

Training for Bike Patrol Officers - Who Needs It?

By Sgt. Joe Martin
Hayward, California PD

Through the miracle of journalistic license, and in order to help illustrate a point, we find ourselves on a street corner in a major American city. The year is 1910. Meandering towards us in no particular hurry is a large man, well over six feet in height. It's hard to say exactly how big he is, since the tall navy blue helmet he wears adds several inches to his stature. (He likes the tall helmet because he can keep a flask hidden there.) His heavy blue wool coat sports two rows of brass buttons, and a sterling silver star is pinned over his heart. He whistles as he moves through the throng of pedestrians, nodding to the merchants and other neighborhood regulars he passes. The neighborhood children marvel as he expertly spins his nightstick at the end of its leather thong, flicking it back and forth, and bouncing it off the sidewalk. We move closer and, being from the future, and having an article to write, we throw caution to the wind, "Excuse me, officer? How much training have you had with that impact weapon?"

"What the devil are you talking about?" retorts our turn-of-the-century peacekeeper, adding, "Now run along

before I smack you but good!" And don't let me be seeing you dressed like that on my beat again!" Shaking his head, the big cop muses, "Training indeed! It's a stick fer cryin' out loud. If I see the likes of them again they won't be needing to ask if I know how to use it!"

The baton: no other piece of equipment has so obvious a purpose and is so basic in its operation. And there have only been a couple of modifications to the basic design in over a hundred years! In contrast with our turn of the century friend, before today's officer is allowed to carry a baton on duty, several hours of training in not only baton technique, but appropriate and legal use of force must be completed. (Gee, and to think most cops can't even spin one decently!)

Another remarkably simple piece of equipment, and one with an equally obvious purpose, is the bicycle. Amazingly, some folks in our business who accept without hesitation the need for several hours of training in the basics of using something as simple as a 26 inch long piece of wood, see no need to train bike patrol officers in

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Bike Presence in City Projects Scores Big with the Rochester, NY Community

By Officers Zapata and Coniglio with RHA Community Service Officers Blake and Ciccone
Rochester, New York PD

Prior to the new PAC/TAC (Police and Citizens Together Against Crime) Bike Patrol in Rochester, New York (*IPMBA News*, April 1993) there was another pilot program involving the Rochester Police Department and the Rochester Housing Authority (RHA). This joint venture created a unit called the High Visibility Patrol Unit. The project is funded under a HUD Drug Elimination Grant, which furnishes the program with over \$500,000 for two years. The grant provides for drug interdiction and community policing within the RHA projects.

The RHA projects have 2,469 housing units with over 4,600 residents. The property covers approximately eight miles of site locations, which includes family, senior and scattered sites.

Our daily duties consist of patrol, crime prevention, drug interdiction, meetings with residents to discuss various site problems and concerns, problem resolution, attending site functions, working with resident youths, and attending community interaction meeting and presentations. Our primary function, however, is community policing and anti-drug interaction through high visibility bicycle and foot patrol.

The main objective of the project is to better serve the Rochester Housing Sites' residents through a more vis-

ible patrol than traditional policing provides. This gives the residents an increased positive perception of the police as a result of an interpersonal relationship with officers.

The High Visibility Patrol Unit (HVPU), as it is called, consists of two Rochester Police Department Officers and two Community Service Officers (CSO) from the Rochester Housing Authority. All four officers

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Continued Involvement Necessary for IPMBA Growth

Before I write my column each issue, I re-read the previous newsletter to gather my thoughts. When I read the last issue of *IPMBA News* I liked what I saw. Article topics ranged from fitness and stress to nutrition, riding skills, and small town patrol. These articles were written by people I know, but more importantly, know what they are talking about.

Our organization has grown not only in size, but complexity. We have a vast network of people that can shed light on every aspect of our duties as bike cops. Before IPMBA, we had no way to communicate these thoughts and ideas so that we all might benefit from the experience that others have. I'd like to see more articles written by members who think they have ideas or thoughts that will benefit our membership, because ultimately, that's what being a member of any group is all about, interaction.

