

Vehicle Pursuits

306.1 PURPOSE AND SCOPE

This policy provides guidelines for vehicle pursuits in order to protect the safety of involved deputies, the public and fleeing suspects.

306.1.1 DEFINITIONS

Definitions related to this policy include:

Ramming:

Ramming is the deliberate act of striking a suspect's vehicle with a law enforcement vehicle using sufficient force to immediately disable, immobilize, or otherwise forcibly stop the suspect's vehicle by means of significant physical impact. Because of the high risk of serious injury or death attendant to this level of force, ramming may be employed only when an officer reasonably believes the suspect's continued operation of the vehicle presents an imminent threat of death or serious bodily harm to the public or officers, and when no reasonably safer alternative exists. All law enforcement applications of ramming a pursued vehicle will be in strict accordance with this policy.

Precision Immobilization Technique (PIT) Maneuver:

The PIT maneuver is a specific controlled pursuit intervention technique in which a pursuing deputy intentionally makes precise, lateral contact with the rear quarter panel of a fleeing vehicle to induce a controlled rotation, causing the violator's vehicle to come to an abrupt and safe stop. The maneuver is intended to end a pursuit under controlled conditions (speed, environmental, and supervisory conditions) and minimize risk to the public, deputies, and the fleeing driver. No deputy shall attempt the PIT maneuver unless specifically authorized by a supervisor. No deputy will perform, or be authorized to perform, the PIT Maneuver unless they have received formal agency-approved training in its proper application

Roadblocks - A tactic designed to stop a suspect's vehicle by intentionally placing a law enforcement vehicle or other immovable object in the path of the suspect's vehicle.

Terminate - To discontinue a pursuit and stop chasing/following fleeing vehicles.

Tire deflation device - A device designed to puncture the tires of the pursued vehicle.

Trail - Following the path of the pursuit at a safe speed while obeying all traffic laws and without activating emergency equipment. If the pursuit is at a slow rate of speed, the trailing vehicle will maintain sufficient distance from the pursuit vehicles so as to clearly indicate an absence of participation in the pursuit. This only applies when a pursuit is in progress.

Vehicle pursuit - An event involving one or more law enforcement officers attempting to apprehend a suspect, who is attempting to avoid arrest while operating a vehicle by using high-speed driving or other evasive tactics, such as driving off a highway, turning suddenly or driving in a legal manner but willfully failing to yield to a deputy's emergency signal to stop.

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306.2 POLICY

It is the policy of this office to weigh the importance of apprehending suspects who unlawfully flee from law enforcement against the risks associated with vehicle pursuits.

306.3 DEPUTY RESPONSIBILITIES

Vehicle pursuits shall only be conducted using authorized sheriff's office emergency vehicles that are equipped with and operating emergency lighting and sirens, as required by law (Md. Code TR § 21-106).

Deputies shall drive with due regard for the safety of all persons and property. However, deputies may, when in pursuit of a suspect and provided there is no unreasonable risk to persons and property:

- (a) Proceed past a red or stop signal or stop sign but only after slowing down as may be necessary for safe operation.
- (b) Exceed the speed limit.
- (c) Disregard regulations governing direction of movement or turning in specified directions.

306.3.1 WHEN TO INITIATE A PURSUIT

Pursuit of a suspect/violator vehicle is authorized only when the offense for which the suspect/violator is being pursued for is one of the following:

- (a) Felony, or the deputy sheriff has reason to believe a felony has occurred or is occurring
- (b) Hit-and-run accident involving personal injury or fatality
- (c) Driving while under the influence of alcohol or narcotics only if it can be articulated the driving was so dangerous before the vehicle stop was attempted (e.g. driver was traveling down the wrong way of the road, weaving curb to curb, other indicators of impairment, etc.) that it poses a significant risk to life of other citizens. Driving behaviors observed as the result of attempting to elude an officer shall not be sufficient to articulate the operator is driving under the influence
- (d) Assault on a law enforcement officer
- (e) In extreme circumstances, the duty officer may permit personnel to engage in a pursuit wherein there may be an officer safety matter, or to assist allied agencies wherein they may not have sufficient personnel to participate in the pursuit. Duty officers will be held responsible for their decisions.

