POLICY AND PROCEDURE NO. 420

Motor Vehicle Pursuits

Massachusetts Police Accreditation Standards:
41.2.2, 41.2.3

Date Issued: June 19, 2009
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1. POLICY STATEMENT:

It is the policy of the Worcester Police Department to balance the obligation to enforce laws and apprehend offenders with the need to protect the lives of officers, suspects, and the public. Vehicular pursuits are inherently dangerous and create significant risks to all persons involved, including uninvolved third parties. Accordingly, vehicular pursuits are permitted only when the suspect is believed to have committed or attempted a felony involving violence, the threat of violence, or a serious risk to public safety, and the need for immediate apprehension outweighs the risks of pursuit. MPAC 41.2.2

Officers are reminded that the apprehension of a fleeing suspect does not justify exposing officers or the public to unreasonable danger. No pursuit is justified if the risks to public safety outweigh the need for immediate apprehension.

For emergency response driving procedures governing non-pursuit situations, see Policy 420.1 (Emergency Response Driving).

2. DEFINITIONS:

Vehicular Pursuit: The act of pursuing a motorist who has intentionally failed to stop or is actively attempting to elude the police. An attempt to stop a motorist is not considered a pursuit unless an officer reasonably believes the motorist is actively attempting to ignore or elude the officer.

Forcible Stopping: Ramming or intentionally colliding with a vehicle, pursuit intervention technique (PIT), and/or pulling into the path of a vehicle.

Roadblock: The use of a vehicle or object to block the path of another vehicle.

Tire Deflation Device: A device designed to deflate the tires of a fleeing vehicle (e.g., Stop Sticks, spike strips).

Official in Charge (OIC): The highest-ranking official on duty with supervisory authority over the involved units at the time of the pursuit.

Administrative Review: A review of a pursuit conducted by a supervisor who was not personally involved in the pursuit.

3. AUTHORIZATION:

Once initiated, all pursuits require authorization to continue from a supervisor — normally the on-duty patrol sergeant — or from the Official in Charge. Ultimate command responsibility for all pursuits rests with the Official in Charge, who may countermand any authorization at any time. An order to terminate issued by any supervisor or by the Official in Charge is effective immediately and shall be obeyed regardless of prior authorization; re-engagement is governed by Section 11. Any pursuit commenced without supervisory authorization shall be considered unauthorized unless exigent circumstances prevented immediate communication, in which case the officer shall establish contact with a supervisor at the earliest opportunity. If supervisory contact cannot be established, the pursuit shall be terminated.

4. DECISION TO PURSUE:

Prior to initiating or continuing a pursuit, officers shall evaluate whether the need for immediate apprehension outweighs the risks to public safety. If the identity of the offender is known and the offender poses no immediate threat to the community, strong consideration shall be given to terminating or not initiating the pursuit. MPAC 41.2.2 [a]

Officers and supervisors shall consider the following factors when deciding to initiate, continue, or terminate a pursuit:

a. The nature and severity of the offense involved.

b. The safety of the officer, the public, and the suspect.

c. Whether the identity of the operator is known or can be determined.

d. Traffic conditions, including volume and congestion.

e. Road conditions, including road type, width, and surface.

f. Weather conditions and visibility.

g. Time of day and proximity to schools, parks, and residential areas.

h. Type, speed, and condition of vehicles involved.

i. Availability of technological alternatives (e.g., GPS, license plate readers, helicopter support).

j. The number of occupants in the fleeing vehicle and whether children or other vulnerable persons are believed to be present.

k. Whether the pursuit can be conducted with adequate backup.

l. Whether the pursuit is approaching or has entered a school zone, area of heavy pedestrian activity, or congested area where the risk to bystanders is elevated.

