

## 2.120 OFF-CAMPUS VEHICLE OPERATIONS

A. Except as described in this section, employees who need to leave the immediate vicinity of campus will request supervisor or above approval, and if approved, inform Communications when they leave and return to the area. This requirement:

1. Ensures appropriate staffing is maintained on-campus;
2. Enhances employee safety; and
3. Assists with fleet management.

B. Patrol personnel do not need permission for off-campus travel if they are:

1. Traveling on concurrent jurisdictional roadways;
2. Assigned to respond to off-campus destinations by Communications or superiors;
3. Responding to requests from allied agencies;
4. Engaged in fresh pursuit of violators; or
5. Handling emergencies consistent with

### 1.125 Extrajurisdictional Authority Operations.

C. Employees who are assigned to non-patrol duties and need to travel off-campus will give their supervisors information about the destination, purpose, and duration of off-campus travels.

D. University fleet vehicles will be used to conduct off-campus agency business unless:

1. A police vehicle is required;
2. Fleet vehicles are unavailable; or
3. Commanders grant permission to do otherwise.

E. Out-of-state vehicle use must be preapproved by the Chief.

## 2.122 TOW STRAPS

A. The agency's four-wheel drive vehicles are supplied with tow straps and will be used only:

1. When the university's auto shop personnel are not available to tow police vehicles;
2. To assist this and allied law enforcement agencies upon their request to dislodge police vehicles stuck in snow or mud; and
3. To tow vehicles only the distance necessary to dislodge stuck police vehicles so they can maneuver under their own power.

B. Officers needing to use tow straps will:

1. Ensure supervisors are notified and requested to respond to incident scenes;
2. Ensure Communications documents the usage in CAD as an "assist motorist"; and
3. Complete agency reports only when vehicles are damaged. Reports must contain information that includes, but is not limited to:
  - a. Vehicles stuck;
  - b. Vehicles used to dislodge stuck vehicles;
  - c. How vehicles became stuck;
  - d. Whether or not the use of tow straps was successful and if not, how vehicles were eventually dislodged; and
  - e. Description of the damages that were caused to the vehicles involved.

C. In order to use the tow straps, officers will:

1. Examine the straps to ensure they are not cut, worn, or damaged;
2. Connect the strap ends only to vehicle frames;
3. NOT attach the strap ends to bumpers or ball hitches;
4. Protect the straps from sharp edges, especially bumper edges, by using rags or other similar protective materials;
5. Ensure no one is within snap-back range if the strap breaks;
6. Tension the straps slowly, without jerking;
7. Attempt to dislodge vehicles; and
8. Clean mud, snow, etc. off the straps before re-rolling and storing the straps back in the four wheel drive vehicles.

D. Supervisors will:

1. Respond to incident scenes;
2. Determine if tow straps are to be used; and
3. Ensure reports and CAD entries are completed as required.

## 2.124 RESPONSE PROCEDURES (41.2.1)

A. Officers may use vehicle emergency equipment consistent with **TR § 21-106** when:

1. Warning persons of hazardous conditions;
2. Signaling drivers and pedestrians that emergency conditions exist and the right-of-way should be relinquished to emergency vehicles;
3. Directing the movement of persons, animals, or vehicles;

4. Engaging in pursuits of criminal or traffic violators;
  5. Stopping or attempting to stop criminal or traffic violators;
  6. Responding to emergency calls; or
  7. Assisting motorists parked / stopped in hazardous locations.
- B. Officers driving emergency vehicles consistent with the conditions and privileges stated in **TR § 21-106** are not relieved from their duty to drive with due regard for the safety of all persons.
- C. Sirens will be used simultaneously with emergency lights when officers are involved in pursuits, responding to emergency calls, signaling violators to stop, etc.
- D. Only those employees who are assigned to, or obtain permission to respond to, calls for service will respond to incident scenes.
1. Supervisors are responsible for ensuring that no more units that are necessary respond to, or remain at, incident scenes.
  2. When supervisors or on-scene units advise that there are sufficient units on the scene, all other units will ensure they stay in service and do not respond to incident scenes.

