



King County

Office of Law Enforcement Oversight

September 15, 2020

TO: Sheriff Mitzi Johanknecht, King County Sheriff's Office (KCSO)

FR: Adrienne Wat, Interim Director, Office of Law Enforcement Oversight (OLEO)

RE: Pursuit of Motor Vehicles, General Orders Manual 9.01.000

OLEO has reviewed KCSO's proposed revisions to General Orders Manual (GOM) 9.01.000 on Pursuit of Motor Vehicles (the most recent draft included in this memo on starting on page 7). In anticipation of making recommendations for changes to the policy, OLEO reviewed pursuit policies in other jurisdictions and the International Association of Chiefs of Police (IACP) model policy, and staff members also attended KCSO's Emergency Vehicle Operations Course, including the Precision Immobilization Technique training.

OLEO met with KCSO in-person in January 2020 and via phone in August 2020. The purpose was to gain understanding of KCSO's intention behind the proposed revisions and share our preliminary comments and questions. From our review of the revisions following those meetings, it appears KCSO incorporated or agreed to incorporate some of our suggestions. This includes:

- moving the Risk Hazard analysis to the beginning of the policy because that analysis is paramount to whether deputies can initiate, continue or terminate a vehicle pursuit;
- basing the "eluding" definition on the Revised Code of Washington rather than having a separate definition;
- removing items under "pursuit termination" that were duplicative of considerations in the Risk Hazard analysis;
- adding "unwilling occupants" as a factor under the Risk Hazard analysis; and
- prohibiting any police motorcycle from engaging in a pursuit in any role under proposed revision to GOM 9.01.015 (Pursuits Prohibited).

OLEO recommended in the January 2020 meeting that KCSO should streamline its policy to be more in line with the IACP model policy. We reiterate that recommendation here.

Our additional recommendations are the following:

- Make the Risk Hazard Analysis more consistent with the rest of the pursuit policy by revising it to:

When deciding whether to pursue (Code 3), a deputy must consider and continually reassess the following:

- a. The seriousness of the facts underlying the offense
 - b. Known information on the suspect and ability to apprehend the suspect without pursuit.
 - c. Road configuration (e.g. interstate, divided highway, work zone)
 - d. Physical location and population density (e.g. residential area, school zone, business district)
 - e. Existence of vehicular and pedestrian traffic
 - f. Lighting and visibility
 - g. Weather and environmental conditions
 - h. The relative performance capabilities of the pursuit vehicle and the vehicle being pursued
 - i. Deputy training and experience, including driving skills
 - j. Available equipment
 - k. Speed and evasive tactics employed by the suspect
 - l. The presence of other persons, including unwilling occupants (infants, children, hostages, etc.) in the suspect vehicle
 - m. Lack of visual contact of the eluding vehicle for a notable period of time
 - n. Any other condition or situation that would create an unreasonable risk
- This consideration and reassessment must occur in addition to the specific restrictions in the entire policy of GOM 9.01.000 Pursuit of Motor Vehicles.
- Prohibit reserve deputies or deputies driving leased vehicles from engaging in a pursuit in any role. The current proposed revision would prohibit those deputies from engaging in a primary or secondary role but would allow engagement in a support role.
 - Revise GOM 9.01.015(1) to “Deputies shall not engage in a pursuit if there is a civilian, non-commissioned, or transitional duty personnel in a Sheriff’s Office vehicle.” In addition to transitional duty personnel,¹ OLEO recommends the Sheriff’s Office review whether other classifications of commissioned personnel should not engage in a pursuit.
 - Make more explicit that deputies shall not engage in a pursuit in any role unless *already* wearing a fully marked vest. This would make clear that deputies cannot engage in pursuit even if they have access to a vest in their vehicle and can put it on before exiting their vehicle after the pursued vehicle is stopped.
 - Our proposed language is “Deputies shall not initiate or engage in a pursuit in any role unless in uniform, in a Bananola-style shirt, or already wearing a fully marked vest to supplement plain clothes.” We propose this language be used under current GOM 9.01.015 (Pursuits Prohibited). 9.01.040 (Roles and Responsibilities), and 9.01.055(8) (Support Units) where applicable.

¹ GOM 2.04.010.

- Replace “shall” with “may” in the proposed revision GOM 9.01.020(7) (Pursuits Prohibited).
- Determine whether “offense” is broader than traffic infractions, and if so, clarify the types of acts included in “offense” under current GOM 9.01.020 (Reasons for Pursuit Initiation). The term is potentially inconsistent with acts specified under current GOM 9.01.025 (Continuation of a Pursuit), which only includes traffic infractions or crimes (Negligent Driving, Driving While License Suspended, and Non-traffic misdemeanors). Therefore, if KCSO determines “offense” is broader than traffic infractions, it should also determine whether GOM 9.01.025 requires additional revisions.
- Revise the bullet under GOM 9.01.025(1) (Continuation of a Pursuit) to “Crimes like Reckless Driving and Eluding are elements of most, if not all, pursuits and are **not** a sufficient basis to continue a pursuit that was initiated based solely on a traffic infraction or any of the instances listed above.”
- Revise GOM 9.01.030 to “When deciding whether to initiate, continue, or *participate* in a pursuit (Code 3), a deputy must consider the following. . .”
- Revise the bullet under GOM 9.01.035(1)(a) and elsewhere in policy to “Pursuit speed is of paramount importance in determining if the pursuit should continue.”
- Revise current GOM 9.01.035(1)(h) (Pursuit termination – allowing deputies to continue on correct side of road when suspect vehicle drives the wrong direction) to:

“Officers should not pursue a vehicle driving the wrong way on a roadway. In the event the pursued vehicle does so, the following tactics shall be considered:

 1. Requesting assistance from an air unit.
 2. Maintaining visual contact with the pursued vehicle by paralleling it on the correct side of the roadway.
 3. Terminating the pursuit.”
- The draft revisions propose to strike current GOM 9.01.035(1)(m), which requires deputies to terminate pursuit when the primary pursuing deputy advises dispatch of termination. Removing this basis potentially means that if the primary deputy terminates a pursuit due to the risk outweighing need for immediate apprehension and the supervisor does not order termination immediately thereafter, other pursuing deputies might make the decision to continue.
 - Our proposed language would be “the primary deputy determines that the risk outweighs the need to apprehend and advised the radio dispatcher of termination” or make explicit that the supervisor should immediately order termination under those circumstances.