I would also like to take this opportunity to encourage all of you to become Police Cyclists. Being a part of a documented education program specifically designed for us is a big plus. Beyond that, I'd like to see more Police Cyclist Instructors

so our organization and its philosophies can grow. If you have questions about the PC or PCI program, please contact our Education Chair, Gene Miller, at the Tacoma, Washington PD.

A couple of newsletters ago I asked who was interested in being included in Shimano's dealer information loop. I received only a few replies and I'd like to have more participation in this program. Many times I've heard bike cops say that manufacturers won't even talk to them when they have a problem. This program will set the standard for all manufacturers and how they deal with us in the future. If you or your department is interested in obtaining technical materials from Shimano about the equipment we use on a daily basis, then please send your name, department name, address and phone number to Robin in Baltimore. I want to get this information to Shimano before the 94 catalogs come out.

Because we have a central office in Baltimore I would like to set up a couple of databases that I feel will be useful to us all. The first is a product reliability database that would be compiled from information sent in by you. With a database of

what works and what doesn't we could literally save ourselves and our units a lot of money by learning from other peoples mistakes or good fortunes.

In addition to that, I would also like a database of accidents and injuries. This database would encompass anything from a bike accident to a confrontation that led to a bike cop's injury. It should also include information about long-term injuries that have been incurred by bike cops.

These things are what I think will make our organization better. However, if we do not involve ourselves as individuals, we cannot benefit collectively. It is my goal to see these things through before my term ends in 1994.

Check out the September/October issue of *Bicycle Guide Magazine*. There's a great article on the L.A. Sheriff's Bicycle unit. Sean, can you get me a part in a movie? If you see anything else in printed media about bike cops send it to Baltimore so we can have it as reference material. Until next time, don't let the bad guys or the pavement magnet get ya!

- Allan

Education Column

Training Tips : Traffic Stop

by Stuart Bracken

Tacoma Police Department, WA

While on patrol one of the things you will be doing is contacting a car. Whether it be a suspicious traffic stop or a simple parking complaint, you will be making these contacts. It may seem foolish to think you can make a traffic stop from the seat of a bicycle, but anyone who's been on bike patrol for a while will tell you it happens all the time.

Can it be done safely? As safe as anything else in police work. Many of the techniques taught in the academy still apply here. What you don't have is that big steel box to hide behind if your stop goes sour, the visibility of a light bar and the sound of a siren.

Now, before describing how to make this stop, one big assumption must be made - you are foolish enough to actually want to make a traffic stop. That being the case, here are some things you might want to keep in mind.

1. When attempting to make the stop, it is in your best interest to be seen. Make visual contact with the driver. Not while standing next to the cart, or even in close proximity, but from a distance. Waving your arms and/or pointing will attract the driver's attention. Pointing will also direct the motorist as to what you want him or her

to do. When pointing, be sure to use your index fingertip to avoid confusion as to exactly what you mean.

2. The second thing which may actually be done simultaneously with the first is making an audible sound. When pointing you will probably tell the driver to "pull over." Another means of audible sound is the police whistle. I have found the whistle to be very effective. It will pierce most any traffic noise to alert the motorist of your presence. They will normally turn toward the sound and then see you. Now for those somewhat brain-dead individuals, neither of these things work. The driver will look at you and say "Who, me?" Now, don't say "No, your cousin Mary, now pull over you —!" This will only get you in trouble. Be patient.

