

Vehicle Pursuits

308.1 PURPOSE AND SCOPE

This policy provides guidelines for vehicle pursuits in order to protect the safety of involved officers, the public, and fleeing suspects.

308.1.1 DEFINITIONS

Definitions related to this policy include:

Boxing-in - A low-speed tactic designed to stop a fleeing vehicle by surrounding it with emergency vehicles and then slowing all vehicles to a stop.

Grappier Police Bumper - A device designed to entangle and seize the rear most driver or passenger side tire, axle, or suspension components of a moving vehicle with a lowered net attached to a department vehicle. Once the net captures the tire, axle, or suspension component of the target vehicle, the department vehicle applies braking to bring the target vehicle to a stop.

Pursuit Intervention Technique (PIT) - A low-speed tactic designed to apply lateral pressure to the rear quarter panel of a fleeing vehicle, causing it to spin out, stall, and come to a stop (also known as a Precision Immobilization Technique).

Ramming - The deliberate act of impacting a fleeing vehicle with another vehicle to functionally damage or otherwise force the fleeing vehicle to stop.

Roadblock - A tactic designed to stop a fleeing vehicle by intentionally placing an emergency vehicle or other immovable object in the path of the fleeing vehicle.

Tire deflation device - A device designed to be placed on the roadway and puncture the tires of a fleeing vehicle, sometimes referred to as spike strips.

Vehicle pursuit - An attempt by one or more law enforcement officers to apprehend a suspect in a motor vehicle who, having been given a visual and audible signal to stop, fails to yield or uses high-speed driving or other evasive tactics (e.g., driving off a highway, turning suddenly) in an attempt to avoid arrest.

308.2 POLICY

It is the policy of this department to balance the need to apprehend a fleeing suspect with the risks associated with vehicle pursuits.

[2025 Inter-Agency Pursuit Procedures.docx.pdf](#)

308.3 INITIATING A PURSUIT

Vehicle Pursuits

Officers who have received appropriate training are authorized to initiate a vehicle pursuit when the need to apprehend a fleeing suspect clearly outweighs the risks a vehicle pursuit poses for officers and the public.

When balancing the risk of a pursuit with the need to apprehend the suspect, officers shall consider:

- a. The seriousness of the known or reasonably suspected crime committed by the suspect and the threat to the safety of the public if the suspect remains at large.
- b. Whether the identity of the suspect is known with enough certainty to enable apprehension at a later time.
- c. The speed of the vehicles relative to the conditions of the area, such as the population density, amount of vehicular and pedestrian traffic (e.g., school zones), time of day, and road conditions and weather conditions.
- d. The pursuing officer's driving capabilities, familiarity with the area, and quality of radio communications with the [dispatcher]/supervisor.
- e. The nature of the pursuing unit (e.g., marked vs. unmarked) and its speed and performance capabilities in relation to the fleeing vehicle (e.g., performance motorcycle).
- f. Whether there are other persons in or on the fleeing vehicle and their relationship to the situation (e.g., passengers, co-offenders, hostages).
- g. Whether the pursuing unit is carrying passengers other than on-duty police officers. Pursuits should not be undertaken with an arrestee in the pursuit vehicle unless exigent circumstances exist.
- h. The availability of other resources such as air support or vehicle locator/deactivation technology.
- i. The importance of protecting the public and balancing the known or reasonably suspected offense and the apparent need for immediate capture against the risks to officers, innocent motorists, and others (CRS § 42-4-108).

308.4 PURSUIT UNITS

Vehicle pursuits should be limited to three police department emergency vehicles (two pursuit units and the supervisor vehicle). However, an officer or supervisor may request that additional units join a pursuit if, after assessing the factors outlined above, it reasonably appears that the number of officers involved may be insufficient to safely arrest the number of suspects.

308.4.1 EMERGENCY EQUIPMENT

Vehicle pursuits shall only be conducted using authorized police department vehicles that are equipped with emergency lighting and sirens as required by law (CRS § 42-4-213). Each pursuit unit's emergency lights and sirens shall remain activated throughout the unit's participation in the pursuit (CRS § 42-4-108).

Officers operating vehicles not equipped with emergency lights and siren are prohibited from pursuing a fleeing vehicle or joining a pursuit. Officers in such vehicles may provide support to pursuing units when needed, but should operate the vehicle in compliance with all traffic laws and should discontinue such support immediately upon arrival of a sufficient number of authorized emergency vehicles or any air support.

