All personnel operating Department vehicles shall exercise due regard for the safety of all persons: protection of life is the paramount goal of the Department. No task, call, or incident justifies disregard of public safety. Further, the public expects its law enforcement officers to demonstrate exemplary driving skills.

In emergency situations an expedient response is necessary; however, the need for urgency must always be balanced against operator and citizen safety. Emergency response is recognized as appropriate and necessary under certain conditions; however, nothing in this directive relieves operators of potential criminal or civil liability for their actions.

The purpose of this directive is to set guidelines for the operation of emergency vehicles.
10.11A.02  AUTHORITY

The authority to operate emergency vehicles in response to emergencies is provided under Virginia State Code Section §§ 46.2-920 and 46.2-829.

10.11A.03  DEFINITIONS

Emergency Equipment - flashing, blinking or alternating emergency lights and a siren, exhaust whistle or air horn designed to give automatically intermittent signals.

Emergency Lights - lights are required under the Virginia State Code in emergency response. Police vehicles are required to have flashing, blinking, or alternating blue, blue and red, blue and white, or red, white, and blue combination warning lights (§ 46.2-1022)

Priority Response - responding to a situation assigned emergency status using emergency equipment; and only when the operator of such vehicle displays a flashing, blinking, or alternating emergency light or lights and sounds a siren, exhaust whistle, or air horn designed to give automatically intermittent signals, as may be reasonably necessary.

Emergency Status - the status assigned an incident which may appear to be life threatening or of a serious nature as based on available information, and therefore requires emergency response.

Emergency Vehicle – any law-enforcement vehicle operated by or under the direction of a law-enforcement officer (i) in the chase or apprehension of violators of the law or persons charged with or suspected of any such violation or (ii) in response to an emergency call. Such vehicle shall be equipped with emergency lights and siren. (§§ 46.2-1022 - 46.2-1061).

Routine Status - the status assigned an incident that does not require emergency response. In responding to such an incident the operator will obey all traffic laws and ordinances.

Sirens or exhaust whistles – every law-enforcement vehicle authorized to be equipped with warning lights, shall be equipped with a siren, exhaust whistle, or air horn designed to give automatically intermittent signals (§ 46.2-1061).
10.11A.05 RESPONSIBILITIES

A. The dispatcher will assume primary responsibility for giving an incident emergency status or routine status and advising the unit(s) to respond accordingly.

B. Officers will not respond Priority Response to a call without specific authorization from a dispatcher or supervisor, except in an extraordinary circumstance, defined in “D.” below. Officers operating vehicles not fully equipped as an emergency vehicle, i.e., rental cars, seized vehicles, etc. will not engage in any emergency driving (§ 46.2-920).
C. Personnel on the scene and supervisors en-route to the scene may upgrade or downgrade responses to calls when conditions warrant, for example, based on factors such as weather, roads or other pertinent conditions, or based on additional information or expertise possessed. [41.2.1]

D. Under normal circumstances, field officers will remain in their assigned areas unless otherwise directed by a supervisor or a dispatcher. [Redacted]

E. Officers will not respond to a call unless sent by the dispatcher or a supervisor. Officers close to a dispatched call, and not dispatched, will request approval from the dispatcher prior to responding on the call (PD 10.29) unless an extraordinary circumstance, defined in D. above, exists.

F. Employees will operate Department vehicles in such a manner as to avoid injury to persons or damage to property (6.4.02.A.5). Regardless of the seriousness of the situation to which the officer is responding, and excepting circumstances that are clearly beyond the officer’s control, he or she shall be held accountable for the manner in which he or she operates the vehicle.

G. Employees will pay full time and attention to driving and will not use cellular telephones or Mobile Data Browsers (MDB) in any manner that would endanger or distract them or cause an accident while engaged in an emergency response.

10.11A.06 PROCEDURES

A. The dispatcher will dispatch as many units as are necessary, based on existing guidelines and information received, to the scene of the emergency. When a dispatcher gives a call emergency status, the dispatcher will give the responding officers authorization for a Priority Response. The dispatcher will advise responding officers of a change in response status as soon as it is known, and will ensure that affected units acknowledge the change.