Factors that shall be considered, both individually and collectively, when deciding to initiate or continue a pursuit include, but are not limited to:

- (a) The seriousness of the known or reasonably suspected crime and its relationship to community safety.

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- (b) The importance of protecting the public and balancing the known or reasonably suspected offense and the apparent need for immediate capture against the risks to deputies, innocent motorists, and others.
- (c) The safety of the public in the area of the pursuit, including the type of area, time of day, the amount of vehicular and pedestrian traffic (e.g., school zones) and the speed of the pursuit relative to these factors.
- (d) The pursuing deputies' familiarity with the area of the pursuit, the quality of radio communications between the pursuing vehicles and dispatcher/supervisor, and the driving capabilities of the pursuing deputies under the conditions of the pursuit.
- (e) The weather, traffic and road conditions unreasonably increase the danger of the pursuit when weighed against the risks resulting from the suspect's escape.
- (f) The identity of the suspect has been verified and there is comparatively minimal risk in allowing the suspect to be apprehended at a later time.
- (g) The performance capabilities of the vehicles used in the pursuit in relation to the speed and other conditions of the pursuit.
- (h) Emergency lighting and siren limitations on unmarked sheriff's vehicles that may reduce visibility of the vehicle, such as visor or dash-mounted lights, concealable or temporary emergency lighting equipment and concealed or obstructed siren positioning.
- (i) Vehicle speeds.
- (j) Other persons in or on the pursued vehicle (e.g., passengers, co-offenders, and hostages).
- (k) The availability of other resources, such as air support assistance.
- (l) The pursuing vehicle is carrying passengers other than on-duty sheriff's deputies. Pursuits will not be undertaken with an arrestee in the pursuit vehicle unless exigent circumstances exist, and then only after the need to apprehend the suspect is weighed against the safety of the arrestee in transport.

306.3.2 WHEN TO TERMINATE A PURSUIT

Pursuits should be terminated whenever the totality of objective circumstances known, or which reasonably ought to be known to the deputy or supervisor during the pursuit indicates that the present risks of continuing the pursuit reasonably appear to outweigh the risks resulting from the suspect's escape.

If a vehicle pursuit is canceled, all sheriff's office units actively or peripherally engaged in the pursuit shall:

- (a) Immediately turn off all emergency equipment;
- (b) Make an overt driving maneuver to disengage from the pursuit with MVR activated (e.g. pulling to the side of the road and stopping, making appropriate U-turn).
- (c) Obey all traffic laws (e.g. speed limits, traffic control devices, etc.);

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- (d) All units directly or indirectly involved in the pursuit will acknowledge the cancellation;
- (e) A dispatcher will ensure all units acknowledge the cancellation and notify the duty officer once this task is complete.

The factors listed in this policy on when to initiate a pursuit will apply equally to the decision to terminate a pursuit. Deputies and supervisors must objectively and continuously weigh the seriousness of the offense against the potential danger to innocent motorists, themselves and the public when electing to continue a pursuit.

In addition to the factors that govern when to initiate a pursuit, other factors should be considered in deciding whether to terminate a pursuit, including:

- (a) The distance between the pursuing vehicle and the fleeing vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time or distance.
- (b) The pursued vehicle's location is no longer definitely known.
- (c) The pursuing vehicle sustains damage or a mechanical failure that renders it unsafe to drive.
- (d) The pursuing vehicle's emergency lighting equipment or siren becomes partially or completely inoperable.
- (e) Hazards to uninvolved bystanders or motorists.
- (f) The danger that the continued pursuit poses to the public, the deputies, or the suspect, balanced against the risk of allowing the suspect to remain at large.
- (g) When the identity of the suspect is known, and it does not reasonably appear that the need for immediate capture outweighs the risks associated with continuing the pursuit.
- (h) Extended pursuits of violators for misdemeanors not involving violence or weapons (independent of the pursuit) are generally discouraged.

