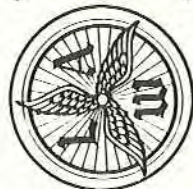




# IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

## Pursuit Considerations

By *Ofc. Allan Howard, Dayton (OH) PD and  
Ofc. Kirby Beck, Coon Rapids (MN) PD*

As a bicycle-mounted police officer you have several important advantages over suspects on foot. Not only are you psychologically intimidating to suspects, you also have a very important mechanical advantage. Simply put, the stride length the bicycle affords enables you to travel farther, faster, and with less effort than running on foot.

If during a pursuit you abandon your bike, your fitness level is immediately put against that of the suspect. If the fitness and motivation levels of the suspect are better than yours, it may well result in a suspect lost. To avoid this situation, remain with your bike as long as possible. While bicycles are not as maneuverable as a person on foot, they are much more maneuverable than the automobiles typically used by police. By carrying or pushing your bike up the stairs, over fences, and around obstacles, you can keep the advantage.

As a bicycle officer you may come across an obstacle or area you are unfamiliar with during pursuits. Before riding up, down, over, or through any unknown area slow

down and observe what potential hazards are there. This may require a brief pass to check the area out before proceeding. The bicycle will allow you to make up distance quickly if the area is passable. If it isn't passable you should plan alternative routes or abandon the bike and avoid injury.

If riding in an off-road area, you may encounter rough or "washboard" surfaces. Some may be so bad that the only safe alternative is to exit the bike. If they are not too dangerous to ride across, you will find it most efficient to shift into a higher gear and pedal through the area while using bent elbows to absorb the shock of the bumpy surface.

If you encounter loose sand, or a similar soft surface, it is important to try to maintain adequate speed. Low gears tend to bog the bicycle down and high gears require tremendous energy to drive forward. Only constant practice and extraordinary endurance make riding in loose sand easy. The best thing for the average bicycle

*Continued on page 4*

## Overwhelming Interest in Police on Bikes Conference

By *Robin D. Miller, IPMBA Manager*

When is your Police on Bikes Conference? Where is my registration packet? Are there any spots left in the Police Cyclists Course? Will I need my bicycle to attend the conference? How can I exhibit my products at the Police on Bikes Conference? Can I cover your Conference in my magazine?

These are the questions I have been answering and the requests I have been filling for the past several months. I cannot begin to explain the overwhelming interest in IPMBA and its programs. Police on Bikes is really catching on and IPMBA is proud to be in the forefront of this movement.

The Police on Bikes Conference will be held at the San Antonio Airport Hilton May 5-7, 1994. This year's Conference workshops were developed to meet the needs of existing units as well as those just considering starting up a bike patrol unit. Back by popular demand are: Campus Policing, Equipment Selection, Uniform Selection, Night Operations, Nutrition, Uniform Selection, and Urban Drug Enforcement. New workshops include Bicycle Advocacy, Bicycle Law Enforcement, Firearms, Interpersonal Communications, Operating Procedures, Effective Cycling, and Police Cyclist Instructor Information and Roundtable. Expanded hands-on workshops include Advanced Techniques, Continuous Training, Maintenance, Tactics, and Vehicular Cycling.

The San Antonio Police Department and the San Antonio Park Rangers have been working especially hard to make sure your stay in San Antonio is memorable. In addition to planning the Police on Bikes Competition, these departments have organized the largest civilian ride-along ever! Be ready to ride your bike with many local San Antonio cyclists for the ride of a lifetime.

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# Bicycle Patrol Standard Operating Procedures

Sometimes it seems like not a day goes by that a brother or sister officer calls me and asks for a copy of our department's bicycle patrol Standard Operating Procedures, or SOPs. Most of them are shocked to hear that a unit of our size (33 officers) and duration (4 years) has no separate manual for bicycle patrol.

The Dayton Police Department has a Manual of Procedure, or MOP, that contains over 10,000 rules and regulations. These rules apply to being a police officer in the city of Dayton, Ohio, whether you travel by car, motorcycle, helicopter, boat, horse, bicycle, or foot.

