

Summer 2005

ipmba news

Newsletter of the International Police Mountain Bike Association

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

Vol. 14, No. 3

Keeping Cyclists Safe

by Maureen Becker
Executive Director

It has been three years since *IPMBA News* last featured bike safety education. During that time, it seems as if the issue has gained more attention. There is an increasing effort on the parts of various government agencies and non-profit organizations to work together to enhance cyclists' safety through the "Four E's" – Education, Enforcement, Engineering, and Encouragement.

This issue of *IPMBA News* focuses on just two of those E's – Education and Enforcement – because these are the areas in which IPMBA members can make the biggest difference. Bike medics and officers are frequently called upon to educate their community members through rodeos, presentations, and other programs. Bike officers can take education one step further through enforcement efforts directed at both motorists and cyclists who break the law, putting themselves and others at risk. They can also educate their non-cycling colleagues about the importance of enforcement for bicycle safety.



Photo by Jim Beavell

This issue is not unique to the United States. As oil prices rise and congestion increases, citizens are being encouraged

to get out of their cars and onto their bikes. The Mayor of Paris is considering creating a pedestrian zone along both sides of the Seine, and implementing a congestion charge similar to London's. It is rumored that London's congestion charge will be raised. A British national standard for cycling education has been put forth by the Cycle Touring Club. More and more police officers and medics are operating under pedal power, even in countries like the Netherlands, where cycles are more plentiful than people. In fact, IPMBA just conducted the first Instructor Course beyond the US borders – in York, England. Fifteen new instructors – 14 from the UK and one from the Netherlands – have been certified. *Many thanks to Mocean, Cycle-Force UK, and Patrol Cycle Shoes, whose generous contributions helped make the course possible.*

Like their fellow instructors in the US, Canada, Switzerland, Australia, and Israel, they join with the rest of IPMBA's members in leading the effort – through education and enforcement – to keep their fellow bicyclists safe – and cycling!

“Watt’s” It All About?

Shedding light on new technology

Since the early days of police cycling, IPMBA has been recommending that any public safety cyclist operating at night be equipped with a ten-watt minimum headlamp. This was to help ensure that departments did not skimp on lights, leaving their personnel vulnerable to night-time road hazards. Over the course of the years, the “10-watt minimum” became established as the IPMBA standard. This worked fine for as long as bike lights utilized bulb technology. Then along came the LED (light emitting diode), and things changed. However, the way we think about brightness did not – and it should.

What do you do when the light in a room is not bright enough for reading? Chances are, you replace it with a bulb of a higher wattage, which makes the room brighter. Higher watts = brighter light, right? Wrong. As defined by the IES Lighting Handbook, 5th Edition, Light Research Center (www.lightresource.com), a *watt* is a unit of measuring electrical power. It defines

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The Four "Es"



Hello IPMBA Members!

It's time for another information-

packed issue of *IPMBA News*. I am certain that you are quite busy in the middle of the summer bicycle patrol season, so I'll keep this brief.

This edition focuses on two of the four "Es" of bicycle safety: Education and Enforcement (the other two are Encouragement and Engineering). Educating our individual communities about bicycle safety is an additional duty most bike patrol members inherit when they are assigned to a bike unit.

Sometimes, finding resources for these missions can be difficult. You will find all kinds of valuable information regarding bicycle education resources in these pages. Success

stories from fellow members who have implemented bike safety programs are also included here.

On another note, we recently worked with Alerte Systems International to obtain more detailed information about lighting systems. This article is very informative regarding the measurement of light and power as they pertain to bicycle lighting. We have redefined the IPMBA standard against which lighting systems are to be measured, replacing the 10-watt minimum with a more accurate measure of brightness, lumens.

So read on, enjoy this issue of *IPMBA News*, and stay safe.

Respectfully,

Sergeant Monte L. May
Kansas City PD (MO)

IPMBA Cycling Jerseys and Socks Now Available!

Hidden Gold Gifts, purveyors of IPMBA merchandise, is pleased to introduce the long-awaited IPMBA cycling jersey and socks! The jersey made its debut at the 15th Annual IPMBA Conference in Scottsdale, but the



socks got caught at U.S. Customs and arrived just a bit too late. These jerseys are HOT...Chris Hodges barely had them out of the box before six were snatched up, so don't waste a moment – order one today! Contact Hidden Gold Gifts at



Hey! Be an IPMBA Instructor!

Want to become an IPMBA-Certified Police Cyclist or EMS Cyclist Instructor?

Call 410-744-2400 or email info@ipmba.org to obtain an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses that will be offered in 2005-06. The next Instructor Course is November 14-18, 2005, in West Palm Beach, Florida. See www.ipmba.org for details.

ipmba news

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

Interested in submitting an article?
Interested in advertising in *IPMBA News*?
Call Maureen (410-744-2400) for information.

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Bicycle Education & Enforcement

Doing a Google search on "Bicycle Safety" yields 3,230,000 results. Searching on "Bicycle Enforcement" yields 608,000 – a lot fewer, but still a huge number. The average IPMBA member is too busy riding a bike for business or pleasure to spend time "separating the wheat from the chaff", so IPMBA has tried to narrow down the list. In this section, IPMBA presents a series of resources that can be used in the ongoing effort to keep the

Bicycle Enforcement:

Although the concept of law enforcement for bicycle safety is not a new one, in recent years, it has gained increased attention from the National Highway Traffic Safety Administration (NHTSA). In its ongoing efforts to ensure the safety of America's roadways, NHTSA has embarked upon a campaign to encourage law enforcement officers to take enforcement action against cyclists and motorists who break the law, placing themselves and other road users in danger. Although it is usually perceived otherwise, enforcement is often more about education than punishment. Very few states, if any, have a history of mandating safe cycling education or including a segment on dealing with cyclists in driver education programs. Relatively few police officers are familiar with the traffic laws governing cycling, and they typically are neither trained nor encouraged to enforce those laws. Bike officers are the exception. Because they ride, they are intimately familiar with bike laws in their jurisdictions. They are often called upon to provide bicycle safety education. They may even be more likely to use enforcement – with or without the encouragement of their agencies – because they understand the potentially deadly consequences of ignoring the unsafe behavior of cyclists or motorists.

But that's not enough. The challenge NHTSA faces is how to get the rest of the law enforcement community thinking about bikes. Every department has its own set of priorities, and NHTSA would like to see this become one of them. Bike officers are uniquely positioned to not only engage in enforcement actions themselves, but also to encourage other officers within their agencies to do the same. Here are a few tools that can help. *Practical tips for enforcement-based education appear on pages 13-15.*

The Law Officer's Guide to Bicycle Safety

Massachusetts Bicycle Coalition, www.massbike.org



Overview

In 2002, the National Highway Traffic Safety Administration (NHTSA) awarded a grant to MassBike to develop a national program to educate police departments about laws relating to bicyclists. Initial seed money for the project was provided

(Continued on page 6)

Bicycle Safety Education: Resource Guide

This resource guide highlights just a few of the many tools available for bicycle safety education programs. Other resources are available on the web, through organizations such as those which comprise the National Bicycle Safety Network and local government agencies and businesses.

Bicycle Safety Education Resource Center

The Federal Highway Administration (FHWA) Resource Center provides bicycle safety education information for the following groups: Preschool (under age 5), Beginner (ages 5-8), Young (Ages 9-12), Teenage (13+), Adult, Senior, Motorists, and Adults Teaching Children. The Resource Center consists of three parts. The first part is a database, which you can search for specific training materials for your intended audience. In addition, you can submit a program for possible inclusion in the database. The second part is a Database Guide that identifies the training needs of the eight different audiences identified above. The third part is a Good Practices Guide that will guide you through the process of designing your own program.

Resources

FHWA Good Practices Guide for Bicycle Safety Education, Resource Database, and information on teaching bike safety to kids (ages 1-4, 5-8, 9-12, 13-17), adults, seniors, and motorists.

Contact

www.bicyclinginfo.org or 919.962.2203. Resource Center: <http://www.bicyclinginfo.org/ee/fhwa.html>; Education Center: <http://www.bicyclinginfo.org/ee/education.htm>.



Bicycling Street Smarts

Bicycling Street Smarts is an updated and revised edition of Street Smarts, originally published between 1988 and 2000 by Rodale Inc.



This compact booklet describes the nuts and bolts of safe 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

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(Continued from page 5)

by the Charles River Wheelmen. The program is intended to be taught by law enforcement officers to law enforcement officers as a stand-alone resource. The major objective of the program is to give law enforcement officers of all backgrounds the tools they need to properly enforce the laws that affect bicyclists. The program focuses on all police officers, including those who may not be interested in bicycling or who are not able to attend in-depth trainings. The program will also be useful to police departments who wish to do outreach to the bicycling community or other organizations.

"Just taking the class will increase my awareness of bicycles on the roadways..."

NHTSA is currently restructuring the program so that police can receive continuing education credit for completing it. The materials MassBike

developed are available at www.massbike.org for free downloading by interested citizens, officers, and advocacy groups.

Program Materials

The program is self-administered in an electronic (PowerPoint) multi-media presentation (incorporated videos). The training can be offered in a number of ways: 1) a single block of instruction as part of an annual training day, in-service training, or basic training – total training time two hours; 2) multiple segments as part of roll-call briefings; or 3) self-study guide done at law officers' individual workstations. The course includes reference material and handouts for police departments, including safety tips for cyclists and motorists. It describes bicycle-related traffic laws in detail, explains why they should be enforced, and covers crash investigation. It includes statistics and bicycling facts, segments such as "Ticketing Motorists," "Bicyclists are Drivers," "Position on Roadway," and clarification of the limited applicability and redundancy of the "Far Right Rule." The presentation incorporates video clips illustrating such topics as door zone and sidewalk dangers, as well as video showing Cambridge (Mass.) police

officers enforcing the law in real-life situations. To allow for variations in laws from state to state, this program has provided sections within the PowerPoint presentation that are to be customized by the instructor.

Target Audience

The course is "Bicycling 101" for law enforcement officers. It is intended to embrace a non-cycling audience and/or those with an interest but who are not able to attend in-depth trainings. The program will also be useful to police departments who wish to do outreach to the bicycle community or other organizations.

Here's what a few police officers have to say about the program:

"Just taking the class will increase my awareness of bicycles on the roadways. I believe I will be more inclined to take enforcement actions now than I was in the past." — police officer, Homewood, Ill.

"I will make an effort to do more enforcement towards bikers who disregard traffic devices and towards motorists who exhibit dangerous behavior towards bikers." — police officer, Ann Arbor, Mich.

"With this knowledge, I will be more inclined to confront the problem and do my part to reduce injuries and deaths." — police officer, Wheeling, West Va.

Contact

If you would like a complete CD with all of MassBike's police training materials, please send a check for \$15 to MassBike, 20 Park Plaza, Ste. 528, Boston, MA 02116, along with a note indicating that you would like to purchase the CD.

Background

The program was designed and drafted by the Massachusetts Bicycle Coalition with the assistance of a Technical Working Group as part of NHTSA's National Strategies to Advancing Bicycle Safety. The Technical Working Group gave input as to how to prioritize different skills and priorities were chosen based on statistics showing that by riding on the right side of the street and obeying traffic control devices, cyclists could help prevent accidents. Special appreciation goes to the following individuals and organizations for their help in creating the program materials:

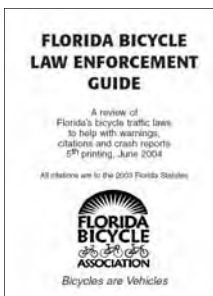
- Steve McCauley, USA Cycling, past IPMBA

Instructor

- Laura Hallam, Florida Bicycle Association
- Robbie Webber, Bicycle Federation of Wisconsin
- Lieutenant Joe Wolff, NYPD Traffic Control Division
- Peter Flucke, WE Bike, current IPMBA member
- Jared Katz, Law Enforcement Bicycle Assn.
- Mike Klasmeier, League of American Bicyclists
- Maureen Becker, International Police Mountain Bike Association
- Kirby Beck, Coon Rapids PD, current IPMBA Instructor
- John Allen, MassBike
- Paul Schimek, MassBike
- Turil Cronburg, MassBike
- Don Dupray, Hamilton (Mass.) PD
- Ross Panacopoulos, Mass. State Police
- Joanne Pruitt-Thunder, Wisconsin DOT
- Josh Lehman, Massachusetts Highway Dept.
- Kathy Vonk, Ann Arbor (Mich.) PD, current IPMBA Instructor
- Kathy Murphy, Cambridge (Mass.) PD
- Bernie Hogancamp, Homewood PD (Ill.), current IPMBA Instructor
- Perry Ahlfinger, Thornton PD (Colo.), past IPMBA Instructor
- Christopher Hawk, UIUC Police Department (Ill.), past IPMBA Instructor
- Monte May, KCMO Police Dept., IPMBA Instructor and current IPMBA president
- Tracy Lee and Keith Cook (past IPMBA Instructor), Broken Arrow Police Department (Okla.)
- Phil Redford, Wheeling Police Department (West Va.), past IPMBA Instructor
- Becka Roof, Vermont Bicycle and Pedestrian Coalition
- Jeff Miller, Bicycle Coalition of Maine
- Tim Baldwin, MassBike
- Paula Bawer, NHTSA
- Marietta Bowen, NHTSA

Law Enforcement Guide to Bicycle Awareness

Florida Bicycle Association,
www.floridabicycle.org



Overview

Florida Bicycle Association and Florida Department of Transportation have begun a statewide education campaign for law enforcement professionals focused

on bicycling traffic law offenders as it relates to injuries and fatalities. This program is an ongoing commitment to educate law enforcement officers and help them to be a positive force in crash and injury reduction.

