



Lexington Police Department

Lexington, Kentucky

GENERAL ORDER

BY THE AUTHORITY OF THE CHIEF OF POLICE

G.O. 2011-08C Emergency and Pursuit Driving

Rescinds: GO 2011-08B

References: CALEA Chapter(s)

Effective Date: 11/11/16

Distribution: | Sworn Officers

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I. PURPOSE

The purpose of this policy is to establish department guidelines for emergency driving, and to establish guidelines for the initiation and continuation of vehicular pursuits.

II. POLICY

It is the policy of the Lexington Police Department that emergency driving involves the operation of a police vehicle by an officer in response to a situation or occurrence that threatens public safety or property and has developed suddenly and/or unexpectedly and demands immediate action and response.

It is the policy of the department to regulate the manner in which vehicular pursuits are undertaken and performed. Vehicular pursuit of fleeing suspects can present a danger to the lives of the public, officers and suspects involved in the pursuit. Tactics used to stop a fleeing vehicle may be considered a use of force.

It is the policy of the department that the pursuit operation of a police vehicle is only justified when the necessity of immediate apprehension outweighs the dangers created by the offender being pursued or by the responding or pursuing police vehicle.

No officer may disregard any traffic control device, including posted speed limits, at any time unless emergency lights and siren are activated - and then only in conformance with the provisions outlined in KRS and RCO.

Nothing in this order shall preclude any supervisor or shift, duty, or bureau commander or assistant chief from terminating the pursuit, or from directing units to perform a specific course of action to end the pursuit in a timely manner.

III. DEFINITIONS

Authorized Emergency Vehicle: A vehicle of this department equipped with operable emergency equipment as designated by state law.

Emergency Equipment: Officers shall utilize all emergency lights and siren in continuous operation during a pursuit.

Primary Unit: The police unit immediately following the suspect vehicle at a reasonable distance and

that assumes primary control of the pursuit.

Secondary Unit: Any police unit that becomes involved as a backup to the primary unit and follows the primary unit at a safe distance.

STOP STICK System: A tire deflation device designed as a tool to assist law enforcement in stopping and preventing vehicle pursuits.

Terminate: To abandon or abort the pursuit.

Termination Point: The location where the pursuit comes to a conclusion.

Vehicular Pursuit: A deliberate attempt by an officer in an authorized emergency vehicle to apprehend a fleeing suspect who is actively attempting to elude apprehension.

KRS 189.940

KRS 189.940 Exemptions from traffic regulations

(1) Except as provided in KRS 189.920, the speed limitations set forth in the Kentucky Revised Statutes do not apply to emergency vehicles:

- (a) When responding to emergency calls; or
- (b) To police vehicles when in pursuit of an actual or suspected violator of the law; or
- (c) To ambulances when transporting a patient to medical care facilities; and
- (d) The driver thereof is giving the warning required by subsection (5) (a) and (b) of this section.

No portion of this subsection shall be construed to relieve the driver of the duty to operate the vehicle with due regard for the safety of all persons using the street or highway.

(2) The driver of an emergency vehicle, when responding to an emergency call, or of a police vehicle in pursuit of an actual or suspected violator of the law, or of an ambulance transporting a patient to a medical care facility and giving the warning required by subsection (5) of this section, upon approaching any red light or stop signal or any stop sign shall slow down as necessary for safety to traffic, but may proceed past such red or stop light or stop sign with due regard for the safety of persons using the street or highway.

(3) The driver of an emergency vehicle, when responding to an emergency call, or of a police vehicle in pursuit of an actual or suspected violator of the law, or of an ambulance transporting a patient to a medical care facility and giving warning required by subsection (5) of this section, may drive on the left side of any highway or in the opposite direction of a one-way street provided the normal lanes of traffic are blocked and he does so with due regard for the safety of all persons using the street or highway.

