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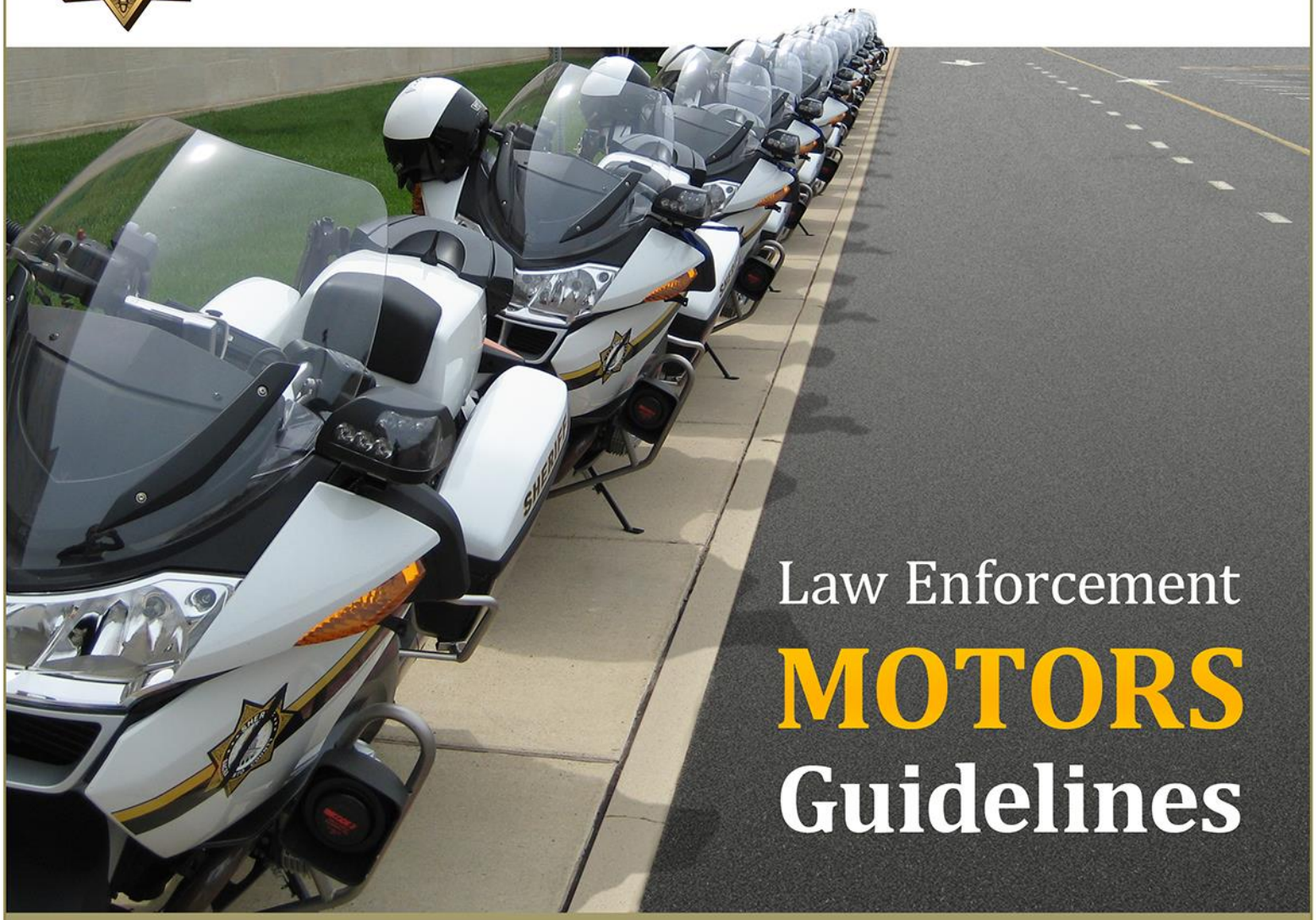

Law Enforcement MOTORS Guidelines

Operational Guidelines and Standardized Training Recommendations

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LAW ENFORCEMENT MOTORS GUIDELINES:

Operational Guidelines and Standardized Training Recommendations

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Larry Wallace, Ex-Officio Member Representing Kamala Harris, Attorney General	Director	Division Law Enforcement

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Brian Aubuchon, Motorcycle Deputy, Sacramento County Sheriff's Office