306.4 PURSUIT VEHICLES

When involved in a pursuit, unmarked sheriff's emergency vehicles should be replaced by marked emergency vehicles whenever practicable (Md. Code TR § 11-118).

Vehicle pursuits should be limited to four (4) sheriff's emergency vehicles (three pursuit vehicles and the supervisor vehicle). However, the number of vehicles involved will vary with the circumstances.

A deputy or supervisor may request that additional vehicles join a pursuit if, after assessing the factors outlined above, it appears that the number of deputies involved would be insufficient to safely arrest the number of suspects. All other deputies shall stay out of the pursuit but should remain alert to its progress and location. Any deputy who drops out of a pursuit may then, if necessary, proceed to the pursuit termination point at legal speeds, following the appropriate rules of the road.

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306.4.1 MOTORCYCLES

When involved in a pursuit, sheriff's office motorcycles will be replaced by marked emergency vehicles as soon as practicable. Upon marked emergency vehicles assuming the primary and secondary pursuit positions the motorcycle will disengage from the pursuit.

306.4.2 VEHICLES WITHOUT EMERGENCY EQUIPMENT

Deputies operating vehicles not equipped with emergency lights and siren are prohibited from initiating or joining in any pursuit. Deputies in such vehicles may provide support to pursuing vehicles as long as the vehicle is operated in compliance with all traffic laws. Those deputies should discontinue such support immediately upon arrival of a sufficient number of authorized emergency sheriff's vehicles or any air support.

306.4.3 PRIMARY PURSUIT VEHICLE RESPONSIBILITIES

The initial pursuing deputy will be designated as the primary pursuit vehicle and will be responsible for the conduct of the pursuit unless he/she is unable to remain reasonably close to the suspect's vehicle. The primary responsibility of the deputy initiating the pursuit is the apprehension of the suspect without unreasonable danger to him/herself or others.

The primary pursuing deputy will immediately notify the dispatcher, commencing with a request for priority radio traffic, that a vehicle pursuit has been initiated, and articulate the reason(s) and as soon as practicable they will provide information including, but not limited to:

- (a) The location, direction of travel and estimated speed of the suspect's vehicle.
- (b) The description of the suspect's vehicle including the license plate number, if known.
- (c) The use of firearms, threat of force, violence, injuries, hostages, or other unusual hazards.
- (d) The number of occupants and identity or description.
- (e) The weather, road, and traffic conditions.
- (f) The need for any additional resources or equipment.
- (g) The identity of other law enforcement agencies involved in the pursuit.

Unless relieved by a supervisor or a secondary pursuing deputy, the deputy in the primary pursuit vehicle shall be responsible for broadcasting the progress of the pursuit. Unless circumstances reasonably dictate otherwise, the primary pursuing deputy will relinquish the responsibility of broadcasting the progress of the pursuit to a deputy in a secondary pursuit vehicle or to air support joining the pursuit to minimize distractions and allow the primary pursuing deputy to concentrate foremost on safe pursuit tactics.

306.4.4 SECONDARY PURSUIT VEHICLE RESPONSIBILITIES

The second deputy in the pursuit will be designated as the secondary pursuit vehicle and is responsible for:

- (a) Immediately notify the dispatcher of his/her entry into the pursuit.

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- (b) Remaining a safe distance behind the primary pursuit vehicle unless directed to assume the role of primary pursuit vehicle or if the primary pursuit vehicle is unable to continue the pursuit.
- (c) Broadcasting the progress of the pursuit, updating known or critical information, and providing changes in the pursuit, unless the situation indicates otherwise.
- (d) Identifying the need for additional resources or equipment as appropriate.
- (e) Serving as backup to the primary pursuing deputy once the suspect has been stopped.

