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ipmba news



Newsletter of the International Police Mountain Bike Association

IPMBA: Promoting and Advocating Education and Organization for Public Safety Bicyclists.

Vol. 11, No. 4

Results Build Success

By Maureen Becker
Executive Director

Success, n., a favorable result that one has tried or hoped for. (Random House Dictionary).

What a great definition. The measure of success is defined by the achievement of a goal. What is so great about that? It means that your triumphs, no matter how big or small in the eyes of others, are successes. We all have goals. One of mine is to respond to the needs of IPMBA's members. Talk about a big job. How big? Check out the survey results on page 26. But something you have learned during bike training – the need to build skill upon skill – can be applied to this job, too. Just tackle one thing at a time and when you've achieved that, move on to the next challenge. Every step along the way counts as a success.

So what does that have to do with this issue of *IPMBA News*? Here's what. This issue, the "Success" issue – is the fulfillment of a goal that was set as a direct result of the survey. We asked, "What can IPMBA do to encourage your department to support your involvement with IPMBA?" and received an array of answers, some of

... give me the information I need to educate my chief about the benefits, uses, and effectiveness of bike patrol ...

which appear on page 27. As varied as they were, a common theme emerged: give me the information I need to educate my chief about the benefits, uses, and effectiveness of bike patrol, as well as the importance of training.

That became the goal of this issue of *IPMBA News*. To fill the pages with stories of real successes celebrated by IPMBA members. To open eyes to the many uses of public safety bikes beyond community policing and P.R. To demonstrate, using quantitative data, that bike officers can make a difference in the fight against crime. To show how it takes persistence – and sometimes an unfortunate accident – to achieve a commitment to training. And to remind you that you have got to get out there and sell the benefits of bikes at every opportunity.

Now I ask you to take it one step further. We can only put the information on paper. We need you to do something with it. You know who in your organization needs convincing. You know your own goals. Use the information within these pages to your advantage. Use it to prove a point. We know that bike cops and medics are capable of great achievements, and it is up to us to make sure everyone else knows it, too.

Congratulations to all of you on your successes, large and small, and thanks to those of you who have shared your stories.

I'll be watching my email for more success stories.

IPMBA Forms Membership Committee

New membership coordinator looking for a few good men and women to take IPMBA to the next level

By Chris "Crash" Davala, PCI #490/EMSCI #056
Maryland State Police
IPMBA Membership Coordinator

"Hello my name is..." Sounds like the all-time favorite writers' and politicians' cliché. Well, here goes. Hello, my name is Chris Davala and I am your new Membership Coordinator. Recently elected in Ogden, Utah, I am faced with the daunting task of making the International Police Mountain Bike Association a household name within every police and EMS agency within the US borders, and maybe even beyond. The position of Membership Coordinator is new to the Board of Directors and I am honored to be tasked with setting the foundation of this position.

I have been on the Maryland State Police as a Trooper for almost five years and am the founder of the first bike patrol on the Eastern Shore of Maryland, near Ocean City.

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Do you Need Bike Training?

Seems like most departments don't take things like bike training seriously until it's too late. Imagine this: you and your department are being sued because you were riding your police bicycle on the sidewalk and you hit a pedestrian. Worse, the pedestrian's attorney has discovered that bike training is available in your state. You have been on bikes for the last two years and have never attended any formal bike training because your department just didn't see a need for it.

How many times have you heard, "You don't need to go to school to learn to ride a bike," or how about this, "five days of bike school, you have got to be kidding!?" What can you say?

In 1994, I wrote the first state-certified bike school for our department. I submitted both a three-day and a five-day school. The Department pretty much laughed me out of the office

One of the biggest problems we had with the 24-hour course was time, or lack of it. There is no way you can take an average police officer or EMS provider and train him or her to operate a bicycle under emergency conditions in that period of time. [When I say average police officer or EMS provider, I mean a person who is good at what he or she does, but one who hasn't ridden a bicycle in years, and has never ridden a bike with so many gears or one with v-brakes...you see where I am going with this.]

As instructors, we are supposed to take someone who hasn't ridden a bike since they were 11 or 12 years old and turn them into not only police and medics on bikes, but also experts on bikes.

IPMBA instructors are, in my opinion, the best in the world; however, we are not magicians.

The forty-hour course has been working pretty well for us, but I am at a point where I am going to approach my Department and attempt to justify the need for a two-week bike school. Most motor schools are three weeks, plus two weeks of in-service riding upon completion of the school. Most require an eight-hour in-service update every year. What happened

to us? Once again, we have been forgotten.

I think the biggest challenge is convincing our administrators that the bicycle is as much a police tool as the cruiser or the motorcycle, and as much of an EMS tool as an ambulance. Like the motorcycle, it is a two-wheel conveyance that is unstable when in the hands of the untrained.

How much training is enough? This is a question that comes up a lot. My

answer has always been, "to quit training is to retire." In other words, if I am working on a bike, I am going to train as much as I can with that bike. I should get to a point where handling the bike becomes second nature, allowing me to concentrate on police work. Bicycle skills are very perishable and, therefore, you need to constantly train.

Get out there and train. Don't let up when your department turns down your request for longer training, or annual refresher training. They'll give in sooner or later. I just hope that not too many people have to get hurt before they do.

"Get out and ride, and keep the rubber side down."

Don Hudson



Photo by Jim Bowell

when I gave my pitch for the five-day school. "No way," they said. "Never happen." So from 1994 until 1999, we ran a three-day, POST/IPMBA-certified school. Finally in 1999, between numerous accidents by students over the last five years and my doing everything I could to sell the Department on the importance of IPMBA Certification, we moved to a five-day POST/IPMBA-certified school. It has made a big difference.

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Newsletter of the
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The International Police Mountain Bike Association is a non-profit educational organization providing resources, networking opportunities, and training for public safety bicyclists.

Membership in IPMBA is \$40.00 per year. See membership form in this issue.

Submissions are welcomed and encouraged.
Call Maureen (410-744-2400) for information.



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Introducing.... The 2002-2003 IPMBA Industry Relations Committee

By Officer Monte May, PCI #262T/EMSCI #009
Kansas City P.D. (MO)
IPMBA Industry Liaison

Congratulations and welcome to the 2002 IPMBA


Industry Relations Committee members:

Neil Blackington, Boston EMS, Boston (MA);
John Bourque, Metro Nashville P.D., Nashville
(TN); **Jeff Brown**, Dayton P.D., Dayton (OH); **Pat
Donovan**, Puyallup F.D., Puyallup (WA); **Eric
Dooley**, Metropolitan Ambulance Service Trust
(MAST), Kansas City (MO); **Kurt Feaval**,
University of Wisconsin at Madison P.D., Madison
(WI); **Ken King**, Lakewood P.D., Lakewood (CO);
John Medford, Denver P.D., Denver (CO);
Chuck Niess, Joplin P.D. Joplin (MO); **Dave
Salyers**, Westport Public Safety, Kansas City
(MO); **Mitch Trujillo**, Boulder P.D. Boulder
(CO).

This year's Industry Relations Committee has been selected. Members are from all around the country and represent a variety of organizations: police departments, both large and small; EMS providers, campus police departments, and private security.

The committee was selected from a pool of resumes submitted by IPMBA members. Each member brings a unique perspective on the public safety cycling experience to the Industry Relations team.

The mission of the Industry Relations Committee is to develop positive working relationships with industry professionals who support and serve the public safety cycling profession, advance the development of products and technologies that will assist the Public Safety Cyclist, and educate the IPMBA membership on products that will have positive impact on their daily duties.

The Industry Relations Committee was created last year. Its members have field-tested several products and worked extensively with Patrol Cycle LLC in the development of a bike patrol-specific shoe. Look for product reviews and field tests from committee members in this and future issues of *IPMBA News* and online at www.ipmba.org. 

Membership

(Continued from page 1)

Our team consists of four members, and we use the park-and-ride method of patrolling when on daily patrol. We are the primary police department in the county to which I am assigned.

Although I am now a member of the police community, I was previously a certified EMT-B with the United States Coast Guard. That experience affords me the ability to understand the concerns and interests of EMS personnel, and I applaud the new ideas being brought to IPMBA by the members of the EMS community.

I am very dedicated to IPMBA and would like to see it grow by leaps and bounds. For that, I need your help. I have many new ideas and plans to assist IPMBA in growing and becoming even more of a leader in the field of public safety cycling. Many of these ideas are ambitious. There are short term goals and long term dreams. To meet these goals, while maintaining the integrity of the organization, I am developing a membership committee.

I envision the committee as a well-rounded force of men and women, public safety cyclists of all types, veterans and "newbies." The purpose of the committee is to help formulate a plan to increase our numbers, improve the current benefits, and explore new ways to attract our colleagues to our ranks. In short, this committee will

assist in making IPMBA bigger, stronger and even more self-sufficient.

The committee needs members who are dedicated to the organization and have ideas about how to improve upon our current offerings, and how best to communicate


I envision the committee as a well-rounded force of men and women, public safety cyclists of all types, veterans and "newbies."

those offerings to potential members. Committee members **must** have the time and motivation to be able to work on projects, both alone and in teams. Ideally, members will be given tasks in keeping with their own talents and interests. Some tasks will involve "pressing the flesh" and "selling" the organization; others will focus on developing the tools to assist all IPMBA instructors in relaying accurate information about IPMBA and the benefits of membership. We will attempt to formulate

new strategies for educating "top brass" about IPMBA and create "sales tools" for every IPMBA member.

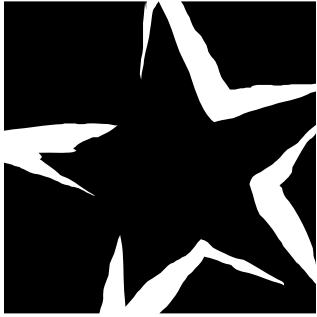
If you are interested in serving on the membership committee, please submit a letter of interest and resume detailing your job experience, on- and off-bike. Include information about your agency, your bike unit (how many trained personnel, how long it has been operating), and any other information you consider pertinent. Finally, and perhaps most importantly, include the reasons why you are interested in one of seven positions, as well as why you think you should be chosen for the committee.

Now is the time to step forward and assist those who have come before us, to make this a proud and substantial organization.

If you have any questions, contact me via cell phone, (443) 235-4360, or by E-mail, membership@ipmba.org. I look forward to working with all of you. Good luck and safe cycling. 

DEADLINE:

November 01, 2002. Committee members will be selected and notified by December 01, 2002. Terms will become effective January 01, 2003. Members will serve a one-year term and must re-apply annually.

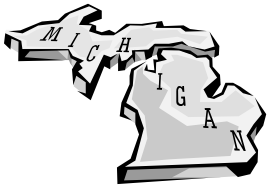


Success

From statistics that make the case for bike patrol to anecdotal stories of arrests and saves that might not have happened without public safety cyclists, evidence of success can be what it takes to justify the existence of a bike unit, start or expand a unit, or institute training programs. IPMBA presents "Success" – the way we've defined it – to demonstrate the power of public safety cycling.

Beyond Community Policing: The Crime-Fighting Effectiveness of the Police Cyclist

By Kathleen Vonk, PCI #042T/EMSCI #063
Ann Arbor P.D. (MI)
IPMBA Secretary



The effectiveness of police officers on bicycles in community policing roles has long been established. One needs only to witness a crowd of children gathered around the "neighborhood bike officer"

handing out trading cards or junior badges to understand the connection between citizens and police on bikes. Although the role of community officer is one of the most important and visible ones a bike officer plays, it is far from the only one. Beyond community policing there exist reactive policing and proactive policing, including surveillance, night operations, and traffic enforcement, all of which are being performed by bike cops across the country.

Reactive Policing

Reactive policing is a segment of police work that can and should be done by bike cops. Bike cops can perform the "everyday" functions of police work, such as investigating burglaries, handling trouble with subjects, and responding to ambulance requests. The only difference is that they arrive on the scene on bikes instead of in cars. If the geographical area is large and staffing issues prevent the officer from riding a bicycle for the entire shift, the officer can mount a bike rack on the patrol car and do a "park and ride." According to a recent survey by the International Police Mountain Bike Association, 55% of responding agencies utilize this technique. Officers on bicycles are sometimes even faster responding to emergency calls than their motorized counterparts, due their ability to maneuver around traffic congestion and use short cuts only accessible to two-wheeled modes of transportation. In addition, many common calls are deemed low priority, so it does not really matter if the officer on a bike arrives in ten minutes rather than five.

Criminals sometimes choose to commit their deeds where police cruisers cannot follow; therefore, the police officer on a bicycle can engage in "sneaky" tactics (as described by those caught by police cyclists).

Since the bicycle can access areas unreachable by motorized units, bike cops often find themselves patrolling these areas and finding easy success. Criminals sometimes choose to commit their deeds where police cruisers cannot follow; therefore, the police officer on a bicycle can engage in "sneaky" tactics (as described by those caught by police cyclists). Travel on the bike can be so quick and stealthy that criminals usually do not have a chance to conceal evidence or run away. If a criminal does run, the police cyclist is able to utilize the mechanical advantage of the bicycle, increasing the chances of apprehension. In the city of Ann Arbor, which has had over 70 bike-certified officers since 1993, there has been just one instance out of literally hundreds of foot-bicycle pursuits in which a suspect eluded arrest. This incident took place in the downtown area, where several driveways are lined with concrete half-walls. It was later discovered that the "suspect" was a Big Ten track and field hurdler!

Areas that are known to have a high degree of criminal activity can also be targeted using team tactics. For example, a park that houses reported alcohol and drug activity can be observed through binoculars from a point of advantage and concealment. Once several violations have been observed and documented, an entire team of police cyclists can converge on the area and make the necessary arrests. Word that this type of enforcement is being employed quickly spreads among the criminals and problems are soon displaced or dissolved.

Other locales might have specific, recurring crimes to address. In Ann Arbor, the residential area commonly inhabited by students is plagued with disorderly crimes and alcohol violations. During the months of September through December (football season), the agency deploys several "party patrol" officers to enforce a variety of violations, such as open intoxic in public, minor in possession, loud parties, and

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Beyond Community Policing

(Continued from page 5)

public urination. Some of these officers utilize the bicycle and literally write ticket after ticket. Upper classmen have learned that they cannot rely upon hiding their containers from a pair of approaching headlights in case it is a patrol car. The freshmen, however, have not yet experienced the stealthy bike officers and receive the majority of the tickets. This is affectionately referred to as AAPD's version of "freshman orientation."