3. For those situations when the driver actually does not hear or see you, remember that you are on a bicycle and that your number one advantage is stealth. Now assuming you REALLY want to pull this car over, there is one thing you can do. Make physical contact with the car. This is dangerous and most officer safety standards are being flushed down the toilet, so be extremely careful. Though I have done it, I do not teach making physical

contact with a moving car. For this article we will assume the car is stopped at a stop light or has come to a rest for some reason. Ride up to the driver's side rear quarter panel and knock on the fender. The reason for the driver's side versus the passenger's side is that it is a natural reaction to pull up to the right in a possible panic situation. When the driver hears the knock they will probably turn suddenly to see you. (If you have done what I told you not to do and contacted a moving car, be prepared for a sudden stop.) Be sure to identify yourself so the driver knows you are not some crazy cyclist. Have the driver pull to the right and you should place your bicycle on the sidewalk or as far right as possible. This places your bicycle out of harm's way if the driver decides to take off. Make your contact from the passenger side, as you will be out of the path of approaching traffic. From here, conduct your stop as you normally would and remember to say please and thank you. Oh, by the way,

4. If your driver decides he no longer likes the traffic stop or, like in my case, he doesn't like me and he has decided to leave, there's always Motorola.

A Smaller Department's Perspective

by Sgt. Ken Belden

San Fernando PD, California

In August, 1991, our department kicked off a trial bicycle program with an eight-man unit. Due to the met expectations and overwhelming support of the community, City and our Administration, we became a permanent fixture in December. With contacts made and maintained through the IPMBA Police on Bikes Conference we have developed into a legitimate patrol tool.

San Fernando is a small city of 24,000+ citizens of mostly Hispanic background nestled in the northeast end of the San Fernando Valley. This is an incorporated city surrounded by the City of Los Angeles. With only 2.4 square miles and no major hills, we are a natural for using bikes.

Administration first presented the possibility of bikes in July 1991. I wanted nothing to do with it for a couple of reasons. 1) I tried to start a unit (unsuccessfully) in 1988 and 1989, and 2) I felt Administration wanted it for some political reasons. I finally put my ego aside and jumped in, although I was right about my second reason. Chiefs really do exchange ideas when they have their big meetings and what we smaller agencies have to realize is that it won't happen here unless bigger departments have tried it first, success-

fully. In extremely rare cases, you have innovative free-thinkers, but that's not the norm.

Obviously, the first step in implementing a bike patrol is to feel out the powers that be to see if they are receptive to the idea. If so, the rest is simple legwork and that means showing those powers the dollars and cents up front, which in turn means seeking a reliable support shop and establishing a good working relationship with them. This will probably be the single most important thing you will do. They will keep you rolling and can assist you in locating any accessories or information you may need. Don't forget that some manufacturers deal direct at a greatly reduced cost, although your support shop won't be making anything that way.

Call other agencies. Any size agency. Ask about different equipment and resources. Once you get an idea of what you want (and legitimate quotes) find a money source. Administration may make it a budget item or asset forfeitures made can be utilized. Donations from citizen and business organizations are other avenues of funding. Determine what you really need to get started. I prefer to ride my own bike, as do a couple of other officers. So long as they meet the policy specs and are outfitted with the same equipment, who cares?

Speaking of equipment, don't forget you will have a list of "must haves." That means specialized uniforms, helmets and gloves, minimum. We wear appropriately marked white golf shirts. I know some other agencies don't like them, but we found we can clip our pen and remote microphone to the collar. Anything normally carried in a regular uniform shirt pocket can be conveniently

carried in the top compartment of our rack bags.

Eyewear and footwear is at the discretion of the officer, although I recommend the officer buy quality riding shoes to prevent any possible lower extremity problems from their feet overflexing. I'm still checking with different outlets for quality eyewear for all riders. You will want something with 100% UV protection and shatter resistant lenses that are optically correct. Some companies even offer something for those requiring corrective lenses.

A quality helmet is the most important piece of safety equipment. Emphasize that helmets are to be worn on the head, not the handlebars. Presenting a good image to the community or being a role model for juvenile bike riders are good secondary reasons, but the primary reason should always be for your safety.

