

Spring 2002

ipmba news



Newsletter of the International Police Mountain Bike Association

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

Vol. 11, No. 2

Spring into Action

Bicycle safety education and warm weather go hand-in-hand

By Maureen Becker

Executive Director, IPMBA

It all started with a simple question — “where can I obtain information on how to put on a bike rodeo?” When that question was posted to the IPMBA member listserve, the number of responses was overwhelming. Some people offered advice, others shared their own experiences (good and bad), while still others chimed in with the same request. It must be a spring thing—as the weather gets warmer, all kinds of people—children, adults, bike cops, EMS cyclists—start thinking about biking.

Consider this: May is National Bike Month. It is also National Bicycle Safety Month. The IPMBA Conference is usually held in May. What do all these events have in common? Awareness of the need for bike training and education. Public safety cyclists from around the country and the world (this year, officers traveled from England, Ireland, and Switzerland to participate) flock to the IPMBA Conference to learn everything from basic to advanced bike skills to occupation-specific bike skills and from health and fitness to—you guessed it—how to teach bike safety education. Two such workshops will be presented at this year’s conference: Dan Ganzel (Palm Beach County SO, FL) will offer *Bicycle Safety for Elementary &*

As the weather gets warmer, all kinds of people—children, adults, bike cops, EMS cyclists—start thinking about biking.

Middle School Students and Tom Sipin (West Allis PD, WI) will discuss *Developing a Police Explorer Bike Unit*, which he uses to staff the 40+ rodeos he conducts annually (see related article, page 14).

A recurring theme throughout this newsletter is the responsibility that public safety cyclists have in the area of bike safety education and enforcement, and given the number of bicyclist-motorist conflicts, it is a big responsibility. This issue is dedicated to helping you find the tools and resources that will save you time and make your job just a little bit easier.

Once we started researching the topic, we were amazed, and then somewhat overwhelmed, by the sheer volume of material related to bike safety education. Each website we visited linked us to other websites; each article submitted referenced resources we hadn’t discovered yet; and we realized anew just how important bike safety really is. And how much more important it is likely to become as gasoline prices continue to rise and dire warnings about the negative effects of a sedentary lifestyle continue to be released by the CDC and the surgeon general. Think about it—a bunch of people who haven’t been on bikes since they were ten years old suddenly hitting the streets, riding on sidewalks and the wrong way on streets, impeding traffic, and risking life, limb, and property. Not to mention how motorists unaccustomed to seeing bikes on the roads are likely to react. Frightening, isn’t it?

In an attempt to save you the hours spent following links and collecting publications, we have chosen to highlight some of the most comprehensive resources we have found. What you will find in this issue of *IPMBA News* is not all there is, but it is more than enough to get you started down to the road towards meeting one of the many responsibilities of a public safety cyclist—keeping the members of your community safe through education and enforcement.

Disclaimer: IPMBA does not accept responsibility for the content of the resources listed within this publication, and listing does not imply endorsement or recommendations.

The Case for Bicycle Law Enforcement

Enforcement is key to strengthening the bicycle safety message

By Kirby Beck, PCI #002T/EMSCI #017

Coon Rapids PD (MN)

Bike officers are no strangers to bicycle safety education. They are frequently involved with rodeos, classroom visits, and other outreach efforts. They do their best to teach kids and adults how to handle bikes, and how to operate safely in traffic. Frequently, however, their efforts are undermined by the behavior of cyclists who operate in violation of traffic laws and the failure of police officers to enforce those laws.

There are many reasons why police officers do not enforce the traffic laws with cyclists to the same degree as they do with motorists. It is rare to encounter a police officer stopping a cyclist to discuss a violation. But the law is for all, whether a person is driving a car or a bicycle. All users are subject to the same rules of the road. When police officers ignore cyclists who are committing flagrant traffic violations, they are not doing their jobs. It is the responsibility of police officers, especially police cyclists, to enforce the laws that reinforce what they teach in their bicycle safety education programs.

The Traffic Safety Triangle. Past efforts to reduce the number of bicycle crashes have focused on what is known as

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One of IPMBA's primary objectives is to provide quality education and training to you and your fellow uniformed professionals on bicycles. Similarly, bicycle safety education is one of the primary goals of organizations such as the League of American Bicyclists, the National Highway Traffic Safety Administration, the Pedestrian & Bicycle Information Center, and the Bicycle Helmet Safety Institute. The issue of education and training is important enough, in my opinion, to be one of your goals too! What's the difference? The difference is that *you* are the intended audience of the organizations listed, but *your* intended audience is your community. As public safety cycling professionals, we have both the ability and the responsibility to educate citizens of all ages on the importance of wearing a helmet, obeying traffic law, and operating a bicycle responsibly in crowded areas and on multi-use trails. By providing information on the causes of the most common crashes, and enforcing the rules that are designed to prevent such crashes, we may prevent property damage, injury, and even death.

We have a tendency to think that bike safety education is for children, but the fact is that bike safety education is appropriate for cyclists of all ages, and motorists, too. For instance, although many cyclists are responsible adults who respect the laws of traffic while cycling in the roadway, there are hundreds – even thousands – of young adults in college communities who

ride bicycles to and from class every day. These students are in a transitional period from childhood to adulthood, and oftentimes require some “guidance.” Similarly, bicycle couriers who operate in metropolitan areas can frequently be described as bicycling's version of the taxicab driver when it comes to vehicle operations! Cycling in a bustling urban area can be dangerous if care and caution is not meticulously taken, and if traffic laws are not obeyed.

As uniformed cyclists, we can and should provide guidance to all cyclists within our communities. We can provide education in lecture form, for instance, as a public presentation on

... the fact is that bike safety education is appropriate for cyclists of all ages, and motorists, too.

local cycling ordinance laws and expected cycling behavior. We can work with our local educational institutions to have fliers placed in college orientation packets. By writing an editorial for the city and/or student newspaper, we can provide complete and important information to our targeted audience(s). And, of course, every time we “sit in the saddle” and ride in public, we set an example for other cyclists, motor vehicle operators, and pedestrians.

Those of us who are police officers have the authority to educate through enforcement, and we know that

sometimes the best motivator for behavioral modification comes in the form of punishment, especially monetary. In my experience of responding to countless “car versus bike” crashes in the downtown area, I have found that the cyclist is usually at fault. And I always cite the cyclist, whether or not he or she is injured, not just to punish, but to educate. Had the cyclist obeyed the law, injury and property damage would not have occurred. Enforcement can sometimes work hand-in-hand with education as a preventive measure to curb future violations and, more importantly, prevent property damage, injury, and even death. And, it is much easier to cite a cyclist *before* an accident occurs than to handle a serious injury accident. Even though you may never know for sure whether or not you make a difference, you can feel proud of your dedication to prevention through education – in one form or another! Oh, and as an added bonus, some of your best arrests might result from bicycle stops – just ask Officer Jarret Daugherty with the Grand Island, NE, Police Department – the “good guys” are not the only ones who take advantage of the stealthiness of a bicycle. (*See p. 22 for related “Letter to the Editor.”*)

Keep up the good work in the areas of education and enforcement, and as always, ride your gluteus to its maximus!

Kathleen D. Vonk

Kathleen D. Vonk

Please send **all** correspondence to IPMBA's new address:

IPMBA ~ 583 Frederick Rd., Suite 5B ~ Baltimore, MD 21228

New Phone: 410-744-2400 ~ New Fax: 410-744-5504

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- **Speak to Me: EMS Education & Training:** Scott Bolleter, EMT-P, San Antonio AirLife, San Antonio, TX
- **Treating Hazmat Injuries:** Ken Bouvier, NREMT-P, Fire Chief & Hazmat Specialist, Monsanto Co., New Orleans, LA
- **Controversies in Cardiac Arrest:** Baxter Larmon, PhD, MICP, Center for Prehospital Care, UCLA Medical Center, Los Angeles, CA
- **Emergency Response to Terrorism:** Paul Maniscalco, MPA, PhD(c), EMT-P, Adjunct Assistant Professor, George Washington University School of Medicine & Health Sciences

View the preliminary program and register online at www.emsmagazine.com. You can also call us at 877/EMS-EXPO, or fax 818/786-9246, for more information about money-saving, early-bird registration, hotel and travel.



Bicycle Safety Education

The options for bicycle safety education are as many and varied as the makes and types of bicycles. IPMBA presents a sampling of available information to help assist you in finding tools to help you meet *your* bicycle safety education goals. Pages 5-15.

By George Martin and Walter Nygard
Palm Beach County Sheriff's Office
Traffic and Bicycle Safety Education Program
West Palm Beach (FL)

Making it Happen in the Sunshine State

The Florida Traffic and Bicycle Safety Education Program has been in operation in Palm Beach County for two years. It was introduced to address the high incidence of pedestrian and bicycle injuries and deaths due to traffic, the single greatest risk for children. Children normally receive bicycles as toys and are taught only how to operate them. It is rare for children to learn about the rules of the road and the hazards of the interaction between bicycles and other traffic on the roadways. They are rarely introduced to the principles of safe cycling, and the result can be tragic. Most collisions occur due to failure to stop or yield at intersections, riding against traffic, and entering a street without scanning for traffic; these skills are easily developed through repetition. Compounding the lack of education is the tendency of children to exhibit behavior similar to that of adults on the roads. The lack of consideration for others and disregard for rules and risk that characterizes many motorists is also demonstrated by kids on bikes. It is the goal of this program that intervention – coupled with frequent and continuing exposure to key safety principles – will result in significantly improved sense of awareness and reduced traffic casualties. At this time, the program is geared towards elementary school ages; however, there are plans to introduce programs into the middle schools and beyond, in the hope of having a favorable impact on children as “grow up into” motorists. The goal, too, is to develop well-informed adults who will engage in bicycling as a sport or as transportation and derive the many benefits associated with the activity.