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Bicycle Enforcement: Training Tools

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Bicycle law enforcement training will improve voluntary compliance with Florida's traffic laws. Another incentive for officers to enforce laws for bicyclists is that they may catch criminal offenders during routine traffic stops.

Enforcement is important to promote safety (crash avoidance), prevent injuries and fatalities, and reduce time spent on crash investigation.

The tools developed in this program can easily be adapted for use in other states.

Program Materials

- *Florida Bicycle Law Enforcement Guide* (on the website under "Cyclists' Rights & Responsibilities")
- *Driver's Ed for Bikes 'N Ped Handbook and Video* (Everyone Has a Story)
- *Ride on By Bicycle Law Enforcement Video* (www.seidlerproductions.com)
- *Understanding Bicycle Law Enforcement Video*
- *Ride on By Motorist Law Enforcement Video* (Summer 2005 release)
- *Law Enforcement Training Program* (to be developed Fall 2005-Winter 2006)

Topics Covered

The program centers around helping law enforcement officers enforce traffic laws, explaining the nuances of the rules of the road, reducing crashes, and making the roads safer. Segments include: crash statistics, state laws, laws in action, crash investigation, key violations by motorists and cyclists and their relationships to crashes, and enforcement.

Background

The trend of Florida having one of the worst bicycle crash rates has continued, especially regarding fatalities. Many crash-related injuries and deaths are caused by cyclist error. Because there is no protection for the cyclist, the rate of serious injury or death from crashes is very high. The main cause of crashes was wrong-way riding (facing traffic), resulting in 17% of all car/bike crashes. Overall, 70% of bicycle/car crashes were the fault of the cyclist. By training and encouraging law enforcement officers to enforce the laws as they relate to bicycles, FBA hopes to further their efforts to reduce the number of crashes, injuries, and fatalities.

Contact

Florida Bicycle Association, PO Box 718,
Waldo FL 32694-0718 /
www.floridabicycle.org /
laura@floridabicycle.org / 352-468-3430.

Community Bicycle Safety for Law Enforcement

National Highway Traffic Safety Administration (NHTSA),
www.nhtsa.dot.gov



Overview

This is a two-day course for law enforcement officers who are interested in learning to work with various groups, organizations and individuals in their communities that are working to improve bicycle safety.

Topics Covered

Day 1: Why and where people bicycle, the highway safety triangle, engineering for bicycle safety, education for bicycle safety, enforcement for bicycle safety, bicycle handling skills, your role in bicycle safety.

Day 2: Problem identification, bicycle safety self-assessment, department bicycle safety assessment, characteristics of good bicycle safety programs, creating a community bicycle safety program, building community partnerships, and promoting your bicycle safety program.

Format

Instructor-led; open to all law enforcement officers interested in working with their communities to encourage bicycling and improve bicycle safety.

Contact

The National Highway Safety Administration (NHTSA)/Safety Countermeasures Division (NTI-121) Bicycle Safety Program/400 7th St. S.W., Washington, D.C. 20590/
Contact: Paula Bawer,
paula.bawer@nhtsa.dot.gov or 202-366-2692.

Instructors

For a list of instructors and contact information, visit www.bicyclinginfo.org/ee/enforce_officer04.htm.

Enforcement for Bicycle Safety

Wisconsin Department of Transportation

Overview

This two-day, instructor-led course is designed to give law enforcement officers the basic bicycle safety information that they need to manage traffic and provide a safe bicycling environment in their communities. This course teaches officers which laws to enforce and how to enforce them to improve bicycle safety.

Topics Covered

Topics covered include: bicycle history, bicycle types, why and where people bicycle, the highway safety triangle, engineering, bicycle crashes, enforcement, laws, crash investigation and reporting, education, bicycle theft, bicycle registration, police bike patrols, on-bike training, organizations and contacts.

Format

This course is instructor-led and includes both classroom and on-bike sessions. It is open to all law enforcement entities for a fee, which covers instruction and materials.

Contact

Larry Corsi, Wisconsin Department of Transportation/Bureau of Transportation Safety, 4802 Sheboygan Ave./PO Box 7936 Rm. 933/Madison WI 53707-7936, (608) 266-0402 (phone), (608) 267-0441 (fax).

Bicycle Safety Roll Call Video

National Highway Transportation Safety Administration (NHTSA),
www.nhtsa.dot.gov

Overview

This is a new initiative for FY05 and will be a 5-6 minute video to be utilized for law enforcement roll-call. IPMBA has been asked to play an active role in the development of this video.

Format

Video (Expected Fall 2006)

(Continued from page 5)

of the bicycle, any cyclist from beginner to expert will enjoy increased confidence and safety while riding any road.

Resources

Bicycling Street Smarts is now available in state-specific editions for the following states: Arizona (available through ADOT, www.azbikeped.org), Florida (available through Florida Bicycle Assn, www.floridabicycle.org), Ohio (available through ODOT, www.dot.state.oh.us/bike), and Pennsylvania (available through PennDOT, 717-783-8444).

Contact

Rubel BikeMaps, (617) 776-6567, www.bikemaps.com, or info@bikemaps.com. Price varies with quantity purchased.

Bike Rodeo Kit

To help children learn bicycle safety, the



City of Fort Collins SmartTrips™ Office has developed a detailed “Bike Rodeo Kit” (pictured above), and is making it available free of charge to local organizations, schools, service clubs and individuals in the Fort Collins area. If you are outside of the Fort Collins area, contact the SmartTrips™ Office to find out how to create your own Bike Rodeo Kit.

This self-contained kit is designed so anyone can easily conduct a successful bicycle rodeo. It is complete with instructions, diagrams, visual aids, riding obstacles, information, and other assorted materials. All materials are placed in a handy container on wheels. It’s easy to use, and the exercises can be adapted for any size group.

Contact

SmartTrips™ Office, 970- 224-6126 or <http://www.ci.fort-collins.co.us/bicycling/bike-rodeo.php>.

Bike Safe, Bike Smart!

Work with others in your community to promote helmet use. Bike helmets can reduce the risk of brain injury by 85% and are one of the simplest and most effective ways to reduce biking injuries in your community.



Provide education through events like bike rodeos, where bikers can learn basic skills and have fun while they’re doing it! Bike rodeos are an opportunity for cooperation among a variety of community partners, including schools, youth groups businesses, and safety organizations.

Resources

Bike Safe, Bike Smart! brochure; *Bike Safety, Bike Helmet*, and *Bike to School Fact Sheets*; *Bike Rodeo Planning Guide* (sample course, bike inspection checklist, bike skills test, and nine skills stations) information for parents (preventing injuries, teaching basic traffic safety to kids and bike safety for babies and toddlers) and games for kids (bicycle word find, bike safety quiz, and bike safety tips).

Contact

Minnesota Safety Council, 651-291-9150, mns@mnsafetycouncil.org, or <http://www.mnsafetycouncil.org/bicycle/programs/index.htm>.

Disney Educational Productions

Resources

Bike Safety with Bill Nye the Science Guy — Take a ride with Bill Nye the Science Guy and learn about bicycle safety. But before you start your wheels in motion, remember to put on your helmet and do the “pre-ride check.” From hand signals and rules of the road to valuable tips



from professional cyclists, this is a fun way to learn about a serious subject. VHS, 1996, 16 minutes, \$59.95. *Disney Safety Hits Vol I: Bike Safety with Bill Nye the Science Guy* and *I’m No Fool on Wheels Classroom Edition (DVD)* – Instill a heads-up attitude all year long with this new DVD featuring two popular safety classics. Who better to get kids interested in bike safety basics than the way cool science guy? Younger children will delight in learning about safety procedures and the

appropriate equipment to use when skateboarding, bicycling, and roller-skating from the beloved Pinocchio. Students will learn why it’s important to always wear an approved safety helmet, stay visible to drivers, remain alert and aware of your surroundings, and most importantly to follow the rules of the road.

Classroom Edition DVD Features include: scene selection, clips correlated to activities in the Educator’s Guide, printable Educator’s Guide, web link to additional Internet resources. DVD, 2004, 29 minutes, \$59.95.

Contact

Disney Educational Products, <http://dep.disney.go.com/educational/index> (search on bicycle safety), (800) 295-5010.

Florida Traffic and Bicycle Safety Education Programs

Their mission is to administer a traffic and bicycle safety education program through workshops and certificate programs for Florida elementary and middle school teachers, community volunteers, law enforcement officers and recreation leaders. Pilot projects, research, media awareness campaigns and the production of documents and guidelines are also carried out as part of the program’s mission. Their goal is to reduce injuries to children from bicycle and pedestrian crashes by providing them with the knowledge and skills needed to be competent and safe in traffic.

Resources

Curriculum outlines, sample agendas, equipment lists, advertising flyers, etc., for Safe Ways to School, pre-driver’s ed, elementary and middle school, and community programs.

Contact

Department of Urban & Regional Planning, University of Florida, 352-392-8192 or <http://www.dcp.ufl.edu/centers/trafficsafetyed/>.

Guide to Bicycle Rodeos

Resources

Written by John Williams and Dan Burden, this comprehensive manual details the steps to running an effective “Bicycle Rodeo” safety campaign. Includes

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Bicycle Safety Education: Resource Guide

(Continued from page 8)



information on: balance and safety skills, accident causes & cures, resources for safety campaigns, examples of successful projects. Sb. 50p;

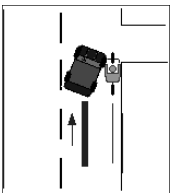
\$5.00.

Contact

Adventure Cycling Association, 800-721-8719, www.adventurecycling.org, or orders@adventurecycling.org.

How to Not Get Hit by Cars: Important Lessons on Bicycle Safety

This page shows you real ways you can get hit and real ways to avoid them. This is a far cry from normal bicycle safety



guides, which usually tell you little more than to wear your helmet and to follow the law. But consider this for a moment: Wearing a helmet will do absolutely

nothing to prevent you from getting hit by a car! Sure, helmets might help you *if* you get hit, and it's a good idea to wear one, but your #1 goal should be to avoid getting hit in the first place. Plenty of cyclists are killed by cars *even though they were wearing helmets*. Ironically, if they had ridden *without* helmets, yet followed the guidelines listed below, they might still be alive today. Don't confuse wearing a helmet with biking safely. An ounce of prevention is worth a pound of cure. It's better to not get hit. That's what real bicycle safety is about.

Resources

Diagrams of ten collision types, accompanied by steps to take to avoid them. Includes versions for Brits and Aussies, and is translated into French, Spanish, and Catalan.

Contact

www.bicyclesafe.com or Michael@bicyclesafe.com.

National Highway Traffic Safety Administration (NHTSA) Bicycle Safety Program

Through education, enforcement, outreach and legislation, NHTSA's bicycle safety program goals are directed toward reducing

bicycle injuries and fatalities. Bicycling is encouraged as an alternate mode of transportation to motor vehicle travel.

Resources

Fact Sheets: Traffic Safety Facts 2003 – Pedalcyclists, Traffic Safety Facts 2003 – Children, Bikeability Checklist 2004, Bicycle Helmet Use Laws – Fact Sheet, National Strategies for Advancing Bicycle Safety; **Downloadable Brochures:** 10 Smart Routes to Bicycle Safety, Your Bicycle Helmet, What's New about Bicycle Helmets; **Activities and Materials for Kids:** Getting to School Safely: Community Action Activities Guide, "Bike Safe. Bike Smart" Video (2004), Pedestrian Safety Trail and Bike Tour, Walking and Biking Safety – Kindergarten to Grade 3, Walking and Biking Safety – Toddlers and Preschoolers, "Ride Smart: It's Time to Start" Bicycle Safety Video (2002), and **Resource Guides:** Bicycle Helmet Use Laws: Lessons Learned From Selected Sites, Safe Routes to School – Practice & Promise, Safe Routes to School – Tool Kit, Bicycle Safety Resource Guide (CD-ROM), Resource Guide on Laws Related to Pedestrian and Bicycle Safety.

Contact

NHTSA, Paula Bawer, 202-366-2692 or www.nhtsa.dot.gov (click on Traffic Safety, then Bicycling). To access the Publications Catalog, visit www.nhtsa.gov/people/outreach/media/catalog/Index.cfm and select "Bicycle Safety" as the topic.

Share the Road

"Share the Road" was a grant-funded program. Funding was provided by the California Office of Traffic Safety through the Business, Transportation, & Housing Agency. The program was administered by the Kern County Superintendent of Schools and managed by Program Specialist Ron



Jones. The funding cycle was from April 2000 to July 2002. Although the program has ended, resources are still available online. The goals were to reduce bicyclists killed and injured in traffic collisions; increase helmet compliance for children under 18; and reduce pedestrians killed or injured in traffic collisions.

Resources

Lesson plans and handouts, fact sheets, templates and suggestions for bike rodeos,

lots of links.

Topics include bicycle accidents, bike skills, bike traffic laws, and helmets. Also has a quiz, a list of video resources, and pedestrian information.

Contact

<http://www.kernsharetheroad.org/>.

What to Teach your Children About Bicycle Safety

The Canada Safety Council is a national, non-government, charitable organization dedicated to safety. Our mission is to lead in the national effort to reduce preventable



deaths, injuries and economic loss in public and private places throughout Canada. We serve as a

credible, reliable resource for safety information, education and awareness in

all aspects of Canadian life – in traffic, at home, at work and at leisure.

Resources

Information on what parents should teach their kids, bicycle safety quiz, injury statistics, helmet information, etc.