#### **2.124.02 Response Modes**

- A. A routine response:
1. Involves non-emergency vehicle operations in compliance with all traffic laws;
  2. Is the response mode for most calls for service;
- B. An emergency response involves the operation of emergency equipment consistent with TR § 21-106. Officers may use an emergency response mode for calls for service that may involve:
1. The actuality or threat of serious injuries or death to persons;
  2. Serious public hazards;
  3. In-progress crimes against persons or property; or
  4. Recently occurred crimes with suspects on or near crime scenes.
- C. Officers must consider:
1. Safety of citizens and property;
  2. Type and seriousness of possible violations or crimes;
  3. Degree of danger to others;

4. Possibility of apprehensions;
  5. Proximity to the scene;
  6. Number and locations of other responding officers;
  7. Locale, road, traffic, and weather conditions;
  8. Types of police vehicles being used;
  9. Conditions of police vehicles; and
  10. Existence of more immediate obligations, such as continuing prisoner transportation versus responding to unverified hold-up alarms.
- D. Supervisors:
1. Will monitor their personnel;
  2. Have the authority to upgrade or downgrade responses as necessary; and
  3. Control the number of vehicles responding to incidents.

#### **2.126 VEHICLE ESCORTS (61.3.3)**

- A. Emergency escorts of vehicles are generally prohibited with exceptions noted herein.
1. Any allowed emergency escorts will be made using:
    - a. Only marked vehicles with emergency lights and sirens activated; and
    - b. The same caution and due care as during any other emergency response.
  2. Vehicles may be given emergency escorts when:
    - a. Operators of the other emergency vehicles are not familiar with destination routes;
    - b. The emergency equipment of other emergency vehicles to be escorted is inoperative; or
    - c. Expediting the movement of supplies or personnel during emergencies.
  3. Non-emergency vehicles may be provided emergency escorts only:
    - a. When officers believe it is necessary to prevent the loss of life of another because:
      - (1) Calling for EMS assistance is impractical; or
      - (2) Transferring sick or injured persons into police vehicles would aggravate the patients' conditions; and

- b. At speeds that are reasonable and prudent for the drivers of non-emergency vehicles to safely follow emergency vehicles through traffic, roadway, and weather conditions.
- B. Unless otherwise specified by the Chief or commander for the patrol function, the officer responsible for special events planning is responsible for:
  - 1. Planning and coordinating escorts for special events, parades, over-sized loads, public officials, dignitaries, funerals, hazardous or unusual cargo, etc. occurring on campus roadways; and
  - 2. Working with representatives from Baltimore County for planning and coordinating escorts that involve campus and county roadways.
- C. Escort planning activities include, but are not limited to ensuring that:
  - 1. Persons requesting escorts possess any required permits and/or authorizations.
  - 2. Escorts are coordinated with minimal interference to normal traffic patterns;
  - 3. Trip routes and maximum speeds are established in advance;
  - 4. Any necessary point traffic control is established to ensure safe passage; and
  - 5. Escort OICs are designated according to the complexity of the escort services being provided to ensure the safety of motorists and persons involved in escorts is maintained.
- D. On-duty patrol supervisors may approve non-emergency escorts if the dynamics of escort situations did not allow for pre-coordination with the agency.
- E. Officers and aides are permitted to give routine escorts within the agency's jurisdiction to motorists who are lost, need directions, etc.

#### **2.128 VEHICLE PURSUITS (41.2.2)**

- A. The directives contained in this series places reasonable limits and conditions on officers' statutory authority to pursue misdemeanor SUSPECTS to the state line and felony SUSPECTS across state lines.
- B. Vehicle pursuit situations exist when police officers actively attempt to apprehend persons who exhibit clear intentions to flee, elude, or evade apprehension by:

- 1. High speed driving;
- 2. Making evasive maneuvers; or
- 3. Otherwise continuing to drive, but willfully failing to stop upon police signals.
- C. Officers will not:
  - 1. Initiate or continue pursuits if they believe pursuits would unnecessarily endanger property, officers, violators, or innocent citizens; or
  - 2. Pursue auto theft suspects outside of the state unless there is a reasonable belief that other felony crimes are involved.
- D. Only officers operating authorized emergency motor vehicles may participate in vehicle pursuits.
- E. Police vehicles carrying civilian observers, detainees, or other non-agency personnel are prohibited from participating in pursuits unless failure to initiate OR ASSIST WITH pursuits would pose immediate risks of death or great bodily harm to others.
- F. Units will not pass each other except as planned and coordinated over the radio or for safety reasons made necessary by unexpected movements of any vehicle.