The Florida Traffic and Bicycle Safety Education Program

The program is conducted by the Palm Beach County Sheriff's Office (PBSO) and funded by a grant from the Florida Department of Transportation, under The National Highway Traffic Safety Administration (NHTSA). The three-year grant covers most of the new equipment costs, while personnel costs are covered on a declining basis. The remainder is funded by the Sheriff's Office. The grant provides funding for bicycle helmets, purchased at a discount through the Florida State SAFEKIDS Coalition Coordinator, for economically disadvantaged children. The program is coordinated by Corporal Bob Ricciardi, head of the PBSO Bicycle Unit, and implemented by two Bicycle Safety Educators, George Martin and Walter Nygard. The program is actively supported by the Sheriff and the County School Superintendent, both of whom are avid bicyclists. The educational materials and training are provided by the University of Florida Department of Urban and Regional Planning. The training team is equipped with four trailers, two trucks, 125 bicycles, and related equipment. The goal for the current year is to deliver the program to 30 schools, reaching about 20,000 children. Eventually, the program will be expanded to encompass all 90 public schools in the district and

nearly that number of private schools every year.

The program consists of two separate but related activities: school programs and bicycle safety rodeos.

The school program is conducted in elementary schools. The program's state certified Bicycle Safety Educators train the teachers – usually physical education teachers – to conduct the program. The teachers then incorporate the program into the schools' normal class periods and conduct the training on school grounds. The program requires about five classes per student for completion and concentrates on traffic awareness, helmet usage and state laws. A trailer outfitted with 35 bicycles, loaner helmets, signs, cones and the equipment necessary to set up a mock roadway intersection is delivered to the school for the training sessions. Videos and other aids are provided for indoor instruction. Kindergarten to second grade children are trained in pedestrian and bus safety, while third to fifth graders receive bicycle safety instruction. The Bicycle

The goal for the current year is to deliver the program to 30 schools, reaching about 20,000 children.

Safety Educators assist the teachers as needed, particularly the first time the program is offered. Handling 30 kids in class is tough enough – imagine them all on bicycles! The

teachers like the courses. The kids love it, so disciplining them is pretty easy. A time out in “jail” usually resolves any problems since they don't want to miss the “fun.”

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And, of course, the Bicycle Safety Educators like it because they get to wear shorts and sneakers to work and play with kids on bikes all day.

The bicycle safety rodeo program includes similar principles and activities, but on a much more limited scale. The rodeos are normally conducted on weekends in area parks or other locations, often in conjunction with other activities, such as health fairs. Schoolteachers, sheriff's deputies, police officers, and other officials are trained and certified to conduct rodeos. Once trained, they have access to the equipment to conduct rodeos on their own to further their community safety initiatives. The Bicycle Safety Educators then assist them as needed. Bicycle safety events are enjoyable and, with the proper planning and preparation, easy to present. Difficulties can arise when there are large numbers of participants and limited assistance, reducing the contact time and probability of a meaningful, professional presentation. Rodeos are most successful when conducted for controlled groups of children, such as Scouts and other youth groups. These events can be held over a four to six hour period and should allow time to show videos, hold discussions, do active course work and include a picnic lunch break. Ideally, parents will be present. Demonstrating concern for the safety of the children in the neighborhood is a great way to enhance the image of law enforcement in a positive, proactive manner, and the rodeos provide another way to "get the word out" about bicycle safety.

All of our efforts are coordinated in a "whole community" approach. The program educates the children, informs the parents, and involves law enforcement and school officials. When we have completed training in the schools in a community, we ask the schools to require children under 16 (Florida law) to wear helmets when riding bikes on school grounds and to and from school, and to encourage adults to do the same. We ask law enforcement agencies in the community to enforce all applicable bicycle and pedestrian laws. Their support is essential because the program staff can only be visible to the children for a few weeks per year. One of the goals of the program is to create year-

round safety awareness by involving more people and activities. We believe that continued exposure to the safety principles in many different formats throughout the year will achieve the desired results.

Other elements of an effective community traffic safety program are:

- Safe route-to-school maps and patrols;
- PTA family safety nights;
- Secure bicycle parking areas;
- Bicycle patrols for neighborhood safety;
- Pedestrian crossing and school zone enforcement efforts.

Typical School Class Schedule

The individual lesson plans of the course are detailed in a comprehensive manual that is provided to the teachers when they complete the certification training. The pedestrian and bus safety course for the K-2nd grade age group consists of instructional videos and exercises that teach such principles as identification of traffic hazards, visual barriers, roadway and driveway approaches and correct procedures when on or near a school bus. This course is unstructured, and each of the exercises is brief and designed to be practiced as a part of the normal daily activities of the class.

The bicycle safety course begins with a safety survey, which is conducted as the children arrive or leave school. Children on bicycles with and without properly worn helmets are counted. After the completion of the course, another survey is completed. We also count those on inline skates, scooters and skateboards and report the results to the school. A pre-course quiz tests the students' understanding of bicycle safety, and is given again at the end of the course. The course itself is comprised of a series of progressively more complex tasks that build on each other. The first part of a course, normally

conducted indoors, includes bike safety videos, exercises and helmet familiarization. The groundwork is laid for later practical application on the bicycles. Proper fitting of the helmet and the reasons for helmet use are covered. Loaner helmets are provided for use during the classes and the children learn to identify the proper size and make proper adjustments. Reasons for the laws are discussed. Every effort is made to relate these principles in terms that the kids can understand. For example, "if you are riding your bicycles with all your buddies in a line going as fast as you can, and the first person in line slams on the brakes, what will happen?" They know. Now ask them how to prevent an accident. They will figure out that if you communicate your intentions to others, traffic accidents can be minimized. Hence the laws mandating the use of turn indicators, brake lights and hand signals on the roads. Placing an egg in a helmet with padding and dropping it demonstrates the effectiveness of proper helmet use.

After the indoor activities, the much anticipated bicycle drills begin. A safety and bike fit check is conducted to familiarize the kids with the bikes.



Brakes, tires, and general condition of the bike are explained. All the "do's" (follow the rules, use consideration for others) and "don'ts" (wheelies, ghost riding, racing, crashing, rude behavior) are discussed. The first series of activities is

designed to see if they can follow instructions, ensure that they understand that the rules will be enforced, and to see if they can ride the bikes. Each child is issued a bike and assigned to one of four straight lanes. They ride one per lane at a time to the stop sign at the end of the lane, come to a full stop, look carefully and if clear, return to their original position. Sounds easy, doesn't it? Just like all kids, they will see what they can get away with and push as far as they can. The "jail"

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Making it Happen in the Sunshine State

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usually fills up quickly until they all figure out that the educators are serious.

The layout for the second outside bike class is the same: four lanes with stop signs. After receiving instructions on how to give proper hand signals for stopping and slowing, the children ride to the designated mark, give the signals, then stop as before. Vocal signals ("stopping!") should accompany the hand signals and be used in place of them by any child who has trouble riding with one hand. Yielding to others while stopped is emphasized, as their initial impulse is to stop (maybe...) for the shortest time possible and to jump in front of others. Once the stopping signal is mastered, left and right turn signals are incorporated. Progress in each class depends on many factors; and although this section sometimes requires another class period, perfection is not as essential as having them understand the importance of communication and to initiate the signal in some form. It's the thought that counts.

The remaining one or two classes focus on how to negotiate a tee or four-way intersection. This gets interesting. Imagine thirty kids on bikes all going different directions and signaling, yielding, stopping, and crossing at one time! Again, enforcement is the key to control, and it is important to keep in mind that the kids need enough freedom to have fun and think for themselves. It is usually

necessary to stop everyone after a few minutes and remind them that this is a safety course and they are supposed to be demonstrating the principles they have learned. They need to be reminded that the fun and excitement of all the activity comes with a risk; which is the same thing many drivers seem to forget on the roads.

At both school courses and weekend safety rodeos, some skills training is incorporated to supplement the safety lessons. The skills consist of low-speed coordination and balance drills similar to IPMBA cone-course training – not racing or BMX events. The skills drills add variety and provide the opportunity to develop competitive events, thereby contributing to the goal of a year-round safety awareness campaign. One possibility is to conduct a countywide competition for bike safety and skills. Winners of local contests conducted throughout the year by the county schools would have the chance to compete in a final highly publicized annual event.

We have found the Traffic and Bicycle Safety Education Program to be an excellent way to present safety and law enforcement principles in an enjoyable, positive way, and in an environment that the children understand. They are responsive to the lessons, and their behavior can change over the course of a single class. During the training exercises, we can stop the action and discuss it with

the whole group, then start up again. The risk of serious consequences is minimal. We can talk about risk and consequences and individual responsibility. Our firm belief is that these impressions will remain and, if reinforced by repetition, be firmly in place when these children use their bikes at home and eventually take to the roads on bicycles and in automobiles.



Resources and Contacts:

*Palm Beach County Sheriff's Office
Bicycle Unit (FL):
Ph: 561-432-4750
Fax: 561-432-4723
Email: ricciardir@pbso.org*

*University of Florida Traffic and
Bicycle Safety:
Ph: 352-392-8192
Fax: 352-846-0404*

*Florida DOT Bicycle/Safety Specialist:
Ph: 850-488-5455
Fax: 850-487-4224
www.dot.state.fl.us/safety*

*Your State Safe Kids Coalition
Coordinator found at
National SAFE KIDS Campaign:
Ph: 202-662-0600
Fax: 202-393-2072
Email: jswan@safekids.org*



The more specialized a unit is, the more specific and tailored the training must be. Police cyclists face a number of challenges: padded cycling gloves may have an effect on handling equipment, including firearm and handcuffs; the lack of shoulder-mounted weapons and immediate cover options are other issues. Pedaling to an emergency call compared to driving a motor vehicle (physical exertion) is yet another. The video **Firearms Training Issues for the Police Cyclist** covers these issues and more...