306.5 PURSUIT DRIVING

The decision to use specific driving tactics requires the same assessment of the factors the deputy considered when determining whether to initiate and/or terminate a pursuit. The following are tactics for deputies who are involved in the pursuit:

- (a) Deputies, considering their driving skills and vehicle performance capabilities, will space themselves from other involved vehicles such that they are able to see and avoid hazards or react safely to unusual maneuvers by the fleeing vehicle.
- (b) Because intersections can present increased risks, the following tactics should be considered:
 - 1. Available deputies not directly involved in the pursuit may proceed safely to controlled intersections ahead of the pursuit in an effort to warn cross traffic.
 - 2. Pursuing deputies shall exercise due caution and slow down as may be necessary when proceeding through controlled intersections.
- (c) As a general rule, deputies should not pursue a vehicle driving the wrong direction on a roadway, highway or freeway. In the event the pursued vehicle does so, the following tactics should be considered:
 - 1. Request assistance from available air support.
 - 2. Maintain visual contact with the pursued vehicle by paralleling the vehicle while driving on the correct side of the roadway.
 - 3. Request other deputies to observe exits available to the suspect.
- (d) Notify the Maryland State Police and/or other law enforcement agency if it appears that the pursuit may enter its jurisdiction.
- (e) Deputies involved in a pursuit should not attempt to pass other pursuing vehicles unless the situation indicates otherwise, or they are requested to do so by the pursuing deputy and with a clear understanding of the maneuver process between the involved deputies.

306.5.1 PURSUIT TRAILING

In the event that initial pursuing deputies relinquish control of the pursuit to another agency, the initial deputies may, with the permission of a supervisor, trail the pursuit to the termination point in order to provide information and assistance for the arrest of the suspect and reporting the incident.

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306.5.2 AIR SUPPORT ASSISTANCE

When available, air support assistance should be requested. Once the air support crew has established visual contact with the pursued vehicle, they should assume communication control over the pursuit. The primary and secondary ground pursuit vehicles, or involved supervisor, will maintain operational control but should consider whether the participation of air support warrants their continued close proximity and/or involvement in the pursuit.

The air support crew should coordinate the activities of resources on the ground, report progress of the pursuit, and provide deputies and supervisors with details of upcoming traffic congestion, road hazards or other pertinent information to evaluate whether to continue the pursuit. If deputies on the ground are not within visual contact of the pursued vehicle and the air support crew determines that it is unsafe to continue the pursuit, the air support crew should recommend terminating the pursuit.

306.5.3 DEPUTIES NOT INVOLVED IN THE PURSUIT

Deputies who are not involved in the pursuit should remain in their assigned areas, should not parallel the pursuit route and should not become involved with the pursuit unless directed otherwise by a supervisor. Uninvolved deputies are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicular and pedestrian traffic to protect the public. Those deputies should attempt to place their vehicles in locations that provide some safety or an escape route in the event of an unintended collision or if the suspect intentionally tries to ram a sheriff's vehicle.

Non-pursuing members needed at the pursuit termination point should respond in a nonemergency manner, observing the rules of the road unless instructed differently by a supervisor.

306.6 SUPERVISORY CONTROL AND RESPONSIBILITIES

Available supervisory and management control will be exercised over all vehicle pursuits involving deputies from this office.

The field supervisor of the deputy initiating the pursuit, or if unavailable, the nearest field supervisor, will be responsible for:

- (a) Immediately notifying involved deputies and the dispatcher of supervisory presence and ascertaining all reasonably available information to continuously assess the situation and risk factors associated with the pursuit. This is to ensure that the pursuit is conducted within established office guidelines.
- (b) Engaging in the pursuit, when appropriate, to provide on-scene supervision.
- (c) Exercising management and control of the pursuit even if not engaged in it.
- (d) Ensuring that no more than the required law enforcement vehicles are involved in the pursuit under the guidelines set forth in this policy.
- (e) Directing that the pursuit be terminated if, in his/her judgment, it is not justified to continue the pursuit under the guidelines of this policy.

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- (f) Ensuring that assistance from air support, canines or additional resources are requested, if available and appropriate.
- (g) Ensuring that the proper radio channel is being used.
- (h) Ensuring that the Shift Commander is notified of the pursuit, as soon as practicable.
- (i) Controlling and managing St. Mary's County Sheriff's Office deputies when a pursuit enters another jurisdiction.

