

*“Keep Orlando a safe city by reducing crime and maintaining livable neighborhoods.”*

**ORLANDO POLICE DEPARTMENT POLICY AND PROCEDURE**

**1120.15, VEHICLE PURSUITS AND APPREHENSION**

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**1. PURPOSE**

The purpose of this policy is to establish proper protocol on when to engage in vehicle pursuit

**2. POLICY**

The Orlando Police Department will make every reasonable effort to apprehend fleeing violators using all available vehicle apprehension techniques. Officers will always consider the safety of the public and the hazards of a vehicle pursuit, to not needlessly endanger the public, law enforcement employees, or the violator. Officers deciding to engage in pursuit must balance the need to stop a suspect against the potential threat to everyone involved or affected by the pursuit, and if not caught, the community would continue to be at an increased level of danger. A vehicle pursuit is justified only when the necessity of immediate apprehension outweighs the level of danger created by the pursuit. All sworn members will receive initial training on the vehicle pursuit policy.

**3. DEFINITIONS**

10-18 Response: The operation of a police vehicle while constantly utilizing blue lights and a siren. Emergency 4-way flashers and flashing headlights shall also be used to make the vehicle more visible if the vehicle is so equipped.

Authorized Emergency Vehicle: A police vehicle operating with its emergency equipment activated and warning all other traffic by use of an audible signal (siren or horn) and blue lights. Only marked patrol vehicles will engage in a vehicle

pursuit except as stated in Section 4.1.1.2.

Commander: On-duty patrol lieutenants and the Drug Enforcement Division (DED) commander for pursuits related to their area of responsibility.

Deadly Force: Any action by a subject or an employee that is likely to cause death or serious bodily injury.

- Serious Bodily Injury: An injury to a person, which consists of a physical condition that creates a substantial risk of death, serious personal disfigurement, or protracted loss or impairment of the function of a bodily member or organ. (ref. 316.027(1)(a))

**NOTE: As it relates to this policy, the fact an officer had to move from the path of a fleeing vehicle does not constitute the threat of or the use of deadly force against an officer.**

Emergency Equipment: Emergency equipment on police vehicles includes emergency blue lights, sirens, hazard warning lights, spotlights, and public address systems. When an officer needs to utilize emergency equipment, employees shall exercise good judgment and keep transmissions on the public address system at a professional level.

Evasive Action: When a motor vehicle commits ONE or more of the following acts in an apparent or obvious attempt to evade/elude law enforcement apprehension/detainment:

- a. Exceeding the posted speed
- b. Unsafely or improperly changing lanes
- c. Following another vehicle too closely
- d. Failing to yield the right-of-way
- e. Improper passing
- f. Violating traffic control or signal devices

Exigent Circumstances: Unforeseen threats to public safety, not included in the "Forcible Felony" exceptions, where the continuing conduct of the violator presents an immediate and life-threatening danger to the community, law enforcement, or violator.

Forcible Felonies:

- a. Murder
- b. Armed Robbery
- c. Armed Sexual Battery
- d. Arson or use of an explosive device to a structure occupied or presumed to be occupied
- e. Kidnapping
- f. Burglary armed with a firearm to a structure occupied or presumed to be occupied
- g. Aggravated assault on a law enforcement officer with a deadly weapon (firearm, edged weapon, blunt object, etc.). Does not include a motor vehicle as it relates to this policy.
- h. Aggravated battery on a law enforcement officer resulting in serious bodily injury.

GPS Launcher: A compressed-air launcher that is mounted on an authorized law enforcement vehicle and deploys a GPS projectile/tag that adheres to the suspect vehicle.

Immediate Danger: Imminent threat of serious bodily injury or death.

Pursuit Intervention Technique (PIT): The intentional act of using a police vehicle to physically force a fleeing vehicle from a course of travel in order to stop it.

Reasonable Suspicion: For this policy, an officer must be able to articulate specific facts that, when taken in the totality

of the circumstances, reasonably indicate the suspect did commit or attempted to commit a forcible felony as outlined in this policy.

StarChase®: A real-time tagging and GPS tracking tool used to reduce dangerous high-speed pursuits.

StarChase® GPS Tag: A device containing a miniature GPS module that is attached to a suspect vehicle with an industrial-strength adhesive compound.