Contact

Canada Safety Council, <http://www.safety-council.org/info/child/bicycle.htm>.

Bicycle Safety for Kids: Cool & Interactive Sites!

- Bicycle Safety Quiz (Bakersfield's South Valley Bicycle Coalition On-Line Quiz) — www.southvalley.org/quiz.pdf
- California Office of Traffic Safety Kids Site — www.ots.ca.gov/kids/index.htm
- Consumer Products Safety Commission — www.cpsc.gov/kids/kids.html
- Consumer Products Safety Commission "Kid Safety Site" — www.cpsc.gov/kids/kidsafety/index.html
- Exploratorium's "Science of Cycling" — www.exploratorium.edu/cycling/
- National Highway Traffic Safety Association/NHTSA "Safety City" — www.nhtsa.gov/kids
- Super Cyclist Project (Texas Dept. of Transportation) — www.supercyclist.org

The goal of the National Bicycle Safety Network (NBSN) is to help coordinate efforts among government, private, non-profit, and research organizations to improve bicycling safety and increase safe bicycle use. It strives to reduce the number of bicycle injuries by promoting bicycle safety through public education, information-sharing among member organizations, and appropriate environmental changes.

NBSN meets regularly to address issues related to its mission. Network activities include:

- Sharing information among national groups about programs, legislation and research.
- Facilitating access to all types of constituencies.
- Developing national programs for bicycle use and safety.

NBSN Members

American Academy of Pediatrics (AAP)

Department of Federal Affairs
Safety and Health Promotion
Homer Building, Suite 400 N
601 13 St. NW
Washington, DC 20005
Becky Levin-Goodman
bgoodman@aap.org
Tel: 800-433-9016
www.aap.org

American Automobile Association (AAA)

1440 New York Avenue NW Suite 200
Washington, D.C. 20005
Scott Osberg, Foundation for Traffic Safety
sosberg@aaafoundation.org
Tel: 202-638-5944
www.aaafoundation.org

AARP

Office of Social Impact, Livable Communities
Brewster Thackeray
601 E Street NW
bthackeray@aarp.org
Tel: 202-434-2227
www.aarp.org

Bicycle Helmet Safety Institute (BHSI)

4611 Seventh Street South
Arlington, VA 22204-1419
Randy Swart
randy@helmets.org
Tel: 703-486-0100
www.bhfi.org

The Brain Injury Association Inc. (BIA)

8201 Greensboro Drive
Suite 611
McLean, VA 22102
Robert Demichelis II
rdemichelis@biausa.org
Tel: 703-236-6000
www.biausa.org/Pages/splash.html

Center for Disease Control (CDC)/ Physical Activity and Health Branch, Division of Nutrition and Physical Activity

4770 Buford Hwy NE; Mailstop K-46
Atlanta, GA 30341-3717
Sarah Levin Martin
Sjl2@cdc.gov
Tel: 770-488-5413
www.cdc.gov

Children's Safety Network

Education Development Center
National Injury and Violence
Prevention Resource Center
Children's Safety Network
Attn: Ellen Schmidt
1250 24th St., NW
Washington, DC 20037
eschmidt@edc.org
Tel: 202-467-0526
www.edc.org

U.S. Consumer Products Safety Commission (CPSC)

4330 East West Highway
Bethesda, MD 20814-4408
Elaine Tyrrell
etyrrell@cpsc.gov
Tel: 301-504-6815
www.cpsc.gov

U.S. Dept. of Transportation/Federal Highway Administration (FHWA)

400 Seventh St, SW
HEPN-50)
Washington, DC 20590
John C. Fegan
john.fegan@fhwa.dot.gov
Tel: 202-366-5007
www.fhwa.dot.gov

U.S. Dept. of Transportation/National Highway Traffic Safety Administration (NHTSA)

Office of Traffic Injury Control
Programs
Program Development & Delivery
Safety Countermeasures Division
(NTI-121)
400 Seventh St., SW
Washington, DC 20590
Paula Bawer
paula.bawer@nhtsa.dot.gov
Tel: 202-366-2692
www.nhtsa.dot.gov

Governor's Highway Safety

Representatives (GHSA)
750 First Street, NE, Suite 720
Washington, DC 20002-4241
Tel: 202-789-0942
www.ghsa.org

Highway Safety Research Center/ Pedestrian and Bicycle Information Center (PBIC)

University of North Carolina
730 Airport Road, Suite 300
Campus Box 3430
Chapel Hill, NC 27599-3430
Craig Raeborn
craig@pedbikeinfo.org
Tel: 919-843-5606

International Police Mountain Bike Association (IPMBA)

583 Frederick Rd #5B
Baltimore, MD 21228
TFC Christopher Davala,
(MD State Police)
chrisdavala@verizon.net
Maureen Becker
Tel: 410-744-2400
Maureen@ipmba.org

(Continued on page 12)

Safety Through Stunts?

South Wales Police (UK) make bike safety cool

by PC Gerard A Morgan 1087
South Wales Police UK

It is amazing what can happen when you keep your eyes open, mix your pastime with your work and make a quick phone call to the right person.

Probably like other IPMBA members, I ride my own bike off duty as an enjoyable adrenaline fuelled sport and hobby. I read with interest in a mountain bike magazine I regularly buy (*MBUK*) an article regarding an upcoming bike event involving some of the UK's best professional mountain bikers, putting on a show practically on my work doorstep in Cardiff.

The names Martyn Ashton, Chris Akrigg, Fin and Doddy may not mean much to some readers but, to biking mad teens and the odd Police Cyclist they mean quite a lot. The names mentioned belong to top professional riders who specialise in freeriding, trials and stunts and provide entertaining shows all wrapped up in a Mitsubishi Animal S.U.V which carries its own ramps, jumps and thumping music which is all bike/riding candy to young kids and old kids alike!

I am always on the lookout for ways and means to break down the barriers some kids naturally have against speaking to – let alone associating with – the police.

My opportunity came when I saw the article for the 2004 *MBUK*/HALFORDS

URBAN TOUR to be held on 29th August. A quick chat to my superiors and bike patrol colleagues resulted in a phone call to the editor of the magazine, who was over the moon that the local police had shown such interest in kids and their pastimes. So, a few days after my initial conversation I received in the post a number of posters to advertise the event, which I duly placed at the local library and youth clubs.

The event day arrived and what seems as the norm for Welsh/British public holidays the heavens had been mostly open all night and the sky was that familiar grey! Still, not one to be put off, my colleagues PC John Jones, Community Support Officers Emily Morrissey and Bernadette D'Souza, and I arrived at the Halfords bike store to set up our police display and cycle marking kits, balloons and pens, alongside the impressive ramps, jumps and bike show.

Even though the weather was not the best, a good crowd turned up with their own bikes eagerly waiting to see their own heroes on bikes. Oh...and the stunt riders!

We managed to security-mark 30 bikes, hand out free crime prevention information, meet lots of people and talk with the kids, who were keen on asking questions about the "cool police bikes and uniforms."

The response from the kids and riders was phenomenal. We were happy that people attending had a common interest and were able to talk with the police on bikes. We even had a chance to ride some of the stunt bikes and included my work bike into the show which the crowd thought was superb.

I keep in regular contact with Martyn Ashton

who has kindly been looking at getting some bike supply and sponsorship from GIANT bikes and ANIMAL clothing for use by police cyclists. Watch this space.

MBUK are keen to get us involved again this summer and work in conjunction with us to get that common ground with kids and teens alike. Who knows? We could one day be even cooler than those cops on bikes in that bit of TV history – Pacific Blue, remember them??

Gerard has been a constable with the South Wales Police for 14 ½ years. He has been using a police bike since 1997, when he was a community beat officer in a small village outside Cardiff. He has been working in his current position as a Community Beat Officer using a bike practically everyday since 2003, and he became a member of IPMBA in March 2004. He can be reached at Gerard.Morgan@south-wales.pnn.police.uk.



Photo courtesy Gerard Morgan

Municipal Police Training Committee Votes to Incorporate Bike Law Training

Boston, MA: The Municipal Police Training Committee has officially voted to incorporate training on bicycle laws into their "In-Service Legal Update" program for Fiscal Year 2006, which provides professional development training for veteran officers. The Municipal Police Training Committee has also pledged to incorporate this training for new recruits in the near future.

"MassBike commends the Municipal Police Training Committee for adopting this important curriculum on bicycle laws," said MassBike Executive Director Dorie Clark. "Too often, police officers would like to help make bicycling in their communities safer, but may not have been trained in bicycle laws. Given that 16.5% of traffic deaths involve bicyclists or pedestrians, this training will benefit bicycling

in Massachusetts and will make everyone safer on the roads."

The curriculum adopted by the Municipal Police Training Committee was developed by MassBike using a \$50,000 grant from the National Highway Traffic Safety Administration and was completed in June of 2004. This innovative national curriculum project was initially launched with financial support from the Charles River Wheelmen, a local recreational bicycling group.

Under Massachusetts law, bicyclists are considered drivers of vehicles with rights to use the public roads and the responsibilities to follow the same traffic laws as motorists. The training material shows that most car-bicyclist collisions occur when one or both parties fail to follow the rules of the road. MassBike supports

greater enforcement to improve safety and increase respect for bicyclists using the roads.

Ensuring that police receive training on bicycle laws is a key component of The Bicyclists' Bill of Rights and Responsibilities (H. 1411), one of MassBike's key legislative priorities. The Public Safety Committee heard the bill on April 27, and another hearing is scheduled for June 29.

MassBike, which was founded in 1977, and has 1400 dues paying members, was instrumental in the creation of the Minuteman Bike Path, now the second most popular trail in the U.S.; the passage of the 1996 Bicycle-Pedestrian Access Law; and the MBTA policy change allowing bikes on the T.

See page 5 for program details, or visit www.massbike.org.

(Continued from page 10)

BIKEFED@aol.com

League of American Bicyclists

1612 K St. NW #401
Washington, DC 20006
Andy Clarke, Exec. Dir.
Andy@bikeleague.org
Tel: 202-822-1333
www.bikeleague.org

**Maternal and Child Health Bureau
(MCHB) (Children's Safety Network)**

Health Resources and Services Admin.
5600 Fishers Lane, Room 18A-39
Rockville, MD 20857
Stephanie Bryn
sbryn@hrsa.gov
Tel: 301-443-0926
www.hrsa.gov

**National Center for Bicycling and
Walking**

8120 Woodmont Ave, Suite 650
Bethesda, MD 20814
Bill Wilkinson

National SAFE KIDS Campaign

1301 Pennsylvania Ave., NW,
Suite 1000
Washington, DC 20004
Bev Farinelli
Tel: 202-662-0603

National Safety Council

1025 Connecticut Ave. Suite 1200
Washington, DC 20036
Susan Quintas
quintas@nsc.org
Tel: 202-293-2270
www.nsc.org

**State & Territory Injury Prevention
Directors Assoc. (STIPDA)**

2965 Flowers Road South
Suite 105
Atlanta, GA 30341
David Scharf, Exec. Director
Tel: 770-690-9000
www.stipda.org

**Washington Area Bicycle Association
(WABA)**

733 15th St., NW #1030
Washington, DC 20005
Eric Gilliland (exec director)
Tel: 202-628-2500
www.waba.org

WHO Helmet Initiative

Center for Injury Control
Rollins School of Public Health
926 Myrtle Street
Atlanta, GA DC 30309
Philip Graitcer
info@whohelmets.org
Tel: 404-872-7337
www.whohelmets.org

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Enforcement for Bicycle Safety

Practical tips for enforcement-based education

Bicycle riders are usually the focus when police think of enforcing bicycle laws. We've all seen riders running red lights, riding on the sidewalk, or riding at night without lights and wanted them to be stopped and ticketed! However, many bicycle crashes are caused by the bad behavior of motorists, and drivers may not realize the impact of riding too close to a cyclist or speeding past a rider just to cut in front of them and make a right turn. Good law enforcement strategies will target both cyclist and motorist and will focus on behaviors that cause the greatest fear or danger.

What Role can Law Enforcement Play in Bicycle Safety?

- Most crashes can be avoided if both bicyclists and motorists follow the rules of the road. Heightened awareness of these rules among law officers can lead to: enforcing of laws, modeling of good behaviors and recognizing and taking advantage of teachable moments with both bicycles and motorists. The ultimate goal is to prevent crashes and enhance traffic safety.
- Bicycles are legal vehicles and, unless specifically prohibited, can be expected on all roadways. Law enforcement officers come in contact with bicyclists on a daily basis and are expected to be experts on bicycle safety.
- Law enforcement officers are the only ones who can enforce laws, both for bicyclists and motorists.
- Law enforcement officers are in a unique position to assist with and add credibility to community efforts to encourage bicycling and improve bicycle safety. However, most officers do not possess the bicycle safety knowledge or the community assessment skills necessary to do this job.

What is the Value of Law Enforcement Training?

- Most officers have never received any bicycle specific training. How do police officers know which laws to enforce, both for bicyclists and motorists, to improve bicycle safety if they do not know about the leading causes of bicycle crashes?
- By increasing knowledge of the rules of the road for bicyclists and for motorists relating to bicyclists, law enforcement officers can better serve the community and potentially save a life.

Challenges to Taking Action – Common Beliefs

Police have better things to worry about: terrorism, gangs, crashes, and crimes—what's the big deal? Why bring bicycles into this?

- Law Enforcement must also include PREVENTION. Anticipating high-risk behaviors that can lead to terrorism, gang behavior, crimes, and crashes, INCLUDING crashes involving BICYCLES, is part of their mission.
- A bicycle is considered a vehicle and is bound by the same laws as other vehicles, e.g., riding with traffic, obeying red lights and stop signs.
- Motorists must treat bicyclists with the same respect as other motorists.

