a pursuit unless no other alternatives for pursuit exist. Upon the arrival of a Department pursuit-rated emergency vehicle, all non-pursuit-rated vehicles shall terminate **participation in the pursuit**.
4. Officers shall not pursue violators the wrong way on any interstate or other controlled access highway or divided roadway unless specifically authorized to do so by a supervisor.

5. **Officers shall not parallel their vehicle with a fleeing violator's vehicle during a pursuit.**
6. Only commissioned police officers (not including reserve police officers) may operate an authorized emergency vehicle actively involved in a pursuit. However, reserve pilots operating within the Metro Air Support Unit may be involved in a pursuit situation.
7. Officers with passengers that are not Department employees or reserve police officers, such as citizens, chaplains, interns, prisoners, witnesses and victims, will not participate in pursuits unless they are the initiating pursuit vehicle. **They are to be relieved from participation in the pursuit** at first opportunity.

B. Initiating Pursuit

Any officer **who possesses clear and articulable facts who is operating** an authorized emergency vehicle may initiate a pursuit:

1. In connection with the investigation of an attempted child abduction or a SARAA or Amber Alert notification (This does not apply to known parental abductions); or
2. **To take into protective custody a subject actively threatening suicide and who is a clear and immediate threat to the public;** or
3. In order to affect the capture or prevent the escape of a law violator when:
 - a. The suspect committed or attempted to commit a dangerous felony; or
 - b. The suspect stole a marked or unmarked police vehicle (the pursuit of any other stolen vehicle is not authorized); or
 - c. The crime involved the use or threatened use of deadly force; or
 - d. There is a substantial risk that the fleeing violator will cause death or serious physical injury if apprehension is delayed.
4. **Unless a greater hazard would result, a pursuit should not be initiated if the subject(s) have been identified to the point where later apprehension can be accomplished without need of a pursuit.**
5. When a decision is made to initiate a pursuit, the initiating unit shall advise the dispatcher **regarding all** of the following:
 - a. **That** a pursuit has been initiated; **and**
 - b. The roadway, direction, and speed of travel; **and**
 - c. The reason for the pursuit (**e.g. "subject fired shots at another motorist" or "subject has just committed a robbery first degree with a pistol"**); **and**
 - d. The identifying information concerning the pursued vehicle, i.e., color, year, make, body, license number, and any other identifying characteristics; **and**
 - e. Number and description of occupants.

C. Active Pursuit

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1. The dispatcher shall initially designate the nearest available unit as the secondary unit to assist the primary unit.
2. The secondary unit may change at the discretion of the officers involved and according to the changing events of the ongoing pursuit.
3. The precinct **watch commander/designee** monitoring the pursuit may designate additional units if the circumstances of the pursuit warrant such.
4. All other units in the area shall not enter the pursuit unless directed by the **watch commander/designee** but may take up strategic positions along the probable pursuit route and activate emergency lights in an attempt to slow down the fleeing vehicle or alert other traffic at intersections of emergency conditions.
5. The secondary unit shall be responsible for broadcasting the progress of the pursuit.
6. All units in a pursuit should be spaced sufficiently to allow adequate distance to successfully execute evasive maneuvers in the event that other vehicles may slow, stop, turn, or otherwise create a collision hazard.
7. If the primary unit is unable to continue the pursuit for any reason, the secondary unit shall be responsible for deciding whether to terminate the pursuit or continue as the primary unit. The closest officer involved in the pursuit at that time to the newly designated primary officer **shall** advise dispatch and accept secondary unit responsibilities.
8. When the operator of a motor vehicle escapes or eludes a St. Louis County police officer and is later apprehended, the operator will be physically arrested and, in addition to the **other** offenses, charged under RSMo 575.150, Resisting Arrest.
9. **When the "PURSUIT" talkgroup has been activated, all other on-duty units not involved in the pursuit shall switch their radio traffic to an alternate talkgroup determined by the dispatcher. The alternate talkgroup shall be utilized for the duration of the pursuit or until the main talkgroup is no longer patched for pursuit purposes.**

