



## A D.A.R.E.-ing Bicycle

By Lt. Carl Meiss

Lower Allen Township Police Department (PA)

Some time in 1995, Cpl. Jeff Huff, a D.A.R.E. (Drug Abuse Resistance Education) instructor, came to me with a novel idea: could we get a police bicycle set up with the D.A.R.E. logo and custom paint and enter it in the various annual police D.A.R.E. vehicle competitions? Usually the vehicles entered are confiscated cars or boats from drug dealers and include almost every type of vehicle imaginable. But we had never seen a bicycle. We could also use it during the D.A.R.E. instruction when the officers talk about "Alternatives to Drugs and Violence." It seemed like an excellent idea so I decided to try to get a full suspension mountain bike that we could customize.

As is so often the problem, money was not budgeted for something such as this. So I had to find other funding. In 1996 I had the township grant

writer put a proposal into the Pennsylvania Commission on Crime and Delinquency for the bike but it was turned down. We again applied to the PCCD in 1997, this time combining the idea with a new program - an after school bike ride program for 6th and 7th graders. (5th grade is the first time these children are exposed to police officers during the D.A.R.E. instructional program.) In January, 1998 we received notification from PCCD that our grant proposal was accepted. We received approximately \$1600 to purchase and customize a bike, and additional funds to pay for the officers to ride along with the children during the program.

I was able to purchase a Specialized Ground Control FSR for a fantastic price through Bushey's Cycling and Fitness Center in Lemoyne (PA) with the

See "D.A.R.E." on page 12

## From Road Warrior to Road Rash—In One Easy Mis-Step

By Sgt. Tom Northfell

Chicago Police Department (IL)

On routine patrol, while riding down a particularly crowded (and dangerous) stretch of Chicago's lakefront bike path, the unexpected happens. A young child strays away from his father and walks into the path of my on-coming bike. An instant turn would drive me into a cement wall or force me into head-on vehicular traffic. I quickly dismissed both options. So, it's time for the good old panic stop, hoping that with the pristine v-brakes on my 3-day old Mongoose

bike (and a little luck), I can avoid a potentially serious accident. I throw my weight (butt!) to the rear in anticipation of the effects of hard braking. As I do so, my right foot moves ever so slightly laterally,

See "Warrior" on page 6

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IPMBA would like to wish a good show for all the participants and guests of InterBike '98!

## EMS: WELCOME TO IPMBA

On occasion I teach Community Policing courses around Minnesota. One day while preparing for a class I looked up the word "POLICE" in my American Heritage dictionary. One of the definitions read "Regulation and control of the affairs of a community, especially with respect to maintenance of order, law, health, morals, safety, and other matters affecting the public welfare." It sure goes beyond what we typically consider crime fighting doesn't it? I believe policing means more than just law enforcement.

Over the past 14 months I have seen an explosion in the number of paramedic and EMS cycling units and riders. The Nashville conference marked the first IPMBA EMS Cyclist Course. In Tacoma we had two paramedics (Scott Miles and Ken Taylor of Baton Rouge) in our Instructor Development Class, and a second batch went through the Basic EMS Cyclist course. Other EMS courses have been taught in Orlando, Minneapolis and

elsewhere. I believe that we are seeing the beginning of a surge of EMS riders as their enthusiasm and knowledge of EMS cycling grows.

Last month I was sitting in a crowd of about 50,000 at the small Eau Claire, Wisconsin, airport watching an air show featuring the Navy's fantastic Blue Angels. Shortly before the Angels took to the sky I saw two identically uniformed riders quietly working their way through the crowd. They stopped about 25 feet in front of me. I knew by the large panniers that these weren't cops, even though they wore web gear. A woman was having some kind of medical problem and these medics were first on the scene to help her. I know from experience it would have taken an ambulance a long time to get there as they drove slowly through the exhibit areas, and then pushed their gurney and equipment across the grass and through the crowd to the woman. The bike guys were there in moments. Being a bike cop that didn't surprise me in the least. As it turned out they didn't need to transport her and the show

continued uneventfully. I can only imagine the commotion an ambulance would have caused. I wouldn't want to be distracted as a pair of F/A-18s passed 100 feet overhead at just under the speed of sound - or about 650 mph! That was cool!

I had a chance to talk briefly to the medics. I learned that they had virtually no training for their bike unit, and had no idea where to look for it if it existed. They had heard that other EMS units were using bikes for large events and it sounded like something that would work for them. They had talked to some bike officers to learn something about uniforms and equipment.


My own experience training medics was quite pleasant and surprising. While they weren't even sure if they would be used much, I found their interest and thirst for information exhilarating. I hadn't experienced anything like it since the 1992 Police on Bikes conference in Las Vegas, which was my first conference.