Police Officers are already overworked—why give these folks more to worry about? There are only so many hours in a day and they can be better spent.

- Knowledge leads to thinking about every day in a different light. In this case, it means greater awareness of situations that could lead to a crash. Since bicyclists are more vulnerable

if they are hit – no safety belt, no steel exterior to take the brunt of a hit – safe behavior is essential.

- With more knowledge, police can incorporate the laws as they apply to their everyday activity in law enforcement and direct bicyclists and motorists to safer behaviors that can prevent crashes.

What are you asking a police officer to do – ticket a kid?

- Most enforcement actions do not result in a citation. Law enforcement officers are trained to use the least amount of force necessary to gain compliance with the law. Enforcement options include positive reinforcement, verbal and written warnings and yes, finally, citations.
- Tickets are seldom effective in changing a child's behavior, especially young children. A firm reminder about the rules of the road from an officer is generally sufficient.

Adults aren't wearing helmets – I didn't wear a helmet when I was a kid – it should be up to the parents to decide; government and law enforcement should stay out of it.

- Bicycling is not unreasonably dangerous but it is not without its risks. Regardless of the law in your area, bicycle helmets do save lives and prevent traumatic brain injury (TBI).

According to the National Institutes of Health (NIH), each case of TBI costs \$125,000 in rehabilitation, social services, insurance and other disability costs. These are costs we all have to pay because someone did not put a bicycle helmet on AND wear it correctly.

Areas of Enforcement

Violations of traffic laws that place cyclists at risk can be committed by both cyclists and motorists. Here are

(Continued on page 14)

**[for] young children
... a firm reminder
about the rules of the
road from an officer is
generally sufficient**

(Continued from page 13)

some important considerations for officers involved with enforcement action with both types of road users.

The Bicyclist

Bicycle riders sometimes contribute to their being involved in a crash. Some ride at night without lights. They may make themselves more difficult to see by wearing dark garments. They may ride the wrong direction in the traffic lanes. Even if they ride on the sidewalk, which is not legal in most places, traveling counter to the traffic lane on the adjacent street might result in them surprising a motorist who is often looking only for slow-moving pedestrians and searching for cars.

They may drive through stop signs and red lights. Sometimes they may be dealing with a signal that won't detect a bicycle, or a stop sign placed at the bottom of a long hill that the cyclist would just as soon attack without losing momentum. Regardless, the sudden appearance of the bicyclist can surprise motorists.

Some bicyclists make sudden or unpredictable turns. Others may not yield the right-of-way when required.

Problems with Enforcement against the Bicycle Rider

Stopping bicyclists and taking enforcement actions against the rider can be a problem for a police officer who has not thought through the process.

Highly Mobile — Bicyclists are highly mobile and can be difficult to overtake, signal and actually stop. The best tool for doing this is another bicycle and voice or whistle commands. Pursuing a bicyclist by chasing with a motor vehicle can appear heavy-handed and out of proportion. Once stopped, bicycle

riders feel exposed and can't shrink down in their seat and "disappear" like a motorist might.

Dealing with a Bicyclist's Identification — Bicycle riders are not required to carry any identification, much less a formal driver's license. This creates serious problems. The bicyclist may give a fictitious or altered name. The officer may have identity questions under any circumstance.

Stopping bicyclists and taking enforcement actions against the rider can be a problem for a police officer who has not thought through the process.

As in any traffic stop where the violator has no ID, the officers should take detailed notes of the identity information given. After it is all collected, ask for a repeat. Keep companions separate and then ask for them to verify the information. Carefully study how the violator

begins to sign their name. Frequently, a violator will give a fictitious name but begin to sign their true name, since the signature is largely an automatic function! They will usually freeze after signing a few letters. By then it is too late. On the other hand, someone slowly laboring through a signature may be writing an unfamiliar (and false) name. When a cycle messenger is involved, requiring them to call a supervisor to identify them has proven effective.

Dealing with Children — Many bicycle riders are young children. In most states, children under age eight are considered incapable of committing an offense and cannot be cited. Under these circumstances the officer should call the attention of the parent to the problem.

Dealing with an Anti-automobile or Anti-authoritarian Bicyclist — An occasional bicyclist will take strong exception to the police challenge to their behavior. They may verbally abuse the officer. Some of these riders will be strong advocates of cycling and have strong emotional attachment to their way of doing things, legal or not. Some will have anti-automobile and anti-authoritarian ways. A cop in a car will represent both evils. Officers should not

debate such issues but should focus on the specifics of the violation observed.

Pulling over the Bicyclist — More than half of bicycle crashes are caused by falls. The cyclist is riding too fast for conditions and goes down. Bicyclists also run into dogs, other cyclists and pedestrians as well as automobiles. The best approach is a soft one. Ideally, a bicycle officer can ride along with the cyclist and ask them to stop. An officer in a patrol car can follow until a cyclist pauses or stops in traffic and then address the rider verbally.

An officer who has reviewed the bicycle and traffic laws should have minimal difficulty with either group.

Areas of Focus for Enforcement against the Bicyclist

- Driving at night without lights or required reflectors
- Riding the wrong way in a traffic lane or on the wrong side of the road
- Running a stop sign or red light
- Failing to yield the right-of-way
 - Riding out mid-block
 - While turning right or left
 - Abruptly entering a crosswalk, too fast for the approaching motorist
- Failing to signal an abrupt turn

Some communities have periodic enforcement blitzes, and others may concentrate enforcement efforts on particular intersections and behaviors in order to have the maximum impact.

University campuses are frequently the target of enforcement campaigns, and many campuses have extensive bicycle training and safety programs that include an enforcement element.

The Motorist

Few motorists go out of their way to deliberately hit or frighten bicyclists. However, an equally small number really appreciate the impact they can have on the safety and comfort of those around them who are outside the protection of a steel cage. Motorists are on the lookout for threats to their safety

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and so are scanning for other vehicles; they may not be paying attention to the cyclist or pedestrian ahead of them in the road. They may not realize that speeding through a neighborhood prevents people from crossing the street or feeling comfortable riding up to the shops. When overtaking a bicyclist, motorists are worried about how close vehicles in the adjacent or oncoming lanes are rather than how close they are coming to the bicyclist, and they are certainly in too much of a hurry to stop and wait for a gap in traffic before pulling out and safely passing a rider.

EVERY police patrol officer should watch for these violations while on routine patrol and take enforcement action when they observe them.

Problems with Enforcement against the Driver

Unfortunately, the law enforcement officer is most likely having to make up for the failure of traffic engineers to properly accommodate bicyclists in roadway design, for the failure to train motorists to deal safely with bicyclists, or for a lack of bicyclist education. If a bicyclist is “holding up” a motorist by riding in the middle of the travel lane, the chances are the bicyclist would be more than happy to be riding in a designated bike lane or on a paved shoulder, but none exists. Many motorists are uncomfortable passing a cyclist because they were never really taught how to deal with that situation when learning to drive.

Bicyclists are often held in quite low esteem by other road users – the image of the errant cyclist running stop signs and red lights pops easily into almost everyone’s head. Thus, stopping a motorist to cite them for a traffic violation involving a cyclist is, on the

face of it, going to win the officer very few new friends. Indeed, many motorists will be completely unaware of what they have done wrong even after being pulled over. The first task for the officer, therefore, is to make sure the motorist does understand and appreciate the impact of behavior that causes danger to a bicyclist. If the driver seems to get the message, a warning may be all that is necessary.

Some drivers, however, will not get it. They will steadfastly refuse to accept that a cyclist – any cyclist – should be on the road, particularly that road, in front of them. They may even claim to

Cyclists are not required or expected to ride in the gutter, and are not required to get out of the way of motorists. At the same time, a cyclist should not deliberately hold up a motorist when there is space for

be acting in the cyclists’ best interest in telling them to “get off the road” for their own safety. Even if the officer wouldn’t ride on that road themselves, they should help the driver understand that the cyclist has a legitimate right to be on the road and that riding in the gutter or on the sidewalk (assuming one exists) is likely much less safe. If the driver still fails to see the light, a ticket may be the only option.

Officers should beware the defense that “the cyclist was all over the road.” Certainly some cyclists do weave around and are unpredictable. More often than not, the cyclist is simply trying to avoid a pothole, dodge a rock or broken glass, or stay away from a crack in the road between the gutter and the asphalt. Cyclists are not required or expected to ride in the gutter, and are not required to get out of the way of motorists. At the same time, a cyclist should not deliberately hold up a motorist when there is space for safe passing.

Areas of Focus for Enforcement against the Motorist

- Driving while impaired by drugs or alcohol
- Failing to yield the right-of-way
 - When turning left at intersections or at driveways
 - When turning right at intersections or at driveways
 - When entering roadway
- Speeding, particularly in neighborhoods and near schools.
- Overtaking bicycles in areas where it cannot be done safely

Helmets

Bicycle helmets are a proven way of reducing the death and injury toll from bicycle crashes. Where helmet laws are in place, officers should participate in the efforts to enforce their use. Where helmet use is voluntary, officers should strongly encourage cyclists to wear helmets.

Police departments should mandate helmet use by bicycle police officers. They are of proven value in protecting officers. Failure to use such safety equipment may lead to denial of workmen’s compensation claims made by an injured officer. It is also important that officers set a good example for other cyclists in their community.

Conclusion – Saving Lives

A Police Officer is in a unique position to save a life through enforcement of lawful behaviors that could or might just save a life.

It starts with education for everyone – including law enforcement. If law enforcement officers gain a better understanding of bicycle safety and the Rules of the Road, they are more likely to enforce those rules and do so correctly. Not recognizing or ignoring behavior today could mean behavior that could cause a major injury or death tomorrow.

This information was reprinted from www.bicyclinginfo.org/ee/enforcement.htm.

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The 15th Annual IPMBA Conference Highlights

Many thanks to Chief Alan Rodbell and the Scottsdale Police Department for hosting the 15th Annual IPMBA Conference. Countless hours go into hosting this event, and Scottsdale did a near-flawless job. Participants from 34 states and seven countries enjoyed the fine hospitality offered by the members of the Scottsdale Police Department, the community, the merchants, and the neighboring agencies. On the lips of many participants rang the sentiment, "will you host us every year?"

Special thanks to Officer Ron Gorski, whose more than ten years experience in attending the IPMBA Conference shone through from every angle. Lt. Tony Gibson guided the conference into smooth waters at every turn, aided by Sgt. Chris Wilson and the officers of the Scottsdale PD Bicycle Unit: Craig Abernethy, Chet Anderson, Darren Hinrichs, Mark Johnson, Jason Kibsey, Craig Malley, John Miller, Jeromie O'Meara, and Kevin Watts. They were supported by Community Liaison officer Chris Vassall and many other members of the department.

Many other local departments provided personnel to assist with the conference. IPMBA appreciates the efforts of Sgt. Dave Moore (Phoenix PD); Dan Elting (Phoenix Regional Community Policing Institute); Capt. Ray Morris and Firefighters Ken Coomber, Pat Schuller, David McCall, Todd Pendleton, and Robert Chisholm of Rural/Metro; Sgt. Steve Harvey and Officers Andy McIlveen, Jason Barnes, Preston Pierce, Dave Sitz, Dave Selvidge, and Dan McQuillan of the Chandler PD; Officers Heather Penner and Steve Robertson of the Tempe PD; Lt. P.J. Janik of the Prescott Valley PD; and Melvin Young of Navajo Nation EMS. We are also grateful to the Mesa PD for the use of their firing range. And, of course, Tri-State Regional Community Policing Institute of Cincinnati, Ohio, once again provided AV support and the help of Al Jones and Roger McHugh.

As always, the exchange of information that took place at the conference was staggering. It is safe to say that IPMBA is living up to its reputation as the premier provider of training and networking opportunities for public safety cyclists.

Browse through the memories of the 2005 IPMBA Conference, and start making plans to come learn some new tricks at the 16th Annual IPMBA Conference, May 6-13, 2006, in Dayton, Ohio!



Where there's smoke, there's BRRT (photo by Chet Anderson).

Joplin officer Jimmy Wallace missed the chapter on Bicycle Fit (photo by Kirby Beck).



Parade passes under the IPMBA banner (photo by Mickey Veich).



Cactus vs. Campbell (photo by Chet Anderson).



Busted! (photo by Chet Anderson).



Railroad ties are no match for me! (photo by Mickey Veich).

You Know You're A Hard-Core Rider...

... when your bike is worth more than your car!

by Lieutenant Tony Gibson
Special Operations Division
Event Commander for the Conference
Wanna-be Bike Unit Guy

“I didn’t know bikes did that,” my wife said, as I explained how I saw riders in an advanced class go over a skinny little 2 x 4 piece of wood, up onto pallets stacked up at nosebleed levels and then back onto another 2 x 4. I can tell you that my bike doesn’t do that!! At least not with me on it. And “oh”, I went on, “you should have seen the obstacle course race thing at Eldorado Park; it was intense.” That Aussie jumped like six steps, it was incredible!

“Oh man,” I was telling my non-police friend and fellow mountain biker, you should have been at the BBQ at the Galleria. This EMS guy from some southern state was a part-time auctioneer and he auctioned off stuff for Special Olympics. He was a riot! If you follow redneck humor, “Let’s get ‘er done!” prevailed, because he raised hundreds of dollars for the Special Olympics on stuff that Ron Gorski had been collecting for months (some of it under suspicious circumstances).

Between the raffle and the auction, we raised more than \$2300. If you want to see how Ron did it, go to his website, www.shakedownmaster.com!

