BIKE PATROL MANUAL

University Police Department

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BICYCLE PATROL MANUAL

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Law Enforcement Code of Ethics

As a Law Enforcement Officer, my fundamental duty is to serve Mankind; to safeguard lives and property; to protect the innocent against deception, the weak against oppression or intimidation, and the peaceful against violence or disorder; and to respect the Constitutional rights of all men to liberty, equality and justice.

I will keep my private life unsullied as an example to all maintain courageous calm in the face of danger, scorn, or ridicule; develop self-restraint; and be constantly mindful of the welfare of others. Honest in though t a deed in both my personal and official life, I will be exemplary in obeying the laws of the land and the regulations of my department. Whatever I see or hear of a confidential nature or that is confided to me in my official capacity will be kept ever secret unless revelation is necessary in the performance of my duty.

I will never act officiously or permit personal feelings, prejudices, animosities, or friendships to influence my decisions. With no compromise for crime with relentless prosecution of criminals, I will enforce the law courteously and appropriately without fear or favor, malice or ill will, never employing unnecessary force or violence and never accepting gratuities.

I recognize the badge of my office as a symbol of public faith, and I accept it as a public trust to be held so long as I am true to ethics of the police service. I will constantly strive to achieve these objectives and ideals, dedicating myself before God to my chosen profession…law enforcement.

*ADOPTED, 1956, THE PEACE OFFICERS' ASSOCIATION OF THE STATE OF CALIFORNIA

Benefits of Bicycle Patrol

Changes in Patrol

Due to the rapid (mainly population growth) in our cities, traditional methods of patrolling have become ineffective. Growth in cities has effected traffic congestion, increased pedestrian and business traffic, and in some areas drug trafficking have caused further problems for traditional law enforcement methods. These methods include:

- Vehicles
- Motorcycles
- Foot Beat

Solution

A solution to the above problems have been found through implementing a bicycle patrol team. Advantages of bicycle patrol officers have are:

- Bicycles
- More versatile than both vehicles officers and foot officers
- Visibility throughout the community causing a decrease in crime
- Act as spokesman for departments
- Positive influence on youth in the community

Police Equipment, Maintenance, and Tools

POLICE EQUIPMENT

UNIFORMS

Officers performing bike patrols are required to dress in their duty-issued bike patrol attire. This gives the riders an official uniformed and professional appearance.

- The bicycle patrol uniform will comply with the 'Uniform Policy' outlined in the CSUSB University Police Department Policy Manual.

Outside agency members are required to wear bike attire that identifies them as police officers and their agency.

SAFETY EQUIPTMENT

The following safety items are required are required to be worn and used by all officers during their bike patrol duty.

Helmet:

- Hard shelled bicycle helmet, SNELL / ANSI approved lightweight, with quick release, marked with "1" white lettering of "POLICE" on both side of helmet. Helmets are designed to absorb the impact of the head on any object during a bike crash. Once the helmet has taken any impact, it should be replaced, as they are a one-time protective item.

Gloves:

- Padded fingerless bicycle riding gloves. The hands take a lot of abuse while riding because they are the primary shock absorbers. Cycling gloves help protect the hands from cyclist's palsy and from road rash when one falls.

Glasses:

- Each officer shall wear eye protection. Sunglasses serve as three main protective functions: 1.) they block the ultraviolet B rays, 2.) they protect the eyes from the effects of the wind, and 3.) they protect the eyes from flying debris.

Ballistic Vests:

- The wearing of soft body armor under the officer's shirt will be required during all bicycle patrols.

Recommended Items:

- Black Lycra padded bicycle-riding shorts, to wear underneath patrol shorts.
- Black sweat headband or Bandana to wear under helmet.
- Hydration pack can carry more water and allows easy access during extended ride.

BICYCLE MAINTENANCE

DAILY PREVENTATIVE MAINTAINANCE

Inspect Frame:

- The frame should be checked for chips and cracks. Cracks in the tubing represent possible structural failure and should get the immediate attention of a professional.

Suspension:

- Unlike rigid forks, suspension forks do require periodic maintenance. At the very least, they will need lubricant applied to each fork leg from time to time. If your fork is equipped with dust boots, you will have to peel the bottom of the boot away from the fork slider and lift it up. After the lube has been applied, stretch the boot around the slider, making sure it seats properly.

Cleaning the Bike:

- It is essential to keep your bike clean. Wipe away any dirt and grass on the frame and components with a damp rag, then dry thoroughly. You may also use the provided spray cleaner. It is important to understand that a clean bike not only looks professional, but also runs more efficiently.

Tire Inspection and Inflation:

- Before each ride, the tires should be inspected. Pick out embedded debris, such as glass and gravel, and look for cuts, slices and bubbles – anything that might cause a flat tire. The tires should be more checked for proper inflation. Anything less than the recommended PSI (pounds per square inch) will increase rolling resistance and increase the likelihood of flats and rim damage. Anything more will cause a harsh ride, rapid wear and possible blowouts.

Spoke Inspection:

- Squeeze each pair of spokes with fingers before each ride. If loose, they should be tightened by the contracted bicycle shop. This is a delicate operation and could damage the rim if done incorrectly.

Cable Damage and Tightness:

- Cables do stretch with use. Over a period of time, the cables become loose and need to be tightened. Also over a period of time and constant use, the cables become worn and frayed. Riding the bike with worn or frayed cables creates a dangerous situation. Cables that are worn or frayed should be replaced immediately by the contracted bicycle repair shop.

Batteries:

- The front lighting system operates on rechargeable batteries. These batteries should be charged and checked for leakage daily. The taillight operates on two “AA” batteries. And should last several hundred hours. These should be replaced as needed by removing the lens cover. Some newer lighting systems have a bottle battery system, which operates the front and rear lights with one switch mounted on the handle bars.

Chain Care:

- Keep the chain clean and properly lubricated. A clean chains runs quietly and facilitates smooth shifting. Spray the provided lubricant on the chain, then gently hold a rag around the portion of the chain as you turn the pedals backward. Continue to do so until the medal face of each link can be seen.

FLAT TIRE REPAIR

- Unscrew the cap off the valve stem.
- Slightly inflate the tube while it is inside the tire.
- This allows easier handling of it.
- Remove the tube.
- Separate one side of the tire from the rim.
- Use the plastic tire levers in the repair kit.
- Insert the curved end of one lever between the rim and the flat tire, hook the tire, and lift it over the rim.
- Attach the other end of the lever to the spoke and leave it in that position.
- Insert the curved end of a second lever underneath the tire through the gap made by the first lever.
- Move the second lever in a circular motion around the rim until the entire side of the tire is over it.
- Push the stem through the hole in the rim and remove the tube.
- Find the puncture by running a wet paper towel or clothe over the tube until you see tiny bubbles.
- Dry the tube, apply the glue and place a patch, contained in your repair kit, over the hole. Self-adhesive patches are also available in most bike stores.
- Replace the tube.
- Slightly inflate the tube. This also helps prevent the tube from being pinched between the tire and rim.
- Align the stem with the hole in the rim and insert it through.
- Put the tube around the rim under the tire.
- Push the one side of the tire over the rim. Use one lever to lift the remaining four or five inches of the tire back over the rim.
- Inflate the tire to approximately **55 PSI** for normal street riding.
- Screw on the cap and you are ready to ride.

Tools Needed:

Universal:

- Allen wrenches – 4, 5 & 6 mm
- Box Wrenches – 6mm to 17 mm
- Combination Wrench – 6 mm to 17 mm
- Crescent Wrenches – 150 mm & 200 or 250 mm
- Open-ended Wrenches – 6 mm to 17 mm
- Pliers
- Screwdrivers – 4 mm, 6 mm and Phillips
- Pump

Specific Bicycle Tools:

- Pressure Gauge
- Tire Levers
- Tire Repair Kit or new tube

Daily Inspection and Maintenance

- Tires
- Tubes
- Spokes
- Cables
- Gears
- Brake Pads
- Chain

Maintenance Record

Bike #: _____ Month: _____

	Daily Inspection	Type of Maintenance	Type of Repair
Tires:			
Tubes:			
Spokes:			
Cables:			
Gears:			
Brake Pads:			
Chain:			
Frame:			

ABC Quick Check 

AIR: FEEL TIRE PRESSURE, LOOK FOR DAMAGE AND WEAR

BRAKES: EXAMINE BREAK PADS, CABLE AND HOUSING

CRANK: CHECK FOR PLAY IN CRANK AND HEADSET BEARINGS

QUICK: MAKE SURE BOTH QUICK RELEASES ARE TIGHT

CHECK: SLOW RISE AND FUNCTION CHECK OF COMPONENT

*This procedure should be performed by each rider before riding his or her bicycle. Pool bicycles, are ridden by other officers and may have unknown or unreported problems. These problems could cause injury to an unsuspecting rider.