Termination of Pursuit: A pursuit shall be considered to have terminated when the primary and assigned backup officers have completed all the following:

1. Turn off all emergency equipment.
2. Turn their police vehicles in another direction of travel away from where the suspect's vehicle was last seen heading or pull to the side of the road if on a limited-access roadway.
3. Inform Communications of these actions, along with their location.
4. Document the listed above via Body Worn Camera, In-Car Camera, or other Mobile Video Recording Device.

The pursuit is also considered to be terminated if the fleeing vehicle stops.

Traffic Stop: An attempt by use of an authorized emergency vehicle, with the use of emergency equipment, to stop or otherwise apprehend occupants of a motor vehicle.

Vehicle Apprehension Techniques: The tactics and strategies designed to take a suspect in a moving motor vehicle into custody, which include, but are not limited to, traffic stops, tactical vehicle takedowns, utilization of tire deflation devices, stationary roadblocks, StarChase®, or other approved tactics.

Vehicle Pursuit: An active attempt by a law enforcement officer operating a motor vehicle and utilizing, or have attempted to use, emergency equipment to apprehend, or stop, one or more occupants in another moving vehicle when the driver of the fleeing/evading/eluding vehicle is aware of the attempt and resists apprehension/the stop by taking "Evasive Action."

Vehicle Tracking: Monitoring the movement of a motor vehicle via GPS without maintaining constant visual contact. While tracking a vehicle, officers may be permitted to parallel the suspect vehicle but should ensure the suspect does not realize apprehension efforts are ongoing. Lo-Jack signals shall not be utilized to conduct vehicle tracking without the approval of a watch commander.

## 4. PROCEDURES

### 4.1 VEHICLE PURSUITS

#### 4.1.1 PURSUITS INITIATED BY OPD

##### 4.1.1.1 DECISION TO PURSUE

Officers may engage in pursuit when they have a reasonable suspicion that a fleeing suspect committed or attempted to commit a forcible felony.

Officers shall consider the following to support reasonable suspicion:

- a. There is a short window of time between the attempted or actual commission of the crime and the decision to pursue.

- b. There is descriptive information (e.g. race, sex, clothing, specific vehicle information, etc.) related to the suspect(s) of the forcible felony that the officer has observed.
- c. Preservation of life (e.g. kidnapping), or serial events (ongoing forcible felony crimes) outweigh the time and proximity of the offense.

**On rare occasions, any commander may authorize a pursuit for exigent circumstances. In each of these incidences, the Professional Standards Section Commander will conduct a thorough review of the circumstances surrounding the pursuit and forward the results via the chain of command to the Chief of Police. For this policy, the review will consist of but is not limited to, the reviewing of all reports, listening to all radio communications, and viewing any video of the incident.**

The decision to initiate a pursuit must be based on the officer's conclusion that the immediate danger to the public created by the pursuit is less than the immediate or potential danger to the public should the suspect remain at large. Many factors have bearing on this decision, including, but not limited to:

- a. Alternative means of apprehension
- b. Nature of the suspected forcible felony
- c. The potential for endangerment of the public, caused by the eluding acts of a fleeing violator
- d. The amount of vehicle and/or pedestrian traffic
- e. Possibility of identifying the operator and/or vehicle at a later date
- f. Daylight or darkness
- g. Weather conditions
- h. Road conditions
- i. Type of police vehicle
- j. Vehicle speeds

Once the decision has been made to engage in a pursuit, these factors shall continue to be given careful consideration in determining the maximum safe speed at which officers' vehicles may travel throughout the pursuit and whether to continue with the pursuit. Also, there should be a plan to end the pursuit as soon as practical.

Officers, supervisors, and commanders at all levels have a responsibility to closely monitor the progress of each pursuit. **The need for apprehension must be constantly weighed against the potential danger created by the pursuit.**

### **4.1.1.2 WHILE IN PURSUIT**

Upon engaging in pursuit, officers will maintain safe and maneuverable control of their vehicles, and the initiating officer shall immediately radio Communications to indicate a pursuit is in progress, giving location, direction of travel, and speed. Further, the color, year, make, body style, license (CYMBAL) of the pursued vehicle, and the crime or suspected crime for which the pursued is wanted shall be transmitted. Once a secondary unit is engaged in the pursuit, it will be the secondary unit's responsibility to update the location, direction of travel, and speed.