Surveillance

Bike officers can also be employed for surveillance. Surveillance can be conducted in the midst of the criminal activity, as plain clothes officers can either mingle or observe from different vantage points. A different technique involves an "observation officer" positioned away from the contact officers. The observation officer watches a specific target or area, and when an arrestable offense occurs, calls it out to the waiting motorized contact units. The observation officer remains stationary and hidden, ready to call out the next violation. The "chase cars" take enforcement action away from the scene after the violator leaves the area. Activity within that area continues as usual. General surveillance can be conducted from vantage points above eye level, such as at the top of parking structures and public buildings.

Specific targets can be followed and observed undetected by a cop on a bike, even if the officer is wearing a police bicycle uniform. Police cyclists can also wear plain clothes and ride bicycles with no visible police markings. Bike cops soon learn to use parking structures, alleys, walls, fences, trees, dumpsters, shrubbery, landscaping, and buildings to conceal themselves from targeted persons.

Night Operations

Think bike patrols can operate only during daylight hours? Think again. Working at night poses different

challenges to the bike officer, but it also offers additional advantages. A bike cop is even more "stealthy" under the cover of darkness. Even a patrol car approaching in stealth mode can be heard and sometimes seen. The police cyclist working at night can utilize shadows, parked cars, building corners, and many other objects to conceal his/her position or from which to approach scenes. It is not uncommon for bike cops to hide and observe, then "ride right into" crimes in progress and make arrests before the criminal even knows what is happening! This can be a disadvantage at times, when the officer's presence in the middle of criminal activity comes as a surprise to the officer as well.

Despite the stealthy nature of the bike, the officer must take certain measures to avoid making noise, including the "click, click, click" made by the rear derailleur of a coasting bicycle. This problem can be

The police cyclist working at night can utilize shadows, parked cars, building corners, and many other objects to conceal his/her position or from which to approach scenes.

alleviated by equipping the bike with a so-called "silent hub." Tools bouncing against one another in the officer's rack bag can give a position away, so care must be taken to wrap such articles. Bicycle maintenance is important for more

reasons than good performance: an unmaintained bicycle makes unusual and unnecessary noises.

Bike cops are not the only ones who may give their positions away at night, and bike cops are in a situation to be aware of unusual sounds. Noise from criminals carries at night as well, and bike officers might hear breaking glass, gunshots, or cries for help that patrol car officers may not be able to hear. It is not uncommon for police cyclists to discover criminal activity in progress, after hearing noises and quietly following up. Police cyclists working in Dayton, Ohio, arrested two suspects armed with fully automatic weapons after they silently followed "break-in" noises and made a traffic stop on a vehicle leaving the scene of a home invasion.

Any bike officer involved in night operations must take extra safety precautions, such as riding on the sidewalk and using reflective materials. Patrolling on the sidewalk can help protect the officers from drunk drivers, who are more prevalent at night. It also enables them to hide in shadows and areas of building egress. Riding on the sidewalk also takes the curb out of the equation during the transition to other riding surfaces such as the grassy or dirt areas in parks, alleys or construction sites. If the officer does ride in the street at night, all precautions must be taken to make the officer as visible as possible. Reflective seams and lettering sewn into the back of the uniform, headlights and flashing LED taillights, and pedal reflectors are all important.

Traffic Enforcement

Traffic enforcement? How can an officer on a bicycle catch motor vehicles and enforce traffic law? It is neither as difficult or ridiculous as it seems. Obviously, agencies are not assigning bike cops to the interstate, but they are employing them in downtown settings where congestion is high and speeds are low. Officers can easily ride between lines of bumper-to-bumper traffic, looking down into the passenger compartments of the stopped vehicles as they slowly pass. Numerous drunk driving arrests and open intoxicant tickets can be tallied in areas where teens engage in the ever-popular hobby of "cruising." As a bonus, these traffic stops more often than not lead to other charges such as DWLS, open warrants, and drugs.

Bicycle-mounted officers are also utilized in residential areas, where speeding and stop sign violations are the most common complaint of residents. The team approach is used for such types of enforcement. One officer is stationed in a "not-so-conspicuous" location with a hand-held, battery-operated laser or radar unit. This officer reports speeds and descriptions to his partner(s), who is stationed a short distance up the street, ready to hand-stop the vehicle or wait near the next stop sign to initiate contact.

The suggestion of using bike officers for traffic enforcement raises a series of

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important questions: How does a police cyclist actually stop the vehicle? What does the officer do for cover during the approach and duration of the contact? And what if the driver doesn't stop in the first place, either intentionally or unintentionally?

The first consideration in initiating vehicle stops is how to capture the driver's attention. Without the luxury of overheads and air horns or sirens, the bike officer requires an alternative signaling device. Physical contact with the vehicle is discouraged since the police cyclist is extremely vulnerable, and it places the officer open to claims of vehicle damage. Several light/siren units have been designed specifically for police on bikes, and a whistle works well in the absence of one of these.

Once the driver has pulled over, the officer should always be cognizant of available cover, since the engine block of a police car is no longer available. Care should be taken in placement of the bicycle, to avoid damage to the bike by the vehicle, and to allow for a rapid retreat to cover if necessary.

A passenger side approach is preferred to the driver side approach for several reasons. First, because the officer does not have the protection of a patrol car with emergency lights activated to offset from the target vehicle, approaching on the passenger side gives the officer a certain measure of protection. Second, the passenger side approach comes as a surprise to the occupants of a stopped car, and it is not uncommon for a police cyclist to stand on the passenger side for several seconds and even minutes before being noticed by the occupants. This time affords the officer an enormous advantage – that of being in a position to act rather than react, whether the choice is to retreat or engage.

Forward-thinking agencies continue to discover new and creative uses for the police bicycle.

Once the officer has made contact, the driver can be requested to perform certain actions to improve the officer's physical safety, and tactical advantage. The officer can request that the driver activate the hazard lights for more rear visibility. At night, the officer can request the driver to turn on the dome light and leave it on throughout the entire stop, providing the officer with the tactical advantage of being in the dark and looking into a lighted interior. The officer might also want to consider taking the keys to the vehicle, or, at minimum, having the driver turn off the engine. These actions make it slightly more difficult for the driver to flee.

After the officer has obtained the

the main priority. The police cyclist should rely on patrol vehicles to become involved to complete the arrest using high-risk tactics. Felony fleeing charges have become common in cases of police cyclist-vehicle pursuits, as discovered by the survey previously cited.

Conclusion


While police bicycle officers continue to be an integral and essential part of the community policing initiative, many law enforcement agencies are beginning to explore ways to incorporate them into various types of operations. Forward-thinking agencies continue to discover new and creative uses for the police bicycle. One increasingly common use is patrolling mall parking lots during winter holidays. Agencies report significant effectiveness in apprehending those who snatch purses and shopping bags, finding stolen cars, and catching fleeing retail fraud suspects. Some agencies employ



Photo courtesy Chris Davala

necessary information, the area in which the warrant check will be made and where the ticket will be written must be selected. Ideally, some immediate environmental cover will exist, behind which the officer can perform these routine police functions. If not, and if no other officers are available to assist, the officer might choose a location away from the bicycle since this is where the occupants might expect him/her to be.

Initially, if the driver does not stop and intentionally flees, officer safety must be

bicycles to enforce fishing and hunting laws, to manage crowds during organized protests, demonstrations, and acts of civil disobedience; and as part of executive protection details. This is just the beginning. Continued advancements in equipment, technology, and training will continue to expand the use of the bike as an effective policing tool. 

Kathy can be reached at kvonk@ci.ann-arbor.state.mi.us.

This article and photo first appeared in the May 2002 issue of Law and Order. Reprinted with permission.

Chasing Crime on Two Wheels

By Tom Jackman

Washington Post Staff Writer
Thursday, June 15, 2000



It was two years ago this spring, and the homeowners in the Villa d'Este

townhouses on Kingsbridge Drive just north of Fairfax City were growing despondent. Car break-ins. Vandalism. Drug dealing. Graffiti. People were letting their properties decay, and some were preparing to move out.

Then Rudy and Rick arrived. On bicycles. Fairfax County police assigned two officers, initially Rudy Zimmerman and Rick Mey, to full-time patrol in the neighborhood near Villa d'Este, which also included the Yorkville Cooperative, Hawthorne Village and Fairfax Circle Villa apartments near Blake Lane. All had been plagued with minor gang activity, loiterers and trespassers and other "quality of life" issues.

The bike cops set out to change that. Rather than cruising through neighborhoods awaiting calls, they cycled 10 to 20 miles a day, getting to know all the players, both good and bad. And as they did, they realized their biggest impact wouldn't be made with handcuffs and a gun.

They attended community meetings and got to know landlords and property managers. They worked to improve dangerous traffic intersections, got improved lighting in dark areas, organized cleanup projects, conducted soccer leagues and bike rodeos, wiped out gang graffiti, rejuvenated neighborhood watch programs and gained the trust of hundreds of residents, both young and old.

Oh, yeah. And crime went down, too.

"Rudy and Rick came on the scene," said Linda Freeman, president of Villa d'Este's homeowners association, "and made a tremendous difference in a very short period of time. Instead of fear, there was information."

Yorkville, which abuts Villa d'Este, is a 236-unit complex of nearly all government-assisted housing and had growing problems with young toughs intimidating residents and their children. The bike cops "really cut down on a lot of problems," said Jim Brown, Yorkville's project manager. "A lot of kids used to hang out, make a lot of noise, drink beer, do dope. They [police] broke that up."

As he spoke, three 5-year-olds bopped happily down the sidewalk and launched themselves onto a Yorkville playground. For some time, Zimmerman said, the playground remained vacant.

For the last year, Zimmerman was joined by Officer Joe Pittman, who replaced Mey. Throughout their beat area, everyone seemed to know their names.

Zimmerman and Pittman both seem to love the assignment, even if it often emphasizes social work over traditional police work.

"We're trying to empower the neighborhood," Zimmerman said, "show people how to take care of themselves."

Pittman said it isn't boring, either. "This is the best job in patrol," Pittman said, "if you like to be out and get action."

Each day, Zimmerman, 37, and Pittman, 32, hear what the community's problems are. And rather than sitting inside a car, nodding politely while waiting for the next dispatch, they can move to an office provided by Yorkville and start working the phones.

When neighbors pointed out that an intersection near Mosby Woods Elementary School was poorly marked and dangerous to kids, Zimmerman and Pittman worked on evaluations and recommendations for the state transportation department. When pedestrians suffered several assaults on a path near the Vienna Metro station, the officers helped persuade Metro to cut down a row of hedges and improve lighting on the path.

The bike cops also have worked with the apartment managers to help evict troublesome residents and ban unwanted visitors. They have established a database of trespassers, to cut down on loitering and supply information to the apartment managers, helping to form the legal basis for evictions.

Not long ago, a familiar sound in Yorkville was a high-pitched whistle, the signal that cops were coming. Brown said the whistle is virtually gone now.

"I'd ride right to the whistle," Zimmerman said as he pedaled around Yorkville last week. "I'd say, 'Need help? I'll just stay here with you.' After a while, it stopped."

Zimmerman's job is hardly finished. "YVC," for Yorkville Crew, is still spray-painted on some walls. And when Zimmerman eased up to a group of teenagers sitting on a bench last week, some still defended their need to join a gang and defend their turf.

"Yo, man, when people come in here, I gots to protect what's mine," declared one

young man to Zimmerman. Zimmerman tried to urge the alternative of calling the police. The young man saw fighting as the only alternative. But even as the two disagreed, they clearly had a rapport. "Officer Zinnamon, Officer Zinnamon," began each of the young man's sentences. Zimmerman smiled. He'd be back.

Calls for police service are significantly down in Zimmerman and Pittman's area, statistics show. Last year, police were called 97 times to Yorkville; this year only 24 times through May, a pace for about 60 calls this year, Capt. Bob Callahan said. Callahan, the McLean District commander, said the bike

"This is the best job in patrol," Pittman said, "if you like to be out and get action."

officers serve as a valuable resource for regular patrol officers who need better information about the players in the neighborhood.


By getting to know gang members, and gang member wannabes, Zimmerman and Pittman helped make arrests

in two serious felony cases. In both a shooting and a sexual assault, the bike officers recognized descriptions of the suspects, talked to friends of the suspects and nailed them both down. "In the shooting," Zimmerman said, "the rest of the guys saw how quick we solved that, and that had an impact on them."

Fairfax Police Chief J. Thomas Manger, who once commanded the McLean District, where Zimmerman and Pittman work, said he was impressed by the improvements in the neighborhood. "They come down here," Manger said, "they find out what needs doing, and they do it."

In other neighborhoods, officers on bikes have helped make a difference, too. The police department started using bike patrols in 1990 and now has 60 such officers spread across the county.

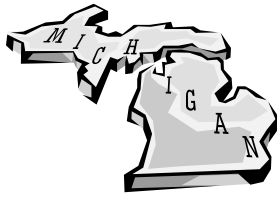
County Supervisor Gerald E. Connolly (D-Providence), who first asked Fairfax police for help after hearing complaints from his constituents, said Zimmerman and Pittman have not only helped neighbors know neighbors, but neighborhoods know neighborhoods. They've introduced Villa d'Este residents to Yorkville residents, for example, and the two have launched projects together involving family resources and area cleanups.

"This kind of community police work is unquestionably successful," Connolly said. 

To view the entire article, go to <http://washingtonpost.com/wp-dyn/articles/A61612-2000Jun15.html>

The Woodward Dream Cruise

By Christopher Jahnke
Royal Oak PD (MI)



Eight years ago in Royal Oak, Michigan, a few Woodward Avenue business owners convened over a burger

and started reminiscing about “the old days,” when they cruised Woodward Avenue in the 50’s. They devised a plan to organize a “Cruise,” to be held on the third Saturday of August. There was little fanfare that first year, and no special events; just people cruisin’ up and down Woodward in their old muscle cars, primarily in Royal Oak between 11 Mile and 14 Mile Roads.

In the first year, Royal Oak Police devised a plan to thwart the burnouts (from cars) and problems that arose from the cruise and its 1000 or so fans. Split into groups to patrol Woodward, ROPD responded to problems but had no real action plan. They were like a pack of wild dogs running from area to area, dealing with a number of unanticipated issues.

In subsequent years, the cruise grew exponentially, gaining corporate sponsors such as Eaton, GM, Ford, DC, Toyota, Honda, and Visteon. In 2001, the Woodward Dream Cruise was billed as the largest one-day car show in the world, as well as the world’s largest cruise, featuring 30,000 muscle cars, street rods, custom, collector and special interest vehicles. The cruise route stretches 16 miles from Detroit to Pontiac and attracts an estimated 1.5 million spectators. Close to one million of those spectators line Woodward Avenue between 11 Mile and 13 ½ Mile Roads. Though billed as a one-day event, it has expanded to three days, starting on Thursday and ending on Saturday evening. All ROPD personnel work 12-16 hour shifts on both Friday and Saturday. Enforcing problems associated with the cruise unofficially starts the weekend before the event, picking up speed until the final shut down of Woodward Avenue on Saturday night at 9pm.