BICYCLE PROPER FITTING

Sizing the Bike:

- Feet on the ground, straddling the bicycle.
- 2” to 3” of clearance between the top tube and the groin.
- About 6” of lift between the bottom of the front wheel and the ground.
- The rider should sit on a bike that is supported or held in place.
- Both feet on the pedals and pedal backwards.
- Adjust saddle until; the legs have a slight bend when they are at rest.

Seat Height:

- Sit on the seat in a natural riding position.
- The crank should be at a right angle to the ground.
- Put the heel of your shoe on the pedal closest to the ground.
- The leg should be almost straight.

Seat Rail Position:

- Cranks should be level with the ground.
- Sit in a riding position on the bike.
- Use a plum line or straight edge.
- The front knee should go no further forward than the center of the pedal axle.

Seat Angle:

- Set a straight edge on the seat.
- Make the seat level with the ground.
- High seat height or low handlebar height.
- Tip nose of the seat down slightly.

Stem Length:

- The rider’s head should be behind the handlebars while riding.

Height of the Handlebars:

- The handlebars should be at least below the top of the seat.
- Use a straight edge set on the top of the seat, parallel with the ground to check.
- Change the rise in the stem.

Bar End Angle:

- Adjust bar end angle to the same angle as the bike stem.

Proper Brake Lever Angle:

- Sit on the seat.
- Extend hands and fingers and rest them on the handlebars.
- Stand on the ground.
- Extend arms and fingers and rest them on the handlebars.
- Adjust lever in between these two points.

AWARENESS – TEAM RIDES

As police officers, we are all too familiar in realizing the “awareness” plays an important part in our profession. This is especially true in the Bike Patrol.

When riding as a team, the group rides as one, each looking out for the other. Vital parts of being a team player are hand signals and verbal communication. These signals and cues not only benefit the team as a whole, but also others in your immediate vicinity.

Hand Signals

Hand signals include the right turn signal (a bent arm at the elbow, hand upward), a left turn signal (arm straight out) and a slow/stop (arm down).

Road Hazards

Road hazards such as debris, grates, potholes, etc. need to be handled with caution. While riding over such obstacles, do not panic and become tense; rather, ride cautiously, calmly and attentively. These hazards should be called out and pointed to. Also parked cars on the right side of the road should be called and pointed.

Verbal Commands

Verbal commands include words such as “car back” which is short and to the point. The meaning of this command is to alert team members that a vehicle is approaching from the rear. This command starts from the last team member riding in the formation.

Other words include “single” with one finger pointed in the air. This is used when the team needs to convert into a single formation; for example, riding around vehicles and/or obstacles, traveling down a two-lane road where there is heavy traffic; or riding where limited space is available. “Double” or “columns of two” is a formation where members ride in a buddy system, side-by-side. Two fingers pointed in the air would indicate a double formation. These words are shouted and displayed by the front member. The same would apply with four fingers.

Lane Changes

Lane changes are initiated by a member of the front team. This is done by given verbal commands and pointing to the lane, which is to be traveled. Pointing with one finger would indicate changing over one lane. Pointing with two fingers would indicate changing over two lanes.

All lane changes should be done in accordance with the California Vehicle Code and in a safe manner so not to compromise the safety of the riders or the vehicles in the road.

Safety

Safety is always a priority and when the team is riding together, everyone should look out for one another. However, each rider is ultimately responsible for his/her safety. For example, if a rider in front safely makes a lane change, the second rider should not assume that it is safe for him/her to make the same change. Always exercise safety before making any maneuver.

GEAR SELECTION

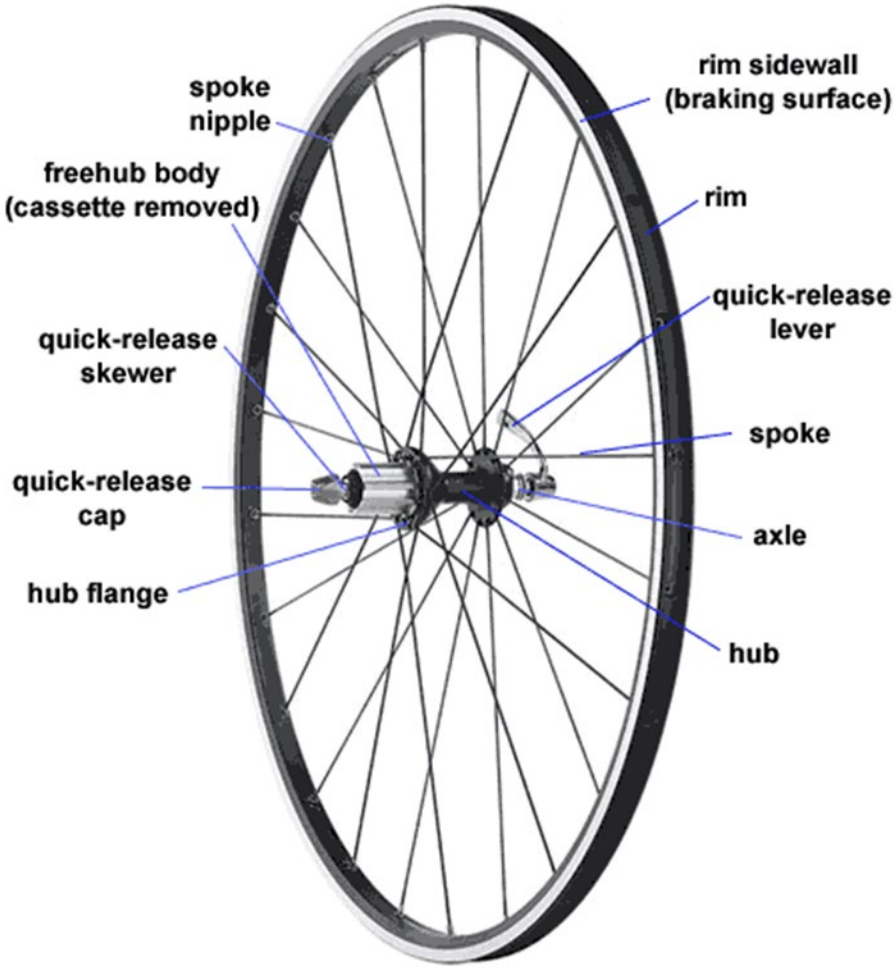
Selecting the proper gear allows the rider to propel the bicycle more efficiently and more effectively. Most of the time you will only be using the middle chain ring and all seven, eight or nine cogs in the rear. By anticipating ahead of time that you will be choosing a lower gear, you can more effectively change your gears without losing any of your momentum. This allows for much easier pedaling by choosing the proper gear to pedal in. Also be sure to down shift into a lower gear when you know you will be stopping. This enables you to quickly and efficiently start your pedaling from a stop.