B. When officers receive notification of the termination of Priority Response status, they will cease emergency operation as soon as is reasonably safe, keeping in mind that State Code exemptions only apply in response to an emergency.
C. The driver of any emergency vehicle, when such vehicle is being used in the performance of public services, and when such vehicle is operated under emergency conditions, may, without subjecting himself to criminal prosecution (State Code regulations § 46.2-920):

1. Disregard speed limits, while having due regard for safety of persons and property.

   NOTE: This Department imposes on the operator the restriction of driving no faster than 20 miles per hour above the posted speed limit in an emergency response (excluding pursuits).

2. Proceed past any steady or flashing red signal, traffic light, stop sign, or device indicating moving traffic shall stop if the speed of the vehicle is sufficiently reduced to enable it to pass a signal, traffic light, or device with due regard to the safety of persons and property;

   NOTE: Upon approaching an intersection, or other location where there is great possibility of collision because of traffic congestion, limited visibility, or other factors, the driver shall reduce the speed of the vehicle, stopping completely, if necessary, before entering and traversing the intersection.

3. Park or stop notwithstanding the other provisions of this chapter;

   NOTE: Vehicles will be parked in a manner so as to cause the least interference with traffic flow except when an emergency requires otherwise. At emergency scenes, vehicles should be parked in as safe a manner as possible, considering the need to allow access for fire, medical and other police vehicles. As soon as practical, or at the direction of a supervisor, emergency vehicles will be relocated to restore the normal flow of traffic.

4. Disregard regulations governing a direction of movement of vehicles turning in specified directions so long as the operator does not endanger life or property;

   NOTE: This exemption has often been misinterpreted as permitting travel the wrong way down one-way streets. There is no authorization in the State Code allowing any emergency vehicle to travel the wrong way on one-way streets.

5. Pass or overtake, with due regard to the safety of persons and property, another vehicle at any intersection;

6. Pass or overtake with due regard to the safety of persons and property, while en route to an emergency, stopped or slow-moving vehicles, by going to the left of the stopped or slow-moving vehicle either in a no-passing zone or by crossing the highway centerline;
7. Pass or overtake with due regard to the safety of persons and property, while en route to an emergency, stopped or slow-moving vehicles, by going off the paved or main traveled portion of the roadway on the right. Notwithstanding other provisions of this section, vehicles exempted in this instance will not be required to sound a siren or any device to give automatically intermittent signals.

Nothing in the State Code releases the operator of any such vehicle from civil liability for failure to use reasonable care in such operation.

By Authority Of:

Earl L. Cook  
Chief of Police
VEHICLE PURSUIT REPORT

Effective Date: 04-02-2015  |  Cancels: F-APD-0478 (05/2012)

THIS REPORT WILL BE COMPLETED BY AN ON DUTY PATROL SUPERVISOR. A COPY OF THIS AND ALL RELATED REPORTS WILL BE FORWARDED TO THE SAFETY COMMITTEE CHAIRPERSON.

Case Number (if any): ______________  Date and time of the pursuit: ______________________

Officer initiating the pursuit and the number of officer(s) and vehicles involved: _____________
_____________________________________________________________________________
_____________________________________________________________________________

Did the initiating officer have reasonable grounds to believe the suspect(s) had committed or was about to commit one of the enumerated offenses in 10.11B.04A1?  Yes___ No___
If yes, what was the offense and how did the officer reach this conclusion: __________________
_____________________________________________________________________________
_____________________________________________________________________________

Did the initiating officer take into account any other conditions in deciding to initiate the pursuit, such as weather conditions, traffic conditions, etc.?  Yes___ No___
If yes, what were the conditions considered?  _________________________________________
_____________________________________________________________________________

Did the initiating officer notify DEC when the pursuit was initiated?  Yes___ No___
Did the initiating officer give the direction of travel?  Yes___ No___
Did the initiating officer advise what the charge(s) were?  Yes___ No___
Did the initiating officer give a description of the suspect(s) and or the vehicle?  Yes___ No___