Since that first year, we have become more and more organized, starting to plan for the next year as soon as the current event ends. We are now utilizing “post” assignments every ¼ to ½ mile, along the median, with specialized groups providing support. For the past two years, one of these groups has

a mountain bike patrol. In 2000, support was provided by Oakland County Sheriff’s Department and Grosse Pointe Police Department, as well as a couple of Canadian officers.

The 2001 plan included a new addition – our own police on bikes. The Royal Oak Police Department developed and implemented a mountain bike patrol both for regular shifts and for the Woodward Dream Cruise. Chief Theodore Quisenberry spearheaded and supported this unit from the start, providing both high quality equipment (Trek police bikes) and top-notch training (IPMBA’s own Kathleen Vonk and Lou Ann Hamblin.) The Bike Unit began with five members, currently has seven members and plans to expand to 15-20 members.

In its first year, the ROPD Mountain Bike Unit utilized the services of surrounding communities who were not directly involved in the Cruise. Established, successful bike units from communities such as Madison Heights, Southfield and Troy were gearing down on the crank, ready to assist at the asking. When we did ask, they stepped up with a resounding “yes,” donating 12 officers to complement our then five along with 12 or so from Oakland County Sheriff’s Department.

It did not take long to realize the advantages to using the Bike Unit during the cruise. The benefits ranged from positive PR to timely response by supervisors on bikes. And, of course, a quicker response time to crimes in progress.

Our goal was simple: “Provide a safe, family-oriented environment for everyone to enjoy.” Our action plan was twofold: 1) build a rapport with the spectators, and 2) enforce laws, particularly those regarding alcohol and driving offenses. (Each year we have a different primary enforcement focus. In 2000, we heavily enforced driving offenses such as sudden acceleration, reckless and careless driving. This active enforcement significantly reduced the number of violators in 2001. In 2001, we also targeted alcohol consumption among the spectators.)

It does not take a rocket scientist to recognize the ability of officers on bikes to

build rapport with crowds, imperative in this situation because the people we have contact with at 8am are going to be the same people, in the same spot, at 9pm when it is time to close down Woodward Avenue. If we create a hostile atmosphere from the commencement, it will be a very long weekend for all the officers, and the goal of providing a safe, family-oriented environment will not be achieved. We want the the spectators on our side, and bikes are a great way to “break the ice.” The ability to utilize bikes as a PR tool cannot be overlooked. You can win over a crowd in a short period of time, then implement your strategy governing expectations of conduct. Because you see and have contact with these same people throughout the day, building that rapport, the spectators become your eyes and ears. They eagerly point out violators and suspicious people, and if someone starts to give you a hassle, they readily become your supporters.

One of the other advantages the bikes have in terms of helping us achieve our goal is their mobility. Because Royal Oak is the hub of activity, cars are four lanes deep in each direction; traffic is stop-and-go from 11 Mile to 14 Mile Road; and getting around is difficult. In these conditions,



mountain bikes offer a huge advantage over other modes of transportation. Bikes can maneuver in, out and around traffic with ease and speed.

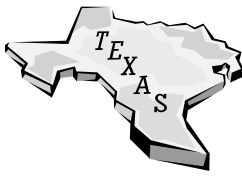
The importance of being able to respond quickly and with numbers was never more evident than during an incident that occurred in 2001. Our post (five bike officers and eight officers on foot) was dispatched to a large fight in an area about 300 yards away. The contingent of bike

(Continued on page 10)

Remembering the Alamo

By T.J. Richardson, PCI # 139/EMSCI #010
 San Antonio PD (TX)
 IPMBA Vice President

The foot and bike patrol is rolled out and a city is reborn



The year is 1990. San Antonio, home to the famed Alamo, retains little of its past glory. Although people still come to steep themselves in history, they rarely linger.

They drive their cars as close to the Alamo as possible, take the tour, and are on their way. Downtown is still home to a variety of businesses, but at 5:00pm, the sidewalks are rolled up and most everyone heads towards the growing suburbs. Those who do stay might begin to feel unsafe. The streets are dark, there are few pedestrians,

and danger seems to lurk around every corner. In fact, crime rates have been high in this area for years with little hope that they will decrease. The police log book chronicles a variety of crimes, ranging from drunks to robberies and sexual assaults. The news reports further discourage "good" citizens from frequenting the downtown area.

In the face of all this, a group of determined citizens decide to fight back. A small band of downtown residents and business owners who have come together to form the Downtown Owners Association, now known as the Downtown Alliance, begin a journey down the road to revitalization.

The members of the Downtown Alliance pledge their own funds to the effort, but they are not alone. The goal of bringing San Antonio back is shared by the city, which reels from the declining tax base and hopes to transform downtown from a forgotten landmark to a "crown jewel." Plans are formulated to transform the downtown area into a vibrant center of commerce and polish the lackluster riverwalk into an attraction even more popular than the Alamo itself.

As part of the revitalization effort rallied by the Downtown Alliance, the San Antonio Police Department established the

(Continued on page 11)

Cruise

(Continued from page 9)

officers was there in seconds and found a group of men having a heated argument. We were able to separate them and send them on their way before the foot officers arrived. Our quick response resulted in a peaceful solution to a volatile confrontation. The additional time that it would have taken us to walk (or run) to that location may have been just enough time for the situation to escalate into a violent episode.

The bikes also offer a tremendous stealth advantage. In 2001, we issued many violations for Open Intoxicants in a Motor Vehicle because we were able to roll between the cars; in addition, we issued a number of Possession of Marijuana and other miscellaneous violations. Because bikes are frequently overlooked as modes of transportation for police, we were able to ride up on groups who were throwing bleach or some other liquid on the roadway (for the purpose of encouraging burnouts) without being noticed. I did that on three occasions last year, and each time they did not know I was the police until I was in front of them.

Using bikes during the event has affected supervision as well. We relegate a group of mountain bike officers to each ROPD Mountain Bike Sergeant for assignments and supervision. Each supervisor is also responsible for a squad assigned to a particular post. Though this is

potentially taxing to the supervisor, we have found that the officers who come to support us during the event are usually well-rested and ready to put their department in a favorable light, and, therefore, little supervision is needed.

The mobility advantage of the bike works for supervisors, too. Supervising on a bike in this environment is much more effective than being on foot or in a car. A car is ineffectual unless there

is a great distance to travel and the location away from the hub of activity. Being on foot is more effective than being in a car, but still difficult and time-consuming, especially if the destination is a ¼ mile walk away. A bike enables the supervisor to traverse a congested area in a short time if needed by his or her officers. Bike-mounted supervisors are responsible for a large squad of foot patrol officers who are split into groups and assigned to specific areas of patrol. Supervising such a squad by bike is less cumbersome and increases our ability to effectively manage this contingent.


Because the bike unit has been so successful, plans are to continue it for 2002. Even more departments than in previous years will be assisting, including Van Buren Township and Ann Arbor. The total number of additional mountain bike officers will exceed 30. Each officer, some operating under the auspices of a long-standing mutual aid pact, will be

empowered with legal jurisdiction in the enforcement of civil infractions, city ordinances and state crimes. Not only will they have the same authority as ROPD officers, they will also bring to the table their training, presence and instinct

to assist. Which is a good thing, because even with our full contingent of officers, both from our own agency and those assisting us, we are still outnumbered 3500 to one!

The additional time that it would have taken us to walk (or run) to that location may have been just enough time for the situation to escalate into a violent episode.

Woodward Dream Cruise 2001 was an especially memorable one for me because it was my first year on a bike. It made for a gratifying and exhilarating cruise. I was able to put both my best PR foot and my best enforcement foot forward, and so were many others.

Of the incidents that I remember most vividly is one involving a fireman, from an unnamed department, who was on a bike. He was riding in the median with all of his medical gear when he put a little... no, a lot of pressure on his front brakes... and look-out! An end-over. After I rode up to check if he was alright, I couldn't help but laugh. When I asked if he learned that in training...he replied, "What training? We didn't get any training." Hmmmm...imagine that. 

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CINCINNATI PILOT STUDY FLIES

Focus: Success

By David Simpson, PCI #115/EMSCI #011
Cincinnati PD (OH)



In August 1993, the Cincinnati Police Division implemented a mountain bike patrol pilot project. The purpose of the pilot study was to determine whether or not bike-mounted police would be an effective crime-fighting strategy for the department. At the end of the study, the answer was "yes." The District Four sergeant who oversaw the pilot enthusiastically recommended the expansion of bike patrol to the Division's remaining four districts.


The study determined that mountain bike patrol officers can perform any of the functions performed by normal patrol units with the exception of expressway patrol. They are able to carry most of the same equipment, and they can patrol most beats as effectively as motorized units. They can investigate auto accidents, issue moving violation citations, and enforce parking infractions. They are especially effective at traffic enforcement in congested areas.

Part of the study included utilization of bike officers during the city's annual Riverfest. The bike officers were able to move swiftly through the crowds to resolve situations, and were effective at patrolling crowded parking lots and garages.

Statistics reflecting the activity of bike officers during the pilot project, compared to the activity of the vehicle-based relief officers, appear in the sidebar.

The bike unit was also used to conduct a Holiday Task Force (conducted in previous years, but without bikes), targeting robberies, burglaries, and theft from vehicles. Eight mountain bike officers and two undercover officers in two shifts were assigned to work from 1200 to 0500 hours in two areas that, due to the influx of citizens during the holidays, traditionally experienced increases in both thefts and robberies. However, the Task Force was not limited to these areas; rather, it was adjusted as necessary to address problems in other areas of the district.

The Task Force was begun on December 12 and ended on December 31. At the end of that time, it was determined to have been successful in reducing the numbers of reported robberies and thefts in the target areas. The bike officers made several key arrests, bringing an on-going burglary problem to an end. Figures comparing the number of reported offenses in the target areas for two consecutive years (without bikes and with bikes) appear in the sidebar.

The positive results obtained during the District Four pilot project and the Holiday Task Force convinced the Division to expand the bike patrol throughout the city's five districts. Today there are 65 trained bike officers who operate throughout the city. They are used in a variety of ways, ranging from community policing to targeted enforcement and from drug operations to surveillance, depending on the goals of each individual division. Overall, the City of Cincinnati has benefited tremendously from the versatility, mobility, and surprise factor of police officers on bikes.  David can be reached at david.simpson@rcc.org.

Cincinnati Police Division District Four Holiday Task Force (combined figures)

	1992	1993
Robbery	24	4
Theft	62	27

Cincinnati Police Division District Four Activity Report

OFFICER'S WEEKLY AVERAGE	RELIEF OFFICER	BIKE OFFICER
Hours on Duty	40	40
Radio Calls	32.44	23.23
Arrest—Felony	1	2.25
Arrest—Misdemeanor	2.98	9.49
Juvenile Arrests & Referrals	.88	2.11
F.I.R.'s	.23	1.69
Vice Incidents	.48	4.67
Property Recovery Incidents	1.22	2.87
Warrants Served	4.86	9.74
Crimes Discovered	.44	1.55
Court Appearances	.75	1.01
Misdemeanor Cleared/Follow Up	.51	2.55
Moving Violation	3.46	4.38
Parking Violation	2.8	9.78
Accident Reports	1.2	.99
Motorist Assists	.64	6.57

Alamo

(Continued from page 10)

Downtown Foot Patrol; forty-five men and women who would revive the concept of the "police beat," in which police officers patrol a small district in a visible and approachable manner. The goal of this seemingly old-fashioned way of policing appears to be quite simple: be visible enough that the good citizens feel safe and that the bad ones feel unwelcome. It is more complex than that, of course, because a beat officer is very approachable and quickly becomes a part of the community.

It is a great beginning, but there is something missing; a void between the closeness and rapport of the beat officer and the speed of the cruiser. A popular entertainment district on the edge of the foot patrol beat needs the beat officers to get

there faster and give them better coverage. One of the business leaders there jokingly scoffs, "if we gave you bicycles, would you get here faster?" There is a small burst of laughter, but as the laughter dies, a silence falls over the table with both business leaders and police officers fixed in thought. Could bicycles work? There was talk of bike patrols being used in a city in the northwest, but San Antonio is far too conservative and old-world for such an unorthodox idea. But the Downtown Alliance offers to buy the equipment if the police will give it a try.

A pilot project begins with five bicycles and a handful of officers trained to ride them. The downtown thugs and gang members laugh as big, strong police officers don shorts and white helmets. Curious tourists point at the strange sight, and the business owners watch in anticipation. Within days, the laughter of the thugs turns

to cries of panic. They run, but to no avail, because the bike officers are highly mobile, silent, and agile enough to follow the bad guys into the nooks and crannies that characterize the downtown streets. An all-out campaign against crime is launched, and it begins to work. The Foot & Bike Patrol, working in concert with the members of the business community and public and private investors, has begun to make a startling difference.

Fast forward to 1995. Anyone who visited San Antonio a mere five years ago would be amazed. The streets are clean. More restaurants and shops line the San Antonio River, and it is "the place to be" on Friday nights. Several downtown buildings have been transformed into new shops and residences. A state-of-the-art shopping mall is erected where once dilapidated buildings stood and tourists wander far beyond the

(Continued on page 12)

The Alamo

(Continued from page 11)

limits of the Alamo. There are still some empty buildings, but downtown is becoming a desirable place to work and play. Hotels are cropping up to serve the increasing number of tourists and conventioners.

Police officers seem to be everywhere on bicycles as only five of the downtown officers still walk. They are talking to residents and business owners, walking or pedaling around town, and answering the question,

“where is the Alamo?” what seems like a million times a day. Crime rates have dropped across the board and the nature of the offenses has shifted to more petty ones. The Downtown Foot & Bike Patrol has played a significant role in the transformation and has been enthusiastically embraced by the members of the Downtown Alliance.

Within days, the laughter of the thugs turns to cries of panic. They run, but to no avail because the bike officers are highly mobile...

increase in hotels and a 43% increase in hotel rooms – and still the occupancy rate hovers at an impressive 61%. In 1995, visitors occupied over 4600 rooms per night;

today, that number is over 5700 (Source: *San Antonio Downtown Alliance*).


The Downtown Foot & Bike Patrol is still busy. The

concept has grown past the inner city boundaries to include every substation and every neighborhood in San Antonio. There are now some 400 trained bike officers and a fleet of over 300 bikes, maintained by a full-time civilian mechanic. They are still seen on every street corner downtown, and even a woman walking alone in the evening can feel safe in most places.