This video is the result of the world-wide training of police cyclists and the researching of firearms issues specific to their duties. It includes a basic course of fire as well as statistical information regarding deadly force encounters.

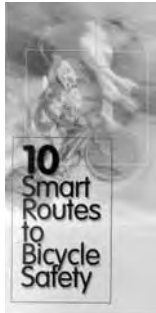
The producers of *Firearms* are certified firearms and IPMBA police cyclist instructors, adjunct instructors for Heckler and Koch International Training Division and instructors at the IPMBA Conference.

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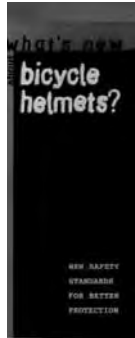
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Publications

Below you'll find "the tip of the iceberg" when it comes to available publications — varying from tri-fold pamphlets to entire books devoted to the subject of bicycle safety education. The focus here is mostly what can be obtained free or at nominal charge — making it that much easier for those who are willing to educate but are hampered by budgetary concerns. There is more available than can be printed on this page (or this newsletter, for that matter) but this is a good start.



Title: *10 Smart Routes to Bicycle Safety*
Audience: General Public; Parent; Program Leader.
Description: Highlights ten important recommendations for safe bicycling, including proper protective gear, proper bike maintenance, obedience to traffic laws and conspicuity. Two color, 5" x 7", 9 pages.



Title: *What's New about Bicycle Helmets*
Audience: General Public; Health Educator; Program Leader; School Teacher.
Description: Answers some common questions about bicycle helmets and safety, including: why helmets are important to wear while riding, why all helmets should meet the new Consumer Product Safety Commission standard, how to tell if a helmet fits properly and whether bicycle helmets offer protection when playing other sports. Contains illustrations of the right and wrong way to wear a helmet. Two color, 4" x 9", 6-panel.

Contact: The Consumer Product Safety Commission, www.cpsc.gov/kids/kidsafety/index.html or 800-638-2772, ext. 300.
Cost: Free.



Title: *Prevent Bicycle Crashes*
Audience: General Public; Parent.
Description: Contains a message to parents about bicycle safety and emphasizes that bicycles are not toys. It provides suggestions for measures that parents/adults can take to reduce bicycle injuries, and describes the five most common types of bicycle and motor vehicle crashes. Three color, 8.5" x 11", two-sided.



Title: *Kids, Bikes & Safety*
Audience: Elementary, Junior High, and Senior High School Student; Parent.
Description: Provides practical safety tips for children and young adults to use when riding bicycles. Full color,



Title: *Along for the Ride*
Audience: General Public; Parent.
Description: Contains 21 important safety tips for cyclists, divided into four categories: *Wear a Helmet, Follow the Rules of the Road, Be Visible, and Share the Road.* The brochure also contains a message from the U.S. Cycling

Contact: Traffic Safety Programs Resource Center at the National Highway Traffic Safety Administration, www.nhtsa.dot.gov/people/outreach/media/catalog/. **Cost:** Free.



This compact booklet describes the nuts and bolts of safety and legal on-road cycling including lane-positioning, navigating intersections, expert control of brakes and steering, emergency maneuvers, and dealing with difficult situations. By learning correct on-road riding techniques and mastering control of the bicycle, any cyclist from beginner to expert will enjoy increased confidence and safety while riding any road.

Contact: Rubel Bike Maps, www.bikemaps.com or 617-776-6567.
Cost: Varies by amount purchased.



CycleSmart is a learn-to-ride program that teaches the necessary skills to ride a bicycle safely. Through the use of various delivery methods, **CycleSmart** promotes the use of proper safety equipment and the concept of road sharing between cyclists and motorists. The program includes an animated, interactive CD, lesson plans, and a rodeo tool kit called "Rodeo-in-a-Box." The **CycleSmart** program was developed by Lynne Mutrie, a former teacher and competitive cyclist who is now employed by the Oregon Alliance for Community Traffic Safety. The program is being used by ICBC, the BC Injury Prevention Centre, schools boards throughout Canada and the Canadian Cycling Association.

Contact: Lynne Mutrie, lmutrie@qwest.net or 503-697-3661.
Cost: The CD is \$4 + shipping & handling.

Public safety cyclists are frequently called upon to conduct bike safety education sessions for groups of all types and people of all ages. The following programs have developed an extensive variety of tools and programs designed to serve the needs of diverse populations. Although at first glance it may seem as if these programs are "too involved" for the type of role you are asked to play, take some time to investigate them and you will find an incredible wealth of resources within your reach.

IMBA Sprockids



Sprockids, described by its authors as "the Two-Wheeled Approach to Building Self-

Esteem," was developed by elementary school teacher Doug Detwiler and is coordinated by the International Mountain Bicycling Association (IMBA). Sprockids is a complete youth program that provides an award-winning curriculum and a variety of resources to help schools, clubs and community groups start successful mountain biking clubs for kids. The philosophy behind the program is to involve young people in a healthy, lifelong activity that allows them to experience success on a number of levels. The program is designed to be used by educators both to teach young people about biking and help them develop skills for living. The program guide lists numerous general learning outcomes, ranging from anger management and stress reduction to eye-hand coordination, community work, and time management. It includes sections on *CycleSmart*, a series of programs designed to teach elementary school children how to be responsible members of the transportation system while on their bikes; bike maintenance; building a mountain bike playground, fitness and nutrition, riding skills, racing, and more. It also offers a series of lesson plans entitled *Ten Weeks of Pedaling Power*, each of which contains four sections: Maintenance/Safety, Riding Skills, Helpful Hints, and Project Bike.

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League of American Bicyclists BikeEd Program



The League's **BikeEd** program has the same roots as IPMBA's own Police/EMS Cyclist program: the principles of vehicular cycling. The various modules of the League's program are designed to serve the needs of cyclists of all

ages, parents seeking advice on how to instruct their children in riding cautiously and conspicuously, and motorists who need guidance on how to safely share the road with bicyclists. The BikeEd program supplies the tips, tools, and techniques needed to learn or teach safe and legal bicycle operation to civilians. The League's education programs are designed for delivery by League-Certified Instructors (LCIs), a certification that must be earned by attending a two-day seminar. However, no additional training is required of IPMBA-certified instructors who wish to become LCIs. The League's BikeEd is comprised of the following modules: **Road I** is a primer for those cyclists who wish to gain a full understanding of how to safely operate a bicycle in a variety of situations. The course includes learning how to perform a bicycle safety check, fixing a flat, a discussion of crash avoidance techniques and crash types, and on-bike skills practice. **Road II** is designed for students already familiar with vehicular cycling principles. It addresses fitness and physiology, training for longer rides, advanced mechanics, paceline skills, advanced traffic negotiation, foul weather riding and night riding. **Commuting** is geared to those who wish to explore the possibility of commuting to work or school by bike. It addresses route selection, bicycle choice, dealing with cargo and clothing, bike parking, lighting, reflection, and foul weather riding. **Motorist Education**, directed towards motorists in general, includes roadway positioning of cyclists, traffic and hand signals, principles of right-of-way and left and right turn problems. **Kids I** is a course designed for parents in which instructors help parents understand how to teach a child to ride a bike. Parents learn how to perform a bicycle safety check, helmet fitting and bike sizing. **Kids II** covers the same topics as Road I, including on-bike skills, as well as choosing safe routes for riding.

CONTACT: League of American Bicyclists,
1612 K Street NW, Suite 401,
Washington DC 20006
PHONE: 202-822-1333
E-MAIL: mike@bikeleague.org
WEBSITE: www.bikeleague.org

Texas SuperCyclist Project



The **Texas SuperCyclist Project**, a program of the Texas Bicycle Coalition Education Fund, is dedicated to increasing bicycle education and awareness in Texas. Although designed specifically for use in Texas schools, its tools and resources are equally applicable to those involved with bike safety education in other states. To achieve its goal of making bike safety education available to one million 4th & 5th graders in the state of Texas, the project has targeted health and physical education professionals as well as parents. Teachers have access to free in-service training that covers safety rules, vehicle safety, operator safety, basic skills, and road simulation. The modules used by the teachers address traffic safety, bike maintenance and fit, identification and avoidance of hazards, safe choices in traffic, and dressing for safety. When it is completed, the website will offer a wealth of resources. The *Student Pages* contain information and games for elementary school children; the *Teacher Resources* provide handouts and lesson plans for 4th and 5th grade teachers; the *Parent Pages* offer information and games for use at home; and the *Administration Pages* assists those administrators looking to incorporate the Texas SuperCyclist Project in their districts. The Texas SuperCyclist Project recognizes that a bicycle is good for a child's development in that it instills responsibility and confidence and helps a child feel the pleasure of achievement. It also views safe cycling education and behavior as an important step in developing better drivers. The Project has won regional and international awards for Public Awareness and Consumer Education.

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the Traffic Safety Triangle, a three-part model involving Education, Engineering, and Enforcement. *Education* typically involves teaching young cyclists the rules of the road in schools or at organized bicycle rodeos. *Engineering* involves the building of bikeways or the widening of roads to make the environment more bike-friendly. The third element, *Enforcement*, plays a tremendously important role in overall traffic safety. If *education* and *engineering* are effectively accomplished, but no-one *enforces* the rules, behavior rarely reflects safe practices. Of the three elements of the traffic safety triangle, bicycle traffic enforcement has the greatest potential to reduce car/bike crashes and save lives.