306.6.1 SHIFT COMMANDER RESPONSIBILITIES

Upon becoming aware that a pursuit has been initiated, the Shift Commander should monitor and continually assess the situation and ensure the pursuit is conducted within the guidelines and requirements of this policy. The Shift Commander has the final responsibility for the coordination, control and termination of a vehicle pursuit and shall be in overall command.

In every pursuit, regardless of duration, a St. Mary's County Sheriff's Office Blue Team Vehicle Pursuit electronic entry will be completed by the shift commander on duty at the conclusion of the pursuit. A debriefing will be held with all deputies involved prior to the end of duty after the pursuit. The review will be forwarded through the chain of command to the Sheriff no later than twenty-four (24) hours after the pursuit. The completed review will be retained by the Office of Professional Responsibilities (OPR) after approved by the Sheriff or designee. The purpose of the review is to evaluate and comment on the following areas:

- (a) Tactical considerations;
- (b) Training considerations;
- (c) Quality of supervision;
- (d) Policy adequacy;
- (e) Adherence to policy.

The Blue Team Vehicle Pursuit entry is strictly internal management data. As such, copies of these reports will not be attached to any incident or event report and will not be released outside of the St. Mary's County Sheriff's Office without approval by the Sheriff or designee.

If, during the pursuit review the Shift Commander believes serious policy allegations may have occurred he/she will contact the OPR supervisor prior to meeting with the involved officers and completing the Blue Team. If OPR believes further investigation is warranted, the pursuit review will be completed in Blue Team without speaking to the involved officers and forwarded directly to OPR. OPR will immediately notify the Assistant Sheriff.

306.7 EMERGENCY COMMUNICATIONS CENTER

If the pursuit is confined within the County limits, radio communications will be conducted on the primary channel of the agency initiating the pursuit. All radio communications involving anyone actively or peripherally involved in the pursuit (e.g. deploying stop sticks, blocking intersections, etc.) shall operate from the same channel (e.g. DISPC, POLICE, MSP DISP). If the pursuit leaves the jurisdiction of this office or such is imminent, involved deputies should, whenever available,

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switch radio communications to a tactical or emergency channel most accessible by participating agencies.

306.7.1 RESPONSIBILITIES

Upon notification or becoming aware that a pursuit has been initiated, the dispatcher is responsible for:

- (a) Clearing the radio channel of nonemergency traffic.
- (b) Ensure the shift commander or patrol supervisor is notified of the pursuit. Authorization is required to continue the pursuit, or the pursuit is terminated. If the shift commander or patrol supervisor does not acknowledge the vehicle pursuit (e.g. radio problem, etc.) the pursuit is immediately canceled after the second unanswered response, unless authorized by another Sheriff's Office Supervisor. The authorizing supervisor will be responsible for the decision.
- (c) Coordinating pursuit communications of the involved deputies.
- (d) Broadcasting pursuit updates as well as other pertinent information as necessary.
- (e) Ensuring that a field supervisor is notified of the pursuit.
- (f) Notifying and coordinating with other involved or affected agencies as practicable.
- (g) Notifying the Shift Supervisor as soon as practicable.
- (h) Assigning an incident number and logging all pursuit activities.

306.8 LOSS OF PURSUED VEHICLE

When the pursued vehicle is lost, the involved deputies should broadcast pertinent information to assist other deputies in locating the vehicle. The primary pursuing deputy or supervisor will be responsible for coordinating any further search for either the pursued vehicle or suspects fleeing on foot.

306.9 INTERJURISDICTIONAL CONSIDERATIONS

When it is anticipated a pursuit will enter another agency's jurisdiction, a supervisor or shift commander, taking into consideration the distance traveled, unfamiliarity with the area and other pertinent facts, should determine whether to request the other agency to assume the pursuit.

No more than two (2) vehicles should cross into a foreign jurisdiction unless additional vehicles are authorized by a shift commander or agency supervisor.