Gearing System:

1. The three front gears (next to the pedals) are called the chain rings. They are numbered 1, 2 and 3. The smallest chain ring that is the lowest gear (#1) is located closest to the bike.
2. The rear gears are referred to as cogs and depending on the bike, vary in number. If you bike has 7 cogs, then they would be numbered 1 to 7. 8 cogs would be numbered 1 to 8, etc. The cogs vary in size with the largest cog which is the lowest gear (#1) positioned closest to the bike.
3. To obtain optimum gear efficiency, we recommend the following 1 to 4 ratio:
    a. Front #1 chain ring – rear #s 1, 2, 3 and 4 cogs – **slow speeds and inclines.**
    b. Front #2 chain ring – rear #s 2, 3, 4, 5 and 6 cogs – **normal/cruising speeds.**
    c. Front #3 chain ring – rear #s 4, 5, 6 and 7 (8 or 9) cogs – fast speeds and declines.
4. Gear position – Front (chain rings) (Low) 1 2 3 (High)
5. Gear position – Rear (cogs) (Low) 1 2 3 4 5 6 7 (High)
6. ***NEVER*** use the front #1 chain rings with the rear #7, #8 or #9 cog, or the front #3 chain ring with the rear #1, #2 or #3 cog.
    **This is cross-chaining you bicycle. Crossing your chain, causes heavy stress and could damage your derailleur and/or stretch your chain.*
7. The front #2 chain ring will be the primary gear along with the indicated cogs in the rear. However, down shift into a lower gear when preparing to stop. This enables the officer to quickly and easily start pedaling from a stop.

Bicycle Nomenclature

Parts of a Wheel



Bicycle Lubrication Points

Riding Techniques

RIDING TECHNIQUES

SHIFTING

Down shifting – is when the rider works down through the available gears to either climb a grade or prepare to pedal after coming to a stop. A good rider can either do this **smoothly** by selecting the right gear at just the right time to suit changes in terrain avoiding any loss of momentum.

Shifting – almost all bicycles have 18 or 24 speeds. The smallest of the chain wheels provides gears so low that they are only needed for extreme biking situations such as steep climbs, severe headwind and clinging soil (sand or mud). In most operations the rider would start out in the middle chain wheel shifting into the largest only when a high gear in needed. Some combinations are best not used as they will cause too much lateral bending of the chain increasing both chain and sprocket wear. The smallest cog should not be used with the largest chain wheel. The front derailleur (chain wheel) is controlled by the shift lever on the left of the handle bar. The rear derailleur is controlled by the right shift lever.

SLOW RIDING

This is beneficial in high-density areas; these are areas with a large number of vehicles close together, buildings that are close together and areas that have a high concentration of pedestrians.

The rider should down shift to a lower gear and “power” around obstacles. This means that while in the lower gear you will be using the rear brake and to some extent the front brake to help control the speed of the bicycle as you continue to pedal around the obstacles.

Slow Ride/Slalom, Slow Ride/Slalom and Slow Ride/U-Turn

These techniques can be simulated using traffic cones slalom spaced 4-feet apart. This will simulate riding through heavy pedestrian traffic or congested areas. 3-foot slalom cones will simulate riding through heavier pedestrian traffic than the 4-foot slalom.

- Control the bicycle throughout the technique.
- Continually pedal in a low gear (1 front and 1 rear gear position) while feathering (lightly depressing) the rear brake.
- Do not look down at the ground that is immediately in front and below.
- Focus on a distance of at least 3 feet ahead of the object or cone.
- Keep your upper body over the middle section of the bike. This minimizes the “wobbling” effect.

OBJECT JUMPING – CURB JUMPING

Many times the rider will have a need to jump and object. This for the most part will be a curb and/or stairs.

The proper technique is to down shift to a lower gear and slow the bicycle down to a comfortable speed. Confront the object straight on while pulling up on the handlebars in an effort to raise the front tire. Keep your bodyweight in the middle of the bicycle and lean forward slightly. Once the rear tire reaches the object start to pedal through and over the object.

Curb Jump

- Drop to a lower gear and slow the bicycle to your comfortable speed.
- Approach the object directly, unless its shape requires a different angle.
- When you are about to make contact with it, pull up on the handlebars and shift your upper body back.
- Set the front tire on top of or on the other side of the object.
- Your foot should be at the 2 o'clock (right) or 1 o'clock (left) position as the rear tire reaches it.
- You then pedal through and over it.

STAIR CLIMB

Stairs can be climbed, riding the bicycle, but it is not recommended to climb more than 3 at one time. More than 3 stairs, it would be faster and safer to dismount, and carry the bicycle over the stairs. More officers are injured during the execution of this technique on patrol, as well as training, than any other technique.

This technique should be used only when an officer feels that it is the last choice and the only possible means of approaching a suspect or getting to a serious situation.

A high rate of speed in the lowest gear possible needs to be attained when approaching the stairs. Once on the stairs, a continuous pedaling motion is most effective to keep the bike in motion. Leaning forward at the waist while seated also proves to be effective.

An advantage of this technique is gaining time and cutting your distance whereas a disadvantage is that this is highly complicated task and chances of falling and damaging your bike and/or yourself are highly probably, putting you in a high risk situation.

Picking up the bicycle up and carry it up the steps would be safer when encountering ascending stairs.

Stair Ascent

- Approach the stairs while executing a dismount.
- Bend your body at the knees and keep your back straight.
- Left hand holds the handlebar, right hand (palm up) grabs top tube from underneath.
- Lift the bike with your legs, not your back and carry it on your shoulder up the stairs.
- Once on top of the stairs, properly mount the bike and continue riding.

DESCENDING STAIRS

This is a critical skill that a bike patrol officer will use. Most stairs are between 3 to 10 steps, but much longer steps can be handled quiet easily. This techniques appears to be the most challenging and yet the most exciting.

Stair Descent

- Use a lower gear and roll up to the step straight on. Do not stop, chances are that you will likely crash.
- Bend your legs slightly at the knees.
- Keep the pedals parallel to the ground.
- Keep your buttocks close to the rear of the seat.
- Shift your weight to the rear tire area.
- Use the rear brake only to control the speed of decent.
- Look ahead and not at the stairs.
- **DO NOT USE YOUR FRONT BRAKES!**

DISMOUNTS

- Bring your right foot over the rear of the bicycle to the left side.
- The left foot remains of the pedal.
- Pass the right foot forward between the bicycle and your left foot so that it is in front of you.
- Set the right foot on the ground. Keep your knee bent and simultaneously apply the rear brake (only).
- Pull you left foot out of the pedal clip and step out onto the ground away from the bike.
- Lay the bike down on the ground with the front tire perpendicular to the frame.
- The bike should not be dropped but rather, in a controlled manner, placed on the ground.

EMERGENCY STOPS or THRESHOLD BRAKING

- Emergency stop or threshold braking is used whenever there is a need to stop quickly.
- Apply both brakes firmly, using 60% (rear brake) – 40% (front brake).
- Pressure should be constant until the bike stops.
- The wheels remain in a straight line.
- ***Do not apply the front brakes only***. This could cause the bicycle to "flip" the officer over the handlebars.
- As an officer depresses the brake levers, he/she should simultaneously slide his/her body weight over the rear tire.
- The officer's body should be off the seat and over the rear tire.
- Remember to keep the crotch area higher than the bike seat.

****The execution of this technique is the same when stopping on grass, gravel/dirt or cement. Surface appraisal should be acknowledged compensated with the bicycle, as the handling characteristics will change with different surfaces. Practice these techniques on different surfaces prior to using them in the field.***

POWER SLIDE

This technique is used to dismount the bicycle, change direction, cause a diversion, or possibly avoid a collision. The rider can quickly make a sharp turn or U-turn.

- Ride in a straight line at approximately 7-10 miles per hour (MPH).
- Get off the seat and shift weight over center of top tube of bicycle.
- Extend the foot in which the turn is to be made. (Right foot, right turn)
- The opposite foot will be in the 6 o'clock position.
- Lock the rear brake to get the rear tire sliding.
- Steer the bicycle in the desired direction.
- Plant the lead foot and rive the outside foot/pedal around the planted foot.
- Continue pivoting around the planted foot.
- Load the pedal and proceed in the desired direction.

COLLISION AVOIDANCE

This technique is similar to the power slide technique the difference is the rider does not place a foot on the ground. This technique is used in the same manner as the power slide.

- Ride in a straight line at approximately 7-10 MPH.
- Shift weight forward and center over top tube of bicycle.

