



IPMBA NEWS

Official Newsletter of The International Police Mountain Bike Association



Fifth Annual Police on Bikes Conference Special Notice:

Introducing the Police on Bikes Movement to Recreational Cyclists

IPMBA members who receive the League of American Bicyclists magazine, Bicycle USA, hopefully noticed the 1995 Almanac folded into the March/April issue. However, what IPMBA members might not know is that Bicycle USA not only goes to 30,000-plus members but also to over 400 affiliated bicycle clubs across the United States representing a total of over 160,000 cyclists.

So as a reminder to IPMBA members and to conference attendees who do not normally see IPMBA News or Bicycle USA, here are excerpts from an article on IPMBA that appeared on page 14 of the Almanac, introducing IPMBA to recreational cyclists.

People may giggle. People may point. And some non-law abiding citizens may think they can get away with anything. But in the end, the bicycle patrol comes out ahead. The giggling stops when the officer on a bike is able to approach a crime scene in complete silence, unnoticed; or succeeds in undercover surveillance because who would figure?...; or pursues a suspect off road or through alleys that

would have stopped any cruiser; or pulls over and arrests a drunken driver. The pointing continues, but now it's a citizen who, with appreciation and respect for the bike cop, points toward a troublemaker.

Communities across the country are witnessing the introduction of this alternative policing tool into their cities and neighborhoods. The response

See Introducing on Page 4

Phase II of Project Harmony: Russians Visit the U.S.A.

By Sgt. Tom Woods, Denton (TX) Police Department

In the August 1994 edition of IPMBA News, Tom Woods highlighted his successful trip to the former Soviet Union where he trained Russian Police Officers how to be effective Police Cyclists. In the following article we hear from Tom about Phase II of Project Harmony.

It's November, 1994, and Phase II of the Project Harmony Law Enforcement Exchange with the former Soviet Union is complete. Our Russian friends from the Petrozavodsk Militia, in the Republic of Karelia, have come and gone in what proved to be a two-week test of stamina for all concerned. Massachusetts and Washington D.C. were the host sights for the American leg of this ground-breaking program.

The reunion of the Russian hosts with their American guests in Fitchburg, MA, was unbelievably warm and compassionate; we had truly made some dear friends back in May, as close as family to some. The fear of the unknown we had experienced when being cast into the waiting arms of our Russian hosts last spring was conspicuously missing for them this fall as they piled into a multitude of vehicles en route to anxiously awaiting families all over Massachusetts. Many "Kodak moments" were had. My wife and I met my host, Irina Trifanova, along with Col. Yunash, and took off for Chief Bob Cudak's home in Westminster.

The Project Harmony staff and officers from the Medford, Fitchburg, Westminster, and Boston police departments packed our daily schedules to the limits. Our Russian friends experienced trips to the State Police Academy, NEC headquarters, a county jail, and the court; they had a tour of Boston Harbor on patrol

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Learn about Effective Cycling

By the time you read this we all should be preparing to leave for Milwaukee to be a part of the biggest and best Police On Bikes Conference yet. This month's column is nothing more than a short note because of all the preparation necessary for an event of this size. Suffice it to say, the Milwaukee Police Department and the IPMBA Board & staff have been working day and night to present you with the finest training in the nation and one heck of a good time.

The other night I had dinner with John Forester, the father and author of *Effective Cycling*. As you know, the Police Cyclist Program was derived from *Effective Cycling*. I conveyed our thanks to John for creating a methodology for dealing with traffic and documenting the program. Because of his

efforts, we have a highly effective training program that saves lives.

Many Police Cyclist Instructors are Effective Cyclist Instructors as well. I urge every IPMBA member, PCI or not, to read John's book, *Effective Cycling**, and become involved in the program. Not only are we responsible for training ourselves, but we are responsible for protecting the public. Bicycle crashes will claim nearly 800 lives this year alone. As public safety officers it is our job to reduce that number. We can accomplish this by becoming ECIs and teaching children and adults how to cycle effectively and safely. There are a host of resources out there for someone who wants to run a civilian cycling education program. Schools, park districts, summer camps, and

health-care providers all make good sponsors for these classes and helmet giveaways.