Many of the calls I get are from officers who are compelled to write a SOP before they get their unit out on the street. I often wonder how you write a policy on something that has never been implemented in your city or town before. Aren't we sometimes the very ones that complain about all the BS rules that restrain us from doing our job properly? Why do we have this obsessive need to document and regulate every aspect of a form of law enforcement that is still developing? LIABILITY. That's the word that has everybody running for cover, and generally speaking, most cops think paper is good cover.

In some cases an SOP specific to bicycle patrol can be as good as taking cover behind a plastic trash can. Most administrators think policies and rules governing the conduct of their employees relieves them and their employees of the deep

pocket syndrome. Many things have changed in law enforcement in the last 25 years, but one thing has not: Cops make a mediocre income and have little in the way of financial assets. So...that means the city, county, town or whoever, is still on the legal hook.

Say, for example, you have an SOP that states riding a police bicycle on the sidewalk is forbidden. On the way to a mugging in progress you accidentally strike a pedestrian on the sidewalk with your bicycle. It was more of a graze than a strike, and you were able to continue to the call and make a good arrest. You were on the sidewalk because downtown is full of one way streets and not taking this shortcut may have proved fatal for the mugging victim.

At a later date you find yourself in the midst of a civil suit that has your city listed as the defendant. The plaintiff's lawyer tells the jury that riding a police bicycle on the sidewalk is so dangerous that a policy was written forbidding officers from this very practice. Now the city attorney has no "good faith" defense. The mugging in process doesn't amount to a hill of beans because someone had the "vision" to write a policy that in essence states there is no circumstance that warrants a calculated risk like riding on the sidewalk.

So what did this SOP for bicycle patrol do for this city that wanted to be so prudent? It gave the plaintiff's attorney enough ammunition to recover a nice piece of change because the officer "reck-

lessly" endangered his client. Notice I said recklessly, not negligently. In the realm of civil suit settlements, negligence gets you enough money to buy a car. Recklessness gets you enough money to buy a fleet of cars. That SOP took the act of some poor cop trying to do his or her job and turned it into a wanton act because "the book" told him or her not to do it.

Yes, there are some things that need to be spelled out when it comes to bicycle patrol. It is my opinion that these "have to have" or "need to know" policies should be inserted in your department's existing policy manuals. Some of the advantages of doing this are: you're less likely to create a policy that already exists or conflict with others; it ingrains your unit within the police department and takes away the new or temporary status that many bike patrols have even though they've already proven themselves; it reinforces the idea that bike patrol is a solid, mainstream form of law enforcement.

Half of the people who call me for advice on writing an SOP have officers riding on patrol without the benefit of a documented training program like our "Police Cyclist" certification. Talk about taking a liability risk! Write this in your SOP: All bike patrol officers will be properly trained and certified as IPMBA Police Cyclists. Now there's one that'll CYA. Until next time, brothers and sisters, don't let the bad guys or the pavement magnet get ya!

- Allan

## Education Column

# Help Your Bike Make it Through the Winter

How about that weather? I'm fairly certain that most of you are facing some of the same weather conditions as I am. Hopefully most of you are still riding into it. Granted, it is rough on the body, but don't forget, its tough on the bikes too. We all know about Gortex and gloves, but what can we do to help our bikes?

There are several things that can be done to help your bike make it through the wet weather this season brings. To begin, make sure you have some chain cleaner and lubricants on hand. Don't think that using it once during the season will be enough. Most bicycle chains dry out during the spring and summer. By the time fall and winter arrive they are in dire need of cleaning and lubricating.

Chain cleaner is actually a degreaser. Some manufacturers distribute lemon based cleaners that work well to pull off all the "junk" that collects on the chain. I recommend using a cleaner/degreaser that has a brush applicator. Once the

chain is clean you will need to lubricate it. The best lubricant is wax based. This will coat the chain yet not attract dirt or other street grime.