And then there was the poor student who came limping in after one of the off-road rides. All I could think of was that song by the surfing band, “The Surfaris” – *Wipeout!* Wait a minute, this was the fun part. Let me take you back three months.

It was January 7, 2005, when I first learned that that there was a bike conference coming to Scottsdale. I wasn’t in the bike unit, never had been. I was a motor for six years and that was the closest I had come to riding two wheels on the job. I was pretty sure riding a motor was tougher than riding a bike. Wrong. OK, first thing on bikes – you have to pedal them. And just a heads-up – you have to go uphill sometimes and over things that “aren’t natural.” And then of course there’s that pedaling thing again. That’s work. But back to the conference thing this bike group needed. I’ve done a few conferences, lots of events. So what, pray tell, does this IBMPA, or MBPIA or whatever need? A big room, lots of little breakout rooms? Been there done that. What??? They need what? Pads, bikes, smoke grenades, bike pumps, pre-planned bike rides, guns, overheads, wood... wood – you have to build things? What there’s more? Oh yeah! Bike stands, radios, computers, cones, 24/7 command post, batteries, paperclips (the fancy kind), tents, security guards, bullets, sand bags and sand, bike mechanics, banners, trolleys, lights, ice, water, copy machine, vans, and trailers for bikes and more vans, t-shirts, ball caps, more cones, four off-site venues, rain day site, airport transportation, a shooting range, more cones, grass to fall in, and wrestle in (green grass...in Arizona??)...and oh yeah, try to limit the OT. OK – wait!!! Time out!!!

How many instructors, 10, 15? No, more like 50 and by the way, that one instructor likes his water cooled to 59 degrees, stirred, not shaken, served in a plastic fluted bottle. Ok, maybe I’m

exaggerating a little. The bottle didn’t have to be plastic.

And while you’re at it, you better review the outlines for resources needed because some of the things have changed since Ron Gorski last attended any actual classes in 1988, and that one instructor is going to need a translator. He’s from London! Great! Sounds like no problem. “OK, good,” said my boss, “because they’re coming here April 16th and we haven’t started on this yet.” Great. Get me a Tylenol. Well, two months later, and about \$1 billion in long distance charges between Maureen B. and the bike unit, we were ready.

I have to tell you that although the bike unit worked hours and hours getting ready and then ten days straight, we had a great time. To quote one of my guys on day four, who stood there disheveled, red-faced, sweat dripping from his chin, but with a smile on his face, “attending these things is a lot more fun than putting one on!” But, there were lots of “Kodak moments” and some wonderful memories. We saw old friends and made new ones, learned new things and had tons of fun.

What a great introduction to the world of police biking for me. I’m a pretty experienced mountain biker, but I ride single track, not 2 x 4’s and pallets, and not slow speed, that’s too hard! I learned that while I can ride, I lack panache. Is that a word? This was a real eye-opener. I had a great time. The people really made it fun. Thanks IPMBA! You can come back anytime.

The “I” in the IPMBA Conference Continues to Grow

Word travels faster each year to all corners of the globe



Every year, the “I” in “IPMBA Conference” continues to grow. Word travels quickly around the globe these days, and news of IPMBA is reaching into departments in all corners of the world.

The 15th Annual IPMBA Conference attracted participants from 34 states and seven countries, not counting the United States. US attendees came from as far away as Ketchikan, Alaska; Miami, Florida; and Boston, Massachusetts. The distance award goes to the Aussies, however, who traveled most of the way around the world – losing a day in the process – to participate in the event. IPMBA was proud to welcome Darren Conradi from Queensland and his colleagues from New South Wales – Adam Bernhardt, Brett Barnes, Matthew Branson, James Tennent, Ian Dodds, and Peter Wood. Europe was well-represented by long-time attendee Roger Pfister of the Switzerland

Police, accompanied by fellow officer Mark Strahl. From the Netherlands, we welcomed Tommy Hamelink, Turhan Toksal, and Jaap van der Krol. Not to be outdone, the UK was well-represented by London Ambulance Service cyclists Paul Davies, Pat Andrews, Sean Clarke, and their trusty ringleader, Tom Lynch.

Our neighbors to the north were basking in the warm Arizona sunshine, having flown south from three provinces. Chris Whaley, Rob Mellon, and Rick Tonial of the Ontario Provincial Police took a “detour” through Moab before joining colleague Troy Carlson in Scottsdale. Simon Yum came in from Alberta, and George Martin hailed from the province of Quebec.

Mike Satlow came all the way from Israel and served as an instructor. Last but not least,

Samuel Quamina endured the “chilly” weather in Scottsdale as a break from the heat in Tobago.

At press time, IPMBA representatives had just returned from the Third Annual Emergency Services Cycling Seminar in York, England, which drew nearly 50 participants from around the country. It was followed by IPMBA’s first international Instructor Course, which certified 15 new instructors, — 14 from the UK and one from the Netherlands.

Through its increasing presence around the globe, IPMBA continues to strive to meet its goals of promoting the use of bikes for public safety, providing resources and networking opportunities, and offering the best, most complete training for public safety cyclists.

By Kurt Feavel, PCI #539
 University of Wisconsin @ Madison
 IPMBA Board of Directors

Overcast skies did nothing to dampen the spirits of the competitors or spectators at the annual IPMBA Competition, held at Eldorado Park in Scottsdale during the 15th Annual Conference.

On the creatively designed course planned by Officer Chet Anderson of the Scottsdale PD bike unit, the 58 competitors rode over, around, and through a variety of challenging obstacles of the type most have previously only imagined.

Laid out in an oval surrounding a busy skate park – which provided its own entertainment for the competition spectators – the course began with a set of 12 steps, followed by a quick sprint across a grass field. The competitors then dashed up a dirt embankment and across a concrete pad, making a sharp right turn and descending into the “Rock Garden.” After negotiating the challenging embankment, riders were required to make another right turn, and almost immediately, climb a set of about 10 steps. Then it was down a few steps and a dash across open ground, where three railroad ties awaited. These were overcome in a variety of ways, including a

bicycle “long jump” by one of the Aussies. On through the now infamous patch collector, over the teeter-totter and onto the final challenge – a modified lock-to-lock – and finally, the finish line.

Despite the several spectacular crashes, as a testament to the great skill displayed by all the competitors, no one was seriously injured and the stand-by ambulance stayed put.

For the first time in noted race history, two competitors finished together when the second racer caught up to the competitor in front in the final cone course. Would it have made a difference in the final standings? Only Team Aussie, Aussie, Aussie #2 and Team Enchantment, finishing less than three seconds apart, know for sure! It was an unfortunate situation, but the competitors handled it with grace and professionalism, for which the competition coordinator will be eternally grateful! Future competitors take note: it won't happen again.

Congratulations are due not only to the winners, but to every competitor who faced the challenges presented by the obstacle course – everyone should be proud of their accomplishments.

Speaking of accomplishments, they were celebrated in style at the post-competition

dinner and awards ceremony, held at the beautiful Scottsdale Galleria Atrium. As the mariachi band played, Honey Bears BBQ served up plate after plate of classic Southern barbecue with all the trimmings while the Miller Lite girls poured liquid refreshment. Medals were awarded to all competition winners, and the raffle prizes from the Special Olympics drawing were handed out. Suddenly, an auction broke out.

Grant Reatherford, fast-talking Tennessean and Williamson Medical Center EMS cyclist, grabbed the microphone and the cash started flying. The winners went home with lighter wallets and all kinds of cool stuff, and the Special Olympics reaped the benefits.

Everyone is invited to join the fun for what is sure to be another great conference and competition, May 6-13, 2006, in Dayton, Ohio.



Competition photo by Mickey Veich

2005 IPMBA Competition Results

(Times noted in minutes)

EMS Team

1st Place: *London Ambulance* – 8:46.53

Tom Lynch, LAS
 Paul Davies, LAS
 Sean Clarke, LAS
 Pat Andrews, LAS

2nd Place: *Guilford EMS* – 10:57.98

Ed Gaskill, Guilford EMS
 Mike Hudspeth, Guilford EMS
 Wren Nealy, Cypress Creek EMS
 Jeff Taylor, Cypress Creek EMS

EMS Male 30 - 39

1st Place: Tom Lynch, London Ambulance Service – 1:33.37
 2nd Place: Mike Campbell, Williamson Medical Center EMS – 1:56.23

EMS Male 40 +

1st Place: Eldon Karratti, Los Angeles Fire – 1:53.37
 2nd Place: Sean Clarke, London Ambulance Service – 2:30.24

Police Team

1st Place: *Aussie, Aussie, Aussie #2* – 6:42.03

James Tennent, New South Wales Police
 Brett Barnes, New South Wales Police
 Darren Conradi, Queensland Police
 Jon Thompson, Dallas-Fort Worth Airport Police

2nd Place: *Team Enchantment* – 6:44.65

Wallace Downs, Las Cruces Police
 Patrick Hernandez, Albuquerque Police
 Lance Shepan, Dona Ana County Sheriff's Office
 Rob Peterson, Las Cruces Police

Police Male under 30

1st Place: Eric Garza, Prince William County Police – 1:54.57
 2nd Place: Brendan Schlegel, Bethlehem Police – 2:57.39

Police Male 30-39

1st Place: Brett Barnes, New South Wales Police – 1:29.47
 2nd Place: Patrick Hernandez, Albuquerque Police – 1:32.25

Police Male 40 +

1st Place: Jim Roy, Topeka Police – 1:32.83
 2nd Place: Clint Sandusky, Riverside Community College Police – 1:40.23

Police Female under 35

1st Place: Tammy Kilgore-Alois, Coconut Creek Police – 2:47.44
 2nd Place: Amber Matthews, Tyler ISD Police – 2:52.48

Police Female 35+

1st Place: Tammy Shoemaker, Huber Heights Police – 2:52.08

Instructor Course Graduates, Scottsdale Conference, 2005:

Josh Beaver, Broomfield Police Dept., Broomfield CO; **Adam Bernhardt**, New South Wales Police; **Daniel Bowen**, Carbondale Police Dept., Carbondale CO; **Matthew Bransdon**, New South Wales Police Dept., Sydney NSW; **Andrew Buell**, Spokane Co. Sheriff's Office, Spokane WA; **James Cheatham**, Alpharetta Fire & Emergency Svs, Alpharetta GA; **Ramon Colon**, Washington, DC Metropolitan Police Dept., Washington DC; **Ryan Cooper**, 88th Security Forces Squadron, Fairborn OH; **Keith Cox**, Moscow Police Dept., Moscow ID; **Timothy Dehlitsch-Moats**, National Security Agency, Ft. Meade MD; **Brad Denkinger**, Alpharetta Fire & Rescue, Alpharetta GA; **Jeremy Ehrlich**, Broomfield Police Dept., Broomfield CO; **Scott Emerson**, Lafayette Police Dept., Lafayette CO; **Matthew Fairchild**, Yukon Police Dept., Yukon OK; **Eric Garza**, Prince William County Police Dept., Manassas VA; **Ed Gaskill**, Guilford County Emergency Services, Greensboro NC; **John Harris**, Lafayette Police Dept., Lafayette CO; **Patrick Hernandez**, Albuquerque Police Dept. Open Space Division, Albuquerque NM; **Steven Ivey**, Port of Seattle Police Dept., Seattle WA; **Thomas Johnston**, Pima Community College Police Dept., Tucson AZ;

Sean Kearney, Las Cruces Police Dept., Las Cruces NM; **Jess Leyba**, Colorado State Patrol, Denver CO; **Jaime Montoya**, Las Cruces Police Dept., Las Cruces NM; **Richard Moritz**, Rock Island Police Dept., Rock Island IL; **Wren Nealy, Jr.**, Cypress Crk. EMS/Hempstead PD, Houston TX; **Larry Nelson**, Mesa County Sheriffs Dept., Grand Junction CO; **Scott O'Hare**, Clearwater Police Dept., Clearwater FL; **Thomas Padgett**, Palm Beach County S.O., Belle Glade FL; **David Pederson**, DuPage Forest Preserve Law Enforcement Dept., Wheaton IL; **Jonathan Pesesko**, City of Bethlehem, Bethlehem PA; **Jared Phelps**, Prince William County Police Dept., Manassas VA; **Preston Pierce**, Chandler Police Dept., Chandler AZ; **Naipo Robertson**, University of Texas at El Paso Police Dept., El Paso TX; **Steven Rodriguez**, New York Presbyterian Security, New York NY; **Clint Sandusky**, Riverside Community College Police, Riverside CA; **Christine Scalise**, Pittsburgh Police Dept., Pittsburgh PA; **Stephen Schuyler**, Patuxent Police Dept., Patuxent River MD; **Lance Shepan**, Dona Ana Co. Sheriff's Dept., Las Cruces NM; **Brian Shepler**, Grady EMS, Atlanta GA; **David Sitz**, Chandler Police Dept., Chandler AZ; **Adam Snedker**, Mnpls/St. Paul Airport Police Dept., St. Paul MN; **Jeff Taylor**, Cypress Creek EMS, Houston TX; **Anthony Taylor**, Carrollton Police Dept., Carrollton TX; **Thomas Thompson**, Leesburg Police Dept., Leesburg VA; **Howard Townsend**, Ketchikan Police Dept., Ketchikan AK; **Eric Vann**, NYPH Security, New York NY; **Robert Weber**, Colorado Springs Police Dept., Colorado Springs CO; **Chris Wurtsmith**, Carbondale Police Dept., Carbondale CO.

