



Cover Memorandum

Vehicle Pursuits, JHPD Directive #441

Purpose of the Directive

The purpose of this Directive is to establish guidelines for the Johns Hopkins Police Department (JHPD) regarding vehicle pursuits.

Summary of Directive Requirements

This Directive establishes that a JHPD member may only engage in a motor vehicle pursuit when the necessity of immediate apprehension outweighs the level of danger created by the pursuit and **ONLY** when **all** of the following criteria are met: (1) the person in the eluding vehicle exhibits the intention to avoid arrest by using a vehicle to flee apprehension; (2) the failure to immediately apprehend the person in the eluding vehicle poses an immediate threat of death or serious bodily injury to the member or others; (3) the member has probable cause to believe the person fleeing committed one of the following violent felonies, which resulted in, or could have resulted in, death or serious bodily injury: Murder, Rape, Robbery with a deadly weapon, Assault with a deadly weapon, Kidnapping and any active shooter or active assailant event; (4) the person in the eluding vehicle refuses to stop at the direction of the member; and; (5) the person in the eluding vehicle, if allowed to flee, would present a greater imminent threat of serious injury or death to another person than posed by the vehicle pursuit.

This Directive provides specific factors members must balance when deciding whether to engage or continue a vehicle pursuit, including the risk posed to the public by the pursuit against the risk posed to the public by the person fleeing should they not be immediately apprehended.

The Directive provides prohibitions, restrictions and guidelines related to pursuits. It prohibits pursuit ending techniques including roadblocks, boxing in vehicles and the use of tire deflation devices, as these techniques have a high risk of unintended harm to members of the public. It limits the intentional striking of a vehicle being pursued to end a pursuit to situations where deadly force is authorized and requires the same reporting, review, and assessment.

This Directive explains how to decide whether to end or terminate an ongoing pursuit and sets procedures to ensure that pursuits are actually terminated, including a supervisor responding to the location of the members. In addition, this Directive explains how to approach a vehicle that has been stopped following a pursuit.

The Directive provides considerations for pursuits involving other agencies, specifically prohibiting joining other agency pursuits and ensuring that other agencies assume control of pursuits that leave JHPD's jurisdiction. It dictates the responsibilities of the primary pursuing members, secondary pursuing members, communications, supervisors, and shift commanders. Finally, it provides for reporting and training requirements related to pursuits.

Blueprint for the Policy Development Process

The draft JHPD policies (hereinafter referred to as “directives”) shared for community feedback are based on examples of 21st century best practices in public safety policy, identified through extensive benchmarking of university and municipal law enforcement agencies across the nation. Taken together, they represent a comprehensively progressive approach to policing that prioritizes equity, transparency, accountability, and community-based public safety strategies.

The JHPD’s draft directives embody approaches that community advocates and leading experts have championed locally and in law enforcement reform efforts across the nation. The draft directives have also been developed based on input received through robust community engagement in prior phases of JHPD development, including suggestions received in the legislative process as well as last fall’s Memorandum of Understanding (MOU) public comment period and feedback opportunities.

In addition, the directives were drafted to exceed the minimum requirements of the Constitution and laws of the United States and the State of Maryland, to align with the Community Safety and Strengthening Act (CSSA) and to fulfill the requirements of the MOU between the Johns Hopkins University and the Baltimore Police Department. The Hopkins community and our neighbors throughout Baltimore can help improve and strengthen these directives further through their feedback and input.

Material that was considered in the drafting of the Directive and Procedure Manual, include:

- a. **Publicly available policies from municipal police departments that have undergone substantial reform efforts**, including: the New Orleans Police Department; Seattle Police Department; Portland Police Department; Detroit Police Department; Ferguson Police Department; and Baltimore Police Department;
- b. **National guidance on best practices and model policies from criminal justice reform efforts, social science research centers, and civil rights organizations**, including: the Leadership Conference on Civil and Human Rights; American Civil Liberties Union (ACLU), including the ACLU of Massachusetts’s “Racially Just Policing: Model Policies for Colleges and Universities”; the International Association of Chiefs of Police (IACP); the Police Executive Research Forum (PERF); U.S. Department of Justice Office of Community Oriented Policing Services (COPS Office); The Justice Collaboratory (The JC) at Yale University Law School; and The Center for Innovation in Community Safety (CICS) at Georgetown Law School.
- c. **National and local higher education institutions that are based in comparable environments and make policies publicly available**, including: Carnegie Mellon University; Morgan State University; Towson University; University of Chicago; University of Cincinnati; University of Maryland, Baltimore County; University of Pennsylvania; and Yale University.

To ensure that the proposed directives captured national best practices in community-focused public safety services, the development team collaborated with independent experts from two organizations: National Policing Institute (the Institute), a non-profit dedicated to advancing excellence in policing through research and innovation, and 21CP Solutions, an expert consulting team of former law enforcement personnel, academics, civil rights lawyers, and community leaders dedicated to advancing safe, fair, equitable, and inclusive public safety solutions. Each directive was reviewed by experts selected by both organizations, who provided feedback, suggestions, and edits that were fully incorporated into the current draft.

Finally, individuals and organizations representing the diversity of the Johns Hopkins University community provided feedback to ensure the policies and procedures reflect and respond to the values of our institution and to our community's public safety service needs.