Existing conditions and the availability of other field units will determine the course of action to be taken to accomplish the apprehension. Only the field supervisor or a commander will direct other units to converge. No other units, whether uniformed, investigative, or administrative will enter the emergency operation unless specifically directed to do so by the field supervisor or commander except to block traffic at intersections or deploy Stop Sticks®.

The following tactics and conditions will be adhered to while engaged in a pursuit unless authorized by a Watch Commander:

- a. No more than three units will engage in the pursuit, not including a supervisor and/or StarChase® operator. These are the primary unit and the assigned backup. The third unit will be a K-9 unit or third marked vehicle for apprehension purposes or the application of a high-risk stop. If appropriate, a supervisory unit may also engage in the pursuit if in a marked vehicle.
- b. Additional assistance may be authorized by the Watch Commander based upon the nature of the offense, the number of suspects, the number of officers present, and other clear and articulated facts that would warrant the increased response.
- c. Pursuing officers and any assigned parallel units shall respond with emergency equipment activated.
- d. Motorcycle units will not engage in pursuits.
- e. Units shall not pursue a suspect vehicle the wrong way on a limited-access roadway or the wrong way on a one-way street.
- f. Units shall not pass one another unless the lead vehicle grants permission.
- g. A pursuit may be terminated if the suspect has or can be identified for later prosecution or if there is a successful StarChase® deployment, meaning the GPS Tag adheres to the vehicle and is properly transmitting updates via software access, confirmed by the user.
- h. A pursuit shall be terminated if the officer loses sight of the suspect vehicle for a 15-second or longer period. The field supervisor will be immediately notified of this event.
- i. Rolling roadblocks, high-speed boxing in, heading off, and closing parallel approaches are not permitted.
- j. **Units may not ram a fleeing vehicle unless deadly force is authorized.** An employee is justified in the use of deadly force only when they reasonably believe such force is necessary to prevent immediate danger of death or serious bodily injury to the employee or any individual; or when the employee has probable cause to believe a subject is committing or has committed a forcible felony (as outlined in Policy 1128, Use of Force) and the subject's actions, to include escape, pose an immediate danger to any individual if apprehension is delayed. Any non-deadly force alternative that can safely resolve the situation should be utilized before deadly force is authorized. Deadly force shall not be used when there is a likelihood of serious injury being inflicted upon persons other than the individual against whom the member is authorized to use deadly force. The safeguarding of other human lives shall outweigh all other considerations.
- k. Air support units shall be utilized whenever possible. The presence of an air unit may negate the need for the continuance of a pursuit and allow officers to proceed at a reduced rate of speed to assist in the apprehension. If so, the officers will deactivate their emergency equipment, follow directions from the air unit, and obey all traffic laws.
- l. Unmarked vehicles equipped with emergency equipment (lights and sirens) may initiate or engage in vehicle pursuits when marked units are not readily available. Once a marked unit arrives, the unmarked vehicle must immediately disengage from the pursuit, unless the operator of the unmarked pursuing vehicle is PIT certified, in which case they may remain in the pursuit until a PIT certified marked vehicle arrives. Unmarked vehicles equipment with StarChase® may engaged in a vehicle pursuit for the purpose StarChase® deployment.
- m. Stop sticks may be used in authorized vehicle pursuits.
- n. Officers should immediately request a StarChase® operator respond upon the initiation of a vehicle pursuit. Once on scene, the StarChase® operator should be transitioned to position #1 for StarChase® deployment.

### 4.1.1.3 PURSUIT-GENERATED ROADBLOCKS/STATIONARY ROADBLOCKS

In an effort to protect more populated or congested public areas, the use of stationary roadblocks is a tactic intended to change/steer the direction of a pursuit, to direct it to a less populated area. Additionally, this tactic is also designed to offer a limited path of travel to a moving vehicle, acting as an obstacle to the violator, allowing for a potential opportunity to use Stop Sticks®, should the violator choose to proceed through the path of escape.