5. RESPONSIBILITIES OF THE PURSUING OFFICER:

Upon commencing a pursuit, the initiating officer shall immediately: MPAC 41.2.2 [b]

a. Activate emergency blue lights and audible siren; both shall remain in continuous use throughout the pursuit.

b. Activate body-worn camera, if equipped.

c. Make radio contact with dispatch and communicate the following information:

1. Location, speed, and direction of travel.

2. Registration number and any identifying characteristics of the vehicle being pursued.

3. The offense or reason for which the vehicle and/or occupants are being pursued.

4. Description and number of occupants, if known.

5. Request authorization from a supervisor or the Official in Charge to continue the pursuit.

d. Maintain radio contact throughout the pursuit, continuously broadcasting the changing location, speed, and direction of travel.

e. If it is necessary to enter an intersection contrary to a traffic signal or posted sign, the officer shall bring the vehicle to a complete stop and proceed only when safe to do so.

f. If ordered to terminate the pursuit, or if the officer independently determines that the risks outweigh the need for apprehension, the officer shall terminate immediately. Upon termination, the officer shall report the final known location and direction of travel of the pursued vehicle.

6. USE OF POLICE VEHICLES:

Conspicuously marked patrol vehicles fully equipped with emergency lights and audible siren are the primary vehicles for pursuit operations. The use of any other vehicle is governed by subsections B through E below. MPAC 41.2.2 [d]

A. Marked Patrol Vehicles

Marked patrol vehicles may be used to initiate, engage in, and lead any authorized pursuit.

B. Unmarked Vehicles

An officer operating an unmarked vehicle equipped with a full complement of visible emergency lights and audible siren may initiate a pursuit. As soon as a marked unit is available, the unmarked vehicle shall yield the lead to the marked unit. If no marked unit is available within a reasonable time, the OIC shall evaluate whether the pursuit should be terminated.

C. Motorcycles

A motorcycle officer shall not engage in a pursuit unless the offense involves a felony involving the use or threatened use of a firearm or other deadly weapon against a person, the operator presents an ongoing threat of violence, and authorization from the OIC is granted. The motorcycle officer shall yield control to a marked patrol vehicle as soon as one arrives and shall disengage from active pursuit when sufficient backup is on scene.

D. Personal Vehicles

Officers shall not use personal vehicles to engage in a vehicular pursuit under any circumstances.

E. Surveillance and Covert Vehicles

Surveillance, covert, or undercover vehicles — defined for purposes of this policy as any Department vehicle not equipped with a full complement of visible emergency lights and audible siren — shall not be used to initiate or engage in a vehicular pursuit. Officers operating

such vehicles who observe conduct that would otherwise warrant a pursuit shall remain at a safe distance, broadcast all relevant information to dispatch, and request a marked patrol unit to respond. The officer in the surveillance vehicle may continue to observe and provide updates to assist marked units, but shall not engage in active pursuit.

F. Patrol Wagon and Detainee Transport Vehicles

At no time shall the operator of the Patrol Wagon or another vehicle used for detainee transport engage in a vehicular pursuit. Emergency response driving by detainee transport vehicles is governed by Policy 420.1 (Emergency Response Driving), Section 6.J; the transport of detainees is governed by Policy 701 (Detainee Transportation & Guard Protocol).

G. Department Watercraft

At no time shall anyone operating the Lake Boat or any other Department watercraft engage in a pursuit.

7. RESPONSIBILITIES OF ASSISTING OFFICERS:

No more than two (2) police vehicles shall be actively engaged in a pursuit, absent specific authorization from the OIC based on the dangerousness of the suspect(s). A supervisor monitoring the pursuit in a supervisory capacity does not count toward the two-vehicle limit unless actively engaged in the pursuit itself. Officers positioning ahead of the pursuit for containment purposes or deploying tire deflation devices are not considered actively engaged in the pursuit for purposes of this vehicle limit. MPAC 41.2.2 [c]

Assisting officers shall maintain a safe distance from the primary pursuit vehicle and shall be available to assist with apprehension at the conclusion of the pursuit. Assisting officers shall not attempt to overtake or pass the primary pursuit vehicle.