Now they are available for your review. Johns Hopkins is committed to adopting, incorporating, or otherwise reflecting recommended changes and feedback in the final version of policies so long as feedback is aligned with our values and commitments, permissible within legal parameters, and supported by national best practices for community policing and public safety.



POLICE DEPARTMENT
VEHICLE PURSUITS

OPERATIONAL
PROCEDURE #441

Responsible Executive:
Chief of Police
Responsible Office:
Vice President for Public Safety
Approved by:
Dr. Branville G. Bard, Jr.
Issued: [full date]
Revised: [full date]

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Policy Statement

This directive establishes guidelines for Johns Hopkins Police Department (JHPD) officers regarding vehicle pursuits. In recognition of the substantial human costs associated with high-speed vehicular pursuits, this Directive restricts the circumstances under which pursuits can be undertaken. It is the policy of the JHPD that a motor vehicle pursuit is justified only when the necessity of immediate apprehension outweighs the level of danger created by the pursuit and ONLY when there is probable cause to believe that the suspect has committed, or was attempting to commit, one of the following felonies: Murder, Rape, Robbery or Assault with a deadly weapon, Kidnapping, or active shooter or similar threat to human life.

Who is Governed by this Policy

All sworn police officers, as defined by MD Code, Public Safety, § 3-201 in service with the JHPD are governed by this Directive.

Purpose

The purpose of this directive is to ensure officers respect the sanctity of life when making decisions regarding vehicle pursuits—securing a balance between the protection of the lives and safety of the public and police officers, and law enforcement's duty to enforce the law and apprehend violators. This Directive is intended to guide the circumstances under which officers may engage in vehicular pursuits. High-speed vehicular pursuits create a substantial risk of injury and fatalities.

Definitions

Campus Area:	Per the enabling statute, MD Code, Education, Code § 24-1201(c), “campus area means any property that is: (i) owned, leased, or operated by, or under the control of Johns Hopkins University; (ii) located on: <ol style="list-style-type: none">1. The Homewood Campus, meaning the area bounded by West University Parkway and East University Parkway on the north, East 28th Street and West 28th Street on the south, Remington Avenue and Stony Run stream on the west, and North Calvert Street on the east;2. The East Baltimore Campus, meaning the area bounded by East Eager Street on the north, East Baltimore Street on the south, North Caroline Street on the west, and North Castle Street on the east; or3. The Peabody Campus, meaning the area bounded by West Madison Street and East Madison Street on the north, East Hamilton Street and West Hamilton Street on the south, Cathedral Street on the west, and Saint Paul Street on the east; and (iii) used for educational or institutional purposes.” Campus Area “includes the public property that is immediately adjacent to the campus, including: (i) a sidewalk, a street, or any other thoroughfare; and (ii) a parking facility.”
Emergency Response Mode:	Driving with emergency lights and siren activated.
Eluding:	When a driver increases speed, takes evasive action, and/or refuses to stop despite an officer’s signaling to stop by hand, voice, emergency lights, and/or siren even after a reasonable amount of time to yield or stop has passed.
Member:	All members of the JHPD, including employees, officers, and volunteers, unless the term is otherwise qualified (e.g., member of the public, member of the Baltimore Police Department, etc.).
Officer:	All sworn police officers, at any rank, as defined by MD Code, Public Safety, § 3-201, in service with the JHPD.

Primary Unit:	The law enforcement vehicle that initiates a pursuit, or any unit that assumes control of the pursuit as the lead vehicle (the first police vehicle immediately behind the eluding vehicle).
Secondary Unit:	Any law enforcement vehicle that becomes involved as a backup to the Primary pursuing officer and follows the Primary pursuing officer at a safe distance.
Specialty Vehicle:	Includes vans, bicycles, vehicles that are towing trailers, clandestine vehicles, and other non-pursuit rated truck chassis vehicles.
Street Paralleling:	Driving a law enforcement vehicle on a street parallel to a street on which a pursuit is occurring.
Ram:	The deliberate act of hitting a violator's vehicle with a JHPD police vehicle for the purpose of forcing the violator's vehicle off the roadway or to force the vehicle out of the control of the operator.
Roadblock:	Any method of restricting or obstructing a roadway intended to prevent free passage of motor vehicles on a highway in order to affect the apprehension of a pursued violator in a motor vehicle.
Terminate:	To discontinue the pursuit of an eluding vehicle.
Trail:	Following the path of the pursuit while obeying all traffic laws and without activating emergency lights or sirens. 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.
Vehicle Pursuit:	When an officer operating a law enforcement vehicle attempts to keep pace and/or to immediately apprehend one or more occupants of an eluding vehicle.

Policy

Deciding whether to pursue a motor vehicle is among the most critical decisions made by law enforcement officers. It is a decision which must be made quickly and under difficult, often unpredictable circumstances. In recognition of the potential risk to public and officer safety created by vehicular pursuits, no officer or supervisor shall be criticized or disciplined for a decision not to engage in a vehicular pursuit or to terminate an ongoing vehicular pursuit based on the risk involved, even in circumstances where this Directive would permit the commencement or continuation of the pursuit. Likewise, officers who conduct pursuits consistent with this Directive will be strongly supported in any subsequent review of such actions.