Stationary roadblocks must be:

- a. Approved by a watch commander
- b. Provide the suspect vehicle with an opportunity to stop
- c. Utilize only marked police vehicles with emergency equipment activated
- d. Deployment shall be on the flattest and most level roadway possible (e.g. no roadblocks on curves or just beyond a hillcrest)
- e. Utilize lights and flares, if time permits
- f. The area shall be void of all civilian traffic and pedestrians
- g. No private vehicles will be used in a roadblock situation

### 4.1.1.4 DECISION TO DISCONTINUE PURSUIT

Subject to the restrictions above, the decision to pursue or to discontinue pursuit will rest with the pursuing officers up to the point the field supervisor or the commander becomes aware of the situation. At that time, the field supervisor, the commander, and the pursuing officers each have an obligation to discontinue pursuit when circumstances indicate it is no longer justified or it is unreasonable to continue. A successful StarChase® deployment or the on-scene presence of Air Support should also be considered when deciding to pursue or discontinue pursuit. Any officer ordered to cease a pursuit by a superior officer shall do so immediately. The field supervisor or the commander shall get verbal confirmation that the officer has ceased the pursuit and will ensure the following:

- a. The primary and backup officers shall turn off all emergency equipment.
- b. The primary and backup officers shall turn their vehicles in another direction of travel away from where the suspect's vehicle was last seen heading or pull to the side of the road if on a limited-access roadway.
- c. The primary officer shall inform Communications the pursuit has terminated and give their location and last known direction of the suspect's vehicle.
- d. Officers shall not de-activate their In-Car Camera or Body-Worn Camera until after the above actions are taken.

### 4.1.1.5 FIELD SUPERVISOR'S RESPONSIBILITIES

The field supervisor shall respond to the scene to assess the situation and provide information for the commander.

### 4.1.1.6 VEHICLE PURSUIT REPORTING

The commander will respond to the scene to gather the necessary information required for the Vehicle Pursuit Report in BlueTeam. Commanders will ensure that these reports are completed by the end of their next tour of duty. The Vehicle Pursuit Report will be completed whether the pursuit was approved or not. StarChase® deployments utilized during a vehicle pursuit shall be documented on the Vehicle Pursuit Report.

All vehicle pursuit investigations shall be completed in the Blue Team software.

- a. Watch Commander completed and forwards to the Professional Standards Section Commander.
- b. Professional Standards Section Commander reviews and forwards to the Professional Standards Division Commander (PSDC).
- c. PSDC reviews and assigns any 'no action' reports to an Accountability and Standards Compliance (ASCU) Officer for evaluation. The PSDC will note it with either "Formal Training" or "Complete".
- d. Any report received by the PSDC, where either the Watch Commander or the PSD Section Commander noted "INOI Initiated" will be sent to IA Pro by the PSDC, to be closed by Internal Affairs.

Anyone in the review process who disapproves of a vehicle pursuit shall initiate an INOI, which stops the review process. Reports of disapproved incidents shall be tagged with "INOI Initiated" in the comments section and forwarded to the ASCU Supervisor. The ASCU Supervisor will send reports of disapproved incidents to IA Pro to be closed by Internal Affairs.

**NOTE: The Vehicle Pursuit Report in Blue Team is not a substitute for an internal investigation. When the commander determines an Initial Notice of Inquiry (INOI) is necessary, it is his or her responsibility to initiate the INOI.**

### **4.1.1.7 COMMUNICATIONS RESPONSIBILITIES**

Upon the notification that a pursuit is in progress, the Communications Division shall:

- a. Initiate emergency radio traffic and advise all other units that a pursuit is in progress, providing all relevant information, including whether a StarChase® operator is available.
- b. Immediately notify the commander and the field supervisor when a pursuit is initiated.
- c. Receive and record all incoming information on the pursuit and the pursued vehicle.
- d. Perform relevant record and motor vehicle checks.
- e. Control all radio communications during the pursuit.
- f. Coordinate assistance under the direction of the commander or the field supervisor.
- g. Ascertain the availability of aerial and K-9 units and report their status to the field supervisor or the commander.
- h. Notify any affected area agencies of the pursuit.
- i. Continue to monitor the pursuit until it has been terminated.

### **4.1.1.8 PURSUITS BEYOND CITY LIMITS**

When an OPD officer, under the guidelines established in this policy, has initiated a pursuit within OPD's jurisdiction, the pursuit may be extended beyond the City limits. All the guidelines concerning pursuit within OPD's jurisdiction shall apply outside the City limits.