8. DISPATCH COORDINATION:

The communications and dispatch function is operated by the Department of Emergency Communications, a separate city agency. This section establishes the responsibilities of Department personnel with respect to pursuit-related communications and coordination with dispatch. MPAC 41.2.2 [e]

a. Upon initiating a pursuit, the pursuing officer shall immediately notify dispatch that a pursuit is in progress and provide all information required by Section 5(c) of this policy.

b. The pursuing officer or OIC shall request that dispatch notify a supervisor and secure authorization for the pursuit to continue.

c. The OIC or patrol supervisor shall request that dispatch advise all units that an authorized pursuit is in progress and broadcast all relevant information.

d. The pursuing officer shall ensure that dispatch is continuously updated on the status, location, speed, and direction of travel throughout the pursuit.

e. The OIC or patrol supervisor shall request that dispatch coordinate assistance and notify any affected agencies whose jurisdictions the pursuit is approaching or may enter.

f. The OIC or patrol supervisor shall request that dispatch continue to monitor the pursuit channel until the pursuit is terminated.

g. Upon termination or apprehension, the pursuing officer or OIC shall ensure that dispatch notifies all units and affected agencies.

h. If GPS/AVL tracking or other technological resources are available, the OIC or patrol supervisor should request that dispatch initiate tracking and coordinate any resources that may assist in identifying or locating the fleeing vehicle.

9. RESPONSIBILITIES OF THE PATROL SUPERVISOR:

The on-duty patrol supervisor, upon being notified of an authorized pursuit in progress, shall: MPAC 41.2.2 [f]

a. Monitor all radio communications related to the pursuit.

b. Authorize or terminate the pursuit, consistent with this policy.

c. If possible, move into a tactically advantageous position to assist with or monitor the pursuit.

d. Maintain control over the number of cruisers actively involved.

e. Continuously evaluate whether the pursuit should be terminated based on the factors outlined in Section 4 of this policy.

The patrol supervisor may order the termination of the pursuit at any time.

10. RESPONSIBILITIES OF THE OFFICIAL IN CHARGE:

In all pursuit situations, ultimate command responsibility rests with the Official in Charge. Upon learning a pursuit is in progress, the OIC shall immediately evaluate whether the pursuit should continue or be terminated based on the factors in Section 4 of this policy, and may countermand any prior authorization.

THE OFFICIAL IN CHARGE MAY TERMINATE THE PURSUIT AT ANY TIME.

11. TERMINATION OF PURSUIT:

A pursuit shall be terminated when the risks to officers and the public outweigh the need for immediate apprehension. The patrol supervisor, the Official in Charge, or any ranking officer may order the termination of a pursuit at any time; a termination order applies to all units involved in the pursuit and is effective immediately. The pursuing officer and any assisting officer may discontinue their own participation in the pursuit at any time and shall promptly notify dispatch upon disengaging. If the pursuing officer discontinues participation and no other unit has been authorized by a supervisor to assume the primary position, the pursuit is terminated. MPAC 41.2.2 [h]

A pursuit shall be terminated when any of the following conditions exist: MPAC 41.2.2 [g]

a. The identity of the operator is known and the operator does not pose an immediate threat to the community, and apprehension at a later time is feasible.

b. The pursuit presents an unreasonable danger to the officer, the suspect, or the public.

c. The distance between the pursuing vehicle and the fleeing vehicle is so great that continued pursuit is futile or would require dangerous speeds.

d. Environmental or road conditions make continued pursuit unreasonably hazardous.

e. The officer's vehicle develops a mechanical problem or sustains damage.

f. The location of the fleeing vehicle is no longer known.

g. Radio communications with dispatch and the supervisor or Official in Charge are lost and cannot be promptly reestablished, leaving the officer unable to broadcast required pursuit updates or to receive supervisory direction.

h. Directed to terminate by any supervisor.

Upon termination of the pursuit or discontinuance of participation, the officer shall deactivate emergency equipment, reduce speed to the posted limit, and comply with all traffic laws. An officer shall not attempt to re-engage the pursuit after termination or discontinuance absent authorization from the OIC based on new circumstances.