D. Communications/Dispatcher Responsibility

1. **Upon being notified of the pursuit**, the dispatcher shall immediately rebroadcast all of the information **provided by the initiating unit included in Section VI.B.5**, to the initiating precinct, adjacent precincts, and concerned police agencies.
2. Immediately following the rebroadcast, the dispatcher **shall** notify a precinct **watch commander/designee** of the pursuit.
3. As the majority of pursuits are of short duration, the pursuit **shall** be handled on the precinct channel, unless at least one of the following conditions exist:
 - a. The pursuit exceeds five minutes in duration; or
 - b. The pursuit has or may extend into areas not on the County's radio system; or
 - c. The precinct **watch commander/designee** requests the use of the **PURSUIT talkgroup**.

- d. When any of the above conditions exist, the dispatcher **shall** immediately notify all units, including **municipal officers**, that a pursuit is in progress and that **uninvolved** units should switch to a designated **talkgroup for normal operations** until the pursuit is terminated.
4. **The dispatcher shall patch the home/main talkgroup of the officer initiating the pursuit to the PURSUIT talkgroup. This allows the officer to continue to operate on his/her home talkgroup during the pursuit.**
5. **If a pursuit is initiated and the PURSUIT talkgroup is already in use by another agency for a separate pursuit, the dispatcher shall assign another talkgroup, such as SLCLAW1 or SLCLAW2, for pursuit use.**
6. When the vehicle/driver being pursued approaches or enters another jurisdiction, the dispatcher **shall** notify the appropriate police agencies.
7. **When a pursuit has been terminated, the dispatcher shall announce on the PURSUIT talkgroup that the pursuit has ended.**
 - a. **The dispatcher shall use an alert tone, announce the channel to be clear, remove the patch, and announce the name of the dispatcher clearing the channel.**
 - b. **Officers will be notified on the alternate talk group that they can return to their original talkgroup.**

E. Patrol Aircraft Involvement

1. **Whenever aircraft are available, the precinct watch commander/designee shall request air support to assist as quickly as possible.**
2. Once air support arrives and has the suspect vehicle identified, **the air unit shall follow the suspect vehicle and assume pursuit radio broadcast responsibility, provided aircraft personnel are familiar with the pursuit location.**
3. **Air support shall continually broadcast the location of the wanted vehicle to ground units, allowing them to follow the suspect's vehicle from a greater distance. Air support shall also advise ground units of upcoming traffic congestion, road hazards, or other information which could be beneficial to responding units.**
4. **In situations where the pursuit has been terminated, air support may continue to follow the suspect's vehicle to gather intelligence regarding the suspect's final destination.**
5. **Should air support need to leave the pursuit due to exigent circumstances (e.g. need to refuel, mechanical issues, etc.) the secondary unit shall reassume pursuit radio broadcast responsibilities.**

F. Termination of Pursuit

1. Pursuing police officer(s) should terminate pursuits when:
 - a. The danger to the public or the pursuing police officer outweighs the necessity of immediate apprehension of the violator. Consideration should be given to the conditions listed in **Section V.A.2.; or**

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- b. In the opinion of the officer, the distance between the pursuing police officer and the violator is so great that further pursuit is futile; or
 - c. The police officer loses visual contact with the violator for an extended period of time; or
 - d. There are malfunctions with police equipment or the police vehicle (i.e., emergency lighting, siren, etc.), which make continued operation of the vehicle in a pursuit hazardous; or
 - e. In the opinion of the officer, other circumstances exist which make termination of the pursuit reasonable.
2. Pursuing police officer(s) shall immediately terminate pursuits when ordered to do so by **a supervisor**.
 3. **When the pursuing officer has terminated the pursuit, he/she shall notify the dispatcher immediately.**