- Revise GOM 9.01.055(5) to “Support units shall only be involved in pursuits when authorized to assist by using legal interventions.”
- Add to GOM 9.01.065(1) that the pursuit supervisor shall “immediately” notify radio they are monitoring and supervising the pursuit.
- Add direction to GOM 9.01.080, which would require deputies to consider the Risk Hazard Analysis in addition to the policies around legal interventions. We propose adding “Before using a legal intervention maneuver, deputies must conduct the Risk Hazard Analysis in addition to the following . . .”
- Add clearer direction to GOM 9.01.080(1), GOM 9.01.080(4) and 9.01.110, which requires deputies to obtain prior approval for conducting legal interventions, advise supervisor of intentions, and obtain prior approval to use spike strips, respectively. Currently the policy states prior approval must be obtained “whenever possible.” We propose changing this to “unless the suspect vehicle presents an imminent threat to safety of persons or deputies.”
- Under GOM 9.01.080(3), clarify that a legal intervention is anything that falls into the definition. The current provision could be interpreted to mean that legal intervention are only those specific maneuvers identified in sub-A through F. We propose language such as “A legal intervention is any tactic that falls into the definition. These may include, but are not limited to: a. PIT maneuvers...”
 - OLEO is aware of incidents where, after the suspect vehicle came to a stop, deputies used their vehicle to block by positioning their vehicle partially in front of the suspect vehicle. This tactic is intended to stop the suspect vehicle from moving again. However, some deputies have not viewed this type of tactic as a legal intervention because it was not done after pursuit and did not fall under GOM 9.01.808(3) sub-A through F.
- Prohibit deputies that drive unmarked vehicles without emergency equipment or leased vehicles from conducting any legal interventions.
- Revise GOM 9.01.085(2) and GOM 9.01.085(3), respectively, to 35 miles per hour to align with national standards around officer and public safety:
 - “PIT maneuver executed at over thirty five (35) miles per hour may be considered deadly force.”
 - “If executed at over thirty five (35) miles per hour, PIT may be used if under the following conditions:”
- Revise GOM 9.01.090 and .095 (Roadblock policy) to:

“Blocking or vehicle interception should only be considered in cases involving felony suspects or impaired drivers who pose a threat to public safety when officers reasonably believe that attempting a conventional enforcement stop will likely result in the driver attempting to flee in the vehicle. Because of the potential risks involved, this technique should only be employed by officers who have received training in such tactics after giving thorough consideration to the following:

1. The need to immediately stop the suspect vehicle or prevent it from leaving substantially outweighs the risks of injury or death to occupants of the suspect vehicle, officers, or other members of the public.
2. All other reasonable intervention techniques have failed or reasonably appear ineffective.
3. Employing the blocking maneuver does not unreasonably increase the risk to officer safety.
4. The target vehicle is stopped or traveling at a low speed.
5. At no time should civilian vehicles be used to deploy this technique.

Because roadblocks involve a potential for serious injury or death to occupants of the pursued vehicle if the suspect does not stop, the intentional placement of roadblocks in the direct path of a pursued vehicle is generally prohibited by this policy and should not be deployed without prior approval of the Pursuit Supervisor. The decision must be based on the fact that the need to immediately stop the pursued vehicle substantially outweighs the risks of injury or death to occupants of the pursued vehicle, officers, or other members of the public. Furthermore, all other reasonable intervention techniques must have failed or reasonably appear ineffective.”

- Change “immediate” to “imminent” threat at all applicable areas in the policy. This includes, but is not limited to: GOM 9.01.085(3)(c) (PIT over 45 MPH authorized if suspect poses immediate threat), GOM 9.01.090(2) (Moving roadblock authorized if suspect poses immediate threat), GOM 9.01.095(2)(c) (Fixed roadblock authorized if suspect poses immediate threat), and GOM 9.01.105(2)(c) (Ramming authorized if suspect poses immediate threat).
- Add to current GOM 9.01.115(2) (Inter-jurisdictional pursuits) that the radio dispatcher shall “immediately” or “as soon as possible” notify the affected jurisdiction.
- Consider whether current GOM 9.01.115 (Inter-jurisdictional pursuits) should include an option where the pursuit supervisor, either directly or through dispatch, asks the other agency whether they want to assume primary control of the pursuit.
- Remove GOM 9.01.125(3), which states, “Given the current national climate of police discretion as observed by the public, “accountability” has been the prevalent demand to ensure police credibility.”

- Revise GOM 9.01.130(4) to add “transitional duty” in place of “limited duty”.
- Revise GOM 9.02.000, which is referenced in current GOM 9.01.120 Reporting and Review Procedures. To be consistent with the Use of Force reporting/review procedures, supervisors that managed a pursuit should not be allowed to write the supervisor review of that pursuit. The review includes the supervisor’s conclusion on whether the pursuit was within policy. There is a clear conflict of interest (potential if not actual) when a supervisor determines whether a pursuit they did not terminate was in or out of policy.