(4) The driver of an emergency or public safety vehicle may stop or park his vehicle upon any street or highway without regard to the provisions of KRS 189.930 and 189.450, provided that, during the time the vehicle is parked at the scene of an emergency, at least one (1) warning light is in operation at all times.

(5) The driver of an emergency vehicle desiring the use of any option granted by subsections (1) through (3) of this section shall give warning in the following manner:

(a) By illuminating the vehicle's warning lights continuously during the period of the emergency; and

(b) By continuous sounding of the vehicle's siren, bell, or exhaust whistle; unless

(c) The vehicle is an ambulance and the driver is of the opinion that sounding of the siren, bell, or exhaust whistle would be detrimental to the victim's health. In the event the driver of an ambulance elects not to use the siren, bell, or exhaust whistle he shall not proceed past red lights or drive in the opposite direction on a one-way street or in oncoming lanes of traffic unless no other vehicles are within five hundred (500) feet of the front of the ambulance. The driver shall not extinguish the warning lights during the period of the emergency.

(6) No driver or operator of any emergency or public safety or other vehicle shall use the warning lights or siren, bell, or exhaust whistle of his vehicle for any purposes or under any circumstances other than those permitted by KRS 189.910 to 189.950.

(7) KRS 189.910 to 189.950 does not relieve the driver of any emergency or public safety vehicle from the duty to drive with due regard for the safety of all persons and property upon the highway.

[Effective June 8, 2011]

IV. EMERGENCY DRIVING

A. General Procedures

1. The decision to respond in an emergency manner to a call for service is the responsibility of the responding officer(s). It is never mandatory that an officer respond in an emergency manner when safety factors make an emergency response impractical or unduly hazardous.

2. When operating in an emergency manner, officers are exempt from certain driving regulations under the specific conditions of KRS 189.940. This does not relieve officers from the duty to operate the vehicle with due regard for the safety of all persons using the street or highway.

B. Initiation of Emergency Driving

1. The emergency response shall be with both emergency lights and siren in continuous operation.

2. Officers shall weigh the seriousness of the situation against the hazards to themselves and the public generated by emergency driving.

C. Emergency Driving Operations

1. When an officer approaches an intersection and intends to enter or cross the intersection against the traffic signal (i.e. red lights, stop sign, yield sign), they shall slow or stop the police vehicle to allow motorists the opportunity to hear and observe the officer's vehicle and permit them the opportunity to yield right of way to the police vehicle.
2. An officer shall take into consideration the prevailing traffic, roadway, vehicle limitations, and environmental conditions when determining the speed with which the vehicle shall be operated.
3. An officer shall take into consideration their proximity to the destination, and determine if emergency equipment (lights or siren) should be turned off prior to arrival, for purposes of officer safety and/or suspect apprehension. Once the emergency lights and/or siren have been deactivated, the officer shall obey all existing traffic laws.

D. Emergency Response Termination

1. An emergency response shall be terminated:
 - a. When the responding officer becomes aware or is made aware that the emergency no longer exists.
 - b. When the officer is advised by a supervisor or E911 to disregard further response or action.
 - c. When, in the officer's opinion, a serious hazard is present to the public and/or the responding officer, due to adverse conditions or other factors.

V. PURSUITS

A. General Procedures

1. Officers shall not pursue vehicles when the occupants are wanted for violations, misdemeanors, or non-violent crimes unless they can articulate specific exigencies and circumstances that justify the risk of a pursuit. The officer must weigh the immediate danger or potential danger to the public, should the suspect be allowed to remain at large, against the danger or potential danger created by the pursuit itself. A supervisor, at their discretion, may authorize the continuation of the pursuit based on their evaluation of those exigencies and circumstances.
2. Unless circumstances dictate otherwise, a pursuit shall consist of no more than two police vehicles: a primary and a secondary unit. All other officers shall stay clear of and monitor the progress of the pursuit, and be prepared to assist if directed by a supervisor.