Casey Bokavich, Motorcycle Sergeant, Redding Police Department

Robert Burlison, Motorcycle Officer, San Diego Police Department

Ed Gebing, Office of Traffic Safety

Robert J. Green, Motorcycle Sergeant, Los Angeles County Sheriff's Department

J. Andrew Hansen, Ph.D., Assistant Professor, West Carolina University

Janna Munk, POST Law Enforcement Consultant

Jeffrey A. Houle, Motorcycle EVOC Instructor Deputy, Los Angeles County Sheriff's Department

Tom Huff, PSP Coordinator, South Bay Regional Public Safety Training Consortium

David Kinaan, Motorcycle Sergeant (retired), California Highway Patrol

Steven Landi, Motorcycle and Impaired Driver Training Coordinator, Broadmoor Police Department

Mitchell Nowlen, Motorcycle Officer, Los Angeles Police Department

Raleigh Patterson, Lead Motorcycle Instructor, Alameda County Sheriff's Office

Rod A. Rifredi, Motorcycle Sergeant, Davis Police Department

Steve Ritchey, Lead Motorcycle Instructor Officer, Las Vegas Metro Police Department

Manuel M. Romeral, Motorcycle Lieutenant, Los Angeles Police Department

Robert "R.C." Smith, Assistant Chief Investigator, Yolo County District Attorney's Office

Patrick Tobin, Motorcycle Sergeant, San Francisco Police Department (retired)

Robert Toyer, Motorcycle Sergeant, Orange County Sheriff's Department

Ted White, Motorcycle Sergeant, California Highway Patrol

"The culture of safe riding is everyone's responsibility."
- POST MOTORS Advisory Group -

FOREWORD

In 2012, the Motor Officer Training and Operations Review for Safety Advisory Group, (MOTORS), a sub-committee of the Situation-Appropriate, Focused and Educated (SAFE) Driving Campaign, committed themselves to the idea of developing statewide law enforcement motorcycle guidelines to enhance the safety of law enforcement motorcycle personnel and reduce the liability of agencies with motorcycle programs.

It wasn't until 2015 that the MOTORS Advisory Group had the opportunity to review and discuss primary aspects of motorcycle operations and training. These guidelines are the final result of those conversations and sometimes heated debate. Contained in this document are recommendations for the development of skilled motorcycle personnel and effective programs. When regarded as a whole, these guidelines encourage agencies to embrace the responsibility of promoting and building a culture of safety from the top down.

The intent of this document is to provide helpful advisement in the formation, oversight, operation, and training of law enforcement motorcycle operations. While these guidelines encourage standardization, they are deliberately brief, giving agencies and training presenters the ability to incorporate them into a variety of program platforms. They are intended for the voluntary use of law enforcement agencies.

For questions concerning the guidelines, please contact the Training Program Services Bureau at (916) 227-4885.

STEPHANIE C. SCOFIELD

Interim Executive Director

CA Commission on POST

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INTRODUCTION

Since the early 20th century, law enforcement has utilized motorcycles to provide police escorts and enforce traffic laws. The State of California is credited with the first official United States police motorcycle patrol in 1911, created by Chief August Vollmer of the Berkeley Police Department.

Since their inclusion, motorcycle enforcement units have proven to be a uniquely effective law enforcement tool. They are capable of many diverse assignments, including crime suppression and tactical operations. Motorcycle units are especially advantageous in traffic enforcement due to their increased mobility and quick response, and in situations where conditions might impede other vehicles.

Despite their unique assets, the increased vulnerability of an officer riding a motorcycle cannot be ignored. Healthy risk management practices that include consistent and high-quality training, investment in safety equipment, and reinforcing a culture of safety, can offset and minimize some of these risks.

These guidelines and standardized training recommendations are provided to support law enforcement agencies with the enhancement of motorcycle programs in the areas of selection, training, safety, and effectiveness. A number of resources appear in the appendix of this publication. POST encourages agencies to use these resources in the development and review of their policies and procedures.

OPERATIONS

A law enforcement motorcycle program can improve the operational effectiveness of an agency when the goals of the program are clearly defined through policy and purpose. The unit should be systematically developed to meet identified program goals through thoughtful and informed selection of personnel, equipment, and training standards that are uniformly and consistently high quality.

> **NOTE** – *For the purpose of this document, a " law enforcement motorcycle program" is defined as any designated law enforcement officer(s) selected, trained, and equipped to be deployed on law enforcement motorcycles to engage in a variety of enforcement activities. The term "motorcycle personnel" refers to any uniformed department member (including supervisors and managers) assigned as part of their responsibility to operate a marked, two-wheeled motorcycle.*

POLICY CONSIDERATIONS

Policies and procedures specific to individual agency motorcycle operations should be established and maintained by the agency. It is recommended the following topics are included:

- Adverse riding conditions
- Certification and training for return to duty, auxiliary, and reassigned personnel
- Identified missions the unit is capable of performing
- Multi-agency operations
- Out-of-jurisdictional response
- Personnel selection and retention criteria
- Pursuits
- Records – maintenance and retention
- Repair and maintenance procedures
- Specialized functions and supporting resources
- Supervisory and command structure
- Training
- Uniforms and safety equipment
- Unit organization and function

These policies and procedures should take into consideration POST guidelines and standardized training recommendations.