Despite the influx of thousands of more people downtown to work, visit or play, the rate of crime has continued to decline in most categories. Most occurrences of disturbance consist of petty assaults from the bar crowd dispersing late or the occasional vehicle being broken into to lift brightly colored shopping bags. The officers of the Downtown Bike Patrol continue their vigil and fight crime in places unreachable by their motorized counterparts. Most business leaders and residents agree that the Downtown Foot & Bike Patrol has been one of the single most influential factors for growth and industry. They also agree that without the foot and bike patrol, problems would be highly prevalent and the deterioration of downtown would begin instantly.

Type of Crime	1990	1995	1997	2001
Homicide	0	1	2	1
Sexual Assault	23	22	51	22
Robbery	155	130	77	29
Assault	355	387	290	369
Burglary	343	218	109	99
Larceny	3897	2725	1797	not available
Auto Theft	810	250	233	112

(Source: *San Antonio Police Department*)

As San Antonio reaches its saturation point, the Downtown Patrol faces new challenges in devising ways to keep crime from tarnishing the city’s new-found jewel. If they demonstrate the same spirit and determination of a decade ago, they will find a way. 

T.J. can be reached at tjrichardson@hotmail.com.

Bike Officer Aids Driver Having Seizure

By **Kate Hunger**
Reprinted from the *Express-News*
San Antonio (TX)

At first glance, T.J. Richardson of the Downtown Bicycle Patrol thought he was dealing with a scofflaw.

A parking attendant who thought she'd been ripped off yelled to Richardson to stop the driver of a black pickup who had left the parking garage without paying Saturday around 10 a.m.

Richardson pedaled up to the truck, which had stopped on Market Street.

But when he peered through the driver's open window, he instead saw a young man in the throes of a seizure. He radioed for backup and EMS.

Right then, the truck began to move again – straight toward the Westin Riverwalk, just across the street from the parking garage.

So Richardson leaned in through the open window and steered the pickup in a U-turn back toward the garage. Traffic on Market had come to a stop, making his job that much easier, he later said.

“He was kind of choking, so I pulled him out and laid him on his side,” Richardson said. “It seemed to clear everything up all right.”

Within minutes, paramedics arrived and took the 32-year-old Universal City man to Baptist Medical Center, where he was treated and released.

A San Antonio Police Department veteran of almost 17 years, Richardson said he doesn't want to be called a hero. But that's what both a hotel manager and his boss called him.

“It was a pretty heroic sight,” hotel manager Mi Giguere said.

Sgt. Joe Cloud said at the least, Richardson's actions prevented damage to the hotel and injuries to the driver and pedestrians.

And Richardson's actions come in a profession he loves – bicycle patrol.

“It's a real treat to actually get out and do something on the bike,” Richardson said, explaining that he spends a lot of time in the office as a coordinator for the bike program.

He's been with the bike patrol since 1992. Two wheels are sometimes better than four, he said.

“If I'd had a car I might not even have heard the lady yell,” he said.

As a result of his heroics, T.J. received the SAPD Meritorious Service Award. Congratulations, T.J.!

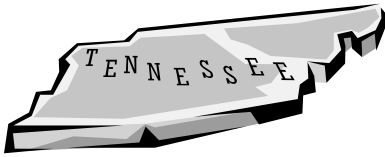


Back to the present: 2002. The revitalization of downtown San Antonio has been, by all accounts, a resounding success. The popular Riverwalk stretches for a mile or more and attracts throngs of people, both day and night; over two million people each year (Source: *Paseo del Rio Association*). It is often impossible to secure a table at a riverfront restaurant without a reservation or a long wait. As a whole, San Antonio is attracting visitors in record numbers – an estimated 8 million visitors in 1997 and growing so fast in recent years that an accurate count is difficult to obtain. San Antonio, with its historic Alamo and beautiful Riverwalk, has become the #1 tourist destination in Texas, and the ninth most popular destination in the United States (Source: *San Antonio Convention & Visitors Bureau*). Even with the 17% increase in downtown office space between 1995 and 2000, available space is scarce and what space is available commands a premium rent. (Source: *San Antonio Business Journal*). Very few empty buildings remain as they are being bought up and transformed at a feverish pace. Nineteen new hotels have been built in the downtown area since 1995 – a 75%

What's a Bike Team Worth?

A couple of lucky breaks allows this bike team to justify their existence

By Nick Gatlin, EMSCI #036
Williamson Medical Center EMS, Franklin (TN)



Anyone who has worked as a public safety cyclist knows that it is a positive thing. You can see the reaction when a kid's eyes get big or a parent thanks you for being there. In a very short period of time, we make a connection with the community that our non-pedaling counterparts will probably never understand. Unfortunately, some of those people live behind a desk, wielding calculators and pens that determine whether or not your job exists. How can you make them understand your worth in a way they can comprehend?

In short, you need numbers. All of the intangible things about public safety cycling will have to go out the window because they will not fit anywhere on a spreadsheet. The smiling kids and the people who wave as you ride down their streets are out of the picture. Somehow, you've got to make fiscal sense, and that's difficult... but not impossible.

Our team has evolved into what is essentially a marketing tool for our organization, but it wasn't always this way. Through a couple of lucky breaks, we found a way to justify our existence using hard numbers, just as the accountants would demand. Here's how that happened.

First, you must understand that we are a hospital-based ambulance service, technically owned by the county, but contracted through the county-owned hospital. That means that we are considered a department of the hospital, but provide the only emergency ambulance service in our county. (If you don't think this article applies to you because you're not hospital-based *or* EMS, don't give up just yet.) This gave us a big advantage. Hospitals must compete with each other for market share, and much of this is done through advertising.

For some unknown reason, we decided during our first few months that it would be a good idea to keep up with the number of people in attendance at the events we worked. I have no idea why we did it, but it proved to be the key to selling the program. During our second year, we found that we had provided EMS coverage for 600,000 people at forty events in a single season. By most people's account, that's not an incredible number. We're probably at twice that now. If you provide service for a college football stadium, you'll reach that number in a fairly short period of time. If you're a police officer patrolling a beach, you could do that in a matter of a couple of days!

At some point, it was bound to happen. The accountants attacked. It was nothing personal, but at sixty to eighty events per year, we were costing a great deal of money. Were we worth it? Could we somehow show an accountant why this made sense?

By this time, we had developed a good relationship with our marketing department. We gave out stickers, pens, brochures and information at every event and to people we saw on patrols at the parks. The marketing department was buying this stuff, but they had a limited number of chances to get it out to the public. When they did, they were usually confined to a single table or booth. We usually represented a half-dozen "mobile booths," and an equal number of representatives to speak to the public. The marketing department realized this and came to our rescue. Here's how they did it.

Advertising costs money. Advertising targeted toward your specific market costs even more money. To target what they felt was their market, our marketing department had been buying advertising space in local business magazines at considerable cost. For example, a local business magazine with a circulation of 30,000 readers may sell a full-page ad for as much as \$3500. The ad cannot reply to questions, give advice or directions to lost people, or provide any services.

A bike team can do all of those things. To reach 600,000 people by advertising in the abovementioned business magazine would cost \$70,000. That would put eight bike medics from our team out in the public for twelve hours a day for about fifty-two days, or every weekend for six months. In those terms, there is simply no argument. We are a bargain.

Television spots are even more expensive, yet they only run for a few seconds at a time. Considering the money we cost compared to other forms of advertising, we comprise a very small percentage of the typical advertising budget. All of a sudden, we made sense.

By now, you may be saying, "What's that got to do with a county-based EMS agency or a police department? The police department has no marketing division." Do you have a public education department? Do you have a "D.A.R.E." program? A fire prevention division? Those are all forms of public relations programs, which are essentially the government equivalent to advertising campaigns, but they each may have a very narrow focus in terms of their audiences. Your bike team can do a lot of the same things with much larger groups of people, as well as provide the service that the public expects.

This year, our hospital is swapping our services as "in-kind" compensation for event sponsorship. Five times each year, our downtown area is closed for festivals. Vendors may rent booths to sell merchandise. Depending on location, a booth costs \$500-\$2,000. We have contracted to provide services at these events, and in return for being there, we get two booths in the middle of the event. That is the prime location, both in terms of our response to calls and visibility. No money changes hands, but we get the space and put up a banner. That would cost anyone

The \$3,500 ad cannot reply to questions, give advice or directions to lost people, or provide any services. A bike team can do all of those things.

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EMTs on Bikes Proves Valuable

A need was recognized and an EMT on bikes unit was formed

Reprinted from *The News-Item*
Shamokin (PA)



SHAMOKIN – Area Services Inc., a Shamokin-based emergency

airway management supplies and IV therapy items, among other equipment similar to that carried on a conventional ambulance.

four-wheel drive races and other outdoor gatherings in Shamokin, Mount Carmel, Northumberland, Sunbury, Elysburg and Selinsgrove.

medical services provider, has comprised a report of bicycle emergency response team (BERT) activities.

A bike is also set up to carry a cardiac monitor/defibrillator when warranted.

Services rendered include five incidents from which patients required transport to a hospital and over a dozen patients who were assisted at the scene and required no further medical care. More than 160 man-hours were logged during these events.

In spring of 2000, Area Services recognized the need for supplemental EMS coverage at events where standby services were rendered. The concept of placing emergency medical technicians (EMTs) and paramedics on all-terrain bikes equipped with EMS gear would allow the staff to quickly reach patients or cover large geographical regions more efficiently than EMS personnel on foot or by conventional means, such as an ambulance, that may not be able to maneuver in certain locations.

Portable radio communications allow the BERT units to remain in contract with the ambulance or dispatch center.

The BERT (bicycle emergency response team) units are used in conjunction with an ambulance or mobile intensive care unit that is also present at the location.

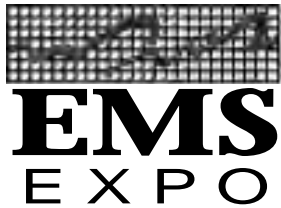
The bikes are equipped with saddle bags containing portable oxygen cylinders with adjuncts, bandage supplies, advanced

The BERT units are used in conjunction with an ambulance or mobile intensive care unit that is also present at the location. The program also allows EMS to interact with the public to improve awareness on safety issues.

The BERT unit is also available to assist police or fire departments with wilderness searches or to provide mobile EMS at large-scale incidents such as major wildfires.

Area BERT units have provided services at 15 events since its inception, including fireworks displays, fitness runs and walks,

BERT services are provided at no cost to the community and information is available by contacting Area Services at 570-648-1000.



Visit IPMBA at the EMS Expo in Nashville, Tennessee, October 3-5, 2002. IPMBA reps will be in Booth #1606 on October 3 & 4 from noon-5:00pm and October 5 from 10:30am-2:00pm. Demos by the Williamson Medical Center bike medic team are scheduled daily; October 3: 1:00pm and 2:30pm; October 4: 1:30pm and 4:25pm; October 5: 12:30pm.

Six P's of Purchasing Panniers:

Hats off to EMSCI Pat Donovan of the Puyallup Fire Department (WA). Pat's article, *Six P's of Purchasing Panniers*, appears in the August 2002 issue of *EMS Magazine*.

EMS Cycling Continues to Gain Ground: The results of the annual report on EMS operational & clinical trends in large, urban areas, conducted by the *Journal of Emergency Medical Services (JEMS)*, were published in the February 2002 issue of *JEMS*. This survey of the nation's 200 largest cities reveals that 52% have a bike patrol program to expedite the delivery of care at special events and in large crowds.

What's A Bike Team Worth?

(Continued from page 13)

else up to \$10,000, yet our personnel costs will run well under half that. As a medical sponsor, we provide a service needed by the event organizers, with a value that exceeds the cost of paying our bike medics.

Another event we do is a biathlon. This event may draw 10,000 people and will get coverage on ESPN and possibly The Outdoor Network. We will get a banner at the start/finish line and several smaller ones around the staging area. It's all paid for with "in-kind" services. Again, no money changes hands. What do you think that would cost?

Of course, none of this addresses cash flow problems. In some cases, the money to pay personnel is simply not budgeted, regardless of how good the deal looks. It's still money going out and none coming in. After all, a government agency just doesn't

work like a business and we can't justify spending taxpayer dollars for advertising on this kind of scale. Government grants for "community-oriented EMS" don't exist. I can only respond to that with a story.

When we were in our second year, a retired county commissioner approached one of our supervisors. He had been attending one of the downtown events. He said "I've lived in this county for years. I served on the commission for twelve. In all the time I've been here, I have never seen county money spent on anything as worthwhile as this bike team thing. I'm so glad to see these guys out here providing this kind of service."

I knew we were popular, but that shocked even me! Don't think that won't matter when budget time rolls around.

Nick can be reached at bikemedic1208@comcast.net

Pleasure Ride Turned EMS Bike Team Deployment

EMS Bicycle Team grabs a golden opportunity to prove their value

By Steven Weigold, EMSCI #085
St. Clair Township-New Miami EMS (OH)



Every year for the last 21 years a bicycle tour called the "Morning Glory Ride" has been held in Cincinnati. The ride attracts as many as 2000 riders. The route is approximately 17 miles long and passes through some of Cincinnati's most interesting and historic neighborhoods. An optional 4-5 mile loop through Northern Kentucky is also available. What makes this ride unique is the 4:00am starting time. It is set up so that much of the ride is in the dark, but when the riders get to the parts of town with the best views, the sun is rising. The ride concludes with a catered breakfast at Serpentine Wall on the Cincinnati riverfront.

This is the first year I participated in the event, and therefore, I was a bit unsure of what to expect. Since the majority of the ride was at night, and I was not familiar with the route and its lighting, I opted to wear our department EMS Bicycle Team Uniform. We recently added new Bratwear uniform shirts to our ensemble, and while they are navy blue, they are outfitted with a large retroreflective logo on the back and retroreflective striping. I figured that I would look like a rolling reflective billboard to vehicles behind me. Those who met me at the recent Tennessee instructor course can probably appreciate that!

Since I had decided to wear the uniform for the ride, I concluded that I should probably take along the gear bags. Since I was going to be representing our department, it seemed only fitting that I have the equipment to do so in a proper manner. Besides, our bags have extensive reflective striping on them as well. As if that wasn't enough incentive to carry them, I figured a 17-mile ride with fully loaded EMS bags – especially on the hills of Cincinnati – would be good training. Some of you may be thinking, "isn't this guy getting a little out of his service area?" Maybe, but one of the things that makes our EMS Bike Team unique is that we don't limit ourselves to just our department's immediate coverage area. Our team regularly makes trips quite a distance to provide EMS Bike coverage for events. We've deployed several counties

away in the past, including Cincinnati, so making the tour a real bike unit deployment wasn't out of the question. I also concluded that riding the route as an EMS unit would likely get the team some useful P.R. As it turned out, I wasn't disappointed.