Vehicle Pursuits

308.4.2 MOTORCYCLES AND UNMARKED UNITS

When involved in a pursuit, police department motorcycles and unmarked vehicles should be replaced by marked four-wheel emergency vehicles as soon as practicable.

308.4.3 PRIMARY UNIT

The initial pursuing officer should be designated as the primary unit and will be responsible for the conduct of the pursuit unless that unit is unable to remain reasonably close to the suspect's vehicle. The primary responsibility of the officer initiating the pursuit is the apprehension of the suspect without unreasonable danger to themselves or others.

As soon as practicable, the primary unit should notify the Communications Center of the pursuit, request priority radio traffic, and provide appropriate information including:

- a. The location, direction of travel, and estimated speed of the pursuit.
- b. The description of the fleeing vehicle, including the license plate number, if known.
- c. The reason for the pursuit.
- d. A description of the fleeing vehicle's evasive driving behavior (e.g., rapid lane changes, no headlights, driving on the wrong side of the road).
- e. Known or suspected weapons, threat of force, violence, injuries, hostages, or other unusual hazards.
- f. The suspected number of occupants and their identities or descriptions.
- g. The weather, road, and traffic conditions.
- h. The need for any additional resources or equipment.
- i. The identities of other law enforcement agencies involved in the pursuit.

The primary unit is responsible for broadcasting the progress of the pursuit until a secondary or air unit joins the pursuit. Once an additional unit joins the pursuit, the primary unit should relinquish the responsibility of broadcasting the progress to the secondary or air unit unless circumstances reasonably indicate otherwise.

308.4.4 SECONDARY UNIT

The second officer in the pursuit should be designated as the secondary unit and is responsible for:

- a. Notifying the Communications Center of their entry into the pursuit.
- b. Broadcasting the progress of the pursuit, updating known or critical information, and providing changes in the pursuit, unless the situation indicates otherwise.
- c. Identifying the need for and requesting additional resources or equipment as appropriate.
- d. Serving as backup to the primary unit once the fleeing vehicle has been stopped.

308.4.5 AIR UNITS

When available, air unit assistance should be requested. The air unit should assume responsibility of broadcasting the pursuit once they have established visual contact with the fleeing vehicle. Ground units

Vehicle Pursuits

should maintain operational control and consider whether the continued close proximity and/or involvement in the pursuit is warranted.

The air unit should coordinate the activities of resources on the ground, report progress of the pursuit, and provide pursuing units with details of upcoming traffic congestion, road hazards, or other information pertinent to evaluating whether to continue the pursuit. If ground units are not within visual contact of the fleeing vehicle and the air unit determines that it is unsafe to continue the pursuit, the air unit should recommend termination.

308.5 PURSUIT DRIVING

The decision to use specific driving tactics requires consideration of the same factors as initiating a pursuit. In addition, officers involved in the pursuit should adhere to the following:

- a. Pursuing units should space themselves far enough from other involved vehicles to be able to see and avoid hazards and react safely to maneuvers by the fleeing vehicle.
- b. Pursuing units should exercise caution and slow down as necessary when proceeding through intersections.
- c. Pursuing units should not follow a fleeing vehicle driving against traffic (wrong way) and should instead:
 1. Request assistance from available air support.
 2. Maintain visual contact with the fleeing vehicle by paralleling it on the correct side of the roadway.
 3. Request other units to observe exits available to the fleeing vehicle.
- d. Pursuing units should request that the Communications Center notify the Colorado State Patrol and /or another law enforcement agency if it appears that the pursuit may enter its jurisdiction.
- e. Pursuing units should not attempt to pass other pursuit units unless the situation indicates otherwise or they are requested to do so. Passing another pursuit unit should only be attempted with a clear understanding of the maneuver.

308.5.1 RULES OF THE ROAD

Officers shall drive with due regard for the safety of all persons and property. However, when in pursuit, if there is no unreasonable risk to persons and property, officers may (CRS § 42-4-108):

- a. Proceed past a red or stop signal or stop sign but only after slowing down as may be necessary for safe operation.
- b. Exceed the speed limit.
- c. Disregard regulations governing direction of movement or turning in specified directions.

308.5.2 OFFICERS NOT INVOLVED IN THE PURSUIT

Officers not directly involved in the pursuit should stay alert to its progress and location and may proceed safely to intersections ahead of the pursuit to warn cross traffic. When clearing intersections along the pursuit path, officers are authorized to use emergency equipment and should attempt to place their

Vehicle Pursuits

vehicles in locations that provide some safety or an escape route in the event of an unintended accident or a suspect intentionally trying to ram the police department vehicle.