PERSONNEL SELECTION

Minimum requirements for initial selection and full deployment with the motorcycle unit should be established by the agency, consistent with their personnel and risk management policies.

The personnel selection process should be reasonable, job related, and unbiased.

It is suggested that candidates for the position of law enforcement motorcycle operator possess or obtain a class “M” license as part of the selection criteria.

TRAINING

Training is essential in all aspects of law enforcement. It develops the potential of the employee and improves the capacity of the organization. A sound motorcycle training program strengthens the skills and knowledge of the individual officers while raising the overall competence and safety of the unit. Costs associated with training are an investment and budgeting for training is a proactive risk management practice.

Initial Training

Initial training for new motorcycle personnel candidates should consist of three distinct phases: pre-training, a POST-certified 80-hour Law Enforcement Motorcycle Operation course, and field training and orientation.

Pre-training: Agencies are encouraged to provide pre-training to motorcycle personnel candidates before they attend a POST-certified 80-hour Law Enforcement Motorcycle Operation Course. Pre-training helps increase the likelihood of safe and successful completion of the course. Whenever possible, pre-training should be conducted by a POST-certified motorcycle instructor and include orientation and familiarization with law enforcement motorcycle operation. Curriculum of the pre-training should be designed to

maximize the success of the candidate in completing the 80 hour Law Enforcement Motorcycle Course.*

POST Law Enforcement Motorcycle Operation Course: A minimum-standard course designed to assist the student in developing the basic skills necessary to maintain proper balance and control, display an acceptable level of confidence, foster good riding judgement, and utilize proper riding technique while safely operating a law enforcement motorcycle.

NOTE – *Motorcycle personnel should not be deployed until they have successfully completed an 80-hour POST-certified Law Enforcement Motorcycle Operation Course, in addition to agency-specific training requirements*.

Appendix A- Overview for POST certified Motorcycle Operation Course
Appendix B - POST Law Enforcement Motorcycle Operation Course (Expanded Course Outline) 80 hours
Appendix C - POST Law Enforcement Motorcycle Instructor Course (Expanded Course Outline) 80 hours

Field training orientation and evaluation: Immediately following successful completion of a POST-certified Law Enforcement Motorcycle Operation Course, graduates should enter a field training and evaluation phase. This will allow graduates to integrate their fundamental motorcycle operation skills and competencies into practical application under the guidance and direction of an experienced rider. This phase can promote uniformity in application of policy, ensure consistency of training, and preserve overall program quality.

Appendix D – POST Law Enforcement Motorcycle Field Training Orientation and Evaluation Program

***** The POST Course Catalog contains a list of available POST certified Law Enforcement Motorcycle Operation Courses. Once a course has been selected, the course provider should be contacted for pre-training and field training suggestions.

Recurrent Training

The proficient operation of a law enforcement motorcycle is a perishable skill. Motorcycle personnel should receive regularly scheduled training to maintain and improve individual skill competence and overall unit capacity.

Agencies should;

- Incorporate skills proficiency assessments as part of recurrent training
- Establish policies for failure of motorcycle personnel to maintain skill proficiencies
- Provide training to meet the unique challenges of deploying weapon systems from a law enforcement motorcycle

Documentation

Individual and unit training should be documented and records maintained according to agency policies. Documentation of individual and unit training performance can contribute to long-term reduction of liability and enhanced safety through early identification and resolution of non-proficiencies.

UNIFORMS AND EQUIPMENT

Motorcycle personnel and their assigned vehicles should be adequately equipped to safely meet their mission deployment.

Motorcycle personnel uniforms should clearly identify them as law enforcement officers.
It is recognized certain conditions or missions may require alternate attire.

Weapons and equipment used by motorcycle personnel should meet industry standards and be agency-issued or -approved, including any modifications, additions, or attachments.

Appendix E – Uniforms and Equipment

ESCORT/ MOTORCADE OPERATIONS

A motorcycle escort/motorcade is designed to assist a person or persons, or sometimes an object, to move safely and efficiently from one location to another. With pre-planning, standardization of the most basic functions, and cooperative training, escorts and motorcades can be accomplished while providing safety to the parties being escorted, the public, and the escort motorcycle officers.