The ride itself was uneventful. Using proper spinning technique the hills were bearable, even with a fully loaded bike. As you might imagine, I attracted quite a bit of attention. I left the starting line toward the end of the pack, with the idea that I would be in the best position to find someone that needed my help. All of the riders were courteous, and many made comments either to me, or about me, generally implying that perhaps they should be riding near me. I assumed it was because I could help them if they got injured, but now that I think about it, it may also have been because I make a good candidate to draft behind, at least from a size standpoint!

In any case, the scenery was beautiful, the ride enjoyable, and the route well planned.

Things got interesting after the ride. As we were standing on the riverfront enjoying our breakfast, I was approached by a woman asking about, of all things, a golf cart. I think she thought I was a cop. They wanted the cart to get an injured woman to her car so she could be taken to the hospital. She was described as "pretty beaten up." I explained that I had no idea where a cart could be obtained, and then asked if anyone was helping the woman. When she indicated no, I pointed out the loaded bike, and indicated I could help. I think at that point it dawned on the woman what "EMS" means, and I was all but dragged over to what turned out to be my patient.

As the story unfolded, I learned that the woman was descending one of the last hills on the ride into town when she lost control of her bicycle and crashed. It's still unclear as to how fast she was going, but considering the hill in question, if she had not been wearing a helmet, I'm sure the outcome would have been different. As it was, the helmet was obviously damaged. She had crashed about a mile from the finish line, and had been assisted into the sag wagon for a trip back to the start. She vehemently refused ambulance transport, despite my recommendations and those of the sag wagon driver.


I was a bit surprised to find that a "21st annual" event for that many riders did not have a highly visible degree of organized EMS coverage, but I pulled on my gloves and got to work nonetheless. The woman's husband had gone to retrieve the car, and since the woman fully intended to just ride to the ER in the car, I focused on bleeding control and bandaging.

Her most severe external injury was a five centimeter long, "L"-shaped laceration to her forehead that was visibly at least a centimeter deep. Other injuries included a number of smaller lacerations and quite a few abrasions (can you say "road rash"?). Some sterile water flushed the rocks and gravel out of the injuries, direct pressure controlled bleeding, and by the time her husband arrived with the family vehicle, I had the woman all but covered in white and holding onto an ice pack. She said she "wanted to go to sleep," but was alert and oriented, and she still refused an

I think at that point it dawned on the woman what "EMS" means, and I was all but dragged over to what turned out to be my patient.

ambulance. They left for the ER with my "do not pass go..." instructions ringing in their ears.

I got the P.R. I was looking for. Four

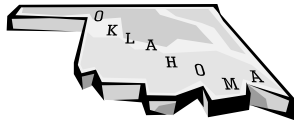
different people took pictures of the treatment in process. I'm still waiting to see if any of them make the paper. Of even more value was the discussion with the sag wagon driver after the patient departed. While I was busy cleaning up my biohazard, the driver and I chatted. I learned that he was one of the ride planners, and to make a long story at least a bit shorter, our team has been invited to "officially" attend the 22nd annual Morning Glory Ride. It seems that those Williamson Medical Center guys were right.. sometimes it IS better just to show up, rather than wait to be invited! 

Steve can be reached at sweigold@polezero.com.
Ed's Note: Nick Gatlin of the Williamson Medical Center EMS Bike Team in Franklin, Tennessee, attributes much of his bike team's success to its tendency to, in the early days, "just show up" at events, often on their own time. It paid off; the team now does 60-80 events per year "on the clock" and is in constant demand by the public. As described in the article that appears on page 12, the Bike Team is now considered to be a valuable public relations tool. Another article about the WMC EMS Bike Team appears in the IPMBA News archives at www.ipmba.org.

Hard Won Training

Perseverance proves the key to one officer's goal of implementing refresher training

By James Whited, PCI #393/EMSCI #048
University of Oklahoma PD (OK)



How many of you have lobbied your department for years to require refresher training? And how many of you have been turned down, time and again? It seems like no matter what you say or do, no-one understands why refresher training is essential for public safety cyclists. We all know how to ride, right? Well, I finally convinced my department to implement a yearly refresher course. Let me share a few lessons that I have learned along the way.

Shortly after I became an instructor in June of 2000, I realized that our department was opening itself up for possible liability and worker's compensation claims. This stemmed from the administration's policy of allowing officers to ride police bikes on duty whenever they wanted to, whether or not they had been keeping up their skills. Most of our officers had been through the state police cyclist school, which lacks the depth and breadth of the IPMBA lesson plan. At that time, only eight of our 37 officers had been to an IPMBA police cyclist school. Our full-time bike officers trained with the Norman P.D. bike team quarterly, but that was only five out of 37. Twenty-two other officers could check out a bike and ride any time they wanted to, without any training update. All of the ingredients were there for officers to hurt

themselves or worse, someone else, while riding on duty.

I approached our department with a plan to rotate officers through an eight-hour refresher course, four hours in the classroom and four hours on-bike. The classroom session would cover the material from the IPMBA manual addressing vehicular cycling, the ABC Quick Check, and basic maintenance. Officers would be fit to the bike they would be riding to ensure their safety and comfort. During the on-bike portion, officers would be required to demonstrate slow speed skills, obstacle clearance, and basic road cycling skills. My plan stopped in administration, where it would stay for almost two years.

Nothing I could say or do would budge it. And then an officer got hurt. The officer had not ridden a bike in almost five years, and had not attended any kind of training in almost seven. But she decided to start riding on a regular basis. About a week later, she was riding at night to a fight call when she struck a trash can. She suffered a fracture to her arm, and did not return to duty for three months. After she returned to duty, I went to the administration again, thinking, "this is a prime opportunity to get the plan out of the red tape." No such luck. Again it was lost, and the officer returned to riding, again

without any refresher training.


I wondered, "what would have happened if she had run into a student instead of a trash can?" That's a big risk to take.

After I returned from this year's conference, I started to lobby for the refresher course again and got the green light in late May. I am happy to report that the first group has gone through this refresher course. Even those officers who opposed the requirement are saying that they did not realize the extent of the differences between the state lesson plan and the IPMBA lesson plan. The best

Even those officers who opposed the requirement are saying that they did not realize the extent of the differences between the state lesson plan and the IPMBA

feedback came out of vehicular cycling and maintenance. I had a local bike shop manager come in and demonstrate preventive maintenance basics and help with fitting bikes. The response was very positive. I

believe that this will translate into repair costs savings in the future.

The future for this program is bright. Next year I plan to add an off-road ride to the cone courses. I have learned that persistence pays off and that even an officer can get an administration to go with something new as long as it is justifiable. The cost of keeping officers current on skills is much less than the cost of workers compensation claims, officer downtime, or civil liability. 

James can be reached at Whited@oupd.ou.edu.

Drug Dealers Lash Out at Police

By Tony Hanson
KYW Radio, Philadelphia (PA)
(www.kyw1060.com)




Philadelphia's Operation "Safe Streets," targeting the city's open air drug markets, is now a couple of weeks old and police have been targeted by angry drug dealers. Two officers came under fire, but were not injured. Bike cops in southwest Philadelphia have been cursed.

Twelfth District Captain Michael McCarrick says it wasn't long before drug dealers near 60th and Greenway lashed out with graffiti—three-foot-tall letters painted on two vacant houses. There were three words: "‘Expletive’ Bike Cops."

"This little mural went up the day after the initiative began. Our officers were out here aggressively patrolling the area and they made a couple of arrests."

Captain McCarrick sees the mural as a good sign. Bike cop Kenneth Long agrees: "I take it as positive energy because it shows we are out here doing our job."

And more even more energizing was the effort by some unknown civilian who covered up most of the graffiti.

Law-abiding neighbors, like the woman who says her house was strafed by gunfire less than a month after she moved in, say they are grateful for the police attention. 

Night Life for Chicago PD

Focus: Success

Chicago bike patrol working so well it is expanding its hours

Reprinted from CAPS website



The Lakeview Action Coalition and the Chicago Police recently announced the expansion of late night bike patrols in the East Lakeview community. Bike officers in the 23rd District began working until midnight last year. Now they work until 1:30 a.m. A night bike team will also start patrols in the 19th District.


The expanded patrols are in response to hate crimes against gays and lesbians in the Lakeview area. "Since 1990, three... Streets—Halsted, Broadway, and Clark, and their connecting side streets—have been the site of the largest...patterns of crimes in the city. Most are committed at night," says Pastor Barbara Bolsen of the Lakeview Action Coalition.

Last year, the Coalition hosted a series of meetings with police to address the problem. From those meetings, the strategy of nighttime bicycle patrols emerged. As 23rd District Commander Richard Guerrero explains, "the officers are more accessible and it increases the positive interaction with the community, and [people] feel safer." It appears that people not only feel safer, but they *are* safer. After one year of night patrols, hate crimes in Lakeview have dropped by 50 percent. The patrols have had other benefits as well. Burglaries have dropped by 30 percent because the bike patrols allow officers to cover alleys,

and they give officers a stealth advantage. Just the sight of officers on bikes creates a sense of well-being in the community.

"I hear people talk all the time about how much better they feel, seeing bike patrols all hours of day and night," affirms Rabbi Michael Siegel of Anshe Emet Synagogue. The police and the community are not taking their success for granted. They hold joint meetings every month

"to assess problems and work out whatever kinks there are," as Lakeview Action Coalition President Rick Ingram puts it. Hate crimes tend to be underreported, and police urge any citizen with knowledge of a hate crime—whether as a victim

or witness—to come forward with information. 

What is CAPS?

CAPS, or Chicago's Alternative Policing Strategy, is a partnership of police, community, and other city agencies. Under CAPS, these partners work together in new ways to identify and solve problems of crime and neighborhood disorder, and to improve the quality of life in Chicago's neighborhoods. Check it out at <http://www.cityofchicago.org/CommunityPolicing/AboutCAPS/SuccessStories/Dist23.01.07.16.html>

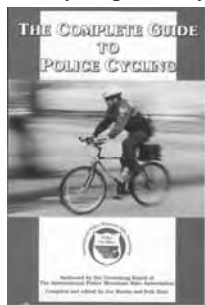


IPMBA

On the Ten Most Wanted List

We're just talking about our book: *The Complete Guide to Police Cycling*. It has been Calibre Press' #2 bestseller for over a year.

The Complete Guide to Police Cycling covers topics such as the history of police cycling, how to start



a public safety unit, bikes, equipment and uniforms; vehicular cycling, technical cycling, patrol procedures, bicycle law enforcement, and much, much,

more. At 256 pages, and with over 130 photographs, *The Complete Guide* is a must-have. Buy it today! Visit www.calibrepress.com or call 1-800-323-0037. (\$18.95)

(See page 22 for more detailed ordering information.)

Dear IPMBA:

I was very impressed with the curriculum and the professionalism of the instructors [of the IPMBA course I recently took]. The lead instructor for our class was Officer Rob Earick, IPMBA PCI #363, who is very knowledgeable, and a very good rider. (Not to mention a squad and SWAT/Meth Lab Team member of mine on the Puyallup Police Dept.) The Federal Way Police Dept. (WA) was also very professional as they catered lunches to the classroom to keep the camaraderie in the class. There were no big egos and everyone was a team player. I crashed and burned numerous times during the course, and, now I can say I have the utmost respect for Police Cyclists and the IPMBA Instructors and staff.

I was not a cyclist before the course but now I've been totally convinced it's the way to go. Not to mention the department actually pays a cyclist to stay in shape. I have had nothing but good response from the community and public... a real shocker though is for the bad guys...nothing gets them upset more, I think, than being stopped by a bicycle cop. It seems to embarrass them.

The Puyallup Police Department cyclists want to say thanks for the time and effort the people of your organization put in to make Police Cycling a safe and productive element in police work. The Puyallup Police Bike Team plans on doing a 50-mile bike ride during one of the local events.

Thanks again —

David Temple Jr., Puyallup PD (WA)

Letter to the Editor

I was very impressed with the curriculum and the professionalism of the instructors

Closing Note... Bicycle Patrol: Its Here and Its Big

A report by the U.S. Department of Justice's Bureau of Justice Statistics (BJS) tracks changes in the 62 police departments serving cities with populations of 250,000 or more. The use of bicycle patrol by departments in those cities increased over the decade from 39 percent to 98

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Seattle, WA 98118

Product Purchase Program

IPMBA's Product Purchase Program offers IPMBA members a great selection* of bike patrol related products at reduced prices. This page provides discount details from the participating companies. You **MUST** be a current IPMBA member to receive these discounts. **Have your IPMBA member number ready. Enjoy the discounts.**

Company Name: ABS Sports Inc
Contact Name: Van Zeverbergen
Address: 683 Rt. 33
 Highstown, NJ 08520
Phone: 609-371-1554
 609-371-7133
Fax: 609-371-7133
E-Mail: sales@abs-sports.com
Website: www.abs-sports.com
Product: Super Saddle
Regular Cost: \$99.00
Cost to Members: \$89.00
Notes:
Form of Payment: DC, MC, PO, V
Ordering Options: Phone, Fax, E-Mail

Company Name: Nutri-Plex, Inc.
Contact Name: Mike Menkes
Address: 3517 NW 35 Terrace
 Ft. Lauderdale, FL 33309
Phone: 954-486-4590
Fax: 954-486-4026
E-Mail: K2max@hotmail.com
Website:
Product: Sports and Nutritional Supplements
Regular Cost: Wholesale prices
Cost to Members: Wholesale prices
Notes:
Form of Payment: AX, CH, MC, V, PO
Ordering Options: Phone, Fax, E-Mail, Mail

Company Name: Eko Sport
Contact Name: Christy Fry
Address: 580 North Westgate Drive
 Grand Junction, CO 81505
Phone: 970-241-3518 (800-999-8277)
Fax: 970-241-3529
E-Mail: Ctry@ekosport.com
Website: www.ekosport.com
Product: Power grips pedal straps, total air suspension upgrades & pumps
Regular Cost: 20% off retail prices
Cost to Members: CK, MC, V, D
Form of Payment: CK, MC, V, D
Ordering Options: Phone, Fax, E-Mail, Website

Company Name: Bike Control Inc
Contact Name: Lester Erison
Address: PO Box 1895
 Beaverton OR 97075
Phone: 503-579-9729
Fax: 503-671-7465
E-Mail: info@bikecontrol.com
Website: www.shockstier.com
Product: Add-on Rear Suspension
Regular Cost: \$199.00
Cost to Members: \$169.00
Notes:
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Website

Company Name: Bushwhacker USA
Contact Name: Jeff Sims
Address: 395 E. 300 N.
 Morgan UT 84050
Phone: 801-829-6801
Fax: 801-829-6104
E-Mail: jss1205@aol.com
Website: www.bushwhackerdsigs.com
Product: MESA Rear Rack Trunk
Regular Cost: \$55.00
Cost to Members: \$35.00
Notes:
Form of Payment: AX, C, CK, MC, V
Ordering Options: Phone, Fax, E-Mail