Police are already typically involved in bicycle safety education, so why shouldn't bike officers become more involved in bicycle traffic enforcement? After all, the two go hand-in-hand. Enforcement must support the safety message and rules that are being taught. Education is rarely effective alone. If it were, there would be less demand for a police force. When it comes to the safety message, the power of enforcement is the reinforcement.

Enforcement might contribute to the following desirable outcomes:

- Voluntary compliance with the traffic laws.
- Identification and correction of violators and repeat violators.
- Reduction in the number of car/bike crashes.
- Reduction in the number of injuries and deaths resulting from these crashes.
- Positive behavioral change in the community.
- Reduction in the over \$1,000 per year per person spent in the US as a result of these crashes.

The focus of any bicycle enforcement program should be educational, not punitive. A successful enforcement program should improve a cyclist's knowledge and attitudes, and, most importantly, behavior. A good program also educates the motoring public concerning their rights and responsibilities when sharing the road with bicyclists.

Types of Enforcement

Not all enforcement involves giving tickets. Enforcement, or reinforcement, can take several forms:

- Citations or arrest
- Verbal warning
- Written warning or notification of parents
- Positive reinforcement (free food coupons, department trinkets, etc.)

Penalties can include:

- Fines
- Community service
- Mandatory participation in local education programs
- Life in prison (Just checking to see how closely you are reading!)

Why Don't the Police Enforce Bicycle Laws?

The answer is simple: very few police officers receive training or encouragement to enforce bike laws. It typically is not part of the law enforcement paradigm – nobody ever saw Reed and Malloy of *Adam 12* stop a kid for riding on the wrong side of the street!

Have you ever had to make a death notification to the parent of a child killed in a traffic crash? Remember that the next time you think, "but they only hurt themselves!"

When asked the above question, a group of officers from around the country came up with the following answers, which no doubt sound familiar to most of you reading this article:

Peer pressure: "Bike laws aren't real crime. We're crime fighters, and these laws aren't important enough to waste time on."

Social pressure, or questions from the public: "Why aren't you out catching robbers or burglars?" "Haven't you got something better to do?"

Police administration: "Not a departmental priority." "My chief doesn't want me out stopping bikes."

Prosecutor/state's attorney: "My calendar is crammed and you bring me this?! This

matter is too petty."

Courts: Same as the reasons given by prosecutors, who may be repeating what they were told by the judges.

Fines: The fines are either too high or too low.

Time: "I don't have time for trivial matters." "I only have time for 'real' crime."

Memories of childhood: "Police never stopped me on my bike when I was a kid." "That's not what police do."

Communicating with children: "I'm not comfortable talking to kids, I don't even like kids." "I don't want to scare them or make them cry. That would project a bad image of the police."

Waiting for the "Big One": "If I tie myself up on this petty stuff, I won't be clear to back up my partner or respond to a robbery or other emergency."

They're only hurting themselves: "If they want to bike like that, they will only hurt themselves if they get run over." "Stupid, careless people get what they deserve."

Why the Police Should Enforce Bicycle Laws

Peer pressure: This just may be the hardest to overcome. Few police view bicycle enforcement as a part of the role of police officers...it just doesn't fit the image of the job. Few officers know, or care, that enforcement is a powerful tool for preventing crashes, injuries and deaths. Nor do they realize they are helping shape the driving habits of future drivers.

Social pressure: "Why aren't you catching burglars?" What officer on the job more than three weeks has never heard that before? Do you cease your other enforcement activities when you hear it? Name one other program designed to protect children and older adults that has been opposed by the community. What officer has never received a complaint about those "crazy bicyclists" who disregard red lights, race down sidewalks, and endanger themselves and others? If the police don't enforce bicycle laws, who will?

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Police administration: Have you actually heard your Chief or Commander say they don't want pedestrian or bike enforcement, or are you just assuming it because it has never been mentioned? While there are no doubt some special exceptions, are you *absolutely* sure they don't want you enforcing these laws? Chiefs and commanders are as affected by the same stereotypes of the police role as most officers. They require education. Chiefs are swayed by public opinion. If the community demands it, the Chief usually wants it, too.

State's attorney/prosecutor: Do you agree with every decision your prosecutor makes? Do you quit doing your job simply because the prosecutor doesn't want to do his or hers? Enforcement does not have to involve the attorney; it can involve written or verbal warnings, impoundment of unlicensed bikes, etc.

Courts: The same reasons apply here. Consider this — judges and prosecutors can be swayed by a vocal minority of reasonable, knowledgeable people, as MADD has shown. Believe it or not, serious cyclists, like those found in bike clubs, want the police to enforce bike laws!

Fines: Fines are usually lower than those issued for motor vehicle drivers for the same offense. Pedestrian and bicycle violations rarely go on driving records. Do fine schedules ever make all police officers happy?

Time: Do you have time for other self-initiated traffic enforcement? Some departments are so busy that they don't, but those same departments often have traffic divisions which do. Do you have time to write more important violations like expired registration stickers, parking violations, and equipment violations? Do these "more important" violations have the potential to prevent a crash or save a life...or do they simply fit the stereotype of what a police officer does?

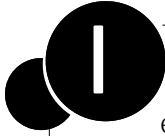
Memories of childhood: Perhaps that is why you ended up in the hospital, or, at least, in trouble with your parents.

Communicating with children: What you remember from your childhood has a name — history! Police equipment, technology and philosophies are different

today. When most officers were children, they rarely saw police officers in school. Today it is commonplace. How much of the job of a police officer already entails dealing with juveniles? Do you refuse calls or other activities because they involve kids?

Waiting for the "Big One": What officer has never cleared a traffic stop when an emergency came out? Figuring out how to clear is rarely a problem! If you hold this attitude, you probably do not engage in any self-initiated activity. If you prefer to wait for emergencies, perhaps you should have joined the Fire Department instead.

They're only hurting themselves: Physically, perhaps, but not emotionally, civilly or financially. Even error-free drivers often suffer stress, anxiety, and guilt for years as a result of one of these crashes, especially if it is a fatal one involving a child. Some

**I**f education and engineering are effectively accomplished, but no one enforces the rules, behavior rarely reflects safe practices.

never recover fully. And even error-free drivers can be sued and forced to deal with months or years of legal proceedings. The financial cost can be draining. And have you ever had to make a death notification to the parent of a child killed in a traffic crash? Remember that the next time you think, "but they only hurt themselves!"

Increasing Bicycle Enforcement

Increasing enforcement of traffic laws for bicyclists requires a change of attitude by police officers on the street as well as administrators. This type of change can be effected through training, experience, a re-definition of department goals, and modeling.

What Does it Take to Shift a Mindset

Time: Time spent in training; time spent in basic academy and field training trying to break old stereotypes, in-service training in roll calls, or special training.

Money: Money spent in training or for special enforcement efforts, such as

overtime for officers on bike enforcement detail in problem areas.

Significant emotional event (SEE): Exposure to or involvement in an incident such as a fatal accident, or one that involves participants who remind the officer of his or her children, parents, or other loved ones. Some officers experience a SEE when they work a crash and realize that their kids frequently engage in the type of unsafe or illegal behavior that resulted in the crash. This type of event tends to bring about the most powerful and lasting attitude change.

Administrative prioritization and support: By placing bicycle enforcement on the agenda as a priority, administrators can send a message to the whole department, from recruits in the academy to the street-level supervisors and line officers. Administrators must make it clear to the line supervision that officers are expected to produce in this area. Certain officers will participate if for no other reason than it is something that the Boss wants done.

A positive example set by veteran officers: These officers are responsible both directly and indirectly for the attitudes of new officers. Regardless of what they were taught in the academy, new officers will imitate and seek approval from the vets. Getting two or three of the respected vets to stop pedestrian or bike violators will give the new officers, and even some of the "fence sitters," the idea that good cops can enforce these laws, too, and that they won't be "less of a cop" because they do.

Spin-offs: Bicyclists who break traffic laws often violate other laws as well. Officers stopping these individuals often report making arrests for warrants, drugs, stolen bikes, and minor or public consumption. In urban areas, many drug couriers use bikes to elude police or avoid vehicle forfeiture.

Targeted Violations or Behaviors

Based on numerous studies of car/bike crash reports, it has been determined that the following bicyclist violations — especially when committed by children — account for the majority of car/bike

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crashes. By concentrating on reducing these types of violations, nearly 90% of the motorist/bike injuries can be prevented, and numerous lives saved.

- No headlight/reflector at night
- Wrong-way riding (riding against traffic)
- Disobeying traffic control device or sign
- Failure to yield right of way (e.g., driveways and alleys)
- Improper change of course (e.g., unexpected left turn)

Bicycle Enforcement Program Start-up Strategies

Ideally, bike enforcement should be a normal, everyday activity. More than likely, however, it will be something new to the department. A new enforcement program is not guaranteed to be successful or effective simply because it is new. The chances for success and effectiveness can be greatly improved by employing certain strategies prior to beginning a new enforcement program. Departments around the country who have successfully implemented bicycle enforcement programs offer the following advice.

Administration: Get the administration behind the program. A program will go more smoothly if everyone knows that it has the Chief's blessing and that the line supervisors are prepared to support it.

Program Coordinator: The coordinator must want the program to work. Nothing kills a program faster than a coordinator who doesn't care. Select an officer who is a self-starter and highly motivated to make the program succeed.

Courts and Prosecutor: Beginning a program that is likely to bring many new juveniles into the system may meet with disaster if it does not have the support of the courts and prosecutors. Meet with them and solicit their input in those areas that will affect them, such as the cut-off age for court and attendance requirements for safety seminar attendance. By seeking their input,

you may also earn their endorsement.