Due to the inherent risks of escort/motorcade operations, policies and procedures should be in compliance with the California Vehicle Code (including but not limited to 21057 CVC) and routinely included in the unit's training.

> 21057 CVC: Every police and traffic officer is hereby expressly prohibited from using a siren or driving at an illegal speed when serving as an escort of any vehicle, except when the escort or conveyance is furnished for the preservation of life or when expediting movements of supplies and personnel for any federal, state, or local governmental agency during a national emergency, or state of war emergency, or state of emergency, or local emergency as defined in Section 8558 of the Government code

Before encroaching on the public's right of way and assuming the responsibility of an escort/motorcade operation, agencies should weigh the risks and consider unit capabilities to conduct an escort/motorcade.

Appendix F – Law Enforcement Escort/Motorcade Operations

MULTI-JURISDICTIONAL MOTORCYCLE OPERATIONS

Agencies may choose to consolidate and/or maximize their resources into either a permanent or temporary regional motorcycle unit concept to address specific events. Participating agencies should develop protocols, agreements, and working relationships to support multi-jurisdictional or regional operations. Multi-agency training exercises are encouraged.

DUAL-PURPOSE MOTORCYCLE OPERATIONS

Dual-purpose motorcycles are street legal vehicles capable of off-road deployment. They are utilized for specialized enforcement along with search and rescue operations.

Dual-purpose motorcycle personnel should not be deployed until successful completion of a POST-certified Dual-Purpose Motorcycle Operation Course, in addition to any agency-specific training requirements.

Immediately following successful completion of a POST-certified Dual Purpose Motorcycle Operation Course, graduates should enter a field training and evaluation phase. This will allow graduates to integrate their fundamental motorcycle operation skills and competencies into practical application under the guidance and direction of an experienced dual purpose rider. This phase can promote uniformity in application of policy, ensure consistency of training, and preserve overall program quality.

Dual-purpose motorcycle personnel should receive regularly scheduled training to maintain individual skills competency and unit capacity. Conducting skills proficiency assessment as part of this recurrent training is suggested. Policies should be established for failure of motorcycle personnel to maintain these proficiencies.

> **NOTE** – *The POST-Certified Law Enforcement Motorcycle Operation Course and the POST-Certified Dual-Purpose Law Enforcement Motorcycle Operation Course are two separate certifications and are not interchangeable.*

Appendices

A. Overview POST Certified Motorcycle Course

B. POST Law Enforcement Motorcycle Operation Course

C. POST Law Enforcement Motorcycle Operation Instructor Course

D. Law Enforcement Motorcycle Field Training Orientation and Evaluation Program

E. Uniforms and Equipment

F. Law Enforcement Escort/Motorcade Operations

Appendix A

Overview POST Certified Motorcycle Course

I. APPLICATION FOR TRAINING

1. Applicants should be fit for duty and capable of safely operating a law enforcement motorcycle.

2. Applicants should be in compliance with California Vehicle Code Section 27801:

   A person shall not drive a two-wheel motorcycle that is equipped with (a) a seat so positioned that the driver, when sitting astride the seat, cannot reach the ground with his or her feet.

   or personnel safety, it is recommended that the rider's boots are not modified to accomplish this in a way that exceeds the original boot manufacturer's specifications.

II. TRAINING

1. The appraisal of student proficiency should be made on an individual rather than competitive basis. The quality and integrity of instructors is of fundamental importance to ensure the motor candidates are proficient.

2. Individual proficiency in riding skills, judgment, and confidence should be assessed continuously by each instructor. Notes, cumulative evaluations, or a training record should be maintained for each student to support decisions concerning the retention of each student in the program. Sample evaluation forms are attached.

3. Training should include exercises and riding practice on a variety of surfaces, terrains, and traffic conditions.

4. To maximize student learning and safety, the maximum suggested instructor/student ratio is 1 to 5.

III. TESTING AND EVALUATION

1. Proficiency tests to measure the critical skills of basic riding techniques should be administered to each student. Unsatisfactory performance should be considered sufficient cause for the termination of training. Curriculum should be designed to challenge the capabilities of the rider and the motorcycle.

2. During enforcement riding, students should be evaluated on a continuous basis for safe operation of a law enforcement motorcycle on public right-of-ways.

IV. TERMINATION OF TRAINING

1. Each student who is consistently unable to safely demonstrate required riding skills, or fails to consistently improve in the development of riding skills, should be terminated from the training program.
2. Termination from training should be done as soon as practical and before the student is required to perform drills or exercises that are beyond the student's displayed proficiencies.
3. Upon termination of training, the student's agency should be notified detailing the skill deficiencies that were the reason for termination. A suggested training plan can be provided to the agency to address deficiencies before the student is readmitted.