Company Name: Cascade Designs
Contact Name: John Fahy
Address: 4000 First Ave. S.
 Seattle WA 98136
Phone: 800-527-1527
Fax: 800-583-7583
E-Mail: john.fahy@cascaadedesigns.com
Website: cascaadedesigns.com
Product: Playpug Hydration Systems
Regular Cost: Wholesale minus 10%
Cost to Members: Wholesale minus 10%
Notes:
Form of Payment: CK, Money Order accompanied by pro-form
Ordering Options: Mail-in only

Company Name: De Soto Sport
Contact Name: Emilio De Soto II
Address: 5262 Eastgate Mall
 San Diego CA 92121
Phone: 858-453-5672
Fax: 858-453-6783
E-Mail: desoloinc@aol.com
Website: n/a
Product: All Products
Regular Cost: All Products
Cost to Members: 40% off retail
Notes:
Form of Payment: AX, MC, V
Ordering Options: Phone, Fax, E-Mail, Website

Company Name: Diadora
Contact Name: Chris Goodwin
Address: 12600 Steele Creek Rd
 Charlotte NC 28273
Phone: 800-FON-GITA ext. 318
Fax: 704-588-4322
E-Mail: info@gitabike.com
Website: www.gitabike.com
Product: Bike Patrol Shoe
Regular Cost: \$90.00
Cost to Members: \$80.00
Notes:
Form of Payment: MC, V
Ordering Options: Phone, Fax

Company Name: Fuji America
Contact Name: Kevin Moran
Address: 118 Bauer Drive
 Oakland NJ 07436
Phone: 800-631-8474
Fax: 201-337-1752
E-Mail: info@fujibikes.com
Website: www.fujibikes.com
Product: Bicycles and Related Products
Regular Cost: Call for special pricing on bikes
Cost to Members: Call for special pricing on bikes
Notes:
Form of Payment: C, CH, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Mail

Company Name: Heckler & Koch Intl. Training Division
Contact Name: Pat Rios
Address: 21480 Pacific Blvd.
 Sterling VA 20166
Phone: 703-450-1900 ext. 293
Fax: 703-406-2361
E-Mail: prios@hk-usa.com
Website:
Product: "Officer Survival for the Mountain Bike Officer"
Regular Cost: \$50 off class price
Cost to Members: \$50 off class price
Notes:
Form of Payment: Pre-payment or purchase order
Ordering Options: Phone for information

Company Name: Lane Sunglasses
Contact Name: Neal Dykstra
Address: 7640 N. 400 W.
 Rensselaer IN 47978
Phone: 800-542-7850
Fax: 219-956-2112
E-Mail: eyewear@nautico.net
Website: www.lanesunglasses.com
Product: Protective Eyewear and Goggles
Regular Cost: Wholesale to members
Cost to Members: Call toll free for a free brochure
Notes:
Form of Payment: CH, DC, MC, V
Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Makite
Contact Name: William Maki
Address: 1823 W. Webster Ave.
 Chicago IL 60614
Phone: 800-888-5427
Fax: 773-276-3331
E-Mail: info.safety@prodigy.net
Website:
Product: Illuminated Safety Light Products
Regular Cost: \$12.95
Cost to Members: \$9.00
Notes:
Form of Payment: AX, D, DC, MC, PO, V
Ordering Options: Phone, Fax

Company Name: Marwi Lights
Contact Name: Karndi Phillippe-Watson
Address: 3571 N Union Dr
 Olney IL 62450
Phone: 618-392-2000
Fax: 618-392-2030
E-Mail: karndi.watson@marwusa.com
Website: www.marwusa.com
Product: Bike Lighting Systems
Regular Cost: \$89.00 - \$259.00
Cost to Members: Contact directly for discount
Notes:
Form of Payment: Visa, MC, COD
Ordering Options: Phone, Fax, E-Mail, Mail

Company Name: Maxxis Tires
Contact Name: Michael Kleinheinz
Address: 545 Old Peachtree Rd
 Suwanee GA 30024
Phone: 770-962-8229 ext. 124
Fax: 770-962-7705
E-Mail: n/a
Website: www.maxxistires.com
Product: MTB Tires and Tubes
Regular Cost: \$20.00
Cost to Members: \$8.00
Notes: And more savings...
Form of Payment: AX, D, MC, V
Ordering Options: Phone

Company Name: Mocoan
Contact Name: Bill Levitt
Address: 1635 Monrovia Avenue
 Costa Mesa CA 92627
Phone: 949-646-1701
Fax: 949-646-1590
E-Mail: mocoan@p@aol.com
Website: www.mocoan.net
Product: Bike & Standard Patrol Wear
Regular Cost: Retail
Cost to Members: 20% off retail
Notes:
Form of Payment: AZ, C, CH, DC, MC PO, V
Ordering Options:

Company Name: Model Rectifier Corporation
Contact Name: Frank Rilito
Address: 80 Newfield Ave
 Edison NJ 08837
Phone: 732-225-2100
Fax: 732-225-0091
E-Mail: n/a
Website: www.modeltec.com
Product: Helmet Gear, Cycle Visor
Regular Cost: \$14.98
Cost to Members: \$7.50
Notes:
Form of Payment: C, CK, MC, PO, V
Ordering Options: Phone, Fax

* A company's participation in the Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

ABBREVIATIONS:
 AX = American Express
 C = Cash
 CH = Personal Check
 DC = Department Check
 D = Discover
 MC = MasterCard
 PO = Purchase Order
 V = Visa

The Product Purchase Program was updated January 2001. The information has been provided by the participating companies and is subject to change without notice.

Product Purchase Program

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Company Name: Nuke Proof Industries
Contact Name: Jim Tremayne
Address: 443 Century St., SW
 Grand Rapids MI 49503
Phone: 616-483-9000
Fax: 616-493-4300
E-Mail: nukeprf@nukeproof.com
Website: www.nukeproof.com
Product: Police Edition Wearhead Wheelseats
Regular Cost: Call for details.
Cost to Members: Call for more details.
Notes: C, CH, DC, MC, PO, V
Form of Payment: Phone, Fax, E-Mail, Website, Mail
Ordering Options: Mail

Company Name: Original Footwear Co.
Contact Name: Tedd Dunaway
Address: 4901 Cloutier Dr., Suite B
 Modesto CA 95350
Phone: 888-476-7700
Fax: 209-549-2739
E-Mail: info@originalswat.com
Website: www.originalswat.com
Product: L.E. footwear that feels like cross-trainers
Cost to Members: Call or e-mail for member specials
Notes: C, CH, DC, MC, PO, V, D
Form of Payment: Phone, Fax, E-Mail, Website, Mail
Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: RedMan Training Gear
Contact Name: David Atkinson/Eric Heck
Address: 10045 102nd Terrace
 Sebastian FL 32988
Phone: 800-865-7840
Fax: 800-459-2598
E-Mail: www.redmangear.com
Website: Defensive tactics training gear
Product: 10% off list
Cost to Members: 10% off list
Notes: AX, V, MC, PO, DC
Form of Payment: Phone, Fax, Mail
Ordering Options: Phone, Fax, Mail

Company Name: ProGold Products
Contact Name: Doug or Van
Address: 4106 Stacks Rd.
 College Park GA 30349
Phone: 800-421-5823
Fax: 404-766-3977
E-Mail: progoldtr@aol.com
Website: www.progoldtr.com
Product: ProLink Chain Lubr. ProGold Lubr. EPX Grease/more
Cost to Members: Call for details, 40% off retail
Notes: C, CH, DC, MC, PO, V
Form of Payment: Phone, Fax, E-Mail, Website, Mail
Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Pronmark International Inc
Contact Name: Kenneth Batchler
Address: 35 E. Willow St.
 Massapequa NY 11758
Phone: 800-645-4443
Fax: 516-795-6543
E-Mail: pronmarkintl@aol.com
Website: www.publicsafety.com
Product: Full Line of Law Enforcement Equipment
Regular Cost: 40% off most equipment
Cost to Members: Catalogs available upon request
Notes: C, CH, DC, MC, PO, V
Form of Payment: Phone, Fax, E-Mail, Website
Ordering Options: CH, MC, V

Company Name: PVI Inc. Spokes Wear
Contact Name: Fred Hutchinson
Address: 12532 Beverly Pk Rd
 Lynnwood WA 98037
Phone: 425-355-3669
Fax: 425-355-3661
E-Mail: pvi@pviinc.com
Website: pviinc.spokeswear.com
Product: The Glove
Regular Cost: \$30.00
Cost to Members: \$15.00
Notes: C, DC, MC, V
Form of Payment: Phone, Fax, E-Mail
Ordering Options: Phone, Fax, E-Mail

Company Name: Rudy Project
Contact Name: Dave Kane
Address: 971 Calle Amanecer
 San Clemente CA 92673
Phone: 888-860-7597
Fax: 800-316-8733
E-Mail: rpha@aol.com
Website: rudyproject.it
Product: Sunglasses and Sport Eyewear
Regular Cost: 10% over wholesale
Cost to Members: 10% over wholesale
Notes: MC, V
Form of Payment: Phone
Ordering Options: Phone

Company Name: Signal Measurement Corp.
Contact Name: Ronnie Dowell
Address: 12519 Wanda Lane
 Magnolia TX 77354
Phone: 800-527-1079
Fax: 281-356-0099
E-Mail: ronnie@smc-corp.com
Website: www.smc-corp.com
Product: Mounts for GPS & hand held comm.
Regular Cost: \$56.19
Cost to Members: \$33.71
Notes: And more savings...
Form of Payment: C, D, DC, MC, PO, V
Ordering Options: C, D, DC, MC, PO, V

Company Name: SportWorks Northwest Inc
Contact Name: Julie Gregg
Address: 15500 WoodRed Rd NE #C-800
 Woodinville WA 98072
Phone: 425-483-7000
Fax: 425-488-9001
E-Mail: julieg@sunw.com
Website: www.bicycleracks.com
Product: Hitch-mounted quick load bike racks
Regular Cost: \$300.00 (2 bike) \$430.00 (3 bike)
Cost to Members: \$240.00 (2 bike) \$344.00 (3 bike)
Notes: For 4 bike: \$424 v. \$530 normally
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, E-Mail, Website

Company Name: Swagman
Contact Name: Jim or Don
Address: 300-1880 Government St
 Penitudo BC CANADA V2A7J1
Phone: 800-469-7924
Fax: 800-469-7893
E-Mail: jim@swagman.net
Website: www.swagman.net
Product: Bicycle carries roof/hitch/trunk
Regular Cost: \$99 and up
Cost to Members: Less 15%
Notes: C, DC, MC, V
Form of Payment: Phone, E-Mail
Ordering Options: Phone, E-Mail

Company Name: Tamer Suspension Seatposts
Contact Name: Kevin Marek
Address: 4231 Progressive Ave. #2
 Lincoln NE 68504
Phone: 800-297-4689
Fax: 402-465-4534
E-Mail: tamersusa@aol.com
Website: www.tamersusa.com
Product: Suspension Seatposts
Regular Cost: \$109.95 - \$149.95
Cost to Members: \$60.00 - \$80.00
Notes: Pivoting & Telescoping Styles
Form of Payment: C, DC, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Website

Company Name: Terry Precision Cycling
Contact Name: Jackie Marchand
Address: 1657 East Park Drive
 Macedon NY 14502
Phone: 800-289-8379
Fax: 315-986-2104
E-Mail: jackie@terrybicycles.com
Website: www.terrybicycles.com
Product: Bicycles, Apparel, Accessories, Seats
Regular Cost: Wholesale prices on all goods
Cost to Members: Wholesale prices on all goods
Notes: AX, C, CH, DC, D, MC, V
Form of Payment: Phone, Fax, E-Mail, Mail, Website
Ordering Options: Phone, Fax, E-Mail, Mail, Website

Company Name: Thudbuster Seatposts
Contact Name: Ryan McFarland
Address: 424 E Chicago St
 Rapid City, SD 57701
Phone: 605-342-3232
Fax: 605-342-3233
E-Mail: ryan@thudbuster.com
Website: www.thudbuster.com
Product: Suspension Seatpost
Regular Cost: \$159.00
Cost to Members: \$99.00
Notes: MC, Visa
Form of Payment: Phone, Fax, Website
Ordering Options: Phone, Fax, Website

Company Name: Wilderness Trail Bikes
Contact Name: Travis Hart
Address: 475 Miller Ave.
 Mill Valley CA 94941
Phone: 415-389-5040
Fax: 415-389-5044
E-Mail: www.wtbikes@pachbell.net
Website: www.wtb.com
Product: Bike Frames, Tires, Saddles, Parts, and more
Regular Cost: Wholesale to members
Cost to Members: Wholesale to members
Notes: CK, DC, MC, V
Form of Payment: Phone, Fax
Ordering Options: Phone, Fax

Company Name: R&B Fabrications, Inc.
Contact Name: 20128 Road 138
Address: Oakwood OH 45873
Phone: 800-553-1911
Fax: 800-742-5345
E-Mail: rfab@bright.net
Website: www.rfab.com
Product: Safety vests and bike panniers
Regular Cost: 15% below retail
Cost to Members: 15% below retail
Notes: V, MC, DC
Form of Payment: Phone, Fax, E-Mail, Mail
Ordering Options: Phone, Fax, E-Mail, Mail

*A company's participation in the Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

ABBREVIATIONS:
 AX = American Express
 C = Cash
 CH = Personal Check
 DC = Department Check
 D = Discover
 MC = MasterCard
 PO = Purchase Order
 V = Visa

The Product Purchase Program was updated January 2001. This information has been provided by the participating companies and is subject to change without notice.

MORE SAVINGS FOR IPMBA MEMBERS

Below are additions* to the Program — there are so many savings we can't fit them all on two pages!