As a final note, CYA. Hopefully, your experience, however slight or extensive, has taught you to document, to be thorough. Someone needs to be delegated to write your bike policy. It sounds like an administrator's job, but I'm working on the small agency concept. There just isn't enough personnel to have someone sitting around writing policies all day. The thing being, if you don't get involved with what goes in it, you can't complain later. Everything in your policy can work to your benefit. What, when, where, how and why you ride will be clearly defined, not to mention equipment and training needs made gospel.

Being a small department has its obvious downsides, however, it allows you to be closer and have a more positive effect on how the unit is run.

Keep spinning!

IPMBA News

Newsletter of

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190 W. Ostend St., Suite 120
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LOCK SMART:

The First National Campaign Against Bicycle Theft

The growing rate of bicycle usage is only being outpaced by bicycle theft. Education is the key to theft prevention. If cyclists understand how thieves break locks and take steps to prevent theft, they stand a much better chance of keeping their bikes. Police, local bike shops, the press and advocacy groups can work together to educate cyclists on theft prevention.

LOCK SMART is a comprehensive turn-key program designed to help reduce bicycle theft. The program offers a wide range of successful theft prevention programs from across the nation and establishes an inter-Police network to provide a forum for exchange of problems and solutions to address the growing epidemic of bicycle theft.

LOCK SMART helps campus police departments combat bicycle theft by providing a comprehensive program (videotapes, handbook, posters, fliers, press releases, support materials and discount vouchers) that teach students, faculty, and staff how to keep their bicycles safe by "locking smart." For more information about their campus media kit, call 415-543-4466.

Bike Presence- From Page 1

are equipped with new mountain bikes complete with mobile phones and police radios.

Originally, as with anything new, the RPD could not find a single officer who wanted to partner with the RHA officers to patrol the city projects on bikes! The program was delayed for months until two officers decided to give it a try. Since then, the attitudes have changed and officers now have to formally submit a request for positions on the newly formed RPD Bike Unit. This unit now consists of 21 members and is adding another 16 soon. The city and the city merchants have donated an additional \$20,000 for new bikes, evidence of the program's success so far.

Being a new program and at the forefront of the RPD Bike Unit, the reception by the community has been overwhelming. In New York State, the City of Rochester now ranks only second to New York City in crime rate. The city encounters many of the criminals in the NYPD system and vice versa. In the past, it was unusual for police to be waved to or even spoken to in certain areas of the city. This is not the case on the police bikes. Our arms are worn out from waving and our tongues exhausted. Many people are real interested in the concept, as well as the bikes, and truly

believe it will be a real deterrent to crime in their neighborhoods.

As stated, the grant also calls for community-oriented policing. This is much easier on the bikes as we are much closer to the residents than the traditional modes of policing. Our relationship with the citizens is more interpersonal. For example, we have just completed a very competitive and successful basketball tournament which included approximately 40 youths. We are currently working on "Project Redirect" which challenges local businesses to redirect youth from the street corners to summer jobs. Career days and tours of the Public Safety system have also been included and several field trips involving the RPD and RHA are in the works. Many of these ventures are impossible to accomplish in a patrol car.

As for the housing projects, with all the duties involved in the pilot project, we are still involved in 'real' police work contrary to what some officers would have originally assumed. We are meeting many people who are basically good people and know a lot about what is going on out there, both good and bad.

We have no doubt that we have acquired many new friends who will last the duration of our careers and beyond. Overall the reception by

RHA residents has been overwhelmingly appreciative based on the information that has already been passed on to us that portrays trust and confidence.

We quickly learned that we can still do police work as part of the High Visibility Patrol Unit, as several residents have already provided us with information that led to the seizure of a good amount of cocaine.

On the other hand, we have learned that policing on bikes can at times be dangerous. A suspect did attempt to intentionally run over two officers during a traffic stop. The suspect was apprehended after a coordinated car, bike, and foot chase. The suspect, who also possessed a 10 mm, is free on \$15,000 cash bail awaiting trial for reckless endangerment and attempted assault 1st charges.