#### **4.1.1.8.1 COMMUNICATIONS RESPONSIBILITIES**

The Communications Division will contact the jurisdiction the pursuit is entering and:

- a. Advise the jurisdiction the details of the pursuit, to include:
  1. Location
  2. Reasonable suspicion that the occupants have committed a forcible felony crime
  3. Other charges
  4. Number of units involved
  5. Level of command authorization
  6. Type of assistance needed
- b. Request assistance and advise specific responsibilities per OPD pursuit units.
- c. With any jurisdiction on the 800 MHz system, attempt to patch communications between OPD units and the jurisdiction through which the pursuit is proceeding.

### **4.1.1.9 TRAVELING OUTSIDE RADIO RANGE/LOST COMMUNICATIONS**

A commander must approve a pursuit that extends beyond radio range. Communications will direct the units in pursuit to a talk group with maximum radio range. Radio range will vary depending on location but is generally limited to Orange County. If approved, the following shall be accomplished:

- a. The jurisdiction through which the pursuit is proceeding (e.g., county sheriff) will be asked to take over the pursuit if requested by an OPD commander.
- b. If turned over to another agency, the appropriate number of OPD units that may remain engaged in the pursuit, with one preferably being a supervisor, will be determined.
- c. If at the lead, OPD units will adjust to take up a support role and may continue in a support role if conditions allow, with the approval of the governing jurisdiction, for the purpose of continuity and probable cause.
- d. Updates from the remaining units shall be maintained by the Communications Division via cell phones and operational notification email.

- e. Request Florida Department of Law Enforcement (FDLE) to turn on the Mutual Aid TAC Repeater.

### 4.1.2 PURSUITS WITHIN OPD'S JURISDICTION BY OUTSIDE JURISDICTION

OPD units will only engage in pursuits when both of the following conditions exist:

- a. The pursuit meets OPD's criteria for engaging in a pursuit.
- b. There is a specific request for OPD assistance from the pursuing jurisdiction.

All OPD policies concerning pursuits and roadblocks will apply, regardless of the type of request from the pursuing jurisdiction.

OPD units will not pursue or provide rolling, paralleling tactics around an inter-jurisdictional pursuit unless the pursuit meets OPD's criteria for pursuit and is requested by the pursuing agency.

OPD units may be dispatched to or remain in areas through which an inter-jurisdictional pursuit is proceeding to provide support if the pursuit was to end within OPD's jurisdiction.

If the pursuit would not be justified under our policy, officers shall be limited to blocking traffic at intersections within the City limits with the commander's approval.

The commander is also responsible for informing the initiating agency that the pursuit is not authorized under OPD policy.

#### 4.1.2.1 THE USE OF StarChase® OR TIRE DEFLATION DEVICES WHILE ASSISTING OTHER AGENCIES

For StarChase® or tire deflation devices to be used to assist another agency, either inside or outside our jurisdiction, the following conditions must be met:

- a. Another agency requests assistance.
- b. A watch commander authorizes the use of StarChase ® or tire deflation devices.

## 4.2 VEHICLE APPREHENSION AND DEVICES

### 4.2.1 ATTEMPTED VEHICLE APPREHENSION/TRAFFIC STOP

If an officer attempts to stop a motor vehicle, but the motor vehicle does not take active measures to evade/elude the officer, and does not operate in a manner consistent with the definition of "Evasive Action," but continues a consistent and safe driving pattern, an update shall be broadcast and a supervisor and/or watch commander shall be notified, will monitor, and will determine an acceptable course of action. Once a motor vehicle takes active measures to evade/elude law enforcement in an "Evasive Action" manner, even if emergency equipment has not been activated (e.g., attempting to catch up to a motor vehicle); the officer shall stop any attempt to apprehend the motor vehicle, unless it meets the criteria for a vehicle pursuit. If the officer is not permitted or authorized to initiate a vehicle pursuit, the officer, to include back up officers, will:

- a. Turn off all emergency equipment (if activated).
- b. Provide Communications with the pertinent information to broadcast a local lookout.
- c. Turn their vehicle(s) in another direction of travel away from where the suspect vehicle was last seen heading or pull to the side of the road if on a limited-access roadway.
- d. Clear the call with the radio disposition "R."
- e. Officers shall not de-activate their In-Car or Body-Worn Camera until after the above actions are taken.