Did the backup officer give continuous updates?  Yes___ No___

Location pursuit initiated: _________________________________________________________

Time elapsed during the pursuit: ______________  Distance of Pursuit: ______________

Route of Pursuit: __________________________________________________________________

Weather and visibility conditions: _________________________________________________

Traffic conditions: ______________________  Pedestrian traffic: ______________________

Did the pursuit leave the city?  Yes___ No___
Did Alexandria Officers become involved in pursuit involving personnel from other agencies and/or other jurisdictions?  Yes___ No___
If yes, what agencies/other jurisdictions were involved: ________________________________________________________________

Were any unmarked or other types of police vehicles involved in the pursuit?  Yes___ No___
If yes, what type of vehicle(s): ________________________________________________________________
If other than marked vehicles were involved, did they follow 10.11B.05E?  Yes___ No___
If no, what actions did the supervisor take?  ____________________________________________________________

Were fleeing subject(s) apprehended as a result of the pursuit?  Yes___ No___
If yes, charges placed against suspect(s): ________________________________________________________________

Location of apprehension: ________________________________________________________________
Apprehending officer(s): ________________________________________________________________
Suspect(s) names: ________________________________________________________________

Make-model-color-license number of suspect vehicle: ______________________________________________________

IF AN ACCIDENT IS INVOLVED, ATTACH THE FR300
Was any party in this pursuit involved in an accident?  Yes___ No___
If yes, who was involved and were there any injuries resulting from this accident?
____________________________________________________________________________________________
____________________________________________________________________________________________
____________________________________________________________________________________________
Name(s) of injured person(s): ________________________________________________________________

Damages to city vehicle(s) (cost): ________________________________________________________________

Damages to city property (cost): ________________________________________________________________
Damages to suspect property and vehicle (cost): ______________________________________________________
Damages to third party property and vehicles(s) (cost): _____________________________________________

Did the DEC personnel limit radio traffic?  Yes___ No___
Did the DEC personnel notify a patrol supervisor of the pursuit?  Yes___ No___
Did the DEC personnel dispatch additional units?  Yes___ No___
Did the DEC personnel notify other jurisdictions?  Yes___ No___
If no, why not?  ________________________________________________________________
Did the DEC personnel relay requests for a helicopter or any other resources?  Yes___ No___

F-APD-0478 (04/2015)
Did a supervisor monitor this pursuit?  Yes ___ No ___ By whom: _______________________
If the pursuit entered another jurisdiction, did the supervisor ensure that officers followed the policy outlined in 10.11B.08?  Yes ___ No ___
If no, why not: __________________________________________________________________

Did the supervisor request a helicopter or any other additional resources?  Yes ___ No ___
Did the supervisor approve a roadblock?  Yes ___ No ___
If yes, was 10.11B.05D followed?  Yes ___ No ___
If the pursuit entered another jurisdiction, was 10.11B.08 followed?  Yes ___ No ___
Did the supervisor terminate the pursuit?  Yes ___ No ___ By whom: _______________________
If yes, why? ___________________________________________________________________

Supervisors comments: (This will be used if there are any training issues or if counseling is necessary) ___________________________________________________________________
______________________________________________________________________________
______________________________________________________________________________
______________________________________________________________________________
______________________________________________________________________________
______________________________________________________________________________

Reporting Supervisor ___________________________________________ Date: ________________

Watch Commander: ____________________________________________ Date: ________________
OR Patrol Sector Commander

Patrol Deputy Chief: ___________________________________________ Date: ________________

Chief of Police: ______________________________________________ Date: ________________
EMERGENCY VEHICLE PURSUIT

10.11B.01 PURPOSE AND POLICY

The purpose of this directive is to establish policy and procedures regarding vehicle pursuit by Alexandria Police Officers. When operating an emergency vehicle in a pursuit situation, the primary concern of the operator must be the safety of him/herself, others in the police vehicle, other motorists and pedestrians, other officers, and the violator. Although officers are given a qualified exemption under state law (46.2-920) from observing certain traffic regulations in specific circumstances, they are not relieved of the responsibility of driving with due regard for the safety of all persons. Both the operator and the Department are not released from civil liability for failure to use reasonable care in such operation. Officers will exercise reasonable care under the circumstances in effect at the time of the pursuit.

