

SOUTH PORTLAND POLICE DEPARTMENT

STANDARD OPERATING PROCEDURES

Subject:	Operation of Police Vehicles	Policy #	4-41
Effective Date:	January 16, 2019	Review:	Annually
Distribution:	All Personnel	# of pages:	9

I. PURPOSE:

To establish policy regarding the *routine* and *non-routine* operation of police vehicles.

II. POLICY:

In the best interest of public and officer safety, this policy intends to narrowly regulate non-routine operation of police vehicles, advocating a safe response to true emergencies, and discouraging dangerous or violent criminals from fleeing without any fear of police pursuit and apprehension. While operating department vehicles, ALL PERSONNEL SHALL EXERCISE DUE REGARD FOR THE SAFETY OF THE PUBLIC AND OTHERS WHILE ENFORCING THE LAW. Given this is a statutorily mandated policy, officers must abide by this SOP as it applies to all standards of the MCJA Board of Trustees.¹

III. DEFINITIONS:

- A. **Due Regard:** actions which a reasonable officer would perform in the same manner under similar circumstances.
- B. **Emergency Equipment:** blue lights, alternating headlights, siren and / or air horn.
- C. **Routine Operation:** the normal day to day operation of an emergency vehicle in conformance with normal traffic laws and rules of the road, to include in response to calls that are not a true emergency.
- D. **Non-routine Operation:** the operation of an emergency vehicle outside of normal traffic laws and rules of the road,² specifically including:
 - 1. **Emergency Response:** the operation of an emergency vehicle in response to a true emergency (“Code 3 Response”).
 - 2. **Pursuit:** the operation of an emergency vehicle for the purpose of following another vehicle in order to attempt to stop and apprehend an alleged violator or suspect, who ignores or disregards an officer’s signal to stop and who operates a vehicle in a reckless manner or in excess of ten (10) miles per hour over the speed limit.
 - 3. **Failure to Stop:** the operation of an emergency vehicle for the purpose of following another vehicle in order to attempt to stop and apprehend an alleged violator or suspect, who ignores or disregards an officer’s signal to stop, but does not operate a vehicle in a reckless manner or in excess of ten (10) miles per hour over the speed limit.
- E. **True Emergency:** an in progress felony or crime against a person, an ongoing incident dangerous to human life, or a situation in which there is a high probability of death or serious injury to a person, and in which the actions of the emergency vehicle operator may protect life or reduce the degree of risk in such situations. For purposes of this policy, this may include requests for emergency back-up assistance from another law enforcement officer.
- F. **Tire-Deflating Device:** *Stinger Spike System*, or other similar device, designed for use on road surfaces for the purpose of puncturing and deflating vehicle tires.

¹ 25 M.R.S.A., § 2803-B

² 29-A M.R.S.A. § 2054

IV. RESPONSIBILITIES:

- A. The safe operation of a police vehicle rests with the operator.
- B. Communications (and whenever possible, sworn) personnel will monitor pending calls, and prioritize their response in accordance existing protocols and available information regarding the nature of any emergency.
- C. Supervisors shall closely monitor the routine and non-routine driving of their personnel and take corrective disciplinary action, as deemed appropriate and consistent with departmental procedures.
- D. Department vehicles are intended for official use only and only authorized persons should drive or occupy any police vehicle. Police Motors, Tactical, Command and other specialized vehicles may only be operated in compliance with SOP #4-41-C, SPECIALIZED VEHICLES.
- E. Officers are responsible for being familiar with the applicable statutes in M.R.S.A., Titles 15, 17-A, 29-A, and 30-A, and the pertinent chapters of the Maine Law Enforcement Officers Manual as these serve as the foundation for this policy.
- F. The Chief of Police will meet with the Chiefs of concurrent or adjacent jurisdictions to discuss the departments' pursuit policies and convey that information to subordinates.
- G. Reasonable parking fees or toll charges incurred while on official business will be reimbursed with submission of receipt(s). Any costs or fines incurred for violations of law or ordinance, including impoundment fees, will be the responsibility of the operator, who must promptly notify their immediate supervisor of the violation.