3. Vehicles not actively involved in the pursuit are considered support units and should conduct the following activities:

- a. Cover escape routes
- b. Assume a primary or secondary unit role, should one of those vehicles be unable to continue
- c. Operate with all emergency lights and siren, when necessary, to maintain support positions and to warn other drivers of the support vehicles' approach

B. Initiation of Pursuit

1. The decision to initiate a pursuit must be based on the pursuing officer's conclusion that the immediate danger to the officer and the public created by the pursuit is less than the immediate or potential danger to the public should the suspect remain at large.

2. Unless a greater hazard would result, a pursuit should not be undertaken if the subject(s) can be identified with enough certainty that they can be apprehended at a later time.

3. In deciding whether to initiate or continue a pursuit, the officer shall take the following into consideration:

- a. The seriousness of the offense
- b. Known information on the suspect
- 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. Officer training and experience
 - 1. Officers who drive police vehicles shall be given initial and periodic updated training in the department's pursuit policy and in safe driving tactics.
- j. Available equipment

- k. Speed and evasive tactics employed by the suspect
- l. The presence of other persons in the police and/or suspect vehicle
 - 1. A pursuit shall not be engaged in while providing transportation for any person, other than law enforcement officers acting in an official capacity
- m. Any other condition or situation that would create an unreasonable risk

C. Pursuit Operations

1. All emergency vehicle operations shall be conducted following KRS.
2. Upon undertaking a pursuit, the officers operating pursuing vehicles shall activate emergency lights, sirens, and (if present) body-worn cameras, and they shall remain activated for the duration of the pursuit.
3. Upon undertaking a pursuit, the primary unit officer shall immediately notify E911 of the following:
 - a. The initial purpose of the stop and reason for the pursuit;
 - b. Any information concerning the use of firearms, threat of force, or other unusual hazard;
 - c. The location, direction and speed of the pursuit;
 - d. Description of the pursued vehicle, including license plate number, if known; and
 - e. Number, identity, and description of any known occupants.
4. The officer shall continuously update E911, via radio, on the pursuit conditions and location, including if the pursuit is likely to go out of county.
5. Officers shall operate department vehicles with due regard for the safety of all persons using the street or highway, and officers shall comply with the provisions of KRS 189.940.
 - a. When an officer approaches an intersection and intends to enter or cross the intersection against any traffic signal or device, the officer shall slow or stop the police vehicle to allow motorists the opportunity to hear and observe the officer's vehicle and allow other motorists the opportunity to yield the right of way to the police vehicle.
6. When available, the backup officer (secondary unit) shall immediately notify E911 that they are joining the pursuit.
 - a. When the secondary unit joins the pursuit, that officer assumes responsibility for radio communication with E911.

7. The initiating officer is the primary unit in a pursuit, unless they are unable to continue or a marked unit assumes control at their request. At that point, the secondary unit becomes the primary unit.

a. Any primary or secondary unit sustaining damage to, or the failure of, essential vehicular equipment during the pursuit shall not continue in the pursuit.

8. The primary unit shall also become the secondary unit when the fleeing vehicle comes under Air Support Unit surveillance or when another unit has been assigned as the primary unit.

a. The primary unit assumes command at the terminal point of the pursuit until the arrival of a supervisor.

b. The primary unit will complete the required electronic case report and uniform citation prior to the end of the shift.

c. An electronic BlueTeam report shall be completed per the currently established procedures.

9. Responsibilities of the secondary unit (backup officer) are the same as those of the primary officer.

a. The secondary unit will also assume responsibility for radio communication with E911.

b. The secondary unit officer who takes control of a pursuit for any reason assumes the responsibilities of the primary unit officer, including the authority to terminate the pursuit.

D. Pursuit Termination

Note: The involved units and monitoring supervisor shall continually reevaluate and assess the pursuit situation, including all of the initiating factors, and terminate the pursuit whenever it is reasonable to believe the risks associated with the continued pursuit are greater than the public safety benefit of making an immediate apprehension.