The next concerns are the brake and derailleur cables. The wet weather will cause some deterioration of the cables and housings. It is extremely important to clean around the housings as dirt

accumulates in this area. Never use pressurized water on any part of your bicycle, especially the housings and areas where there are bearings. Once the area is wiped clean, the same lubricant used on the chain can be used to lube the cables and housings.

The final area of concern during winter riding is the maintenance of your bearings. You must watch to make sure your headset and the cones on your hubs remain snug. You don't want them overtight but they must be maintained so rain and moisture don't draw dirt and other particles into the bearing. If you don't concern yourself with this part of your bike, by springtime you'll be looking at replacing the bearings.

I hope these maintenance tips will make your bike last the winter without any major difficulties.

- Gene Miller,  
IPMBA Education Chair,  
Tacoma PD

# Equipment Needs of the Police Bicycle Officer(Part I)

By Ofc. Allan Howard, Dayton (OH) PD

Let's talk about what kinds of bicycles are suitable for our work and what kinds aren't. If you or any of your administrators think you can use a bicycle from a department store for police patrol, pay special attention to this section. The Dayton Police Bicycle Patrol was given several department store bicycles when it was first started. Those "gifts" cost more in repairs than we would have spent purchasing several decent bikes. More importantly, they all failed in one way or another, some while being ridden.

If a frame or wheel failure is catastrophic (meaning the rider's body is sucked to the ground by the pavement magnet), you could have personnel seriously injured. This type of failure is common to the department store bicycle because the materials used to make this type of bike are of very poor quality. Department store bicycles are toys and nothing more; they're not cost effective even if they're given to you.

If your administrators still can't understand why a decent mountain bike can't be had for under \$500, try to explain it this way. Ask them if they would like to hit the street in a Yugo wearing a squirt gun on their hip. If they say "yes", start putting applications in at other departments.

There are three basic types of bicycles on the market today; the road, the hybrid and the mountain bike. The road bike is what most people would call a "ten speed;" it has turned down handlebars, thin tires and lightweight rims. Everything about this bike is designed to save weight. The racing version of the road bike has a short

wheelbase and very high gearing. It is designed to be the lightest type of multi-speed bicycle. The frame of a road bike is too delicate for police work and the turned down handlebars hinder the police officer's view during patrol. The gearing on a road bike is usually too high (except on touring models), and the wheels are not nearly durable enough.

The hybrid bicycle was born after the mountain bike to cater to the non-cycling adult public.

## The high quality mountain bike has no rival when it comes to overall strength.

It was designed to be a combination of the road and mountain bike; however, as with most things in life, anything that attempts to be or do more than one thing does nothing well. The hybrid looks like a mountain bike, but a close inspection reveals the tires and rims are thinner than that of a standard mountain bike. The smaller 26 inch diameter wheels used on a mountain bike are for the most part stronger than the 700C wheels used on hybrids. You will also be limited to a small selection of 700C tires when it is time to replace the stock ones.

The components on a hybrid are usually sub-

standard to our minimum level of quality because this bike is designed to be sold to adults who don't have a lot of cycling experience and refuse to pay four or five hundred dollars for a bicycle. High quality components would drive the price of the hybrid up.

The mountain bike was born and bred right here in the USA and in my opinion it is the best type of bicycle for police patrol. More specifically, the mountain bike costing \$500 or more is the best type of bicycle for police patrol. The high quality mountain bike has no rival when it comes to overall strength, and the high grade components that come with it make riding a less than difficult task. There are some adjustments that can be made to an "off the rack" mountain bike that make it "patrol perfect" and to insure smooth operation and maximum safety for the officers riding it.

Ideally, the thing to do is to specify the type of bike you are looking for in the bid process. The difference between the bare bones price of a mountain bike and the price of a bike equipped for patrol purposes is a little more money. But believe me, if you buy the bikes and then buy all the additions, you will spend a lot more than if you would have gotten it all at once. Administrators hate buying things twice. If the bike suits your needs when you take delivery you won't get near as much grief as you would if you spend \$500 upgrading a \$500 mountain bike.