As a team, we love the project, its positive reception, and the results we have attained in attacking the criminal element in the projects in Rochester. It's amazing how many times we have rolled upon criminal activity virtually unheard and unseen, only to hear "Oh — 5-0!"

Overall, we feel the program is challenging and rewarding to us, the Department, RHA, and the community.

Training - From Page 1

the use of a machine having 21 speeds and a multitude of moving parts. (Author's note: there is no recorded case in law enforcement history of either an officer falling off his baton, or riding his baton into a parked car.)

So, for when you find yourself fighting for adequate training time, here is a list of the top ten reasons police departments should provide both initial and ongoing training for bicycle officers. (apologies to David Letterman)

10. Officers who work on their bikes wear gloves and helmets that affect the way they handle and shoot their sidearm. Riding gloves are too tight to remove in a shooting situation. Range programs for bike officers need to reflect this.

9. Riding through city traffic to a violent crime in progress while listening to a police radio, arriving and taking a violent felon into custody without crashing, and thus hurting yourself or others, is not a skill developed riding on the bike trail with the kids on a Sunday afternoon.

8. Bicycles, being mechanical, break down. Often this occurs away from bike shops, or during hours that the shops are closed. Knowing how to fix a flat or adjust a derailleur can put you back in service rather than having to wait for a ride to the station in a (yuck) patrol car.

7. Riding into tactical situations requires that you do something with an additional 30 to 50 pounds of bike accessories that don't fit on your gunbelt.

6. Officers exerting themselves all day need to be aware of the demands they are making on their

bodies, and how to adjust their intake of food and fluids to remain healthy.

5. Police cyclists must ride down stairs, through traffic, on sidewalks, through parks, on terrain, and through neighborhoods that other cyclists avoid like broken glass, all the while paying attention to more than "what a nice day for a bike ride ..."

4. Traffic laws governing the use of bicycles are often misunderstood and wrongly applied by bicycle officers.

3. Lawyers.

2. The slow speed maneuvering required to successfully dodge pedestrians on sidewalks and at special events requires a special set of skills.

AND, the number one reason that police de-

partments should provide training to bicycle patrol officers:

1. It's more exciting than renewing your CPR certification.

Seriously, if your agency deploys bike patrol officers without adequate training, the first time an officer or civilian is hurt, you are likely to become familiar with terms like, "negligent failure to train," "negligent supervision," and "negligent entrustment." The failure of an agency to provide training for officers who will be using bicycles as a law enforcement tool opens both the agency and its supervisors to tremendous civil liability.

IF THIS IS



'ONLY' A BIKE ...

THEN THIS MUST BE



'ONLY' A STICK ...

Fourth Annual Police on Bike Conference to be held May 5 -7, 1994 in San Antonio, Texas

Join us for the Fourth Annual Police on Bikes Conference, May 5 - 7, 1994, in San Antonio, Texas. Sponsored by the International Police Mountain Bike Association, the conference is an integral part of the recent popularity of this unique policing tool. Hosting this year's Conference are members of the bicycle patrols from the San

Antonio Police Department and San Antonio Park Rangers.

Workshops and training on topics will cover maintenance, night patrols, uniforms, equipment, operating procedures and training modules. An exhibit hall featuring the latest equipment and uniforms designed specifically for bike officers is

a "must see." Attendees will be able to test their bike handling and maneuverability skills at the Police on Bikes Competition on May 7.

IPMBA members receive discounted registration to the Police on Bikes Conference as one of their membership benefits. We hope to see you there!

IPMBA Police Cyclist Course to be held May 1 - 4, 1994 in San Antonio, Texas

Bicycle patrol officers will receive four days of intensive instruction at the International Police Mountain Bike Association (IPMBA) Police Cyclist (PC) Course held May 1-4, 1994 in San Antonio, Texas. Taught by certified IPMBA Police Cyclist Instructors from departments across the United States, the course will prepare officers to effectively and efficiently use their bicycles for patrol purposes.