Company Name: Tracy Leigh Enterprises
Contact Name: Robert Grippo
Address: PO Box 831
 Brodheads ville PA 18322
Phone: 570-992-9989/877-570-6963
Fax: 570-992-5026
E-Mail: gandg@uplink.net
Website: www.allwebscooters.com
Product: Electric bikes and scooters
Regular Cost: \$2,500 and \$1,900 (Police bikes)
Cost to Members: \$1,999 and \$1,600 (Police bikes)
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Danalco
Contact Name: Sam Matthews
Address: 1020 Hamilton Rd.
 Duarte CA 91010
Phone: 800-868-2629
Fax: 800-216-9938
E-Mail: sam@danalco.com
Website: www.danalco.com
Product: SealSkinz waterproof socks & gloves
Regular Cost: \$29.95-\$39.95 socks; \$28 gloves
Cost to Members: \$15-\$20 socks; \$14.25 gloves
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Bike Track
Contact Name: Carol Weingeist
Phone: 888-663-8537
Website: www.biketrack.com
Product: Mini-Mum vertical bicycle hanger
Regular Cost: \$28.00 basic/ \$45.00 w/ cable
Cost to Members: \$16.00 basic/ \$25.00 w/ cable
Form of Payment: AX, MC, V
Ordering Options: Phone

Company Name: Brave Soldier
Contact Name: Jeffrey Neal
Address: 8330 Beverly Blvd.
 Los Angeles CA 90048
Phone: 323-653-6900
Fax: 323-653-5670
E-Mail: Info@bravesoldier.com
Website: www.bravesoldier.com
Product: Road rash ointment, first defense, crash paks, solar shield
Cost to Members: 40% discount for all products
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Wiley X Eyewear
Contact Name: Dan Freeman
Address: 4777 Bennett Drive Suite D
 Livermore CA 94550
Phone: 925-243-9810
Fax: 925-455-8860
E-Mail: dfreeman@wiley-x.com
Website: www.wiley-x.com
Product: Entire Wiley X line
Regular Cost: Full retail
Cost to Members: 20% discount off retail; Up to 40% with purchase of six or more pairs
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Mail

Company Name: CS Ferrules
Contact Name: David Ortega
Address: 1903 Marylyn Circle
 Petaluma CA 94954
Phone: 707-781-9339
Fax: 707-781-9339
E-Mail: csferrules@yahoo.com
Website: www.csferrules.com
Product: Precision machined housing ferrules for sealing cable
Regular Cost: \$2.00
Cost to Members: \$1.00
Form of Payment: AX, C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Website, Mail

Company Name: Smith & Wesson
Contact Name: Art Frates
Address: 2100 Roosevelt Ave
 Springfield MA 01004
Phone: 800-331-0852 ext. 512
Fax: 413-747-3532
E-Mail: Afrates@smith-wesson.com
Website: www.smith-wesson.com
Product: Bicycles and accessories
Cost to Members: 20% to 35% off retail
Form of Payment: C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, E-Mail, Mail

*A company's participation in the Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.
ABBREVIATIONS: AX = American Express; C = Cash; CH = Personal Check; DC = Department Check; D = Discover; MC = MasterCard; PO = Purchase Order; V = Visa

Proceedings of the 12th Annual IPMBA Conference, 2002

This limited-availability publication contains the outlines and handouts from the 12th Annual IPMBA Conference, held May 2002, in Ogden, Utah. While these materials will not duplicate the experience of attending the conference, they will prove to be a valuable resource for both new and existing police and EMS bike units.

Highlights include *Administrative Issues of a Bike Unit, Advanced Skill Development, Bicycle Safety for Elementary & Middle School Students, Conquering Urban Traffic, Design & Operation of a Mountain Bike Competition Course, Fluids, Fueling on the Go, Funding Sources for Bike Units, Maintenance Tips, Minimizing the Impact of Bicycle Crashes, and Stretching to Prevent Common Bicycling Injuries.* Contact information for each instructor is included, as is a complete listing of the conference exhibitors, all of whom offer products ideal for the public safety cyclist. **Act now!** Call: 410-744-2400 Fax: 410-744-5504 **E-mail:** info@ipmba.org
Member Price: \$25 + \$5 shipping & handling
Non-Member Price: \$50 + \$5 shipping & handling



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Want to Become an IPMBA Instructor?

Want to become an IPMBA-Certified Police Cyclist or EMS Cyclist Instructor? Call 410-744-2400 to obtain an instructor application packet, specifying Police or EMS. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then attend one of the Instructor Courses offered around the country—information on 2002 Courses is below. We'd love to have you! Good luck!

IPMBA Instructor Courses

The locations for the 2002 series of IPMBA Instructor Certification Courses are below. The IPMBA Instructor Course is required of all prospective instructors as well as current PC/EMSCIs who have not already taken the PCID. The Instructor Course locations are as follows:


- **FORT LAUDERDALE, FLORIDA:**
February 18-22, 2002 (19 Graduates)
- **OGDEN, UTAH:**
May 4-8, 2002 (25 Graduates)
- **NASHVILLE, TENNESSEE:**
July 15-19, 2002 (25 Graduates)
- **SEATTLE, WASHINGTON:**
August 19-23, 2002
- **SALISBURY, MARYLAND:**
September 16-20, 2002
- **SAN ANTONIO, TEXAS:**
October 7-11, 2002

Print-and-mail registration forms are available at www.ipmba.org. Registration forms are also available from the IPMBA office via U.S. Mail or fax. To ensure more efficient processing of your application, please complete and mail your instructor application packet well in advance of the course registration deadline. **You must submit your completed Instructor Application prior to or at the same time as your instructor course registration form or your course registration form will be returned unprocessed.** If you would like to become an IPMBA instructor, please call 410-744-2400 or email ipmba@aol.com for information and an application. Applications are not available online at this time. 

Congratulations!

Congratulations to the following individuals for successfully completing the IPMBA Instructor Course in Nashville, Tennessee, June 15-19, 2002.



Anthony Aubuchon, Metropolitan St. Louis Police Dept., St. Louis MO; **Tracy Bidwell**, Fayetteville Police Dept., Fayetteville AR; **Charles Bolduc**, Fort Campbell Military Police, Fort Campbell KY; **Chris Bryant**, Metro Nashville Police Dept., Nashville TN; **Craig Campbell**, Indiana State Univ., Public Safety, Terre Haute IN; **Ricardo Concepcion**, Winthrop Harbor Police Dept., Winthrop Harbor IL; **James Cox**, Galax City Police Dept., Galax VA; **Brian Ellison**, Univ. of MS Police Dept., University MS; **Tim Fowler**, Humboldt Police Dept., Humboldt TN; **David Gillispie**, Lima Police Dept., Lima OH; **Robert Halsall, Jr.**, Arlington County Fire Dept., Arlington VA; **Kevin Harrington**, Fairfield Police Dept., Fairfield OH; **Jeff Hogue**, Sarasota Co. Sheriff's Office, Sarasota FL; **Douglas Johnson**, Indianapolis Police Dept., Indianapolis IN; **John LaPlante**, Metro. St. Louis Police Dept., St. Louis MO; **Carl Lunsford**, King's Daughters Hospital, Madison IN; **Timothy Melton**, Georgia Police Academy, Forsyth GA; **Brian Michaelis**, Athens-Clarke Co. Police, Athens GA; **Deborah Miller**, Metro Nashville Police Dept., Nashville TN; **George Myers**, Indianapolis Police Dept., Indianapolis, IN; **Michael Netzlof**, New Kensington Police Dept., New Kensington PA; **Richard Odum**, Athens-Clarke Co. Police, Athens GA; **Samuel Shumate**, Radford Univ. Police Dept., Radford VA; **Steven Weigold**, St. Clair Twp. New Miami EMS, Hamilton OH; **David Zachos**, Sarasota Sheriff's Office, Venice FL. 

Important Information For IPMBA Instructors

The Complete Guide to Police Cycling is required reading for your students. Order it from:

Calibre Press, P.O. Box 115003, Carrollton TX 75011-5003
 Single Book Orders: 800-323-0037/Fax 866-225-4273/www.calibrepress.com
 Bulk Purchases: Donna Soper, ds@calibrepress.com
 Price: \$18.95 + shipping & handling

The Effective Cycling Video is required watching for your students.

Order it from:
 Seidler Productions, 191 Pine Lane, Crawfordville FL 32327
 850-925-6331/888-DOCYCLE/Fax 850-925-6680
seidlercine@worldnet.att.net/www.streetside.com
 Price: \$29.95 + shipping & handling

IPMBA Membership & Certification Applications are required handouts for your students. They are now available electronically. E-mail info@ipmba.org today to request your printable 

Are You Wearing IPMBA Stuff?

No? Why not? IPMBA is cool. **And you'll be cool, too, if you wear IPMBA stuff.** Okay, the "jump on the bandwagon" marketing shtick isn't working? Darn. We really believe this! How about, "When you buy IPMBA merchandise you're further supporting public safety cycling's best and most recognized advocate!"? Too long? Hmm. If neither of these grab you, please, ignore the link at www.ipmba.org that gets you to a comprehensive display of everything available and a print-and-mail order form. We dare you **not** to look.

While you're anxiously logging on, think about these great IPMBA items at a great price: **Hat** (\$12), **Windshirt** (\$38), **Turtleneck** (\$21), **Polo Shirt** (\$25), **Henley** (\$20), **Denim Shirt** (\$35), **Sweatshirt** (\$27), **IPMBA Patch** (\$4), **Mock Turtleneck** (\$27).

IPMBA Merchandise is managed by **Creative Creations**.
 Phone: 517-423-2673; E-mail creations@ipmba.org **SEE COOL STUFF AT**
WWW.IPMBA.ORG/CREATIVECREATIONS



Miscellaneous

Corrections

The following were listed incorrectly in our last issue of IPMBA News. We apologize for any inconvenience.

- **Bell Sports:** www.bellsports.com; Kathy_Hoffman@bellsports.com
- **EVT:** elee@evtworld.com
- **Fuji:** info@fujibikes.com
- **Golden West:** jwalker@goldenwestcom.com; www.goldenwestcom.com
- **Trek:** www.trekbikes.com

Join IPMBA Today!

Mail with membership fee of \$40.00 to the **International Police Mountain Bike Association**, 583 Frederick Road, Suite 5B, Baltimore, MD 21228



Name _____ Title: _____
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 Country _____ Home Phone () _____ E-Mail _____
 Department _____
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 Country _____ Dept. Phone () _____ Dept. Fax () _____
 New Membership Renewal (Membership Number _____)
 Police EMS Security Other _____ How did you hear about IPMBA: _____

- Whitewater Rafting
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- Mountain Biking
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Keep Those Electronics Safe

By Monte L. May, PCI #262/EMSCI #009
Kansas City PD (MO)
IPMBA Industry Relations Liaison

Products from MDX designed to protect a variety of important gadgets

MDX Industries of Newbury, Massachusetts, is the manufacturer of Cell Safe™, a series of protective products designed for wireless phones, radios, GPS, PDAs, and laptops. The purpose of these products, described as “electronic armor,” is to prevent damage to electronic equipment from moisture as well as impact and/or shock. The Industry Relations Committee tested some of the Cell Safe™ products and found them to work very well.


One of our committee members was assigned the Cell Safe™ phone case. It is a hard plastic cylinder case – available in yellow or clear – lined with foam interior padding. It includes an interior Velcro strap to secure the phone or radio in the case. The case has a number of carrying options – it is sized to fit into any standard bicycle water bottle cage and has a side-mounted loop for attaching to belts as well as a loop on the top for attaching to hooks, clips, and tethers.

The reviewer placed his Motorola Star tac phone in the case, secured the Velcro strap and the outer fasteners and hurled the phone case down the street. It went about a block, bouncing

several times off the asphalt street. The case did not crack. More importantly, the phone inside was still secure and appeared to be undamaged. It worked fine. We also tested the Cell Safe™ PDA Case with a Handspring Visor PDA. So far, like its wireless phone counterpart, the PDA Case has done its job protecting its electronic cargo from damage.

The phone and PDA cases are advertised as watertight and are said to float, but we did not test those features.

If you utilize either a wireless phone and or a PDA while on bike patrol, I recommend these products for keeping your electronic devices protected from unnecessary damage.

Cell Safe™ also offers several accessories, such as the Clip Safe™, the Flash Clip™, and a nifty neoprene Key Cover™ that silences rattling keys. For more information on these products check out their website at www.cellsafe.com. 

IPMBA thanks Cell Safe™ for its generosity in providing all attendees of the 12th Annual IPMBA Conference with both a Key Cover™ and a coupon good for a Cell Safe™ Phone Cover™.

Bates Enforcer Series Special Ops Bike Shoe

At last! A shoe made specifically for bike duty

By T.J. Richardson, PCI #139T/EMSCI #010
San Antonio PD (TX)
IPMBA Vice President

When it comes to buying shoes for bike duty, there are many different choices available, but not all have all the necessary features. The soles of shoes should be both smooth and stiff. A smooth surface allows the shoe to move in and out of the toe clip without getting caught. Shoes with very aggressive lugs on the sole can get caught in the “bear trap” of the pedal, making it difficult to get in and out of the pedal. If you cannot get in and out of the pedals, you end up hitting the ground a lot. A stiff sole is important because bear traps can cause pain and even nerve damage in the ball of the foot, similar to the effects of carpal tunnel syndrome. A stiff sole protects the ball of the foot from the bear trap pushing up into the foot on the downstroke.

recently had to buy shoes and had a terrible time finding what I wanted until I saw Bates Enforcer Series Special Ops Bike Shoe in the Gall’s catalog. I ordered a pair and now I swear by them. They are stiff enough to ride in, but flexible enough to run in; the front of the sole grips well in the running/sprinting position. They are lightweight and comfortable, which is essential, especially if you are working an all-day event. I recently pulled a double shift in them and wore them for over 20 hours. At the end of it all, my feet were the only things that did not hurt!

They lace up like any standard 3/4 shoe, but they also have a flap across the laces and two Velcro tie straps that cover the flap. This not only covers the shoe laces – keeping them from getting snagged on something or caught in the chain ring – but provides excellent ankle support. The back of the shoe has an indentation cut down in the Achilles heel area, relieving the pressure that normal duty shoes can put on the upper heel area when the toes are in the riding position. In addition, they have reflective materials built into the uppers on both the back and side, important at night when vehicle headlights are coming at you from all angles.

The cost of the Special Ops Bike Shoe is no more than any other 3/4 shoe and much less than some. The greatest part of all is that they are specifically made for patrol cycling. No more trying to make an inadequate patrol shoe or an overly stiff cycling shoe work. The shoe fits, and I am doing my best to wear them out as I await for the new and improved Special Ops Bike shoe that has been promised by Bates this year.

For more information, visit www.batesfootwear.com or call 616-866-5500. 

IPMBA thanks Bates for participating in the 12th Annual IPMBA Conference.

SUPPORT THOSE WHO SUPPORT YOU!

IPMBA welcomes Charter Industry Members *Alerte Systems* and *Patrol Cycles LLC*. Give them a call, order their stuff. They care enough about you and your colleagues to support IPMBA’s mission of promoting the profession of public safety cycling.

Alerte Systems, Inc.