Core Principles

- I. **Safety.** Officers shall operate all vehicles with the utmost care and caution. While operating in Emergency Response Mode, officers shall comply with Maryland State Law governing emergency vehicle operations. Officers shall weigh the risks of driving in Emergency Response Mode against the nature of the emergency.

II. Sanctity of Human Life. Officers shall make every effort to preserve human life in all situations.

III. Peaceful Resolutions. Officers shall avoid the Use of Force unless it is not possible to do so.

Procedures

I. Vehicle Pursuit Authorization (Commission on Accreditation for Law Enforcement Agencies (CALEA) 41.2.2.b)

In conformance with MD. Code, Transportation, § 21-106, officers engaged in a pursuit may disregard traffic laws but remain responsible to drive with due regard for the safety of others, and are **not** protected from the consequences of operating a police vehicle with reckless disregard for the safety of others.

- A.** The decision to initiate pursuit must be based on the pursuing officer's reasonable belief that the immediate danger to the public created by the pursuit is less than the immediate or potential danger to the public should the suspect remain at large, and De-escalation, pursuant to JHPD Directive #401, is not feasible.
- B.** An officer in an authorized emergency vehicle may initiate a vehicular pursuit only when **all** of the following criteria are met:
- The suspect in the eluding vehicle exhibits the intention to avoid arrest by using a vehicle to flee apprehension,
 - The failure to immediately apprehend the suspect in the eluding vehicle poses an immediate threat of death or serious bodily injury to the officer or others,
 - The officer has probable cause to believe the fleeing suspect committed one of the following violent felonies, which resulted, or could have resulted, in death or serious bodily injury:
 - o Murder
 - o Rape
 - o Robbery with a deadly weapon;
 - o Assault with a deadly weapon;
 - o Kidnapping; and
 - o Any active shooter or threat event
 - The suspect in the eluding vehicle refuses to stop at the direction of the officer; and

- The suspect in the eluding vehicle, if allowed to flee, would present greater imminent threat of serious injury or death to another person than posed by the vehicle pursuit.
 - Note: A carjacking without a deadly weapon would not be an offense for which a vehicle pursuit would be authorized, instead a “be on the lookout” (BOLO) for the vehicle would be immediately issued with a factual description of the offense, suspect, and vehicle information. However, a carjacking where a gun or another deadly weapon was used would be an offense for which a vehicle pursuit could be considered and may be appropriate if there is an imminent threat of serious bodily harm or death posed by suspect, if not immediately apprehended, that outweighs the threat of serious body injury posed by the vehicle pursuit. When in doubt, officers should default to immediately issuing a BOLO, instead of a vehicle pursuit, as a de-escalation strategy.
- C. Factors that officers shall consider both individually and collectively, when deciding to initiate or continue a pursuit include, but are not limited to: (CALEA 41.2.2.a)
- The crime that the suspect committed.
 - The safety of the public, including: the type of area, such as a school zone; time of day and lighting; weather, road conditions, and density of vehicular and pedestrian traffic; and the speed of the pursuit relative to these factors.
 - The pursuing officers’ familiarity with the area of the pursuit, the quality of radio communications between the pursuing vehicles and dispatchers/supervisors, and the driving capabilities of the pursuing officer(s) under the conditions of the pursuit.
 - Whether or not the identity of the suspect has been verified.
 - The performance capabilities of the vehicles used in the pursuit in relation to the speed and other conditions of the pursuit.
 - Other persons in or on the eluding vehicle, such as passengers, suspects, and hostages.
 - The availability of other resources, such as Baltimore Police Department (BPD) vehicular or air support assistance.

II. **Prohibitions, Restrictions & Guidelines** (CALEA 41.2.2.a.b)

- A. Officers are prohibited from initiating a Vehicle Pursuit when:
- The suspect operating the vehicle, or an occupant, has not committed or attempted to commit one of the six violent crimes identified in Section I (B), above.

- Transporting passengers (including people in custody) other than on-duty police officers.
 - On light duty, or their police powers are suspended.
 - The vehicle (marked or unmarked) is not equipped with lights and siren, or the lights and siren are malfunctioning.
 - The eluding vehicle is going the wrong way on an interstate highway, divided highway, or roadway. In such situations, the officers should notify communications and provide the direction of travel, and request that intersections and travel on the roadway be blocked off to prevent head-on collisions.
 - The risk of a Vehicle Pursuit outweighs the need to stop the eluding driver, including:
 - o Underlying reason for pursuit.
 - o Traffic conditions (density of pedestrians and vehicles).
 - o Weather and road conditions.
 - o Speed and capabilities of the eluding vehicle.
 - o Geographic considerations (e.g., direction of travel, location density, terrain).
 - The officer has not completed Emergency Vehicle Operations and Pursuits Training.
 - The officer is operating a police bicycle, motorcycle, or other motor vehicle that is not equipped with audible and visual signaling devices required of emergency vehicles by MD Code, Transportation, § 22-218.
- B.** All non-sworn members of the JHPD or JHU (Johns Hopkins University) Public Safety are strictly prohibited from engaging in pursuits.
- C.** Upon commencement of a pursuit and regardless of the time of day, the pursuing officers shall immediately activate emergency lights, audible device, and headlights.
- D.** Unless expressly authorized by a Shift Supervisor, a pursuit shall be limited to the assigned primary and secondary vehicles only. All other officers are prohibited from joining the pursuit team or following the pursuit on parallel streets. Primary and secondary pursuing officers shall follow the specific guidelines below related to their pursuit designation.
- E.** Due to their mechanical limitations, unmarked or specialty police vehicles are prohibited from engaging in extended or prolonged pursuits. Officers operating an unmarked or specialty vehicle shall instead request assistance

