

CHAPTER 7
SPECIAL RESPONSE TEAM MOTOR SQUADS

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TABLE OF CONTENTS

<u>INTRODUCTION</u>	7-3
<u>POLICY</u>	7-3
<u>SCOPE</u>	7-3
<u>TEAM COMPOSITION</u>	7-3
<u>TRAINING</u>	7-3
Initial Training	7-3
Quarterly Training.....	7-4
<u>EQUIPMENT</u>	7-4
 <u>ANNEXES</u>	
<u>A</u> – STANDARDIZED SPECIAL RESPONSE TEAM MOTOR SQUAD FORMATIONS AND MOVEMENTS.....	7-5

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CHAPTER 7

SPECIAL RESPONSE TEAM MOTOR SQUADS

1. INTRODUCTION. A Special Response Team (SRT) Motor Squad is a specialized element of the SRT. The SRT Motor Squads are trained and equipped to effectively support their respective Division SRT company.

2. POLICY. The SRT Motor Squads are approved for Golden Gate and Southern Division. These SRT Motor Squads will provide Division commanders the ability to rapidly and effectively respond to and mitigate active or potential acts of civil disturbance which may inflict harm to human life, or damage property or state infrastructure.

3. SCOPE. The SRT Motor Squads are intended for use as specialized support squads. They may be used as pathfinders, quick response squads for closing roadways and/or on- and off-ramps, and traffic control. They will be able to quickly identify issues and provide information to direct resources. The ability of the SRT Motor Squads to quickly respond to emerging hotspots, secure intersections, and reinforce field units makes them an asset in the early and transitional phases of civil unrest. Due to their vulnerability when operating near hostile environments with limited protective capabilities, SRT Motor Squads should not serve as the primary line of engagement. Instead, they should be selectively deployed to support containment, facilitate movement, and be an authoritative presence, while allowing properly equipped ground forces to manage sustained crowd control and direct confrontation.

4. TEAM COMPOSITION. An SRT Motor Squad should consist of a minimum of one Squad Leader (sergeant) and five motorcycle officers. Platoons consisting of two to three squads may be deployed if needed. Riding managers, as identified in Management Memorandum 25-050, may be incorporated into motor SRT operations as needed. Riding managers shall be trained and active participants in the Division Special Response Team (SRT) Program. If the riding manager becomes inactive in the Division SRT program, or they do not attend required SRT trainings, they will no longer be allowed to ride a departmental motorcycle.

5. TRAINING.
 - a. Initial Training. Each member of the SRT Motor Squad will be selected for training by the Division commander. Division specific training will be established

and conducted by the SRT Motor Squad sergeant and SRT motor managers, in conjunction with Division SRT management.

b. Quarterly Training. Special Response Team commanders shall ensure there is a quarterly SRT Motor Squad training day in conjunction with their general Division SRT quarterly training. Each Division SRT has the flexibility to conduct additional training, as necessary, to develop and maintain team effectiveness.

6. EQUIPMENT. Only departmentally authorized equipment may be used. The SRT Motor Squad members should use the modular motorcycle helmet for additional protection. The SRT protective equipment shall not be worn while operating a motorcycle.

ANNEX A

STANDARDIZED SPECIAL RESPONSE TEAM MOTOR SQUAD FORMATIONS AND MOVEMENTS

This annex establishes standardized SRT Motor Squad formations and movements to promote statewide consistency, interoperability, and officer safety during SRT operations.

1. GENERAL.

- a. The formations described in this annex are intended for use during **non-assaultive crowd conditions**, escort operations, traffic control, scouting, and movement support of SRT ground elements.
- b. These formations are **not all-inclusive** and may be adapted based on mission objectives, roadway configuration, environmental conditions, and commander intent.
- c. The SRT Motor Squads are not intended to serve as a primary line of engagement with hostile or assaultive crowds due to limited protective capabilities.
- d. When crowd behavior escalates beyond passive non-assaultive conduct, SRT Motor Squads should disengage and allow properly equipped SRT ground units to manage direct confrontations.

