

<i>P.O. 1110 Motorcycle Patrols</i>			
Effective From:	01-24-2017	Effective To:	Current

*J. P.O. 1110 - Motorcycle Patrols*

1. MOTORCYCLE PATROL QUALIFICATIONS

- i) Officers seeking assignment to the motorcycle patrol must have:
  - a) Successfully completed a motorcycle operator candidate pre-assessment, which will be conducted and evaluated by a panel which will consist of a Motorcycle Coordinator, an instructor, team leader and section supervisor;
    - 1) Assessment
      - (i) Course practical in a controlled environment.
      - (ii) Interview process to be conducted by the evaluation panel.
      - (iii) Recommendations by the panel will be forwarded to the Troop Commander for the assignment to motorcycle patrol duty.
  - b) No physical impairments or conditions which may hamper the mission or operation of assigned equipment. A motorcycle patrol officer who becomes afflicted with a physical impairment or a condition, whether temporary or permanent, which may hamper the mission or operation of assigned equipment, shall immediately report the impairment or condition to his commander or superior for an individualized assessment of whether the officer may continue to perform motorcycle patrol duties;
  - c) A motorcycle endorsement on his / her driver's license;
  - d) A performance rating of satisfactory or better during the last rating period;
  - e) The recommendation of his commander; and
  - f) No more than two or more "At Fault" or "Preventable" fleet crashes in any one year period would disqualify an operator who is currently assigned to the section.

2. MOTORCYCLE PATROL DISQUALIFICATIONS

- i) A shift supervisor may recommend to the Troop Commander the reassignment of an officer assigned to motorcycle duty for any of the following reasons:
  - a) A failure to maintain the qualifications outlined in section A1 of this Order.
  - b) A failure or unwillingness to follow orders, directions, or complete duty assignments.
  - c) A failure or unwillingness to follow the regulations set forth herein.
  - d) A reckless or wanton disregard for personal or public safety.
  - e) A failure to properly maintain Department-issued equipment.
  - f) Two or more vehicle and / or motorcycle "At Fault" or "Preventable" fleet crashes in any one year period would disqualify an operator who is currently assigned to the section.

3. TRAINING

- i) Prior to operating any Department motorcycle, a prospective motorcycle patrol officer shall be required to successfully complete, with a minimum score of 80 percent, a Louisiana State Police Motorcycle Operator course that is instructed by an LSP Northwestern Certified Instructor.
    - a) The practical skills test shall be completed no later than the 8<sup>th</sup> day of training.
    - b) In the event a student fails to successfully complete the initial practical test per the Northwestern curriculum, they will be allowed 8 hours of remedial training. Upon completion of the remedial training, the practical test will be repeated in its entirety.
    - c) After successful completion of the Louisiana State Police Motorcycle Operators course, every new LSP motorcycle patrol officer will participate in a multi-phase field training program, which is outlined in the Training Guide, as well as successfully complete the 8-hour LSP Motorcycle Escort Operations Course.
  - ii) Semi-annual recertification shall be completed in the spring and fall of each year.
    - a) In the event a certified motorcycle patrol officer fails to successfully complete a re-certification, he / she shall be required to complete four hours of remedial training prior to being retested. The operator shall be suspended from operating any Louisiana State Police motorcycle until successfully completing a retest with a minimum score of 80 percent.
    - b) If any motorcycle patrol officer fails to successfully complete two (2) recertifications within a twelve month period, the operator's certification shall be voided and the officer permanently removed from the motorcycle patrol unit.
4. **MOTORCYCLE PATROL DUTIES AND RESPONSIBILITIES**
- i) Motorcycle patrol functions consist of, but are not limited to, specialized enforcement targeting locations which have a high volume of crashes, areas known for frequent violations, regulation of traffic flow and speed enforcement in construction areas, and response to special functions such as fairs, festivals and VIP escorts. Motorcycle patrol teams may, with the approval of the Troop Commander, support other law enforcement agencies with special enforcement or traffic management needs. The Troop Commander may assign motorcycle patrol officers to other duties as he deems necessary. However, the following limitations shall otherwise apply:
    - a) **Operation**
      - 1) Motorcycle patrols, by their very nature, can be inherently hazardous. For that reason, Commanders should exercise great care in the deployment of personnel. Whenever possible, motorcycle patrol officers should be permitted to work in pairs during daylight hours.
      - 2) Troop Commanders, or their designees, shall be responsible for the daily assignment of motorcycle patrol officers.
      - 3) The statewide Motorcycle Patrol Coordinator shall be responsible

for special event assignments, which involve regional or statewide motorcycle contingents, at the direction of the Command Staff.