- Pedal should be horizontal (3 o’clock and 9 o’clock) position.
- Look ahead and pick location of turn.
- Lock the rear brake to get rear tire sliding.
- Steer the bicycle in the desired direction.
- Push thighs against the top tube causing rear of the bicycle to slide to one side.
- Steer into the turn, the bicycle will be sliding sideways.
- Once desired direction is achieved release the rear brake and pedal in the new direction.

RIDING BETWEEN OBJECTS

This technique simulates riding between parked vehicles, buildings, stationary objects, doors, and gates.

- Align bicycle front tire between objects (or cones).
- Continually pedal bicycle in a comfortable gear to attain the “gyroscopic” motion.
- Look passed or through the objects (horizon).
- Do not look down at your front tire or handle bars for clearance. This will cause the rider to lose the horizon and cause the bicycle to drift to one side causing a collision.
- Continue looking ahead until the rider has cleared the objects.

DIFFERENT TERRAINS

There are many types of surfaces that a bicycle officer may encounter during patrol. It is important to know how to control the bicycle on both wet and dry surfaces if they are to perform their duties effectively. It is difficult to have someone read how to control a bicycle on different terrains. It is best of course to learn by riding on different terrains so that you are aware how differently the bicycle handles.

Wet – cement, asphalt, bricks, grass and painted areas can all be extremely slippery and if you are not properly centered on the bicycle you may crash.

Dry – sand, gravel and deep grass can be difficult surfaces to ride across, it is important to down shift and carry your weight toward the rear of the bicycle.

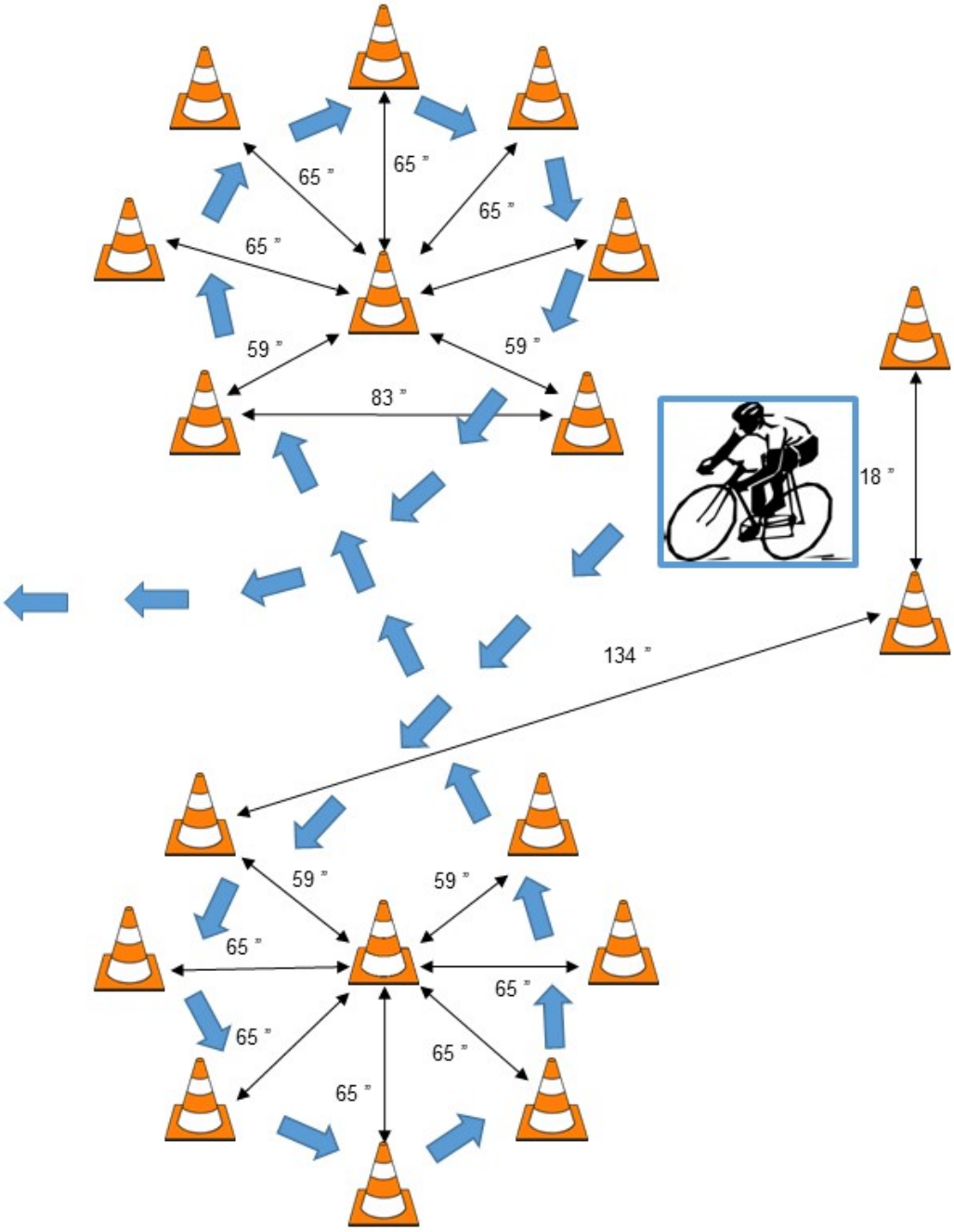
ROAD HAZARDS

Potholes, manholes covers, drainage grates, gravel and debris need to be handled with caution. Again, the key is to stay relaxed and ride through it, trying to keep your weight well balanced. Some team members feel that a favorable riding tactic is positioning yourself in a crouched position bent knees, buttocks off the bicycle seat. After encountering these different road hazards, you will acquire a position that is most comfortable for you.

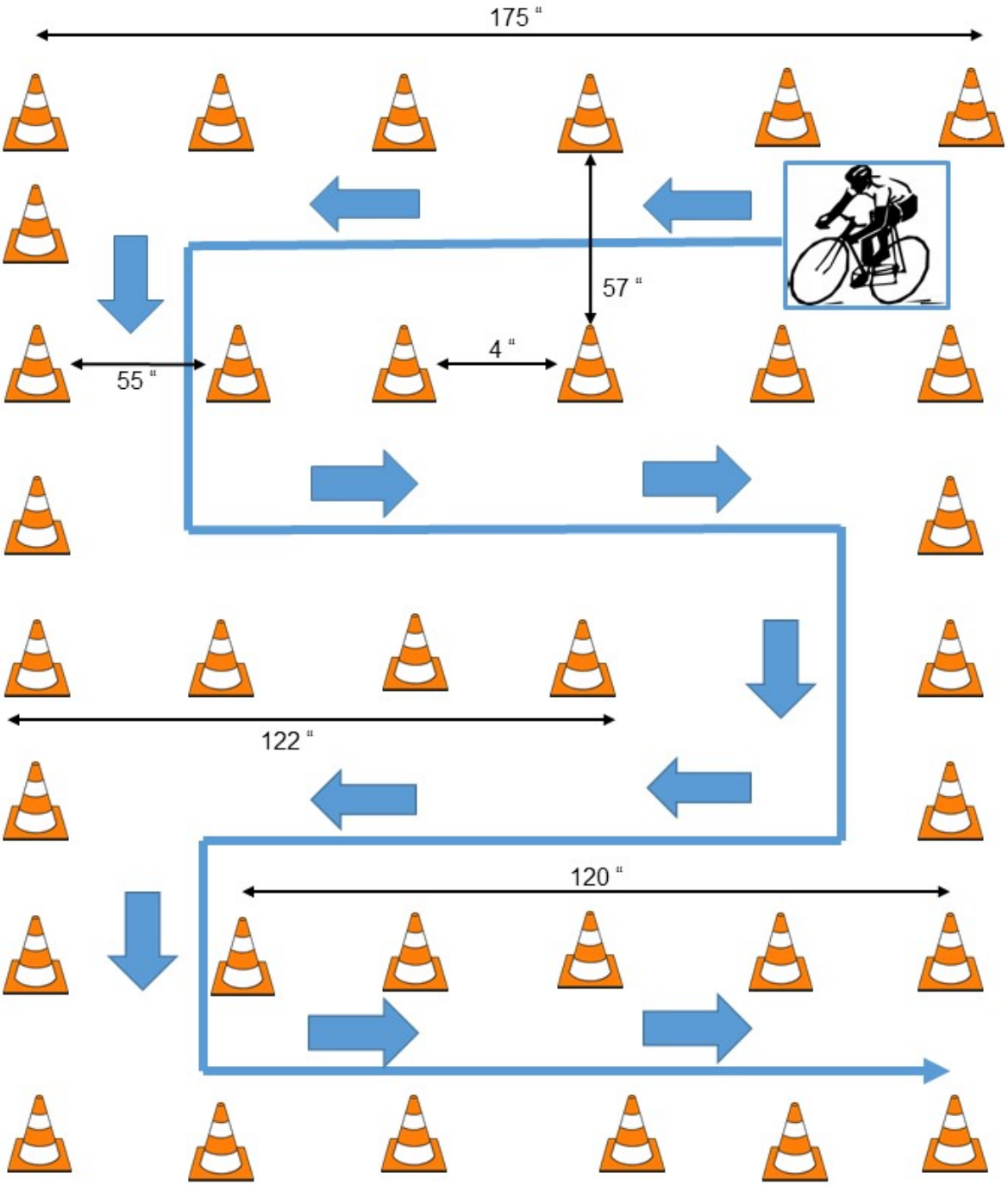
Water puddles and gravel should be avoided if at all possible; however, when you cannot, relax and ride through them, try not to use your brakes as this might cause you to slide and fall.