from a pursuit rated marked patrol vehicle and shall terminate active involvement once marked patrol vehicles are able to assume the primary pursuit role. (41.2.2.e). Any pursuit in a vehicle that is not equipped with audible and visual signaling devices required of emergency vehicles is not protected by MD Code, Transportation, § 22-218.

- F.** Throughout the course of a vehicular pursuit, pursuing officers shall not attempt to overtake or pass the violator's moving vehicle.
- G.** During the course of a pursuit and when approaching an intersection controlled by traffic signals or signs, or any other location at which there is a substantially increased likelihood of collision, the pursuing officers shall, prior to entering the intersection, reduce the vehicle's speed and control the vehicle so as to avoid collision with another vehicle or pedestrian. The officer shall observe that the way is clear before cautiously proceeding through the intersection. At all other times, including an attempt to close the distance prior to the initiation of a pursuit and upon the termination of a pursuit, officers shall observe the applicable laws governing the right of way at intersections and other locations.
- H.** Officers involved in a pursuit shall not engage in vehicle paralleling; pursuing vehicles must stay behind the eluding vehicle and on the same roadway.
- I.** Officers involved in a pursuit shall not engage in any vehicle contact action except as a last resort to prevent imminent death or serious injury to the officer or another person where deadly force would otherwise be justified, as provided in Section V.
- J.** Officers must utilize seat belts at all times while the police vehicle is in pursuit.
- K.** If it becomes necessary for pursuit officer(s) to leave their patrol vehicles to continue the pursuit on foot, officers shall:
 - Immediately notify central communications of their location and announce that a foot pursuit has commenced, including the general direction of flight, and follow JHPD Directive #410, Foot Pursuits, and;
 - Consider taking a flashlight, even during daylight hours, in case the foot pursuit enters a darkened building;
 - Turn off the patrol unit, remove the keys, and if possible, lock the car.
 - Keep central communications current on their status and location during the dismounted pursuit;
 - Approach all darkened areas and blind corners with

utmost caution;

- If radio contact is lost or the portable radio unit becomes disabled, return to the police vehicle.

III. Primary Pursuit Officer Responsibilities (CALEA 41.2.2.c)

- A. The decision to initiate and/or continue a vehicular pursuit requires weighing the need to immediately apprehend the violator against the degree of risk to which the officer and others are exposed as a result of the pursuit.
- B. Throughout the pursuit, the primary pursuing officer shall continuously evaluate the totality of circumstances in light of the requirements of Sections I, II and IV of this Directive to determine if the imminent threat of serious physical harm posed by the suspect, if not immediately apprehended, outweighs the risk of imminent physical harm to others posed by the pursuit.
- C. To diminish the likelihood of a pursuit, officers intending to stop a vehicle for any violation of the law shall, when possible and without creating a substantial threat to the public safety, close the distance between the two vehicles prior to activating the emergency lights and audible device. Officers shall recognize that while attempting to close the distance and prior to the activation of emergency lighting/audible equipment, they are subject to all motor vehicle laws governing the right of way.
- D. Upon commencement of a pursuit and regardless of the time of day, the primary pursuing officer shall immediately activate emergency lights, audible device, and headlights.
- E. At the earliest time possible, when the primary pursuing officer anticipates that pursuit might be required, or initiates a pursuit, the primary pursuing officer shall immediately activate all emergency lights, siren, headlights, motor vehicle recorder (MVR), and body worn camera (BWC).
- F. The primary pursuing officers shall maintain a safe distance from the violator's vehicle in order to have adequate time to facilitate evasive maneuvers and reduce the potential of a rear end collision that could possibly disable their police vehicle or deploy their air bag.
- G. The primary pursuing officer is responsible for the immediate radio transmission to dispatch at the initiation of the pursuit and the decision to abandon or terminate the pursuit until relieved of this responsibility by the supervisor.
- H. The primary pursuing officer shall notify the dispatcher that a Vehicle Pursuit has been initiated, commencing with a request for priority radio traffic and for the BPD to respond. As soon as practicable, the primary pursuing officer shall provide information including, but not limited to:

- Location, direction of travel, and estimated speed of the eluding vehicle.
 - Description of the eluding vehicle including year, make, model, and license plate number, if known.
 - Reason for the pursuit.
 - Use of firearms, threat of force, violence, injuries, hostages, or other safety hazards.
 - Number, identity, and description of occupants in the eluding vehicle.
 - Weather, road, and traffic conditions.
 - Need for any additional resources or equipment.
 - Identity of other law enforcement agencies involved in the pursuit.
 - The pursuing officer(s) shall have a continuing duty to update the supervisor and dispatch on the above information as the incident develops.
 - Failing to adequately provide any of the above information shall cause the supervisor monitoring the pursuit to consider ordering the termination of the pursuit.
- I.** In the event that the pursuit is terminated by a supervisor or otherwise, the primary pursuing officer shall immediately terminate the pursuit and follow Section IV below.
- J.** If the eluding vehicle is lost to the primary pursuing officer, the officer shall cause the pursuit to be terminated and shall be responsible for providing all available information through radio communication that would assist in locating the eluding vehicle.
- K.** If BPD or another police agency joins the pursuit, the primary pursuing officer shall relinquish control of the pursuit to the other agency.
- L.** In the event that the primary pursuing officer relinquishes control of the pursuit to BPD or another agency, all JHPD officers shall discontinue their pursuit.
- M.** The primary pursuing officer is responsible for communicating to the outside agency taking control of the pursuit all information regarding the pursued vehicle and its occupants known to the pursuing officer, including but not limited to:
- Reason for the pursuit.
 - Use of firearms, threat of force, violence, injuries, hostages, or other safety hazards.
 - Behavior of the pursued vehicle, before or during the pursuit, that led the

officer to reasonably believe that the suspect poses an imminent threat of serious bodily harm to the public.

- The application of force by any officer assuming control of the pursuit, and their continued pursuit action, will be assessed based on the information that they knew or were aware of at the time. Information that is not known to the officer using force or continuing the pursuit cannot be considered when assessing their individual actions.

IV. Secondary Unit Pursuit Responsibilities (CALEA 41.2.1.d)

- A. The secondary pursuing officer shall report by radio as soon as possible that they have joined the pursuit. This provides the supervisor with the information that the pursuit team is complete.
- B. At the earliest time possible, when the primary pursuing officer anticipates that pursuit might be required, or initiates a pursuit, the secondary pursuing officer shall also immediately activate all emergency lights, siren, headlights, MVR, and BWC.
- C. The secondary pursuing officers shall maintain a safe distance behind the primary unit in order to assist when necessary or take control if the primary unit is unable to proceed.
- D. The secondary pursuing officer must exercise maximum radio discipline and refrain from making unnecessary transmissions unless the primary pursuing officer is a one-officer unit and requests that the secondary officer assumes control of communications. The secondary pursuing officer may communicate location, hazards, and conditions related to the pursuit, as necessary.
- E. In the event that the primary pursuing officer is unable to proceed with the pursuit or provide radio communications to the supervisor, the secondary pursuing officer may assume the role of primary pursuing officer and request that another secondary unit be assigned to the pursuit.
- F. The secondary pursuing officer shall use a different siren sound (e.g., wail or yelp) than the primary pursuing officer.
- G. The secondary pursuing officer shall serve as backup to the primary pursuing officer once the eluding vehicle has been stopped.

V. Pursuit Intervention Techniques (CALEA 41.2.3)

- A. The use of a JHPD vehicle by an officer to ram another vehicle is strictly prohibited, unless deadly force is authorized, pursuant to JHPD Directive #402, Use of Force. In such case, an officer may use a ram technique as a last resort, if: (CALEA 4.1.2, 41.2.3.a)

- The eluding vehicle is being operated in such a manner as to pose an imminent threat of death or serious bodily injury to officers or others; and
 - Insufficient time exists to resort to other alternatives; for example:
 - o The operator of the eluding vehicle is using the vehicle for the purpose of a mass casualty event or to deliberately strike pedestrians.
 - The use of non-departmental vehicles by officers in Pursuit Interventions Tactics is strictly prohibited, except in the immediate defense of human life to stop an active assailant, prevent a mass casualty event, or prevent the eluding vehicle from striking pedestrians.
- B.** Intentional vehicle-to-vehicle contact is a use of force that officers must report as directed in JHPD Directive #407, Use of Force Reporting, Review, and Assessment.
- C.** The use of JHPD vehicles as a roadblock by officers is strictly **prohibited**. (CALEA 41.2.3.a)
- The stationary placement of a JHPD vehicle to protect an accident or crime scene shall not be considered a roadblock.
 - Boxing in or heading off a violator's moving vehicle by officers is strictly **prohibited**.
- F.** As stated in JHPD Directive #402, Use of Force, shooting from a moving vehicle by officers is PROHIBITED, except for the following limited circumstances:
- As a last resort, to counter an immediate threat of death or Serious Physical Injury to the officer or another person from a person in the vehicle using means other than the vehicle.
 - When the vehicle is intentionally being used as a deadly weapon and all other reasonable means of defense have been exhausted.
 - Officers shall not position themselves in the path of a moving vehicle where they have no option but to use Deadly Force/Lethal Force.
 - When the driver is attempting to use the vehicle as a weapon of mass destruction in an apparent terrorist or mass casualty attack.
 - Shooting or firing at a moving vehicle is prohibited under this directive for the following reasons:
 - o To avoid unnecessarily endangering innocent persons, both when inside the vehicle and in the vicinity.
 - o Bullets fired at a moving vehicle are extremely unlikely to disable

- o or stop the vehicle.
 - o Disabling the driver of a moving vehicle creates unpredictable circumstances that may cause the vehicle to crash and injure other officers or innocent bystanders.
 - o Moving to cover allows an officer to gain and maintain a superior tactical advantage and maximizes officer and public safety while minimizing the need for deadly or potentially deadly force.
- G. The use of tire deflation devices by officers to stop a fleeing vehicle is prohibited.