An insurance company from my area provides teaching materials and helmets to a bike cop who teaches bike safety in the local schools. It's this kind of idealism and innovation that is present in all of us. Let's use it to our advantage.

Before I go I'd like to take this opportunity to thank the membership for allowing me to serve this organization. I speak for the whole board when I say that even though it's been a lot of work it has been tremendously rewarding. Thank you. Until I see you in Milwaukee, don't let the bad guys or the pavement magnet get ya'. -Allan

* If you want more information about *Effective Cycling*, (the book, the video, or the program) call 410-539-3399.

Education Column

On January 19, 1995, after six months of proposals, conferences and modifications, the Governing Board of IPMBA passed a motion to create levels for Police Cyclist Instructors.

There will be three levels of IPMBA PCIs. These levels were created with two goals in mind: 1. To recognize the work, dedication and commitment to IPMBA and the PCI program; and 2. To ensure quality of training and the reputation of IPMBA and the PCI program.

PCI I This is the basic level of Instructor that has been employed since the program's inception.

- at least 2 years of law enforcement experience
- at least 1 year full time or 2 years part time on bike
- letter of recommendation from PCI
- letter of recommendation from Department
- successfully complete PC Course (86% or better)
- fully commissioned law enforcement officer
- sound understanding of *Effective Cycling* by John Forester
- above average riding skills
- PCIC questionnaire approved by education committee
- successfully complete practice teach

PCI II -PCI I for at least 2 years

- teach 3200 student hours (100 students) (cumulative)
- teach 4 classes with 2 utilizing co-instructors
- successfully complete IPMBA PCI Course
- one of four classes must be more than 20 students
- must write one article for IPMBA News each year

PCIT (Police Cyclist Instructor Trainer) This level of instructor is the only level able to teach the IPMBA PCI Course. (A course that will be introduced in 1995 to instruct candidates on how to be instructors.)

- must be a PCI (I or II) for at least 4 years (or documentation of prior PCI experience will be accepted)
- teach a total of 8000 student hours (250 students) (cumulative)
- teach a total of 8 classes, 4 with a co-instructor
- one class must be more than 40 students
- successful completion of Police Cyclist Instructor Development Course (the first of which will be offered at the 5th Annual Police on Bikes conference in Milwaukee in May)-observed teaching by a PCIT and receive letter of recommendation from PCIT

This is all the information that is available at present. Further information on PCI levels will be available *after* June 23, 1995.

Phase II of Project Harmony a Success

Continued from page 1

boats as well as demonstrations by the Ft. Beven Special Forces Unit, the State Police Canine Unit and the Boston P.D. Park Rangers (equestrian) Mounted Units. The Polaroid Corporation gave a luncheon in Boston's oldest (formerly) men's club, "The Harvard Club," where Polaroid demonstrated their latest entry into the law-enforcement market: a superb book-in imaging and database program based on a Windows-like GUI — (go ask the computer nerd down the hall.) Suffice it to say that there was no lack of technological showcasing in the program for our Russian "droogs" (friends) — that's one of nine words I know. Many of the Russians worked with their hosts at their respective departments during the day to get a feel for the routine and the methods. Most agreed they would like to experience more of this.

The Russian participants were all hand-picked by their chief, Col. Igo Yunash, to come to the U.S. based on their job category and ability to impart the information they would learn here to the troops at home; however, the majority were the same folks who had shared their homes with us during our visit in May. I was pleased to see the bike patrol/SWAT commander, Major Nickolay "the Terminator" Redko, was a late entry on the list. He hadn't appeared on the first list, and, since money is tighter there than in most American Departments, I thought I wouldn't get a chance to catch up on the progress of the bike patrol. Ultimately, the Major and I did have our reunion replete with the traditional swapping of gifts and, of course, toasts. It was good to see him again, and even though we still can't speak each other's language, we made the best of it.