V. FOLLOW-UP TRAINING

1. Each graduate should be provided with a written evaluation of riding performance for delivery to their agency. The evaluation should include:

    a. Comments concerning riding skills that need additional practice.

    b. Suggestions for initial follow-up training upon assignment to traffic enforcement.

    c. Suggestions for in-service refresher training.

    d. It is recommended that once a student has successfully completed an initial motorcycle training course he or she should receive field training under the supervision of an experienced motorcycle officer.

Appendix B

POST LAW ENFORCEMENT MOTORCYCLE OPERATION COURSE

Hours: 80

Purpose: The purpose of this course is to assist the student in developing the basic skills necessary to maintain proper balance and control, display an acceptable level of confidence, foster good riding judgment, and utilize proper riding technique while safely operating a law enforcement motorcycle.

TOPICAL OUTLINE

1.0 Introduction and Pre-Ride Instruction

2.0 Basic Riding Techniques

3.0 Enforcement Riding

4.0 Maintenance

5.0 Testing

LEARNING GOALS AND PERFORMANCE OBJECTIVES

1.0 Introduction and Pre-Ride Instruction

1.1.0 Learning Goal: The student will understand the elements of maneuvering a motorcycle.

1.1.1 The student will demonstrate the ability to put the police motorcycle on and take it off the center stand and side stand.

1.1.2 With the engine not running, the student will upright a police motorcycle that is lying on the ground.

1.1.3 The student will demonstrate the ability to safely mount and dismount from both sides of the police motorcycle.

1.1.4 While standing next to and/or straddling a police motorcycle, the student will demonstrate the ability to push the motorcycle forward and backward.

1.1.5 While straddling the motorcycle, the student will push the motorcycle backward against a minimum uphill grade of six percent. Time and distance may be considered.

2.0 Basic Riding Techniques:

2.1.0 Learning Goal: The student will know how to maneuver a police motorcycle. The student will know how to maintain proper balance, coordination and control, and will know accepted enforcement riding techniques.

2.1.1 The student will start the engine of a law enforcement motorcycle and demonstrate how to shift gears.

2.1.2 Using a law enforcement motorcycle, the student will, by completing a series of riding exercises, demonstrate proper throttle, clutch, and brake coordination.

2.1.3 The student will complete a series of exercises using a law enforcement motorcycle and exhibit both correct head and eye placement while demonstrating proper balance and riding technique.

2.1.4 The student will use a law enforcement motorcycle to successfully complete a series of exercises using the front brake controls only, the rear brake controls only, and the front and rear brake controls in combination.

2.1.5 The student, using a police motorcycle, will complete an emergency braking exercise (for example, 40 mph deceleration), exhibiting balance, coordination, control, and effective braking techniques.

2.1.6 The student, using a police motorcycle, will complete an evasive maneuver exercise (for example, 30 mph cone pattern), exhibiting proper balance, coordination, and control.

2.1.7 The student, using a police motorcycle, will complete a collision avoidance exercise (for example, 180 deceleration), exhibiting proper balance, coordination, and control.

2.1.8 The student, using a law enforcement motorcycle, will complete a tight, slow, multi-transitioning cone pattern exercise(s) (for example, Cone pattern 3), exhibiting proper balance, head and eye placement, coordination and control.

2.1.9 The student will demonstrate the ability to safely ride in formation (i.e. single file and side-by-side, to include proper sudden braking techniques).

3.0 Enforcement Riding

3.1.0 Learning Goal: The student will understand the proper techniques for safe operation of a police motorcycle on public right-of-ways.

3.1.1 Using a police motorcycle on selected dirt, surface streets, and/or freeways, the student will maintain proper balance, coordination and control, and exercise good judgment and confidence while riding on public right-of-ways.

3.1.2 Using a police motorcycle on a selected roadway, the student will utilize proper techniques when stopping simulated violators. The demonstration techniques should include proper speed, distance, placement, positioning, and control of surrounding traffic.

4.0 Maintenance:

4.1.0 Learning Goal: the student will understand the mechanical operation and preventative maintenance practices of a police motorcycle.

4.1.1 The student will describe the mechanical operation of component parts of a police motorcycle.

4.1.2 The student will complete a pre-ride inspection.

5.0 Testing:

A proficiency test to measure the critical skills of basic riding techniques will be administered to each student. Patterns will be designed to challenge the capabilities of the rider and the motorcycle.