V. PROCEDURES:

A. Routine Operations:

- 1. Police vehicles are conspicuous symbols of authority and the law, and the driving actions of employees are observed by many. All employees are expected to set an example of driving behavior and habits. Under routine driving conditions, employees shall observe all traffic laws. Unless safety or tactical reasons dictate otherwise, this will include ensuring that all persons driving, riding, or being transported in a department vehicle are using seatbelts.
- 2. As the use of cellular telephones and similar technology can distract the operator and result in the unsafe operation of a motor vehicle, the department will equip all primary response vehicles with "hands free" technology. The following guidelines will apply to the use of cellular phone or similar technology, whether department or personally-owned, during routine operations:
 - a. Consistent with state law, no employee shall access the internet and / or send, receive or read any text message or email on any cellular phone or similar electronic device.
 - b. No employee shall dial or talk on any such devices (not including the two-way police radio), unless in a "hands free" mode. This restriction is waived if extenuating circumstances make it necessary to obtain information that is sensitive and immediately needed to handle an in progress call.
- 3. For enhanced security, automated anti-theft devices (Tremco) are installed in fleet vehicles. Except in the police station parking lot, or occupied by a police K-9 capable of preventing entrance, police vehicles should be locked with the engine off when left unattended. This requirement is waived when the vehicle is at a scene and needs to be left unattended with emergency equipment in use and the police idle security feature is manually activated.

B. Non-routine Operations – General Rules:

- 1. Officers operating a police vehicle during non-routine operations shall exercise caution and drive with the due regard for the safety of others while assuming the right of way over other vehicles and exercising

the privileges permitted by statute. Improper non-routine driving may result in property damage, harm, injury or death, subjecting employees to civil and / or criminal prosecution or disciplinary action. Factors that must be considered in deciding to operate non-routine include, but are not limited to:

- a. the safety of the public and overall likelihood of a safe apprehension;
 - b. the nature or seriousness of the incident or offense;
 - c. road, terrain and weather conditions; time of day, lighting, and visibility;
 - d. pedestrian and vehicular traffic volume and conditions;
 - e. patrol vehicle condition; officer capabilities and familiarity of the area;
 - f. type of vehicle involved (motorcycle, high performance, bus, off road);
 - g. population density of the area (residential, business, highway);
 - h. quality of radio communications;
 - i. age of suspect – adult or juvenile;
3. Only *sworn* officers are permitted to operate police vehicles during *non-routine operations*. Such police vehicles must be equipped with emergency lights and siren, both of which shall be used during any non-routine operation.³ If, due to the nature of a particular call, it becomes necessary to turn off either the blue lights or siren, then all traffic laws must be obeyed.
 4. Officers may briefly exceed the speed limit and exercise other rights and privileges⁴ in order to catch up with a law violator and/or attempt to initiate a vehicle stop, but must follow the guidelines for non-routine operations while doing so (e.g., use of emergency lights and siren).
 5. Flashing “hazard” lights shall not be used when the vehicle is in motion because they interfere with turn signal operation. The spotlight and alley lights may be used when the vehicle is moving or stationary, but should not be used in a manner that will interfere with the vision of other drivers.
 6. The preemption emitters installed in police vehicles may only be used by officers during authorized non-routine operations.
 7. All personnel are prohibited from using the cruiser laptop (MDT), a cellular phone and / or similar technology, whether department or personally-owned, while operating a department vehicle in a non-routine manner. Any important information needed while responding non-routine shall be conveyed over the radio, or be provided after ceasing non-routine operations at, near, or en route to the scene.
 8. On-duty supervisors will be alert to calls that should or have resulted in non-routine response. Supervisors are authorized to limit the number of responding units and upgrade or downgrade the response of an officer, as appropriate. Consistent with SOP #3-26, DISCIPLINE, Supervisors are expected to take prompt corrective action to address any violations or guidance provided by this SOP.