9.01.000 PURSUIT OF MOTOR VEHICLES

9.01.005

POLICY STATEMENT: [40/4509/20](#)

A law enforcement deputy has the authority at all times to attempt to stop any person operating a vehicle suspected of violating a traffic offense or the law. It is the Sheriff's Office policy to fulfill the legal responsibilities in apprehending offenders, while also recognizing the possible harm that can be caused by the potential dangers caused by a person fleeing the police while operating a vehicle. It is the policy of the KCSO that all deputies who engage in a vehicle pursuit weigh the seriousness of the offense/violation of law against the potential danger to the community caused by the fleeing person and the need to immediately apprehend the fleeing suspect. Any decision to enter into a pursuit must be continually evaluated by the deputy and supervisors while keeping this policy and following procedures in mind.

~~When a deputy evaluates whether to initiate and/or continue engages in a pursuit, he/she must engage in the Risk Hazard Analysis outlined in this policy, weigh the risk of personal and public safety against the benefit of immediate apprehension of the offender.~~ If a deputy undertakes a pursuit, he/she will be held to the duty to drive with due regard for the safety of all persons as set forth in RCW 46.61.035. [The requirements of GOM 9.00.075, regarding the use of emergency lights and siren are applicable at all times.](#)

9.01.010

GENERAL DEFINITIONS: [05/4609/20](#)

For purposes of this policy:

~~"Attempting to elude a police vehicle" is defined in RCW 46.61.024 as: Any driver of a motor vehicle who willfully fails or refuses to immediately bring his or her vehicle to a stop and who drives his or her vehicle in a reckless manner while attempting to elude a pursuing police vehicle, after being given a visual or audible signal to bring the vehicle to a stop, shall be guilty of a class C felony. The signal given by the police officer may be by hand, voice, emergency light, or siren. The officer giving such a signal shall be in uniform and the vehicle shall be equipped with lights and sirens.~~

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

"Discouraging" means strict cautions against an action relating to a certain set of circumstances, except in the most exceptional circumstances.

"Discretionary" means allowing deputies to make judgments and decisions relating to a certain set of circumstances.

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

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

~~"Legal Intervention" means tactic(s) used to stop a n-eluding-vehicle that poses an immediate danger to persons or property if not stopped, or keep a vehicle that is stopped from moving and becoming a dangerto persons or property using devices or with-a police vehicle(s) that may include an intentional or planned collision (i.e., ramming or roadblock). A legal intervention may be appropriate to preempt or prevent a pursuit. This may be considered a use of force and in some cases, deadly force.~~

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

"Police motorcycle, fully-marked" means a two-wheeled motor vehicle equipped with front and rear

emergency lights, siren, police markings and symbols of the Sheriff's Office.

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

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

"**Precision Immobilization Technique (PIT)**" means a forced rotational vehicle stop of an eluding vehicle.

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

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

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

~~"**Pursuit Continuation**" means all time pursuing a fleeing vehicle beyond pursuit initiation.~~

~~"**Pursuit Initiation**" means pursuing a fleeing vehicle after the four prongs of "Vehicular Pursuit" as defined below are met, for the limited time necessary to obtain supplemental information when there is a reasonable belief that the vehicle involved is connected to the type of conduct permissible for a Pursuit, run-a-plate, get a return, and/or obtain other investigative information about the fleeing vehicle. The pursuit initiation phase ends once that information is obtained.~~

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

"**Ramming**" means striking an eluding vehicle with a police vehicle to stop the eluding vehicle. Ramming a vehicle may be considered deadly force.

"**Rat Trap ™**" means a pocket size tire deflator, containing several hollow spikes, designed to be placed adjacent to the tire of a stationary vehicle to cause the puncturing of the tire if the vehicle is moved and preventing the vehicle from fleeing.

~~"**Restrictive**" means placing restrictions on a deputy's judgments and decisions relating to a certain set of circumstances.~~

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

"**Roadblock, fixed**" means blocking a public or private way to the extent that no "escape route" remains. A fixed roadblock may be considered deadly force.

"**Roadblock, moving (boxing-in)**" means surrounding an eluding vehicle with two or more police vehicles that are then slowed to a stop with the eluding vehicle. A moving roadblock may be considered deadly force.

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

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

"**Spike strip**" means a device, containing several hollow spikes, which may be deployed on or across a roadway in front of a fleeing vehicle to puncture its tires causing the tires to deflate at a safe and controlled rate. Some common brands are Stop Stick, Stinger and Spike Devil.

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

"**Terminate pursuit**" means that all pursuing units will return to "code one" and all emergency equipment is turned off. (This does not preclude the supervisor from ordering the involved deputies to pull over and stop).

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

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

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

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

"**Vehicular pursuit**" means:

1. Deputy attempts to stop motorist; and
 2. Motorist appears to know that the deputy wants him/her to stop and fails to do so as required by law; and
 3. Motorist takes action in an attempt to elude the deputy; and
 4. The deputy attempts to pursue the motorist.
- RCW 46.61.024, attempting to elude pursuing police vehicle, is a Class C felony.

9.01.015

RISK HAZARD ANALYSIS FOR PURSUIT: 09/20 (MOVED FROM 9.01.030)

When deciding whether to pursue (Code 3), a deputy **must** consider the following:

- ~~31.~~ Safety of the public, deputy(s), or suspect(s):
- ~~42.~~ Nature and seriousness of the offense.
- ~~23.~~ Need for immediate apprehension:
 - a. Probability of apprehension without pursuit.
 - b. Ability to identify the suspect(s) and eluding vehicle.
3. ~~Safety of the public, deputy(s), or suspect(s):~~ Factors to consider:
 - a. Time of day.
 - b. The volume of vehicle and pedestrian traffic volume.
 - ~~c. Pedestrian traffic.~~
 - ~~dc.~~ Road and weather conditions.
 - ~~ed.~~ Visibility and illumination.
 - ~~fe.~~ Geographic and area familiarity.
 - ~~gf.~~ Deputy and suspect driving skills.
 - ~~hg.~~ Condition of pursuing police vehicle and suspect vehicle.
 - ~~h.~~ Whether there are unwilling occupants (infants, children, hostages, etc.)
 - ~~i.~~ The speed of the pursuit relative to the above factors.