Thank You 2005 IPMBA Conference Instructors & Presenters

Many thanks to the instructors and presenters who shared their knowledge and experience with those who attended the 2005 IPMBA conference. Instructors typically spend many hours honing their presentations to ensure that the students receive the very best training and information available. The workshop evaluation forms attest to the quality of the educational sessions - participants overwhelmingly ranked the quality of the presenters in the very good to excellent range. IPMBA is grateful to the following individuals for their part in making the annual IPMBA Conference "the premier training event for public safety cyclists."

Certified IPMBA Instructors

Dominic Angiolillo, Ft. Lauderdale Police Dept., Ft. Lauderdale FL
Kirby Beck, Coon Rapids Police Department (Retired), Coon Rapids MN
Neil Blackington, Boston EMS, Boston MA
Jim Bowell, Troy Fire Department, Troy OH
Jeff Brown, Dayton Police Department, Dayton OH
Paul Brown, College Station Police Department, College Station TX
Ron Burkitt, City of Hilliard Police Department, Hilliard OH
Chris Davala, Maryland State Police, Berlin MD
Andrew DeBerry, Denton Police Department, Denton TX
Bob DeLaurentiis, Univ. of Penn. Police Dept., Philadelphia PA
Doug Dillon, Houston Police Dept., Houston TX
Wallace Downs, Las Cruces Police Department, Las Cruces NM
Daniel Emmett, Dayton Police Department, Dayton OH
Kurt Feavel, University of Wisconsin @ Madison, Madison WI
Mike Goetz, Seattle Police Department, Seattle WA
Artie Gonzales, Topeka Police Department, Topeka KS
Lou Ann Hamblin, Van Buren Township Police Dept., Belleville MI
Mark Hanner, Omaha Police Department, Omaha NE
Tom Harris, East Baton Rouge EMS, Baton Rouge LA
Robert Hatcher, Delaware Police Department, Delaware OH
David Hildebrand, Denton Police Department, Denton TX
Bernard Hogancamp, Homewood Police Department, Homewood IL
Mike Johnston, University of Utah Police, Salt Lake City UT
Monte May, Kansas City Police Department, Kansas City MO
Gary McLaughlin, Sacramento Police Department, Sacramento CA
Steve Noftz, Ohio University P.D., Athens OH
Kenneth Petereit, College Station Police Department, College Station TX

Lowell Petersen, Omaha Police Department, Omaha NE
Rob Peterson, Las Cruces Police Department, Las Cruces NM
Roger Pfister, Berne State Police Department, Thun BE
Donald Reed, Denver Police Department, Denver CO
T.J. Richardson, Devine Police Department, Devine TX
David Roth, Kettering Fire Department, Kettering OH
Jim Roy, Topeka Police Department, Topeka KS
Loren Ryerson, Aspen Police Department, Aspen CO
Michael Satlow, Jerusalem District Police Dept., Jerusalem Israel
Jeff Shari, Cincinnati Police Division, Cincinnati OH
Al Simpson, Pompano Beach P.D. (ret), Pompano Beach FL
Charlie Summers, Illinois State U. Police Dept., Normal IL
Tom Tanner, Ann Arbor Police Department, Ann Arbor MI
Mitch Trujillo, Boulder Police Department, Boulder CO
Kathleen Vonk, Ann Arbor Police Department, Ann Arbor MI
John Washington, Univ. of Penn. Police Dept., Philadelphia PA
Chris Whaley, Ontario Provincial Police, Orillia ON
Barbara Winstead, Cincinnati Police Division, Cincinnati OH
Tom Woods, Denton Police Department, Denton TX

Guest Presenters

Adam Bernhardt, New South Wales Police
Andrew Ching, City of Tempe
Stephen Hadley, Taser, Inc.
Al Jones, Tri-State RCPI
Steven Schrader, NIOSH
Tim Schurr, United Bicycle Institute

The 15th Annual IPMBA Conference once again attracted participants from around the U.S., and the world. These folks all gathered in Scottsdale to acquire knowledge and skills to make them better bike officers, medics, and security personnel. Joining them were over 20 fine companies dedicated to providing products and services to public safety cyclists. Some have been attending the IPMBA Conference for years; others were new on the scene. It is safe to say that all received a warm welcome and were able to provide information and samples to public safety cyclists representing a broad spectrum of agency types and locations. IPMBA continues to develop partnerships throughout the industry for the betterment of the profession.

The vendors who attended the Expo — and a few who were not able to join us — donated over 100 prizes, all of which were awarded to the officers and medics via drawings held in the Exhibit Hall. These prizes included locks, t-shirts, posters, training seminars, panniers, lights & sirens, saddles, shoes, gloves, hats, sunglasses, pants protectors, ABS systems, and even a chainless bicycle!

Many thanks to all those who contributed prizes. Prize winners — I hope you are reading this and will take a moment to send a personal “thank you” to the person who donated your prize.

We were pleased to welcome a few new exhibitors to the floor — **Access Bicycle**

Patrol Supply, Bicycle, Coalition of Arizona Bicyclists, Dynamic Bicycles, Ear Phone Connection, Pit Bull Mountain Bike Tire Chains (who had to cancel due to a family emergency), Spenco Ironman Cycling Gloves, and Volcanic Manufacturing Bicycles.

Access Bicycle Patrol Supply is a full-service supplier of cycle patrol bikes and accessories — a new vendor and our newest *Corporate Member!* **Bicycle** offers a uniquely designed, ergonomically correct bike saddle; **Ear Phone Connection** supplies audio accessories for two-way radios; and **Pit Bull Mountain Bike Tire Chains** has the answer to mud, snow, and ice. Two new bikes are bursting onto the scene — the chainless, shaft-driven **Dynamic Bicycle** and the “Enforcer,” created for the Seattle Police Department by **Volcanic Manufacturing**. Finally, **Spenco Ironman Cycling Gloves** is offering its patented gloves to relieve the numbness and fatigue of the hands associated with long hours on patrol.

The conference tee-shirt was emblazoned with the logos of **Bratwear, Bicycle, Dynamic Bicycles, Ergo LLC, Olympic Uniforms, Southeast Training Associates, and Tri-State Regional Community Policing Institute.**

Speaking of shirts, both **Bratwear** and **Mocean** came through again. **Bratwear** outfitted the Command Staff in the now-traditional bright red shirts, while **Mocean** dressed the conference instructors in high-performance, blue-and-white shirts,

complete with reflective piping. They also awarded \$3000 in scholarships — see the list of winners below, and stay tuned for the announcement of the 2006 grant! **Bratwear** put smiles on many faces by sponsoring a keg of beer in the exhibit hall on Thursday night... a most welcome addition to the festivities!

Goodie bags were filled with an array of items, including some favorites: *Rite in the Rain* notebooks from **J. L. Darling, Bicycling Street Smarts** books from **Rubel BikeMaps,**

water bottles from **Volcanic Manufacturing, Wide Bandits ®** from **MAXIT,** coupons for **Zeal Optics Glasses** and **Chain Stain Away,** a variety of police and EMS magazines, and all sorts of goodies from local establishments.

IPMBA appreciates the participation of industry members at every level — Product Purchase Program participant, advertiser, conference vendor, or sponsor. They are an important part of the IPMBA community. When you have the opportunity to buy something for personal or duty use, consider the companies who support IPMBA first. They're working every day to serve you.

Visit the Industry & Resources page at www.ipmba.org to read product reviews and see a listing of Corporate Members and other suppliers.

IPMBA continues to develop partnerships throughout the industry for the betterment of the profession.

Congratulations to the winners of the 2005 Mocean Grants for Public Safety Cycling!

The Mocean grants, earmarked for use at the IPMBA Conference, were instrumental in enabling the winners to attend the conference and/or pre-conference. After reviewing numerous applications, the Mocean board of directors awarded the grants as follows:

Law Enforcement: Leon Szczepanski, Miami Dade School Police — \$650.00; Jamie Green, Walworth County Sheriff's Dept. — \$350.00 (*Walworth County Sheriff's Department was not able to send a representative.*)

Colleges/Universities: Michael Blevins, Pima County Community College — \$650.00; Clint Sandusky, Riverside Community College — \$350.00

EMS: Malia Daniels, Grady Emergency Medical Service — \$650.00; John W. Russell, Sr., Bucks County Rescue Squad — \$350.00

A sampling of questions and answers from this year's winning Mocean applications:

How long has your bike unit been operating?
Responses ranged from 1990 (*Pima CCC PD*) to 2004 (*Walworth County SO*).

What type of training is required of your bike unit members?

All departments require IPMBA training with the exception of Riverside CC, which requires California POST. Pima CCC also requires four quarterly in-service trainings, and Grady EMS requires two hours of training each month.

How does your bike unit serve the community?

Every agency either already conducts bike rodeos and helmet safety programs or intends to implement similar programs. Bucks County makes presentations to local civic groups about the importance of bike medics at special events, and Grady EMS provides free CPR training to local police officers and downtown ambassadors, and raises funds by participating in such events as the MS-150. The Riverside CC bike unit is active in local Traffic Safety Fairs and El Protector Programs. Miami-Dade provides bike safety training in all local elementary schools.

How do you measure your success? *Miami-Dade has begun tracking the results of their detail using the Spar Crime Analysis Network, noting a decline in violent behavior and fights at dismissal time as a result of their proactive bike patrol sweeps. Bucks County relates the story of saving the life of a retired Philadelphia police officer stricken with a heart attack during the 2003 Broad Street Run (a feat echoed this year — see page 33). Grady EMS shares a similar tale and also notes improved morale, a marked decrease in call volume for transport units, requests from outside vendors, and positive news coverage. Pima CCC notes a decline in thefts while bikes are on patrol, happier officers, and reduced response time. They also enjoy measuring it with the verbal praise they receive from the community — “it's so nice to see you guys out here!”*

How will you use your new-found knowledge to better your community?

A common goal was to gain information and share it with the rest of the bike unit members, using the knowledge to better themselves as bike officers and medics, thereby providing the community with “the most efficient and best patrol we can offer.”

Full article appears in the conference highlights section at www.ipmba.org.

Many thanks to the vendors and other supporters who helped ensure the success of the IPMBA Conference. We encourage you to show your loyalty to these companies for the invaluable products and services they provide to give you a safer, more comfortable ride. Special thanks to those who contributed prizes and showed their support through sponsorships and in other ways. We look forward to seeing them again next year in Dayton, Ohio!



Access Bicycle Patrol Supply

Bob Hinkel
 Telephone: 602-278-5506/800-888-1575
 Fax: 602-278-5507 ~ Email: apbs@cox.net
 Website: www.accessbicyclepatrolsupply.com

Product/Service: Bikes, lights, bags, tires, tubes, tire sealant, seats, lubricants, bicycle car carriers, etc.



Alerte Systems International Ltd.

Bill Stranathan
 Telephone: 800-728-1536
 Fax: 800-635-1536
 Email: bill@alertesystems.com

Website: www.alertesystems.com
 Product/Service: Next Generation Trail-Blazer II LED bicycle patrol pursuit light system with high-intensity forward beam and 10-hour battery life.

Bratwear

Sally Swanson
 Telephone: 253-517-4000
 Fax: 253-517-4004 ~ Email: sally@bratwear.com
 Website: www.bratwear.com

Product/Service: Performance products for professionals: custom-designed and manufactured uniforms & accessories for police, security, & EMS bicycle units. "Experience the best!"

Bycycle, Inc.

Jim Bombardier
 Telephone: 503-452-1361 ~ Email: bycycleinc@qwest.net
 Website: www.bycycleinc.com
 Product/Service: Alternative Bicycle Saddle

Coalition of Arizona Bicyclists

Rich Rumer
 Telephone: 602-953-2585 ~ Fax: 810-279-1951
 Email: coalitionazbicyclists@yahoo.com
 Website: www.cazbike.org
 Product/Service: Arizona Cycling Information Comp.

Cycle Siren

Greg Bohning
 Telephone: 714-628-8935
 Fax: 714-628-8935 ~ Email: sales@cyclesiren.com
 Website: www.cyclesiren.com

Product/Service: The Full-Featured Bike Patrol Siren for Law Enforcement

Cycle Source Group (Smith & Wesson)

Peter Carey
 Telephone: 631-205-1430
 Fax: 631-205-1435 ~ Email: peterc@cyclesg.com
 Website: www.cyclesourcegroup.com

Product/Service: Smith & Wesson public safety bicycles & accessories.

Dynamic Bicycles

Patrick Perugini
 Telephone: 800-935-9553 ~ Email: info@dynamicbicycles.com
 Website: www.dynamicbicycles.com
 Product/Service: Chainless Bicycle

Ear Phone Connection

Ruben Scheimberg
 Telephone: 661-299-6441
 Fax: 661-299-6442 ~ Email: clearear@aol.com
 Website: www.earphoneconnect.com
 Product/Service: Audio Accessories for Two-Way Radios

Ergo, LLC

Tom White
 Telephone: 425-333-6161
 Fax: 425-333-6355 ~ Email: daedalus@nwlink.com
 Website: www.ergotheseat.com
 Product/Service: Ergonomic bicycle seats, "The Seat."

Marwi USA / Nightpro

Rosita Chen
 Telephone: 626-401-1335
 Fax: 626-401-1339 ~ Email: info@marwiusa.com
 Website: www.marwiusa.com

Product/Service: Direct suppliers of lighting systems designed for police patrol bikes, including the "Slammer".

Michael's of Oregon

Kevin Acosta
 Telephone: 503-655-7964
 Fax: 503-722-5780 ~ Email: info@unclemikes.com
 Website: www.unclemikes.com

Product/Service: Complete line of duty gear, holsters, bags, and accessories.