b) Crash Investigation

- 1) Motorcycles provide only minimal safety for the protection of traffic crash scenes, and assignment of motorcycle patrol officers to such investigative duties should be carefully weighed against safety concerns.
- 2) Motorcycle patrol officers may be assigned crash investigative duties so long as the officer has all available equipment necessary to conduct a thorough investigation.
- 3) Because urban deployment and usage are fundamental aspects of the motorcycle program, motorcycle patrol officers should be dispatched to rural or outlying areas for crash investigations as a last resort.

c) Accident Reduction/Overtime Grants/Permit Escorts

- 1) Motorcycle patrol officers may use Department-issued motorcycles to work overtime and enforcement grants when:
  - (i) The work is performed during daylight hours.
  - (ii) The motorcycle is not used to escort a permit or oversize load.

d) VIP Escorts

- 1) Escorts expose motorcycle patrol officers to many traffic and road hazards. For this reason, motorcycle patrol officers may perform VIP or other types of escorts under the following conditions:
  - (i) The escort has been approved by the Troop Commander.
  - (ii) At least two motorcycle units are to be utilized to conduct small escorts and a minimum of three motorcycle units for larger escorts, at the discretion of the motorcycle team leader. The motorcycle team leader will determine the number of motorcycle units needed to safely complete the movement.
  - (iii) The officer's riding skills and knowledge of proper escorting techniques, in the opinion of the Department's motorcycle riding instructor, are adequate to efficiently perform the assigned task safely.

e) Off-Duty Use

- 1) An officer may use his motorcycle off-duty to perform maintenance only.

5. MOTORCYCLE PATROL EQUIPMENT

- i) Officers assigned to motorcycle patrol are responsible for the maintenance and upkeep of their assigned motorcycle and related equipment. The use of a Department approved helmet and eye protection is mandatory. A DOT certified half coverage or full coverage helmet is permissible for patrol purposes as approved by the Deputy Superintendent of Patrol. Other issued

equipment is optional as various situations dictate.

- ii) An officer shall make daily inspections of his assigned motorcycle. Should the inspection show the possibility of faulty or worn equipment, it shall be brought to the attention of the shift supervisor before operation. The Troop Commander and/or shift supervisor shall decide whether the equipment in question will be used.
  - iii) Officers are responsible for the security and shelter of their assigned motorcycle. Motorcycles shall be kept in an enclosed and secured area at the member's home or at an LSP facility.
  - iv) The motorcycle's headlight will be lighted at all times during operation except during special emergency situations or other situations when the light would interfere with enforcement operations.
  - v) An officer assigned to motorcycle duty who makes an arrest requiring transportation will request assistance from the Troop for prisoner transport.
6. PURSUITS UTILIZING MOTORCYCLES
- i) Motorcycle patrol officers shall avoid becoming involved in a pursuit. However, this would not prohibit an officer from responding to an emergency call. As motorcycles are non-pursuit-rated vehicles, the provisions of [P.O. 1112, Pursuit/Roadblock](#), apply.
7. MODIFICATIONS TO MOTORCYCLES
- i) The addition of accessories and additional weight can affect a motorcycle's stability, handling characteristics, and safe operation. For this reason, unauthorized modifications to Department-issued equipment are prohibited.
8. USE OF MOTORCYCLE IN INCLEMENT WEATHER
- i) Personnel assigned to motorcycle patrol will, from time to time, experience periods of inclement weather. Officers may wait a reasonable amount of time for the passage of a storm. If it becomes apparent the inclement weather will not pass, the member shall be reassigned to regular patrol duty in a patrol car. Should unfavorable weather conditions exist at the beginning of an officer's tour-of-duty, the Troop Commander and /or shift supervisor should reassign motorcycle personnel to regular patrol duty. If weather conditions improve during the shift, motorcycle officers may be allowed to resume their motorcycle patrol duties. Assignment to motorcycle patrol is discouraged when the following conditions exist:
    - a) Precipitation.
    - b) Snow, sleet or icing.
    - c) Hot or cold weather temperatures: when the atmospheric temperature becomes such, whether hot or cold, that it affects an officer's ability to perform his assigned duties.
    - d) When conditions (i.e., high winds, flooded roadways, standing water or the presence of downed limbs, mud, or other road hazards) make driving unsafe.