9.01.045020

PURSUIITS PROHIBITED: 40/4509/20

1. Deputies shall not engage in a pursuit if there is a non-commissioned person or civilian in a Sheriff's Office vehicle.

- Does not include recruit deputies awaiting State Academy assignments.

2. Non-commissioned personnel shall not engage in any pursuits.
3. Deputies shall not engage in a pursuit while operating a non-Sheriff's Office vehicle, leased vehicle or an unmarked vehicle that does not have emergency equipment (radio, lights and siren); RCW Title 46, and GOM 9.00.015 require use of lights and siren.
4. Reserve deputies shall not engage in a pursuit in either a primary or secondary role.

- ~~The involvement will be limited to that of a support unit.~~

5. ~~Deputies shall not initiate or engage in a pursuit as a primary if he or she is not in uniform or is not wearing a fully marked vest to supplement plain clothes or Bananola style shirt.~~
6. ~~Pursuits shall not be initiated or continued solely for stolen vehicles.~~
7. ~~Pursuits of persons suspected of non-violent misdemeanor and gross misdemeanor crimes, including court order violations that are not "in-person" violations, do not warrant the continuation of a pursuit. Pursuits shall only be continued for the following:~~
Felony crimes against persons, misdemeanor domestic violence assault within 4 hours, in-person protection order violations, or previously observed dangerous driving that poses an extreme risk of serious harm to the public. Property crimes, such as vehicle theft, are insufficient to justify a pursuit.
8. ~~Police motorcycles shall not be involved in pursuits.~~

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9.01.020025

REASONS FOR PURSUIT INITIATION: 10/15/09/20

1. A deputy reasonably believes that an occupant of a vehicle has committed, has attempted to commit, is committing, or attempting to commit a crime or offense.
- ~~2. A deputy reasonably believes that the driver is DUI or Reckless.~~
2. A deputy reasonably believes, **and can articulate reasons** therefore, that a suspicious circumstance requires additional investigation.
3. Pursuit initiation is intended to be limited in time while a deputy determines if termination or continuation is appropriate, considering the risk hazard analysis in 9.01.015.

9.01.025030

CONTINUATION OF PURSUIT: 10/15/09/20

1. PURSUITS SHALL NOT BE CONTINUED BASED SOLELY ON THE TRAFFIC INFRACTIONS, NEGLIGENT DRIVING, DRIVING WHILE LICENSE SUSPENDED OR REVOKED, OR ANY NON-HAZARDOUS TRAFFIC MISDEMEANORS, FOLLOWING:

- Recognizing that crimes like reckless driving and eluding are elements of most, if not all pursuits: they are **not** to be used as justification to continue a pursuit which was initiated based solely on a traffic infraction or any of the instances listed above.

- ~~Traffic infractions, negligent driving, reckless driving, driving while suspended or revoked, DUI or **any** traffic misdemeanors.~~
 - ~~Misdemeanors and Gross misdemeanors. **This includes all DV misdemeanors.**~~
 - ~~All felony property crimes except burglary and arson.~~
 - ~~Felony Harassment.~~
 - ~~Violation of the Uniform Controlled Substances Act.~~
 - ~~Prostitution related crimes.~~
 - ~~Escape from community custody.~~
 - ~~Suspicious Circumstances, unless section 2 below is reasonably suspected to have occurred.~~
 - ~~Eluding.~~
2. ~~Barring extraordinary circumstances*, Deputies shall not continue a pursuit unless the deputy believes that an occupant of the vehicle has committed, has attempted to commit, is committing or~~

attempting to commit a ~~serious, likely felony, crime(s) against persons~~. This includes, but not limited to, ~~homicide, felony assault, robbery, felony sexual assault crimes (e.g. rape, child molestation), kidnapping, burglary, arson and injury/death hit & run.~~

~~*Extraordinary Circumstances include, but are not limited to the display of a weapon, or any situation where the suspect creates a clear danger to others.~~

9.01.030

~~INITIATION OF PURSUIT: 06/04~~ **MOVED TO 9.01.015**

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When deciding whether to pursue (Code 3), a deputy **must** consider the following:

1. ~~_____~~ Nature and seriousness of the offense.
2. ~~_____~~ Need for immediate apprehension:
 - ~~_____~~ a. ~~_____~~ Probability of apprehension without pursuit.
 - ~~_____~~ b. ~~_____~~ Ability to identify the suspect(s) and eluding vehicle.
3. ~~_____~~ Safety of the public, deputy(s), or suspect(s):
 - ~~_____~~ a. ~~_____~~ Time of day.
 - ~~_____~~ b. ~~_____~~ Traffic volume.
 - ~~_____~~ c. ~~_____~~ Pedestrian traffic.
 - ~~_____~~ d. ~~_____~~ Road and weather conditions.
 - ~~_____~~ e. ~~_____~~ Visibility and illumination.
 - ~~_____~~ f. ~~_____~~ Geographic and area familiarity.
 - ~~_____~~ g. ~~_____~~ Deputy and suspect driving skills.
 - ~~_____~~ h. ~~_____~~ Condition of pursuing police vehicle and suspect vehicle.