After the reunion it was rare for

Nickolay and I to talk about his bikes because we stayed in different towns for the first week. We did find time over a couple of cool ones at some of nightly gatherings in officers' homes to exchange thoughts. As a devout SWAT commander, Nickolay has deployed his bikes mainly for surveillance and 'quick strike' type activities. He's not thinking in terms of "routine patrol" a la Community Oriented Policing style (yet), but more of a 'street crimes unit.'

That is not to say the bikes are underused or neglected; far from it.

One of Nickolay's men, a lieutenant, has written a research paper chronicling the advent of bikes in his department this year, expounding on the topic for bicycles' future inclusion into the department's patrol philosophy. And, as an aside, I've been told that he refers to me as "The Father of Police Mountain Bikes in Russia." I think it has a nice ring (it beats some of the other names I've been called). Look toward future editions of *IPMBA News* to feature the translation of this paper as well as a possible guest article written by a Petrozavodsk bike officer.

Throughout the two weeks I also had the unique opportunity to stay under the

same roof with Col. Yunash, who is very interested in COP as a departmental philosophy. We discussed COP whenever there was a translator available. The Colonel, in his early forties, is well educated and very progressive in terms of where he wants his department to go and how it can be done. He told me that his biggest concern and number one task is to break down the barrier between the citizens and his officers. *Can you say Community Oriented Policing on bikes?*

Obviously, funding is one of his biggest obstacles. The Russian economy is struggling to survive these years of uncertainty in their democratic/capitalistic infancy, so they're looking for help in bringing modern law enforcement to the banks of Lake Onega. And, as I said in the first "Russia" article, IPMBA and our family of manufacturers were some of the first to lend a hand:

a fact in which we can all be proud.

The second part of our visit brought us to Washington D.C. Our accommodations were at the Trinity College campus dorms. This beautiful campus made our stay in the nation's most dangerous city most enjoyable. The soccer field was put to use when the Russians gave us a lesson in "football." They dazzled us with ball-handling skills and soundly out-ran most of us. We had tours of the Pentagon, the monuments, and of the FBI headquarters. As a first, our Russian counterparts were accepted into the FBI Academy at Quantico for



Editors note: Recently, an interesting story was relayed during a conversation with Donald Hudson, an IPMBA Police Cyclist Instructor. He and his partner were involved in an incident when, riding their beat, they were hailed by frantic citizens outside of a cafe. A one year old was in respiratory distress and his relatives were hysterical. Not knowing the length of time the boy had been in this condition, Officer Hudson took the initiative to apply a modified Heimlich maneuver, saving the boy's life. I asked him to write a letter to IPMBA and we received the following:

Dear Editor:

Just a short note about the conversation we had on the phone. The Los Angeles Police Department has bicycle police in almost all of our eighteen divisions. Every day these units make good arrests, and many of them are commendable. The general conception of police is a rough, tough, catch the bad-guy kind of person, and we do that. But we are called upon to do so much more and sometimes this "so much more" can be something you will never forget. I know I will always remember the frightened look on "Alex's" little face, and then the sigh of relief as he laid his little head on my shoulder. I thank God for helping me to save this child's life.

Officer Donald G. Hudson
Los Angeles Police Department
IPMBA PC Instructor # 69

Introducing IPMBA

Continued from page 1

is heartening. Bicycle patrols increase positive community relations, patrol more effectively in areas where patrol cars once dominated, can travel faster and farther than foot officers, and have the "stealth" advantage of being able to ride right up to the scene of a crime before being noticed.

Departments benefit as well. Bicycle patrols are cost effective: ten to fifteen officers can be fully outfitted for the cost of one patrol car. Officer moral is improved. And, as a bonus, decreased health care costs are reported by departments that employ bicycle patrols.