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**While paramedics and EMTs might not fit the everyday definition of POLICE, they certainly do help regulate and control the health, safety and welfare of a community. Don't let the word POLICE in our name IPMBA fool you. To that end we are ALL police.**

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Everything was new and exciting as they figured out more ways to use the bikes and different things they will enable them to do. Even the training was great fun. Try completing the off-set serpentine with 40 lb. packs on your bike. They did it. Who would ever think that weighing equipment and packing panniers could be fun, but it was.

While paramedics and EMTs might not fit the everyday definition of POLICE, they certainly do help regulate and control the health, safety and welfare of a community. Don't let the word POLICE in our name IPMBA fool you. To that end we are ALL police. I believe it is incumbent upon our membership to help them learn about EMS cycling and what IPMBA can do to support them. The responsibility for a community's safety and well-being lies in many people's hands. If a bicycle can be a tool to improve public safety in a community, we have the experts to make it happen. If you think that the EMS in your community would be better by adding bicycles, do your best to help make it happen, and welcome them into the group. *-Kirby Beck* 

Get yer discounts here!

The Product Purchase Program was created so that IPMBA could offer its members a selection of bike patrol related products at a reduced price. Below are seven companies that have kindly responded to the form that reflects our newly-revised format. You must be a current IPMBA member to participate.

**Enjoy the discounts!**

<p><b>Company:</b> ZAP Power Systems, One Zap Drive, 117 Morris Street, Sebastopol, CA 65472</p> <p><b>Contact:</b> Brooks Van Holt</p> <p><b>Phone:</b> 707-824-4150</p> <p><b>Fax:</b> 707-824-4159</p> <p><b>E-mail:</b> zap@zapbikes.com</p> <p><b>Website:</b> www.zapbikes.com</p> <p><b>Product:</b> Electric power assist bikes, systems; ZAP Patrol Bikes</p> <p><b>Regular Cost:</b> n/a</p> <p><b>Cost to IPMBA member:</b> 5% off all ZAP products</p> <p><b>Form of payment required from IPMBA member:</b> Cash, personal or departmental check, MasterCard, Visa, Discover, American Express, purchase order</p> <p><b>Order via:</b> Phone, fax, e-mail, website</p>	<p><b>Company:</b> SportWorks NorthWest Inc., 15500 WoodRed Road NE #C-600, Woodinville, WA 98072</p> <p><b>Contact:</b> Julie Gregg</p> <p><b>Phone:</b> 425-483-7000 or 888-661-0555</p> <p><b>Fax:</b> 425-488-9001</p> <p><b>E-mail:</b> julieg@swnw.com</p> <p><b>Website:</b> www.bicycleracks.com</p> <p><b>Product:</b> TranSport Quick-Load bicycle racks. Bikes can be loaded or unloaded in less than 10 seconds without removal of any wheels.</p> <p><b>Regular Cost:</b> \$270 (2-bike); \$430 (4-bike)</p> <p><b>Cost to IPMBA member:</b> \$216 (2-bike); \$344 (4-bike)</p> <p><b>Form of payment required from IPMBA member:</b> Personal or departmental check, MasterCard, Visa</p> <p><b>Order via :</b> Phone, fax, e-mail, website</p>
<p><b>Company:</b> PYI Inc. Spokes Wear, PO Box 536, Edmonds, WA 98020</p> <p><b>Contact:</b> Fred Hutchinson</p> <p><b>Phone:</b> 425-670-8915</p> <p><b>Fax:</b> 425-670-8718</p> <p><b>E-mail:</b> pyi@pyiinc.com</p> <p><b>Website:</b> www.pyiinc/spokeswear.htm</p> <p><b>Product:</b> The Glove, 2mm neoprene back with a double reinforced synthetic leather palm, pre-curved to reduce fatigue.</p> <p><b>Regular Cost:</b> \$30.00</p> <p><b>Cost to IPMBA member:</b> \$15.00</p> <p><b>Form of payment required from IPMBA member:</b> Cash, MasterCard, Visa, department check</p> <p><b>Order via:</b> Phone, fax, e-mail</p>	<p><b>Company:</b> Spin Composite Wheels, 2620 Progress St., Suite B, Vista, CA 92083</p> <p><b>Contact:</b> Shuji Sakai</p> <p><b>Phone:</b> 760-727-7177</p> <p><b>Fax:</b> 760-727-0005</p> <p><b>E-mail:</b> n/a</p> <p><b>Website:</b> n/a</p> <p><b>Product:</b> Spin V23 ATB wheels: ultra reliable composite wheels. Low maintenance, replaceable aluminum rim.</p> <p><b>Regular Cost:</b> \$499/pair</p> <p><b>Cost to IPMBA member:</b> \$399/pair</p> <p><b>Form of payment required from IPMBA member:</b> Cash, MasterCard, Visa</p> <p><b>Order via:</b> Fax</p>
<p><b>Company:</b> Maklite (An affiliate of Libra Industries, Inc.), 1823 W. Webster Ave., Chicago, IL 60614</p> <p><b>Contact:</b> Scott Kwit</p> <p><b>Phone:</b> 800-888-5427</p> <p><b>Fax:</b> 773-276-3331</p> <p><b>E-mail:</b> n/a</p> <p><b>Website:</b> n/a</p> <p><b>Product:</b> Illuminated safety light products to enhance your visibility during low illumination periods. These removable and reusable strips can be applied to headgear, uniforms, and equipment. Battery powered and lightweight, the illuminated strips can be seen over 1/2 mile. Weather and shock resistant in various lengths.</p> <p><b>Regular Cost:</b> \$12.95</p> <p><b>Cost to IPMBA member:</b> \$9.00</p> <p><b>Form of payment required from IPMBA member:</b> MasterCard, Visa, Discover, American Express, department check, purchase order</p> <p><b>Order via:</b> Phone, fax</p>	<p><b>Company:</b> Bike Control, Inc., 9640 SW Sunshine Court, Suite 700, Beaverton, OR 97005</p> <p><b>Contact:</b> Bob Laman</p> <p><b>Phone:</b> 503-574-2500</p> <p><b>Fax:</b> 503-671-9185</p> <p><b>E-mail:</b> bob@bikecontrol.com</p> <p><b>Website:</b> www.shockster.com</p> <p><b>Product:</b> Shockster: add-on rear suspension for mountain bikes.</p> <p><b>Regular Cost:</b> \$329.00</p> <p><b>Cost to IPMBA member:</b> \$199.00</p> <p><b>Form of payment required from IPMBA member:</b> Cash, personal or departmental check, MasterCard, Visa</p> <p><b>Order via:</b> Phone, fax, e-mail</p>
	<p><b>Company:</b> Vellec Sports, Inc., 1793 Catalina St., Sand City CA 93955</p> <p><b>Contact:</b> Michael Phillips</p> <p><b>Phone:</b> 831-394-7114</p> <p><b>Fax:</b> 831-394-4721</p> <p><b>E-mail:</b> vsi@sidiusa.com</p> <p><b>Website:</b> www.sidiusa.com</p> <p><b>Product:</b> Sidi brand bicycle patrol shoes and Vredstein brand bicycle tires.</p> <p><b>Form of payment required from IPMBA member:</b> MasterCard, Visa, Discover</p> <p><b>Order via:</b> Phone</p>