Next month I will go into more detail about the different types of frame construction found on mountain bikes.

## IPMBA News

Newsletter of

The International Police Mountain  
Bike Association, a division of  
The League of American Wheelmen  
190 W. Ostend St., Suite 120  
Baltimore, MD 21230-3755

410/539-3399

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120, Baltimore, MD 21230-3755

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bership please contact League head-  
quarters.

## International Police Mountain Bike Association Governing Board

**Officer Allan Howard, Chair**  
Dayton Police Department  
Bicycle Patrol  
335 W. Third Street  
Dayton, OH 45402  
513/222-5206  
(term expires Spring '94)

**Sgt. Gary Gallinot, Vice Chair**  
Santa Monica Police Department  
1685 Main Street  
Santa Monica, CA 90401  
310/458-8426  
(term expires Spring '95)

**Sgt. Tom Woods, Secretary**  
Denton Police Department  
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Denton, TX 76201  
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**Officer Gary McLaughlin,**  
**Newsletter Editor**  
Sacramento Police Department  
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(term expires Spring '96)

**PPO Stuart Bracken,**  
**Sgt. At Arms**  
Tacoma Police Department  
930 Tacoma Avenue, South  
Tacoma, WA 98402  
206/591-5952  
(term expires Spring '96)

**Officer Kirby Beck,**  
**Education Liason**  
Coon Rapids Police Department  
1313 Coon Rapids Blvd.  
Coon Rapids, MN 55433  
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(term expires Spring '95)

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Baltimore County Police Dept.  
Precinct #1  
901 Walker Avenue  
Baltimore, MD 21228  
410/887-0872  
(term expires Spring '96)

**Sgt. Joseph Martin**  
Hayward Police Department  
300 W. Winton Avenue  
Hayward, CA 94544  
510/293-7272  
(term expires Spring '94)

# SPRING CALENDAR

## April

18-22 **IPMBA Police Cyclist Course**, Dayton, OH call (513) 449-1266 M-F 8-5pm EST

## May

1-4 **IPMBA Police Cyclist Course**, San Antonio, TX (410) 539-3399

5-7 **4th Annual Police on Bikes Conference**, San Antonio, TX (410) 539-3399

14 **Champion Challenge '94**, Virginia Beach, VA call Ofc. Steve Moog at (804) 474-8500

15 **Bike the Beach '94**, Rehoboth Beach, DE (302) 227-2577

21 **Police Mountain Bike Competition**, Baltimore, MD call Lt. Fahrman at (410) 222-6135

## June

14-17 **IPMBA Police Cyclist Course**, Ithaca College, NY call Fred Myers at (607) 255-8946

## Police Cyclist Lapel Pins

If you have taken an IPMBA Police Cyclist Course and have become a certified IPMBA Police Cyclist, you can order a pin to wear on your uniform. The pins are \$5.00, and can be ordered by sending a check to L.A.W., or calling 1-800-288-BIKE with your Visa or Mastercard number.



(the pin is gold with black writing and blue design)

## Letters to the Editor

Dear Editor,

Topeka [KS] Bike Patrol completed 8 months of operations during its first year in existence. The following numbers represent the total activities in which the unit was involved in 1993: 13,982 miles patrolled, 617 traffic arrests, 178 non-traffic arrests, 773 calls taken, 1,257 self-initiated calls, 399 reports written, 1,939 total activities for the year.

In addition, there are many items that cannot be described with numbers. These include positive press for the department, drug houses that were closed due partially to the efforts of the bike unit, and positive support from fellow officers.

Sincerely,  
Ofc. Thomas Glor  
Topeka Bike Patrol

Dear Editor,

I am writing for your help with a project. I am a bicycle patrol officer with the University of Texas-Austin Police Department and am interested in collecting details of Evading Arrest/Disregarding Police Officer arrests made by other bicycle patrol officers when attempting to stop

### Pursuit - from page 1

officer to do when encountering loose sand is to pick a route that affords the firmest surface available. Adjacent areas with gravel or grassy vegetation will offer a firmer surface to ride on than the sand alone.