Gary Cason ~ Phone: 800-728-1536

Website: www.alertesystems.com ~ E-mail: alerte@frii.com

Patrol Cycles LLC

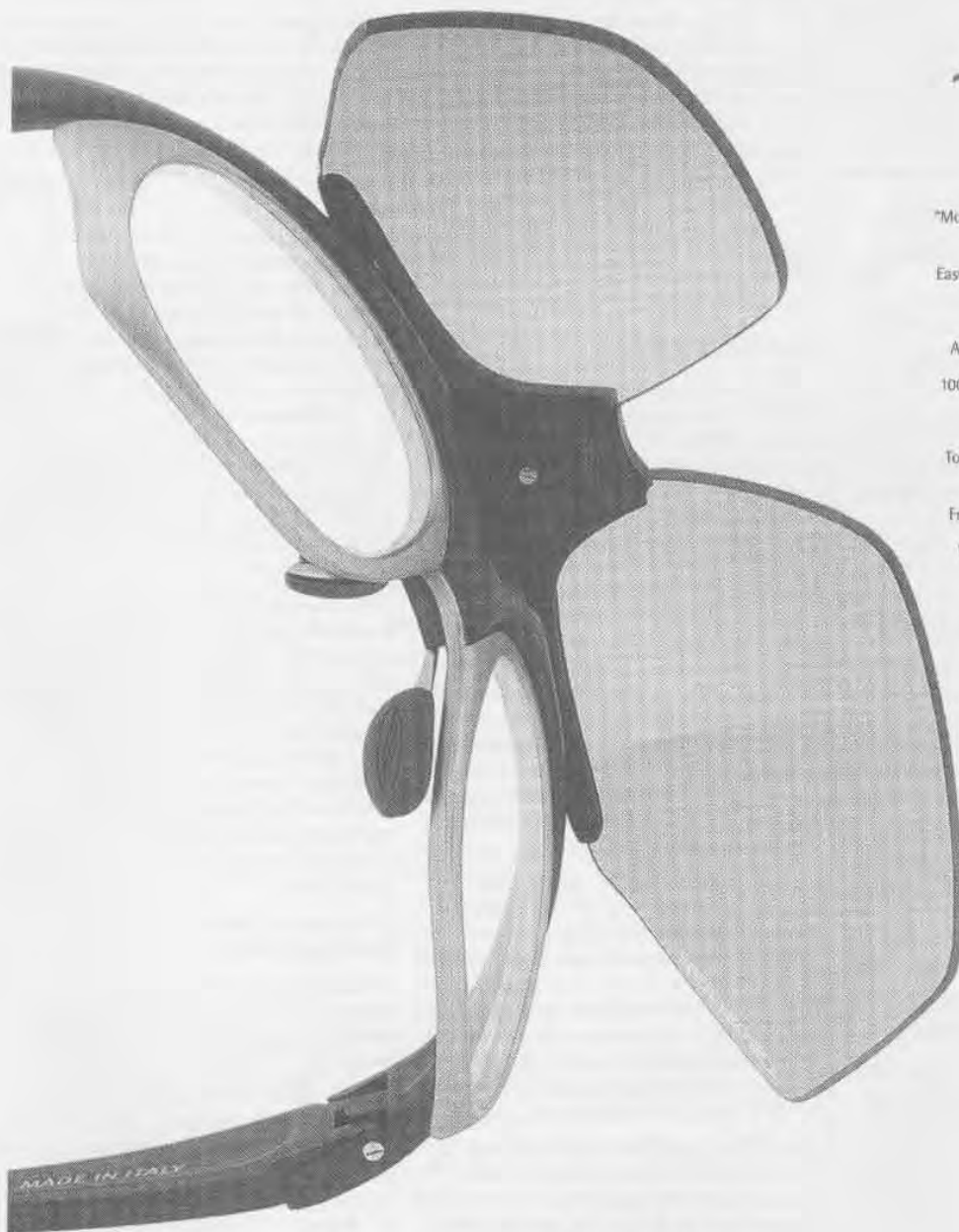
Murline Staley ~ Phone: 713-472-0894

Website: www.patrolcycles.com ~ E-mail: sales@patrolcycles.com

To learn more about IPMBA Corporate Membership, contact Industry Liaison Monte May at industry@ipmba.org or Executive Director Maureen Becker at maureen@ipmba.org.

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Many thanks to the nearly 400 IPMBA members who responded to the membership survey that appeared in the Fall 2001 issue of *IPMBA News*. The replies have been tallied, and we feel that we have learned a little bit more about our members and their bike units. We hope to use these results to guide us over the course of the next year or two as we look for ways to continue to serve you and the entire public safety cyclist profession. *Please note: in the survey results reported below, all numbers and percentages have been derived from the sample of 380 survey respondents, and may not be representative of the membership as a whole. Percentages have been rounded to the closest whole number. Percentages may not add up to 100% as a result of multiple answers.*

As of 2001, there were approximately 4,900 bicycle units across the country (information derived from the *Report on Community Policing in Local Police Departments 1997 & 1999*, Bureau of Justice Statistics, 2001.) IPMBA's 3000 members are drawn from a variety of law enforcement agencies, including: municipal, county, airport, transit, campus, tribal, and state police departments; sheriff's offices, military installations, hospitals, national, state, and local parks; and private police/security providers. They also represent a variety of EMS providers: hospital-based, private, public (county, municipal, regional) and fire department-based. The majority of respondents (65%) were from municipal police departments.

IPMBA members are employed by agencies ranging in size from fewer than 10 to more than 9,000 sworn personnel. 53% represent departments with more than 50 sworn personnel; five were from agencies with more than 1,000.

About Your Bike Units

Bike units range in size from one member to more than 20. 82% report having at least one full-time officer; 56% have fewer than 10 full-time members, while 11% have more than 20. Two responding agencies had at least 150 full-time bike officers. Approximately 71% report a combination of full and part-time bike unit members; of those, 64% report having 10-12 part-time members. Only 25% report having auxiliary or reserve members. 44% report that the bike unit is all male; two responded that the bike unit is all female. Of the 56% of units with both men and women, the most common gender splits were 90% male/10% female (12%), and 80% male/20% female (10%).

The most commonly cited use for bikes was special events (90%), followed closely by patrol (86%). Other operations include drug

enforcement (31%), directed patrol (57%), community policing (72%), and search & rescue (6%). The most commonly reported patrol areas were: shopping districts (60%), parks (57%), downtown business districts (56%), suburban neighborhoods (48%), and low income housing districts (42%). They are also used to patrol tourist areas/entertainment districts, shopping malls, hiker/biker trails, parking areas, airports, academic campuses, marinas, apartment complexes, industrial properties, hospital grounds, race tracks, fairgrounds, amusement parks, beaches, golf courses, and rural areas. 44% report that their bike units operate year-round; the majority (56%) operate primarily from May-September.

About You

92% of survey respondents are currently on bike duty. The majority of respondents (93%) are male. Of these, 25% are age 31-35. Approximately 16% are age 26-30, 2% are age 25 or younger; 19%, age 36-40; 15%, age 41-45; and 17%, age 46 or older. Among women, 31% are age 31-35; 17% are age 26-30; 26%, age 36-40; 14%, age 41-45; and 10%, age 46 or older. Over 50% of responding men have been in public safety for more than 10 years, with the most common response being 6-10 years (28%). Six have been in public safety for 31 or more years, and the average length of service is 13 years. 48% have been on bike duty for more than three years, (75% of those between 4-7 years), but the most common response was 2-3 years (36%). Twelve respondents have been on bike duty for 10-11 years, and the average tour is four years.

Among women, 55% have been in public safety for fewer than 10 years, with the most common response again being 6-10 years (38%). Four women have been in public safety for 21-25 years, and the average length of service is 11 years. 52% have been on bike duty for more than three years, but the most common response was 4-5 years (41%). One respondent has been on bike duty for 8-9 years, and the average tour is four years.

Most survey respondents report spending only a portion of their shifts patrolling by bike. Approximately 45% spend between 1-10 hours per week on-bike; about 12% operate a bike more than 30 hours per week. 25% spend 1-5 hours on bike, the most common response. 91% report that some percentage of their on-bike hours are spent operating at night. 25% report that night operations comprise more than 50% of their on-bike time. Thirty-four (8%) reported that they operate at night 91-100% of the time.

About Your IPMBA Membership

56% of respondents have been IPMBA members for two years or less; 27% have been members for more than five years. 43% cited

certification as the primary reason for joining, 36% joined to support IPMBA's mission of promoting public safety cycling, 31% joined to learn more about bike operations, and 10% joined for the benefits. Those who joined for the benefits cited *IPMBA News* as the most important benefit, followed by networking opportunities, the subscription to *Bicycling* magazine, and discounted conference registration fees.

89% of those responding to the question have taken the IPMBA Police or EMS Cyclist Course; 59% due to department mandate and 50% for personal skill development. Those who have not taken it cite the following reasons: location of the course/lack of nearby instructor, no departmental mandate, IPMBA course not POST-certified, took another type of training course. 97% of those who have taken the IPMBA course obtained certification (48% for department mandate, 37% for credibility, 30% to become an IPMBA instructor, 20% to enhance personnel file, 13% out of concern for personal liability.) Other reasons include personal goal achievement and for employment with an agency.

54% of respondents paid for their initial memberships while 42% were paid for by their departments. 60% currently pay their own dues. Reasons for their willingness to pay their own dues include: the newsletter and other benefits, to retain instructor status, professional pride and development, pride in membership. 95% plan to renew, of those who do not, reasons include: transfer from bike patrol, retirement, expense, department no longer pays, problems with *Bicycling* magazine subscription.

23% of respondents were certified IPMBA Instructors.

54% indicated that *IPMBA News* is the most important member benefit; 31% cite the networking opportunities; 11%, *Bicycling* magazine; 9%, the Product Purchase Program; and 6%, discounted conference registration.

You were asked to rate the importance of the following membership benefits on a scale of one (not important) to five (very important). On the scale, #3 is considered to be "neutral" or "average." The figures below represent the percentage of those rating the benefit as #4 or #5 (above average importance.)

Discounted Conference Registration: 34%
Product Purchase Program: 41%
IPMBA News: 77%
Bicycling magazine: 45%
Listserves: 37%
Networking Opportunities: 63%
Decals: 18%

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The most common response to the question, "if you could add one benefit, what would it be?" was IPMBA-sponsored bicycle safety education materials for public distribution (29%). 18% would like to have a directory of agencies with bike patrols, 14% would like a membership directory, 13% would like a professional law enforcement or EMS magazine, 11% would like an IPMBA Public Safety Cyclist Buyers Guide. Other suggestions include airfare discounts, an updated Effective Cycling video, and an online Q&A forum.

The majority of respondents have never taken advantage of the discounts offered through IPMBA's Product Purchase Program. Those who have used it have done so primarily to purchase tires, lights, and gloves. Many suggestions were offered regarding brands and types of products to add to the program.

48% indicated that they read *IPMBA News* primarily for the training articles; 38% read it to keep up-to-date on the world of public safety cycling; 24% enjoy stories from the field.

You were asked to rank your interest in each feature of *IPMBA News* on a scale of one (not interested) to five (very interested). On the scale, #3 is considered to be "neutral" or "average." The figures below represent the percentage of those rating their interest in each feature as a #4 or #5 (above average.)

Training Articles: 90%
Unit Profiles: 48%
Bike Units on the Web: 35%
Instructor Corner: 53%
Product Reviews: 63%
Advertisements: 20%
President's Column: 33%

The IPMBA Conference

60% of respondents have never attended an IPMBA conference. Of those who have, 33% have attended one; 9% have attended two; 3%, three; and 11%, four. The most often-cited reason for not attending is lack of departmental support, particularly as it relates to cost. Location was also frequently mentioned, especially by those who previously attended a conference but no longer did. Specific reasons included department not granting leave, other departmental priorities, family issues, limited training budget, lack of seniority, date conflicts, lack of funds, and manpower limitations.

The most popular reason for attending the conference was on-bike workshops, closely followed by in-class workshops, with networking not far behind.

Issues

You were asked to give your opinion on the following topics currently of interest within the organization, ranking them from one (strongly oppose) to five (strongly support). On the scale, #3 is considered to be "neutral." The first figure below represents the percentage of those rating their opinion of each topic as #1 or #2 (moderate to strong opposition), and the second figure represents the percentage of those rating their opinion of each topic as #4 or #5 (moderate to strong support.)

Development of a security cyclist course:	27%	43%
Certification of security cyclist instructors:	35%	33%
Including security cyclists at the conference:	36%	32%
Developing regional representation:	10%	60%
The current system of board elections:	18%	31%
Creating industry memberships:	15%	43%

What can IPMBA do to encourage your department to support your involvement with IPMBA?

- Continue the good work.
- Offer events [in my area].
- Offer more EMS courses.
- Demonstrate how training equates to fewer accidents.
- Hold regional training for police administrators.
- Inform the general public of police bike advantages.
- Certify security cyclists.
- Offer continuing certification programs.
- Seek approval from state peace officer training boards.
- Send information directly to the chief.
- Emphasize training benefits.
- Provide briefs on bike-related civil cases.
- Show statistics demonstrating effectiveness of bike patrol/bike EMS.
- Stress certification and liability reduction.
- Offer some type of liability insurance.
- Try to get more visible recognition and national coverage.
- Reduce conference cost.
- Offer more opportunities to become instructors.
- Offer Canadian course.
- Promote benefits other than certification.
- Have booths at other conferences.
- Offer one-day specialty classes/recertification programs.
- Offer more day-to-day information on what other departments are doing.

And on a lighter note ... here are a few of the more entertaining replies ...

- I wish there was something you could do.
- I wish I knew.
- Nothing.
- Fire chief and hire one who likes bikes.
- Offer free stuff. Chief likes free stuff.
- Hold a gun to their heads.



What It All Means

Congratulations! You have made it through all the numbers and reached the important stuff – what is IPMBA going to *do* with all of this information? Well, first and foremost, we hope to learn from it. We hope to use it to discover what you, the members, want most from your membership. We hope to use it to help us decide how to allocate our limited human and financial resources to the greatest benefit of all. And the very fact that our resources are limited means that we are going to have to sift through the mountain of suggestions and focus on one or two per year. Because we cannot possibly "do it all," we are going to use it to prioritize our actions. We've already started responding to suggestions by compiling this issue of *IPMBA News*, authoring articles in *Law and Order*, and staffing booths at the Police Security Expos, EMS Today, and EMS Expo. We're working on a security cyclist certification course. We're on the verge of launching a corporate membership drive. And we're always on the lookout for ways to increase the value of your membership without increasing the cost. We'll keep you posted – thank you for your continued support!

You're Invited . . .



13th Annual IPMBA Conference

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It seems like anyone who's anyone can't wait to have you come to next year's conference in scenic West Virginia. That can only mean one thing: not only will you get world-class training, you'll also have a world-class good time. Network with hundreds of fellow public safety bicycle personnel, discover new challenges as you practice your bike skills on nearly 30 miles of prime mountain bike trails, and hone your slow speed drills along the scenic Kanahwa River. More than 50 training opportunities await you, from bike handling to practical applications and from physical fitness to maintenance. Plan today to come to West Virginia tomorrow!

— For highlights of the 2002 Conference, visit www.ipmba.org —

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