306.9.1 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY

Deputies will relinquish control of the pursuit when another agency has assumed the pursuit, unless the continued assistance of the St. Mary's County Sheriff's Office is requested by the agency assuming the pursuit. Upon relinquishing control of the pursuit, the involved deputies may proceed, with supervisory approval, to the termination point of the pursuit to assist in the investigation. The Emergency Communications Center should coordinate such assistance with the assuming agency.

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The roles and responsibilities of deputies at the termination point of a pursuit initiated by this office shall be coordinated with appropriate consideration of the needs of the agency assuming the pursuit.

Notification of a pursuit in progress should not be construed as a request to join the pursuit. Requests to or from another agency to assume a pursuit should be specific. Because of communication limitations between local law enforcement agencies, a request for another agency's assistance will mean that its personnel will assume responsibility for the pursuit. For the same reasons, when a pursuit leaves another jurisdiction and a request for assistance is made to this office, the other agency should relinquish control.

306.9.2 PURSUITS EXTENDING INTO THIS JURISDICTION

The agency that initiates a pursuit shall be responsible for conducting the pursuit. Deputies from this office will not join a pursuit unless approved by a supervisor with this office. A deputy from this office may, with supervisor approval, immediately join a pursuit until sufficient vehicles from the initiating agency join the pursuit or until additional information is provided allowing withdrawal from the pursuit.

When a request is made for this office to assist or take over a pursuit that has entered the jurisdiction of the St. Mary's County Sheriff's Office, the supervisor should consider:

- (a) The offense for which the suspect/violator is wanted.
- (b) The offense meets the criteria as outlined within this policy.
- (c) Whether there is adequate staffing to continue the pursuit.
- (d) The ability to maintain the pursuit.

The Shift Commander or supervisor, after considering the above factors, may decline to assist in or assume the other agency's pursuit.

Assistance to a pursuing agency by deputies of this office will conclude at the County limits, provided that the pursuing agency has sufficient assistance from other sources. Ongoing participation from this office may continue only until sufficient assistance is present.

In the event that the termination point of a pursuit from another agency is within this jurisdiction, deputies shall provide appropriate assistance including, but not limited to, scene control, coordination and completion of supplemental reports and any other assistance requested or needed.

306.10 PURSUIT INTERVENTIONS

Pursuit intervention is an attempt to stop the suspect's ability to continue to flee in a vehicle through the tactical application of technology, tire deflation devices, ramming or roadblock procedures, or application of the Precision Immobilization Technique (PIT) Maneuver.

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306.10.1 WHEN USE IS AUTHORIZED

Whenever practicable, a deputy will seek approval from a supervisor before employing any intervention to stop a pursued vehicle. In deciding whether to use intervention tactics, deputies/supervisors should balance the risk of allowing the pursuit to continue with the potential hazards arising from the use of each tactic to the public, the deputies and persons in or on the pursued vehicle. With this in mind, the decision to use any intervention tactic should be reasonable in light of the circumstances apparent to the deputy at the time of the decision.

306.10.2 USE OF FIREARMS

The use of firearms to disable a pursued vehicle is not generally an effective tactic and involves all the dangers associated with discharging firearms. Deputies should not utilize firearms during an ongoing pursuit unless the conditions and circumstances meet the requirements authorizing the use of deadly force. Nothing in this section shall be construed to prohibit any deputy from using a firearm to stop a suspect from using a vehicle as a deadly weapon. Firearms will be used in accordance with guidelines established in the Use of Force policy, they may be used as a last resort to incapacitate or stop a moving vehicle.

306.10.3 INTERVENTION STANDARDS

Any intervention tactic, depending upon the conditions and circumstances under which it is used, may present dangers to the deputies, the public or anyone in or on the vehicle being pursued. Certain applications of intervention tactics may be construed to be a use of force, including deadly force, and are subject to policies guiding such use. Deputies shall consider these facts and requirements prior to deciding how, when, where and if an intervention tactic should be employed.