During a pursuit (or any time when cycling on the road) bicycle officers are likely to encounter a patch of loose gravel, oil, or other slippery surface. If the hazard is detected in advance, you can scan to the rear and swing around the area if it is safe to do so. If the area is too large to ride around, or it is discovered at the last moment, you must ride over or through the hazardous area. Immediately assume the 3 and 9 o'clock pedal position and stay off the brakes to avoid skidding and losing control. Lastly, you should try to maintain balance and an upright position while coasting over the hazardous area. It is always safer to avoid a hazard than to ride over it. To do so, you need to search the areas which lie well ahead of them. As a general rule of thumb, bike officers should search the area they will be reaching in five or six seconds.

It is quite likely that you will eventually have to make a sharp turn while engaging in a pursuit or responding to a crime in progress. To control the bike, and avoid a fall, you must keep in mind two things: 1. brake before entering the turn, and 2. keep the inside pedal up at the 12 o'clock position throughout the turn. If the inside pedal is left down at the 6 o'clock position it may bump the ground during the turn. This can quickly cause you to lose your balance and succumb to the

bicycle traffic violators. The specific details I am looking for follow:

- distance from violator to Officer when Officer gave first command to stop
- exact words of Officer used in command to stop
- was Officer on bicycle or on foot when command to stop was given
- successful methods used to stop violators
- number of such arrests/citations.

I hope you or any other IPMBA members might have some of the above data that would help me in my research. Thank you very much for your help.

Sincerely,  
Ofc. David Powers  
University of Texas-Austin PD

*Editor's Note: IPMBA is in the process of collecting statistics on bike patrols but to date has not come across any of the above data. Any IPMBA members wishing to help Ofc. Powers with his research are encouraged to send details to IPMBA, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230 and they will be forwarded to Ofc. Powers.*

"pavement magnet" that lies in wait for all cyclists.

There may be occasions during pursuits or while responding to crime scenes that you may be slowed by red traffic lights or by having to follow various traffic laws. Officers may find it beneficial to disobey traffic laws to expedite their response or continue pursuit. Officers in automobiles are faced with the same dilemmas. Unlike the officers in squad cars, bike officers do not have emergency lights or sirens. Unless so equipped, police bikes are not legal emergency vehicles in most states. Officers disobeying traffic laws "in the course of duty" must exhibit good judgement and extreme care. Many bike officers use whistles to attract the attention of motorists at intersections. Once motorists see the officer, hand signals can be given to direct traffic to stop until the bike is clear of the intersection. Remember, and practice, the three basic rules of safe cycling - be predictable, be seen and communicate.

The Rehoboth Beach PD will be hosting **Bike the Beach '94** on Sunday, May 15 in Rehoboth Beach, Delaware. All agencies with a bicycle division are invited to compete in the endurance race (approx. 14 miles) and obstacle course. \$25 entry fee includes t-shirt and buffet dinner. Interested agencies should fax: Agency, Address, Phone and fax numbers, Names of officers in unit, Type of bikes used and a Contact to Pfc. Mike Costello at fax# (302) 227-6054.

# National Office Notes

The IPMBA Police Cyclist Course continues to thrive. To date, more than 700 officers have participated in the course. The following officers have received IPMBA Police Cyclist Instructor (PCI) certification during the past three months:

## ARIZONA

Jim Kirk, Tucson PD  
602-791-5152

Oscar Navarro, Tucson PD  
602-791-5152

## FLORIDA

Nick Burgos, NAS, Jacksonville PD  
904-772-2339

Michael Greaser, NAS, Jacksonville PD  
904-772-2661

Lemuel Russ, Coral Gables PD  
305-442-1600

## MARYLAND

Andrew MacLellan, Baltimore Co. PD  
410-887-0872

## MICHIGAN

Kathleen Vonk, Ann Arbor PD  
313-994-2911

## MISSOURI

Mark Wilson, Boone Co. Sheriff's Dept.  
314-875-1111

## NEBRASKA

Lowell Petersen, Omaha PD  
402-444-5888

## NEW JERSEY

James Fisher, Rutgers Univ. PD  
908-932-7211

Bradley Morgan, Rutgers Univ. PD  
908-932-7211

## NEW YORK

Alan Cruise, Ithaca PD  
607-272-3245

## TENNESSEE

Dena Hendren, Memphis PD  
901-528-2370

Chris Hunt, Univ. of TN at Chatanooga PD  
615-755-4357

Terry Welshan, Maryville PD  
615-981-1370

## VIRGINIA

John Gordon, Fairfax Co. PD  
703-256-8035

Chris Harmison, Fairfax Co. PD  
703-256-8035

Gregory Outten, Col. Williamsburg PD  
804-220-7375

Doug Zebley, Virginia Beach PD  
804-428-9133

## WASHINGTON

Owen Burt, Seattle PD  
206-386-1862

Jeff Katzer, Everett PD  
206-259-0430

Patrick Gallagher, Kirkland PD  
206-828-1183

For more information on the IPMBA Police Cyclist Course and a complete list of IPMBA PCIs, contact IPMBA headquarters. **A reminder to all PCIs: your IPMBA membership must be current to maintain your certification.**

When renewing your IPMBA membership (which everyone should do), please make sure you check the correct space on the L.A.W. re-

newal card. IPMBA membership is \$35 per year. Return your renewal card promptly so you don't miss a single issue of *IPMBA News*. Thank you!

Nominations are being accepted for positions on the **IPMBA Governing Board**. The Governing Board is involved in the supervision, control, and direction of IPMBA affairs. In addition, Board members are actively involved in planning the annual Police on Bikes Conference. Two positions with a three year term must be filled. The Governing Board election will be held at the Conference in San Antonio, Texas on May 6, 1994. IPMBA by-laws require nominees to be full sworn peace officers in the state in which they are employed, have been on bike patrol for at least one year, and to be actively associated with the department's bike patrol. All persons interested in running for a position on the IPMBA Governing Board must submit a letter of interest and brief background information (no later than April 8, 1994) to Officer Kirby Beck, Coon Rapids Police Department, 1313 Coon Rapids Blvd., Coon Rapids, MN 55433.

## Conference- from page 1

Officers should gear up for an extensive selection of police bicycle patrol products in the exhibit hall. Among the exhibitors that will be present are Giruin Inc., J. Marcel/Olympic Uniforms, J & B Importers, Niterider, Patrol Bike Systems, Sugoi Clothing, and West Coast Bicycle Innovations. Make sure you bring your checkbooks and department orders!

Another special feature of the Conference is a showcase of departments (AKA Department Brag Booths). Show off your bicycle patrol by putting together a poster or bulletin board (max size 24" x 20"). Bring it to the Conference and give your department the recognition it deserves.

An IPMBA Police Cyclist Course is scheduled for the four days prior to the Conference (May 1 - 4) and has limited space available. Officers will receive training in bicycle patrol techniques with the opportunity for certification as IPMBA Police Cyclists upon successful completion of the program.

IPMBA members attending the Conference or Police Cyclist Course can fly their bike for free on selected airlines (Continental, US Air, Northwest, TWA, America West) as part of their

IPMBA membership benefits. Reservations **MUST BE MADE** through the Sports National Reservation Center (1-800-426-8055) in order to take advantage of this offer.

If you are reading this and have not received a registration packet for the Conference and Pre-Conference Seminar, please call (410) 539-3399. Hope to see you in San Antonio!

**Champion Challenge '94** will be held in Virginia Beach, Saturday, May 14. Promoted by the 4th Precinct Citizens Advisory Committee and Tidewater Bicycle Association, the day will be filled with various events and U.S.C.F. races. Of particular interest to police officers are the Police Mountain Bike Race and the Police Road Race. The Mountain Bike Race begins at 10:00 am and consists of a skills course. The 10 mile Road Race begins at 2:50 pm. Both of these events are open to police only. Registration is \$10 per event. For more information call Officer Steve Moog at (804) 474-8500.