VI. Terminating a Pursuit (CALEA 41.2.2.h.i)

- A. A decision to terminate pursuit in most instances will be the most rational means of preserving the life and property of the public, officers, and occupants of the vehicle being pursued. Pursuit may be terminated by the pursuing officer, the on-duty patrol supervisor, or any other JHPD supervisor or manager at any time.
- B. A vehicle pursuit shall be immediately terminated in any of the following circumstances:
- When the speed of the pursuit is too dangerous to justify the continued course of action.
 - Weather or traffic conditions substantially increase the danger of pursuit beyond the value of apprehending the suspects;
 - The pursuing officer loses visual contact with the violator or the distance between the pursuing officers and eluding vehicle is so great that further pursuit is futile;
 - Pursuing vehicles lose radio contact with the JHPD dispatcher or city 911 operator;
 - In the opinion of the pursuing officer(s) or the supervisor, the level of danger created by the pursuit to the lives and property of the public, the officer, or the pursued suspects is greater than the value of apprehending; or
 - When a supervisor directs the pursuit to be terminated.
- C. Pursuing officers may terminate a pursuit any time they believe that the danger to the officer(s) or the public outweighs the necessity for immediate apprehension of the eluding driver, even if not directed to terminate the pursuit.
- D. Factors that officers shall consider, both individually and collectively, when deciding to terminate a pursuit include but are not limited to:
- If there is a person(s) injured during the pursuit and there are no other

personnel able to render immediate medical assistance.

- The distance between the pursuing vehicle and the eluding vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time or distance.
- The eluding vehicle's location is no longer definitively known.
- The pursuing vehicle sustains damage or a mechanical failure that renders it unsafe to drive.
- The pursuing vehicle's emergency lighting equipment or siren becomes partially or completely inoperable.
- When the identity of the eluding driver is known and it does not reasonably appear that the safety needs for immediate capture outweigh the risks associated with continuing the pursuit.
- When pursuit requires that the officer(s) drive in a manner which exceeds the performance capabilities of the pursuing vehicles or the officer(s) involved in the pursuit.

E. Primary and secondary pursuing officers terminating a pursuit shall immediately:

- Call out their location and mileage to dispatch and record the same information on their BWC,
- Turn off the vehicle's lights and sirens, and
- Immediately pull over or take the nearest right turn in order to safely pull over and remain until a supervisor responds to the location.
 - o This is to allow officers' psychological and physiological conditions to normalize. Officers should remain parked until their conditions normalize.

F. Officers that have terminated a pursuit will then return to normal patrol duties after the supervisor returns them to service and shall not follow the eluding vehicle (this supports public safety as the suspect may believe they have lost the pursuing officers and may slow down, removing the risk to the public).

VII. Approaching a Vehicle After a Pursuit (CALEA 41.2.2.h.i)

- A. Officers approaching a vehicle at the conclusion of a pursuit shall approach with caution and shall follow procedures for high-risk traffic stops contained in JHPD Directive #442, Traffic Control and Enforcement. In addition, officers should:
- Avoid standing in front of or behind the suspect's vehicle.
 - Avoid standing between the stopped vehicle and any fixed objects;
 - Avoid standing between the vehicle's occupants and any other officer(s)'

line of sight who may be providing cover with an issued firearm;

- B.** The primary officer should order the driver (and passengers, if any) to show their hands, preferably palms facing up on the windshield, and:
- Order the driver to turn off the vehicle and toss the keys from the driver's side window (if able);
 - Continue approaching the vehicle with extreme caution, being aware of sudden movement by either the driver or passenger(s);
 - Maintain weapons discipline;
 - Order the driver and passenger(s) to exit the vehicle one at a time and lie face down on the ground with arms extended, palms up;
 - Sit the subjects, if handcuffed and as soon as practicable, upright to minimize positional asphyxia.
- C.** Render first aid to the driver and/or passengers, as needed.
- Request Emergency Medical Service responders if any intervention technique was applied or any force used.

VIII. Inter-Jurisdictional Restrictions & Considerations (CALEA 41.2.2.h.j)

- A.** Additional support, including but not limited to air support should always be requested from the BPD at the onset of the pursuit. Once a BPD vehicular or aerial unit joins the pursuit, the JHPD primary pursuing officer shall request that the BPD unit assume control of the pursuit, relinquish control to BPD, and cease pursuing.
- B.** If BPD declines to assume control of the pursuit, then the pursuit shall be immediately terminated.
- C.** Due to communications limitations between other local law enforcement agencies, a request for another outside agency's assistance, besides BPD, also requires the outside agency to assume responsibility for the pursuit once the pursuit enters a foreign jurisdiction.
- D.** If the outside agency declines to assume control of the pursuit, the pursuing officers shall terminate the pursuit.
- E.** Any pursuit that goes outside of the JHPD's jurisdiction shall be immediately relinquished to BPD or other agency with primary jurisdiction, and officers shall terminate their pursuit once the other agency has assumed control. Any pursuit that an outside agency refuses to take control of outside of JHPD's jurisdiction shall be immediately terminated.