Policy and Procedure: Print up citation books, obtain safety materials, develop form letters, and establish record-keeping procedures before starting enforcement. Guidelines and procedures for violator seminar attendance, enforcement, bicycle impoundment, and so on must be established from the start.

Education: It is essential to educate the administration and the supervisors as well as the line officers doing the enforcement. Education must also include the public. A variety of avenues are open for exploration, including the media, schools, parent-teacher organizations, civic groups, city newsletters, water bill stuffers, local cable TV, town bulletin boards, etc.

Media: Don't surprise the public with this new campaign. Let the members of your community know what is about to happen and why. Explain the targeted violations and encourage voluntary compliance. The public will be very supportive if they perceive that they are partners in the effort, not victims, and if the program is run fairly and consistently.

In order to ensure the effectiveness of the bike safety message, police officers in general, and bike officers in particular, have an obligation to enforce the "rules of the road" to bicyclists and motorists alike. Education must be reinforced by enforcement of bicycle laws. Police cyclists have an even greater responsibility than the average officer to stop errant cyclists. By neglecting this responsibility, we may reinforce the negative view many motorists have of cyclists, and make our own jobs more dangerous. However, by viewing enforcement as part of bicycle safety education, we may save a life, and that life may be our own.



For more information, contact Kirby Beck at kirbyp42@aol.com.

TRAINING FOR BICYCLE ENFORCEMENT

Enforcement for Bicycle Safety

Enforcement for Bicycle Safety (EBS) is a two-day course developed in 1995 by WE BIKE for the Wisconsin Department of Transportation. The course covers such topics as How Bicycle Crashes Happen, the Highway Safety Triangle, Engineering, Bicycle Laws, Enforcement Techniques, Bicycle Education, Crash Investigating and Reporting and much more. EBS also includes on-bike training. It is offered regularly in Wisconsin and has been presented throughout the country. It provides police officers with the bicycle safety information and training that they need to manage traffic and provide a safe bicycling environment in their communities.

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(920) 497-3196 or webike@aol.com

JoAnne Pruitt Thunder, Bicycle/Ped. Safety Program Manager, WI Dept. of Transportation
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Community Bicycle Safety Course

The National Highway Traffic Safety Administration (NHTSA) is currently working with police officers to improve bicycle safety. In 2002, NHTSA will pilot test a course designed to improve officer bicycle safety knowledge. The program will also provide select officers with the tools they need to work with their communities as bicycle safety coordinators.

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Pedestrian & Bicycling Information Center

The PBIC is a valuable resource for any police officer involved with the enforcement of traffic laws in the interest of cyclist safety and education. A visit to www.bicyclinginfo.org yields numerous useful tools, including an online bicycle matrix to uncover possible solutions, or countermeasures, for specific types of bicycling crashes. For each of the most common crash types you'll find a range of potential solutions with links to more resources. Of particular interest is the *Education & Enforcement* section, which emphasizes the importance of learning ways in which enforcement can play a constructive role in improving bicycle safety. The site addresses such problems with targeting bicyclists as mobility, lack of identification, anti-authoritarian cyclists, and children. It also addresses problems associated with targeting motorists, including drivers who do not know how to react to cyclists on the roads, and those who believe that cyclists do not belong on the roads. Lists of targeted enforcement areas for both bicyclists and motorists are provided. Finally, it makes some recommendations on how to handle helmet use violations and advice on issuing warnings vs. citations.

Below are resources that offer a wide variety of bicycle safety education-related information. Check them out — and explore them thoroughly. You'll find that these resources, with the addition of their multiple links to other related sites, will quickly satisfy your bicycle safety education needs.

Pedestrian & Bicycle Information Center (PBIC)

The Pedestrian & Bicycle Information Center (www.pedbikeinfo.org) is a clearinghouse for information about health and safety, engineering, advocacy, education, enforcement and access and mobility. It serves anyone interested in pedestrian and bicycle issues, including planners, engineers, private citizens, advocates, educators, police enforcement and the health community. It maintains four separate websites, including www.bicyclinginfo.org, which features the Bicycle Safety Education Resource Center (the Center). The Center offers a searchable database of training materials, a guide to assist in identifying the training needs of eight distinct audiences, and a good practices guide to designing your own program. This site also contains an extensive Education & Enforcement section. The Education pages recommend specific sets of skills and cautions to emphasize when teaching various groups (ages 1-5; 5-8; 9-12; 13-17; adults; seniors; and motorists) and contains an extensive set of links to helmet sites. The Enforcement pages address problems with enforcement aimed at bicycle riders and motorists and recommends areas of focus for each type of vehicle operator. Telephone: 919-962-2203.

Ed.'s note: check out the section entitled "The Wide Weird World of Cycling."

Bicycle Helmet Safety Institute (BHSI)

The Bicycle Helmet Safety Institute (www.bhsi.org) is an advocacy program of the Washington Area Bicyclist Association. It is a non-profit, consumer-funded program that acts as a clearinghouse and a technical resource for bicycle helmet information. The website covers all things helmet-related, including answers to frequently asked questions, the consumer's guide to buying a helmet, helmet laws, statistics and research, all kinds of helmet facts & advice, helmet standards and more. Best of all, it features a "Toolkit for Helmet Promotion Programs" offering basic advice, a manual for helmet promotion programs, sources for inexpensive helmets, videos for helmet campaigns, PSA's, safety quizzes, coloring pages, instructions for organizing a bicycle rodeo, various helmet pamphlets, clip art...the list goes on and on. Telephone: 703-486-0100

Ed.'s Note: Nowhere else will you find a site with helpful advice like "Helmets for Bald Riders" and a how-to guide on rethreading helmet straps through a buckle, complete with illustrations. Police officers take note: on their What We Need Today list is "information for a police department on how to run a 'good ticket' program."

Rad Rider

Rad Rider (www.radrider.com) is a graphics-based website featuring superhero cyclist Rad Rider, who, "after his retirement from stunt cycling at the age of 25, settled into a secret mountaintop garage high above his hometown of Motor City, where he continued to perfect his bicycle safety designs and engineering concepts. But Rad could not stay out of the public eye for long, and soon began patrolling Motor City at night, using his blazing bike speed and stunt skills to thwart thieves and catch criminals – faster than the Motor City Police! Thus did "Red" Rider become Rad Rider, legendary protector of Motor City – a super cyclist who knows in a second that it's always SAFETY FIRST!" That quote says it all. Rad Rider and his super-powered cycle, Red Racer, were created by Inland Empire Health Plan (IHEP) in California to serve their many youthful members. Rad Rider has his own comic book, complete with chase scenes, bad guys, and lots of animation – all with a bike safety and helmet theme. The website includes an interactive bicycle safety test and links to various bike safety-related websites. Telephone: 1-800-440-4347

Ed.'s Note: Rad Rider and his stunt cyclists travel to schools and events in California, re-enacting the Motor City comic book and demonstrating safety tips. The shows feature BMX bike stunts and jumps to thrill the viewers and promote the "coolness" of wearing a helmet.

OTHER WEBSITES OF NOTE

CAN-BIKE, the Canadian Cycling Association Cycling Proficiency Courses for Children and Adults: www.borealisoutdoor.com/enhanced/can-bike/index.htm.

Centers for Disease Control National Bike Safety Network, the "Bike Hub": www.cdc.gov/ncipc/bike.

National Highway Traffic Safety Administration Traffic Safety Materials Catalog: www.nhtsa.dot.gov/people/outreach/media/catalog.

National Safe Kids Campaign: www.safekids.org.

National Injury Prevention Foundation: www.thinkfirst.org.

Barnes & Noble Community Safety Bookstore: www.be-safe.org/books/books_bicycle/bicycle_books.html.



Cpl. Tom Sipin, PCI #254
LCI; Teaching Safe Cycling
Instructor-Trainer (WI D.O.T.)
West Allis Police Department (WI)

When asked to conduct some sort of bicycle safety education for children, the first thing that comes to the minds of most bike cops and EMS cyclists is the bike rodeo. Spring is the perfect time for bike rodeos – temperatures are getting warmer, kids and teachers both have spring fever, and the long, lazy days of summer are just around the corner. Many children will spend those precious vacation days roaming their neighborhoods on bikes. As public safety professionals – and cyclists – it is our responsibility to help keep them safe while still having fun. The purpose of this article is to provide information that will help you if you get called upon to organize a bike rodeo to educate the kids in your community.

GETTING STARTED

The first and most important thing to remember is that the easiest way to influence people, especially kids, is to “practice what we preach.” If you do something dumb like ride without a helmet, ride on the wrong side of the road, or blow a stop sign when you don’t have to, you can bet some kids will be watching. They’ll remember just how seriously you take the subject of bike safety and most – if not all – of your credibility will go down the tubes.

The second most important thing to realize is that you should take advantage of existing programs, borrow everything applicable to your target audience, and give credit where credit is due. Check with the League of American Bicyclists’ for Instructors that have Kids’ Enhancement training. Contact your state Department of Transportation and request any materials they offer. A search of the Internet will yield numerous resources related to Bike Rodeos, Bike Safety, Bike Education, Helmets, Kid’s Safety, Injury Prevention for Children, etc. Most of these agencies, companies, and individuals are more than happy to see their programs put to use. I just sent for classroom and outdoor rodeo packets from Modern Woodmen of America. Safety books, outlines, diagrams, certificates, written and skills tests, decals and reflectors for 950 kids... for free!

Last year I used a packet from the Bike Helmet Safety Institute, called the *Take*

Bike Rodeos are the perfect summer event to pass along the safety message

Home Ride Safe Bike Rodeo. It contains five short lessons for kids to do with their parents. I used them to “prep” all of our fourth graders for our “We get to ride our bikes during school?” rodeos.

