



# BALTIMORE CITY PUBLIC SCHOOLS

## GENERAL ORDER 13-10 SECTION E-1

### EMERGENCY CALLS FOR SERVICE/RESPONSE CODES Revisions Approved: June 12, 2018

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This General Order contains the following numbered sections:

- I. Directive
- II. Purpose
- III. Definitions
- IV. Response Modes
- V. General Procedures
- VI. Legal Intervention
- VII. Effective Date

#### **I. DIRECTIVE**

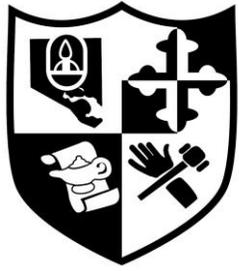
It is the policy of the Baltimore City School Police Force (“BCSPF”) to ensure that members operate emergency vehicles in compliance with all statutory and departmental regulations, this includes the use of emergency warning devices, and that such devices be employed only in prescribed conditions and circumstances, and in ways that will minimize the risk of accidents or injuries to employees or the public.

#### **II. PURPOSE**

The purpose of this General Order is to establish guidelines for the operation of emergency vehicles and emergency warning devices.

#### **III. DEFINITIONS**

- A. **Emergency Vehicle:** An authorized law enforcement vehicle equipped with emergency lights, siren, and any other emergency warning device required by law and used for emergency response situations. (See Maryland Code Annotated, Transportation Art. §11-118).
- B. **Emergency Warning Device:** Devices placed in/on each marked vehicle that emit audible (siren) or visual (lights) signals in order to warn others that law enforcement services are being delivered. (See Maryland Code Annotated, Transportation Art. §22-218).



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#### IV. RESPONSE MODES

- A. **Emergency** calls are those requiring a rapid response. Upon assigning a unit, Communications personnel will designate a response mode (code) for all emergency calls. Emergency calls will be designated as “Code 1” or “Code 2”. **Officers shall not utilize emergency warning devices unless authorized by this directive.**
- B. **Non-emergency** calls of a routine nature, which does not require an extraordinary response, shall be responded to without activating any emergency warning devices. Officers shall follow all applicable traffic regulations and drive in a safe and courteous manner.

#### V. GENERAL PROCEDURES

##### A. **Assigning/Determining Response Codes**

1. Field supervisors and/or commanding officers are responsible for monitoring modes for calls for assistance and shall have the authority to upgrade or downgrade assigned response modes. Supervisors are accountable for the emergency response conduct of their subordinates.
2. In instances where a field officer needs to initiate the emergency vehicular response mode in response to a sudden emergency, the officer shall inform Communications personnel immediately of:
  - a. The nature of the situation, and
  - b. The location and destination of their unit.

##### B. **CODE 1 Response**

1. During a Code 1 emergency response, **emergency lights** and **siren** and other emergency signal devices shall be activated as required by law.
2. When responding in the emergency mode, the **headlights** of the vehicle shall be activated to augment the emergency vehicle’s visibility.
3. During an emergency response, four-way flashers shall not be used, when the emergency vehicle is in motion, because they may interfere with brake lights and turn signals.
4. The spotlight is primarily utilized to facilitate building and stationary vehicle checks and shall at no time be directed at the windshield or vision of oncoming traffic as it may



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- cause temporary blindness to a driver.
5. When responding in an emergency response mode, emergency signal devices may be deactivated at a distance from the scene (if determined appropriate by the vehicle operator) so as not to alert subjects to law enforcement proximity. When emergency signal devices are deactivated, the operator of the emergency vehicle shall comply with posted speed limits, obey all traffic devices and signals, and proceed in a manner consistent with normal traffic flow.
  6. Emergency vehicle operators, using approved audible (siren) and visual (light) signals, are granted certain privileges while responding to an emergency call (See Maryland Code Annotated, Transportation Art. §21-106).
  7. When responding to a call, BCSPF officers shall **SLOW DOWN AT ALL INTERSECTIONS**, ensure the intersection is safe to enter, and then proceed cautiously.
  8. When crossing against any traffic control device, a member must **BRING VEHICLE TO A FULL STOP** and ensure the intersection is safe to enter before proceeding.
  9. Member must ensure that vehicle **SPEED IS BOTH SAFE AND REASONABLE** under the prevailing roadway and environmental conditions, even if this requires driving below the speed limit.
  10. Maryland law does not relieve the driver of an emergency vehicle from the duty to drive with due regard for the safety of all persons.
  11. Officers shall not operate a BCSPF vehicle in an emergency mode when carrying civilian passenger(s) unless exigent circumstances exist.

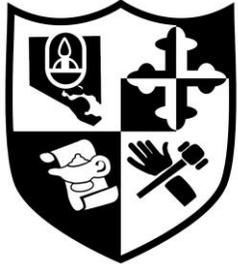
**Always remember: The operation of a motor vehicle requires the same care and caution as that required in the use of your firearm.**

#### C. CODE 2 Response

1. During a Code 2 response, the officer shall activate the **visual warning devices (emergency lights) only**. The siren shall not be used.
2. **ALL TRAFFIC LAWS** shall be obeyed, including the posted speed limit.

#### D. Vehicle Stops

Audible and/or visible warning devices may be used to make adequate notice of intent to stop a motor vehicle and to provide a safe environment for the vehicle operator, officer, and the public. Intermittent use of the siren should be employed with discretion, if at all, as it may have a startling effect, causing a driver to act erratically.



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#### **E. Other Uses**

Examples of other permissible uses of emergency warning devices during non-emergency response situations include:

1. Using emergency lights as beacons to protect a disabled motorist.
2. Using emergency lights when it is necessary to use the agency vehicles as “protective barriers.”

Operators of emergency vehicles shall deactivate emergency warning device as soon as possible, as these device can unnecessarily attract attention and draw curious individuals to the scene of emergencies.

#### **VI. LEGAL INTERVENTION**

The deliberate action on the part of a member to strike or act as a roadblock against another vehicle or individual attempting to elude apprehension, with the intent to stop and apprehend the operator or other individuals. This action is prohibited for departmental members.

Accidents resulting from the proper, stationary placement of a departmental vehicle to protect an accident scene or crime scene shall not be considered legal intervention.

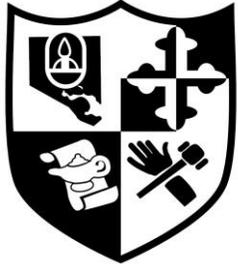
The use of any private vehicle in legal intervention is prohibited.

The Administrative Sergeant shall ensure Emergency Vehicle Operation (EVO) Training and road testing is provided at entrance level to all sworn members of School Police and to those civilian members requiring Departmental Driving Permits.

The Administrative Sergeant shall issue Departmental Driving Permits in accordance with the license class code on the member’s Maryland State Drivers’ License. The permits will be issued to those successfully completing EVO Training.

The Administrative Sergeant shall submit a written report to the Fleet Manager referencing the member’s completion of EVO Training and issuance of a driving permit, inclusive of the type of departmental vehicle the member is qualified to drive.

The Administrative Sergeant shall ensure emergency vehicle operation remedial driver



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training is provide when appropriate.

**VII. EFFECTIVE DATE**

This Order shall be effective on the date of publication.

I certify that I have read and fully understand this Order.

Signature \_\_\_\_\_ Date \_\_\_\_\_