



Police Department

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DEPARTMENT GENERAL ORDER 21-06

OFFICE of the CHIEF OF POLICE
REPLACES/AMENDS: 99-67 Special Purpose Vehicles

DATE: June 2, 2021

Uniformed Bicycle Patrol

I. Purpose.

It is the purpose of this policy to establish the use and deployment of police patrol bicycles, the duties and responsibilities of a uniformed bicycle patrol officer and the general management of police patrol bicycle operations.

II. Policy.

Bicycle officers are an important component of this department's strategy for establishing a line of communication with the public through regular and continuous contact with the community. Bicycle Patrol also assists to enhance patrol through accomplishing its enforcement objectives as a result of their mobility, stealth, and the ability to facilitate a variety of law enforcement and crime prevention operations.

III. Definitions.

Patrol Bicycle – Any department authorized pedal bicycle used in police patrols.

E-Bike – Any department authorized motorized electric bicycle as defined by the City of Clayton Municipal Code.

Bicycle Officer – Any Clayton Police Officer that has successfully completed the IPMBA (International Police Mountain Bike Association) or comparative Police Cyclist Training Course.

IV. Procedures.

A. Deployment

1. Police patrol bicycles and e-bikes are intended for and their use is authorized to conduct the following primary deployment functions:
 - a. Bicycle Officers may be dispatched to or initiate a response to all calls for service in which their response time is comparable to or better than that of a motorized patrol vehicle, unless otherwise indicated by this policy.
 - b. Bicycle Officer should generally not be dispatched or initiate a response to incidents in which their reduced emergency equipment capabilities (e.g. emergency warning device) may present service problems or dangers. These include but are not limited to:
 - (1) traffic accidents in which a vehicle is not moveable.
 - (2) high risk felony motor vehicle stops and situations in which the lack of cover typically afforded by a motor vehicle would be dangerous. Response to such situations may be permitted where exigent circumstance exists and motorized units are not readily available, or as back up where patrol vehicles are already on scene.
 - c. Bicycle Officers may be used for directed patrol of areas requiring special attention due to criminal activity, citizen complaints, special events, and protests.
 - d. Bicycle Officers may initiate traffic stops, giving particular attention to motorist and officer safety.
 - (1) Patrol Bicycles should be kept out of traffic and should not be positioned in front of or behind the stopped vehicle. When possible, the bicycle should be placed on the ground next to the vehicle.
 - (2) Bicycle Officers are encouraged to make passenger side approaches and utilize available cover when present.
 - (3) Marked patrol units should be requested where appropriate to provide emergency lighting and cover from traffic.

2. Special Event Authorization/Usage

- a. In addition to routine patrol, Bicycle Officers may be deployed to assist with special events such as charitable runs, walks, block parties, etc. In each of these instances such units will provide a flexible tool for crowd and traffic control.
- b. As part of the planning process for such events, the bureau commander or watch commander shall be responsible to authorize the deployment of bicycle patrol to a special event, and will also determine the method(s) in which it shall be used.

3. The deployment of Bicycle Officers is subject to the following procedures.

- a. Prior to initiating bicycle patrol, Bicycle Officers shall inspect their equipment to ensure that it is in proper working order. If a problem is discovered that the Bicycle Officer cannot fix, he/she shall notify the shift supervisor.
- b. Bicycle Officers may be deployed as often as weather and staffing permits at the discretion of the on-duty patrol supervisor or Commander.
- c. While operating a Patrol Bicycle or E-Bike, Bicycle Officers shall wear an approved helmet and shatter-resistant protective eyewear. Body armor usage is mandatory unless excused per medical reasons. Cycling gloves and pedal retention devices are optional and left to the individual discretion of each officer. Refer to Clayton General Order "Uniform Attire and Equipment" as it pertains to Bicycle Officer uniforms.
- d. While patrolling after dusk, unless employing in stealth, Bicycle Officers should use headlamps consistent with local ordinances, and any legally mandated reflective equipment and high-visibility attire.
- e. When deployed, Bicycle Officers shall adhere to local ordinances unless emergency circumstances dictate otherwise.
- f. E-Bikes shall not be operated on any Interstate Highway.
- g. When possible, Bicycle Officers shall notify dispatch of all potential enforcement contacts, to include their location.