Testing Exercises;

- Emergency braking exercise (for example, 40 mph deceleration)
- Evasive maneuver exercise (for example, 30 mph cone pattern)
- A collision avoidance exercise (for example, 180 deceleration)
- Tight, slow, multi-transitioning cone pattern exercise(s) (for example, Cone pattern 3)

Students should demonstrate a minimum of 70% performance score throughout the testing categories of motor operation. Students should display proficiency through consistent successful runs. For example, if 10 runs are utilized, 7 should be successful runs with at least three successful runs completed in a row.

Appendix C

POST LAW ENFORCEMENT MOTORCYCLE INSTRUCTOR'S COURSE

CANDIDATES: All candidates for entry into the Law Enforcement Motorcycle Instructor's Course should have completed a Law Enforcement Motorcycle Operation Course, should be an experienced motorcycle officer, and should have good communication and teaching skills.

GOALS:

- To develop instructors for the initial and in–service Law Enforcement Motorcycle Operation Courses.
- To develop uniformity of instruction among all presenters of motorcycle training in California.
- To develop instructors who will use teaching techniques to create a positive and safe learning environment.

EXPANDED COURSE OUTLINE (WEEK 1)

The student instructor during the first week of the Law Enforcement Motorcycle Operation Course will be under the supervision of a course instructor.

I. Introduction (classroom) (8 hours)

A. Course Overview
B. Introduction
C. Lecture and Oral assignments
D. Rules and Regulations
E. Facility Overview
F. Safety

II. Teaching Skills

A. Lesson Plans
B. Cone Pattern Layout
C. Presentation
D. Test and Evaluation
E. Remediation/Retest

III. Developing the Motorcycle Instructor's Lesson Plan - the students will be given assignments to develop lesson plans and make presentations on the following topics:

A. Safe Riding Techniques

B. Nomenclature
C. Maintenance
D. Pre-ride Inspection
E. Riding Exercise
F. Motorcycle Dynamics (stability – wobble vs. weave)
G. Motorcycle Accidents

IV. Liability

A. Instructor's Liabilities/Responsibilities
B. Supervisory Liability

V. Preparation and Presentation of Student Lesson Plans (8 hours)

VI. Student Skills Assessment (Motorcycle Practicals) (4 hours)

A. Riding events the student instructors will be practicing, teaching, and assessing.
B. Student instructor demeanor

VII. Riding Skills Enhancement (Motorcycle Practicals) (20 hours)

A. Instructor/Student Instructor teach-back exercises consistent with Police Motorcycle Operation Course

B. Instructor/Student Instructor (Coach/Pupil) Relationship

EXPANDED OUTLINE CONTINUED (WEEK 2)

The student instructor will facilitate the Law Enforcement Motorcycle Operation Course.

VIII. Instructor Trainee-Teaching Application (Motorcycle Practicals) (40 hours)

IX. Critique

A. Course Critique
B. Course Evaluation

Appendix D

LAW ENFORCEMENT MOTORCYCLE FIELD TRAINING ORIENTATION AND EVALUATION PROGRAM

Upon successful completion of the Law Enforcement Motorcycle Operation Course, it is strongly recommended newly-assigned law enforcement motorcycle candidates continue with their skill and judgment development through a focused field training, orientation, and evaluation program. Every effort should be made to complete the field training without interruption and directly following the completion of a POST-certified Law Enforcement Motorcycle Operation Course. A field training phase will allow the candidate to apply the skills developed during the Law Enforcement Motorcycle Operation Course to enforcement riding, and acquire the judgment necessary to safely navigate the roadway environment. The field training program should be considered an extension of the candidate's initial motorcycle training and include familiarization with agency and unit policy and practices.

New enforcement riders should be paired with a certified motorcycle training officer, or equivalent motorcycle officer, with the authority to evaluate and provide feedback.

It is recommended that this field training program be completed in three well-defined phases. Each phase to include specific milestones or goals.

First Phase

The initial phase should be limited to riding on public right-of-ways during daylight conditions. Familiarization with the agency's geographic area from a law enforcement motorcycle rider's perspective is the primary concern during this period. The training officer should point out specific hazards unique to motorcycle patrol, allowing the trainee to develop observation and anticipation skills, and proper defensive techniques. The trainee is introduced to communication and emergency equipment.

Second Phase

The trainee is introduced to patrol activity and enforcement stops. The trainee is also introduced to low-light hazards and begins to operate during the hours of darkness.

Third Phase

During the first two phases, the trainer functions in the lead role while observing, evaluating, and offering feedback on the trainee's riding and enforcement skills and judgement.