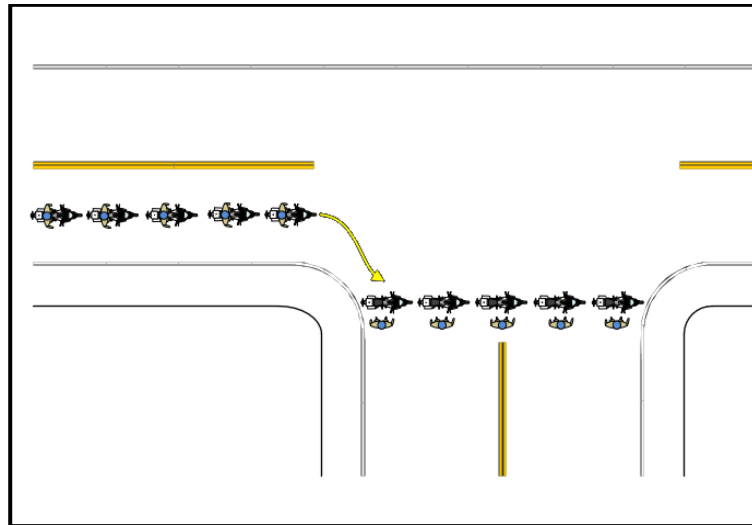
2. AUTHORIZED FORMATIONS.

a. Column Formation.

(1) Purpose.

- (a) Pathfinding.
- (b) Rapid movement.
- (c) Scouting.
- (d) Escort ingress/egress.

(2) Description. Motorcycles operate in a single-file or staggered column maintaining spacing and visual contact.



Picture 7-1

(3) Operational Notes.

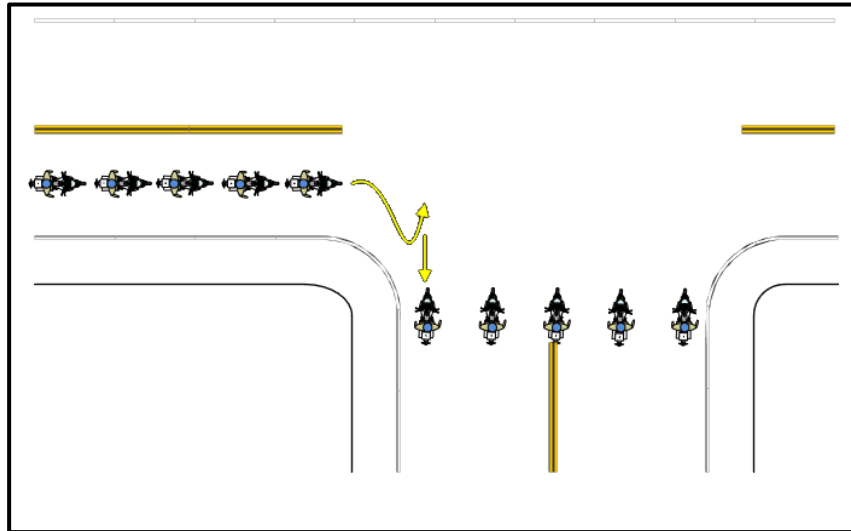
- (a) Primary formation for movement.
- (b) Maximizes maneuverability.
- (c) Allows rapid transition to other formations.

b. Line (abreast) Formation – LIMITED USE.

(1) Purpose.

- (a) Controlled forward movement.
- (b) Presence.
- (c) Short-duration crowd influence.

(2) Description. Motorcycles align side-by-side across available roadway space at slow speeds.



Picture 7-2

(3) Operational Notes.

- (a) Used only in non-assaultive environments.
- (b) Increases rider vulnerability.
- (c) Should be employed sparingly and briefly.
- (d) Lane control.

c. Offset/Echelon Formation (Left or Right).

(1) Purpose.

- (a) Lane control.
- (b) Traffic redirection.
- (c) Intersection management.

(2) Description. Motorcycles are staggered diagonally in a left or right orientation relative to the direction of travel.

(3) Operational Notes.

- (a) Common freeway and arterial application.
- (b) Maintains spacing and visibility.