It is advisable to use your back brake while traveling road hazards as the front brake might give you a sudden stopping motion, which could also add to the hazard.

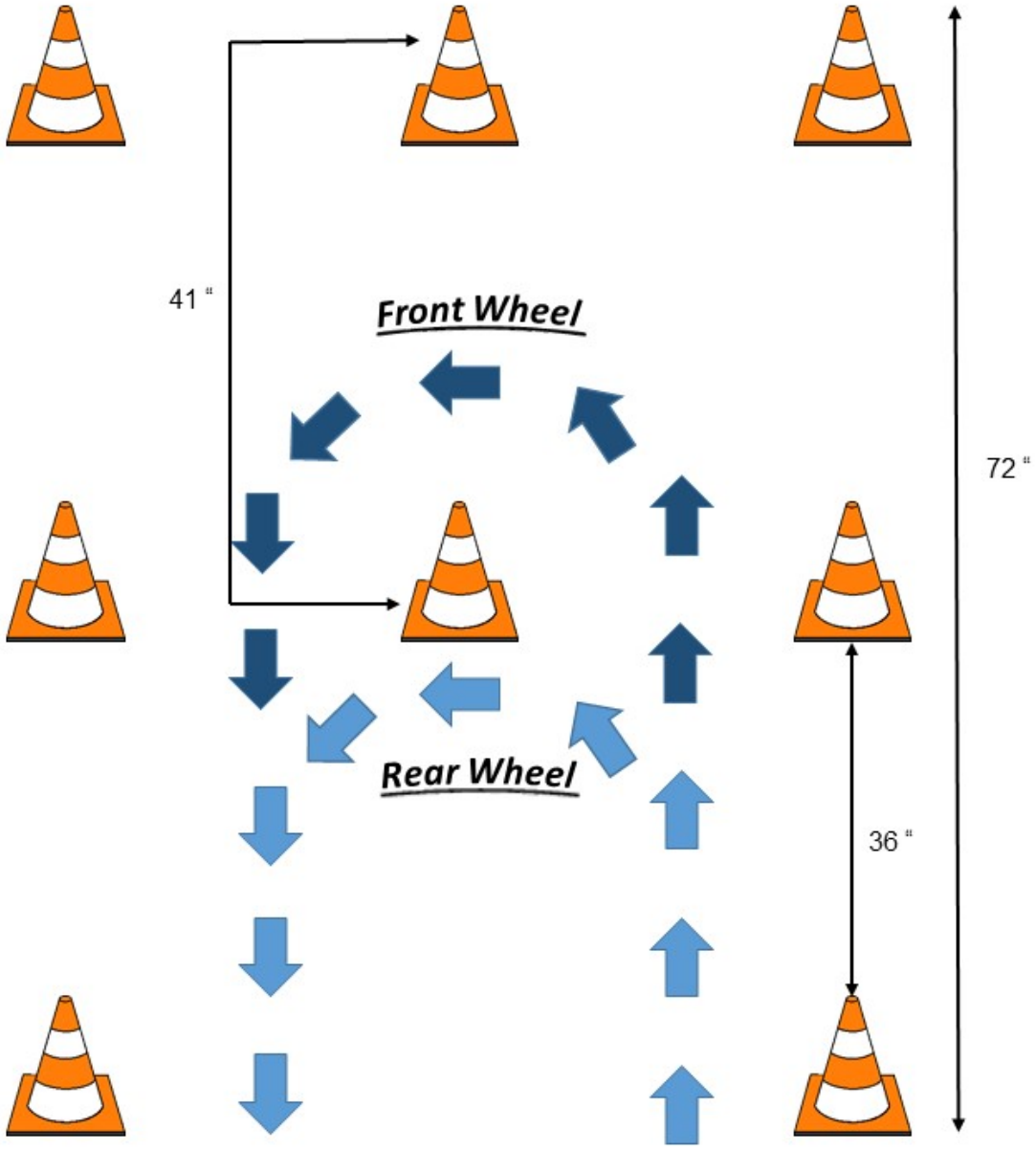
Figure-Eight



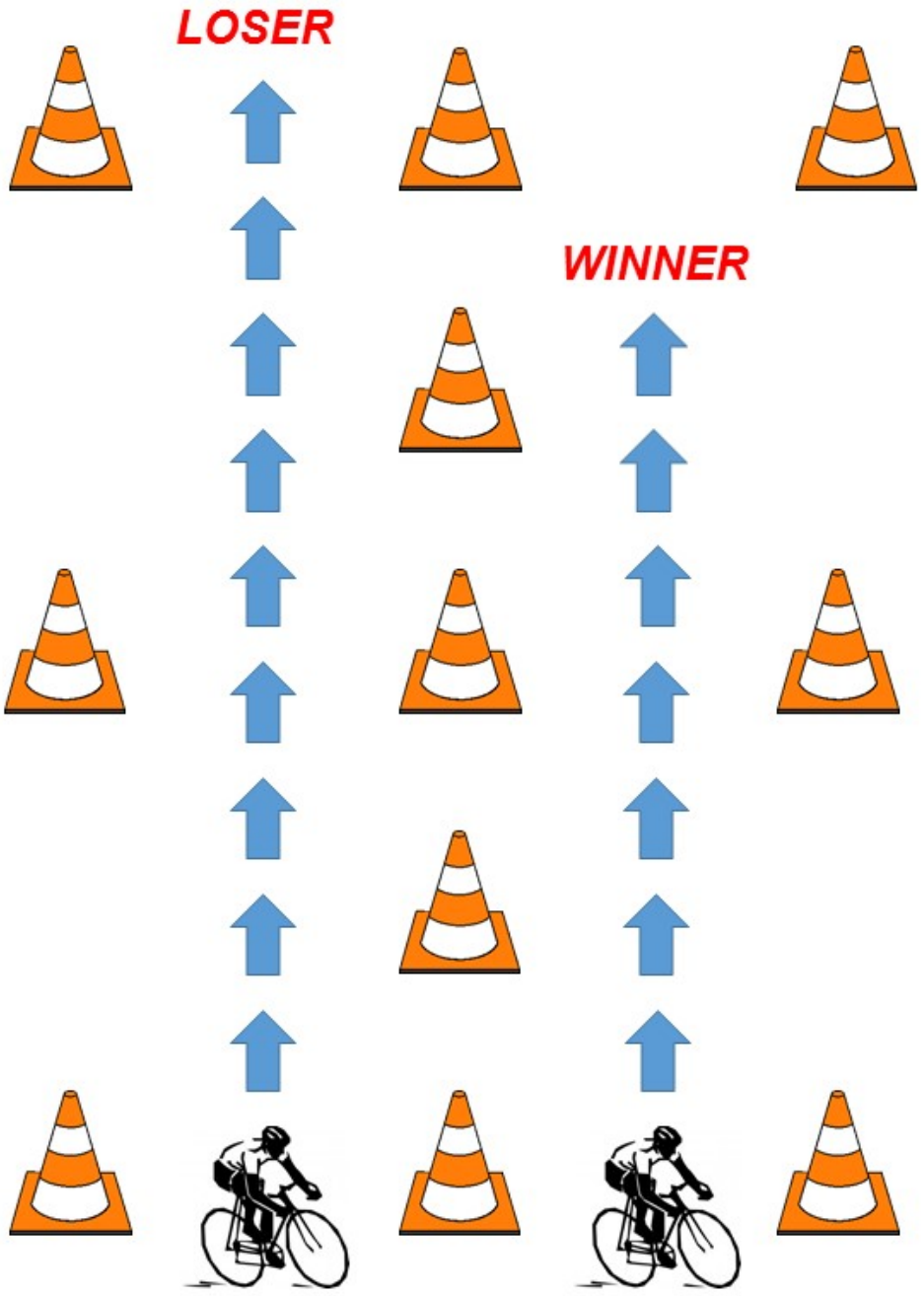
S-Turn Around



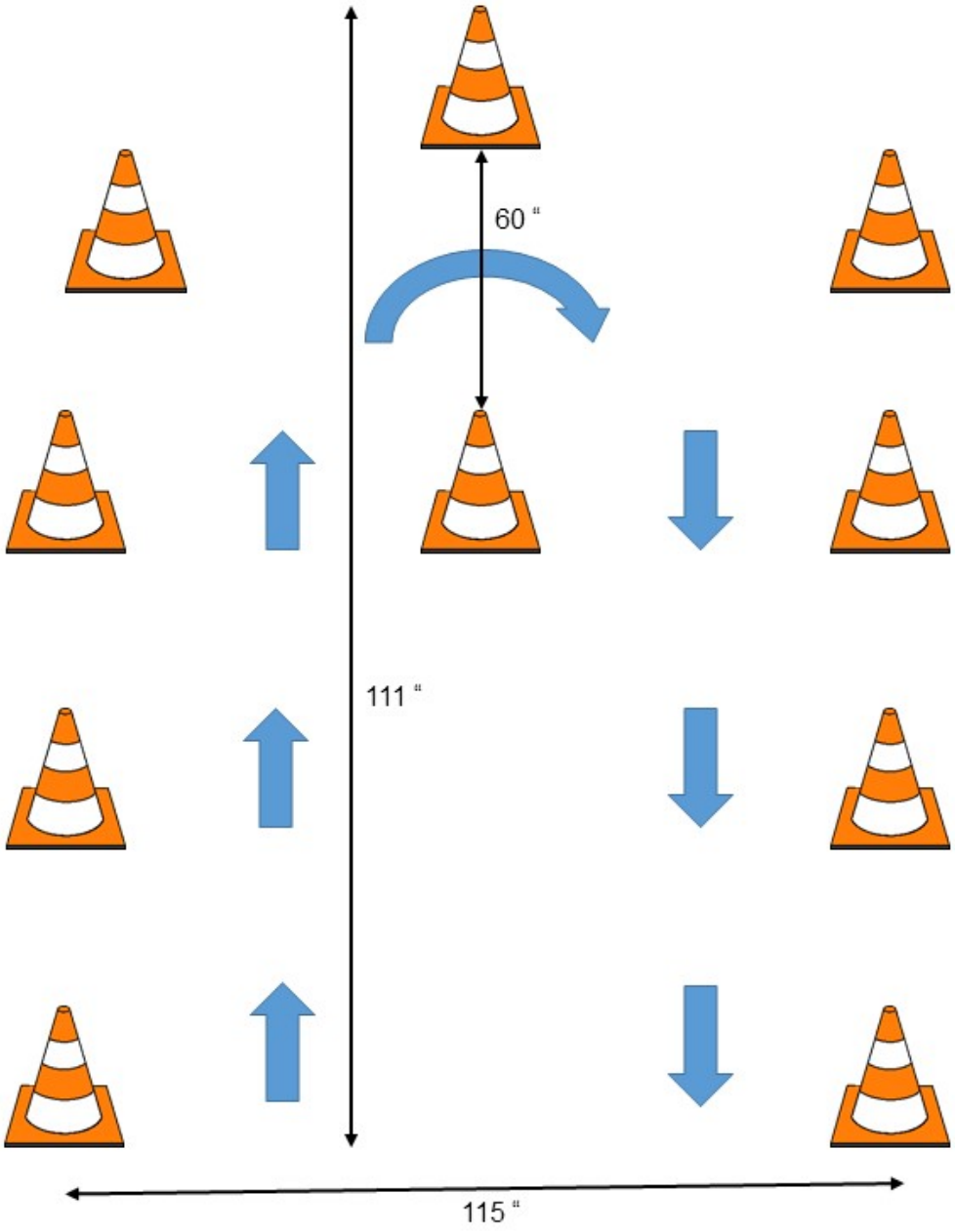
Split Turn-Around



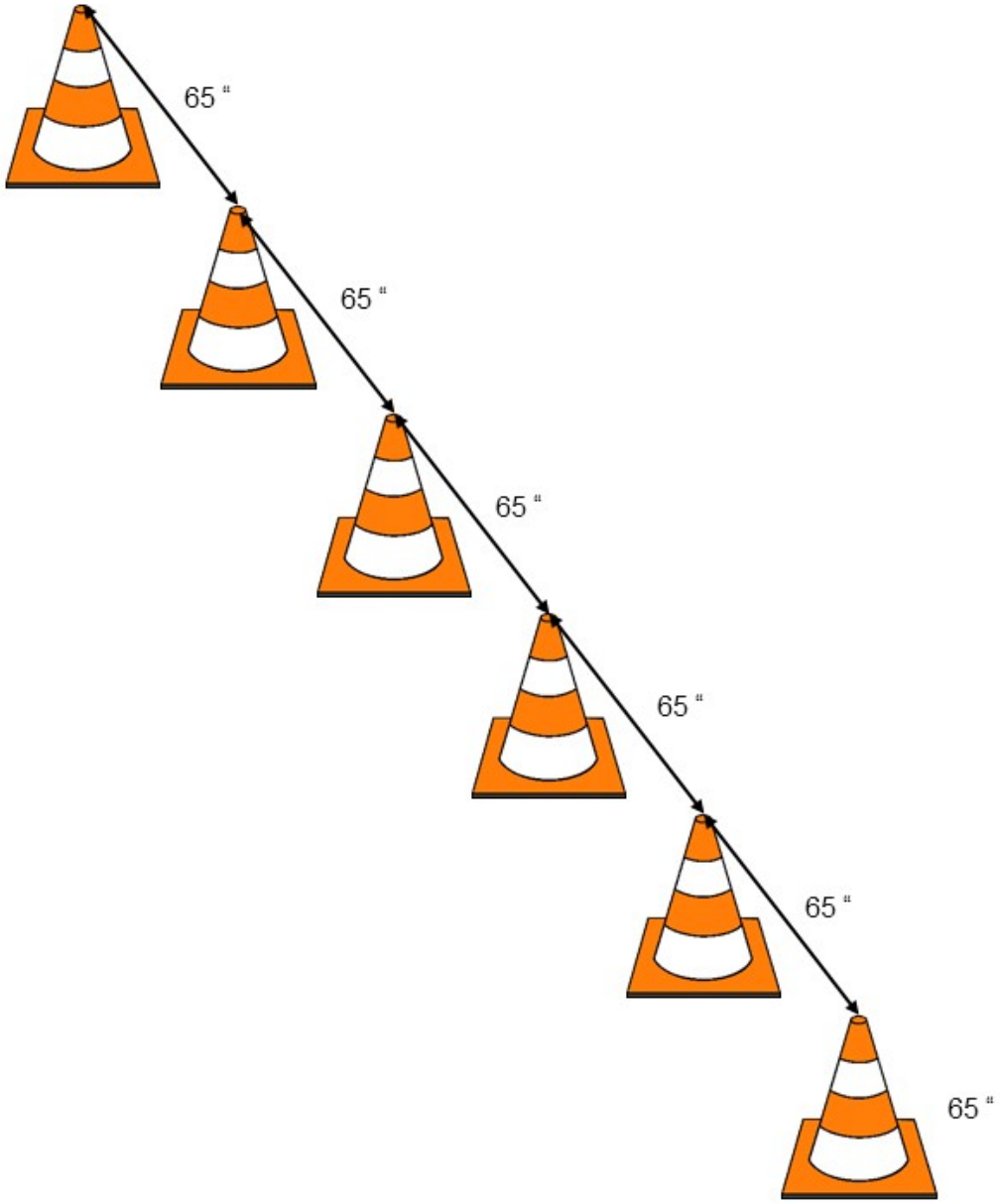
Slow Speed Balance



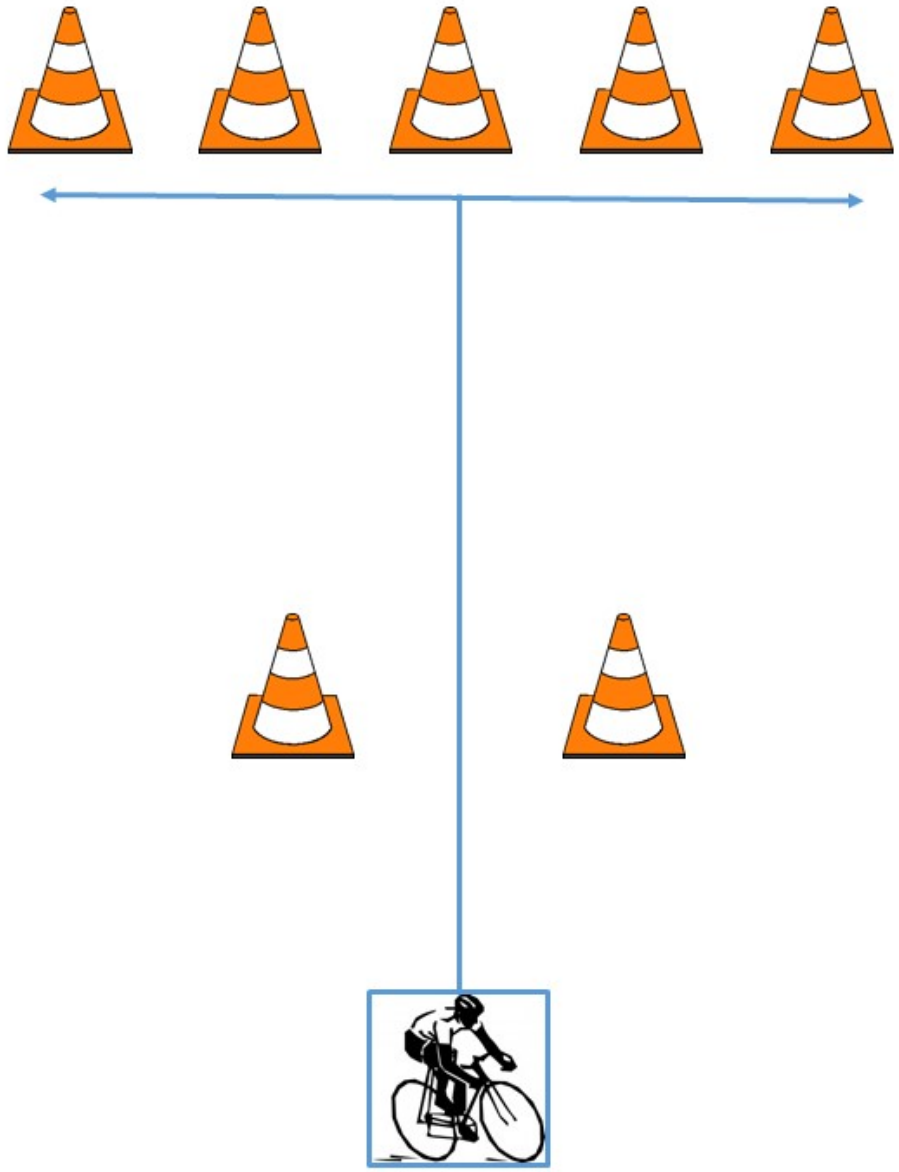
U-Turn



Incline/Decline Balance



Power Slide/Collision Avoidance



Enforcement

ARREST AND CONTROL TECHNIQUES

SUSPECT CONTROL

Bicycle patrol offers many new ways to encounter suspects and obviously brings about new problems in controlling a suspect. Below are some ways to control your suspect with minimum harm to you, your bicycle and the suspect.

CONTACT/COVER

The role of the **contact officer** usually consists of the following:

- Initiates contact with subject.
- Recording suspect information.
- Performs pat downs/searches of suspect vehicle.
- Issues citations.
- Handcuffs arrestee.
- Recovers evidence or contraband.
- Handles radio communications.

The role of the **cover officer** usually consists of the following:

- Discourages hostile acts.
- Discourages escape.
- Prevents destruction of evidence.
- Intervenes with force if necessary to protect contact officer.
- Resists distraction.
- Protects contact officer from the public passing through the scene and around his or her back.

SUBJECT CONTACTS

One Officer:

Approaching subject from the rear:

- Pedal bicycle slowly to keep from being heard. Pedaling causes the rear internal hub ratchet to not be heard making the approach quiet.
- Plan ahead, perform a rear dismount and rise sidesaddle until the desired location is achieved.
- Remember to have an appropriate reason to chase a subject.
- Once the contact officer has made contact and is beginning to perform a field interview, dismount, unfasten your chinstrap and provide cover away from the bicycle.

- Cover officer is responsible for protecting the contact officer. Do not allow subjects to walk through or behind contact officer.
- Dismount the bicycle using kickstand or setting the bicycle quietly on the ground.
- Speak to the subject and move your position, so the bicycle is not directly behind the officer. Continue speaking to the subject and he or she will turn to face the officer if the conversation is continued. Use this to place the subject in the position of disadvantage to prevent a pursuit.

Approaching from the front:

- The subject can see the officer so a stealth approach is really pointless.
- Plan ahead! Remember the distance to the subject is closing fast. The subject is walking toward the officer and the officer is riding toward him or her.
- Perform a rear dismount and ride side-saddle until the officer is approximately 15 – 20 feet from the subject.
- Dismount and walk toward the subject. Make contact and again move the bicycle so that it is not directly behind the officer.

Never contact while straddling the bicycle. This is a position of disadvantage for an officer!

Two Officers:

Determine who the contact officer is and who the cover officer is prior to the contact.

Contact Officer:

- Approach the subject at desired location. Use the triangle approach to possibly discourage the subject from fleeing.
- Contact officer approaches and performs the proper rear dismount.
- Unfasten chin strap.
- Move to the position that is more advantageous to officers; use surroundings. Be careful not to detain unless a reason is already determined.
- Perform field interview as necessary.

Cover Officer:

- Approach from opposite side of contact officer. Cover officer are the eyes and ears of the contact officer.

STEALTH TAKEDOWN

Arrest and Control Stealth Prior to using the stealth technique, consider the following factors:

- That physical contact with the suspect will occur.
- That the suspect should not be aware of your presence and intent.
- That you always keep the suspect's hands in your sight.
- That you and your partner work together.
- That once you stop pedaling, the cogs will begin to ratchet and may alert the suspect.
- Approach the suspect from behind, gauging his/her speed.
- Coast the bike to get near the suspect and begin your dismount.
- Lay the bike on the ground.
- Quickly approach and apprehend the suspect.

The suspect should not have time to react to the sound of the bike as the officer places it on the ground. This technique can be done on either the left or right side. It is preferable to lay the bicycle down on the left ride due to the derailleur. The chance of a bicycle patrol officer rolling up on a crime in progress is significant increased.