By Jennifer Horan

Sixty bike cops from across the nation and Canada joined forces in 1991 to participate in the first ever Police on Bikes Conference in Tucson, Arizona. Small, powerful, and successful, the momentum created by this conference was the impetus for the creation of the International Police Mountain Bike Association (IPMBA). The League of American Bicyclists formed this division in 1992 at the 2nd Annual Conference in Las Vegas.

Flash forward to 1998. IPMBA has held cutting-edge conferences in San Antonio, Milwaukee, Rochester (NY), Nashville and Tacoma. By industry estimates, there are over 20,000 officers on bikes, with over 2,000 departments (from police and sheriffs to parks and military with a dozen other professional uses in between) utilizing the bicycle as a form of patrol vehicle.

IPMBA (pronounced eye-PIM-ba) has been an integral part of this explosive growth. IPMBA has led the flourishing cops on bikes movement by offering the best and most up-to-date standardized training, while also offering accessible resources and networking to our over 3,000 members.

IPMBA was the first organization of its kind to offer a course in which a police officer could learn to use his bike as an effective tool in law enforcement. IPMBA was the first to offer a firearms course, a maintenance course, and an

instructor development course — courses that are all geared toward bike officers and their subsequent success in the field.

IPMBA reaches its members through its website and their membership newsletter, *IPMBA News*. The annual Police on Bikes Conference draws hundreds of officers from around the globe for over seven days of workshops, hands-on courses and roundtable discussions (and fun!). Our *Police Cyclist™* Instructor cadre grows by leaps and bounds monthly, making the best training more accessible than ever.

As we near the year 2,000, IPMBA leads the charge in being *the* organization that towns, universities, cities, states, and others will continue to turn to for the latest and best information and resources for the ever-growing movement of policing by bike.



### Call In!

Please call Jennifer or Marthea if you have an interesting story or piece of information you'd like to share with your fellow bike officers. We'll let you know how you can get your piece into *IPMBA News*! We'd love to hear from you. 202-822-1333

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*The board serves a three-year term.*

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(Term expires Spring '01)

*Dear Editor:*

Our department is interested in contacting police departments throughout the country that are currently utilizing a bicycle training facility; and, more specifically, an obstacle course type setting which falls within IPMBA's training guidelines would be conducive to our needs.