- (a) **Ramming:** The intentional ramming of a suspect/violator's vehicle is prohibited except under the most severe circumstances. If the suspect/violator is endangering the lives of the public or law enforcement officers, it may necessitate using the agency vehicle to force the suspect/violator off the roadway. Ramming a fleeing vehicle should be done only after other reasonable tactical means at the deputy's disposal have been exhausted or would not be effective, and immediate control is necessary. Ramming requires the approval of the Shift Commander or an agency supervisor and will be reserved for instances where deadly force is justified as a last resort to protect human life.. If there does not reasonably appear to be a present or immediately foreseeable serious threat to the public, the use of ramming is not authorized. When ramming is used as a means to stop a fleeing vehicle, the following factors will be present:
 - 1. An officer reasonably believes the suspect's continued operation of the vehicle presents an imminent threat of death or serious bodily harm to a member of the public or an officer, and when no reasonably safer alternative exists.
 - 2. The intentional ramming of a vehicle is considered deadly force and has the potential to cause serious injuries to suspects, civilians, and/or agency personnel. Any intentional ramming of a vehicle to terminate a pursuit will be documented as a Use of Force via Blue Team submission and will require immediate notification to OPR.

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- (b) Precision Immobilization Technique (PIT) Maneuver: The PIT maneuver is a specific controlled pursuit intervention technique in which a pursuing deputy intentionally makes precise, lateral contact with the rear quarter panel of a fleeing vehicle to induce a controlled rotation, causing the violator's vehicle to come to an abrupt and safe stop. The maneuver is intended to end a pursuit under controlled conditions (speed, environmental, and supervisory conditions) and minimize risk to the public, deputies, and the fleeing driver. **No deputy shall attempt the PIT maneuver unless specifically authorized by a supervisor. No deputy will perform, or be authorized to perform, the PIT Maneuver unless they have received formal agency-approved training in its proper application.**
- (c) Tire Deflation Devices: Tire deflation devices shall be deployed only after the pursuing deputy notifies a supervisor of the intent to deploy the device and the proposed location(s). The deputy must also relay the exact location of the device to the Emergency Communications Specialist, who will advise all other units operating in the area. Only deputies trained in the use of agency-issued tire deflation devices may deploy them, and then only with supervisory approval. Deployment must be conducted in a manner reasonably intended to affect only the pursued vehicle while ensuring the deploying deputy has adequate cover and a safe avenue of escape from the approaching vehicle. Deputies must consider the limitations of these devices and the potential risks posed to deputies, the public, and vehicle occupants. Deputies will also consider the danger posed by deploying tire deflation devices to vehicles transporting hazardous materials or school buses transporting children. Deputies **shall not** deploy tire deflation devices against any vehicle with fewer than four wheels.
 - 1. A marked Sheriff's Office vehicle with emergency lights activated may be used to block a portion of the roadway prior to device placement, and other reasonable measures should be taken to divert traffic and prevent unnecessary damage to uninvolved vehicles. After deployment, the deputy shall move to a safe location and promptly remove the device once the suspect vehicle has made contact. Deputies engaged in the pursuit should anticipate that the suspect vehicle may decelerate rapidly after contact.
 - 2. Tire deflation devices may also be used, with supervisor authorization, to assist allied agencies in vehicle pursuits that do not otherwise meet the criteria for Pursuit Intervention.
 - 3. In all cases where a supervisor authorizes deployment, a Vehicle Pursuit Review shall be completed in Blue Team pursuant to agency policy.
- (d) Roadblocks: Roadblocks involve the potential for serious injury or death to occupants of the pursued vehicle if the pursued vehicle does not stop. The intentional placement of roadblocks in the direct path of a pursued vehicle is generally discouraged and will not be deployed without prior approval of a supervisor. If roadblocks are deployed, it should only be done under extraordinary conditions when all other reasonable intervention tactics have failed or reasonably appear ineffective and the need to immediately stop the pursued vehicle substantially outweighs the risks of injury or death to occupants of the pursued vehicle, deputies, or the public.