9.01.035

PURSUIT TERMINATION: 40/4509/20

1. A deputy shall not be censured for terminating a pursuit. Pursuits shall be immediately terminated when any of the following occurs:
 - a. **THE DANGER TO THE PUBLIC, DEPUTY(S), OR SUSPECT(S) OUTWEIGHS THE NECESSITY FOR IMMEDIATE APPREHENSION.**
 - **The speed of the suspect vehicle is of paramount importance in determining if the pursuit should continue.**
 - b. **When it is determined the pursuit doesn't meet the criteria for continuation.**
 - c. The pursuit supervisor orders pursuit terminated.
 - ~~_____~~ d. ~~The suspect becomes identifiable to the pursuing deputy(s) and the hazard(s) to the public, deputy(s), or suspect(s) do not warrant a continuation of the pursuit.~~
 - ~~_____~~ e. ~~The primary pursuing unit loses visual contact with eluding vehicle for a notable period of time.~~
 - ~~_____~~ f. ~~The distance between pursuing unit(s) and eluding vehicle is such that continuing pursuit would require speeds endangering either public, deputy(s), or suspect(s).~~
 - ~~gd.~~ Pursuit vehicle experiences equipment failure or malfunction involving:
 - Lights (emergency or standard).
 - Siren.
 - Radio.
 - Brakes.

- Accelerator.
- Steering.
- Other essential equipment.

The pursuit, itself, does not necessarily have to be terminated, but the deputy involved experiencing vehicle malfunction or failure shall terminate his/her role immediately.

he. Suspect vehicle goes wrong way on:

- Freeway.
- Freeway ramp.
- Divided highway.
- One-way street.

Deputies may continue to follow on the correct side.

~~i. Pursuing deputy(s) is unfamiliar with pursuit area.~~

~~j. Pursuing deputy(s) is unable to notify dispatch of:~~

- ~~■ Location.~~
- ~~■ Direction of pursuit.~~
- ~~■ Suspect vehicle description.~~
- ~~■ Other vital information (i.e., speeds, nature of offense, etc.).~~

~~k. Pursuit driving maneuvers exceed performance capabilities of police vehicle or pursuing deputy(s).~~

~~l. There is an unreasonable hazard to the public, deputy(s), or suspect(s).~~

~~m. The primary pursuing deputy advises the radio dispatcher of termination.~~

2. When a pursuit is terminated all deputies involved shall immediately:

- a. Give their location and last known location and direction of travel of the suspect vehicle.
- b. Turn off all emergency equipment; and
- c. Drive Code 1.

■ Deputies shall avoid following the suspect vehicle once a pursuit is terminated.

9.01.040

ROLES AND RESPONSIBILITIES: 05/4609/20

1. All deputies participating in a pursuit shall **immediately** advise the radio dispatcher they are in a pursuit.
2. Only fully-marked, pursuit-rated police vehicles should be involved in a pursuit.
3. ~~Fully-marked police motorcycles and Unmarked~~ Sheriff's Office vehicles equipped with radio, emergency light(s) and siren may be involved in a pursuit only until a fully-marked, pursuit-rated police vehicle, occupied by those wearing a uniform, or wearing a marked ballistic vest or Bananola style shirt, arrives to take over the pursuit.
 - a. Upon arrival, fully-marked, pursuit-rated police vehicles shall assume the primary and secondary roles when safe to do so.
 - b. Other units shall assume support roles if needed or requested by pursuing deputy(s) or pursuit supervisor.
4. Sheriff's Office vehicles not equipped with emergency light(s) and siren shall not be involved in a pursuit, except in a Code 1 response support role.
5. No more than one (1) police vehicle shall be assigned to the primary role and no more than two (2) police vehicles shall be assigned to secondary roles in any pursuit unless specifically requested by

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the pursuing deputy(s) or pursuit supervisor.

6. Pursuing deputies shall acknowledge any termination order given by a supervisor or dispatcher.
 - A dispatcher will rebroadcast a termination **only** after it is ordered by a supervisor.

9.01.045

PRIMARY PURSUING UNIT: 06/4509/20

1. Upon initiating a pursuit, the primary pursuing deputy shall **immediately** activate the emergency lights and siren (Code 3) and advise the radio dispatcher of the pursuit.
 - The pursuit supervisor shall supervise the pursuit and approve the unit assuming the primary role whenever possible.
2. Give the radio dispatcher the following information:
 - a. Location.
 - b. Direction of travel.
 - c. Reason for pursuit (nature and seriousness of the offense).
 - d. Pursuit speeds.
 - Speed limits should be included if known.
 - e. Type of Sheriff's Office vehicle being driven if other than a fully-marked police vehicle.
 - f. Suspect vehicle license plate (if known) and description.
 - g. Description and number of occupants (if known).

Inability to provide the above information as soon as possible is cause for a supervisor to terminate the pursuit.

3. Maintain a "safe distance" from the eluding vehicle.
4. Advise the radio dispatcher of pursuit status throughout pursuit.
 - The providing of this information may should be delegated to the secondary pursuing unit.
5. **TERMINATE THE PURSUIT WHEN THE RISK TO THE PUBLIC, DEPUTY(S), OR SUSPECT(S) OUTWEIGHS THE BENEFIT OF IMMEDIATE APPREHENSION.**
 - **The speed of the suspect vehicle is of paramount importance in determining if the pursuit should continue.**

9.01.050

SECONDARY PURSUING UNITS: 05/4609/20

1. The units intending to respond as secondary pursuing units shall **immediately** notify the radio dispatcher of that intention.
 - The pursuit supervisor shall supervise the pursuit and approve the unit assuming the secondary role whenever possible.
2. Give the radio dispatcher the following information as soon as possible without interfering with the primary unit calling the pursuit:
 - a. Location where responding from.
 - b. Level of Code response.