With more than 600 departments utilizing bicycles for patrol purposes, administrators are quickly learning that bike patrols have numerous advantages: increased arrest rates, improved health and morale of officers, and lower operating expenses. However, riding a bicycle also leaves the officer more vulnerable to poor roads conditions, traffic congestion and other hazards. The IPMBA

Police Cyclist Course teaches bike cops techniques to overcome these obstacles for successful community policing. Other topics covered in the course include uniforms and equipment, night patrols, community relations, nutrition, fitness, tactics and group riding.

"Many officers have not been on a bicycle since their childhood," states IPMBA Police Cyclist Instructor Officer Kirby Beck. "They don't know the most effective method of going up hills or descending a flight of stairs. This course teaches officers how to make the best use of their bicycle while on patrol, and have fun while doing so!" Officers are certified as IPMBA Police Cyclists through IPMBA headquarters after passing both written and on-bike tests.

The San Antonio IPMBA PC Course will take place just prior to the Fourth Annual IPMBA Police on Bikes Conference. Officers are encouraged to attend the three-day Conference from May 5-7 and take part in the Police on Bikes Competition at the conclusion.

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IPMBA Needs Your Stats!

IPMBA needs statistics on arrest rates of bicycle patrols and any other statistics that proclaim the success of bicycle patrols. Please send your department's statistics to:

IPMBA c/o Robin Miller,
190 W. Ostend Street,
Suite 120,
Baltimore, MD 21230

Dear Editor,

I think your readers may be interested in the following safety tip:

It's 2:00 am, you're riding your bike and you are racing to an officer needs assistance call three blocks away. You begin to slow down for an upcoming corner when you feel the front brake cable snap. Suddenly, before you can react, the front tire locks solid and you are airborne over the handlebars, crashing down onto the asphalt in a bloody pile.

Fiction? Yes, this particular example is, but it could happen to you the next time you are on patrol.

What happened is quite simple, and fortunately, can be easily prevented. Every time the brakes are applied, there is a strain put on the brake cables. This repeated strain can cause the cables to weaken, fray and eventually snap. If this happens, the inverted "Y" of the brake cable will drop onto the tire and can become wedged between the tread, causing the tire to stop turning. At high speeds, if your front tire stops dead, you

will unceremoniously dismount your bike over the handlebars.

Luckily there is a way to prevent the brake cable from falling onto your tire, should it snap while you are riding. Simply attach a safety hook or reflector bracket under the inverted "Y" of the brake cable and above the tire, through the hole that is usually provided at the location. This will allow the brake cable to rest on the hook or bracket and not interfere with the rotation of the tire.

This system can be used for both the front and rear brake cables, although it is not really necessary in the back. If the rear tire becomes locked, the potential for injury is much less, as it results only in a rear wheel skid and won't necessarily send you over the top of the bike.

- Darcy Griffith
University of Toronto Police Department

Editor's Note: Darcy Griffith is currently employed as a Corporal with the University of Toronto Police and serves on the departmental bike patrol unit. He is also the Chief Instructor for DEFTAC Systems, a law enforcement training company.

IPMBA Members Speak Out

The following is an excerpt from a letter to the editor of a Minnesota newspaper, written by Officer Kirby Beck, Coon Rapids Police Dept.

"Several weeks ago a writer from Anoka wrote to express her concerns about the chaos juvenile bicyclists create upon our streets and roadways. The observations she made were valid, not only in Anoka, but in most communities in this country. The editorial did not point out that we lose more children in America to fatal bicycle and pedestrian crashes than from kidnapping, drugs and firearms combined, according to FBI, National Safety Council and Center for Disease Control Statistics.

Correcting the problem will take a comprehensive and pragmatic effort on the part of educators, law enforcement and traffic engineers. This difficult task involves breaking away from the traditions and stereotypes of the various professions involved.