Pursuits are a dangerous and difficult task that receives much public and legal scrutiny when accidents, injuries, or death result. Pursuing officers and supervisors must justify their actions and, once they have decided to pursue, continuously evaluate the safety of their actions. Forcible measures to stop a fleeing driver are prohibited except where deadly force is appropriate.

[41.2.3]
When considering whether to pursue, the officer must decide if the necessity of immediate apprehension supersedes the danger created by the pursuit.

### 10.11B.02 AUTHORITY

The authority to operate emergency vehicles in pursuit situations is provided under the Virginia State Code, Sections 19.2-76, 19.2-77, 19.2-79, 46.2-829 and 46.2-920.

### 10.11B.03 DEFINITIONS

**Adjacent Jurisdictions** - Virginia jurisdictions with boundaries adjacent to Alexandria; i.e., Arlington and Fairfax.

**DEC** - Department of Emergency Communications

**Emergency Equipment** - Flashing, blinking or alternating red lights, blue lights, or combination of the two, and an operable siren, exhaust whistle, or air horn designed to give automatically intermittent signals.

**Jurisdiction** - The limits or territory within which authority to interpret, enforce and apply the law may be exercised.

**Major Jurisdictional Boundaries** - Any jurisdictional boundary, beyond which the pursuing officer would cease to have authority, under normal conditions, i.e. state boundaries, the District of Columbia, and certain federal boundaries.

**PMARS** - Police Mutual Aid Radio System; a radio system providing direct agency-to-agency communications.

**Pursuit** - An active attempt by an officer in an authorized emergency vehicle to apprehend a suspect who is fleeing or evading apprehension, provided the officer reasonably believes that the suspect is refusing to stop and is willfully fleeing capture by high-speed driving or other evasive maneuvers. Pursuits shall be conducted only with activated emergency equipment as defined in §§ 46.2-920 and -1022 and under circumstances outlined in this directive. An attempt to stop a vehicle that is not fleeing, or attempts to stop a vehicle that is refusing to stop while still obeying traffic control devices and not exceeding the speed limit by more than ten miles per hour is not a pursuit.

**Ramming** - The use of a moving vehicle to attempt to stop a pursued vehicle by initiating deliberate contact between vehicles or by forcing the pursued vehicle off the road or into an obstacle.
Stationary Roadblock-The use of a stationary vehicle(s) to block motor vehicle passage.

STOP Stick-A commercial product designed to safely deflate the tires of a moving vehicle to reduce the risk of injury or damage.

10.11B.04 RESPONSIBILITIES

A. Each individual officer will determine the need for a pursuit to be initiated. Officers should view the initiation of a pursuit in the same light as a potential use of Deadly Force. Pursuits are permitted under the following circumstances: [41.2.2.a]

1. When an officer has reasonable grounds to believe the suspect has committed, or is attempting to commit, one of the following felonies: Murder; Rape or other felonious sex offense; Abduction; Robbery; Felonious Assault; Arson involving death or serious injury; or

2. When an officer has reasonable grounds to believe the suspect has committed, or is attempting to commit, a crime which involves the display or use of a firearm, even if such crime is classified as a misdemeanor. If the crime is a misdemeanor, officers will not pursue into another State or the District of Columbia.

NOTE: Even when the above conditions have been met, the officer must consider the following factors when determining whether to initiate, continue, or terminate a pursuit:
- Time of day/day of week;
- Location (schools, business districts, residential);
- Nature of charges;
- Weather conditions;
- Road conditions;
- Speed involved;
- Condition of vehicles involved;
- Volume of traffic (vehicular and pedestrian);
- Visibility; and
- Officer's driving capabilities.

In some circumstances, the decision to abandon a pursuit may be the most prudent course of action, such as: [41.2.2.g]

a. If, in the opinion of the pursuing officer or a patrol supervisor, there is a clear and unreasonable risk that outweighs the necessity to further pursue;
b. If the suspect’s identity has been established and the need for immediate apprehension is no longer present;

c. If the prevailing traffic/pedestrian conditions indicate the futility of further pursuit; or

d. The location of the pursued vehicle is unknown.