In response to the growing interest in bicycle mounted policing, the League of American Bicyclists, along with select bicycle patrol officers from around the country, founded IPMBA in March of 1992. IPMBA's growth is envious: in 1994 the association *doubled* in size, now boasting more than 1200 members! Around the country over 600 bike cops became certified as Police Cyclists through our standardized program. IPMBA's sound governing board continues to be creative and inventive in its efforts to keep bicycle patrols in the forefront of the law community. It's most recent achievement: the Police Cyclist Book, a guide to the skills, tactics, and techniques of the movement aimed at supporting those departments considering a new Police on Bikes division and serving as a definitive resource for those already involved. The book will be available through the League of American Bicyclists in mid-spring, 1995.

IPMBA's Police Cyclist Course is readily gaining acceptance across the country as the standard for police cyclists' training. This is due to the dogged efforts of the Police Cyclist Instructors (numbering just over 100 as we go to print!) and the numerous courses they hold across the country. IPMBA's annual Conference and Product Exhibition attracts 300 members of the law enforcement community who are involved in one form or another of policing with a bicycle. Previous conferences have been held in Tucson, Arizona (1991), Las Vegas, Nevada (1992), Ft. Lauderdale, Florida (1993), and San Antonio, Texas (1994). Watch for the upcoming conferences in Rochester, New York (1996) and Tucson (1997).

In 1994, IPMBA was the driving force behind the first-ever bicycle patrol in Russia. The trip was a huge success, and even received coverage on CBS's "America Tonight." The excursion proved that IPMBA's growth is not limited to the United States! All these efforts combined make the association the strongest force in the country supporting police on bikes. □

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(term expires Spring '97)

So Bikes Aren't Effective?!

By Officers Zapata, Ciccone, Santiago & Smith

Heightened emphasis on drug elimination in and around the Rochester Housing Authority sites over the past few months has produced favorable results with the introduction of the High Visibility Patrol Unit (HVPU).

The HVPU, a bicycle patrol unit, was founded and is headed by RHA Safety & Security consultant Angelo Picardo along with Rochester P.D. Lieutenant Charles Koerner (featured in *IPMBA News*, October 1993) and has received favorable credit from the local media. The unit has been featured as a "Top Story" by a local station.

Consisting of two Rochester P.D. Officers, Tony Zapata and Albert Santiago, and two Rochester Housing Authority community service officers, Jerry Ciccone and David



The HVPU has also confiscated two autos involved in drug sales and closed down several gate houses and a public store that was selling drugs in the vicinity of Rochester Housing Authority property.

In all, the Unit has confiscated nearly a pound of drugs in and around the RHA sites worth nearly \$15,000. Drugs and cash confiscated equal approximately \$25,000.

The Unit has also produced substantial drug related documentation for Rochester Housing Authority and the Rochester Police Department.

The HVPU has many functions and is called on frequently to perform special assignments. We have additional cases in the wings, and we hope our impact will lead to a safer environment for all residents of the Rochester Housing Authority.

It must be stressed that we have not done this totally on our own. Rochester Housing Authority residents, from youth to seniors, have felt confident enough to approach us while on our bikes, and gave us initial information that has led to successful investigations and arrests of "unwanted" drug dealers in and around Authority sites.

Angelo Picardo, Rochester Housing Authority Safety & Security Consultant said, "the concept of the Rochester P.D. officers and the Rochester Housing Authority community service officers working together in the high visibility patrol unit has begun to show substantial results. The drug arrests, drugs and weapons confiscations are sending a message to those involved in criminal activity: **If you deal drugs, or are involved in criminal activity, expect to be arrested!**" □

The officers of the HVPU are currently forming the Upstate Bike Enforcement Club to promote bike patrols in Upstate New York.

"The performance of the HVPU is vital to the writing of grants and the awarding of funds by the Federal Government. Their performance, undoubtedly, makes things easier."

