

Memorandum



DATE: April 19, 2013

TO: Members of the Public Safety Committee

SUBJECT: **Dallas Police Bicycle Patrols**

Attached is briefing material on the "Dallas Police Bicycle Patrols" to be presented to the Members of the Public Safety Committee on Monday, April 22, 2013.



A.C. Gonzalez
First Assistant City Manager

Attachment

CC: Honorable Mayor and Members of the Dallas City Council
Mary K. Suhm, City Manager
Rosa Rios, City Secretary
Thomas P. Perkins, Jr., City Attorney
Craig D. Kinton, City Auditor
Judge Daniel Solis, Administrative Judge
Ryan S. Evans, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Forest E. Turner, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Frank Libro, Public Information Office
Stephanie Cooper, Assistant to the City Manager



Dallas Police Bicycle Patrols

Public Safety Committee

April 22, 2013



www.dallaspolice.net

David O. Brown
Chief Of Police

Purpose

- Review the history of the DPD Bicycle Patrol Program
- Discuss
 - goals
 - advantages and disadvantages
 - equipment and costs
 - current staffing
 - future considerations



Historical Background



- Began in 1991 as part of the Crime Prevention Unit
- Bicycles were donated by a North Dallas Community Group
- Trained by Seattle Police Department
- First used in East Dallas

Goals

- Increase Police Visibility
 - Downtown Dallas including Convention Center and Art's District
 - Entertainment Districts
 - High Crime Areas
 - Parks, Running and Bike trails
 - Special Events (i.e. parades and protests)
- Assist in Quality of Life Issues
 - The Bridge
 - Farmers Market Area



Advantages

- Increase community contacts
- Criminals are unaware of bicycle officers and caught in the act
- Rapid deployment for special events (parades, protests, etc..)
- Higher visibility in Central Business District (CBD) during peak times
- Cost effective versus traditional squad cars



Challenges

- Unable to transport prisoners
- Inclement weather greatly reduces usage
- Limited use in traffic control situations and felony traffic stops
- Does not provide officers with cover or concealment



Equipment and Cost

- Four manufactures meet the minimum acceptable standards for supplying police bikes
 - Cannondale
 - Specialized
 - KHS
 - Fuji
- Fully equipped bikes include
 - Cycle computer
 - Front and rear LED strobe lights
 - Rear storage bag
 - Kick stand and water bottles
- Cost for fully equipped bikes are \$1,000
- Service life per bike is approximately eight years



Certified Bicycle Riders

- Central Business District 78
- Central Patrol Division 37
- Love Field Airport 10
- North Central Patrol Division 11
- Northeast Patrol Division 67
- Northwest Patrol Division 9
- South Central Patrol Division 10
- Southeast Patrol Division 10
- Southwest Patrol Division 11
- Dallas Police Reserve Battalion 11



Total City Wide - 254

*182 Primary Riders and 72 Secondary Riders

Future Considerations

- Add GPS function to all bicycle units for officer safety and accountability
- Research technical advancements for officers to perform subject and registration checks, and review calls
- Expansion of additional squad in CBD (1 sergeant and 8 officers)
- Integration of specialized firearm training
- Advanced rider training
- Explore training for academy recruits



Program Summary

- Was created as a less threatening and more approachable means of patrolling
- Recognized as an effective tool to positively engage citizens
- Is expanding in response to community recognition

QUESTIONS?