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3. Deputies shall **immediately** notify the radio dispatcher upon assuming a secondary role.
4. The secondary pursuing units should maintain a "safe distance" behind the vehicle in front of them.
5. ~~Take over the Provide-providing of~~ pursuit information ~~if requested-byfrom~~ the primary unit ~~or the pursuit-supervisorunless unable to do so.~~
6. If the primary pursuing unit is unable to continue in pursuit, a secondary pursuing unit may assume the primary role.
 - The pursuit supervisor shall approve another unit to assume a secondary role whenever possible.

9.01.055

SUPPORT UNITS: 05/4609/20

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

9.01.060

RADIO DISPATCHER: 01/96

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

1. Close the radio frequency and notify the police supervisor as soon as possible.
2. Advise all units of the pursuit.
3. Allow or request the pursuing deputy(s) to broadcast pursuit information.
 - Repeat information only when specifically requested to do so or when the need is obvious.
4. Give available information to pursuing deputy(s) concerning the eluding vehicle and occupant(s) as soon as possible.
5. Notify appropriate jurisdiction(s) or precinct area if a pursuit is likely to extend into their area.
 - a. Give complete details and progress of pursuit:
 - Location and direction of the pursuit.

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

9.01.065

PURSUIT SUPERVISOR: 06/15

Upon being notified of a pursuit, the pursuit supervisor shall take control by:

1. Notify radio they are monitoring and Supervisingsupervise the pursuit.
2. Ensuring the radio frequency is closed.
3. Coordinating and approving all police vehicles and tactics employed in the pursuit whenever possible.
 - The pursuit supervisor should refrain from assuming a primary or secondary pursuit role.
4. Ensuring that the primary pursuing unit broadcasts the required information.
5. Ensuring pursuit policy compliance.
6. Constantly evaluating whether to allow the pursuit to continue.
 - Pursuit supervisor may cancel-terminate a pursuit at any time.
7. **TERMINATE THE PURSUIT WHEN THE RISK TO THE PUBLIC, DEPUTY(S), OR SUSPECT(S) OUTWEIGHS THE BENEFIT OF IMMEDIATE APPREHENSION.**
 - **The speed of the suspect vehicle is of paramount importance in determining if the pursuit should be permitted to continue.**
8. Ensuring that a thorough investigation is conducted by:
 - a. Going to the incident scene and contacting the available parties involved;
 - b. Notifying the MARR Unit despite jurisdiction when:
 - Injury or death occurs to anyone, or
 - Extensive property damage.
 - c. Utilizing any other Unit deemed necessary.
9. Notifying the appropriate Commander or the Command Duty Officer (CDO) if a pursuit results in:
 - a. Death.
 - b. Injury; or

- c. Extensive property damage.

~~10. Approving legal intervention maneuvers whenever possible.~~

9.01.070

PURSUIT TACTICS: ~~05/1609/20~~

Radio Usage:

The radio frequency shall be closed for all pursuits.

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

Siren Usage:

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

Driving:

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

Unwilling Occupants, Suspect Vehicle:

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

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

K-9 Units:

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

Aircraft:

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

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

Suspect Apprehension:

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

FIREARMS: 01/96

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

DEPUTIES SHALL NOT SHOOT AT OR FROM MOVING VEHICLES, EXCEPT AS A LAST RESORT TO PROTECT THE DEPUTY(S) OR OTHERS FROM AN IMMEDIATE THREAT OF DEATH OR SERIOUS INJURY.

9.01.080

LEGAL INTERVENTION: 05/16/09/20

1. Legal intervention maneuvers shall have prior approval of ~~the pursuit~~ a supervisor whenever possible.
- ~~2. Only fully-marked police vehicles should be used in a legal intervention maneuver.~~
32. Legal intervention maneuvers include:
 - a. PIT Maneuvers.
 - b. Moving Roadblock.
 - c. Fixed Roadblock.
 - d. Ramming.
 - e. Spike Strips.
 - f. Forcible Stop.
43. Deputies intending to use **any** legal intervention maneuver shall whenever possible:
 - a. Advise supervisor and other involved deputy(s) of intentions.
 - b. Advise type of maneuver to be used.
 - c. Describe and give location where the maneuver is to be executed.
 - Describe the "escape route" if applicable.

9.01.085

PRECISION IMMOBILIZATION TECHNIQUE (PIT): 05/16

1. Deputies may use the PIT maneuver when:
 - a. They have been trained and current with their PIT certification.
 - b. The pursuit is in conformance with the Pursuit Policy; and
 - c. There is justification to continue the pursuit.
2. PIT maneuver executed at over forty five (45) miles per hour may be considered deadly force.
3. If executed at over forty five (45) miles per hour, PIT may be used if under the following conditions:
 - a. All other reasonable means to stop the eluding vehicle have failed; **and**
 - b. Deputies reasonably believe the suspect has committed, has attempted to commit, is committing, or is attempting to commit a felony involving use or threatened use of deadly force; **or**
 - c. Deputies reasonably believe the suspect poses an immediate threat of death or serious physical injury to another if apprehension is delayed.
4. Considerations for PIT
 - a. Possibility of suspect(s) being armed.
 - b. Number of occupants in the eluding vehicle.
 - c. Pursuit speed.
 - d. Other traffic in the area.

- e. Road condition and design.
 - f. Embankments.

 - g. Size of eluding vehicle.
 - h. Blind curves.
 - i. Bridge abutments.
 - j. Major obstacles on the road-sides.
 - k. Oncoming traffic.
 - l. Pedestrians.
5. Deputies shall not use the PIT Maneuver on motorcycles.