G. Pursuits Initiated by Other Agencies

1. St. Louis County police officers **shall** not become involved in pursuits originated by other agencies in any manner, unless all of the following conditions exist:
 - a. The pursuit meets the criteria of Section **V.A.**; and
 - b. The pursuing agency requests the assistance **of the Department**. **Mere notification of the existence of a pursuit shall not be construed as a request for participation. Upon such notification, the dispatcher shall clarify if St. Louis County Police is being requested to assist in the pursuit; and**
 - c. The precinct **watch commander/designee** gives approval.
2. The **precinct watch commander/designee** shall determine the number of pursuing units authorized to become involved in other agencies' pursuits.
3. Units may take up strategic positions along the probable pursuit route and activate emergency lights in an attempt to slow down the fleeing vehicle or alert other traffic of emergency conditions.

H. Pursuits Traveling Across State Lines

1. When pursuits enter Illinois, the police officer involved **shall** request that any arrested violators be held pending extradition proceedings.
2. The Fugitive Affairs Unit **shall** be notified as soon as possible and provide necessary assistance.
3. **If the pursuit ends in Illinois and the suspect is transported to Missouri by emergency medical services for medical treatment (i.e. the suspect needs Level II trauma care at Barnes Hospital), the officer will follow normal custody procedures as listed in General Order 35, *Treatment and Transportation of Sick or Injured Persons*.**

4. Fugitives from Illinois arrested in St. Louis County on felony charges will be held awaiting extradition. Fugitives stopped **solely** on Illinois misdemeanor charges with no local charges pending will not be arrested but allowed to proceed after the pursuing authorities have obtained all needed information, **etc.**

I. **Forcible Stopping Techniques and Tire Deflation Devices**

1. Bumping or ramming **tactics** are not authorized at any time during a pursuit as a method to stop the vehicle unless circumstances for use of deadly force exist. (Note: For safety purposes, officers who attempt to ram in deadly force situations should be aware that any vehicle contact may result in air bag deployment).
2. **Pursuit roadblocks shall only be used by officers trained through** the St. Louis County Police Department.
3. Rolling roadblocks are not authorized and shall not be used as a method to stop a vehicle.
4. The decision to erect a **pursuit** roadblock or deploy tire deflation devices during a pursuit may only be made by a **precinct watch commander/designee, or unit/bureau commander/supervisor**. The decision must consider:
 - a. Safety of the officers; and
 - b. Protection of citizens and their property.
5. Tire deflation devices shall only be used in the following circumstances:
 - a. When a pursuit meets the requirements listed in this **Order; or**
 - b. When an opportunity arises to prevent a possible high-speed pursuit of a **stationary** vehicle where there is a concern that the suspect vehicle may become mobile; **or**
 - c. At the discretion of, a **precinct watch commander/designee or unit/bureau commander/supervisor**.
6. Tire deflation devices **shall** be used in accordance with training received and any instructions supplied by the manufacturer of the specific device being used.
7. When using a tire deflation device, officers **shall** place themselves behind a protective barrier other than a police vehicle. Tire deflation devices **shall** not be used when no protective barrier is present.
8. Tire deflation devices **shall not** be used to stop two or **three**-wheeled vehicles.
9. **If tire deflation devices are successfully used, officers and the precinct watch commander/designee shall re-evaluate the pursuit.**

J. **Impaired Driving**

1. Officers must act if they observe a person's driving abilities to be so impaired as to cause a substantial and immediate risk of serious physical injury.
2. Officers shall attempt to stop a vehicle that has been observed exhibiting behaviors predictive of impaired driving, which may include, but are not limited to the following;

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- a. Multiple red light/stop sign violations;
- b. Extreme lane changes;
- c. 10-50 leaving the scene.

Example: Subject vehicle on Highway 270 is traveling the speed limit but performing extreme lane violations before striking the median multiple times, however, the vehicle continues driving on the highway.