- Colby Agmatine, Grant Coordinator

Smith, the unit commenced in November of 1992. The four officers' focus is to attack drug problems and provide community policing for 4,600 Rochester Housing Authority residents. Because they "do much more than drug interdiction and community policing" their job at times seems overwhelming. As a whole, however, the Unit is extremely pleased with the recent results. Rochester Housing Authority's policy is: Drug Involvement = Zero Tolerance.

Since the Program's inception, the HVPU has arrested over 10 individuals for drug involvement and handled over \$11,000 in suspected drug money. It has confiscated nearly 200 bags of marijuana and 600 bags of cocaine and produced 20 drug charges including 4 felony charges.

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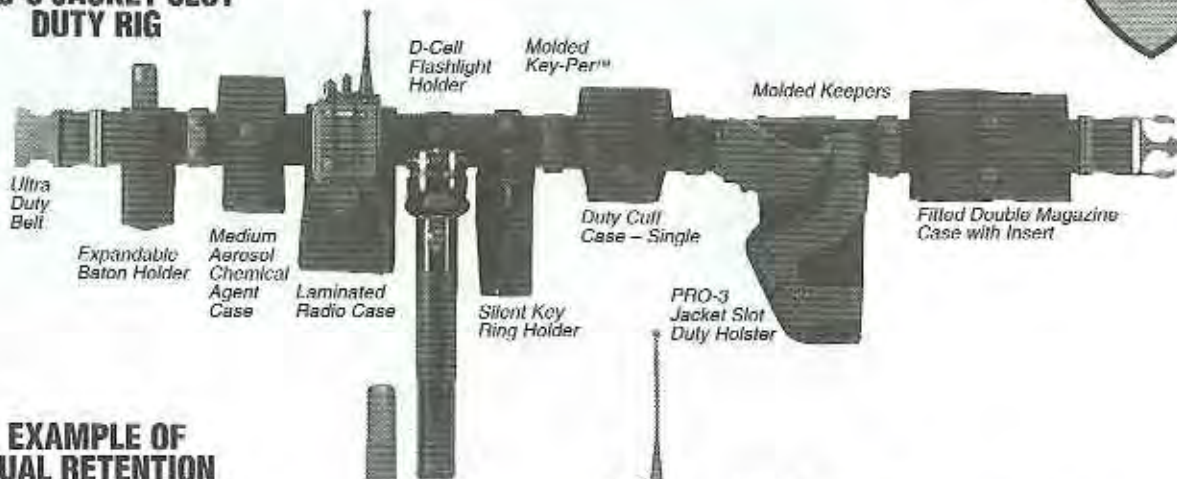
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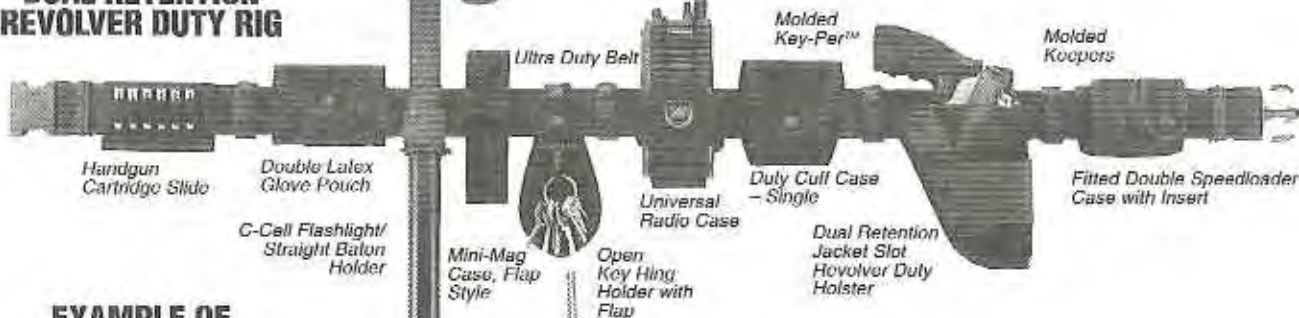
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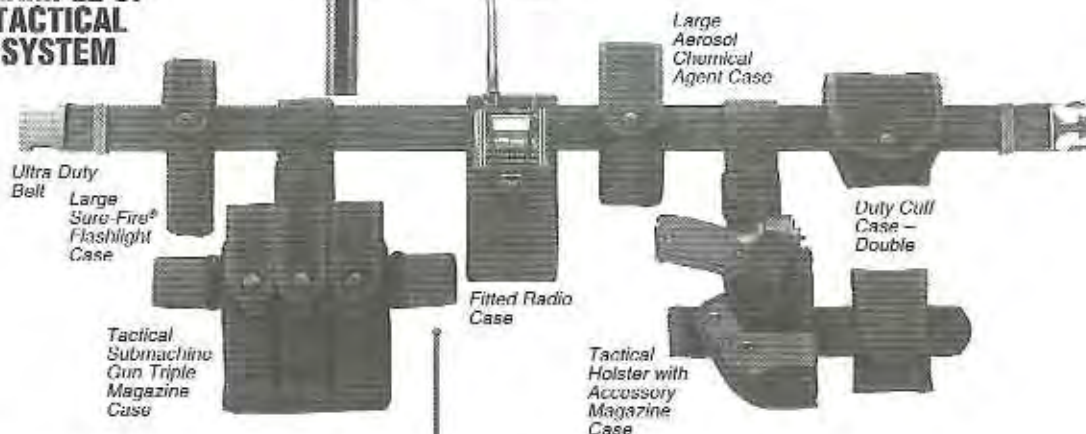
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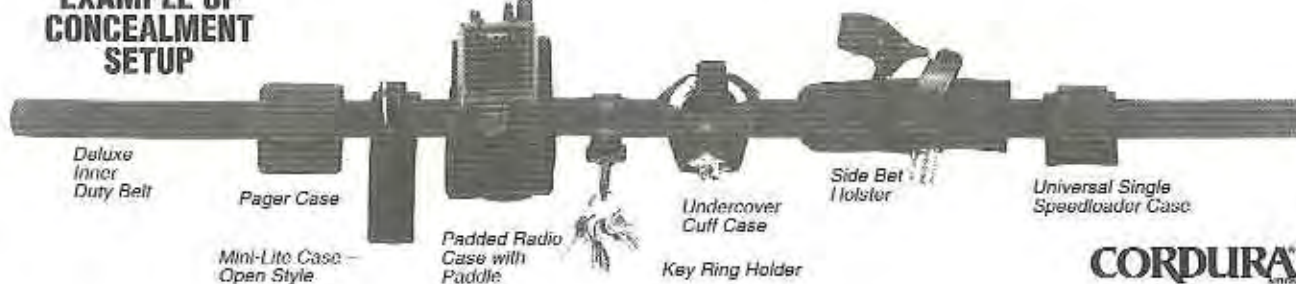
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CORDURA