9.01.090

ROADBLOCK, MOVING (BOXING-IN): 06/91

- 1. A moving roadblock may be considered deadly force.
- 2. Deputies may use a moving roadblock when they reasonably believe the suspect poses an immediate threat of serious physical injury to another if apprehension is delayed.
- 3. A moving roadblock should not be attempted where the safety of the maneuver cannot be reasonably predicted. Some elements deputies **must** consider:
 - a. Possibility of suspect(s) being armed.
 - b. Number of occupants in the eluding vehicle.
 - c. Pursuit speed.
 - d. Other traffic in the area.
 - e. Road condition and design.
 - f. Embankments.
 - g. Size of eluding vehicle.
 - h. Blind curves.
 - i. Bridge abutments.
 - j. Major obstacles on the road-sides.
 - k. Oncoming traffic.
 - l. Pedestrians.

9.01.095

ROADBLOCK, FIXED: 01/16

- 1. A fixed roadblock may be considered deadly force.
- 2. A fixed roadblock may be used when:
 - a. All other reasonable means to stop the eluding vehicle have failed; **and**
 - b. Deputies reasonably believe the suspect has committed, has attempted to commit, is committing, or is attempting to commit a felony involving use or threatened use of deadly force; **or**
 - c. Deputies reasonably believe the suspect poses an immediate threat of death or serious physical injury to another if apprehension is delayed.
- 3. A fixed roadblock should not be set up anyplace where visibility is restricted to the point that normal reaction time would not allow for the opportunity to stop before a collision, such as:
 - a. Over crest of a hill.
 - b. Around a curve.
 - c. Where an innocent citizen is likely to become involved in a collision.
- 4. A fixed roadblock should be set up so no "escape route" remains.

5. Once a fixed roadblock has been authorized and a Sheriff's Office vehicle(s) has been stationed as part of the roadblock, no one shall remain in or around the vehicle(s).
6. Emergency and standard light(s) shall be activated whenever possible.

9.01.100

NON-ROADBLOCKS: 05/16

The following situations are **not** considered roadblocks:

1. Detours or rerouting of traffic due to:
 - a. Natural disasters.
 - b. Accident scenes.
 - c. Protecting crime scenes.
 - d. DUI emphasis barriers.
2. Preventing possible wrong way travel on:
 - a. Freeway.
 - b. Freeway ramps.
 - c. Divided highway.
 - d. One-way street.
3. Protecting traffic from entering the path of a pursuit.

9.01.105

RAMMING: 04/00

1. Ramming may be considered deadly force.
2. Deputies may ram a suspect vehicle when:
 - a. All other reasonable means to stop the eluding vehicle have failed; **and**
 - b. Deputies reasonably believe the suspect has committed, has attempted to commit, is committing, or is attempting to commit a felony involving use or threatened use of deadly force; **or**
 - c. Deputies reasonably believe the suspect poses an immediate threat of death or serious physical injury to another if apprehension is delayed.
3. Some elements deputies **must** consider:
 - a. Possibility of suspect(s) being armed.
 - b. Number of occupants in the eluding vehicle.
 - c. Pursuit speed.
 - d. Other traffic in the area.
 - e. Road condition and design.
 - f. Embankments.
 - g. Size of eluding vehicle.
 - h. Blind curves.
 - i. Bridge abutments.
 - j. Major obstacles on the road side.
 - k. Oncoming traffic.
 - l. Pedestrians.

9.01.110

SPIKE STRIPS: 05/16

A deputy may request the use of spike strips when a deputy is engaged in a pursuit, consistent within the guidelines outlined in GOM 9.01.000, and it is reasonable to believe deployment of spike strips would shorten the pursuit and assist in the apprehension of the suspect. The use of spike strips must have prior supervisory approval whenever possible.

1. Only deputies trained in the use of spike strips may deploy them.
2. Spike stick training is included during EVOC training.
3. The spike strips shall only be used to stop a fleeing motorcycle, or other two-wheeled vehicle when deadly force is authorized.
4. When deploying spike strips:
 - a. Appropriate locations must be selected. Deputies should be aware of:
 - Good sight distance.
 - Safe location and appropriate cover for deputy deploying spike strips.
 - Bridges.
 - Curves.
 - Pedestrians.
 - Major obstacles on road sides.
 - Oncoming traffic.
 - b. The deputy deploying the spike strips should do so from a position of safety.
 - c. As the fleeing approaches, the deputy should pull the spike strips onto the roadway surface from a position of safety.
 - d. **DO NOT** wrap the cord around your hand or any portion of your body.
 - e. After the suspect vehicle passes over the spike strips, the deputy should remove the spike strips from the roadway to allow pursuing units to continue following the suspect vehicle.
 - f. Always use caution when removing device from the roadway. **DO NOT** enter the roadway of pursuing vehicle or other traffic that has not passed.
5. The deputy deploying the spike strips shall advise the pursuing units of the exact location of the deployment.
6. Pursuing deputies must leave enough distance between themselves and the suspect vehicle as to allow time for the deploying deputy to remove the spike strips and pass the deployment location safely.
7. Every effort should be made to prevent uninvolved motorists from running over the spike strips.
8. If an uninvolved motorist does run over the strip, the driver should be contacted as soon as possible to explain the situation and explain the procedure for filing a claim against the county.