If you have any information, please respond via phone at 610/437-7679, fax at 610/437-8746 or e-mail me at [allentown@enter.net](mailto:allentown@enter.net).

Sincerely,  
*Lt. Joseph N. Hanna*

*Dear Editor:*

It was truly an extraordinary experience having the Police on Bikes conference this past spring in "The City of Destiny" as Tacoma is known.

We can't take credit for the weather, but it was certainly spectacular. Not our usual April climate, to be sure, so it must have been the police officers that made the sun shine!

On behalf of all our staff, I want to personally thank each and every one of you who attended our show, our hospitality suites, and our facility. Bratwear is proud to be associated with your fine departments and agencies and we intend to continue being an important partner in your efforts. The "Bratgals" will take good care of you!

Product development depends on your input. Please continue to let us know what you need, and what you want. Call me, personally, to discuss your ideas. That's how it gets done!

Thanks, and we'll see you next year in Chicago!

Sincerely,  
*Sally R. Swanson*  
*President, Bratwear, Inc.*

**I**f you have an issue you would like to inform the IPMBA membership about, or have a question you would like to pose to the membership, write IPMBA at 1612 K Street, NW, Suite 401, Washington, D.C. 20006.

*Dear Editor:*

Our community Services Division Commander, Lt. R. Robinson, requested that Corporal D. Settle and myself include some of our Neighborhood Assistance Officers (NAOs) in an IPMBA *Police Cyclist Course*. We had a class from them in December '97.

NAOs are a group of volunteers that assist the Charleston Police Department and the citizens in a wide variety of functions. The training consists of an intensive eight-week program of classroom and practical education. They have uniforms, radios and cars equipped with emergency equipment. They assist with traffic accidents, fires, disabled motorists, give extra patrols and much more. They do not respond code 3, do not carry weapons, nor do they make contact with suspects, but are an additional set of eyes and ears.

The NAOs are a very motivated group of people and were interested in using the bicycles in some of their duties such as concerts and extra patrols in residential areas. We put them through the same training as a police officer. The only thing that had to be changed was the classes had to be in the evening hours because most of the NAOs have full-time day jobs.

Corporal Settle and myself believe this NAO class was a success and will help Community Based Policing meet our goal of developing creative means to prevent and solve community problems.

Thank you,  
*Corporal Kim Mitchell*  
*Charleston Police Department*

*Dear Editor:*

First of all, I would like to congratulate you on IPMBA's endeavors.

The purpose of this letter is to share with you our accomplishments to date in Panama, with the purpose of increasing the awareness of the use of bike patrol at the national and private level in my country.

As you know, in April of 1997 I started this program for the National Police in Panama. Currently, there are now 80 police on bikes in the whole Republic. In early 1998 I resigned from the National Police as a lieutenant and took on the challenge as chief of security of a maritime port terminal on the Atlantic Ocean that belongs to the famous Evergreen Group. In May, I initiated the bike patrol program in a container terminal that is projecting 62 more hectares of installation (about 153 acres) in the near future. I believe that this is the first bike patrol in Latin America for such a use that utilizes the standards and training from IPMBA. I have so far trained nine officers in this program, and will be training many more in the future.

In addition, thanks to the impact that this program had in Panama, it is being promoted in several places. Right now I am assessing Colon's Free Zone, which is the biggest and most important commercial area of Panama. Very soon I will be training the first ten officers for the bike patrol program in the Free Zone.

Best Regards,  
*Mario Chan*

## Bike Cop Makes Arrest in Carnival Shooting

*County fairgrounds are closed after gunfire erupts on the 4th of July*

Summarized by an article by Sam Richards and John Simerman in the Valley Times (CA), July 5, 1998

**A** retired transit officer and a bike cop. Could be the makings of a t.v. show. Instead, over the Fourth of July weekend in Pleasanton, California, it was the very combination that brought down a suspect in a "spray and pray" shooting at the Alameda County Fair.

Gunfire left at least ten people wounded and sparked a mad scramble around the packed fairgrounds. The gunfire broke out about 8:15 p.m. after a brief exchange between two groups of people. A member from one of the groups kicked a garbage can toward the other, which was immediately thrown back at the kicker. A bystander said another man punched one of the shooter's companions in the chest.

It was at this point that the shooter, identified as Jamai Johnson, yelled that he had brought his gun. At that point, he pulled out his gun and began shooting into the crowd.

A retired transit officer, Sheldon Spicer, 52, followed the shooter through the crowd to the carnival's north fence, where the suspect leaped onto the hood of a truck, then over the barbed-wire fence. Spicer alerted Sheriff's Sgt. Glenn Moon, who was patrolling on a bicycle. Moon tackled the suspect from behind as he walked toward the parking lot.

Johnson was expected to be charged with eight counts of attempted murder.



