

<p style="text-align: center;">East Haven Police Department</p> 	Type of Directive: Policies & Procedures		No. 436.2
	Subject/Title: Bicycle Patrol	Issue Date: July 29, 2014	
		Effective Date: September 1, 2014	
	Issuing Authority: Honorable Board of Police Commissioners	Review Date: Annually	
References/Attachments: N/A		Rescinds: 436.1	Amends: N/A

I. PURPOSE

- A. The purpose of this directive is to set forth the policies and procedures of the East Haven Police Department regarding the use, utility, and deployment of police bicycles and the general management of police bicycle operations.

II. POLICY

- A. Bicycle patrol officers are an important component of this department's strategy for accomplishing its enforcement objectives due to their mobility and stealth as well as their ability to facilitate a variety of law enforcement and crime prevention operations. They are also advantageous in community policing efforts because of their high visibility and public interaction.

III. PROCEDURES

- A. Police cyclists are intended for and authorized to conduct the following primary deployment functions:
1. Police Cyclists may be dispatched or may initiate response to all calls for service in which their response time is comparable to that of a motorized patrol vehicle, unless otherwise indicated by this policy.
 2. Police Cyclists should not normally be dispatched or initiate response to incidents in which their reduced emergency equipment capabilities (such as emergency warning devices) may present problems or dangers. These include but are not limited to the following:
 - a. Traffic accidents on a high traffic roadway.

- b. High-risk felony motor vehicle stops.
 - c. Situations in which the lack of cover typically afforded by a motor vehicle would be deleterious. Response to such situations may be permitted where exigent circumstances exist and motorized units are not readily available, or as backup where patrol vehicles are already on the scene.
3. Police cyclists may be used for targeted patrol operations based on specific crimes, geographic areas, or crime targets.
4. Police cyclists may be given preference where appropriate in response to the following:
 - a. Off-road emergencies, enforcement, and preventive patrol in areas inaccessible by normal patrol vehicles.
 - b. Urban incidents in which the volume of vehicle or pedestrian traffic may inhibit the response of police motor vehicles.
 - c. Special events, such as fireworks, parades, festivals, fairs, sporting, and outdoor events.
 - d. Demonstrations, for monitoring and controlling crowds.
 - e. Disaster situations in which movement by conventional motorized emergency response vehicles is limited or impossible.
5. Police cyclists may initiate traffic stops, giving particular attention to motorist and officer safety.
 - a. Whenever possible, drivers should be instructed to move out of the traffic lane for the duration of the stop.
 - b. Police bicycles should be kept out of traffic.
 - c. Officers are encouraged to use other available cover.
 - d. Marked patrol units should be requested where appropriate to provide emergency lighting and cover from traffic.
6. Prior to initiating bicycle patrol, officers shall inspect their equipment for damage and to ensure that it is in proper working order. If a problem is discovered that the officer cannot fix, notice shall be given to the bicycle patrol supervisor. The officer may take another bicycle for duty.
7. Police cyclists and supervisors shall exercise discretion in determining whether or not to use a bicycle on patrol when excessive temperatures or other weather conditions may make the use of bicycles inadvisable or hazardous.
8. While patrolling at night, unless employing stealth, police cyclists should use their lights and reflective equipment.

9. While patrolling on sidewalks, police cyclists must be alert to pedestrians, recognizing that they have the right-of-way. Whenever possible, officers should give an audible warning of their approach from the rear, and maintain reasonable speeds and caution on sidewalks.
10. When possible, police cyclists shall notify communications of all potential enforcement contacts, to include their exact location.
11. In arrest situations, police cyclists shall request a motorized transport unit for the prisoner.
 - a. A police cyclist shall not secure a prisoner to an object and leave him or her unattended, unless an emergency exists that requires immediate action by the police cyclist.
12. When leaving bicycles unattended, officers shall, whenever possible, do the following:
 - a. Secure their bicycles with a locking device. Police cyclists are not expected to secure bicycles when the situation does not allow, as in a foot pursuit.
 - b. Take all reasonable precautions to ensure that the bicycle does not obstruct pedestrian or vehicular traffic.
13. If minor damage is sustained during the shift, the police cyclist shall notify the bike patrol supervisor in writing by the end of the shift.
14. When not in use, all police bicycle equipment shall be stored and locked in the designated area.

B. Uniforms

1. Police cyclists shall wear the uniform as described in Policies and Procedures # 105 – Uniforms, Equipment and Personal Appearance.

C. Selection and Training

1. The Chief of Police or his designee will select interested officers to the bicycle patrol program.
2. Initial training: Selected officers must attend and pass a recognized and standardized basic police cycling course.

D. Supervisory Responsibilities

1. Bicycle Unit Supervisor shall ensure the following:
 - a. Cyclists wear the proper uniform.
 - b. Cyclists properly care for their equipment.
 - c. Sufficient cleaning and maintenance supplies are available.
 - d. A written inventory of all departmental equipment, including bicycle serial numbers, is maintained.

- e. Bicycles are stored properly when not in use.
- f. All maintenance and damage reports are assigned to a certified bicycle mechanic, and the bicycles are repaired in a reasonable amount of time.
- g. Equipment is properly replaced when it is damaged beyond repair.
- h. A Department Review Case Report is initiated if it is deemed that negligence was involved in damage to equipment.