1. The pursuit may be terminated by the involved units and/or the monitoring supervisor at any time.

a. A pursuit is terminated when the pursuing officers(s) turns off their emergency equipment and either stops or proceeds in a different direction; or

b. The pursued vehicle stops.

c. Officers shall immediately obey any direct order to terminate a pursuit issued by a supervisor, and shall acknowledge the termination by radio.

2. A pursuit shall be terminated:

- a. When, in any involved officer's opinion, a serious hazard is present to the public and/or the pursuing or responding officer due to prevailing traffic, roadway conditions, environmental conditions or extremely high speeds, or the involved officer doesn't believe that it is safe to continue the pursuit.
 - b. If the pursued vehicle's location is no longer definitively known.
 - c. If the suspect's identity has been determined, immediate apprehension is not necessary to protect the public or officers, and apprehension at a later time is feasible.
 - d. While operating a special purpose vehicle or any vehicle other than a standard marked patrol-equipped police sedan or a standard white traffic-equipped police sedan. When initiating a vehicle stop, the above unauthorized vehicles shall immediately terminate pursuit once it is evident that the violator will not stop, unless:
 1. An immediate, imminent threat to public safety exists beyond the actions of suspect fleeing.
 2. Specific approval is given by an uninvolved supervisor.
 - e. When their vehicle is not equipped with emergency lights and siren.
 - f. When the officer is out of radio range or loses contact with E911.
 - g. When termination is ordered by a supervisor
3. If any involved officer or the monitoring supervisor advises that they are terminating the pursuit, any other officer(s) shall immediately cease all efforts and attempts to follow, overtake or otherwise apprehend the suspect vehicle. The monitoring supervisor will make a determination if officers in vehicles can search the area for the suspect's vehicle.

E. Supervisor's Responsibilities

1. When made aware of a vehicular pursuit, the appropriate supervisor shall notify E911 that they are monitoring the pursuit and accepting supervisory responsibility for:
 - a. Monitoring incoming information and ensuring sufficient information has been provided by the pursuing officer(s) for the supervisor to evaluate the necessity of a pursuit and to coordinate and direct activities as needed to ensure that proper procedures are used,
 - b. Ensuring that no more than the necessary number of units are involved,
 - c. Air Support Unit assistance, if available, has been requested,
 - d. The appropriate radio channel and proper radio procedure are being utilized,
 - e. Ensuring that E911 has notified surrounding jurisdictions, if necessary, and

- f. Terminating the pursuit when necessary.
2. The monitoring supervisor shall continuously evaluate the updated information to determine if the pursuit should be continued or terminated.
3. In controlling the pursuit, the monitoring supervisor is responsible for:
 - a. Approving or terminating a pursuit.
 - b. Directing pursuit vehicles or the Air Support Unit into, or out of, the pursuit.
 - c. Redesignating primary, secondary or other unit responsibilities.
 - d. Coordinating pursuit tactics.
 - e. Granting or denying permission for the pursuit to continue outside of the department's jurisdiction.
4. The monitoring supervisor may also approve support units to assist the primary and secondary pursuit units based upon an analysis of the following criteria:
 - a. The nature of the offense for which the pursuit was initiated.
 - b. The number of suspects in the vehicle and/or any known propensity for violence.
 - c. Weapon involvement.
 - d. The number of pursuit vehicles.
 - e. Any damage or injuries to the primary and secondary unit or officers.
 - f. The number of officers needed to make an arrest at the conclusion of the pursuit.
 - g. Any other clear and articulable facts that would warrant the increased hazards caused by numerous pursuit vehicles.
5. The supervisor in charge of monitoring the pursuit will continue to direct the pursuit, approve or order alternative tactics and maintain control until the pursuit is terminated.
6. The monitoring supervisor shall respond to the termination point following a pursuit and provide guidance and necessary supervision.
 - a. The monitoring supervisor may participate directly in the pursuit as needed, but at a minimum, should follow the pursuit and provide supervision at its termination point.
7. The monitoring supervisor will ensure that:
 - a. An electronic BlueTeam report is completed as required.