C. Non-routine Operations – Emergency Response Driving:

1. Sworn officers may only use non-routine driving operations to respond to *true emergencies*, or, with expressed supervisory approval, to render aid as part of a necessary law enforcement function deemed to require an expedited response (e.g., an authorized escort).
2. A police vehicle engaged in an emergency response should not exceed the speed limit by more than **20 mph**, although higher speeds *may* be permitted where a reasonable officer would believe it to be necessary and safe. This is not a license or blanket authorization to go such speeds. The ultimate safety of the response always rests with the individual officer, who is expected to drive with *DUE REGARD* for the safety of all persons. Officers must ensure that the vehicle’s speed is safe and reasonable while taking into consideration the factors listed above in V(B)(2).

³ 29-A M.R.S.A., § 2054(4), *Right of Way*.

⁴ 29-A M.R.S.A., § 2054(5), *Exercise of Privileges*

3. Generally, officers should stop before entering an intersection against a red light or a stop sign, although officers *may* slow and proceed cautiously through an intersection against a red light or stop sign where a reasonable officer would believe it necessary and safe to do so.

D. Non-routine Operations – Pursuit Responsibilities / Restrictions / Prohibitions / Termination:

1. Officers are responsible for using good judgment in deciding when to pursue a vehicle, consistent with this SOP, and considering the same factors, as mentioned above in section V(B)(2).
2. An on-duty supervisor must authorize and will assume management of all pursuits and determine if the criteria for justifying the pursuit are present. If, at any time it is determined that the criteria are not present, the supervisor will immediately order the termination of the pursuit. Final responsibility for all pursuits rests with the Shift Commander.
3. So long as other exclusionary factors are not present (see V(D)(4) below), **AN OFFICER MAY ONLY INITIATE A PURSUIT IF, PRIOR TO THE PURSUIT**, there is reasonable suspicion or probable cause to believe that an occupant of the pursued vehicle has committed, is in the process of committing, or has threatened to commit a **VIOLENT FELONY** (e.g., a felony crime of violence against a person, or a felony offense that creates a risk of serious bodily injury or death);
4. An officer **SHALL NOT** initiate or engage in a pursuit if:
 - a. *prior to the pursuit*, the only known offense committed by the violator is any *property or non-violent crime*, any *misdemeanor*, any *traffic infraction*, or any *civil (or city ordinance) violation*; OR
 - b. the identity of the violator is known and no risk to public safety will exist if an immediate apprehension is not made; OR
 - c. the suspect vehicle is in an area with school in session and children may be present; OR
 - d. people other than sworn personnel are in the police vehicle (e.g., prisoners, interns, observers, etc.).
5. During the initial assessment period, officers may activate emergency lights and siren in a reasonable attempt to signal a vehicle to stop. Unless a Pursuit is otherwise warranted and authorized by this SOP, however, as soon as it becomes reasonably apparent that the violator is ignoring or disregarding the signal to stop and is operating in either a reckless manner or in excess of the speed limit, the officer must immediately cease non-routine operations and promptly notify dispatch of the situation.
6. Except that non-routine operations shall be prohibited if the sole reason for the initial stop was based on a traffic infraction or civil violation, the restrictions outlined above in this section are most applicable to *Pursuits* and not *Failure to Stop* incidents, as each is defined by this SOP. In other Failure to Stop incidents, the officer shall consider the same factors, as mentioned above in section V(B)(2) and, as deemed safe and appropriate, follow the vehicle using emergency equipment, promptly notifying dispatch, and seeking direction from the supervisor.
7. Actions **PROHIBITED** during pursuits are:
 - a. intentional contact between the police vehicle and the pursued vehicle, except as a last resort, preferably with Shift Commander authorization, and only if deadly force is justified;
 - b. the use of a police vehicle as a roadblock, to include a rolling roadblock, except as the term roadblock may be used to describe the authorized channeling of a fleeing vehicle towards a tire-deflating device deployed within the “avenue of escape;”
 - c. operating off road, or the wrong way on a bridge or divided highway, unless it can be accomplished safely and is expressly authorized by the Shift Commander. Police vehicles may be utilized to forewarn oncoming traffic of a wrong way driver, as possible, but such warning should not be given from a moving vehicle, except as approved by the Shift Commander;
 - d. discharging of a firearm at a moving vehicle, unless absolutely necessary and the use of deadly force is justified. Shooting at a moving vehicle is authorized only when an occupant of that vehicle is using or threatening to use deadly force, or if the vehicle is being operated in a manner deliberately