#### **2.128.02 Pursuit Factors (41.2.2.a)**

- A. Participating in pursuits must be weighed against the agency's mission and values.
- B. Pursuit justifications must be limited to what reasonably appears to be known or perceived by officers at the time they decide to pursue. Facts unknown to officers cannot be considered in later determining whether pursuits were justified.
- C. Risk factors that must be considered when deciding to initiate, continue, or terminate pursuits include, but are not limited to:
  - 1. **Low risk** factors:
    - a. Clear weather;
    - b. Dry roads;
    - c. Light traffic density;
  - 2. **Medium risk** factors:
    - a. Medium traffic density;
    - b. Reduced visibility or illumination;
    - c. Additional traffic violations committed;
    - d. Suspects' identities are known;
  - 3. **High risk** factors:
    - a. Pursuit by allied agency;

- b. Pursuits into residential, school, or commercial areas;
- c. Traveling against the flow of traffic;
- d. Poor visibility or illumination;
- e. Reckless / wanton vehicle operation;
- f. Heavy traffic;
- g. Curves in roadway;
- h. Hit and run accidents involving pursued vehicles;
- i. Pedestrian traffic;
- j. Frequent intersections;
- k. Narrow roadways;
- l. Excessive speed; and
- m. Inclement weather.

- D. Probability factors to be considered when deciding to initiate, continue, or terminate pursuits include, but are not limited to:
  1. Probable cause must exist to believe crimes have been or are being committed;
  2. Possibility of apprehensions;
  3. Conditions of police vehicles;
  4. Training and expertise of officers;
  5. Reasonable expectations that vehicles and/or drivers can be identified later.
- E. Officers and their superiors will consider and use the information in the following chart to assist them in determining whether or not to initiate, continue, or terminate pursuits.

Offense Seriousness	Risk Factors		
	Low	Medium	High
Felonies where officers have probable cause to believe that serious harm or death has been or will be inflicted if apprehensions are not made.	May Pursue	May Pursue	May pursue, but must discontinue when risks exceed the known threats to public safety by the perpetrator if capture is delayed.
Other crimes where officers have probable cause to believe that serious harm or death may be or has been inflicted if apprehensions are not made	May Pursue	May Pursue	May pursue, but must discontinue if risks exceed the seriousness of the offenses.
All other crimes	May Pursue	May pursue, but must discontinue if risks exceed the seriousness of the offenses.	<b>Do Not Pursue or Discontinue Pursuit</b>
All other traffic or civil violations.	May pursue, but must discontinue if risks exceed the seriousness of the offenses.	<b>Do Not Pursue or Discontinue Pursuit</b>	<b>Do Not Pursue or Discontinue Pursuit</b>

**2.128.06 Number of Vehicles Involved in Pursuit**

- A. Pursuits will normally involve a maximum of two pursuing vehicles – a primary unit and a secondary unit.
- B. Pursuing units may request more units be approved to participate in pursuits. Supervisors or above may approve that additional units participate in pursuits only if it can be reasonably anticipated that the additional units will provide effective support or assistance.
- C. Pursuing units will become secondary units when units from allied agencies with primary jurisdiction enter the pursuits.

**2.128.08 Vehicle Use Restrictions (41.2.2.d)**

- A. Vehicles may be used in pursuits only if they have been designated as emergency vehicles consistent with the Transportation Articles and are equipped with emergency lights and sirens.
- B. Specialized vehicles, such as vans or unmarked vehicles may be used as primary pursuit vehicles only until marked cruisers assume primary pursuit roles. Officers driving specialized vehicles will cease active pursuit when sufficient marked cruisers become secondary units.

**2.128.10 Primary Officer's Responsibility**  
(41.2.2.b)

When initiating pursuits, primary officers will:

- A. Activate and use emergency lights and sirens throughout pursuits;
- B. Make notifications to Communications relating to:
  1. Unit or ID numbers;
  2. Pursuit is in progress;
  3. Location, direction of travel, and speed;
  4. License number and description of suspect vehicle;
  5. Number & description of occupants; and
  6. Reasons for pursuits;
- C. Transmit pursuit progress updates; and
- D. Terminate pursuits as appropriate or ordered.

**2.128.12 Secondary Officers' Responsibilities**  
(41.2.2.c)

Secondary officers involved in pursuits will:

- A. Activate and use emergency lights and siren throughout pursuits;
- B. Make notifications to communications relating to:
  1. Unit or ID numbers; and
  2. Their participation as secondary units;
- C. Assume positions of support to the rear of primary officers;
- D. Ensure on-duty patrol supervisors are notified of pursuits;
- E. If requested, take over primary responsibilities for pursuit progress communications;
- F. Assist with arrests if apprehensions are made; and
- G. Terminate pursuits as appropriate or ordered.