... The law enforcement community must reinforce the education system by stopping errant pedestrians and bicyclists when critical violations occur. Despite quality education programs, if certain elements of traffic are allowed to operate outside the established rules of safety, crashes and related deaths and injuries will occur. Enforcement, teamed with effective education, is a powerful tool in creating a safe traffic environment. But law enforcement is steeped in its own

traditions and stereotypes. Basic police training rarely, if ever, discusses bicycle or pedestrian violations. Stereotypes regarding the role of police are deeply ingrained. No one ever saw the Adam 12 Officers Reed or Malloy stop a bicyclist for a violation. They were too busy catching criminals. Police officers often say they don't have time to stop bicyclists or pedestrians, that's not real police work. If they have time to write a parking ticket, but ignore a potentially life threatening bike or pedestrian violation, I question their opinion of what police are supposed to do. If the police don't stop these traffic violators, who else will? We forget these violators aren't just hurting themselves. Their actions also affect the lives and futures of motorists who may collide with them, through guilt, psychological problems, or civil suits. The message of education will be lost if it is not reinforced through enforcement on the streets and highways. It must also be supported by the courts.

The choice of what to do is ours. Do we continue to ignore and accept the problem and allow untrained children to teach one another to walk or bike in traffic, or do we take responsibility and train them correctly? ... The solutions are achievable if we are willing to break out of the paradigms which encapsulate us, and daringly try something new. To Care Is To Teach. To Ignore Is To Accept."

Broken Spokes

This month's question:

Q: How can bike officers stop "dirtbags" from grabbing their seatpost or the back of their bike with the intent of knocking the officer off the bike?

- Officer Gary McLaughlin
Sacramento Police Department

Editor's Note: Please send your suggestions for Officer McLaughlin to IPMBA headquarters and we will print them in the next issue of IPMBA News. Let's put our network into action!

Last month's question:

Q: Have any departments experimented with any ear pieces for their portable radios? We are having a problem hearing radio traffic when cycling in heavy traffic and when we are trying to do drug dealing surveillance from our bicycles.

-Officer G.A. Deeds
Harrisonburg, Virginia PD Bike Patrol

A: I read the problem Officer Greg Deeds wrote about in Broken Spokes in the last issue of IPMBA News. Our department bought a number of earphones to use with our portables at a major golf tournament. The earphone rests on the outside of the ear so ambient sounds can still be heard. While loud enough for the user, others cannot hear the radio. The earphone is secured by a flexible plastic piece which loops around the ear. It is secure yet comfortable. It is made by the Vanco Co. and is called the EPD-a. Warning - it comes with a generic plug which may not work with your radio. When ordering you must specify the type of portable radio it will be used with so the correct plug can be attached. For more information contact: Comm. Center 1-800-726-9015.

- Kirby Beck
Coon Rapids, MN, Police Department

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)

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

Police Cyclist Instructors

The following officers have been certified as IPMBA Police Cyclist Instructors as of September 30, 1993. Our Instructor bank is growing each day. For more information on Police Cyclist Courses in your area, contact one of the officers below or call IPMBA headquarters (410-539-3399) for an updated list.