3. If these conditions are observed while the subject vehicle is traveling at the speed limit or below, and the subject does not respond to the officer's attempt to stop the vehicle, officers shall do the following:
 - a. **Make notification to** the watch commander/**designee** that **the officer** is following an impaired driver. Include the direction, road conditions, driving behavior, and speed of the suspect vehicle, as well as any other pertinent information.
 - b. Continue to follow the suspect vehicle at the speed limit or below. Officers may follow at the speed limit or below utilizing their lights and siren even if it is unknown whether the suspect is aware of the officer's attempt to stop. This attempt with lights and siren may convince the suspect to stop while warning others on the road of the unsafe situation.
 - c. The impaired driving must have occurred independent of any attempt to stop the suspect and cannot be solely a result of the suspect's attempting to flee from the officer regardless of the activation of an officer's emergency lights or siren.
4. **Termination of Impaired Driving Pursuit**
 - a. If the suspect increases vehicle speed or performs other evasive attempts to elude the officer, then a determination must be made by the officer if the situation would now be considered a pursuit as defined in this Order. (Officers cannot engage in a high-speed pursuit based on the driver being intoxicated but must consider the totality of the circumstances.)
 - b. **For purposes of documentation, following an impaired driver under Section J. shall be documented as a pursuit.**

VII. WATCH COMMANDER/OR DESIGNEE RESPONSIBILITIES

- A. Upon notification that a pursuit is in progress, the highest-ranking **precinct watch commander/designee** on the scene shall assume responsibility for the monitoring and control of the pursuit as it progresses.
- B. The precinct **watch commander/designee** shall immediately determine whether the pursuit was initiated in accordance with the provisions of this policy and shall permit the pursuit to be continued only if **policy compliant** with to the best of the supervisor's knowledge.
- C. Upon being notified of a pursuit, the precinct watch commander/designee shall verify the following:
 1. Only the necessary number of units are involved in the pursuit: and

2. The proper radio frequency is being used: and
 3. Other agencies are notified as necessary and appropriate.
- D. The precinct **watch commander/designee** shall continuously review the incoming information to determine whether the pursuit should be continued or terminated.
 - E. The precinct **watch commander/designee** shall order a pursuit terminated at any time if he/she concludes that the danger to the pursuing police officers or the public outweighs the need for the immediate apprehension of the violator.
 - F. Upon the pursuit entering another precinct, the originating precinct watch commander/**designee** shall exercise control and have final authority of the pursuit.
 - G. The watch commander/**designee** of the precinct being entered shall be notified of the situation and upon verifying the assist of the primary vehicle may control the number of officers involved from **his/her** command.
 - H. If the pursuit is being performed by **officers** assigned to divisions other than the Division of Patrol, **and their bureau commander/supervisor is not working with them**, the originating precinct watch commander/**designee** shall have control and final authority of the pursuit. However, it shall be the responsibility of the dispatcher to promptly attempt to notify the pursuing unit's supervisor.
 - I. The **precinct watch commander/designee** where the pursuit originated, or where the pursuit involvement of County police officers originated, **shall** respond to the termination point of pursuits. **If the pursuit is terminated by the officer, no suspect is in custody, no auto accident occurred, no tire deflation device was deployed, etc., the precinct watch commander/designee needs not to respond to the termination point.**
 - J. Upon completion of a pursuit, the precinct watch commander/designee shall verbally notify the Department Duty Officer and the Precinct/Bureau Commanders of all of the officers involved in the pursuit, of the pursuit.