As you customize your program, keep in mind this very important statement: Kids are *not* small adults. They differ from adults in many ways.

- They have physical limitations: they can’t see over or around things as easily.
- They have 1/3 less peripheral vision.
- They have a poorly developed “sense of danger.”
- They can’t tell from which direction sound is coming.
- They have trouble judging speed and distance, so they can’t tell how quickly a car is approaching.
- They have a more limited attention span.
- They can’t “multi-task” as well, meaning they may be able to balance, or watch where they are going, or ride in a straight line, or signal a turn, or talk to a friend, but they can’t do more than two or so at the same time.

WHAT’S THE PURPOSE?

The main purpose of bike safety education for kids is to minimize crashes and injuries. In order to do that, you have to know what the most common causes of crashes involving children, and you need to learn which teaching methods are the most successful. The most frequent mistakes kids make are:

- “Mid-block ride-outs” – failing to stop and look for traffic while entering the street from driveways;
- Failing to stop for stop signs and traffic signals;
- Making unexpected turns and swerving;
- Riding on the wrong side of the road.

Once you know the common mistakes, it is essential to learn what to teach and when. Like those of many departments, our rodeos used to consist of a small chalked course with a stop sign, a one-way street, and a left turn arrow. Officer Friendly would walk a child through in about three minutes, having the child (often on a “big wheel”) do hand signals (kind of), stop at the stop sign, etc. At the end of the course, the child would get a water bottle or a Frisbee. It was a positive contact between

the kids and the officer, but it did not accomplish much in the way of education.

The best way to teach younger kids is through training the parents to teach basic balance and coordination, and by making sure everyone wears helmets. Younger children should ride with their parents, who should continually coach them. This is important because the kids will not remember what they are supposed to do, and they should not attempt to do things like signal or pretend they are riding in the road.

One of the hardest parts is to get the parents to understand that if the child cannot stand over a bike, it is too big and cannot be ridden safely. We all loved to ride our older brother or sister’s bike, *but the safest way to stop is not to jump off the bike.* The other challenge is convincing a parent of the importance of proper equipment, properly maintained. It is amazing what some kids are riding! If a car can’t turn or stop without proper air pressure in the tires, how can a bike? How can a child steer around a pothole if the handlebars aren’t tight enough to turn the wheel? Several times I’ve had two brothers on bikes – one bike with brakes on the front and one bike with brakes on the back. A bike without brakes? How about a bike with **no seat**, or with a piece of vinyl or cloth over the seat post? Or the kids who ride with dad’s motorcycle helmet on, head bobbing away?

Would their parents be as negligent with their cars? Some would, but thankfully most aren’t. They realize that a car without brakes could kill someone, but they don’t see the irony in allowing their kids to ride around cars, buses, and other traffic on bikes with bad brakes, flat tires and spinning handlebars.

THE BICYCLE RODEO

At around age ten, most kids have developed the mental and physical capacity to learn the skills necessary for riding in traffic, so our training focuses on those specific skills. Rather than telling parents that their kids will be safe riding in the road after they have completed the course, we stress that the kids will learn the necessary skills, and that when they use those skills all of the time, they will be safer on the road.

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We teach the children to:

- Ride in a straight line using 3-foot lanes.
- Check back over the shoulder for traffic, while riding in the 3-foot lane.
- Avoid small objects without swerving out into traffic, the “rock dodge.”
- Stop or turn quickly if necessary to avoid traffic, the “max brake.”
- Look “left – right – left” for traffic before entering the road.
- Position themselves on the road.

We also stress the following rules of safe cycling:

- Be Visible.
- Be Predictable.
- Follow the Rules of the Road.
- Communicate with Other Drivers.
- Don't Ride after Dark.

That's a lot to teach, too much for any one person. Get help – teachers, parents, other bike cops, bike shop volunteers, Police Reserves, Police Explorers. Set up check-in stations. While someone checks tires, brakes, and handlebars, someone else fits helmets. Go to your local community for support. Our hospital donates surgical caps to be worn under the “loaner” helmets, which were donated by our “Safe Kids” organization. Visit your property room. We use 20-30 “recovered” bikes from our property room that were “safety-checked” by our local bike shop, which is owned by League of American Bicyclists’ president Chris Kegel.

READY TO RIDE

After everyone is registered, safety-checked, and fitted with a helmet, we are ready to ride. We take groups through each station, starting with three sets of 3-foot lanes. (Use spray marking chalk with an extended “paintstick” handle; it fades more quickly. I used to use engineering marking paint guaranteed to fade away in 4-6 weeks, or months, or 2 years!) Each child goes through each station 3-4 times, until he or she is comfortable with the skill being practiced.

First, they practice riding straight in the lanes, riding with one hand on the bars, then doing shoulder checks while staying in the lanes. In the second set of lanes, they practice max braking and “slow racing,” keeping their hands on the bars, their feet on the pedals, and staying in their lanes – while they balance and ride as slowly as

they can. In the third set of lanes, we set up a rock dodge using tennis balls or sponges (wet, so they don't blow around.)

The next set of skill practice involves turning and bike handling. For these exercises, we make several sets of two or three circles. (Using the paintstick and chalk, and something heavy with a string tied to it, I make a 10' inner circle and a 12' outer circle. The outer circles should touch, forming a “figure eight-and-a-half.”) The kids practice riding while keeping the front tires between the two circles. Then one of the instructors leads 4-5 kids through the “8.” When the riders intersect each other, the first person arriving goes first, but must communicate to the other rider, e.g., “you go first” or “I'm going first.” When this exercise is done correctly, all riders should be able to “time,” communicate, and balance so that no-one touches a foot to the ground.

They realize that a car without brakes could kill someone, but they don't see the irony in allowing their kids to ride around cars, buses, and other traffic on bikes with bad brakes, flat tires and spinning handlebars.

For tighter turns and balance, we form an “M” with a 3' riding lane and a 4' space between the lanes, similar to the lock-to-lock drill. Then the kids go through a serpentine made of three rows of seven cones, spaced about 8' apart. Arrows are chalked around the cones to keep the kids going in the correct direction.

We usually set up a “lock-to-lock” and a partial “off-set serpentine” using 14 cones for the more capable kids. Then we'll lead a group through the whole course.

A side street is blocked off for the final portion of the rodeo. We set up stop signs and have the kids practice looking L-R-L from the stop, or, if the street is busy, moving onto the sidewalk and crossing like a pedestrian. They'll practice passing several parked cars, doing a shoulder check to move out into the lane, and riding straight – a door's length away – without swerving to the curb between the parked cars.


If time permits, a video station may be added. “Safe Kids” has an excellent one called *Someone Else*, which makes parents very uncomfortable but is just about right to convince 10-year-olds to wear helmets. *A Kid's Eye View* from the Wisconsin D.O.T. is used nationally for educating parents, and is an excellent addition to the rodeo if you are able to run a video station for parents while their kids go through the course.

At the end of the rodeo, the kids enjoy lemonade or orange drink and “snack-paks” from McDonalds, and are awarded certificates of completion. For the last several years, we also gave out either headlights or taillights.

BEEN THERE, DONE THAT

Last year, I presented the type of rodeo described above to 4th graders at 20 primary schools – two hours each, twice a day, for 10 school days. That's 950 kids. In addition, I conducted another 16 or so rodeos for area recreation departments and other organizations. Although the basic formula is the same, each rodeo is somewhat unique. There are plenty of resources out there, but in selecting the ones you will use, it is essential to remember your target audience. Even after having conducted so many rodeos, I am always looking to “borrow” ideas to make them more fun and challenging, both for the kids and for the adults.

Remember to plan ahead and leave nothing to chance. The more volunteers you recruit and helpers you prepare, the more you can do. Prepare brief written instructions for your helpers on how to fit helmets and what to do at each of the stations. Training several people who are able to participate in each event will help tremendously. Make sure you have at least two electric pumps.

One other bit of advice. If you're starting a new program, check with your local hospital and start keeping statistics on emergency room visits for kids injured in bike crashes. You'll need to document the statistics for several years, but hopefully in time you will obtain the hard numbers you need to justify your program and the time invested. 

For more information and advice on running a bike rodeo, contact Cpl. Tom Sipin of the West Allis P.D. at tsipin@ci.west-allis.wi.us.

Congratulations to the Florida Instructor Course Graduates!

Congratulations to the following individuals for successfully completing the IPMBA Instructor Course in Fort Lauderdale, Florida, February 18-22, 2002.

Melissa Borja, Vienna PD, Vienna, VA; **Randy Coleman**, Jupiter PD, Jupiter, FL; **Keith Cook**, Broken Arrow PD, Broken Arrow, OK; **Michael Fletcher**, Williamson Medical Center EMS, Franklin, TN; **Tammy Kilgore**, Coconut Creek PD, Coconut Creek, FL; **John Long**, Jacksonville Fire & Rescue, Jacksonville, FL; **Sanford Lopater**, Atlantis PD, Atlantis, FL; **Mike Pearson**, Gwinnett County PD, Lawrenceville, GA; **Raimond Ranne**, Chicago PD, Chicago, IL; **Troy Rich**, Thomasville PD, Thomasville, GA; **Edgar Rosario**, Hunter College Public Safety, New York, NY; **Ryan Stimpert**, Sarasota PD, Sarasota, FL; **Allen Stotler**, Sunrise PD, Sunrise, FL; **Robert Thibert**, Biloxi PD, Biloxi, MS; **Jason Wagnon**, Palm Beach County SO, West Palm Beach, FL; **Michael Welsh**, Biloxi PD, Biloxi MS; **Thomas Walsh**, Chicago PD, Chicago, IL; **Randall White**, Jacksonville PD, Jacksonville, FL; **Edward Williams**, Lady Lake PD, Lady Lake, FL.