12. ALL-TERRAIN VEHICLES, DIRT BIKES, AND VEHICLES NOT PERMITTED ON PUBLIC ROADWAYS:

Officers shall not initiate or engage in a vehicular pursuit of all-terrain vehicles (ATVs), dirt bikes, motorized scooters, mini-bikes, off-road utility vehicles, or other motor vehicles that, by their design or class, are not legally permitted to be operated on public roadways. These vehicles pose an extreme risk to unprotected operators and bystanders during pursuit conditions, and the absence of a registration plate severely limits post-pursuit identification.

This restriction does not apply to standard passenger vehicles, motorcycles, or commercial vehicles whose registration has lapsed, been revoked, or been suspended. Such vehicles remain subject to the general pursuit authorization criteria in Sections 1 and 4 of this policy.

Exception: A vehicular pursuit of an ATV, dirt bike, or vehicle not legally permitted on public roadways may be authorized by the OIC when the operator is believed to have committed or is in the process of committing a felony involving the use or threatened use of a firearm or other deadly weapon against a person, the operator presents an ongoing threat of violence, and the need for immediate apprehension is critical to prevent imminent harm to another person. All other provisions of this policy apply, including supervisory authorization, continuous risk assessment, and termination criteria.

When pursuit is not authorized, officers should attempt to obtain identifying information through observation, technological resources (e.g., license plate readers, camera networks, BOLO broadcasts), and witness information. Officers should coordinate with the Real-Time Crime Center and surrounding jurisdictions to locate and identify the operator through non-pursuit means.

13. INTER-JURISDICTIONAL AND INTRA-JURISDICTIONAL PURSUITS:

A. Pursuits Leaving WPD Jurisdiction (Inter-Jurisdictional)

When a pursuit initiated by WPD enters another jurisdiction, the pursuing officer shall maintain radio contact and continue broadcasting location and direction of travel. The OIC shall request that dispatch notify the appropriate police department(s) of all pertinent information. The OIC shall evaluate whether continued pursuit outside WPD jurisdiction is warranted. MPAC 41.2.2 [i]

B. Outside Agency Pursuits Entering WPD Jurisdiction (Intra-Jurisdictional)

When a pursuit controlled by another law enforcement agency enters Worcester, WPD units shall monitor radio communications and shall only assist if approved by the on-duty patrol supervisor or the OIC. WPD officers shall not join the pursuit without authorization. MPAC 41.2.2 [j]

C. Out-of-State Pursuits

If a felony has been committed, the OIC may authorize the pursuing officer(s) to continue a pursuit into another state. Officers continuing a pursuit into another state are subject to the fresh pursuit laws of the receiving state. If continuation is authorized, the OIC shall immediately:

1. Request that dispatch notify the law enforcement agency of jurisdiction and request its assistance.

2. Require that the first out-of-state law enforcement vehicle that joins the pursuit assume the primary pursuit position, with the Worcester Police vehicle assuming a backup role.

3. Direct the Worcester Police officer(s) involved to return to the Commonwealth as soon as their involvement in the pursuit and any immediately related investigation has concluded.

14. FORCIBLE STOPPING, ROADBLOCKS, AND TIRE DEFLATION DEVICES:

This section governs the use of forcible stopping techniques, roadblocks, and tire deflation devices in the context of vehicular pursuits. Tactical vehicle containment and the deployment of armored or rescue vehicles during high-risk vehicle stops, barricaded-subject incidents, and other planned tactical operations are governed by Policy 810 (Special Weapons and Tactical Team) and Policy 815 (ES-1 Deployment).

A. Forcible Stopping

Due to the significant risk posed to officer and public safety, the use of forcible stopping techniques — including ramming, intentional collision, pursuit intervention technique (PIT), and pulling into the path of a vehicle — is not authorized by the Worcester Police Department. Intentional contact between a police vehicle and the vehicle being pursued is prohibited, regardless of the speed at which the contact occurs and regardless of whether the contact is intended to stop, box in, or contain the vehicle. Tactical vehicle containment during a planned tactical operation is governed by Policy 810 (Special Weapons and Tactical Team) and Policy 815 (ES-1 Deployment). MPAC 41.2.3

B. Vehicle Contact in Defense Against an Imminent Threat

The use of a police vehicle to stop, block, or make contact with another vehicle in order to defend against an imminent threat of death or serious bodily injury to any person is a use of force governed by Policy 400 (Use of Force) and is not a forcible stopping technique under Subsection A of this Section.