Other than clearing intersections along the pursuit path, uninvolved officers should avoid operating under emergency conditions (emergency lights and siren) and should remain in their assigned areas unless directed otherwise by a supervisor.

When needed, non-pursuing officers and officers who have dropped out of the pursuit should respond to the pursuit termination point in a non-emergency manner, observing the rules of the road. Officers should not parallel the pursuit route.

308.6 SUPERVISORY CONTROL AND RESPONSIBILITIES

The field supervisor of the officer initiating the pursuit, or if unavailable, the nearest field supervisor, will be responsible for:

- a. Immediately notifying the involved units and the [dispatcher] of supervisory presence and ascertaining all reasonably available information in order to continuously assess the situation and risk factors associated with the pursuit.
- b. Exercising management and control of the pursuit and, when appropriate, engaging in the pursuit to provide on-scene supervision.
- c. Confirming that no more pursuing units than required are involved in the pursuit.
- d. Directing that the pursuit be terminated if, in the supervisor's judgment, continuing the pursuit is not justified under the guidelines of this policy.
- e. Assessing the emotional state of the officers involved and directing an officer to disengage from the pursuit if it appears they are unable to control their emotions.
- f. Requesting additional assistance from air support, canines, or other resources, if available and appropriate.
- g. Verifying that the proper radio channel is being used.
- h. Confirming the Shift Supervisor has been notified of the pursuit.
- i. Overseeing the notification and/or coordination of outside agencies if the pursuit leaves or is likely to leave the jurisdiction of this department.
- j. Continuing the management and control of Louisville Police Department units when a pursuit enters another jurisdiction.
- k. Preparing documentation of the pursuit and conducting a post-pursuit review, as required.

308.6.1 SHIFT SUPERVISOR RESPONSIBILITIES

Upon becoming aware that a pursuit has been initiated, the Shift Supervisor should monitor and continually assess the situation and ensure the pursuit is conducted within the guidelines and requirements of this policy. The Shift Supervisor has the final responsibility for the coordination, control, and termination of a vehicle pursuit and shall be in overall command.

308.7 THE COMMUNICATIONS CENTER

Vehicle Pursuits

Radio communications during a pursuit should be conducted on the primary channel unless instructed otherwise by a supervisor or [dispatcher]. If the pursuit leaves the jurisdiction of this department or such is imminent, involved units should, whenever available, switch radio communications to a tactical or emergency channel most accessible by participating agencies.

308.7.1 THE COMMUNICATIONS CENTER RESPONSIBILITIES

Upon notification or becoming aware that a pursuit has been initiated, the [dispatcher] is responsible for:

- a. Clearing the radio channel of non-emergency traffic.
- b. Coordinating pursuit communications of the involved units and personnel.
- c. Broadcasting pursuit updates as well as other pertinent information as necessary.
- d. Ensuring that a field supervisor is notified of the pursuit.
- e. Notifying and coordinating with other involved or affected agencies as practicable.
- f. Notifying the Shift Supervisor as soon as practicable.
- g. Assigning an incident number and logging all pursuit activities.

308.8 INTERJURISDICTIONAL CONSIDERATIONS

Unless entry into another jurisdiction is expected to be brief, the primary unit or supervisor should ensure that notification is provided to each outside jurisdiction into which the pursuit is reasonably expected to enter, regardless of whether such jurisdiction is expected to assist.

308.8.1 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY

When a pursuit enters another agency's jurisdiction, the primary unit or the supervisor should determine whether to request the other agency assume the pursuit, taking into consideration the distance traveled, familiarity with the area, and other pertinent facts.

Once another agency has agreed to assume the pursuit, pursuing units should relinquish control and discontinue participation unless the continued assistance of the Louisville Police Department is requested by the agency assuming the pursuit. Upon relinquishing control of the pursuit, the involved officers may, with supervisory approval, proceed to the termination point in order to provide information and assistance for the arrest of the suspect and reporting of the incident. The supervisor should coordinate such assistance with the assuming agency and obtain any information that is necessary for department reports.

308.8.2 PURSUITS EXTENDING INTO THIS JURISDICTION

Officers from this department should not join a pursuit being conducted by another agency unless specifically requested to do so by that agency and with approval from a supervisor.

When a request is made for this department to assist or take over a pursuit that has entered the jurisdiction of the Louisville Police Department, the Shift Supervisor or supervisor should review the request as soon as practicable, taking into consideration:

- a. Whether the need to apprehend the fleeing suspect outweighs the risks of the pursuit to officers and the public.