## Warrior

*Continued from page 1*

causing me to disengage from my clipless pedal. The bad news, a severe case of road rash to my right arm and knee, and three puncture holes to my left ankle. The good news, both the child and my bike were unharmed.

An accident such as this, and the resulting road rash, is not uncommon among bike cops on patrol. However, what I learned from this accident (besides the need to tighten the tension on my clipless pedals!), is that there is an excellent resource available for the treatment of road rash injuries.

After cleaning the wounds with an iodine prep packet that I keep in my bag, I rode off to the station to clean up. Once there, I re-read a recent article on the treatment of road rash in VeloNews ("On the Road...Again," Jean-Claude Favreaux, VeloNews July 27, 1998, Vol. 27 Num. 13, P. 41). Utilizing this information, I thoroughly cleaned the wounds with soap, being careful to remove as much of the imbedded grains of sand and dirt as possible. After applying an anti-bacterial ointment (in this case "Neosporin Plus"), I decided to test the merits of the aforementioned article with a little experiment.

I covered the arm/elbow wound, which was decidedly more severe (with chunks of flesh missing) with a material referred to as a "second skin dressing." I left the knee wound to heal in the open air. I initially used a product on my elbow actually named "Second Skin." However, because this was a large wound area (parts of which were in the area of flexation around the elbow), Second Skin did not adhere totally, leaving gaps in the dressing which allowed air and contaminants to penetrate the wound and the "weeping" fluids (exudate) to leak out.

So on day two I purchased and applied another "second skin dressing" manufactured by 3M Health Care named "Tegaderm," which I found to be most beneficial. After I wrapped the dressing around the wound, I removed the backing, which left a semi-transparent, breathable, flexible cellophane-like material in its place. This time, the dressing completely covered the wound, keeping it moist and sterile. It doesn't come off in the shower, and in addition, the dressing's transparency allows for monitoring the wound's progress. One dressing can stay on for up to seven days, according to the informational packet, but at less than one dollar per application, I would recommend changing the dressing every two days.

Regarding my "experiment:" the knee wound without the dressing scabbed over, repeatedly cracked and bled, was more painful, and probably will scar.

As a bike cop, like it or not, road rash will happen. However, when it occurs, "second skin type" dressings will get you back in the saddle with no down time on the medical roll.



## IPMBA News

Newsletter of the  
International Police Mountain Bike Association  
A division of

The League of American Bicyclists  
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Submissions are welcome and encouraged.  
Please send to: IPMBA News, c/o LAB, 1612 K  
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Membership in the International Police Mountain Bike  
Association (IPMBA) is \$40.00 per year. Please  
call (202) 822-1333 to join or contact League  
headquarters for more information.

## Shoes and the Bike Cop

PRODUCT REVIEW

Whether you ride clipless or with toe clips, the SIDI Police Model Shoe, distributed by Veltec Sports Inc., is a welcome addition to the cycling shoes currently available to bike cops. Italian-made "SIDI" cycling shoes, known for quality craftsmanship, have long been a favorite among both professional and amateur cyclists.

The police model is a black high-top shoe, with a reflective white stripe on the outer-side portion of the shoe. The shoe laces in the front, and the laces are then covered by a leather piece which is attached with Velcro. This leather piece kept the shoe water-resistant during nearly four hours of heavy rain this past 4th of July, and would provide protection from the elements in the winter. Unfortunately, this same feature keeps the heat inside the shoe during the hot summer months, and serves little purpose for riders of clipless pedals, except to give some additional ankle support.

I would like to see SIDI offer low-cut and/or traditional-lace models as well. In addition, the sole of the shoe could be a little stiffer to provide better pedaling efficiency. I have been wearing these shoes, while riding my department bike, in conjunction with Nashbar's (NR-PDL) clipless pedals, making the transition from clips to clipless for just \$120, without sacrificing quality.

Bike cops require shoes that are comfortable, affordable and quality-made. The SIDI Police Model Shoe excels in all three areas.



**Product:** "SIDI" Police Model Shoe  
**Cost:** \$85.00  
(\$95.00 with "Down Unders" inserts)  
**Distributor:** Veltec Sports, Inc.  
1793 Catalina Street  
Sand City, California 93955  
Tel: (800) 578-5790  
Fax: (408) 394-4721  
E-Mail: veltec@ix.netcom.com  
**Reviewed by:** Sgt. Tom Northfell  
Chicago Police Department (IL)

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### Porsche Bike S

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Retail Price: \$2,250.00 IPMBA Price: \$999.00 (includes shipping)

### Porsche Bike FS

Enhances Bike S with full suspension, Formula cross drilled hydraulic disc brakes, Sachs Quarz drive system and 8-speed Plasma gears.  
Retail Price: \$4,500.00 IPMBA Price: \$1,999.00 (includes shipping)



PORSCHE

"Knowledge is useless, unless it is shared." I closed my first education report with this quote and will open my second report with it. I want to take a minute to report to you what has been happening in the last 90 days since the Tacoma conference.