Such action is permitted only where the requirements of Policy 400 (Use of Force) are met. Where the contact can reasonably be expected to cause death or serious physical injury, it is deadly force, and the requirements of Policy 400 (Use of Force) applicable to deadly force apply.

An officer who takes action under this Subsection shall notify a supervisor as soon as practicable and in any event before the end of the tour of duty, shall complete a written report describing the threat and the facts establishing that no reasonable alternative was available, and shall report the use of force as required by Policy 400 (Use of Force). An administrative review shall be conducted by a supervisor not personally involved in the incident.

C. Roadblocks

The use of roadblocks — defined as the use of a vehicle or object to block the path of another vehicle — is not authorized by the Worcester Police Department.

D. Tire Deflation Devices

The use of tire deflation devices (e.g., Stop Sticks) may be authorized by a supervisor during any authorized pursuit under the following conditions: MPAC 41.2.3 [a]

1. The deploying officer has completed department-approved training in the use of tire deflation devices. MPAC 41.2.3 [c]

2. The deployment location allows the deploying officer to position themselves in a safe location away from the path of the fleeing vehicle.

3. Tire deflation devices shall not be deployed against motorcycles.

4. Tire deflation devices shall not be deployed on bridges, overpasses, steep grades, sharp curves, or other locations where a sudden tire deflation could cause the vehicle to lose control in a manner dangerous to bystanders.

5. A written report shall be completed for each deployment of a tire deflation device, whether or not the deployment was successful. MPAC 41.2.3 [d]

6. An administrative review by a supervisor not personally involved in the pursuit shall be conducted after each deployment. MPAC 41.2.3 [e]

E. Supervisory Responsibilities for Tire Deflation Device Deployment

A supervisor authorizing the deployment of a tire deflation device shall evaluate the factors in Section 4 of this policy, including traffic conditions, road conditions, proximity to pedestrians and bystanders, and the nature of the offense, before granting authorization. The authorizing supervisor shall monitor the deployment via radio communication and shall ensure that the deploying officer has completed the required training. Following deployment, the authorizing supervisor shall ensure that a written report is completed and that an administrative review is initiated in accordance with Section 14(D)(6) of this policy. MPAC 41.2.3 [b]

15. BODY-WORN CAMERAS:

Officers involved in or responding to a vehicular pursuit shall activate body-worn camera (BWC) at the earliest opportunity, in accordance with Policy 403 (Body Worn Cameras). Cameras shall remain activated until the pursuit has concluded and all enforcement activity is complete.

16. TECHNOLOGY ALTERNATIVES:

Officers and supervisors shall consider the use of available technological resources as alternatives to continued pursuit, including but not limited to:

a. GPS/AVL tracking of department vehicles to monitor the pursuit remotely.

b. License plate reader (LPR) data to identify and locate the fleeing vehicle.

c. Coordination with State Police for aerial support, where available.

d. Real-time crime center or camera network resources.

e. BOLO broadcasts to surrounding jurisdictions with vehicle and suspect descriptions.

The availability of effective technological alternatives shall be considered when evaluating whether to continue or terminate a pursuit.

17. FOOT PURSUIT TRANSITION:

When a vehicular pursuit ends and the suspect flees on foot, the officer shall immediately notify dispatch of the transition to a foot pursuit, including the location and direction of travel. The decision to initiate or continue a foot pursuit, tactical considerations, and alternatives such as perimeter containment and K-9 deployment are governed by Policy 430 (Foot Pursuits).

18. LIMITED ACCESS HIGHWAYS AND ONE-WAY STREETS:

Pursuing suspects or operating the wrong way on a one-way street is highly discouraged. Officers shall not pursue suspects the wrong way on limited access highways or their associated on/off ramps. In such an event, officers should attempt to parallel the suspect vehicle from the proper side of the highway. Other units should be directed to observe and intercept the suspect vehicle at available on/off ramps and intersections.