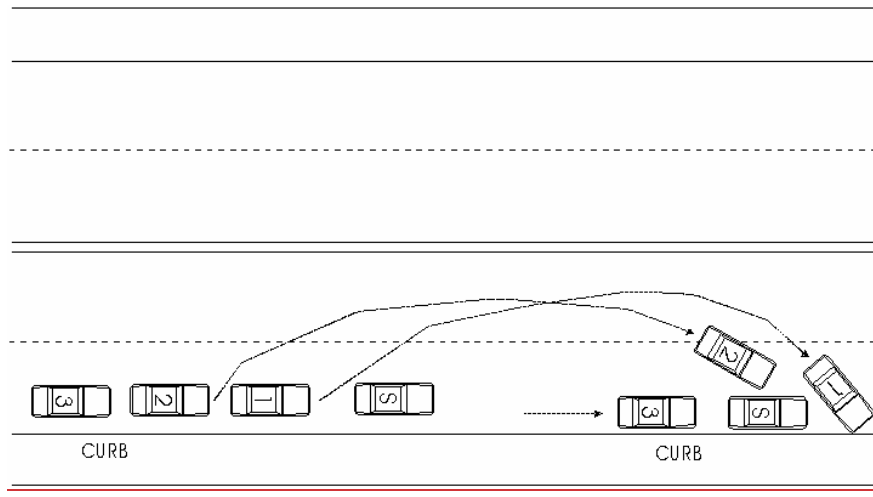
9.01.115

FORCIBLE STOP: 09/20

THIS TACTIC IS RECOMMENDED FOR PLAINCLOTHES OFFICERS. THE SUSPECT VEHICLE MUST BE TRAVELING UNDER 25 MPH TO EXECUTE THIS MANEUVER.

1. Police vehicles 1, 2, and 3 are directly behind the suspect vehicle (Vehicle S).
2. Police vehicle 1 has the responsibility to synchronize the tactic so that police vehicles 1, 2, and 3 are brought to the desired positions in unison.
 - a. Police vehicle 1 moves first and pulls in front of the suspect vehicle's left front bumper at a 45 degree angle.
 - Police vehicle 1 leaves enough room for the suspect vehicle to have the opportunity to stop safely without a collision.

- b. Police vehicle 2 matches its right front bumper to the left rear bumper of the suspect vehicle no greater than a 45-degree angle.
- c. Police vehicle 3 moves directly behind suspect vehicle leaving no room for escape.



9.01.115120

INTER-JURISDICTIONAL PURSUITS: 10/15

Pursuits Initiated by King County Deputies:

1. If a pursuit could possibly extend into another police jurisdiction, the primary pursuing deputy shall advise the radio dispatcher.
2. The radio dispatcher shall notify the affected jurisdiction(s) of the following:
 - a. The complete details and progress of the pursuit:
 - Location and direction of the pursuit.
 - Number of units involved.
 - Reason for the pursuit (nature and seriousness of the offense).
 - Pursuit speed.
 - Suspect vehicle license plate (if known) and description.
 - Description and number of occupants (if known).
 - Request information regarding known hazards.
 - b. Advise whether assistance is requested.
 - **Notification of a pursuit, in itself, is not a request for assistance.**
 - c. If assistance is requested, the pursuit supervisor shall approve what assistance is to be rendered and make assignments accordingly.
 - Ensure that an open line of communication or a common radio frequency is maintained with other participating agencies.
 - State the number of units that are needed to assist and in what capacity.

Pursuits Initiated By Another Agency:

1. Deputies shall not become involved in pursuits initiated by another agency, **unless** specifically requested to do so by that agency and meets the criteria for pursuit continuation as defined in GOM 9.01.025. If the pursuit doesn't meet the criteria deputies may provide a support role that doesn't involve engaging in the pursuit.
 - a. **Notification of a pursuit, in itself, is not a request for assistance.**
 - b. The radio dispatcher shall monitor the pursuit status whether or not King County units become involved.
 - c. The radio dispatcher shall notify the pursuit agency of any known hazards.
2. If assistance is requested, the on-duty field supervisor shall determine what assistance is to be rendered and make assignments accordingly.
 - a. Ensure that an open line of communication or a common radio frequency is maintained with other participating agencies.
 - b. Assign the number of units that are needed to assist and in what capacity.
 - c. Should the pursuit leave King County jurisdiction into a jurisdiction that provides sufficient support, King County deputies shall **immediately** abandon the pursuit.
3. The use of any legal intervention maneuver must meet the requirements of the Sheriff's Office pursuit policy and shall have prior approval of the KCSO supervisor whenever possible.

9.01.420125

REPORTING AND REVIEW PROCEDURE: 04/09/20

1. Formal reporting and review of **all** pursuits is required. Refer to GOM 9.02.000 (Sheriff's Office Vehicles, Reviews Involving) for reporting and review procedures.
2. Reporting and review of all pursuits and legal intervention maneuvers provides an accurate statistical baseline which profiles several factors (i.e., who, what, when, where, how we pursue or legally intervene) that are intended to evaluate our policies and training.
 - **Each deputy has the responsibility to decide whether or not to classify a situation as a pursuit or eluding. If the situation, at hand, doesn't fall within the definition of vehicular pursuit or eluding (GOM 9.01.010), then no reporting is required.** For example:

Deputy X calls out a pursuit and after a very short time, the violator stops and gives no other indication of "motorist appears to know that the deputy wants him/her to stop." The subsequent investigation reveals that the driver was wearing headphones and simply didn't hear the deputy's sirens. Clearly, this is more "driver inattention" and the deputy would handle the situation accordingly.
3. Given the current national climate of police discretion as observed by the public, "accountability" has been the prevalent demand to ensure police credibility.

9.01.425130

TRAINING: 05/16

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

1. Prior to attending Emergency Vehicle Operations Training, each sworn member shall know:

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

9.01.130

TRAINING UNIT REVIEWS: 12/16

The Training Unit shall review all pursuits:

1. Upon receipt of pursuit reports, conduct a review of them and enter them into the data base.
2. Decide whether the pursuit policy and/or training procedures were followed by those involved with the pursuit.
3. If necessary, address any needs regarding training, policy or specific situations, by memo via the chain of command to the Precinct/Section Commander, Division Commander or the Sheriff's Office DRB.
4. If necessary, make recommendations for:
 - a. Modification of training.
 - b. Modification of policy.
 - c. Specific remedial training.
 - d. Other appropriate follow-up.
5. Conduct an annual analysis of all pursuits to reveal any patterns or trends that indicate training needs or policy modifications for the Sheriff to review.