### 4.2.2 StarChase®

The use of StarChase® should be considered during vehicle pursuits to reduce the inherent danger caused by the reckless actions of the fleeing/evading/eluding suspect(s). When practical, StarChase® deployment should occur



before a vehicle flees/evades/eludes to protect the safety of the officers and/or the public. StarChase® operators should use extreme caution when approaching a vehicle for the deployment of a StarChase® GPS tag. StarChase® deployment is limited to use on four-wheeled motor vehicles. For safety reasons, if a deployment is successful, the operator coordinating the vehicle tracking shall stop their vehicle in a safe location and organize the response of other resources. The location of the GPS tag can be viewed by authorized members at [www.starchase.us](http://www.starchase.us), accessed via a login and password. Each deployment shall be recorded in both an incident report and a vehicle pursuit form, if applicable. StarChase® should not be used for covert tracking absent a court order.

Officers shall receive training and instruction before being assigned a StarChase® device. StarChase® equipment is the responsibility of the assigned operator. Any problems should be brought to the attention of the Mobile Video Systems Administrator. The StarChase® operator is responsible for retrieving all projectiles and promptly delivering them to the Mobile Video Systems Administrator.

### **4.2.2.1 StarChase® DEPLOYMENT FOR PURSUABLE CRIMES**

Once an officer has reasonable suspicion the occupant(s) of a vehicle has committed or has attempted to commit a forcible felony, a StarChase® operator should be requested and positioned as the lead vehicle. If there is a successful deployment, a commander will determine if the vehicle pursuit will continue or if officers will transition to vehicle tracking. If the StarChase® deployment is unsuccessful, the operator may attempt an additional deployment.

### **4.2.2.2 StarChase® DEPLOYMENT FOR NON-PURSUABLE CRIMES**

The use of StarChase® shall not be used to circumvent this policy. Once a StarChase® operator has established probable cause for fleeing and eluding or has probable cause the occupant(s) of the vehicle is the suspect of a felony crime, they shall attempt a deployment. Following a successful StarChase® deployment, an emergency channel will be established, and the vehicle shall be tracked from a safe and undetected distance. While assisting units may monitor suspect position and direction of travel, only a commander, supervisor, or the StarChase® operator shall direct and coordinate further apprehension efforts, including stop-stick deployment or dynamic vehicle takedowns. The commander may only authorize one attempt to apprehend a tagged vehicle. Should the attempt fail, additional contact will only be made when the tagged vehicle is immobile.

### **4.2.3 TIRE DEFLATION DEVICES (TDD)**

Tire deflation devices such as Stop Sticks®, Piranha®, Terminator®, Barracuda®, and Road Spike® are devices designed to assist in vehicle apprehension.

Officers must have established probable cause to stop the vehicle or its occupants prior to any TDD deployment.

The deployment of tire deflation devices will be based on the following:

- a. Forcible Felony Vehicles – the decision to deploy TDD will be at the discretion of any member who can deploy them safely.
- b. Other Felony Vehicles – the decision to deploy TDD requires the approval of a supervisor or manager
- c. Misdemeanor vehicles – TDD deployment shall not be used for misdemeanor offenses

Once tire deflation device(s) have been deployed and the driver attempts to evade/elude law enforcement by taking “Evasive Action,” the member(s) shall stop further attempt(s) to apprehend the motor vehicle, unless it meets the criteria for a vehicle pursuit.

Only members who are trained by the Training Unit in the use of a specific approved brand of tire deflation devices will deploy/activate them.

Members must make every effort to avoid collateral damage to citizens' property that could result from the target vehicle's impact with tire deflation devices.

When deploying Stop Sticks® tire deflation device(s) on a roadway as a part of a pursuit, the deploying member will notify Communications of the intended location and specific lanes of travel targeted for deployment. Communications will notify units and agencies involved in the pursuit, as well as the on-duty watch commander.

Before deploying Stop Sticks® on roadways, members must accomplish the following:

- a. Select a location with minimal anticipated and actual pedestrian and bystander presence.
- b. Position employees and bystanders in a safe location away from the point of impact and potential flying debris.