19. PURSUIT-RELATED CRASHES, INJURIES, OR DEATHS:

In the event that a pursuit results in a motor vehicle crash, injury, or death, the following procedures apply:

a. Officers shall immediately render medical assistance and request emergency medical services as needed, consistent with WPD Policy 400 (Use of Force).

b. The OIC and on-duty patrol supervisor shall be immediately notified.

c. The Deputy Chief of Operations shall be notified as soon as practicable. In the event of a fatality or serious bodily injury, the Chief of Police shall be notified immediately.

d. The crash scene shall be managed consistent with Policy 675 (Motor Vehicle Crashes). Any crash involving a Department vehicle shall be handled in accordance with Policy 610 (Accidents Involving Police Department Vehicles).

e. All pursuit-related crashes shall be documented in the pursuit report and included in the administrative review.

20. NON-POLICE PERSONNEL:

Pursuit is expressly forbidden when the police vehicle is occupied by any non-police personnel, including civilian ride-along participants, witnesses, detainees, or any other non-law enforcement individual.

21. REPORTING, REVIEW, AND ANALYSIS:

A. Pursuit Reports

An officer who initiates a pursuit shall complete an Incident Report documenting all relevant facts of the pursuit, including the reason for the pursuit, communications, actions taken, and the outcome, and shall submit it to the OIC. This report shall be submitted before the end of the officer's tour of duty, unless circumstances prevent timely completion. MPAC 41.2.2 [k]

B. OIC Review

The OIC shall review the officer's report and complete an OIC Pursuit Review Form, forwarding both to the Deputy Chief of Operations along with a report narrative.

C. Administrative Review

The Deputy Chief of Operations, or a designee who was not personally involved in the pursuit, shall conduct an administrative review of each pursuit. The review shall include a determination of whether the pursuit was consistent with this policy and any recommendations for corrective action, additional training, or policy revision. The review and all supporting documents shall be forwarded to the Chief of Police. MPAC 41.2.2 [l]

D. Chief Review

The Chief of Police shall review the administrative review and either approve or issue additional directives. All pursuit reports and reviews shall be maintained in a central file designated by the Chief.

E. Annual Analysis

A designated commanding officer shall prepare and submit an annual documented analysis of all vehicular pursuits to the Accreditation Manager. The annual analysis shall include a review of this policy, a review of pursuit reporting procedures, and the following data elements, at a minimum: MPAC 41.2.2 [m]

1. The total number of pursuits and any increase or decrease from the prior year.
2. Day of the week and time of day/shift for each pursuit.
3. The original offense prompting each pursuit.
4. The reason for termination of each pursuit.
5. Whether forcible stopping or tire deflation devices were used.
6. Whether injuries or property damage resulted.
7. Whether emergency lights and siren were in use.
8. Whether a supervisor assumed control of the pursuit.
9. Years of service for the primary officer and supervisor.

10. Average length (duration) and distance of pursuits.

11. Whether the pursuit left WPD jurisdiction or involved other agencies.

12. Information on the subject(s) of the pursuit.

The analysis shall conclude with: (1) identification of patterns or trends; (2) confirmation that pursuits conformed to agency protocols; and (3) whether training, policy revisions, or changes to reporting procedures are indicated.

F. Filing Location

Pursuit reports and annual analysis documents shall be filed and maintained in the office designated by the Chief of Police.

G. Registry Referral

When a pursuit is terminated or is not initiated and the identity of the operator is known, an officer may refer the operator to the Registry of Motor Vehicles for an immediate threat license suspension pursuant to M.G.L. c. 90, §22(a) where the operator's manner of operation constituted an immediate threat to public safety. The authority to suspend or revoke rests with the Registrar. Referrals are made in accordance with Policy 640 (Traffic Enforcement).