Mocean

Bill Levitt
 Telephone: 949-646-1701
 Fax: 949-646-1590 ~ Email: moceanbl@aol.com
 Website: www.mocean.net

Product/Service: Technical Law Enforcement Uniforms

Natl. Inst. for Occ. Safety & Health

Michael Breitenstein
 Telephone: 513-533-8290
 Fax: 513-533-8138 ~ Email: mjb1@cdc.gov
 Website: www.cdc.gov/niosh/homepage.html
 Product/Service: NIOSH, the federal agency which investigates workplace safety & health issues, has studied health effects of bicycling officers. Tips for minimizing numbness and injury to the reproductive system will be available.

Olympic Uniforms/J. Marcel

Rachel Peterson
 Telephone: 888-722-9222/206-722-1412
 Fax: 206-722-1521 ~ Email: reps@olyuniforms.com
 Website: www.olyuniforms.com
 Product/Service: Supreme quality bike uniforms, water-resistant, waterproof, stretch & non-stretch fabrics; shorts, pants, jackets, shirts in a multitude of colors & styles, solid & dual-tone.

Patrol Bike Systems, Inc.

Mark Eumurian
 Telephone: 800-208-2032/651-773-8763
 Fax: 651-773-8762 ~ Email: patrolbike@earthlink.net
 Website: www.patrolbike.com/www.ebiketools.com
 Product/Service: Bicycles, bicycle equipment, accessories, clothing, tools, and related items.

Pit Bull Mountain Bike Tire Chains

Warren Rose
 Telephone: 303-646-1027
 Fax: 303-646-9476 ~ Email: sales@theybite.com
 Website: www.theybite.com
 Product/Service: Pit Bull Mountain Bike Tire Chains provide extra traction, enabling riders to keep going, even in mud, snow and ice!

Spenco Ironman Cycling Gloves

Bill Paine
 Telephone: 612-236-0737
 Fax: 612-377-4226 ~ Email: amillerlarsen@bolinideas.com
 Website: www.ironmancycling.com
 Product/Service: Spenco Ironman Cycling Gloves -- the only cycling gloves with a patented channel through the palm padding to reduce hand numbness and fatigue.



Trek Bicycle Corporation

Stefan Downing
 Telephone: 800-879-8735 x 4911
 Fax: 800-443-8735 x 2229 ~ Email: police@trekbikes.com

Website: www.trekbikes.com
 Product/Service: Public safety bicycles and accessories for use by police, sheriff, EMS, security, and other public safety personnel.

United Uniform Manufacturers, Inc.

Kami Zinati
 Telephone: 909-381-2682/800-299-5281
 Fax: 909-381-5699 ~ Email: kami@uumfg.com
 Website: www.uumfg.com
 Product/Service: Manufacturers of quality bicycle patrol uniforms, shirts, shorts, pants, and jackets.

Volcanic Manufacturing Bicycles

Michael McKernan
 Telephone: 360-704-3315
 Fax: 360-352-5909
 Product/Service: Volcanic Enforcer Patrol Bicycle

Other Supporters

Atlantic Signal, LLC

Website: www.blueracerheadsets.com
 Product/Service: Blue Racer - The first headset designed specifically for police bike units.

BUDBRAKE, Inc.

Website: www.budbrake.com
 Product/Service: ABS Modulator.

EMS Magazine

Website: www.emsmagazine.com
 Product/Service: EMS Magazine

Finish Line

Website: www.finishlineusa.com
 Product/Service: Bicycle Care Products Maint. Supplies.

Glaceau

Website: www.glaceau.com
 Product/Service: Vitamin Water & Smart Water.

J.L. Darling Corp.

Website: www.riteintherain.com
 Product/Service: All-Weather Writing Papers & Products.

JEMS Communications

Website: www.jems.com
 Product/Service: Journal of Emergency Medical Services.

John E. Reid & Associates

Website: www.reid.com
 Product/Service: Street Crimes Seminars.

Kryptonite Corporation

Website: www.kryptonitelock.com
 Product/Service: Bicycle Locks & Security Products.

Law & Order Magazine

Website: www.hendonpub.com
 Product/Service: Law & Order magazine

Law Enforcement Product News

Website: www.law-enforcement.com
 Product/Service: Law Enforcement Product News

Maxit Designs

Website: www.maxit-inc.com
 Product/Service: Lightweight, breathable thermal and athletic wear.

Medical Emergency Data Systems

Website: www.meds.org
 Product/Service: Medical Information Data Systems

Patrol Cycle, LLC

Website: www.patrolcycle.com
 Product/Service: Police cycling shoes with leather uppers & rubber sole. Suitable for clip-in pedals or pedals with toe clips.

Police Magazine

Website: www.policemag.com
 Product/Service: Police Magazine

R & B Fabrications

Website: www.rbfab.com
 Product/Service: Bicycle panniers & rack bags; safety vests.

Rubel BikeMaps

Website: www.bikenaps.com
 Product/Service: Bicycling Street Smarts

Southeast Training Associates

Website: www.southeasttrainingassociates.com
 Product/Service: Training

Superior Gear

Website: www.superior-gear.com
 Product/Service: Chain Stain Away

Zeal Optics

Website: www.zealoptics.com
 Product/Service: Protective & Sport Eyewear

Product Purchase Program



Welcome to the Product Purchase Program! Since its humble beginnings in 1997 with just four members, the Product Purchase Program (PPP) has grown to include more than 60 fine companies.

These companies provide a wide variety of goods and services, but they all have one thing in common – they all show their support for IPMBA by offering you a discount! Members who take advantage of this program can recoup their membership fee with just a purchase or two.

Here are a few examples. Your IPMBA membership costs you \$50 annually. You can get \$20 of that back by saving 10% on a base model Bratwear cycling jacket. Get \$39 more back by saving 10% on CycleSiren's Enforcer light and siren set. That adds up to a savings of \$9 more than you spent...enough for at least a coffee or two at Starbucks! Save 30-60% off of Lane Sunglasses, 50% off Maxxis tires, and nearly \$100 off of a SportsWorks bike rack. The list goes on and on...lights, panniers, components, glasses, uniforms...you name it!

So when you need bikes, equipment, clothing, or accessories for on- or off-duty use, check the Product Purchase Program first, and watch your savings add up! **Have your IPMBA membership card handy when you place your order.**

ABS SPORTS

Product: Super Saddle
Regular Cost: \$99
Cost to Members: \$89
Form of Payment: DC, MC, PO, V
Ordering Options: Phone, Fax, Email
Contact Name: Van Zevenbergen
Phone: 609-371-1554
Fax: 609-371-1554
Website: www.abs-sports.com
Email: sales@abs-sports.com



ALERTE SYSTEMS INT'L

Product: "Trail-Blazer" Bike Light Kit
Regular Cost: Contact for Product List
Cost to Members: 10% off 1-10 units; 15% off 11-20 units
Form of Payment: DC, MC, V

Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Art Germann, Sherri Smalley, Bill Stranathan
Phone: 800-728-1536
Fax: 800-635-1536
Website: www.alertesystems.com
Email: bill@alertesystems.com

ASLET: AMERICAN SOCIETY FOR LAW ENFORCEMENT TRAINING

Product: ASLET Membership
Regular Cost: \$50
Cost to Members: \$40
Form of Payment: AX, C, CH, DC, MC, PO, V
Ordering Options: Fax, Mail, Website

Contact Name: Nancy Moser
Phone: 301-668-9466
Fax: 301-668-9482
Website: www.aslet.org
Email: info@aslet.org

Submit copy of IPMBA membership card with ASLET membership application or renewal notice.



BIKE WORLD

Product: Bicycles and bike accessories.
Regular Cost: Competitive Internet Sale Prices
Cost to Members: Wholesale + 35%
Form of Payment: AX, V, MC, D

Ordering Options: Phone, Fax, Website, Mail

Contact Name: Mike Beatty
Phone: 800-928-5558 / 210-828-5558
Fax: 210-828-3299
Website: www.bikeworld.com
Email: 210-828-3299

Contact Mike Beatty at 1-800-928-5558

BRATWEAR

Product: Bike Uniforms
Regular Cost: Contact for Product List
Cost to Members: 10% off Standard Price List
Form of Payment: AX, C, CH, DC, D, MC, PC, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Joleen Compston
Phone: 253-517-4000
Fax: 253-517-4004
Website: www.bratwear.com
Email: jcompston@bratwear.com

BRAVE SOLDIER

Product: Ointments, Shave Gels, Lip Balms, etc.
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: AX, C, CH, DC, MC, PO, V
Ordering Options: Phone, Website
Contact Name: Albert Yeh
Phone: 323-653-5538/888-711-BRAVE
Fax: 323-852-6604
Website: www.bravesoldier.com
Email: info@bravesoldier.com

BROFORM.COM PRO-PURCHASE INTERNET MARKETPLACE

Product: Outdoor-Bike-Action Sports Gear
Regular Cost: Promotional Pricing for Industry Insiders/Pros
Cost to Members: Promotional Prices on Gear; Free Membership
Contact Name: Kyle Parsons
Phone: 877-420-2766
Fax: 604-608-9279
Website: www.broform.com
Email: kyle@broform.com

Email full name, department name, email address, IPMBA membership number & expiration date to BroForm contact.

BUDBRAKE INT'L, LLC

Product: Automatic Brake System Modulator
Regular Cost: \$49.95 full kit; \$29.95 modulator only.
Cost to Members: 40% off MSRP
Form of Payment: C, CH
Ordering Options: Phone, Email, Website, Mail
Contact Name: Bud Nilsson
Phone: 209-712-6980
Website: www.budbrake.com
Email: bud@budbrake.com

BUSHWHACKER USA

Product: MESA Rear Rack Trunk
Regular Cost: \$55
Cost to Members: \$35
Form of Payment: AX, C, CK, MC, V
Ordering Options: Phone, Fax, Email
Contact Name: Jeff Sims
Phone: 801-829-6801/800-344-1256
Fax: 801-829-6104
Website: www.bushwhackerbags.com
Email: jss1205@aol.com

CANE CREEK CYCLING COMPONENTS

Product: Suspension Seatpost
Regular Cost: \$139
Cost to Members: \$83.40
Form of Payment: MC, V
Ordering Options: Phone, Fax
Contact Name: Lena Warren
Phone: 800-234-2725
Fax: 828-684-1057
Website: www.canecreek.com
Email: lena@canecreek.com

CASCADE DESIGN

Product: Platypus Hydration Systems
Regular Cost: Contact for Pro-Form Pricing
Cost to Members: Wholesale Pricing
Form of Payment: CK, DC, MC, V
Ordering Options: Fax, Mail
Contact Name: Mike Hunter
Phone: 800-527-1527 / 206-694-1517
Fax: 800-583-7583
Website: www.cascadedesigns.com
Email: mike.hunter@cascadedesigns.com

CHRISTINI TECHNOLOGIES

Product: All Wheel Drive Mountain Bikes
Regular Cost: \$3100-\$4500+
Cost to Members: \$1800 +; quantity discounts
Form of Payment: AX, CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail
Contact Name: Justin Kline
Phone: 215-351-9895
Fax: 215-351-9896
Website: www.christini.com
Email: sales@christini.com

CYCLE SIREN

Product: Cyclesiren Trooper, Patrol & EMS mini-sirens
Regular Cost: Visit www.cyclesiren.com.
Cost to Members: 10% off Retail
Form of Payment: MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Greg Bohning
Phone: 714-628-8935
Fax: 714-628-8935
Website: www.cyclesiren.com
Email: sales@cyclesiren.com

CYCLE SOURCE GROUP

Product: Bikes & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-35% off Retail
Form of Payment: C, CH, DC, D, MC, PO, V
Ordering Options: Phone, Fax, Email, Mail
Contact Name: Peter Carey
Phone: 877-533-7245
Fax: 631-205-1435
Website: www.cyclesg.com
Email: peterc@cyclesg.com

CYCLOPS BICYCLE & TACTICAL OPERATIONS EQUIPMENT & TRAINING

Product: Bicycle & Tactical Ops Equipment & Accessories
Regular Cost: Contact for Product List
Cost to Members: 10-30% off Retail
Form of Payment: AX, C, CH, D, DC, MC, PO
Ordering Options: Phone, E-Mail
Contact Name: Ashley Foster
Phone: 843-259-8368
Email: cycloplastact@hotmail.com



Product Purchase Program

DANALCO

Product: Sealskinz & Chillblocker Waterproof Socks & Gloves

Regular Cost: Contact for product list
Cost to Members: Net Price
Form of Payment: C, CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Sam Matthews
Phone: 800-868-2629
Fax: 800-216-9938
Website: www.danalco.com
Email: sam@danalco.com

DE SOTO SPORT

Product: Triathlon Clothing
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: AX, MC, V
Ordering Options: Phone, Fax, Email, Website

Contact Name: Emilio De Soto II
Phone: 858-453-6672/800-453-6673
Fax: 858-453-6783
Website: www.desotosport.com
Email: contact@desotosport.com



DEMAND TECHNOLOGY, LTD.

Product: Lightrider Cycle Light
Regular Cost: 27.50 GBP

Cost to Members: 23.70 GBP; Case of 16: 18 GBP each
Form of Payment: PO, PayPal
Ordering Options: Phone, Fax, Email

Contact Name: Gill Hawkins
Phone: (01252) 612661
Fax: (01252) 612662
Website: www.lightrider.co.uk
Email: gill@demandtechnology.com

DESERT SUN

Product: Bicycle First Aid Kits
Regular Cost: \$29
Cost to Members: 1-9 units: 10% off retail; 10+ units: 15% off
Form of Payment: AX, C, CH, D, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Bertie Anderson
Phone: 760-295-9364
Fax: 760-295-9364
Website: www.policebikekits.com
Email: bertie@policebikekits.com

Include IPMBA membership number & expire date with order.