**NOTE: Tire deflation devices will not be deployed on moving motorcycles, ATVs, 3-wheeled vehicles, or bicycles.**

When used in a pursuit, members other than those operating the primary and secondary pursuit vehicles will be responsible for the deployment of tire deflation devices and should deploy the devices in the roadway ahead of the target vehicle they are attempting to stop.

Position tire deflation devices to minimize the ability of the target vehicle to avoid or evade the device.

Deploy Stop Sticks® as a single unit or in a combination of two or more sets depending on the width of the roadway to be covered and available time to deploy them.

Assisting employees will prevent traffic from entering the target roadway and redirect traffic on the target roadway away from the deployment area.

Deploying and assisting members can use patrol vehicles to channel (see 2.4 above) the fleeing vehicle toward the path of the tire deflation device(s), provided the following:

- a. Emergency equipment is activated.
- b. At least two traffic lanes are available for the target vehicle and pursuing members without crossing a grass or elevated concrete median.
- c. Members have exited their patrol vehicles and assumed a safe position.

Deploying members should immediately remove the tire deflation device(s) from the roadway when they are not needed, and it is safe to do so.

Other types of approved tire deflation devices (Piranha®, Terminator®, Barracuda®, etc.) may be used by specialized units (i.e. FIU MBI, DED, SOD, I-Drive Bikes, CID, TAC, Parramore Bikes) as a pursuit prevention measure for stationary vehicles. Examples include:

- a. Control driver's license/DUI checkpoints.
- b. Suspect surveillance.
- c. Buy/Bust drug operations.
- d. Warrant service.
- e. Stolen vehicle, burglary, and felonious theft investigations.
- f. Other situations where the movement of a stationary vehicle must be prevented.

### 4.2.3.1 TIRE DEFLATION DEVICE REPORTING REQUIREMENTS

The use of any Tire Deflation Device under any circumstance requires the creation of a BlueTeam Vehicle Apprehension / Vehicle Pursuit report. When used during a vehicle pursuit, the Watch Commander will complete the Vehicle Pursuit form while noting TDD use. If the TDD use does not include a vehicle pursuit, the supervisor will complete the BlueTeam Vehicle Apprehension / Vehicle Pursuit forms, noting 'no pursuit initiated'.

The use of tire deflation devices will be noted in the narrative section of the BlueTeam Vehicle Apprehension / Vehicle Pursuit incident. It will also be selected in the 'Stop Devices Used' drop-down menu.

The assigned supervisor shall also ensure that a Stop Stick® deployment is documented via the Stop Stick® Deployment Reporting web page <https://stopstick.com/deployment-report/>.

### 4.2.4 DYNAMIC VEHICLE TAKEDOWN

Dynamic Vehicle Takedowns are pre-planned coordinated efforts utilizing multiple vehicles and members who are trained in this tactic to "block" a vehicle and arrest a felony suspect. Dynamic vehicle takedowns are used on suspect vehicles that are stationary (parked in a parking lot, stopped at an intersection) and should not be used on moving vehicles or for routine traffic stops. The dynamic vehicle takedown, or any modified version of this technique, shall only be used by members who have been trained and who receive continuous training in this technique and are assigned to DED, Patrol TAC, MBI, FIU, and SWAT. The respective division/team lieutenant will be responsible for ensuring Dynamic Vehicle Takedown training is conducted annually.

The presence of the following factors is not intended to prohibit or encourage the use of a dynamic vehicle takedown. The totality of the circumstances/factors present shall be weighed against the need for the apprehension of the suspect:

1. Road conditions
  - a. Wet or dry road surface
  - b. If the roadway is divided or undivided
  - c. The type and nature of any curves on the roadways (curves can block the line of sight, preventing officers from seeing oncoming vehicles)
  - d. Type of road surface (paved vs. dirt road)
2. Proximity to an intersection
3. Pedestrian traffic
4. Other vehicle traffic
5. Type of vehicle (vehicle blocks should not be attempted on vehicles where "contact points" cannot be matched, such as large, heavy vehicles; vehicles with a high center of gravity, including large pickup trucks and campers; vehicles known to be transporting hazardous materials)