22. CRITICAL/STRESS INCIDENT DEBRIEFING:

During the period following a pursuit which caused serious bodily injury or death, and/or after administrative reassignment resulting from a pursuit, a post-incident debriefing shall be conducted. If any officer requests or requires counseling, it shall be facilitated through the department's Employee Assistance Program.

Cross-reference: WPD Policy 120 (Stress Program).

23. TRAINING:

Officers shall receive training on this policy during initial onboarding and periodically thereafter as directed by the Training Division.

Officers authorized to deploy tire deflation devices shall complete department-approved training prior to deployment and shall complete refresher training as required by department directive.

Training records shall be maintained in accordance with department training records policy.

24. STATUTORY AUTHORITY:

Officers engaged in a pursuit shall conform to the provisions of MGL Ch. 89, §7B, which authorizes the driver of a police vehicle in an emergency and while in the performance of a public duty to exceed applicable speed limits, provided the officer exercises caution and due regard for the safety of persons and property. Officers approaching an intersection contrary to traffic signals must bring the vehicle to a complete stop before proceeding. Officers shall comply with the provisions of MGL Ch. 90, §14, regarding school buses with activated red lamps.

Per:

Paul B. Saucier
Chief of Police

Revisions:

August 14, 2026–

Complete rewrite of the June 19, 2009 policy in the Department's ADA-compliant template. Replaced the pursuit authorization standard: a pursuit is permitted only for a felony involving violence, the threat of violence, or a serious risk to public safety, subsuming the separate prohibitions on pursuit for minor violations and stolen vehicles. Added that every pursuit requires supervisory authorization to continue, that a termination order from any supervisor is effective immediately, and that any officer may discontinue participation at any time. Replaced the Operations Division Supervisor, Patrol Shift Commander, and Command Staff roles with the patrol supervisor and the Official in Charge, and the Deputy Chief of Patrol with the Deputy Chief of Operations. Removed the primary and secondary unit designations; the pursuing officer retains broadcast responsibility throughout. Added a two-vehicle limit absent Official in Charge authorization, excluding containment positioning and tire deflation device deployment. Replaced the authorization for deliberate contact with a pursued vehicle and for roadway barricades with prohibitions on forcible stopping techniques, including ramming and the pursuit intervention technique, on intentional contact regardless of speed or purpose, and on roadblocks. Added that vehicle contact in defense against an imminent threat of death or serious bodily injury is a use of force governed by Policy 400 (Use of Force), requiring supervisor notification, reporting, and administrative review, and that tactical vehicle containment is governed by Policy 810 (Special Weapons and Tactical Team) and Policy 815 (ES-1 Deployment). Removed the firearms discharge restrictions, now governed by Policy 400 (Use of Force). Expanded the tire deflation device provisions to require supervisory authorization, operator training, location restrictions, reporting, and administrative review. Added a prohibition on pursuit of all-terrain vehicles, dirt bikes, and other vehicles not permitted on public roadways, with an exception limited to a felony involving a firearm or other deadly weapon and an ongoing threat of violence, and made motorcycle units subject to the same threshold. Added prohibitions on pursuit by surveillance and covert vehicles and in personal vehicles. Added mandatory termination where radio communication fails or supervisory contact cannot be established, and expanded the wrong-way prohibition on limited access highways to one-way streets. Replaced the inter-jurisdictional provisions, including the text of M.G.L. c. 41, § 98A, with Official in Charge authorization to continue outside the city and supervisory approval before assisting an outside agency. Stated all dispatch-related requirements as obligations of Department personnel, the Department of Emergency Communications being a separate agency. Added technology alternatives, foot pursuit transition, with foot pursuits governed by Policy 430 (Foot Pursuits), and Registry referral for immediate threat license suspension under M.G.L. c. 90, § 22(a). Added command notifications for pursuit-related crashes. Replaced the Pursuit Summary Sheet and Pursuit Review Committee with an officer Incident Report, an Official in Charge Pursuit Review Form, administrative review by the Deputy Chief of Operations, final review by the Chief of Police, and an annual documented analysis. Added critical incident debriefing and Employee Assistance Program provisions. Removed gendered language. Replaced the signing authority.

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