**2.128.14 Supervisor's Responsibility** (41.2.2.f)

On-duty patrol supervisors will:

- A. Assume command of pursuits;
- B. Not relinquish command until pursuits are concluded, canceled, or until they are relieved by a commander;
- C. Monitor pursuits for adherence to agency directives;
- D. Maintain control of pursuits by considering:
  1. Type, nature, and severity of crimes;
  2. Risk and probability factors;
  3. Whether or not radio communications can be maintained with pursuing units;

4. Number of personnel needed to safely affect arrests;
  5. Numbers of occupants in suspect vehicles;
  6. Possession and type of weapons;
  7. Requests by pursuit units for additional units;
  8. Violence exhibited by suspects;
  9. Personnel resources necessary to make arrests at the conclusion of pursuits;
  10. Other clear and articulable facts that would warrant continuing or cancelling pursuits.
- E. Ensure notifications are made to other jurisdictions;
  - F. USE RADIO RESOURCES TO ENSURE APPROPRIATE ALLIED AGENCIES ARE informed of the conduct and progress of the pursuit; and
  - F. Determine the merits of pursuits as the officer ultimately responsible for the decision to continue or discontinue pursuits.

**2.128.16 Communication's Responsibility**  
(41.2.2.e)

Communications personnel will:

- A. Order radio silence except for units involved in pursuits;
- B. Control all radio communications and clear the radio channel of all non-emergency traffic;
- C. Run TTY and CAD/RMS inquiries on vehicles and suspects;
- D. Notify on-duty patrol supervisors of pursuits; and
- E. USE RADIO RESOURCES, SUCH AS RADIO PATCHES, TO notify and maintain communications with allied agencies when pursuits enter other jurisdictions or as other pursuits enter this agency's jurisdiction.

**2.128.18 Other Agency Pursuit into Jurisdiction** (41.2.2.i)

- A. Communications personnel will USE RADIO RESOURCES, SUCH AS RADIO PATCHES to establish and coordinate communications between agencies when other agencies pursue vehicles into this agency's jurisdiction.
- B. Officers will attempt to locate and, if practical, assist with other agency's pursuits while they are within this agency's jurisdiction.

- C. The actions of agency employees becoming involved in other agency pursuits into the jurisdiction of this agency will conform to related directives of this agency.

**2.128.20 Abandoning or Cancelling Pursuits**  
(41.2.2.g & .h)

- A. Pursuits will be abandoned or canceled by pursuing officers or a superior when:
1. Weather, traffic, or roadway conditions make pursuits unsafe;
  2. It becomes apparent that the immediacy of apprehension is outweighed by a clear and present danger to the officer or others;
  3. The distance between the pursuing and fleeing vehicles is so great that further pursuit efforts are futile;
  4. Pursuits are actively assumed by allied agencies with their cruisers and/or air support units with TU officers continuing along pursuit routes in a routine response mode to assist in the identification of the vehicles or operators;
  5. The identities of violators are known to pursuing officers and immediate apprehension is not necessary to ensure the safety of the general public; or
  6. Agency vehicles become involved in accidents. If suspect vehicles continue to flee, pursuits may continue with supervisor or above approval. Units not assigned to the pursuits will check the vehicles involved in accidents.
- B. Pursuing officers are considered to be no longer involved in the pursuit when:
1. Both emergency lights and sirens have been turned off; and
  2. Vehicle operations are consistent with a routine response and in compliance with the Transportation Articles as a non-emergency vehicle.

**2.128.22 Roadblocks & Forced Stopping**  
(41.2.2.g, 41.2.3)

Officers will not use cordon roadblocks, moving or rolling roadblocks, barrier roadblock, or any other form of roadblock or technique, to forcibly stop pursued motor vehicles.

**2.128.24 Post Pursuit Discipline**  
Officers will maintain post pursuit discipline once stops have been made. No other units will respond to termination points unless requested by pursuing officers, supervisors, or other superiors. Supervisors will promptly clear any units that are no longer needed at scenes.

**2.128.26 Administrative Review & Analysis of Pursuits**  
(41.2.2.i & .j)

- A. All pursuits will be documented and administratively reviewed consistent with **1.402.02 Critical Incident Reviews**.
- B. The commander responsible for the patrol function, "patrol commander," will conduct and submit to the Chief through the chain of command a documented annual:
1. Analysis of pursuit reports and related critical incident reviews; and
  2. Review of pursuit related directives and reporting procedures.

**2.128.27 Training (IACLEA 9.2.3)**  
The commander responsible for the training function, "training commander," is responsible for ensuring that all newly hired officers receive initial training and all officers receive refresher training biennially on the agency's pursuit directives.

**2.128.28 Post-Pursuit Maintenance**  
A. Supervisors will inspect all agency vehicles involved in pursuits in order to determine roadworthiness and/or pursuit related maintenance needs.  
B. Vehicles requiring post-pursuit maintenance will be placed out of service. Replacement vehicles will be assigned depending on availability.