- F. Due to JHPD's limited jurisdiction, officers shall not join or assume control of a pursuit initiated by another agency. Officers are strictly prohibited from joining any pursuit being conducted of an outside agency, even those within JHPD's jurisdiction.
- G. Any request to assist or take over a pursuit from another agency that has entered Baltimore City, including those in JHPD's jurisdiction, shall be referred to BPD.

IX. Police Officers Not Involved in the Pursuit (CALEA 41.2.2.e)

- A. Officers not involved in or assigned to the pursuit shall remain in their assigned areas and shall not parallel the pursuit route or become involved with the pursuit unless directed to do otherwise by a supervisor.
- B. Additional officers are generally prohibited from joining the pursuit without the express permission of the authorizing supervisor, but these units shall remain alert to the progress and location of the pursuit.
- C. When authorized by a supervisor, uninvolved officers may use police vehicles and emergency equipment along the pursuit path to keep intersections clear of vehicular and pedestrian traffic to protect the public. Those officers shall account for the tactical positioning of their vehicle to avoid additional collisions and collateral damage from the pursuit.
- D. Police vehicles other than those belonging to the primary and secondary officers shall not travel in line together (caravan) during a pursuit, unless specifically authorized by the supervisor.
- E. Police vehicles other than the primary and secondary pursuing vehicle shall stay clear of the pursuit but remain alert to its progress and location through the continual use of communication by radio by the pursuing officers.

X. Reporting Requirements (CALEA 41.2.2.k, 41.2.3.e)

- A. All vehicle pursuits, including the use of any intervention technique, will be reported on a Vehicle Pursuit Report by the primary and secondary pursuing officers.
- B. The primary and secondary pursuing officer must also complete an incident report detailing the totality of the circumstances of the pursuit.
- C. All officers and supervisors who participate in a pursuit or any pursuit intervention technique shall tag and download BWC data in accordance with JHPD Directive #433, Body-Worn Cameras. Police officers who did not activate

their BWC during the pursuit shall submit a supplemental report detailing their actions.

- D. Intentional vehicle-to-vehicle contact and force applied in the arrest of the eluding operator are uses of force that officers must report as directed in JHPD Directive #407, Use of Force Reporting, Review, and Assessment.

XI. Supervisor Responsibilities (CALEA 41.2.2.g, 41.2.3.d)

- A. A non-pursuing supervisor shall manage control over all Vehicle Pursuits involving supervised officers.
- B. Upon being notified or becoming aware of the pursuit, the supervisor shall request that the primary pursuing officer provide them all of the relevant information, and decide as quickly as possible whether or not the pursuit shall be permitted to continue, consistent with the pursuit authorization requirements and prohibitions above, and shall broadcast that decision over the police radio channel by declaring “pursuit authorized” or “terminate pursuit.”
 - In addition, if the supervisor decides to authorize the pursuit, the supervisor shall broadcast the underlying reason for authorizing the pursuit (e.g., “Pursuit authorized for active shooter”).
- C. The supervisor shall order a pursuit terminated at any time if they conclude that the danger to the pursuing officer(s) or the public outweighs the necessity for immediate apprehension of the violator.
- D. When terminating a pursuit, the supervisor shall use the following language: “The pursuit is terminated. All JHPD officers shall immediately deactivate emergency mode, stop, and call out your unit number and location.”
- E. The supervisor shall order the pursuit terminated if the suspect’s identity is established to the point where later apprehension may be accomplished and where there is no imminent threat to public safety.
- F. In recognition of the overall population density and volume of vehicular traffic in the city of Baltimore, and the increased risk attendant to prolonged vehicular pursuits, a supervisor shall order the termination of any pursuit of protracted duration unless the supervisor determines that further pursuit is justified to respond to an imminent threat to public safety.
- G. The supervisor shall ensure, for the duration of the pursuit, that this Directive and agency procedures are followed by all officers.
- H. The supervisor shall verify that the registration number of the vehicle being pursued, when provided, is immediately checked through METERS/NCIC for

any wants or holds and ensure that the jurisdiction where the vehicle is registered is contacted to determine if the vehicle had recently been reported stolen or has any wants or holds.

- I. The supervisor shall deny or approve any requests for pursuit interventions, pursuant to this policy. (CALEA 41.2.3.d)
- J. In evaluating the request by a primary pursuing officer to apply a pursuit intervention, the supervisor shall request that:
 - the pursuing officer identify the totality of the circumstances that supports their belief that, if the pursuit is not immediately ended through intervention, the suspect poses an imminent threat of serious bodily harm or death to the officer or the public.
 - If authorized, the supervisor must articulate over the radio the intervention authorized and the imminent threat it is authorized to end.
- K. The supervisor shall complete an incident report documenting their actions related to any pursuit and reason.
 - Supervisors will be held strictly accountable for maintaining command and control of a pursuit and for the emergency response conduct of their subordinates.
- L. When a pursuit has been terminated, the supervisor shall verify mileage and time of termination with Communications and pursuing officer(s) and respond to the location where the pursuit was terminated.