B. **The primary pursuit officer will** advise DEC of the pursuit, the direction of travel, charges, description and updated information relating to the pursuit. [41.2.2.b]

C. **The backup pursuit officer** will assist the primary pursuit officer in effecting the arrest. The backup officer will update DEC of the pursuit location and other conditions that may be appropriate. [41.2.2.c]

D. **DEC personnel** will limit routine radio traffic during pursuits, notify a patrol supervisor or commander of pursuits, dispatch additional units, notify other jurisdictions as necessary, and relay helicopter requests. [41.2.2.e]

E. **The Patrol supervisor** will actively monitor the pursuit, and will respond when appropriate. The Patrol supervisor may terminate the pursuit at any time the conditions warrant. **The Patrol supervisor will request helicopter assistance, when appropriate, and may direct that additional units assist, if necessary.** When Alexandria pursuits enter other jurisdictions, the supervisor will ensure all applicable judicial procedures are followed (see 10.11B.08). The Patrol supervisor will conduct a post-pursuit review, and will document the circumstances in a Vehicle Pursuit Report (APD-478), which will be forwarded through normal channels before the end of the supervisor’s shift (see 10.11B.09). [41.2.2.f]

F. **The on duty Watch Commander or Patrol Sector Commander** will assume this responsibility if a Patrol supervisor is not available to monitor the pursuit, or will designate an acting supervisor to control the pursuit.

The on-duty Watch Commander or Patrol Sector Commander is authorized to make decisions as to whether or not a vehicle pursuit is appropriate. If the on-duty Watch Commander or Patrol Sector Commander authorizes a pursuit when presented with circumstances not specified in this directive, that commander must attach an addendum to the Vehicle Pursuit Report (APD-478) documenting their justification for the authorization.

### 10.11B.05 PURSUIT PROCEDURES

A. When engaged in pursuit, with full emergency equipment in operation, officers are permitted to disregard certain specific traffic regulations.
**VA. Code 46.2-920** - The drivers of any emergency vehicles, when such vehicles are being used in the performance of public services, and when such vehicles are operated under emergency conditions, may, without subjecting themselves to criminal prosecution:

1. Disregard speed limits, while having due regard for safety of persons and property;

2. Proceed past any steady or flashing red signal, traffic light, stop sign, or device indicating moving traffic shall stop if the speed of the vehicle is sufficiently reduced to enable it to pass a signal, traffic light, or device with due regard to the safety of persons and property;

3. Park or stop notwithstanding the other provisions of this chapter;

4. Disregard regulations governing a direction of movement of vehicles turning in specified directions so long as the operator does not endanger life or property;

**NOTE:** This exemption has often been misinterpreted as permitting travel the wrong way down one-way streets. There is no authorization in the State Code allowing any emergency vehicle to travel the wrong way on one-way streets.

5. Pass or overtake, with due regard to the safety of persons and property, another vehicle at any intersection;

6. Pass or overtake with due regard to the safety of persons and property, while en route to an emergency, stopped or slow-moving vehicles, by going to the left of the stopped or slow-moving vehicle either in a no passing zone or by crossing the highway centerline;

7. Pass or overtake with due regard to the safety of persons and property, while en-route to an emergency, stopped or slow-moving vehicles, by going off the paved or main traveled portion of the roadway on the right. Notwithstanding other provisions of this section, vehicles exempted in this instance will not be required to sound a siren or any device to give automatically intermittent signals.

The exemptions granted to emergency vehicles under this section shall apply only when the operator of such vehicle displays a flashing, blinking, or alternating emergency light, or lights as provided in Va. Code 46.2-1022 - 46.2-1024 and sounds a siren, exhaust whistle, or air horn.