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, 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!

Announcing: The 2002 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. Current instructors and candidates must complete the IPMBA Instructor Course by May 2002 in order to retain their certification. The Instructor Course locations are as follows:

- **Fort Lauderdale, Florida:** February 18-22, 2002 (19 Graduates)
- **Ogden, Utah:** May 4-8, 2002
- **Nashville, Tennessee:** July 15-19, 2002
- **Seattle, Washington:** August 19-23, 2002
- **Salisbury, Maryland:** September 16-20, 2002
- **San Antonio, Texas:** October 7-11, 2002

Print-and-mail registration forms will be made available at www.ipmba.org as training dates are finalized. Registration forms will also be 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.

ipmba news

Newsletter of the
INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION
583 Frederick Road, Suite 5B
Baltimore, MD 21228
PH: 410-744-2400 • FX: 410-744-5504
E-mail: ipmba@aol.com
Web site: www.ipmba.org

Officer Kathleen Vonk: IPMBA President
Maureen Becker: Executive Director, Managing Editor
Jennifer Horan: Design and Layout

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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.



**Yes, I'd like to join IPMBA.
Membership is \$40.00**

Name: _____

Ad-
dress: _____

City, State,
Zip: _____

Department: _____

Department Ad-
dress: _____

City, State,
Zip: _____

Daytime Phone:
() _____

E-mail: _____

- My check is enclosed.
- Please charge my credit card
 - Visa MasterCard

Exp. ____/____

MAIL TO:
IPMBA
583 Frederick Rd.
Suite 5B
Baltimore, MD 21228
FAX to 410-744-5504

- Benefits of membership include:*
- ⇒ Discounts to Annual Conference
 - ⇒ The informative and essential read: the *IPMBA News*
 - ⇒ Access to the IPMBA's exclusive Product Purchase Program

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 Zavenbergen
Address: 683 RI, 33
 Highstown, NJ 08520
Phone: 609-371-1554
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: 954-486-4028
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: chry@ekosport.com
Website: www.ekosport.com
Product: Power grips, pedal straps, total air suspension upgrades & pumps
Cost to Members: 20% off retail prices
Form of Payment: CK, MC, V, D
Ordering Options: Phone, Fax, E-Mail, Website

Company Name: Bike Control Inc
Contact Name: Lester Eriston
Address: PO Box 1895
 Beaverton OR 97075
Phone: 503-579-9729
Fax: 503-671-7465
E-Mail: info@bikecontrol.com
Website: www.sthockey.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: Bushwacker 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.bushwackerbags.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@cascadedesigns.com
Website: cascadedesigns.com
Product: Platypus 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: 858-453-6672
Fax: 858-453-6783
E-Mail: desotoinc@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@diabike.com
Website: www.glabike.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@fujiikes.com
Website: www.fujiikes.com
Product: Bicycles and Related Products
Regular Cost: 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: Pal 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: Pre-payment or purchase order
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@nethico.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: Maklite
Contact Name: William Makl
Address: 1823 W. Webster Ave.
 Chicago IL 60614
Phone: 800-888-5427
Fax: 773-275-3331
E-Mail: libre_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: Marvul Lights
Contact Name: Kandl Phillippe-Watson
Address: 3571 N Union Dr
 Olney IL 62450
Phone: 618-392-2000
Fax: 618-392-2030
E-Mail: kandl.watson@marvulusa.com
Website: www.marvulusa.com
Product: Bike Lighting Systems
Regular Cost: \$99.00 - \$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: Moccasin
Contact Name: Bill Levitt
Address: 1635 Monroe Avenue
 Costa Mesa CA 92627
Phone: 949-846-1701
Fax: 949-646-1590
E-Mail: moccasin@aol.com
Website: www.moccasin.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 Ritoto
Address: 80 Newfield Ave
 Edison NJ 08837
Phone: 732-225-2100
Fax: 732-225-0091
E-Mail: n/a
Website: www.modelrec.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:

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- MC = MasterCard
- PO = Purchase Order
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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

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: Nike Proof Industries
Contact Name: Jim Tremayne
Address: 443 Century St., SW
 Grand Rapids MI 49503
Phone: 616-493-9000
Fax: 616-493-4300
E-Mail: nukeprf@nikeproof.com
Website: www.nikeproof.com
Product: Police Edition Warhead 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:

Company Name: Original Footwear Co.
Contact Name: Tadd 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 crosstrainers
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:

Company Name: RedMan Training Gear
Contact Name: David Aronow/Eric Heck
Address: 10045 102nd Terrace
 Sebastian FL 32958
Phone: 800-865-7840
Fax: 800-459-2596
E-Mail: www.redmangear.com
Website: Defensive tactics training
Product: gear
Cost to Members: 10% off list
Notes: AX, V, MC, PO, DC
Form of Payment: Phone, Fax, Mail
Ordering Options:

Company Name: ProGold Products
Contact Name: Doug or Van
Address: 4106 Starks Rd.
 College Park GA 30349
Phone: 800-421-5823
Fax: 404-768-3977
E-Mail: progoldtrf@aol.com
Website: www.progoldtrf.com
Product: ProLink Chain Lube, Progold lube, 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:

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

Company Name: Pyl Inc. Spokes Wear
Contact Name: Fred Hutchinson
Address: 12532 Beverly Pk Rd
 Lynnwood WA 98037
Phone: 425-355-9669
Fax: 425-355-3661
E-Mail: pyl@pylinc.com
Website: pylincspokeswear.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:

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: rpn@aol.com
Website: rudyproject.it
Product: Sunglasses and Sport Eyewear
Regular Cost: 10% over wholesale
Cost to Members: MC, V
Notes: Phone
Form of Payment:
Ordering Options:

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@sme-corp.com
Website: www.sme-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: Phone, Fax

Company Name: SportWorks Northwest Inc
Contact Name: Julie Gregg
Address: 15500 Woodford Rd NE #C-600
 Woodinville WA 98072
Phone: 425-483-7000
Fax: 425-488-9001
E-Mail: julieg@swm.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
 Penikese 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: MC, V
Form of Payment: Phone, E-Mail
Ordering Options:

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: ktamersa@aol.com
Website: www.lamerusa.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: AX, C, CH, DC, D, MC, V
Notes: Phone, Fax, E-Mail, Mail, Website
Form of Payment:
Ordering Options:

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:

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

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

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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
 Brodheadsville 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 Weingest
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 Marilyn 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

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

IPMBA BOARD

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 734-994-2911
 KVonk@ci.ann-arbor.mi.us

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 ridemtbs@aol.com

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 210-271-9601
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 816-234-5510
 montemay@earthlink.net

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 407-249-6215
 E-Mail: efbro44@aol.com

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 3510 S. Michigan Street
 Chicago IL 60605
 fuzzycop@coppedalers.com

In Search of ... New & Creative Workshops

It's easy – just follow these steps!

- Step One:** Contact IPMBA HQ immediately for a full set of workshop proposal specifications.
- Step Two:** Select a Topic. This can be your area of expertise, your favorite subject to teach, or your latest brilliant idea.
- Step Three:** Be Creative. Let your imagination run wild as you draft your proposal. Keep asking yourself, "what would make me sign up for this workshop?"
- Step Four:** Write your Proposal.
- Step Five:** Submit it to IPMBA HQ by **July 1, 2002.**
- Step Six:** Congratulate yourself on a job well-done. You will be notified of the Education Committee's decision, in writing, by **September 30, 2002.**

IPMBA is actively seeking **new and exciting** workshops for the 13th Annual IPMBA Conference, May 22-24, 2003, in Charleston, WV. If you possess expertise in a topic that may be of interest to public safety cyclists or know someone who does, and you think your knowledge would benefit your fellow cyclists, IPMBA challenges you to take it to the national level!

For over a decade, IPMBA's Annual Conference has been known as the premier training event for public safety cyclists, attracting participants from around the country and the world. Participants of all skill levels attend the conference; some to learn basic skills, others to improve their existing skills, and yet others to master advanced skills. They all have one thing in common – they come to stay on top of the latest and greatest developments in the field of public safety cycling.

In 2003, IPMBA's goal is to offer a wider array of workshops than ever before. In order to achieve this goal, we challenge you to put your talents to the test and submit a proposal to conduct a workshop on your favorite topic. Your proposal can be for a classroom or an on-bike session. Workshops range from 90 minutes to four hours in length.

Maintenance Made Easy

By Monte L. May, PCI #262/EMSCI #009
 Kansas City Police Department (MO)
 IPMBA Industry Relations Committee Chair

Zinn and the Art of Mountain Bike Maintenance by Lennard Zinn is a great resource for all departments

Attention all bike maintenance people on tight budgets, have we found a deal for you! This book is a fantastic resource for any department mechanic. It is also an excellent guide for introducing officers to maintenance techniques.

I recently read the third edition of this title. The book addresses a broad spectrum of bicycle maintenance topics. It is structured so that it presents material at different levels, identifying procedures for the novice as well as for the more advanced. It also provides helpful tips on bicycle fit, and discusses the different tools needed for various repairs.

I have long used the previous editions for reference. I have found the Third Edition to be a very thorough revision. It includes maintenance on many new technologies in the industry, including the Shimano brand hydraulic and Avid brand cable-activated disc brakes.



The step-by-step instructions are not difficult to follow. They are written clearly and concisely. The book is filled with illustrations that are very explicit and provide the reader with a clear picture of the parts of the bicycle being addressed.