The Washington D.C. duo of Marthea and Jennifer have been very busy updating files and applications as well as planning for the Chicago conference. Together we have eliminated the backlog of PCTC and PCI applications. This is not to say that all of these are completed, but every one of them is currently in the review stage.

The Training Week planning is moving along through the various hurdles: location, date, cost, liability insurance, staffing, transportation, etc. When all this is decided, you will be the first to know, after all, you will be the ones signing up for these courses.

The 1999 Chicago conference planning is underway and has been for quite awhile. I am proposing some changes for

this year's conference courses and I will tell you about a few. I do want to caution you that these are only proposed changes, and that you will get the full scoop in the registration packet.

We are looking to offer several two-day, 12-hour (6 hrs a day) classes in topics such as PC Riding refresher, Maintenance, and Firearms. We also want to offer an 8-hour course for PCI's that want to qualify to teach the EMS course and be (look at this alphabet soup!) EMSCIs.

The conference will con-

tinue to offer a large number of shorter workshop classes that will be available on both days if possible. This is a good time to start thinking about what kind of information you want to gain from this conference so when the list is completed and the packets mailed out, you can respond quickly. This is important because some of these classes fill up very quickly.

I would also like to put out the first call for instructors. If you are interested in teaching at the 1999 Conference now is the time to pull your resume together and update it. Send it with a cover letter telling us what you would like to teach to IPMBA, 1612 K Street, Suite 401, Washington, DC., 20006. It will be sent to the person in charge of that block of instruction to review, and they will contact you to discuss details.

Be safe, Mike Goetz

Mike can be contacted at [mgt1998@msn.com](mailto:mgt1998@msn.com)

## POLICE ON BIKES CONFERENCE CHICAGO '99 HIGHLIGHTS

NEW 12-HOUR, TWO DAY CONFERENCE CLASSES IN THE WORKS:  
*May 13 - 14, 1999*

Wheel Building • Suspensions Repair • Maintenance  
PC Riding Refresher • Firearms

PRE-CONFERENCE TRAINING SESSIONS AND CONFERENCE PRICES\*:  
*May 9 - 13, 1999*

Police Cyclist Course: \$250.00

*May 9 - 12, 1999*

Maintenance Officer Certification Course: \$350.00

Emergency Medical Services Cyclist Course: \$225.00

Police Cyclist Advanced Course: \$260.00

Police Cyclist Instructor Development Course: \$290.00

*May 13 - 15, 1999*

9th Annual Police on Bikes Conference:


\$270.00 (member); \$320.00 (nonmember)

IN ADDITION TO THE NEWLY OFFERED 12-HOUR, 2-DAY COURSES, TOPICS AT THIS YEAR'S CONFERENCE WILL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:

Funding; uniform and equipment selection; admin. issues; pc safety considerations; teaching EMS; urban obstacles, low speed skill development; defensive and pursuit tactics; night ops; maintenance; community oriented policing; design of a competition course; effective use of EMS; youth bicycle education; fitness and nutrition; in-service training, and much, much, more.

\* Subject to change

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PRO-3 Triple Retention Buckle

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Aerosol Chemical Agent Case with Protective Insert

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PRO-3 Triple Retention Holster

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By Corporal Dan Smith

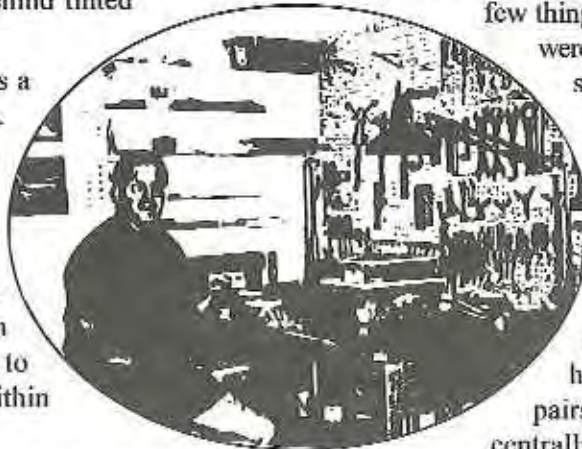
*Bicycle Coordinator, Palm Beach County Sheriff's Office*

Approximately eight years ago, Palm Beach County Sheriff's Office started using bicycles in the south end of our county. The first few bicycles were all donated and were used to patrol a mall in that district. They were very effective and virtually eliminated all vehicle burglaries, stolen vehicles and robberies which had plagued the area.

We then budgeted to purchase four bicycles for patrol in the parks. This also proved to be an effective means to enforce county ordinances and at the same time remove the stigma of the unseen deputy behind tinted glass.