**NOTE:** Officers who disregard traffic regulations other than those specifically cited above are not operating under authority of State Code or Police Department policy, and are responsible for the consequences of their actions.
B. **Number of police vehicles**
   Unless otherwise directed by the Patrol supervisor or commander, no more than two police vehicles and one supervisor's vehicle will become actively involved in the pursuit. The second unit will serve as back up and, when practical, update the pursuit location and other pertinent information so the primary pursuit officer can focus attention on the fleeing vehicle. Full emergency equipment will be used at all times during pursuit.

C. **Forcible stopping**
   The use of forcible stopping/ramming is analogous to the use of lethal force. Employees are prohibited from using a vehicle to force another to stop, except under extreme circumstances when stopping the moving vehicle is of critical importance to public safety. (See also 10.32 Use of Force)

D. **Roadblocks**
   The use of stationary vehicles as roadblocks is not to be used when other officers are in pursuit of the vehicle.

1. Officers receive training on stationary roadblocks during Basic Law Enforcement School at the Northern Virginia Criminal Justice Training Academy (NVCJTA).

E. **Motorcycles or unmarked cars**
   - Use of unmarked police cars, motorcycles, or other non-conventional police vehicles should be avoided. In those instances when the operator of such a vehicle finds it necessary to initiate a pursuit, he/she will immediately relinquish the pursuit to the first marked patrol unit assisting.

   Officers operating vehicles not fully equipped as emergency vehicles, i.e., rental vehicle or seized vehicles are not granted pursuit privileges under either Virginia Code or Department policy and shall not be used in any pursuit.

F. Helicopter assistance should be utilized when necessary and available.

G. At the conclusion of pursuits, high-risk traffic stop tactics will be used (see Police Directive 11.21, Traffic Enforcement).

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**10.11B.06 STOP STICKS**

STOP Sticks are prohibited from being used as a forcible stopping technique on vehicles and motorcycles.

A. STOP Sticks will only be used as a “pursuit prevention” method with specific authorization from a supervisor or commander. Only personnel assigned to SOT,
TAC, or Vice/Narcotics who have received in-house training on the proper use of this device are authorized to use it. [41.2.3.c] [41.2.3.d]

B. STOP Sticks are designed to be used on vehicles with four or more tires. For optimum performance, STOP Sticks should be deployed on paved surfaces, such as concrete or blacktop.

C. The 1-foot STOP Sticks are a "pursuit prevention" measure. Examples of use are:

a) Warrant service when the suspect has a known vehicle; and

b) Emergency response situations, such as SOT. [41.2.3.a]

- Place a 1-foot STOP Stick(s) against a tire ("chock" the tire) of a parked target vehicle to puncture the tire if the target vehicle departs.
- The side of the 1-foot STOP Stick with the white printed information must be placed face down against the paved road surface.
- The mid-point of the 1-foot STOP Stick must be centered on the center point of the target vehicle tire.
- If it appears possible that the target vehicle could depart by going forward or backward, be sure to place a 1-foot STOP Stick on each side (chocked) of the target vehicle’s tire.
- If the target vehicle does not damage the STOP Stick(s), return them to your selected storage area for the next static deployment situation.
- When stored, do not allow the 1-foot STOP Stick to be exposed to sunlight for extended periods of time.

D. In all of the above circumstances, after deploying STOP Sticks, the officer will position him or herself in a safe location away from the point of contact between the target vehicle and the deployed STOP Stick(s).

E. After a STOP Stick has been hit and damaged by a target vehicle tire, it is no longer fully functional and should be discarded as soon as possible. Use of these devices will be noted in the accompanying police report recording the incident in which it was used.

F. Care and maintenance.

1. STOP Sticks are water resistant, not water proof. Keep them dry whenever possible. If they are deployed in wet weather but not used, dry them off and return them to a proper storage position.

2. With 1-foot STOP Sticks, do not expose them to direct sunlight or extreme hot temperatures for an extended period of time.
3. Remember that these devices contain spikes and should be handled with care. Do not bend the product. Do not push spike tips through the housing.

10.11B.07 ARREST PROCEDURES

A. **Within Virginia** - Subject to the criteria cited in 10.11B.04.A, officers may pursue a person who has escaped custody or a person who is fleeing from an arrest attempt anywhere in the Commonwealth of Virginia. After a pursuit, the officer may arrest the person wherever found.