- intended to strike an officer or another person and all other reasonable means of defense have been exhausted, including moving out of the path of the vehicle;
- e. discharging of a firearm from a moving vehicle, unless absolutely necessary and the immediate use of deadly force is justified. In all cases of this nature, every precaution must be taken to ensure public safety.
9. Abandoning a pursuit may prove to be the best decision that an officer can make. If at any point the involved officer(s), supervisor(s) or the Shift Commander deems that a reasonable officer could believe that the risk to the public, the involved officer(s), or the violator(s) of continuing the pursuit outweighs the danger to the community if the suspect is not apprehended, or if the pursuing officer loses communication with the station, is outdistanced by the suspect vehicle, or determines that prevailing conditions render pursuit futile, the pursuit shall be terminated.
 10. An officer terminating a pursuit shall notify the dispatcher of the decision to terminate and advise the last known direction the vehicle was traveling. **NO OFFICER WILL BE DISCIPLINED FOR DISCONTINUING A PURSUIT.**
 11. In the event that a pursuit ends and the suspect(s) flee on foot, the pursuing officer should follow the guidelines in SOP #4-41-B, FOOT PURSUITS.

E. Non-routine Operations – Pursuit Driving General Guidelines:

1. Sworn, uniformed officers in semi-marked or unmarked patrol or investigative units, or on patrol motorcycles, only if equipped with emergency lights and siren, may initiate a pursuit, but must immediately terminate involvement once relieved by a fully marked cruiser. Non-sworn personnel, and personnel in vehicles without emergency lights and siren, are prohibited from engaging in a pursuit.
2. The officer engaging in a pursuit or failure to stop situation (“The Primary”) shall immediately notify the dispatcher of their location, direction of travel, a description/plate number of the vehicle, the number of occupants, the offense for which the vehicle is being pursued, the current speed and any other information relating to public and / or officer safety.
3. The dispatcher shall call for a “Signal 1000,” notify the Shift Commander and other units of the pursuit, facilitate communication, and provide updated information, as available.
4. Unless otherwise authorized by the Shift Commander, pursuits shall be limited to two (2) law enforcement vehicles, the “primary” and a “secondary.”
 - a. The primary unit should remain far enough behind the fleeing vehicle so as not to cause a collision should there be a sudden stop, accident or loss of control.
 - b. The secondary unit should not pass the primary unit, but should fall in behind the primary unit, remaining far enough behind so as not to cause a collision should there be a sudden stop, accident or loss of control. Once engaged in the pursuit, the secondary unit will be responsible for maintaining visual contact with the primary unit and for maintaining further radio communications regarding the status of the pursuit. This will allow the primary unit to assess the safety of the pursuit and focus on the safe operation of the police vehicle.
 - c. An approximate four second (4”) or more following distance is recommended during pursuit driving. Involved officer(s) must not operate a vehicle at a rate of speed that may cause loss of control.
5. The on-duty supervisor will limit the number of vehicles involved in the pursuit, and only assign additional support beyond the secondary pursuit vehicle as deemed necessary. Such support may include blocking traffic at intersections and deploying a tire-deflating devices. All additional (“Perimeter”) units should monitor the pursuit, but not become actively involved. Regardless, perimeter units should not engage in non-routine operations. They should minimize radio traffic, maintain a safe distance from the pursuit, while remaining available to assist in the apprehension.