We continued to use bicycles as a tool for the community-policing officer. Many of the community and business leaders realized their effectiveness and assisted in collecting donations to purchase more bicycles. The department also realized that the newfound involvement and interaction with the community was impart due to the deputy out of his car and now within reach on his bicycle.

This past year the Sheriff's Office made a great change on when and where bicycles are used. Up until then bicycles were only used in special units, such as Parks, Mall Patrol and Community Policing. This past November we issued the first bicycles to Road Patrol deputies. With the help of 10 hour overlapping shifts, Day Shift, Mid-day shift, afternoon shift and midnight shift, we have been able to put together bicycle teams to work on prostitution, drug sales and other menacing problems throughout our county.




## Palm Beach County Bike Patrol - Nearly a decade of growth

This has been met an overwhelmingly positive response, as attested by the business owners that these problems effected, and has united the road patrol deputy and the community-policing deputy. Both now work together to solve problems in their area.

In March I was transferred into the field training office as bicycle coordinator for the Sheriff's Office. Approximately 100 bicycles were transferred with me. My responsibilities include training, bicycle and uniform issuance, repair and maintenance, monitoring their use and effectiveness and preparing a yearly budget, to name a few things. Since most bicycle deputies were under different districts and units, such as community policing and parks, it was very difficult to keep uniformity. Since all the bicycles are now under one roof, this is no longer a problem.

Recently we have opened a new satellite office which houses my office and shop for repairs as well as clothing issue. It is centrally located to make easy access

for deputies throughout the county. In eight years bicycles in Palm Beach County Sheriff's Office have come a long way - from 3 to 100. It was not without difficulties and problems, but we have succeeded because the bicycles are effective and promote interaction with the community. This is not unique to our department but is typical of departments around the country. Bicycles have earned their place in police work. 

## IPMBA ANNOUNCEMENTS

### Deadline for all PCIs & PCICs

You must be teaching from the new  
PCI Manual by December 31st.

If you still need to purchase or receive your  
manual, call 202-822-1333 ext. 232.

### EMS CYCLIST COURSE

October 12 - 16, 1998 at the  
Central Florida Emergency  
Services Institute. Contact Ed  
Brown for details at 407-348-  
2222

*You may already know ...*

*The Beaverton Police Department's  
(OR) bicycle patrol van won first place  
for this year's 1998 International  
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the category of "Special Purpose."  
A fun little piece of news.*

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*Continued from page 1*

cooperation of the Specialized factory. When the bike came in, I took the frame and forks to Brian Myers, owner of FreshFrame in Ephrata. (A custom bike frame painter.) Brian agreed to do the custom paint job for free and coordinated a deal between Spin Wheels and myself to purchase a set of their wheels at far below retail price.

The frame and forks were then taken back to Bushey's where a NiteRider Police Special light/siren system was added as well as a police pack, cycle computer and first aid kit. The bike first hit the street during an IPMBA Police Cyclist class I taught in Camp Hill (PA) the week of April 21, 1998.

The first of eight rides in Allen Middle School, West Shore School District, were scheduled to begin the week of April

27th. Unfortunately, a mix-up in the school district office prevented the parental release forms from being copied in time, so the first ride was postponed to May 5th. And on Tuesday, May 5th, Mother Nature decided to rain on our ride and, after fitting helmets and bikes to the three students who had signed up for the ride, we decided to try it again the next day on May 6th.

So, when Officer David Reisman and I arrived at the Allen Middle School in a light drizzle on the 6th, we had high hopes that the weather would clear and we could actually ride with the three students (two boys and a girl) who were anxiously waiting for us. And low and behold, after waiting about 20 minutes, the sun came out and we took our first ride for our After School Bike Rodeo program. The ride took us through two neighborhoods in the area of the schools, including a ride over a pedestrian foot bridge. After about 40 minutes of riding, we returned to the school and made plans for the next weekly ride. Subsequent rides took us through the neighborhoods to such places as Rita's Italian Ice, White Mountain Creamery and finally on June 3, Dairy Queen where all the children and officers were treated to ice cream.

We have been very fortunate to have the full cooperation of the school principals and the school district in this program. The school provides a safe

area for the children to put their bikes during the day. Immediately after school, our bike officers meet with the children participating in the program and give them a short course on group riding and traffic laws. Then we make sure that all the children's helmets fit properly and take the children for a ride through the areas around the schools for about 45 minutes, ending up back at the school.


The main intent of the program is to give the children an opportunity to interact with the police outside of the D.A.R.E. classroom and see the officers in a different light. The children are in contact with

D.A.R.E. instructors (police officers) in the classrooms during 5th, 6th and 7th grades. This gives the officers (three of our 6 bike officers are also D.A.R.E. instructors) an opportunity to let the kids see them as something other than a teacher. This program is an ideal opportunity for the police to be true role models for middle school students.