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1. It has been recognized that roadblocks can be ineffective and inherently dangerous in certain areas – highly populated locations, heavily traveled roadways, etc.
 - (a) Roadblocks will only be used in the following instances:
 1. A fleeing felon, only when the deputy sheriff has probable cause to believe that a crime committed was a violent felony (one that involved the inflicting or threatened infliction of serious physical harm or death);
 2. A supervisor authorized the roadblock.
 3. An officer/supervisor reasonably believes the suspect's continued operation of the vehicle presents an imminent threat of death or serious bodily harm to a member of the public or an officer, and when no reasonably safer alternative exists.
 - (b) When making a determination to utilize a roadblock, the supervisor will consider the following:
 1. Type of offense;
 2. Avenues of escape for the suspect/violator and the pursuing law enforcement officers;
 3. The risk of further pursuing the suspect/violator's vehicle or termination of the pursuit.
 - (c) Rolling Roadblocks
 1. A rolling roadblock is a technique designed to stop a suspect/violator's vehicle by surrounding it with agency vehicles and intentionally slowing all vehicles to a stop.
 - (d) Stationary Roadblock
 1. The use of agency vehicles strategically placed or situated to stop or slow down a pursued vehicle in the safest manner. No other vehicles or any type of equipment are used in conjunction with any roadblock.
2. Once a roadblock has been authorized, the location must be determined with the following factors considered:
 - (a) The roadblock must be set in a manner to allow sufficient distance for the suspect/violator and pursuing law enforcement officers to see the roadblock and stop;
 - (b) There must be an avenue of escape for the suspect/violator and pursuing law enforcement officers in case of vehicle malfunction, e.g. brake failure, etc.;
 - (c) All other vehicular traffic in the area must be rerouted away from the roadblock or the escape route.
3. No deputy sheriff will remain in a vehicle used as part of a roadblock.

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4. Guidelines regarding the use of roadblocks are not designed or intended to prohibit the commonly used boxing in or stopping tactics used by the deputy sheriffs involved in EST Operations, or to apprehend suspect/violators in non-pursuit situations.

306.11 CAPTURE OF SUSPECTS

Proper self-discipline and sound professional judgment are the keys to a successful conclusion of a pursuit and apprehension of evading suspects. Deputies shall use only that amount of force that reasonably appears necessary given the facts and circumstances perceived by the deputy at the time of the event to accomplish a legitimate law enforcement purpose.

Unless relieved by a supervisor, the primary pursuing deputy should coordinate efforts to apprehend the suspect following the pursuit. Deputies should consider the safety of the public and the involved deputies when formulating plans for setting up perimeters or for containing and capturing the suspect.

306.12 REPORTING REQUIREMENTS

All appropriate reports shall be completed to comply with appropriate laws and policies or procedures.

- (a) The primary pursuing deputy shall complete appropriate crime/arrest reports.
- (b) The Shift Commander on duty at the time of the pursuit shall complete the appropriate pursuit review entry in Blue Team.
- (c) After first obtaining the available information, the Shift Commander shall promptly send a command notification e-mail, briefly summarizing the pursuit. This email should include, at a minimum:
 1. Date and time of the pursuit.
 2. Initial reason and circumstances surrounding the pursuit.
 3. Involved vehicles and deputies.
 4. Alleged offenses.
 5. Whether a suspect was apprehended, as well as the means and methods used.
 - (a) Any use of force shall be reported and documented in compliance with the Use of Force Policy.
 6. Arrestee information, if applicable.
 7. Any injuries and/or medical treatment.
 8. Any property or equipment damage.
 9. A preliminary determination that the pursuit appears to be in compliance with this policy or that additional review and/or follow-up is warranted.

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- (d) After receiving copies of reports, logs and other pertinent information, the Sheriff or the authorized designee shall conduct or assign the completion of a post-pursuit review, as appropriate.
- (e) Annually, the Sheriff should direct a documented review and analysis of office vehicle pursuits to minimally include policy suitability, policy compliance and training needs.

306.13 PURSUIT TRAINING

All deputies will receive training addressing this policy and the importance of vehicle safety and protecting the public. Training will include recognition of the need to balance the known offense and the need for immediate capture against the risks to deputies and others.