Vehicle Pursuits

- b. Whether there is adequate staffing to continue the pursuit.
- c. The available units' capabilities to maintain the pursuit.
- d. The number of available units and other resources of the pursuing agency.

Assistance to a pursuing agency by officers of this department should terminate at the City limits, provided that the pursuing agency has sufficient assistance from other sources. Ongoing participation from this department should continue only until sufficient assistance is present.

In the event that a pursuit from another agency terminates within this jurisdiction, officers should provide appropriate assistance to the pursuing agency such as scene control, inter-agency coordination, completion of supplemental reports, and any other reasonable assistance requested or needed.

308.9 PURSUIT INTERVENTION

Pursuit interventions should only be used when it reasonably appears that using the intervention will contain or prevent the pursuit, and the need to immediately stop the fleeing vehicle outweighs the risks of injury or death to officers and others.

Pursuit interventions may be construed as a use of force, including deadly force, and are subject to the policies guiding such use. Officers should consider the guidelines for the use of force when deciding how, when, where, and if a pursuit intervention should be employed. Refer to the Use of Force Policy for additional guidance.

Whenever practicable, an officer should seek approval from a supervisor before employing any pursuit intervention to stop a fleeing vehicle. Officers should not attempt a pursuit intervention unless they have received the appropriate training for the intervention being used.

308.9.1 TIRE DEFLATION DEVICE

Before deploying a tire deflation device, officers should consider factors such as:

- a. Speed of the fleeing vehicle - Traveling at high speeds increases the risk the suspect will lose control of the vehicle after driving over or swerving to avoid a tire deflation device.
- b. Weather and visibility - Tire deflation devices should only be deployed when the location, weather, and other conditions allow the deploying officer to clearly see the fleeing vehicle, pursuit units, and other approaching traffic.
- c. Cover - Deployment should occur in a location that provides the deploying officer adequate cover and escape from intentional or unintentional exposure to the approaching vehicles.
- d. Road conditions - Soft or loose material such as dirt or gravel may prevent a tire deflation device from puncturing the vehicle's tire. Deploying the device on loose pavement or icy or wet roads increases the risk of the suspect losing control of the vehicle.
- e. Characteristics of the deployment area - A tire deflation device should not be deployed in areas that are heavily populated with pedestrians, at times of heavy traffic, or at a location where there is a heightened chance of striking a fixed object.

Vehicle Pursuits

- f. Characteristics of the fleeing vehicle - Except in extraordinary circumstances, a tire deflation device should not be used when the fleeing vehicle is a motorcycle or other vehicle with fewer than four wheels, an ATV, a vehicle transporting hazardous materials, or a school bus transporting children.

Because of the risks to deploying officers, the intent to deploy a tire deflation device and its location should be clearly communicated to the [dispatcher] and all involved units.

308.9.2 PIT

A PIT should only be attempted in a vehicle with a reinforced bumper, and only those trained and certified in this tactic are authorized.

Before conducting a PIT, officers should consider factors such as:

- a. Speed of the fleeing vehicle - Conducting a PIT while traveling at high speeds increases the risk of the suspect or officer losing control of their vehicle. A PIT should not be conducted at speeds greater than the speed at which the officer has received training.
- b. Road conditions - Because the intention of a PIT is to cause the fleeing vehicle to spin out by reducing the friction between the tires and the roadway, the material of the roadway (e.g., pavement, gravel, dirt) should be considered and a PIT should not be attempted when road conditions are wet or icy.
- c. Characteristics of the deployment area - A PIT should not be attempted in areas that are heavily populated with pedestrians, at times of heavy traffic, or at a location where there is a heightened chance of striking a fixed object.
- d. Characteristics of the fleeing vehicle - A PIT should not be used when the pursued vehicle is a motorcycle or other vehicle with fewer than four wheels, an ATV, a vehicle transporting hazardous materials, or a school bus transporting children. The increased risk of rolling over should be evaluated on vehicles with a high center of gravity.
- e. Number of pursuit units - A PIT should not be used unless there is a sufficient number of pursuit units available to prevent further movement of the fleeing vehicle after spinning out.

308.9.3 BOXING-IN

Boxing-in should only be used when the fleeing vehicle is stopped or traveling at a low speed.

Boxing-in requires the participation of multiple units and therefore must be carefully coordinated with all involved.

308.9.4 RAMMING AND ROADBLOCKS

Ramming and roadblocks shall only be used when deadly force is warranted and all other reasonable alternatives have been exhausted or reasonably appear ineffective.