California

Steve Biagini, L.A. County Sheriff's Dept.
 310-863-8711

Sean Collinsworth, L.A. County Sheriff's Dept.
 310-855-8850

Gary Gallinot, Santa Monica Police Dept.
 310-458-8418

Joseph Martin, Hayward Police Dept.
 510-293-7272

Jay Rodriguez, L.A. County Sheriff's Dept.
 310-863-8711

Colorado

Andy Janowsky, Durango Police Dept.
 303-385-2800

Tom Madrid, Univ. of CO Police Dept.
 303-492-5013

Steve McCauley, Univ. of CO Police Dept.
 303-492-5041

Timothy Orton, Longmont Police Dept.
 303-651-8555

Connecticut

Brad Welton, West Hartford Police Dept.
 203-523-5203

Illinois

Dwayne Killian, Joliet Police Dept.
 815-740-2373

Maryland

Scot Virden, Bel Air Police Dept.
 410-893-0200

Minnesota

Rob Allen, Minneapolis Police Dept.
 612-673-5705

Kirby Beck, Coon Rapids Police Dept.
 612-780-6481

New York

Diane Calise, NYC Housing Police Dept.
 718-786-1636

Fred Myers, Cornell University Police Dept.
 607-255-1111

Scott Salino, City of Ithaca Police Dept.
 607-272-9973

James Steinmetz, Ithaca College Campus Safety
 607-274-3333

Ohio

Michael Auricchio, Dayton Police Dept.
 513-449-1285

Andrew Booher, Dayton Police Dept.
 513-449-1105

Jeff Gasiorowski, Univ. of Toledo Police Dept.
 419-537-2600

Allan Howard, Dayton Police Dept.
 513-222-5206

Thomas Kern, Dayton Police Dept.
 513-449-1277

Gregory Kraft, Dayton Police Dept.
 513-449-1270

James Piekenbrock, Dayton Police Dept.
 513-449-1105

Pennsylvania

Jeffrey Bare, Lancaster Bureau of Police
 717-291-4911

Brian Wiczowski, Lancaster Bureau of Police
 717-291-4911

Tennessee

Bobby Jones, Knoxville Police Dept.
 615-525-8860

Texas

George Glaeser, Univ. of Texas Police Dept.
 512-471-4441

Tom Woods, Denton Police Dept.
 817-566-8550

Washington

Stuart Bracken, Tacoma Police Dept.
 206-591-5952

Gene Miller, Tacoma Police Dept.
 206-591-5952

New Units

University of Cincinnati put two officers on bicycles this August. They had made two felony arrests by the end of the first week.

Dyess Air Force Base, Abilene, Texas had two officers riding in late June of this year. As of September 1st all their equipment has arrived and their nine-officer unit is going strong.

Knox County Sheriff's Office, Ohio, is using three bicycles on patrol. They currently have fourteen officers interested in riding.

Rio Rancho, New Mexico has assigned three officers to permanent bike patrol duties, with another three as alternates. Working day shifts only, they will be on the streets all but 45 days a year because of weather. Each officer will be assigned to one of three districts, which have three beats, each two miles in diameter. Money seized in drug busts will fund the effort, expected to cost about \$6,000.

Other Developments

Minnesota

The state of Minnesota adopted the following provision for bicycle patrol officers:
Minnesota Statute 1992 Section 169.222
subdivision 11

PEACE OFFICERS OPERATING BICYCLES

The provisions of this section that govern the operation of bicycles do not apply to bicycle operations by Peace Officers while performing their duties.

(This statute exempts headlights, sidewalks, duties, rights, responsibilities of motor vehicles and all other traffic laws.)

Gang members choose bicycles

According to the Boston Globe, mountain bikes have become the tool of choice for area gang members. Several area residents have been involved in shooting from bicycles. The bicycles provide a method of escape and are easy to obtain, since a driver's license is not needed.

Pedal-medics

Twelve Fort Worth, Texas *MedStar* paramedics will soon deploy a new "pedal-medical" program. The members were recently certified as L.A.W. Effective Cyclists in a class taught by ECI Bud Melton and PCI Sgt. Tom Woods.

Unit Notes

Scituate, Massachusetts

Four of Scituate's officers have been patrolling the streets on bicycles, in search of seat-belt violators. Since July, they have issued 153 citations for violations of the Child Passenger Safety Law, which requires all passengers under the age of 13 to be buckled-up. Funded by a grant for child restraint enforcement from the National Highway Traffic Safety Administration, the bicycles provide a better vantage point, as well as maneuverability and stealth to enforce the laws.

Washington, D.C.

The Washington, D.C. Police Department is about to put officers on bikes in all seven districts of the city after putting its first bicycle patrol into effect 17 months ago. Expansion has been slowed by the process of writing rules and specifications, which are now close to completion.

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