6. The pursuing officer(s), supervisor(s) and Shift Commander must constantly re-evaluate the risks of continuing the pursuit. Abandoning a pursuit may prove to be the best decision that an officer can make (see “Termination of Pursuits,” below). The Shift Commander shall respond to the area where any stop / apprehension related to a pursuit has occurred.

F. Non-routine Operations – Pursuit into Outside Jurisdictions:

1. When a pursuit appears to be headed outside the city limits, the dispatcher shall notify the appropriate police department and keep it informed of the status and location of the pursuit. Pursuing unit(s) should consider using statewide channels to enhance interagency communication, but must maintain radio contact with the station and / or a South Portland supervisor.
2. If an outside agency becomes actively involved in a pursuit initiated by this department, the primary officer should assume a secondary position to the other agency and advise the Shift Commander, who shall decide the degree of this department’s continued involvement. The preference will be to turn the pursuit over to the other agency as soon as possible.
3. A fresh pursuit of a suspected felon, which is otherwise authorized by this policy, may extend beyond the state line into New Hampshire or Massachusetts, but the pursuit shall be relinquished as soon as possible to law enforcement personnel of the entered state.
4. If an outside agency requests that the South Portland Police Department terminate a pursuit in its jurisdiction, the Shift Commander shall order that the pursuit be terminated.

G. Non-routine Operations - Pursuit by Outside Agencies into South Portland:

1. Upon notification by an outside agency that a pursuit is about to enter the City, the dispatcher shall request from the initiating agency the reason for the pursuit and relay that information to the Shift Commander, supervisor, and road units.
2. The Shift Commander must authorize the extent of this agency’s involvement in any such pursuit, consistent with this SOP. If the outside agency’s pursuit is believed to violate any part of this SOP, no South Portland police officer may become involved; any officer already authorized and / or involved shall terminate involvement; and the Shift Commander shall promptly request that the outside agency terminate the pursuit.
3. For any authorized pursuit, only two (2) units (a “primary” and a “secondary”) should be actively involved, so only one unit from the outside agency may act as a back up. If more than one unit from the outside agency is already involved, or if more than one outside agency is involved in the actual pursuit, the South Portland Police Department will not directly participate in the pursuit, but will follow guidelines for perimeter units described elsewhere in this SOP.

H. Non-routine Operations – Forcible Stopping Techniques:

1. **Roadblocks / Ramming:**
 - a. The use of a police vehicle as a roadblock, to include a rolling roadblock, is prohibited, except as the term roadblock may be used to describe the authorized channeling of a fleeing vehicle towards a tire-deflating device deployed within the “avenue of escape.”
 - b. Intentional ramming or contact between the police vehicle and a pursued vehicle is prohibited, except as a last resort weapon of availability, as contemplated by SOP #1-1-A, USE OF FORCE, preferably with Shift Commander authorization, and only if deadly force is justified.
 - c. Office of the Maine Attorney General protocols for the reporting and investigation of the use of deadly force will apply for any roadblock that creates a substantial risk of causing death or serious

bodily injury to the occupants of the fleeing vehicle or other persons, and that results in death or serious bodily injury, or for any intentional police vehicle contact with a vehicle being pursued.