- b. An electronic case report and uniform citation are completed as outlined in GO series 1991-05 Report Procedures.
- 8. Ensure that officers have been assigned to complete any necessary reports related to vehicle collisions and property damage resulting from the pursuit, or electronic case reports related to any incident that gave rise to the pursuit.
- 9. Nothing in this policy would preclude other supervisors with a better vantage point or other pertinent information from making a decision regarding termination of a pursuit, regardless of its location or terminal point.

F. STOP STICKS

1. General Guidelines

- a. STOP STICKS may be used when it is possible to do so safely, and when the officer deploying STOP STICKS has received appropriate training.
- b. Officers may deploy STOP STICKS when it reasonably appears necessary to control the situation.
- c. A supervisor's permission is required prior to deploying STOP STICKS.

Note: Any supervisor has the authority to deploy STOP STICKS without any higher level of approval.

- d. STOP STICKS should be used only when:
 - 1. The officer has reason to believe the continued movement of the pursued vehicle would place others in imminent danger of serious physical injury or death; and
 - 2. The apparent risk of harm, to other than the occupant of the pursued vehicle, is so great as to outweigh the apparent risk of harm involved in making the forcible stop.

2. STOP STICK System Deployment:

- a. The STOP STICK System is a tire deflation device designed as a tool to assist law enforcement in stopping and preventing vehicle pursuits.
- b. Supervisors may authorize the use of a department approved STOP STICK system to attempt to end a pursuit, according to the following guidelines:
 - 1. Only officers who have been issued department owned STOP STICK systems, and have been trained in their use, shall be permitted to carry them in their vehicles and deploy them.

2. Officers who are equipped with STOP STICK systems shall not pass the fleeing vehicle in order to drive ahead for the purpose of deploying the system.
3. Officers deploying a STOP STICK system shall locate a suitable position ahead of the pursuit in order to effectively deploy the STOP STICK system and prevent officer injury. Additional officers may be utilized to assist in setting up the STOP STICK system for deployment and/or for communication with the pursuing officers. Prior to deployment, officers deploying the STOP STICK system shall notify pursuing officers and E911 of the proposed location of deployment.
4. Upon notification of the location of a STOP STICK system deployment, the pursuing officer shall give frequent updates concerning the pursuit's location, direction of travel, speed and traffic flow.
5. Deployment of the STOP STICK system shall be in accordance with prescribed training methods.
6. Placement of police vehicles at the location of deployment should be to the side(s) or shoulder of the roadway. Officers should be positioned so that their vehicle or other appropriate object(s) afford a safe level of protection from traffic. Deployment of the STOP STICK system shall be done with due regard for the safety of all persons and property upon the roadway.
7. The preferred deployment location is limited access roadways. In the event that deployment must take place on a non-limited access roadway, then efforts to limit traffic access to the section of roadway should be made prior to deployment.
8. Upon approach to a STOP STICK system deployment location, pursuing officers shall increase the distance between the police vehicles and the pursued vehicle, in order to provide ample time for the deployed STOP STICK system to be removed for clear passage of police vehicles. Officers should never swerve or take extreme evasive actions to avoid a STOP STICK system lying on the roadway.
9. Following deployment, the deploying officer shall be responsible for removal of the STOP STICK system and any related debris caused by the deployment. The officer is also responsible for replacing the damaged or used portion of the STOP STICK system.
10. Use of the STOP STICK system (actual deployment), either successful or unsuccessful, shall be documented in the narrative of the electronic BlueTeam report. The supervisor will also be responsible for completing the pursuit reporting form online at www.stopstick.com to fulfill warranty requirements.

c. Prohibited STOP STICK system deployment actions shall include:

1. Deployment to stop a two-wheeled, three-wheeled, or off-road vehicle (i.e., all-terrain bikes and buggies) unless deadly force would be authorized to stop the vehicle. The type of vehicle being pursued should always be considered prior to deployment.
2. Deployment on a vehicle clearly marked as containing a hazardous material.
3. Deployment on unpaved roadways.
3. In the course of a pursuit, deliberate contact to forcibly stop a fleeing vehicle is permitted only if the use of deadly force would be justified under the circumstances and the action does not create a substantial risk of serious injury or death to uninvolved persons.
4. There shall be no attempt by officers to pass other units involved in the pursuit unless the passing officer is requested to pass and receives specific permission from an involved officer or the supervisor in charge of monitoring the pursuit.

G. Prohibited Actions:

1. Ramming a pursued vehicle with a department vehicle is prohibited.
2. Running a pursued vehicle off the road is prohibited.
3. Officers shall not shoot from, or at, a moving or stationary vehicle except in extraordinary circumstances when it is necessary to return or initiate gunfire to protect human life (the officer and/or another person), where no other viable option is available, and when it does not create an unreasonable risk of harm to innocent persons. Refer to procedures outlined in GO series 1991-02 Response to Resistance.
4. Moving or stationary roadblocks or blocking the road with police vehicles to disrupt the flow of traffic in an attempt to stop, or prevent the escape of, a fleeing vehicle is prohibited.
5. Using civilian vehicle(s) to form any type of moving or a stationary roadblock is prohibited.
6. Officers shall not immediately follow a pursued vehicle traveling in the wrong direction on a limited access highway; rather they shall follow from the correct side.
7. Department officers are not permitted to assist an outside law enforcement agency that is engaged in a pursuit in Fayette County in establishing a rolling or stationary roadblock, or boxing-in or ramming a vehicle.

H. E911

1. E911 will follow its procedures when:
 - a. Notifying an available supervisor of the pursuit and clearing the radio channel of non-emergency traffic.

- b. Relaying necessary information to other officers that a pursuit is in progress and activating the emergency tone on the primary talk group/channel.
- c. Dispatching additional officers(s), as needed or as requested.
- d. Coordinating assistance as requested by the supervisor in charge of monitoring the pursuit.
- e. Notifying the Air Support Unit and Canine Unit, as requested.
- f. Performing relevant records and motor vehicle checks.
- g. Notifying other law enforcement agencies if the pursuit might involve their jurisdiction.

VI. INTERJURISDICTIONAL PURSUITS

A. When a Department Pursuit is Likely to Enter a Neighboring Jurisdiction:

1. The pursuing officer shall notify the monitoring supervisor and E911 when it is likely that a pursuit will continue into a neighboring jurisdiction across the county line.
2. The monitoring supervisor shall determine if the other jurisdiction should be asked to assume the pursuit. The following should be considered:
 - a. The distance between the pursuing and pursued vehicles and the speed involved.
 - b. The pursuing officer's level of familiarity with the area.
 - c. The willingness and capability of the other jurisdiction to assume control of the pursuit.
 - d. Communication limitations at longer distances.
3. If it is determined that the control of the pursuit should be relinquished to another jurisdiction, the request shall be clearly relayed to that agency. Confirmation of their acceptance of control of the pursuit should be obtained.
4. Pursuit into a bordering jurisdiction shall conform to KRS and any applicable interjurisdictional agreements. The actions of department officers shall be governed by department policy.
5. Once a pursuit has been taken over by the law enforcement agency of another jurisdiction, and the same numbers of officers from other agency/agencies are present as were authorized to be in the initial pursuit, the initial pursuing department officers shall relinquish primary position and monitor the pursuit from a support position.