XII. Shift Commander (CALEA 41.2.2.g)

- A. Upon becoming aware that a pursuit has been initiated, the shift commander, if not a pursuing officer, shall monitor and continually assess the pursuit and ensure it is conducted within the requirements of this Directive.
- B. The Shift Commander has the final responsibility for the coordination, control, and termination of a Vehicle Pursuit and shall be in overall command and may take command from the supervisor. If the shift commander assumes control, they must clearly articulate their control on radio.
- C. Once the shift commander assumes control, they assume all duties and responsibilities of the supervisor above.

XIII. Communications Center (CALEA 41.2.2.f)

- A. Upon notification that a pursuit has been initiated, the dispatcher shall:

- Clear the radio of non-emergency communications and divert non-pursuit related communications to another radio channel, if possible.
 - Notify a patrol supervisor or commander of the pursuit.
 - Coordinate pursuit communications of the involved officers.
 - Broadcast pursuit updates as well as other pertinent information, as necessary, to other units and agencies.
 - Notify and coordinate with BPD, and other involved and affected agencies.
 - Notify the Shift Commander of the pursuit.
- B.** Dispatchers shall ensure all officers participating in the pursuit are logged into Computer Aided Dispatch (CAD).
- Obtain criminal record and vehicle checks of the pursued vehicle and any suspects;
- C.** Dispatchers shall ensure that pursuit radio communications are conducted on the appropriate channel most accessible to participating agencies, including BPD.
- Acknowledge all radio transmissions from field units;
 - Rebroadcast pertinent radio transmissions to field units, if necessary;
 - When necessary, instruct pursuing officers to switch to an appropriately accessible channel.
- D.** Communications shall notify the BPD, Maryland State Police, and/or other law enforcement agencies if it appears that the pursuit may enter another jurisdiction.
- E.** Perform other duties as directed or required.

XIV. Training (CALEA 41.2.2.m, 41.2.3.c)

- A.** The Public Safety Training Section shall ensure that all officers have reviewed this directive and successfully completed the Emergency Vehicle Operations Course and pursuit training, including training regarding pursuit intervention techniques upon hire.
- All communications personnel shall receive training on their responsibilities related to vehicle pursuits upon hire.
- B.** When necessary, the Training Section shall provide a remedial Emergency Vehicle Operations course for officers.
- C.** This directive requires documented annual review by all officers and communications personnel which will be accomplished through PowerDMS® workflow. (CALEA 41.2.2.n)

XV. Pursuit Assessment and Review (CALEA 41.2.2.k)

- A. All Vehicle Pursuit Reports shall be forwarded through the chain of command to the Deputy Chief and the Director, Public Safety Accountability Unit (PSAU) for administrative review, along with the incident report and use of force report, if required.
- B. All reports will then be forwarded to the Chief of Police, Chief Risk Officer, Public Safety Training Section and the JHU General Counsel. (CALEA 41.2.2, 41.2.3)
- C. PSAU shall evaluate the totality of the circumstances of each pursuit, and shall consider and address the following:
 - Considerations and decisions of the pursuing officers and the supervisors,
 - Training adequacy and/or recommendations,
 - Command presence of supervision,
 - Adherence to policy and procedures, and
 - Adequacy of procedures for vehicle pursuits, and pursuit intervention techniques.
- D. Completed pursuit evaluations, the accompanying Vehicle Pursuit Report(s), and PSAU recommendations shall be submitted to the Performance Review Board (PRB).
- E. Any identified failure to adhere to this or other JHPD directives by any officer will be reported and investigated in conformance with JHPD Directive #350, Complaints Against Police Personnel.

XV. Annual Analysis of Pursuits (CALEA 41.2.2.1.)

- A. Each January, the Deputy Chief of Police will conduct an evaluation of all vehicle pursuit occurrences for the previous calendar year, including the use of pursuit intervention techniques to identify patterns or trends that indicate the need for policy or training modifications and/or other considerations.
 - The Deputy Chief of Police shall lead an evaluation and review of pursuit reports, this directive, and JHPD pursuit reporting procedures. The following personnel will participate: Patrol Commander, Director of PSAU, the Training Director, Lieutenant, Sergeant, and Officer, the JHU Chief Risk Officer (or designee) and the JHU General Counsel (or designee).
 - The PSAU along with the JHU General Counsel (or designee) will prepare a report documenting the annual analysis of pursuits, identifying any problems or trends that may indicate additional training needs, policy modification, and/or other remedial measures.

B. The completed evaluation and analysis report and any proposed policy or training modifications will be submitted to the Chief of Police, the JHU Vice President of Public Safety, and the review officers; and

- All recommendations accepted by the Chief of Police and the VP of Public Safety shall be implemented within 120 days of the report.

Policy Enforcement

Enforcement	Police Department managers and supervisors are responsible for enforcing this Directive.
Reporting Violations	Suspected violations of this directive should be reported to the Public Safety Accountability Unit.

Related Resources

University Policies and Documents
Personnel Procedure #350, Complaints Against Police Personnel Operational Procedure #402, Use of Force Operational Procedure #407, Use of Force Reporting, Review, and Assessment
External Documentation
Police Department Forms and Systems
https://powerdms.com/ui/login

Contacts

Subject Matter	Office Name	Telephone Number	E-mail/Web Address
Policy Clarification and Interpretation			