- h. In arrest situations, Bicycle Officers shall request a marked patrol vehicle to transport the suspect to the station for prisoner processing. A lock-up car will be utilized when possible. Bicycle Officers will then immediately respond to the station for prisoner processing and report writing.
- i. When leaving Patrol Bicycles or Motorized Electric Patrol Bicycles unattended, Bicycle Officers shall secure them to an immovable stationary object in an easily monitored location and take reasonable precautions to ensure that the Patrol Bicycle or Motorized Electric Bicycle does not obstruct vehicular or pedestrian traffic unless engaged in emergency situations, such as foot pursuits, that preclude this requirement. Once the emergency is under control the Patrol Bicycle or Motorized Electric Patrol Bicycle shall be secured as described above.
- j. When utilizing a Patrol Bicycle the Bicycle Officer shall employ a “park and ride” concept. This involves Bicycle Officers mounting the Patrol Bicycle onto a patrol vehicle and riding portions of a shift. At the discretion of the Bicycle Officer and his immediate supervisor, the Bicycle Officer may deploy the Patrol Bicycle for the entire shift.
 - (1) When operating a Patrol Bicycle, the Bicycle Officer shall remain in close proximity to their patrol vehicle so they can return to their vehicle and respond to an emergency that may arise.
 - (2) Because of the speed in which a Bicycle Officer could respond to an emergency or their vehicle while on the E-Bike, the Bicycle Officer is not required to remain in close proximity to their vehicle.
 - (3) Additionally, when deploying an E-Bike, the Bicycle officer may, at his or her discretion or the discretion of the on-duty supervisor, “park and ride” or deploy from the station.

k. At the conclusion of their deployment, a Bicycle Officer will log their activity on SharePoint which will include the following information.

- (1) Patrol Type
- (2) Start and end Date and Time
- (3) Area patrolled
- (4) Distance patrolled
- (5) Citizen contacts
- (6) Pedestrian checks
- (7) Reports generated
- (8) Calls for service
- (10) Summary of deployment to include DSN of officer

4. Bicycle Officers shall utilize department Patrol Bicycles or E-Bikes for off-duty assignments only with a commander's prior approval.
5. Bicycle Officers may not alter, modify, or customize Patrol Bicycles or E-Bikes without approval from the Bicycle Unit Supervisor.

B. Personnel Selection and Training

1. In order to reduce the risk of exercise-induced medical problems, officers shall be in good physical health.
2. Only department personnel who have completed and passed a nationally recognized and standardized basic police cycling course such as IPMBA (International Police Mountain Bike Association) or have been properly trained at an accredited police academy or via specialized training courses shall be authorized to participate in bicycle patrol or operate the equipment.
3. There are no modifications for skill requirement by the IPMBA Police Cyclist training course between an E-Bike and conventional bicycle. Therefore, a Bicycle Officer must complete conventional bicycle training as described above in order to develop competency in the basic skills and then undertake E-Bike-specific training to learn how to successfully transfer those skills to an E-Bike.

4. Documented, periodic training is required in bicycle skills. Training can be refresher training or advanced training, as determined by the unit supervisor.
5. Any Bicycle Officer who is absent from Bicycle Patrol for an extended period shall receive refresher training ranging from an 8-hour course to a 32-hour course.

V. Personnel Responsibilities

A. Bicycle Unit Supervisor

1. The Bicycle Unit Supervisor shall be one of the two watch commanders assigned to the Field Operations Bureau or his or her designee and shall be responsible, as an ancillary duty, to ensure that department-owned bicycles and associated equipment are in good repair and functional. Such responsibility shall include budget preparation, purchasing, and uniform replacement. The unit supervisor shall ensure the following:
 - a. All bicycle mounted operations are in accordance with this policy.
 - b. All prospective Bicycle Officers must complete the necessary pre-requisite training and qualifications prior to being deployed as a Bicycle Officer.
 - c. A written inventory of all departmental equipment, including bicycle serial numbers, is maintained, and that monthly inventories of all issued equipment are conducted.
 - d. Sufficient cleaning and maintenance supplies are available.
 - e. Bicycles are stored properly when not in use.
 - f. Ensure incident report forms are completed for any injuries sustained while on bike duty.

B. Ancillary Vehicle Equipment

1. Department-owned bicycles shall be equipped with a rear-mounted storage compartment which will contain a note pad, parking ticket and summons book, rubber gloves, antiseptic, a Micro-Shield airway device and bicycle lock.

2. When transporting the Patrol Bicycles or E-Bikes, they shall be transported by using a department-owned Hitch Hauler bike rack. This rack is especially designed to transport the E-Bikes and is capable of transporting the department owned Patrol Bicycles.

BY ORDER OF:

A handwritten signature in black ink, appearing to read 'Mark J. Smith', with a long horizontal flourish extending to the right.

Mark J. Smith
Chief of Police

MJS:sak