2. Tire Deflating Device:

- a. Unless deadly force is otherwise justified, as noted above, the use of the Stinger Spike System is the only forcible stopping technique authorized to end an authorized pursuit and should be considered. If, based upon the totality of the circumstances, the deploying officer reasonably believes use of the system is likely to cause a higher risk to officers or uninvolved persons / motorists than continuation of the pursuit, the spike system should not be deployed at that time.
- b. Officers shall be trained in their use, including review of this SOP, manufacturer guidelines and actual mock deployments. Only trained officers may deploy the device, as trained. The responsibility for the safe deployment of the tire-deflating system rests with the deploying officer.
- c. An officer should deploy a tire-deflating device only after advising the pursuing officer(s) that the device will be deployed and the location of the deployment and the pursuing officer(s) has acknowledged the information. An on-duty supervisor may alter or override the decision to deploy the device at a certain location based upon officer and public safety concerns.
- d. Discretion shall be used in selecting and positioning deployment locations, considering officer and public safety concerns. Flat, straight, level areas are preferred. Areas with schools, gas stations, hills, corners, busy intersections or other areas with uncontrolled pedestrian or vehicular traffic, or without officer cover / concealment are discouraged. Officers will use cover and stand clear of the protective objects and / or vehicles.
- e. A tire-deflating device may NOT be used to stop an ATV, motorcycle, moped, bicycle, motor driven cycle, tractor-trailer hauling a hazardous material, or a bus carrying non-culpable passengers.
- f. Unless otherwise directed by a supervisor, officers will activate emergency lights on police vehicles at the scene of the deployment. Police vehicles may be positioned for the purpose of channeling the fleeing vehicle, with the tire-deflating device being deployed across the suspect's travel lane or "avenue of escape."
- g. The tire-deflating device should be removed from the road after the fleeing vehicle passes over it or when the need for the deployment no longer exists. The pursuing officer should be advised that the tire-deflating device has been removed from the pursuing vehicle's path.
- h. The pursuing officer(s) should proceed cautiously when approaching the deployment area and adjust vehicle speed, as necessary, allowing time for the deploying officer to remove the tire-deflating device from the pursuing vehicle's path. Pursuing officers should be aware that the fleeing vehicle may decrease speed rapidly or make an evasive or unpredictable maneuver.
- i. The pursuing officer(s) must proceed through the deployment area at a speed reasonable for the safety of other officers and civilians in the area and may increase speed, as necessary, after the deploying officer signals that it is safe to do so or after having cleared the deployment area.
- j. The deploying officer or an assigned officer will maintain the device and replace damaged or missing spikes according to the manufacturer's guidelines. A supervisor should be advised of any problems or concerns.
- k. The Shift Commander or designee will inspect the device after deployment and assure that the device is returned to service as soon as possible.

I. Non-routine Operations – Notification, Reporting and Review:

1. If a pursuit or failure to stop results in death, any bodily injury and / or property damage that is believed will exceed \$5,000, the Shift Commander shall promptly notify the Chief of Police.
2. The primary officer in any pursuit or failure to stop incident is responsible for completing the department's Pursuit / FT Stop Incident Form. Any on-duty patrol supervisor(s) - and all officers involved in any portion of a pursuit or failure to stop incident, to include deployment of any tire deflating device - shall complete a narrative report, detailing their involvement and observations. All reports shall be submitted to the Shift Commander prior to the end of that tour of duty.