B. Pursuits from Other Jurisdictions:

1. Participation in a neighboring jurisdiction's pursuit is appropriate only in response to a specific request for participation. Mere notification of the existence of a pursuit shall not be construed as a request for participation.
2. Officers shall assist neighboring jurisdictions involved in a pursuit that enters Fayette County, or is initiated by an agency within Fayette County, only when authorized to do so by a supervisor.
 - a. The supervisor shall first clarify whether the department is being requested to assist in the pursuit.
 - b. The supervisor shall determine the degree of the department's involvement, if any, and provide the appropriate direction.
3. Officers authorized to assist pursuing officers from another jurisdiction shall:
 - a. Take a support position at the end of the pursuit.
 - b. Relay information concerning the pursuit via radio.
 - c. Become actively involved in another agency's pursuit and assume the role of primary or secondary officer in the pursuit only when:
 1. Outside agency units are unable to continue the pursuit, and
 2. Supervisory authorization has been received to become the primary and/or secondary officer in the pursuit.
4. The pursuit meets the criteria of this policy.
5. A BlueTeam report shall be completed if a department officer acted as the primary or secondary officer in the outside agency's pursuit, or if a department officer deployed STOP STICKS during the pursuit.
6. Any STOP STICK system deployment shall be in accordance with procedures outlined in this policy and may be approved only when the supervisor authorizing deployment of the equipment determines that:
 - a. The use of the device would facilitate ending the pursuit.
 - b. Outside law enforcement agency units in the pursuit have been notified of the intent to use of the STOP STICK system, and of the deployment location.

VII. POST-PURSUIT PROCEDURES

- A. The responsible supervisor(s) will:
1. Ensure the Patrol Duty Commander is notified.

2. Ensure that all required electronic case reports, uniform citations, and other reports are completed by officers involved in the pursuit in accordance with currently approved procedures, including in those situations in which the involved officer is unable to complete a report.

a. Reports shall be reviewed by the appropriate supervisor(s) to determine compliance with policy.

3. Complete and forward a BlueTeam report and related photographs.

a. Any supervisor who completes a BlueTeam report shall forward it, and all related documentation, to their immediate supervisor and shall copy the chain of command.

b. The BlueTeam report shall be reviewed at each level and forwarded to the bureau assistant chief.

c. The bureau assistant chief shall forward the completed BlueTeam report, and related documentation, to the Public Integrity Unit.

4. Evaluate the need for drug/alcohol testing for department officers directly involved in the pursuit.

5. All body-worn camera videos of vehicular pursuits shall be reviewed by a supervisor following the incident per currently approved procedures as soon as practical, but prior to the completion of the BlueTeam report. Refer to procedures outlined in GO series 2015-15 Body-Worn Cameras.

6. Compile a chronological order of events associated with the pursuit and (if necessary) events following the termination of the pursuit.

B. Any pursuit that results in a fatality, personal injury, or serious property damage shall be investigated by Collision Reconstruction Unit (CRU) investigators who were not directly involved in the pursuit.

VIII. PUBLIC INTEGRITY UNIT RESPONSIBILITIES

A. The Public Integrity Unit will conduct documented monthly and annual analyses of pursuits and departmental pursuit procedures to identify whether any policy or procedure modifications are warranted.

1. These analyses shall consider the following implications on the department:

a. Policy

b. Equipment

c. Training

d. Philosophical Approach

e. Interjurisdictional Issues; and

2. These analyses shall be completed even if a pursuit did not occur during the designated time period.

IX. AIR SUPPORT UNIT

Note: Refer to GO series 2016-04 Air Support Unit for information on the role of the Air Support Unit during vehicle pursuits.

1. The Air Support Unit (ASU) often has the ability to safely follow fleeing vehicles without endangering suspects, officers or bystanders. When available, the Air Support Unit shall be contacted on all pursuits and attempt to become involved in all pursuits initiated by an officer or being conducted in the department's jurisdiction.

a. The ASU will notify E911 upon arrival to the vicinity of the pursuit and when it has the suspect vehicle in sight.