IPMBA On-Line



The following would welcome computer correspondence from fellow IPMBA members. *Send your address in!*
IPMBA's on-line address: bikeleague@aol.com

John H. Brandt, IPMBA member and commander of the University of Maryland Police Department, College Park, MD.

jaybee@umpd.umd.edu

Michael R. D'Angelo, IPMBA member from Rutgers Police Department, NJ.

mrd3652@aol.com

Chip Dawson, IPMBA member and volunteer coordinator for the Rochester Police Department, NY.

chipdawson@aol.com

Don Reed, IPMBA member from South Boardman, MI.

vanrill@aol.com

Steven W. Wisenburg, Police Cyclist Instructor from Atlanta Police Department, GA.

stevewbike@aol.com

Chris Wolf, IPMBA member from Colorado State University Police Department, CO.

cwolf@vines.colostate.edu

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410-539-3399

Harmony

Continued from page 3

a series of classes and presentations. They were the first Russians to ever receive clearance to attend any function in Quantico. As you may know, officers from all over the world regularly attend the FBI Academy for three-month 'schools' to receive specialized and state-of-the-art law enforcement training. Up until that day, Russians had never been allowed.

After the excitement of Quantico we continued to sightsee. We visited the Smithsonian, more monuments and attended the symphony at the Kennedy Center. A shopping trip to a factory outlet mall — about the size of the Smithsonian — was definitely a highlight for them. Monuments? "We have many beautiful monuments in Russia. Not many shopping." (sic) Actually, with all that they saw in terms of technology and whiz-bang American police culture, Nikolay and many of the men were probably most impressed by Sears' tool

department. They didn't want to leave it; they marveled over the finish and style of the hand tools and tool chests and wanted to try all the electric tools. Nikolay even bought an electric screw driver.

The night before I left we had a round table discussion about the program. We listed our likes/dislikes; our wish lists, and the "should haves" and "next times." The unanimous point was that the human aspect of the exchange is what made it work. If we hadn't stayed in each other's homes and shared in each other's personal lives, we would have missed the most important and meaningful aspect: respect. We discovered that our respect for one another, as citizens of our respective countries, as individuals, as family men and, most importantly, as police officers, transcends language, nationality, race, religion, or politics. We proved that mutual respect opens the door to progress and takes down barriers. It was refreshing. □



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Competition

The Anne Arundel County Police Department will hold its second annual Police Bike Competition on June 3, 1995, from 0900 to 1500 hours at the Anne Arundel Community College, in Arnold, Maryland. There will be an obstacle course, 5 mile race, and a bike toss. Entry fee is \$25.00 per two-person team, and all proceeds go to the Maryland Special Olympics. For additional info, contact Lieutenant Jim Fahrman at 410-222-8520 or Corporal Mike Belcher at 410-222-6135, or write Lt. Fahrman at A.A. Co. Police, 8495 Veterans Highway, Millersville, MD 21108.

Torch Ride

A bicycle ride for law enforcement cyclists is being planned to benefit the Maryland Special Olympics. Scheduled to commence in Ocean City on June 15th, the cyclists will ride from Ocean City, MD to the Bay Bridge, where they will camp at a nearby facility. On Friday morning, June 16th, the participants will cycle from the Bay Bridge to Towson, MD, and join the torch runners for the final leg of the run. Participants in the ride must be law enforcement officers but not necessarily experienced cyclists. Sag wagons and road support will be available to assist riders along the route. Cyclists will have the choice of a one or two-day ride. The fees, which include meals and road support, are \$20 for the one-day ride and \$40 for the two-day ride. *Anyone interested in participating in this fund raising effort should contact Cpl. Joe Burris at Precinct One at 410-887-0872.* Fun opportunity for officers from Virginia, Delaware, Maryland, Pennsylvania, and Washington, D.C.

Bike Cop Bill

In the January 30th "Capital Digest" column in California's *San Jose Mercury News* the following bill was announced as being introduced:

"Bike cops. Would make it a misdemeanor for anyone to operate a motor vehicle in order to evade, flee or elude a peace officer pursuing on a bicycle under certain conditions. SB 170; Leonard, R-Upland (CA)"

Good to see the legitimacy of cops on bikes being recognized legislatively.