308.9.5 FIREARMS

Specific guidance on the use of a firearm during a vehicle pursuit is addressed in the Use of Force Policy.

Vehicle Pursuits

308.9.6 GRAPPLER DEVICE

Specific guidance on the use of this device during a vehicle pursuit is addressed in the Grappler Device Policy.

308.10 TERMINATING A PURSUIT

The factors considered when initiating a pursuit should be continually reevaluated by pursuing units during the pursuit, as the circumstances and conditions change, and as new information becomes available. If at any time the risk of continuing the pursuit outweighs the need to immediately apprehend the suspect, the pursuit should be terminated.

In addition, a pursuit should be terminated when:

- a. A supervisor directs the pursuit to be terminated.
- b. The location of the fleeing vehicle is no longer known.
- c. The distance between the pursuing units and the fleeing vehicle is so great that further pursuit would be futile or would continue for an unreasonable time and/or distance.
- d. The pursuing unit sustains damage or a mechanical failure that makes it unsafe to drive or renders the emergency lighting and sirens partially or completely inoperable and there are no additional units readily available to take over the pursuit.

When a pursuit terminates for any reason, all pursuit units should verbally acknowledge termination, turn off emergency lights and sirens, reduce their speed, and obey all traffic laws. The primary unit should communicate the location of pursuit termination to the [dispatcher].

308.10.1 LOSS OF PURSUED VEHICLE

When a pursuit is terminated because the location of the fleeing vehicle is no longer known, the primary unit should broadcast pertinent information for other units to assist in locating the suspect. The primary unit or supervisor will be responsible for coordinating any further search for the pursued vehicle.

308.10.2 APPREHENSION OF SUSPECTS

Officers should exercise proper self-discipline and sound professional judgment at the conclusion of a pursuit and while apprehending the suspect.

Unless otherwise directed by a supervisor, an officer other than the primary unit should coordinate efforts to apprehend the suspect following the pursuit.

Any use of force necessary to apprehend the suspect shall be consistent with the Use of Force Policy.

High risk vehicle contact tactics should be utilized at the conclusion of a pursuit to apprehend suspects.

308.11 DEBRIEFING

Vehicle Pursuits

Participating officers should return to the Department as soon as practical following a pursuit to debrief with a supervisor.

308.12 REPORTING REQUIREMENTS

Appropriate reports should be completed as required by applicable laws, policies, and procedures.

- a. Pursuing officers should complete appropriate crime/arrest and pursuit reports.
- b. The involved supervisor, or if unavailable, the on-duty field supervisor, shall obtain available information and promptly complete appropriate written notification to the Chief of Police or the authorized designee. The notification should briefly summarize the pursuit and include, at a minimum:
 1. Date and time of the pursuit.
 2. Reason and circumstances surrounding the pursuit (e.g., seriousness of the crime, road and traffic conditions, speed and driving behavior of the fleeing vehicle) that warranted initiation and continuation of the pursuit.
 3. Length of pursuit in distance and time, including the starting and termination points.
 4. Involved vehicles and officers.
 5. Alleged offenses.
 6. Whether a suspect was apprehended, as well as the means and methods used.
 7. Arrestee information, if applicable.
 8. Any injuries and/or medical treatment.
 9. Any property or equipment damage.
 10. Name of supervisor at the scene or who handled the incident.

After receiving copies of the written notification, reports, and other pertinent information, the Chief of Police or the authorized designee shall conduct or assign a post-pursuit review, as appropriate.

The Chief of Police should direct an annual documented review and analysis of department vehicle pursuits to minimally include policy suitability, policy compliance, and training or equipment needs. The review should not contain the names of officers, suspects, or case numbers.

308.13 PURSUIT TRAINING

The Deputy Chief should ensure that members of this department receive initial and annual training on this policy and vehicle pursuits relevant to their role (e.g., officers, supervisors, air units, [dispatcher]s).

Officer training should address decision-making involved in initiating, continuing, and terminating a pursuit by balancing the need to apprehend the suspect with the risk of a pursuit. Subject to available resources, training on pursuit driving and the deployment of pursuit intervention tactics should include scenario-based training and behind-the-wheel practice, in addition to classroom instruction.

308.14 POLICY ACKNOWLEDGEMENT

City of Louisville Police Department Policy Manual

Law Enforcement Policy

Vehicle Pursuits

Officers of this department shall certify in writing that they have received, read, and understand this policy initially, upon any amendments, and whenever training on the policy is provided.