In the final phase of training, the trainee transitions to the lead role. The trainee accepts beat patrol responsibility and enforcement assignments during this time. Judgment and maturity of decisions made by the trainee in relation to safe motorcycle operation is a focal point. The goal of this phase is to ensure that the trainee is able to perform the duties of a motorcycle officer with minimal input from the training officer.

Appendix E

Uniforms and Equipment

Motorcycle Helmet

The selection and maintenance of motorcycle helmets should be given serious consideration;

- Helmets should be selected that are designed and manufactured for law enforcement use and in compliance with California Vehicle Code. (2015. CVC 27802 *Safety helmet regulations)*

- Manufacturer recommendations for life expectancy of the helmet should not be exceeded. Helmets that have reached their expiration date should be immediately retired.

    - Agencies should take into consideration that law enforcement motorcycle helmets sustain greater use and exposure, making it reasonable to consider replacing a helmet every three (3) years or less.

- If the helmet sustains an impact, it should be replaced according to the manufacturer's recommendation.

- Helmets should be stored in a manner (both on- and off-duty) that reduces the likelihood of damage.

- Motorcycle personnel should be trained to regularly inspect their helmets for wear, deterioration, and damage. Provided is an *exemplar* checklist:

Helmet Safety Checklist Exemplar

Shall be worn while operating motorcycle 27803 CVC *Requirement to wear*	✓
Certification (3 years from date)	✓
Chin strap fastener (not torn or stretched, useable)	✓
Liner (not torn, clean, adequate durability)	✓
Shell (no chips, cracks, deep scratches, damage)	✓
Visor (no scratches, cracks, chips)	✓

Eye Protection

It is recommended motorcycle personnel use appropriate protective eyewear while operating a law enforcement motorcycle, even during hours of darkness. If the operator needs to use prescription eyewear, it should offer sufficient protection and coverage. The lenses should be impact resistant. Protective eyewear lenses should be free of scratches or cracks.

Hand Protection

It is recommended motorcycle personnel use appropriate protective gloves while operating a law enforcement motorcycle. Consideration should be given to manipulating motorcycle controls and weapons. Gloves should be free of cracks, rips, or holes.

Hearing Protection

Motorcycle personnel are subjected to significant noise while operating a motorcycle. There are resources available that are conducive to law enforcement motorcycle riding.

Body Armor

Body armor affords motorcycle personnel with ballistic protection and additional torso protection in the event of a collision. It is recommended body armor be worn while operating a law enforcement motorcycle.

Foot and Ankle Protection

It is recommended footwear provide adequate foot and ankle protection and the ability to safely manipulate foot controls while operating a law enforcement motorcycle.

Uniform

It is recommended uniforms provide both protection and comfort for everyday use. Consideration should be given to selecting uniforms specifically designed to meet the demands and safety issues inherent in the operation of law enforcement motorcycles. Factors such as enhanced safety, comfort, appearance, and mission are important to the selection process.

Outerwear

It is recommended outerwear be specific to law enforcement motorcycle operations and provide both protection and comfort for everyday use. Outerwear is designed to provide protection against the elements. Consideration should be given to the operational locale and be appropriate for subsequent environmental conditions.

High-Visibility Characteristics

High-visibility characteristics incorporated into outerwear can improve the visibility and therefore the safety of motorcycle personnel. If agency policy does not require high-visibility use at all times, it should minimally be utilized in low light and limited visibility conditions.

Agencies should be aware of:

Section 6D.03 of the Manual on Uniform Traffic Control Devices: When uniformed law enforcement personnel are used to direct traffic, to investigate crashes, or to handle lane closures, obstructed roadways, and disasters, high-visibility safety apparel as described in this Section shall be worn by the law enforcement personnel.

Law Enforcement Motorcycle

The operational needs of the agency should be considered when selecting, equipping, and maintaining law enforcement motorcycles. Rider's safety is paramount in the decision-making process. External mounts, additional attachments, and equipment should be installed in a manner that will not negatively affect the balance, stability, and safety of the motorcycle.

Appendix F

LAW ENFORCEMENT MOTORCYCLE ESCORT/MOTORCADE OPERATIONS

Standardizing operational protocols for escort/motorcade operations across the state of California will facilitate safer individual and multi-agency operations. The following suggestions are intended to be a broad platform of standardization, not comprehensive. An actual event would potentially require more planning and training than covered by this document.

Due to the inherent risks of escort/motorcade operations, policies and procedures should be in compliance with federal law and the California Vehicle Code (including but not limited to 21057 CVC) and routinely included in the unit's training.