If the arrest is made in an adjacent jurisdiction, the accused may be returned immediately to the jurisdiction of the pursuing officer. When charges are pending in the other entered jurisdiction(s), supervisors of Alexandria and the other jurisdiction(s) will determine which jurisdiction will maintain custody of the suspect. This should be based upon the seriousness of the various charges and the likelihood of release by the respective magistrates. If another jurisdiction maintains custody and it is impractical for the pursuing officer to await processing completion, an Alexandria warrant will be obtained and a Teletype will be sent through VCIN as soon as possible to the other jurisdiction.

If the arrest occurs in a non-adjacent jurisdiction within Virginia, and the arrest is made without a warrant, the arresting officer must obtain a warrant from the magistrate of the county or city wherein the arrest was made, charging the accused with the offense committed in the county or city from which he fled, in accord with the provisions of Virginia Code 19.2-77.

If the arrest occurs in a non-adjacent jurisdiction within Virginia and the arrest is pursuant to an existing warrant, the arresting officer may proceed in accord with the provisions of Virginia Code 19.2-76 and return the accused to Alexandria to bring the accused before the magistrate in Alexandria.

B. **Outside Virginia** - Under the conditions mentioned in 10.11B.04.A, officers may pursue into another state or the District of Columbia. After the pursuit, the officer may arrest the person wherever found. The arrested person will not be returned to Virginia without being processed through the judicial system where the apprehension took place. This will involve initiation of extradition proceedings in Alexandria, and VCIN notification to the other jurisdiction as soon as possible that such proceedings are being initiated.

**Under no circumstances will an officer pursue a misdemeanor into another state or the District of Columbia.**
C. Whenever a suspect is pursued and apprehended in Alexandria from a non-adjacent jurisdiction, the suspect will be taken before an Alexandria magistrate. This will not hold true if federal authorities conduct the pursuit.

10.11B.08 MUTUAL-AID PURSUITs

A. Pursuits initiated in other jurisdictions and coming into the Alexandria.

1. Alexandria officers will assist in pursuits initiated in other jurisdictions only under the following circumstances:

   a. Such assistance has been specifically requested by the pursuing jurisdiction, as relayed by DEC; and

   b. The crime involved meets the conditions specified in 10.11B.04.A; or

   c. The personal observations of an officer establish the elements cited in 10.11B.04.A.

2. DEC personnel, once they become aware of a pursuit entering Alexandria, will communicate with the pursuing agency to establish the reason for the pursuit. This information will be provided to all Alexandria officers and the Patrol supervisor or commander. If the pursuit does not meet the criteria cited above this Department will not become involved in the vehicle pursuit, however Alexandria officers may assist the pursuing agency if the vehicle pursuit terminates in this jurisdiction.

3. Until the cause of the pursuit has been established, Alexandria units will not become involved in following the pursuit (e.g. Patrol unit sees another agency entering Alexandria in pursuit and DEC has not yet been notified by the pursuing agency).

4. If the pursuit meets the Alexandria criteria, assistance by Alexandria personnel will be limited to the following:

   a. One Alexandria vehicle may follow the pursuit at a safe distance, with full emergency equipment in operation, to keep Alexandria personnel informed of the direction and conditions of the pursuit. Other Alexandria vehicles may take up station at various locations along likely pursuit routes (not in traveled portions of the roadway), to provide a deterrent effect and to assist if a traffic stop is made in this jurisdiction. "Convoying" of police vehicles is contrary to this Department’s policy. If the pursuit involves more than three vehicles from other agencies, Alexandria personnel will distance themselves from the pursuit, but will attempt to maintain visual contact with the last vehicle. Full emergency equipment will be used during this stage of activity.
b. If an Alexandria unit is not already involved in following the pursuit (as explained above), and the pursuit terminates in this jurisdiction, the dispatcher will assign two Alexandria units and a Patrol supervisor to respond to the scene to provide necessary assistance. Unless directed otherwise, Alexandria units responding to the scene will not activate emergency equipment.