- Contributed by Ellen Fletcher,
League of American Bicyclists'
Advocate Member

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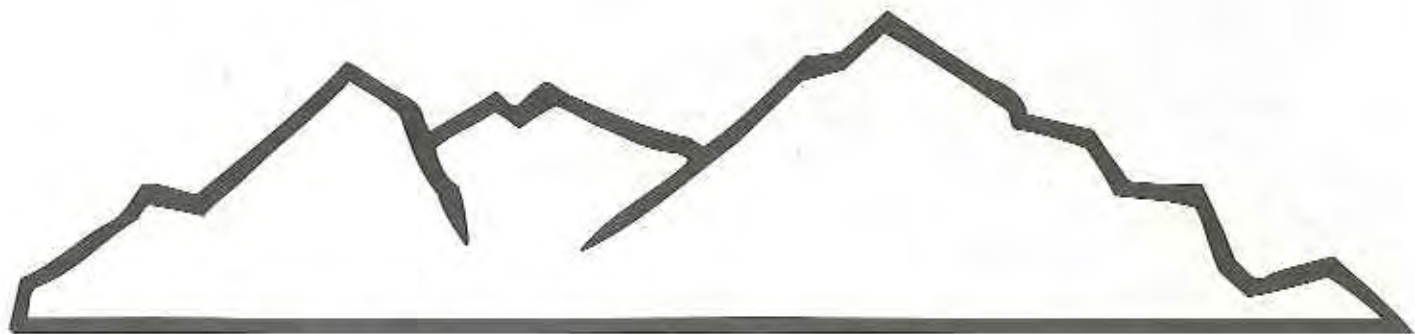
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Stealth Cop Strikes Unnoticed

By Officer Chuck Luise,
Lynn Police Department, MA

One day while on patrol I stopped at the intersection of Broad and Exchange. While checking the area I observed a guy "working" on a car door. Being that I was less than 20 feet away in broad day light on a main street, I figured he was locked out. As I began to approach him the window smashed and he dove in the motor vehicle head first and began to rip out the radio. I was literally standing at his heels as he was attempting to steal the radio.

When I announced my presence by yelling "police!" and grabbing him, a struggle ensued. His head was still inside the motor vehicle and his feet were sticking out of the window. Like a fish out of water, he thrashed and kicked about. After a brief struggle and pursuit he was taken into custody. The suspect never knew what happened.

If it wasn't for the stealthiness of the mountain bike, this suspect would have been able to accomplish his crime. ☐

OMMISSION

An advertisement from NBI was inadvertently omitted from the December and February issues. You can find NBI's ad on page 12.

IPMBA News

Newsletter of
The International Police
Mountain Bike Association,
a division of

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Submissions are welcome. Please send to:
IPMBA News, 190 W. Ostend Street, Suite
120, Baltimore, MD 21230-3755.

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Bicycle Patrol Unit Assisted by Local Club

The Quad-Cities Bicycle Club recently presented the Moline Police Department's Bicycle Patrol Unit (IL) with a check for \$1,950. As a result, two officers from the department will be able to attend the Police on Bikes Conference in Milwaukee. This generous donation will also help the department to buy reflective stickers that officers will award to children who they see wearing a safety helmet while riding their bicycles.

The Quad-Cities Bicycle Club's generosity is an excellent reminder of how bicycle clubs can be utilized as a resource for bicycle patrol units. Clubs abound with enthusiastic cyclists who may be willing to champion your cause. From fund raising events to obtaining low cost equipment, clubs could be a source you've overlooked! As League of American Bicyclist members, you've just received the March/April issue of Bicycle USA. This issue contains the annual Almanac, which has a listing of clubs by state. Contact your local club and see if they could sponsor a member to attend next year's conference or if they'd like to get involved with your unit in some other beneficial way. Keep IPMBA notified of your successes!

Thank you to those patrols who have responded to our Directory Survey Update. Response has been tremendous! Look in upcoming issues of IPMBA News to see stories or history from those respondents who shared information on their bicycle patrol unit. "Stealth Cop" (at left) came via a survey from Lynn, Massachusetts.

Also, thanks for all the patches. Look for them in Milwaukee!

Police Cyclist Courses

If you're teaching a class after June 23, and it's open to the law enforcement community, please let us know. We'll print your information in June's issue.

When: April 17 - 21
Where: Floyd College Regional Police Academy (GA)
Contact: Lt. Marvin Ridcrman
706-295-6355
Request: Information for PC Course

When: May 22 - 25
Where: Minneapolis Community College (MN)
Contact: Karin Larson at the MCC Continuing Education Dept.
612-341-7697 or
Kirby Beck of Coon Rapids Police Department
612-780-6481
Request: Information for PC Class

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