> **21057 CVC:** Every police and traffic officer is hereby expressly prohibited from using a siren or driving at an illegal speed when serving as an escort of any vehicle, except when the escort or conveyance is furnished for the preservation of life or when expediting movements of supplies and personnel for any federal, state, or local governmental agency during a national emergency, or state of war emergency, or state of emergency, or local emergency as defined in Section 8558 of the Government code

Definitions

Escort – the conveyance of a package with a low threat level

Motorcade – an expeditious and uninterrupted conveyance of a high or medium threat level package

Terminology

When multiple agencies participate in an event, different terminology can lead to confusing and hazardous situations. A standard set of terms and definitions can minimize one level of confusion.

Control Point – a location where a motorcycle unit dismounts to control traffic, vehicular or pedestrian, or to stand-by with a potential hazard

Drop – final destination location

Escort Motors – escort motors are responsible for insulating the package from pedestrian and vehicular traffic. The escort units advance ahead of the package to control traffic.

Lead – the officer in charge of the traffic unit or designee who is responsible for coordinating the escort units, and leading the package to the designated drop

Leapfrogging – passing the package vehicles to establish additional control points

Package – a person or persons, or sometimes an object, to be moved safely and efficiently from one location to another

Secure Motors – secure motor units assigned to the package for security or ceremonial purposes

Sweeper – sweeper units are responsible for checking the designated route prior to departure. The Sweeper will report to the Lead any irregularities on the route and secure the arrival location.

Tail – tail units are responsible for insulating the package from any vehicular traffic approaches from the rear. The tail unit also signals escort motors when it's safe to redeploy into the escort/motorcade rotation.

NOTE – *Intruders, unauthorized vehicles, or threats to the escort/motorcade should be identified with plain descriptive language*.

Basic Functions

Recognizing escort/motorcades are fluid situations, unforeseen circumstances can arise; however, certain operational movements pose greater risks than others. To enhance safety, an escort/motorcade motorcycle officer should:

- Never cross or cut through the motorcade
- Never pass another "escort" motorcycle while advancing
- Never advance until released by the tail unit
- Always pass on the designated side of the motorcade

Operational Protocols

Prior to performing the escort/motorcade, operational concerns and functions that should be considered include:

- dismount upon arrival at control point
- contingency plan for a downed motorcycle officer (including unit to render assistance, first aid, and traffic control)*
- hand signals
- lane position for the escorted vehicles
- lane positioning
- maintaining roadway vigilance (including, street hazards and pedestrian safety)

- passing on the turn
- plans for equipment failure
- plan for transitioning on and off freeways
- radio traffic kept to a minimum during operation
- safe distance between motorcycles to be maintained while following
- specific use of emergency equipment
- speeds reasonable and prudent for the operation
- vehicle positioning (i.e. direction of travel)
- safety considerations when "leapfrogging"

* *Officers carrying Individual First Aid Kit (IFAK) would allow immediate aid to be rendered to an injured officer.*

Pre-Event Protocols

Have an operational plan, including but not limited to;

- conduct a pre- event briefing with the motorcycle officers and vehicle drivers together
- drive the route
- scout the arrival and departure sites at a similar time of day prior to the event
- equipment inspection prior to departure (fuel included)
- emergency contingencies (hospitals, safe houses)
- establish primary route and alternate route identifiers
- locations needing traffic control
- monitor roadway and weather conditions
- secure dedicated channel for event
- threat considerations
- identify safety officer

Post-Event Protocols

Post-event team debriefings should be conducted as soon as practical. Evaluation and analysis of escort/motorcade operations affords opportunity for individual and team assessment, helps to identify training needs and reinforces safe riding to minimize future risk. Whenever possible, include all participants involved in the operation.

The following suggestions will help mitigate the potential hazards of multi-agency escorts/motorcades and contribute to their safe and successful completion.

- Agencies should regularly train and/or perform escort/motorcades together
- Common radio channel available to all participating agencies
- Defined operational responsibilities
- Use plain language (no radio codes) for radio communication
- Establish lead officer
- Establish unified command prior to event

- Participating agencies pre-run the route together under similar conditions

Training

Prior to participating in any escort/motorcade operation, agencies should ensure their personnel are provided with training specific to escort/motorcades.

Training should be conducted under similar conditions as escort/motorcades are performed (e.g., weather, time of day, multi-agency).

High-Visibility Vests

Section 6D.03 of the Manual on Uniform Traffic Control Devices: When uniformed law enforcement personnel are used to direct traffic, to investigate crashes, or to handle lane closures, obstructed roadways, and disasters, high-visibility safety apparel as described in this Section shall be worn by the law enforcement personnel.