Attachments

2025 Inter-Agency Pursuit Procedures.docx.pdf

BOULDER COUNTY INTER-AGENCY PROCEDURES FOR MULTI-JURISDICTIONAL VEHICULAR PURSUITS

I. Scope

The Inter-Agency Vehicular Pursuit Procedure is intended to provide common operational procedures when the officer originating a vehicular pursuit, and while still in pursuit, leaves their jurisdiction and enters another jurisdiction within Boulder County. If this procedure conflicts with the agency's policy, the officer shall follow the employing agencies policy.

The statutory authority to pursue an offender is as follows:

- A. **C.R.S. 16-3-104(1)(c) Arrest by peace officer from another jurisdiction.** "Fresh pursuit" means the pursuit, without unnecessary delay, of a person who has committed a crime, or who is reasonably believed to have committed a crime.
- B. **C.R.S. 16-3-106 Peace officer may pursue offender.** When any peace officer is in fresh pursuit of an alleged offender, having a warrant for his arrest or having knowledge that such warrant has been issued, or, in the absence of an arrest warrant, when the offense was committed in the officer's presence or the officer has reasonable grounds to believe that the alleged offender has committed a criminal offense, and the alleged offender crosses a boundary line marking the territorial limit of his authority, such peace officer may pursue him beyond such boundary line and make the arrest, issue a summons and complaint, or issue a notice of penalty assessment.

Neither the provisions of this Inter-agency Procedures for Multi-jurisdictional Vehicular Pursuit nor individual departmental policies shall relieve an officer or deputy from the civil or legal consequences of such driver's reckless disregard for the safety of others. See C.R.S. 42-4-108(4). Injury or threat of injury to innocent third persons during a pursuit, regardless of compliance with this or departmental policy, is not justified if the pursuit is conducted in a reckless or criminally negligent fashion. See C.R.S. 18-1-707(3).

No Boulder County law enforcement agency is obligated under this procedure to participate, or continue to participate, in any vehicular pursuit initiated by any other law enforcement agency. If any conflict occurs with respect to an individual agency's pursuit policy, that agency's policy will prevail.

II. Operational Requirements

- A. Pursuit vehicles shall use their emergency equipment in accordance with C.R.S. 42-4-108.

III. Operational Considerations

The operational considerations of an inter-agency vehicular pursuit shall be:

- A. The severity of offense which gave cause to initiate the pursuit, by weighing the nature of offense, such as a felony crime of violence when deciding to participate in a pursuit.
- B. Alternative methods of apprehending the suspect(s).
- C. The danger to the public if the suspect(s) is/are not immediately apprehended.
- D. The risk to the public and others from agencies involved in the pursuit if the pursuit is continued.
- E. Existing driving conditions including, but not limited to, road conditions, traffic congestion, weather conditions, and vehicle performance limitations if known at the time.

IV. Responsibility

The agency initiating the pursuit, or any other involved agency, shall provide any known information which may reasonably affect the decision to continue the pursuit to other affected agencies in an expedient manner.

Each agency is responsible for the training of its personnel in the application of this agreement.

Each agency participating in a multi-jurisdictional pursuit is encouraged to participate in an "after action" pursuit critique.

Each agency participating in a multi-jurisdictional pursuit is responsible for notifying communications when they discontinue or will not be directly engaged in a pursuit.

The dispatch center for the primary pursuit vehicle is responsible, when possible, for informing other law enforcement agencies when a pursuit in progress may enter that agency's jurisdiction. This dispatch center is responsible for initiating and maintaining continuous contact with any other agency's communication center whose jurisdiction the pursuit traverses.