An officer needs to be aware of his/her surroundings and expect the unexpected. Officer safety is for the most part a personal preference and whatever an officer has learned in his/her years of working the streets. The bicycle offers some new advantages or disadvantages in officer safety depending on the individual officer's training and views on officer safety.

Bicycle patrol officers are of two opinions as to where to position the bicycle when contacting a suspect. The tactic you choose will be of course the one that you feel is more tactically sound.

Two-Officer Teams:

Two-officer bicycle patrol is, of course, safer than having one officer patrol alone. The tactics for two-officer patrol vs. single officer patrol are the same, except you have an extra body, which is invaluable to overall safety.

BICYCLE DEFENSE TECHNIQUES:

The bicycle is a useful tool and should be utilized whenever possible. The bicycle can be used to afford a barrier between the officer and the suspect.

- By placing the bicycle 1 to 2 feet in front of you and 3 to 5 feet away from the suspect, this allows the officer to:
    - Push or throw the bicycle at or toward the suspect if he/she comes at the officer.
    - Allow easier access to the bicycle if the suspect turns and runs.
    - If the suspect comes toward the officer quickly, the bicycle is already blocking the suspect's path and allows the officer to back up to avoid the suspect. Thereby acting a defense weapon.

Legal Issues

Legal Issues for Police Bike Patrol Officers

VEHICLE CODE CONSIDERATIONS (CA)

SECTION	***DESCRIPTION***	***CONTENTS***
231	BICYCLE	Is a device upon which any person may ride, propelled exclusively by human power through a belt, chain or gears and having one or more wheels.
670	VEHICLE	Is a device by which any person or property may be propelled move or drawn upon a highway, except a device moved exclusively by human power or used exclusively upon stationary rails or tracks.
21200 (a)	LAWS APPLICABLE TO BICYCLE USE	Every person riding a bicycle upon a highway has all rights and is subject to all the provisions applicable to the driver of a vehicle by this division, including, but not limited to, provisions concerning driving under the influence of alcoholic beverages or drugs, etc. except those provisions which by their very nature can have no application.
830.1	IDENTIFICATION BADGE	Any uniformed peace officer shall wear a badge, nameplate, or other device which bears clearly on its face the identification number of name of the officer.

VEHICLE CODES

BICYCLES

21201 (a)	Brakes required
21201 (b)	Handlebar height
21201 (c)	Touch ground 1 foot
21201 (d)1	Headlamp Required
21201 (d)2	Rear reflector
21201 (d)3	Peddle reflectors
21201 (d)4	Wheel reflectors
21204 (a)	Seat required
21204 (b)	Passenger seat required
21210	Block sidewalk
21212 (a)	Helmet required
21650.1	Sam direction as traffic
21202 (a)	Ride close to curb

MOTORCYCLES

26311 (a)	Brakes front and rear required
27800	Passenger seat and footrests
27801 (a)	Feet touch ground
27801 (b)	Hand grips above shoulders
27803 (b)	Helmet (driver & pass) cite driver
27803 (c)	Helmet (passenger) cite pass.
27803 (e)	Helmet strap fastened
	Helmet laws apply to motor driven cycles and motorized bicycles
25251.2	Headlamp flashing during darkness
25650	Headlamps on during darkness
25650.5	Headlamp on 78 up with key
27150 (a)	Muffler (excessive or unusual noise)
26709 (a)	Mirror (1 required)
22502 (a)	Parking (1 wheel against curb)

MOTORIZED SKATEBOARD

21968	Prohibited on roadway/sidewalk

MOTOR-DRIVEN CYCLE

*Less than 150 cc

5000 (a)	Registration
25651	Headlamp required
26311 (a)	Brakes required

MOTORIZED BICYCLE or MOPED

*Have pedals and less than 2 hp. Maximum speed 30 MPH.

5030	Special license plate required

MOTORIZED SCOOTER

407.5 (a)	A motorized scooter is any two wheeled device That has handlebars and is designed to be stood or sat upon and is powered by an electric or gas motor.
21224 (a)	Not required (reg. license plate or insurance)
21223 (a)1	Headlamp required during darkness
21223 (a)2	Red reflector rear required during darkness
21223 (a)3	Side reflectors required during darkness
21228 (a)	Ride right side of roadway
21228 (a)2	Left turn must walk scooter
21235 (a)	Brakes required
21235 (b)	Ride on roadway with posted speed over 25 MPH prohibited except in bike lane
21235 (c)	Helmet required (bike helmet ok)
21235 (d)	Must be 16 years to operate
21235 (g)	Ride on sidewalk prohibited
21235 (j)	Towed by vehicle prohibited

Range Training and Obstacle Course

Range Training

All the below techniques will be conducted while wearing bicycle gloves and a bicycle helmet as well as the standard equipment issued to a bicycle patrol officer.

- **Seven yard line:** Standing 12 rounds
  24 rounds total Kneeling 12 rounds

- **Ten yard line:** Prone 12 rounds
  12 rounds total

- **Ten yard line:** Straddle bike with bike facing sideways to target.
  12 rounds (6 rounds one handed,
  (6 rounds two handed)

  Straddle bike with bike facing target.
  12 rounds (6 rounds one handed,
  (6 rounds two handed)

On each of the above courses of fire the shooter will perform a tactical reload after every four rounds. This is done to get the shooter used to operating the handgun and performing reloads while wearing bicycle gloves.

- **Scenario #1:**
  Ten yard line
  12 rounds total
  Two students acting as partners will ride approximately one-quarter mile to the range simulating an officer requesting assistance. Upon the arrival the students will dismount their bicycles and from behind separate barricades for each student (located at the ten yard line) engage with two targets each. The students will fire six rounds from the left side of the barricade engaging the left target and six rounds from the right side of the barricade engaging the right target.

- **Scenario #2:**
  by-side
  8 SIMS rounds
  Two students using SIMS guns will ride side-

  approaching separate targets. After passing the 15 yard line the students will fire at their targets while riding.

*The objective of this exercise is to familiarize the student with riding while shooting.

Obstacle Course

The purpose of the obstacle course is to simulate strenuous exercise from riding a bicycle and still being able to perform the sometimes rigorous circumstances law enforcement officers face in the field.

TRAINING EXERCISE

- The students will ride their bicycle with a partner 500 yards at a fast pace.
- The student will properly dismount their bicycles, unfasten and remove their helmets.
- The student will take short, quick steps to introduce blood flow back into their legs for running.
- The students will run and jump over a 5-foot wall and a 6-foot chain link fence.
- The student will continue running to the corner of the obstacles course and jump over a 3 foot saw horse.
- The student will continue running toward a numb John and deliver several strikes with an impact weapon (Baton, ASP, heel of hand) while yelling instructions to the suspect.
- The students will then together drag a dummy (officer) approximately 25 feet. (Officer down)
- End of course.

This training exercise will familiarize the students with the importance of maintaining a high level of physical fitness in bicycle enforcement. Students will also be introduced to conducting bicycle patrol while engaging possible suspects and provide back up to fellow officers.

PURSUITS

Arrest and Control-Bike Pursuit

- *If an officer is patrolling by him/herself* (we do not recommend solo bike patrol), then,
    - Follow the suspect until he/she is tired, before you initiate the dismount technique and make contact with him/her.
    - If the suspect starts to run again once the officer has dismounted the bike, remount and continue the pursuit. A person cannot outrun a bicyclist unless he or she jumps a fence.
- *In a two-officer patrol,* one is the contact officer and the other is the cover officer.
    - The contact officer should be positioned to the right of the cover officer. He or she is the first pursuit unit.
    - Cover officer follows behind and to the left of his or her partner during a pursuit.
    - If the suspect turn quickly and evades the contact officer, the cover officer is positioned to assume the role of the contact officer.

- Communicate with your partner so that both know what to expect from the other during your patrol.

*Remember DO NOT LEAVE THE BIKE. This is what gives the officer the advantage.

BATON/OPN USE

Baton use while on the bicycle is difficult and not recommended. The office will have trouble controlling the bicycle and braking while the baton is out or in use. Dismount the bicycle first then when both feet are firmly on the ground deploy the baton.