VIII. DOCUMENTATION

- A. A CARE report shall be written for all pursuits, including those assisting other agencies.
- B. In addition to the customary information, the CARE report must include (if applicable):
 1. **Name, DSN, assignment, and vehicle number of all Department participants, specifying which vehicles are marked or unmarked;**
 2. **Names of any passengers in vehicles;**
 3. **Weather conditions;**
 4. **Lighting conditions;**
 5. **Traffic conditions;**
 6. **Which radio talk group(s) were utilized;**
 7. **Duration of pursuit;**

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8. **Estimated speeds;**
 9. **Route of pursuit;**
 10. **Name of supervisor monitoring pursuit;**
 11. **Any deflation devices utilized, to include location, time, effectiveness, and deploying officer(s) identification;**
 12. **Any specialized techniques utilized, to include location, time, effectiveness, and deploying officer(s) identification (e.g. paralleling, ramming, etc.);**
 13. **Description of suspect vehicle actions;**
 14. **Any injuries and hospital information;**
 15. **Any other law enforcement agencies participating; and,**
 16. **Name of supervisor conducting Post-Pursuit Review.**
- C. The **watch commander/designee shall** critique the pursuit and review the facts with the officer(s) involved. The **watch commander/designee shall** make a determination as to whether the pursuit complied with the policies in this Order based on the critique.
- D. Post-Pursuit Review shall be completed by the initiating unit's **watch commander/supervisor via the department's pursuit/administrative management application and routed** through the chain of command. **The initial entry into the system shall be made within 24 hours of the termination of the pursuit.**
- E. A Post-Pursuit Review will be prepared for every pursuit **and/or** use of forcible stopping techniques related to a pursuit that involves County Police units regardless of originating agency, duration, or disposition.
1. When the reason for the pursuit or actions taken during the pursuit do not fall within the guidelines stated in this Order, the **watch commander/designee shall** initiate a complaint as outlined in the Complaint Review Procedure.
 2. **The supervisor shall, in the review narrative, make a recommendation as to whether the pursuit was within policy.**
- F. **The following shall be attached electronically to the Post-Pursuit Review (if applicable):**
1. **Bureau of Communications audio recording of the pursuit. Upon request by the investigating supervisor, the Bureau of Communications supervisor shall prepare and forward a copy of the recording of the pursuit to the investigating supervisor;**
 2. **The approved CARE report;**
 3. **All pertinent body camera recordings;**
 4. **All pertinent Mobile Video recordings.**
- G. **If the pursuit, use of tire deflation devices, or pursuit roadblock, is initiated by an officer not assigned to the Division of Patrol, the precinct watch commander/supervisor in the originating precinct shall complete the requirements**

of subsection A through F of this section. If the bureau commander/supervisor from a work element outside of the Division of Patrol is present and/or immediately available, he/she will be responsible for the completion of the Post-Pursuit Review as listed above.

IX. COMMANDING OFFICER RESPONSIBILITIES

- A. Exercise staff supervision of all pursuits occurring within **his/her** division.
- B. Forward to the Bureau of Professional Standards any Post-Pursuit Review and any related police reports or memoranda.

X. DUTIES OF THE BUREAU OF PROFESSIONAL STANDARDS

- A. Upon receipt of a complaint, shall conduct an investigation as outlined in the Complaint Review Procedure.
- B. A file of Post-Pursuit Reviews shall be maintained in a secure location, and the Chief of Police shall be provided with a quarterly summary and annual analysis of these pursuits.

XI. REQUIRED TRAINING

- A. All commissioned officers must demonstrate the safe and proficient skill level necessary to operate Departmental emergency vehicles in pursuit mode as authorized in this Order.
- B. The County and Municipal Police Academy (CMPA) shall schedule regular training sessions which shall be graded on a pass/fail basis. At least every two years department required refresher training will be mandatory for commissioned officers.
- C. Officers reinstated, reappointed, or scheduled to return to duty after extended sick leave or absences that have not been trained on this policy will be required to receive training before returning to duty.

Attachments:

Adopted by Command Staff

By order of:

COLONEL JON M. BELMAR
Chief of Police

JB:km

Approved at the regular meeting of the Board of Police Commissioners dated August 15, 2018.

MR. ROLAND J. CORVINGTON,
COMMISSIONER
Chairman

MS. LAURIE L. WESTFALL,
COMMISSIONER
Secretary

Distribution
All Department Personnel

CALEA Reference
41.2.2, 41.3.3