### 4.2.5 VEHICLE BLOCK

Blocking a vehicle at a traffic stop is a tactic sometimes used to prevent a vehicle from fleeing. A vehicle block may only be used on a suspect vehicle when the member believes the suspect vehicle may attempt to flee. The vehicle block tactic may only be used during a traffic stop using emergency equipment. Once the emergency equipment has been activated, position the primary patrol vehicle behind the suspect vehicle. When the suspect vehicle comes to a stop, a secondary patrol vehicle may pull in front of the suspect vehicle blocking its path. Members should communicate with each other and confirm that this tactic will be used. Vehicle blocks may not be used on moving vehicles. **Vehicle blocks should not be considered as an appropriate tactic at the conclusion of a vehicle pursuit, rather the coordination of a high-risk vehicle stop would be a safer tactic to implement.**

- A. Risk Factors to consider prior to a vehicle block are:
  1. Road conditions

- a. Wet or dry road surface
  - b. If the roadway is divided or undivided
  - c. The depth of the roadway ditches (Roadway with shallow or no ditches are preferred)
  - d. The type and nature of any curves on the roadways (curves can block the line of sight, preventing officers from seeing oncoming vehicles)
  - e. Type of road surface (paved vs. dirt road)
2. Proximity to an intersection
  3. Pedestrian traffic
  4. Other vehicle traffic

### 4.2.6 PURSUIT INTERVENTION TECHNIQUE (PIT)

- a. The PIT will only be utilized by officers who have received Orlando Police Department approved PIT training.
- b. The PIT may only be utilized for pursuable offenses.
- c. If the pursuit criteria are met, authorization to utilize the PIT is at the level of the individual PIT certified officer behind the suspect vehicle.
- d. The decision to initiate the PIT must be based on the PIT certified officer's conclusion that the immediate danger to the public created by the PIT is less than the immediate or potential danger to the public should the pursuit continue or should the suspect remain at large.
- e. The PIT will only be performed at a time and place and in a manner that does not unreasonably endanger human life and property.
- f. The use of the PIT against motorcycles/ATVs or vehicle with fewer than four tires, is prohibited unless the use of deadly force is justified or under exigent circumstances with approve of a Watch Commander.
- g. Trained officers shall only use the technique with extreme caution and only under those conditions when it can be applied with relative safety to the officer, suspect, and innocent parties.
- h. The use of the PIT is prohibited against vehicles with one or more deflated tires unless the use of deadly force is justified or under exigent circumstances with the approval of a Watch Commander.
- i. The use of the PIT is prohibited when a tire deflation device has been deployed and the officer reasonably believes that one or more tires are deflating unless the use of deadly force is justified or under exigent circumstances with approval of a Watch Commander.
- j. Desirable speed of the suspect's vehicle is less than 50 mph, although the PIT can be executed at higher speeds if the risk factors are minimal based upon the totality of the circumstances.
- k. Risk Factors to consider prior to utilizing PIT are:
  1. Road conditions
  2. Proximity to tan intersection
  3. Pedestrian traffic
  4. Other vehicle traffic
  5. Other obstacles, including but not limited to:
    - a. Curbs
    - b. Electrical poles
    - c. Buildings
    - d. Parked vehicles
    - e. Trees
    - f. Bridges
    - g. Railroad tracks
    - h. Water hazards
  6. Speed of the vehicle
  7. Type of vehicle (PIT should not be attempted on vehicles where "contact points" cannot be matched, such as large, heavy vehicles; vehicles with a higher center of gravity, including large

pickup trucks and campers; vehicles known to be transporting hazardous materials; vehicles with flattened tires)

8. Amount of safe roadway available after deployment of the PIT
- I. Only two PIT attempts on a suspect vehicle are permitted. If the second attempt was unsuccessful, the supervisor shall be notified and must approve any additional PIT attempts.
- m. The use of the PIT, whether or not successful, will be noted in the narrative section of the Blue Team Vehicle Apprehension/Vehicle Pursuit incident. It will also be selected in the 'Stop Devices Used' drop-down menu.

NOTE: Employees shall maintain or demonstrate proficiency bi-annually as determined by the Professional Standards Section Commander.

<b>5. FORMS AND APPENDICES</b>
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N/A