3. Any *unintentional* collision involving a police vehicle will additionally be handled according to the guidelines pertaining to *Collisions Involving City Vehicles* outlined in SOP #6-62, VEHICLE COLLISION INVESTIGATION. This should include damage to any vehicle not involved in the pursuit that *unintentionally* passes over a tire-deflating device, causing in excess of \$1,000 damage. If the damage exceeds \$1,000, the officer shall complete a MCRS report. If the damage does not exceed \$1,000, the officer will document the vehicle and operator's contact information and refer the owner/operator to the administration. No comment should be made concerning liability.
4. Any *intentional* contact involving a police vehicle is considered deadly force and will additionally be handled according to the guidelines outlined in SOP #1-1-G, OFFICER-INVOLVED DEADLY FORCE / CRITICAL INCIDENTS & REVIEW.
5. The Shift Commander who is on-duty during any pursuit or failure to stop incident, and / or any incident involving a forcible stopping technique / deployment of tire deflating devices, shall ensure completion and collect and review all reports of the incident, along with any video footage. The Shift Commander will complete a narrative report of their review, critiquing the incident, including the basis for initiating, terminating and / or allowing the pursuit to continue, and noting any issues and / or recommendations for improvement. The Shift Commander shall then complete their Findings on the department's Pursuit / FT Stop Incident form, taking corrective action or providing training, as appropriate. Command review findings may include: no further action; providing remedial training or counseling for the involved officer(s); the recommendation of a change in equipment, training or SOP; the identification of a possible SOP violation; or a referral for further review by the Administrative Review Board.
6. In addition to the on-duty Shift Commander, the packet must be reviewed by at least one (1) other uninvolved staff officer, preferably from the involved officer(s)' chain of command. The on-duty Shift Commander is responsible for ensuring this review process is completed and forwarded to the Office of Professional Standards within five (5) days of the incident.
7. The Office of Professional Standards will sequentially document the matter on the review log and forward a copy of the Pursuit / FT Stop Incident form to the Maine State Police Traffic Division. Based on the general facts and initial supervisory Findings, Professional Standards will determine the need for additional review. At a minimum, any incident resulting in death, any bodily injury, or property damage believed to exceed \$5,000 shall be referred to the Administrative Review Board for further review and consideration.
8. The Administrative Review Board will consist of three command and supervisory personnel appointed by the Chief, but may also seek input and assistance from any officer or person with relevant experience. The Review Board will be charged with reviewing each incident assigned to it in order to determine if department personnel acted in compliance with existing laws and departmental policies. The Review Board will also identify and report on any training needs and / or policy recommendations. The Review Board will return their findings, in writing - on a standardized form used for that purpose - to the Office of Professional Standards.
9. After review by the Office of Professional Standards and / or the Administrative Review Board, the Office of Professional Standards will forward the packet to the Chief of Police before its return to Professional Standards for filing.
10. The Office of Professional Standards will compile annual statistics, and conduct a documented annual analysis of the department's pursuit and failure to stop incidents, to include review of the department's pursuit policy and reporting procedures, to the Chief of Police for approval by February 28 of the following year.

J. Police Escort Services:

1. The department may honor legitimate requests for police escort and relay services to ensure the safe, orderly and / or efficient movement of traffic, and to expedite a safe transport and delivery of special items or persons, so long as the act of escorting itself does not create unacceptable risk to the public.
2. Officers shall not initiate any escorts without first obtaining specific authorization from the on-duty Shift Commander, for emergent escorts, or the Chief of Police or designated supervisor for a pre-planned, non-emergent escort.
3. Officers shall not provide emergency escorts for private vehicles. Assistance to injured or ill individuals who are in private vehicles may be given by transporting in the police vehicle, if practicable, or by calling EMS. Doctors or other emergency medical personnel may also be transported in the police vehicle to a hospital in response to a medical emergency, as deemed necessary and appropriate.
4. Emergency vehicles, specifically ambulances, will also not be escorted by officers, except to escort an emergency vehicle from the city to a hospital when the driver of the emergency vehicle is not familiar with the location of the hospital.
5. Employees shall not provide non-emergency escorts except as specifically authorized by the Chief of Police or on-duty Shift Commander, for special events that may include, but are not limited to funerals, parades, hazardous, oversize or unusual cargo, and motorcades or other to ensure the safe passage of individuals such as dignitaries, public officials, and others, as approved.
6. When the department elects to honor a request for a scheduled, non-emergency escort, the trip route will be established in advance. The speed limit will be maintained unless the nature of the circumstances dictate otherwise. Traffic control will be established, as necessary and appropriate, at locations along the scheduled route, sufficient to ensure safe passage.
7. Control of the escort will be assigned to a specific supervisor or officer, in accordance with the complexity of the escort services being provided. The controller will set the pace of the escort and will terminate the escort if conditions are such that continuation of the escort would constitute an unacceptable risk to the public.
8. The operation and use of police vehicle and emergency equipment during any escort will be specified in advance by appropriate supervisory personnel, but must always be in accordance with state law and this directive.

By Order Of:

Timothy B. Sheehan
Chief of Police