## IPMBA MEMBERSHIP APPLICATION

Name \_\_\_\_\_

Home Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone(\_\_\_\_) \_\_\_\_\_

Police Dept. \_\_\_\_\_

Membership is \$35 for an individual, \$40 for family.  
**IPMBA membership is not offered to police departments.**

Add \$15 for postage to foreign countries.  
Pay by check drawn in U.S. dollars from U.S. bank, or international money order.

Enclose Payment or choose:

VISA     MasterCard

Card #: \_\_\_\_\_

Exp. Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Make Check Payable to:

League of American Wheelmen

190 W. Ostend St., Suite 120

Baltimore, MD 21230-3755

1-800-288-BIKE (membership only)

(410) 539-3399

## New Units

**Glastonbury (CT) Police Department** has recently started a bicycle patrol in their town. Two officers are certified IPMBA Police Cyclists and five others are awaiting certification. The patrol uses three bicycles, two of which were donated by Glastonbury Bicycle and Fitness, a local bicycle shop.

The **Jacksonville (FL) Sheriff's Office** recently launched a bike patrol. Seven officers hit the streets the first day. All officers went through the four day IPMBA Police Cyclist Course. The officers are riding ten mountain bikes donated from Caloi U.S.A, a bicycle manufacturing company based in Jacksonville.

The Anne Arundel County Police Department, Maryland, will host a **Police Mountain Bike Competition** on Sunday, May 21, 1994. The competition is open to all sworn officers and will consist of two person teams. Entry fee will be \$25 per team and the proceeds will benefit Special Olympics. All participants will also receive an event T-shirt. Interested officers should contact Lt. Jim Fahrman or Corporal Mike Belcher at (410) 222-6135 or write to A.A.Co. Police Northern District, 939 Hammonds Lane, Baltimore, MD 21225 to receive an information packet.

**International Police Mountain Bike Association**  
League of American Wheelmen  
190 W. Ostend St., Suite 120  
Baltimore, MD 21230-3755

## Unit Notes

**Alternative Airport Transportation** (from *San Jose Mercury News*, June 17, 1993) The San Jose International Airport is the only airport in California whose patrol officers ride bicycles, enabling them to move quickly through the sometimes traffic-laden area. The bicycles also make it easier for the officers to negotiate the airport's parking areas. Officers watch the activity at the check-in areas in addition to checking along the flight deck for anyone or anything that doesn't belong near a plane that is ready to be boarded.

The **Falmouth (MA) Police Department** has 10 trained officers on bicycles. Of these, six purchased their own bicycle for use on duty. This eliminated the hassle of raising and adjusting all equipment on the bikes each time the officers would ride. Plus, the officers are now able to train on the bikes when they are not on duty.

**Butler University (IN) Department of Public Safety** started its bike patrol program in the summer of 1992. As a result of the positive experiences to the university community, the department has recently increased the number of bike patrol officers to five. The patrol has also recently pushed voluntary bicycle registration to the campus community.

**Seattle Bike Police: Most Feared, Most Successful** (reprinted from *Cascade Courier*, December 1993) Seattle, Washington's 70-bike police program costs the equivalent of only two or three patrol cars. The arrest record for bike cops is about 5 times greater than prowl cars, horseback, or foot patrols. According to Seattle Sergeant Jack Hanson, a county jail survey of prisoners said the police officers most feared were the ones on bicycles.

The **Metropolitan Nashville (TN) Police Department** has a bike patrol working in two of the department's four patrol sectors. Staffing consists of ten officers and two sergeants, and shifts consist of both day and night riding. During the first month of operation, bike officers made over 15 felony arrests, including the capture of an armed robber. Since its inception bicycle patrols have been used by the West Patrol Sector on two public housing sweeps with remarkable success in capturing street drug sellers. Several weapons, drugs and money were confiscated during the sweeps.

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