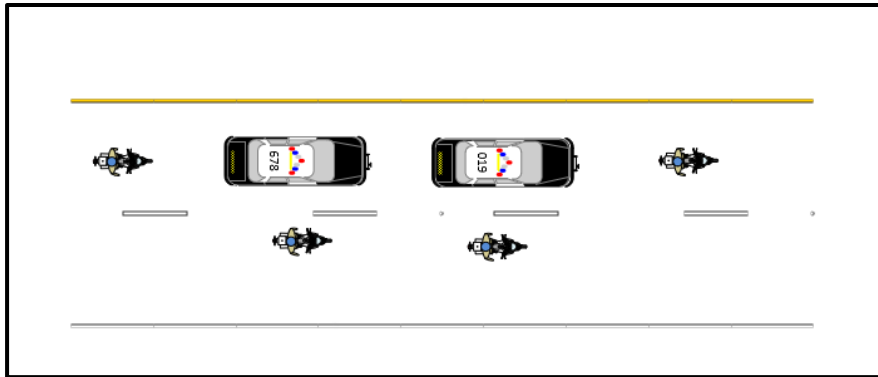
(c) Reduces bottleneck risk.

d. Escort/PSD-Style Movement.

(1) Purpose.

- (a) Escorting vehicles or equipment.
- (b) Command movement.
- (c) Asset protection.

(2) Description. Escorted vehicles are positioned to one side of the roadway with a **lead and trail vehicle**, and motorcycles positioned forward, rearward, or on the same side as conditions dictate.



Picture 7-3

(3) Operational Notes.

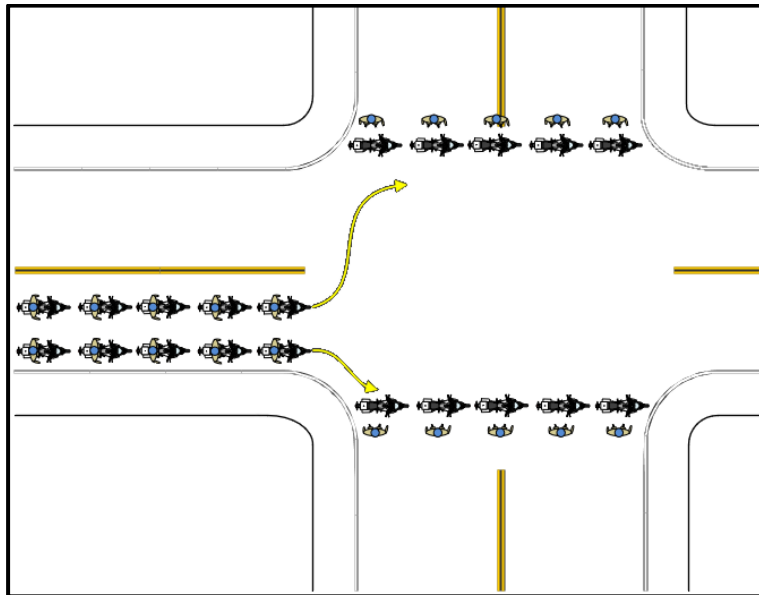
- (a) Motors do not form a diamond around vehicles.
- (b) Positioning prioritizes visibility and threat awareness.
- (c) Mirrors historically successful CHP practices.

e. Intersection Control/Advance Movement.

(1) Purpose.

- (a) Clearing intersections.
- (b) Blocking cross traffic.
- (c) Enabling SRT ground movement.

(2) Description. Motorcycles move ahead of SRT personnel to block intersections and secure routes prior to ground element movement.



Picture 7-4

(3) Operational Notes.

- (a) High-value use of motors.
- (b) Minimizes exposure time.
- (c) Supports rapid SRT deployment.

f. Scouting and Reconnaissance Movement.

(1) Purpose.

- (a) Identifying hazards.
- (b) Monitoring crowd movement.
- (c) Relaying intelligence.

(2) Description. Motorcycles operate forward or laterally of SRT formations to observe conditions and relay information to SRT personnel.

(3) Operational Notes.

- (a) No engagement role.
- (b) Emphasizes communication and withdrawal.
- (c) Historically effective in prior SRT deployments.

3. PROHIBITED OR DISCOURAGED APPLICATIONS.

- a. Bounding or leapfrog movements within close proximity to crowds are discouraged due to increased rider vulnerability.
- b. Motor Squads should not attempt to hold fixed positions in hostile environments.
- c. Motor Squads shall not be used for physical crowd displacement or arrest operations.

4. TRAINING.

- a. Training on SRT Motor Squad formations shall be conducted during Division SRT quarterly training and motor-specific training as coordinated between the SRT Cadre and Motorcycle Training Unit.