V. Definitions

Pursuit	The act of a peace officer chasing a suspected law violator, who is attempting to elude the officer.
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Emergency Operations	C.R.S. 42-4-108 (1) The driver of an authorized emergency vehicle, when responding to an emergency call, or when in pursuit of an actual or suspected violator of the law, or when responding to but not upon returning from a fire alarm, may exercise the privileges set forth in this section.
Primary Vehicle	Either the law enforcement vehicle initiating a pursuit or another unit which takes the lead position during the pursuit.
Secondary Vehicle(s)	Any additional law enforcement vehicle(s) that become involved in a pursuit to assist the primary vehicle.
Vehicle Tire Disabling Device	An agency approved, less-lethal, tire deflating device which may be deployed to disable a fleeing vehicle.
Mechanical Immobilization Device	A device which, when deployed, causes mechanical disruption or immobilization of the suspect vehicle. The unit responsible for communications during the pursuit shall notify assisting units in the event a mechanical immobilization or disruption device has been deployed.
Tactical Vehicle Intervention	(TVI) is a pursuit tactic by which a pursuing vehicle can force a fleeing vehicle to abruptly turn sideways, causing the driver to temporarily lose control and stop.
GPS Device	A Global Positioning System device, or other similar electronic device designed to track a suspect vehicle, when has been attached to the suspect vehicle. The unit responsible for communications during the pursuit shall notify assisting units in the event a tracking device has been deployed.
Rolling Roadblock	The surrounding of a moving vehicle with moving pursuit vehicles which are then slowed to a stop along with the violator's vehicle.
Pinning	Pinning (aka. Pinching) is not authorized for apprehending vehicles in motion. This technique is different from boxing in that it is a coordinated technique in which officers are pinning a high-risk suspect and preventing their escape in a vehicle. This maneuver can be performed utilizing marked or unmarked vehicles.

VI. Assignments

Primary Vehicle: The primary vehicle should provide the appropriate dispatch center with all information pertinent to the pursuit such as location, direction of travel, speed, vehicle description, occupant(s) description(s), and reason for the pursuit.

The primary officer may attempt to apprehend the fleeing violator until such time as:

- A. The officer determines the risk to life and property including evaluating road, vehicle, traffic, weather conditions, or excessive speed is greater than the need to apprehend the violator, or
- B. The pursuit is terminated by a supervisor or command level officer from the agency employing the officer operating the primary pursuit vehicle, or
- C. The primary vehicle position is relinquished to another law enforcement vehicle due to lack of knowledge of terrain, inoperable pursuit vehicle, or other reason which will improve the chances of successful resolution of the pursuit, or
- D. The identity of the violator is known or can be reasonably determined at a later time and the violator does not pose a significant threat to the public if not immediately apprehended, or
- E. The primary pursuit vehicle is no longer able to maintain radio communications with the appropriate dispatch center.

Secondary Vehicle: The secondary vehicle will assist the primary vehicle upon termination of the pursuit or assume the primary position if required. The secondary vehicle shall maintain a safe distance from the fleeing vehicle and primary pursuit vehicle.

The secondary vehicle should attempt to serve as the primary communication point of the pursuit if both the secondary and primary vehicles are from the same agency or able to communicate on the same radio frequency.

Other Participating Vehicles: Inter-Agency, multi-jurisdictional pursuits should be limited, if practical, to one primary pursuing law enforcement vehicle and one secondary pursuing law enforcement vehicle, and one tertiary pursuing law enforcement in order to facilitate a safe resolution.

Self-assignment of additional vehicles beyond the three vehicles is discouraged. All units in the pursuit must coordinate through dispatch. In the event it is deemed necessary to have more than three pursuit vehicles, additional law enforcement vehicles must maintain sufficient distance between each other and other pursuing or fleeing vehicles to reduce the possibility of a multiple vehicle collision. Additional law enforcement vehicles shall be operated at reduced speeds and

with a high awareness of the potential for collision with vehicles in the pursuit or with members of the public.

Additional law enforcement vehicles may provide support by blocking traffic at major intersections and/or notifying pursuing agencies of special hazards, unusual terrain, other emergency traffic, etc. Supporting vehicles shall notify the designated communications center of any activity that may affect the conditions of the pursuit.

Types of Vehicles: If a pursuit is initiated by a peace officer operating an unmarked law enforcement vehicle, motorcycle, or other vehicle not normally used for patrol use, that vehicle should withdraw from the pursuit as soon as practicable, and a marked patrol vehicle should assume the primary vehicle pursuit function. Vehicles other than a marked patrol unit are discouraged from participating in a pursuit.

Supervision: The overall supervision of a pursuit shall rest with the jurisdiction of the primary pursuit vehicle. If the primary vehicle relinquishes the pursuit and another agency assumes the pursuit, the supervisory authority will shift to the jurisdiction assuming the primary pursuit vehicle position. Transfer of primary supervision of the pursuit from one agency to another will be clearly announced by the agency passing it and clearly acknowledged by the agency accepting supervision of the pursuit.

Any involved agency with an on-duty supervisor shall be required to monitor in progress pursuits involving their officers or occurring within their jurisdiction. Supervisors of involved agencies are expected to monitor the tactics deployed and use of force associated with any given situation. Supervisors are expected to assess the known facts and weigh the safety of the public and officers involved to determine whether a pursuit should be allowed to continue. This assessment will be determined within a reasonable amount of time and may vary based on the informational gathering ability and the factors surrounding the pursuit.

