

OFFICE OF OPERATIONS

OPERATIONS NOTICE NO. 1

April 27, 2011

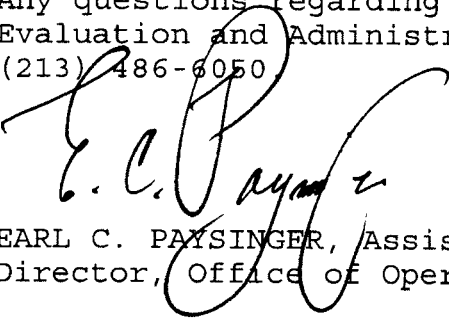
SUBJECT: OBSTRUCTION OF BICYCLE LANES

EFFECTIVE: IMMEDIATELY

The Department's Traffic Manual states that when an operator of a motor vehicle or other conveyance commits a violation which obstructs or delays the normal flow of traffic (vehicle or pedestrian), the violator **shall** be stopped and **should** be cited. Bicycle lanes are considered lanes of traffic. Motorists who stop or park their vehicles within a designated bicycle lane encroach upon bicyclists' rights-of-way and increase the danger to bicyclists.

This Notice is to serve as a reminder that the law is meant to provide bicyclists with the unobstructed use of the bicycle lanes.

Any questions regarding this Notice should be directed to the Evaluation and Administration Section, Office of Operations, at (213) 486-6050



EARL C. PAYSINGER, Assistant Chief
Director, Office of Operations

DISTRIBUTION "B"

OFFICE OF OPERATIONS

OPERATIONS NOTICE NO. 2

September 22, 2011

SUBJECT: HANDCUFFING PROTOCOLS

This Notice serves as a reminder of Department protocol concerning handcuffing. The handcuffing of a detainee is not based on rigid criteria, rather it is determined by the nature of each situation as perceived by the officer. The decision to use restraining procedures and devices depends on common sense and good judgment.

Handcuffing constitutes a seizure of a person and must be justifiable. Handcuffing a person as a matter of course, habit, or routine is inappropriate. Officers must have articulable facts demonstrating a need for restraint. Officers are reminded of the following guidelines for handcuffing.

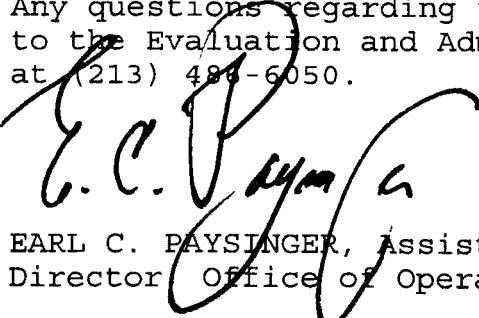
Department Manual Section 4/217.30 states in part that "The primary purpose in handcuffing an arrestee is to maintain control of the arrestee and to minimize the possibility of escalating the situation to a point that would necessitate more drastic means of restraint." Handcuffing may provide safety for the officer, the arrestee, and/or another person.

Additionally, officers should evaluate all available facts concerning each detainee. Factors involved in making this determination include, but are not limited to:

- * Possibility of an arrestee escaping;
- * Possibility of the incident escalating;
- * Potential threat to officers and other persons; or,
- * Knowledge of the detainee's previous encounters with law enforcement.

Traffic infraction violators (motorists, cyclists, pedestrians), juveniles who commit citable offenses, and others detained for non-violent offenses where an arrest and/or transport is not likely, should generally not be handcuffed unless an officer can clearly articulate a specific reason why the handcuffing was appropriate.

Any questions regarding this Operations Notice should be directed to the Evaluation and Administration Section, Office of Operations, at (213) 486-6050.



EARL C. PAYSINGER, Assistant Chief
Director Office of Operations

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