Additionally, Zinn includes chapters on troubleshooting and emergency repair; tables on gear inches; and sections on bike fit, wheel-building, forks, and even frame repair.

This book is an excellent resource for any mechanic. It does not replace professional instruction but it is an excellent manual to have in your library. I would recommend this book to anyone who works on

bicycles. The book retails for \$21.95 and is available from Velopress, www.velogear.com/maintenance1.html or 800-234-8356.

Hangin' It Up

The Mini Mum is an excellent way to hang up your bikes securely and efficiently

If you or your department are in the market for a bike-hanging hook that will handle the weight of a loaded police or EMS bike, I wholeheartedly recommend the Mini Mum by Bike Track. The Mini Mum is a solid metal hanging hook designed to be mounted to a wall so that the bike can be hung from the hook by either the front or rear wheel.

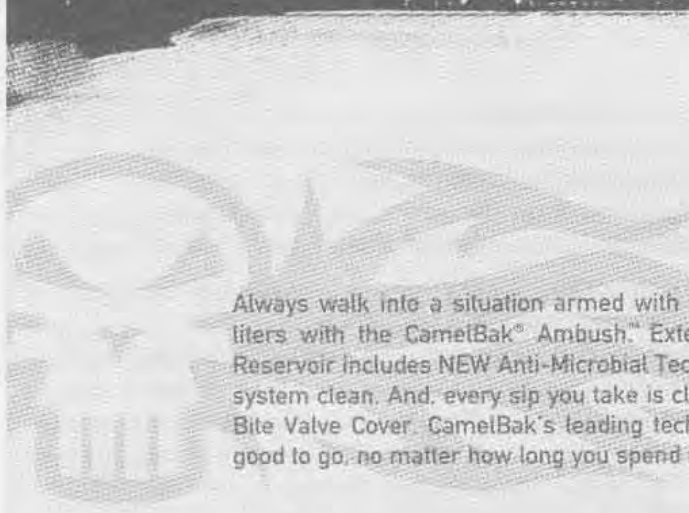
This product is solid and very durable. At my department we hung two of the Mini



Mums in one of our bike storage locations. The Mini Mums held the bikes securely. They were also very solid once bolted to the wall. They were superior to other hooks that we have tried that later bent, causing the bikes to fall off the hook and onto the floor. The Mini Mum also comes with an optional locking cable which provides for additional security. If you are looking for bike hooks check out this product. Visit www.biketrack.com or call 888-663-8537.

Positions are available on the IPMBA Industry Relations Committee for the 2002/2003 year. The Industry Relations Committee works to develop strong partnerships with members of the cycling and public safety industry. Members often test products and review products for IPMBA news. Member input has been critical to the development of new products that impact IPMBA members. IPMBA members interested in being a part of the Industry Relations team can apply by sending a letter of intent, with a resume, via mail or fax to the IPMBA home office, or via email to Industry Liaison Monte May at montemay@earthlink.net.

Deadline: June 1, 2002. Committee members will be selected and notified by June 30, 2002.



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MRL Awards AED/Defibrillator Grant to MAST Ambulance

Grant competition announced in the Spring and Summer 2001 editions of *IPMBA News* awarded to EMS bike teams.

MRL is proud to award the AED/Defibrillator Grant to Metropolitan Ambulance Services Trust (MAST) of Kansas City. MAST, a not-for-profit ambulance service, provides both emergency and non-emergency ambulance services to Kansas City, Missouri; Kansas City, Kansas; and 15 other communities. MAST's bike team consists of 15 IPMBA-trained members — 11 paramedics and four EMTs. Like many other EMS Bike Teams, MAST has been utilizing a large, heavy monitor/defibrillator which was not designed with the needs of the bike-mounted EMS professional in mind. As the awardee of this MRL grant, MAST will receive an MRL LifeQuest Defibrillator, whose size and weight make it ideal for use by EMS bike teams. Weighing only 4.5 pounds and measuring 9" x 9" x 3", the MRL LifeQuest fits easily into most panniers, and its light weight allows the rider to carry other essential supplies. The LifeQuest will enable the MAST Team to monitor patients using the LifeQuest's large 5-second ECG Display, using standard ECG electrodes as well as defibrillation pads. In addition, the LifeQuest allows for manual defibrillation with a selection of energies from 2 Joules through 360 Joules.

MRL is proud to support the International Police Mountain Bike Association and its members' agencies. The MRL LifeQuest Defibrillator is designed to enable EMS cyclists to render an essential service, making them more effective in their life-saving work.

IPMBA congratulates MAST and thanks MRL for its support of EMS cycling. Through their product innovation and other contributions, companies like MRL help ensure the future of public safety cycling. For more information about MRL and the LifeQuest defibrillator, please visit www.mrlinc.com or call 800-462-0777/847-520-0300.

IPMBA Has It Covered!

IPMBA has Law & Order Magazine covered, that is. Check out the April issue. Leave this one on your Chief's desk — it contains a *Special Report on Bike Patrol*. IPMBA Board Member T.J. Richardson (San Antonio PD, TX) took the cover photo. Look for articles by IPMBA's own Kathleen Vonk (Ann Arbor PD, MI), Don Hudson (Los Angeles PD, CA), Mike Goetz (Seattle PD, WA), Christopher Davala (Maryland State Police, MD), Lou Ann Hamblin (Van Buren Township PD, MI) and Tom Woods (Denton PD, TX). The May issue will run an article by Kirby Beck (Coon Rapids, PD, MN).

Congratulations and thanks to the above authors — IPMBA is proud of your accomplishments.

Letter to the Editor

Dear Editor:

We had a gang-related shooting approximately two months ago, after which, the suspect fled the scene and went into hiding. We knew he had ties to Los Angeles, California, so we forwarded what information we had on to them.

Last Friday night, the suspect was apprehended in the L.A. area. He was initially contacted for riding a bicycle without a headlight, and allowing a second rider on the handlebars. He will soon be shipped back to Nebraska, to face charges of murder, 1st degree assault, and related weapons offenses.

To those out west, thanks for the help! To everyone else... keep digging and enforcing your local laws and regulations for bikes. IT REALLY DOES WORK!

Sincerely,

Officer Jarret Daugherty, PCI #538
Grand Island Police Department (NE)

Memoirs of a Board Member (Chapter Two)

By Monte May, Industry Liaison
Kansas City PD (MO)

It's January, 2002. Even though it has been a more mild winter than some we've had in Missouri, right now it's pretty cold. It is time for that annual board of directors tradition — the Winter Board Meeting. Usually this is the time for a snowbird getaway. Most people leave the cold weather behind and go somewhere warm for a while. Where do you think I'm going? Florida? Mexico? Nope. Ogden, Utah. Great place for mountain biking, when it is warm, but not a beach in sight.

The Winter Board Meeting is a ritual shrouded in mystery and legend. Some say that it is a weekend party with dancing girls and the whole shebang! Still others describe in cautious whispers legends of knock-down, drag-out fights over the direction of various IPMBA doctrine. And, of course, there is that ritual of the delegation of extra duties upon new board members, prompted by that board member's need for restroom facilities (*see "Chapter One," 2002 Conference Registration Issue, IPMBA News, for details.*) There are more rituals and rules surrounding the day-to-day of board member business than can be contained within this newsletter. Don't worry though, I'm determined to reveal these secrets to all our members — even if it takes two, maybe three years!

This time, I'm prepared. I'm wearing a pair of Depends, so even if I get tricked into drinking a whole pitcher of water, I won't have to leave the room for several hours. I've got my bullet-proof vest, my riot helmet and my combat boots also packed — just in case. Our meeting weekend started with a tour of the facilities and training sites for the IPMBA Conference. The city and members of their police department have put together all the components of a great conference. The city is quiet, and has a very hometown feel. The mountains are "right there." It is the perfect environment for training.

We spent the first full day in a meeting. I came into the meeting very enthusiastic and ready to do something productive for our fine organization. I had the opportunity to introduce some of my ideas and my plans for implementing them. I cautiously stood behind a position of cover as I rolled out these ideas, fully prepared for a full-on aggressive backlash. I kept a clear escape route open if a retreat was necessary.

Fortunately, no shootings occurred during this part of the meeting. In fact, the meeting as a whole went very well and was very productive. Topics ranging from Instructor Trainers to Membership, to the Annual Budget, were discussed and reviewed. Nearly every board member had an idea for improving our member services, and new ones that could be offered. I was amazed — in a good way — to see everything about our association on paper.

We met almost continuously from 1700 on Friday until 1200 on Sunday. When all was said and done, there were no casualties and a lot of good work was completed on behalf of IPMBA.

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Ridden any good stairs lately?

The Charleston Police Department
invites you to the
13th Annual IPMBA Conference

May 22-24, 2003 ~ Charleston, West Virginia
**Pre-Conference Courses begin May 17 & 18, 2003.*

West Virginia has been hailed as a world class destination for mountain biking enthusiasts due to the abundance of trails, beautiful scenery, and variety of terrain. Challenge your bike skills on the nearly 30 miles of prime mountain bike trails that traverse the 9,300-acre Kanawha State Forest, practice your slow speed drills along the scenic Kanawha River multi-use paths, and experience the thrills of white water rafting. **But don't forget the stairs.**

IPMBA HAS MOVED!

IPMBA relocated in October 2001 because of an extensive and ongoing renovation at the old location. Please make note of our new contact information and start using it immediately.

IPMBA ~ 583 Frederick Rd., Suite 5B ~ Baltimore, MD 21228

Phone: 410-744-2400 ~ Fax: 410-744-5504

E-mail & website remain the same: ipmba@aol.com ~ www.ipmba.org

This Issue: Bicycle Safety Education



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