We are hoping that the program will be successful enough to be able to find the funding in the 1998-1999 school year to expand it to all three grades (6 - 8) in Allen Middle School. To the best of our knowledge, this is the first D.A.R.E. bike and the first after school riding program of its kind.

Cpl. Huff, who came up with the original idea of the "D.A.R.E." bike, recently completed the International Police Mountain Bike Association course for Police Cyclists. Cpl. Huff is the 6th officer with the Lower Allen Township Police Department to become a certified Police Cyclist. I am Lieutenant Carl Meiss, Bureau Commander of Operational Services and the Commander of the Police Bike Unit. Officer Dave Reisman and I started our bike patrol in 1992 and we became Police Cyclists in 1993 after attending IPMBA's third annual conference in Ft. Lauderdale, Florida. Since then, I have been certified as an IPMBA Police Cyclist Instructor (#210) and we have a total of six officers certified as Police Cyclists.

We started our unit with three 1991 model Raleigh Talons and added two Raleigh F500 Police Bikes in 1996. The D.A.R.E. bike has now been added as our sixth patrol bike.

As always, be careful and stay safe!!! 


*Carl Meiss can be contacted at [Meiss@prodigy.net](mailto:Meiss@prodigy.net)*

Los Angeles will be getting new bicycles thanks to a grant awarded on June 12, 1998 by the Mobile Source Air Pollution Reduction Review Committee of the South Coast Air Quality Management district. The Environmental Affairs Department and the Department of Water & Power will receive \$116,000 for their "Bike Patrols for Clean Air" program which will place 115 mountain bicycles and 44 advanced electric bicycles in the City's patrols. "This funding is a tremendous boost to our bike patrol and creates a win-win situation all around for our neighborhood, businesses, air quality, and the officers themselves," said Council member Richard Alarcon.

"This program will result in a reduction of nearly 40,000 pounds of pollution over the next five years and .5 million vehicle miles traveled annually just by shifting officers from polluting patrol cars and trucks to bicycles," said Lillian Kawasaki, General Manager of the City's Environmental Affairs Department.

Over the years, the city has demonstrated the viability of using bicycles in place of patrol vehicles throughout the city, including Venice Beach, Hollywood, and Downtown where patrol cars have difficulty maneuvering through vehicular and pedestrian traffic. The Police Department, City Park Rangers, Parking Enforcement traffic officers, and the security patrols of the Los Angeles Zoo and Department of Water & Power will all benefit from new bicycles, accessories, tools, and maintenance training that are made possible by the grant.

With between 200 and 250 officers on bike patrol daily, the LAPD utilizes bikes for a variety of applications, including gang suppression, narcotics enforcement, patrol support, and special events. The Department of Transportation utilizes bikes for traffic officers in parking enforcement, while the Park Rangers have begun to use bicycles in parks, beaches,

recreation centers, museums, and senior citizen centers throughout the city. At the Los Angeles Zoo, security officers use bikes for responding to emergency first-aid calls, finding lost children, and suppressing vandalism. 

### ELECTRIC BICYCLE ZAPS TO FINISH LINE

There is a new spin on law enforcement bicycle patrols. Electric power-assisted bicycles are quietly finding their way into active duty across the nation.

Recently, the bikes were put to the test in a race staged by police in Santa Rosa, California. A ZAP PATROLBIKE™ bike ridden by officer Ken Kimari went up against his most athletic bike patrol officer and another officer in a patrol car. The three were dispatched simultaneously to a report of "suspicious activity" about one mile across the downtown at the top of a parking structure.



While the patrol car had to wait in traffic, the bikes were able to ride almost directly to the call, remaining fairly even through the one-way streets and parking lots. With its faster acceleration, the ZAP showed a slight lead starting into the climb up the parking structure. From there Kimari quickly pulled away, arriving at the top 14 seconds ahead of his breathless fellow cyclist. The patrol car arrived almost four minutes later.

"It doesn't take the place of pedaling," said Kimari, "but when you're climbing a hill you feel like you're on flat ground."

Two of the seven electric bikes used by Santa Rosa have been well received by their parking enforcement division. "I really enjoy my ZAP," said parking enforcement officer Ken Reese. "I am

able to cover more ground, and I've lost eight pounds!" ZAP's PATROLBIKE sales manager Brooks Van Holt said that the bikes are maneuverable enough to get into tight places, or agile enough to jump down stairs.

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As an IPMBA member, you'll receive a conference registration packet mid-October.  
If you would like to request more, please call 202-822-1333 ext. 232.

'99 conference highlights inside!

- D.A.R.E. and Bike Police
- IPMBA Welcomes EMS
- Gotta Gash? Product For Quicker Healing
- California Carnival Shooter Caught by a Bike Cop
- Brief History of IPMBA
- And more . . .

inside:

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