Tactics: Tactics employed to stop a fleeing vehicle will be based on the greatest probability of success with the least likelihood of injury to the public and peace officers. Tactics which could reasonably result in injury or death to occupants of the fleeing vehicle will be applied in accordance with constitutional and statutory provisions for the use of lethal and non-lethal physical force. Officers involved in the pursuit must comply with their agency's policy. The implementation of any tactic should be directed by either the primary or secondary unit through dispatch.

Additional tactics may involve the use of a Tire Disabling Device, Mechanical Immobilization Device, GPS tracking device, Tactical Vehicle Intervention, Pinning, or a Rolling Roadblock.

The use of Stationary Roadblocks to terminate a pursuit is a potential lethal force decision. Any usage of this tactic should include adherence to an agency's policies and legal framework governing use of force. discouraged due to the risk of being disregarded and becoming a source of serious injury. Stationary Roadblocks will be used only upon instruction from the primary pursuit vehicle agency supervisor and only when the risk of continuing the pursuit is greater than using a roadblock. In the event a Stationary Roadblock is deployed, it should be staged away from

uninvolved motorists, allowing for advance warnings, i.e. flares, traffic control devices, etc., and provide ample room for all involved vehicles to stop.

AT THE CONCLUSION OF ANY PURSUIT, IT IS RECOMMENDED THAT INVOLVED DEPUTIES AND OFFICERS EMPLOY HIGH RISK VEHICLE STOP PROCEDURES FOR THEIR SAFETY AS WELL AS THE SAFETY OF THE PUBLIC. IT IS ALSO RECOMMENDED THAT, IF PRACTICAL, ALL AGENCIES PARTICIPATING IN THIS PURSUIT PROCEDURE TRAIN TOGETHER ON HIGH-RISK VEHICLE STOP PROCEDURES.

Requests for Mutual Aid: All requests for mutual aid assistance should be made by the primary pursuing agency.

Investigation at Termination: In the event the initiating agency is not present at the termination point of a pursuit, a representative should be sent as soon as possible. The primary agency will be responsible for processing the arrest, whenever practical.

The arrestee will be released to the initiating agency or the agency where the most serious violation occurred, acknowledging the need for expedient processing of evidence. The ranking officer for the initiating agency or jurisdiction wherein the most serious offense was committed will assume responsibility for coordinating the investigation.

The appropriate charges or felony filing will be presented to the Boulder County District Attorney's Office by the initiating agency or jurisdiction wherein the most serious offense was committed.

Agency Communication Centers: The dispatch center for the primary pursuit vehicle will manage the pursuit through the duration or until a pass off to another dispatch center is appropriate. In the event of a fast moving highly dynamic pursuit it may be necessary for the primary dispatch center to patch various channels and primary talk groups together to facilitate interagency communication. In this event, all units *not* assigned to the pursuit will be directed to migrate to their designated secondary channels or talk groups to conduct routine business.

Media/Public Information: Media/public information requests will be directed to the supervisory officer of the initiating agency or jurisdiction wherein the most serious offense was committed.

VII. Maintenance

This procedure will be administered by the Boulder County Chiefs of Police Consortium. This procedure will be reviewed every five years or as requested by any member of the Boulder County Chiefs of Police Consortium. Any revisions made will be disseminated to all participating agencies within 30 days.

This procedure will be reviewed as necessary for renewal signature by all participating agencies.

VIII. Training

All participating agencies are expected to provide regularly scheduled training to its members on this procedure. Members of participating agencies are encouraged to train on this procedure, procedures to end pursuits, high risk vehicle stops, and the laws associated with vehicular pursuits.

Boulder County Inter-Agency Procedure for Multi-Jurisdictional Vehicle Pursuits
Adopted July 1, 2025

For the Boulder County Sheriff's Office:

	June 5, 2025
Curtis Johnson, Sheriff	Date

For the Boulder Police Department:

	June 5, 2025
Stephen Redfearn, Chief	Date

For the Erie Police Department:

	June 5, 2025
Lee Mathis, Chief	Date

For the Lafayette Police Department:

	June 5, 2025
Rick Bashor, Chief	Date

For the Longmont Police Department:



June 10, 2025

David Moore, Interim Chief

Date

For the Louisville Police Department:



June 10, 2025

Rafael Gutierrez, Chief

Date

For the University of Colorado Police Department:



June 10, 2025

John Monahan, Interim Chief

Date