5. An Alexandria Patrol supervisor or commander may terminate Alexandria's involvement at any time. DEC personnel will communicate such termination to the other agencies involved in the pursuit.

B. Alexandria officers pursuing a vehicle across major jurisdictional boundaries.

1. **Pursuits into Maryland will only be for those felonies listed in 10.11B.04.A.1.** No more than two emergency vehicles should cross a major jurisdictional boundary in a pursuit unless authorized by a Patrol supervisor. When more than two units pursue across a major jurisdictional boundary, those in excess of two will terminate pursuit as units from the entered jurisdictions join pursuit. As soon as practicable the lead role in the pursuit will be relinquished to personnel from the entered jurisdiction.

2. **Pursuits into the District of Columbia will only be for those felonies listed in 10.11B.04.A.1.** The District of Columbia has adopted policy prohibiting their members from assisting other agencies pursuing vehicles into the District of Columbia. When Alexandria officers pursue into D.C., MPDC officers will not actively participate in the pursuit. MPDC officers may respond to the termination point of the pursuit and assist with apprehensions, recovery of evidence and to handle arrests.

3. DEC personnel will notify the affected agency whenever Alexandria officers are pursuing a vehicle into that jurisdiction, providing as much information as possible about the nature of the offense, current location of the pursuit and direction of travel, and information about the vehicle and its occupants. When appropriate, DEC personnel will request assistance from the jurisdiction being entered.

### 10.11B.09 PURSUIT REPORTING REQUIREMENTS

A. **The Patrol Supervisor monitoring the pursuit will** complete a Vehicle Pursuit Report (APD-478) before the end of their shift. This report will be completed for any pursuit initiated or terminated in Alexandria, including pursuits initiated by other agencies. If further action is necessary (e.g. disciplinary action needed because an officer violated policy during the pursuit), the supervisor will initiate such action. The supervisor completing the APD-478 will also ensure that all other required reports or investigations are completed. The APD-478, along with all related reports pertaining
to the pursuit, will be forwarded immediately to the Watch Commander or Patrol Sector Commander who was on duty at the time of the incident. (See Appendix A).

B. **The Watch Commander or Patrol Sector Commander who was on duty at the time of the incident will** review the completed APD-478, make appropriate comments, attach an addendum, if appropriate, and forward it through channels to the Patrol Deputy Chief.

C. **The Patrol Deputy Chief will** review the APD-478 and forward it to the Chief of Police, along with any recommendations for further action, which may include disciplinary action, counseling, peer review, additional training, policy review, etc.  

D. After review by the Chief of Police, the APD-478 will be forwarded to the Safety Committee Chairperson for review, analysis, and any other action directed by higher authority. A copy of the APD-478 will be forwarded to the Accreditation Manager by the Safety Committee Chairperson.

E. **The Safety Committee Chairperson will:**

   1. Maintain these reports for a period of five years.
   2. Maintain statistical summaries of the number and types of pursuits, including general information about accidents, injuries or deaths resulting from the pursuits.
   3. Conduct an annual documented analysis of Emergency Vehicle Pursuits and forward it to the Chief of Police and the Accreditation Manager. At a minimum, the annual pursuit analysis report should include the following information:

        a. Total number of pursuits that were initiated or entered the City of Alexandria’s boundaries;
        b. Comparative table for current and previous two years of pursuits by total number, and Alexandria Police involvement;
        c. A brief description including injuries/accidents of pursuits with Alexandria Police initiation/participation with agency findings (within policy or not within policy);
        d. Table of variable information relevant to all pursuits during the calendar year with Alexandria Police Involvement (i.e. was the pursuit terminated, policy compliant, accidents, officer injuries, suspect injuries, third party injuries, traffic offenses, felony, misdemeanor, day of week, time of day, pursuit distance, charges);
e. Brief description of other pursuits with no Alexandria Police Department involvement;

f. Pursuit analysis conclusion, findings, trends, recommendations; and

g. Any additional information of value determined or used during the analysis.

4. Conduct an annual review of pursuit policies and reporting procedures. 

By Authority Of:

Earl L. Cook
Chief of Police