DO WRAP PERFORMANCE HEADWEAR

Product: Under Helmet Headbands & Bandanas
Regular Cost: \$9.95-\$24.95
Cost to Members: 25% off Retail
Form of Payment: AX, MC, DC, PO, V
Ordering Options: Phone, Fax, Email, Website

Contact Name: John Okon, April Brittain
Phone: 773-770-4200/800-359-2514
Fax: 773-770-4201
Website: www.dowrap.com
Email: john@dowrap.com

Online orders: type IPMBA in coupon code to receive discount. Custom orders available.

DYNAMIC BICYCLES

Product: Chainless Police Bikes
Regular Cost: Contact for Product List
Cost to Members: Contact for Special Pricing
Form of Payment: AX, DC, MC, V
Ordering Options: Phone, Fax, Email, Web

Contact Name: Patrick Perugini
Phone: 800-935-9553
Fax: 508-376-9556
Website: www.dynamicbicycles.com
Email: police@dynamicbicycles.com

EKO SPORT

Product: Power Grips, Air Suspension, Pumps
Regular Cost: Contact for Product List
Cost to Members: 20% off Retail
Form of Payment: CK, MC, V
Ordering Options: Phone, Fax, Email, Website

Contact Name: Jason Tillinghast
Phone: 970-241-3518/800-999-8277
Fax: 970-241-3529
Website: www.ekosport.com
Email: jtillinghast@ekosport.com

ELECTRIC TRANSPORTATION SOLUTIONS

Product: Bikes & Accessories for LE and EMS
Regular Cost: See website for product list
Cost to Members: Contact for special pricing on all items.
Form of Payment: AX, C, CH, D, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Seth Leitman
Phone: 914-844-4809
Fax: 914-667-1405
Website: www.electrictransport.net
Email: seth@electrictransport.com

Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

ELHN BADGE & EMBLEM DESIGN

Product: Custom Police Badges, Emblems, Pins, Coins
Regular Cost: Varies
Cost to Members: 10% off
Form of Payment: CH, DC
Ordering Options: Phone, Email, Mail

Contact Name: Erno Nandori
Phone: 203-364-8644
Fax: 860-693-9381
Website: www.elhnbadges.com
Email: elhnbadgedesign@aol.com

Call or email design/quantity for price quote.

ERGO, LLC

Product: "The Seat" Ergonomic Bike Seat
Regular Cost: \$40 lycra/gel; \$29 vinyl; \$20 faux leather
Cost to Members: \$30 lycra/gel; \$23 vinyl; \$15 faux leather
Form of Payment: CH, DC, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Thomas White
Phone: 425-333-6161
Fax: 425-333-6355
Website: www.ergotheseat.com
Email: info@ergotheseat.com

EV TECH

Product: Bikes & Accessories for LE and EMS
Regular Cost: See website for product list.
Cost to Members: Contact for special pricing on all items.
Form of Payment: AX, C, D, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Doug Canfield
Phone: 972-851-9990
Fax: 972-851-9993
Website: www.texaselectricbikes.com
Email: dcanfield@evtech.us

Have IPMBA membership card handy. A portion of all proceeds will be donated to IPMBA.

EXPOSURE/USE (ULTIMATE SPORTS ENGINEERING)

Product: Lighting Systems
Regular Cost: Contact for Product Information.
Cost to Members: Contact for Discount Details

Contact Name: Jonathan Sharpe
Phone: ++ (0) 1798 344477
Fax: ++1798 34499
Website: www.use1.com
Email: info@exposurelights.com

GITA SPORTING GOODS

Product: Patrol Bike Shoes, Giordana Apparel
Regular Cost: Varies
Cost to Members: 25% off Patrol Bike Shoes; 10% off Giordana/Diadora

Form of Payment: MC, V
Ordering Options: Phone, Fax, Website

Contact Name: Nelson Frazier
Phone: 800-FON-GITA x 319
800-FON-GITA x 319
Fax: 704-588-4322
Website: www.gitabike.com
Email: info@gitabike.com

On website, enter "IPMBA" in promotion code box.

IMBA: INTERNATIONAL MOUNTAIN

BICYCLING ASSOCIATION

Product: IMBA Membership
Regular Cost: \$25 Basic; \$45 Supporting
Cost to Members: \$10 Basic; \$18 Supporting
Form of Payment: C, CH, DC, MC, V
Ordering Options: Fax, Mail

Contact Name: Scott Gordon
Phone: 888-442-IMBA/303-545-9011 x 106
Fax: 303-545-9026
Website: www.imba.com
Email: info@imba.com

Submit copy of IPMBA membership card with IMBA membership application or renewal notice.

IOSSO PRODUCTS

Product: Cleaners & Lubes for Guns & Bikes
Regular Cost: Contact for Product List
Cost to Members: 20% off Retail
Form of Payment: C, CH, MC, PO, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Marianne Iosso
Phone: 888-747-4332
Fax: 847-437-8478
Website: www.ioosso.com
Email: info@ioosso.com

LANE SUNGLASSES

Product: Protective Eyewear & Goggles
Regular Cost: Contact for Product List
Cost to Members: 30% off Retail
Form of Payment: CH, DC, MC, V
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Neal Dykstra
Phone: 800-542-7850
Fax: 219-956-2112
Website: www.lanesunglasses.com
Email: eyewear@netnitco.net

LIFT & STORAGE SYSTEMS, INC.

Product: Automatic Bike Lift Storage Systems
Regular Cost: \$4,295 (30 bikes); \$6,590 (60 bikes)
Cost to Members: \$4,000 (30 bikes); \$6,200 (60 bikes)
Form of Payment: AX, C, DC, MC, PO, VI
Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Shawn Jones
Phone: 800-825-4777 / 651-777-1554
Fax: 651-777-1535
Website: www.liftnstore.com
Email: sjones@liftnstore.com

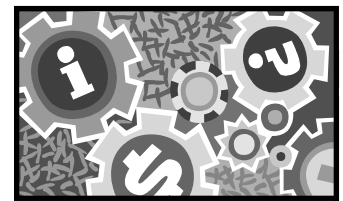
LIGHTCYCLES

Product: Bicycle Parts & Accessories
Regular Cost: Contact for Product List
Cost to Members: 20-25% off Retail
Form of Payment: C, DC, CH, PO, USPS Money Order
Ordering Options: Phone, Email, Mail

Contact Name: Bob Light
Phone: 518-593-3361
Email: lightrj@plattsburgh.edu

Email for details/availability/shipping charges.

Product Purchase Program



LOUKA LLC

Product: Video: Firearms & Training Issues

Regular Cost: \$19.99 + shipping

Cost to Members: \$18.99 + shipping

Form of Payment: CH, DC, PO

Ordering Options: Phone, Email, Mail

Contact Name: Lou Ann Hamblin

Phone: 734-697-6342

Website: <http://home.comcast.net/~kdvonk/LouKaLLC.html>

Email: louannblackwidow@aol.com

MAKLITE

Product: Illuminated Safety Light Products

Regular Cost: \$10.95 (9" Strips With Velcro)

Cost to Members: \$7.00

Form of Payment: AX, D, DC, MC, PO, V

Ordering Options: Phone, Fax

Contact Name: William Maki

Phone: 800-888-5427 / 773-276-7500

Fax: 773-276-3331

Website: www.librasafety.com

Email: libre.safety@prodigy.net

MARWI USA, INC.

Product: Lighting Systems

Regular Cost: \$99-\$399

Cost to Members: Contact for Discount

Form of Payment: COD, MC, V

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Rosita Chang

Phone: 626-401-1335

Fax: 626-401-1339

Website: www.marwiusa.com

Email: rosita@marwiusa.com

MAXIT DESIGNS

Product: Headgator/Hothead; gloves

Regular Cost: \$16 Headgator/Hothead; \$9 (gloves)

Cost to Members: \$9.50 Headgator/Hothead; \$5 (gloves)

Form of Payment: DC, MC, V

Ordering Options: Phone, Fax, Email

Contact Name: Liz

Phone: 800-556-2948

Fax: 916-489-7031

Website: www.maxit-inc.com, www.headgator.com

Email: info@maxit-inc.com

35% off other in-stock items. Visit website for information and call for availability. Have IPMBA membership number handy.

MAXXIS TIRES

Product: Bike Tires & Tubes

Regular Cost: Contact for Product List

Cost to Members: 50% off Retail (Pro-form)

Form of Payment: AX, D, MC, V

Ordering Options: Email, Fax, Phone

Contact Name: Ben Burgis

Phone: 800-4MAXXIS / 678-407-6778

Fax: 678-962-7705

Website: www.maxxis.com

Email: bicycle@maxxis.com



MOCEAN

Product: Bike Patrol Uniforms

Regular Cost: Contact for Product List

Cost to Members: 25% off Retail

Form of Payment: AX, C, CH, DC, MC, PO, V

Ordering Options: Fax, Website

Contact Name: Bill Levitt

Phone: 949-646-1701/877-662-3680

Fax: 949-646-1590

Website: www.mocean.net

Email: moceanbl@aol.com

NUGO NUTRITION

Product: Nutrition/Energy Bars

Regular Cost: \$1.59/bar; \$23.85/box

Cost to Members: \$1.02/bar; \$15.25/box

Form of Payment: AX, C, CH, MC, V

Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Keith Rohrlck

Phone: 412-781-4115

Fax: 412-781-4120

Website: www.nugonutrition.com

Email: krohrlck@nugonutrition.com

Call 888-421-2032 to order, and have your IPMBA membership number & expiration date handy.

OLYMPIC UNIFORMS/J. MARCEL

Product: Bike Patrol Uniforms

Regular Cost: Contact for Product List

Cost to Members: 10% off Retail Prices

Form of Payment: AX, C, CH, D, DC, MC, PO, V

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Julie Cruise/Rachel Peterson

Phone: 888-722-9222

Fax: 206-722-1521

Website: www.olyunifforms.com

Email: reps@olyunifforms.com

PARADIGM TACTICAL PRODUCTS

Product: FRISKER PRO Hand Worn Metal Detector

Regular Cost: \$179.95 + S&H

Cost to Members: \$150 + S&H

Form of Payment: CH, DC, D, MC, PO, V

Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: James F. Marr

Phone: 978-352-6633

Fax: 978-352-7799

Website: www.frisker.com

Email: jmarr@paradigmactical.com

Paradigm Tactical Products

64 Central Street, #1, Georgetown, MA 01833

PATROL CYCLE LLC

Product: Patrol Cycle Shoe

Regular Cost: \$109.95/Web Direct \$79.95

Cost to Members: \$67.95

Form of Payment: C, CH, DC, MC, PO, V

Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Barrie Gorton

Phone: 800-208-2032 / 651-773-8763

Fax: 651-773-8762

Website: www.patrolcycle.com

Email: bgorton@patrolcycle.com

POLAR DESIGN, INC.

Product: Hydration Backpacks & Gel-Cooled Reservoirs

Regular Cost: PolarPak 1.0 \$42.95 w/o gel; \$52.95 w/ gel

Cost to Members: PolarPak 1.0 \$18.30 w/o gel; \$28.30 w/ gel

Form of Payment: AX, D, MC, V, C, CH, DC, PO

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Jeff Skillern

Phone: 208-426-9058

Fax: 208-424-8687

Website: www.polarpak.com

Email: jeff@polarpak.com

Special offer is not available online.

PROGOLD LUBRICANTS

Product: ProLink Chain Lube, ProGold Lubes, EPX

Regular Cost: Contact for Product List

Cost to Members: 40% off Retail

Form of Payment: C, CH, DC, MC, PO, V

Ordering Options: Phone, Fax, Email, Website, Mail

Contact Name: Doug or Van

Phone: 800-421-5823

Fax: 404-766-3977

Website: www.progoldmfr.com

Email: progoldmfr@aol.com

PROMARK

INT'L INC.

Product: Full Line Law Enforcement Equipment

Regular Cost: Contact for Product List

Cost to Members: 40% off Most Products

Form of Payment: CH, MC, V

Ordering Options: Phone, Fax

Contact Name: Kenneth Battcher

Phone: 800-645-4443/516-795-6543

Fax: 516-795-4259

Website: www.publicsafetymall.com

Email: promarkint@aol.com

PUBLIC SAFETY LOGOS

Product: Badges/Badge Cases/Jewelry/Patches/Etc.

Regular Cost: \$40-\$115

Cost to Members: 10% off + drop ship free on \$150 or more

Form of Payment: AX, C, CH, DC, MC, V

Ordering Options: Fax, Email, Website, Mail

Contact Name: Michael Carrizales

Phone: 281-251-0707 / 800-276-0706

Fax: 281-251-4786

Website: www.publicsafetylogos.com

Email: sales@publicsafetylogos.com

Code: 20PMBAA04 and IPMBA membership number must accompany order.

PYI INC. SPOKES WEAR

Product: The Glove

Regular Cost: \$30

Cost to Members: \$15

Form of Payment: C, DC, MC, V

Ordering Options: Phone, Fax, Email

Contact Name: Fred Hutchison

Phone: 425-355-3669/800-523-7558

Fax: 425-355-3661

Website: www.spokeswear.com

Email: info@spokeswear.com

R & B FABRICATIONS, INC.

Product: Panniers & Safety Vests

Regular Cost: Contact for Product List

Cost to Members: 15% off Retail

Form of Payment: DC, MC, V

Ordering Options: Phone, Fax, Email, Mail

Contact Name: Tina Lime

Phone: 419-594-2743/800-553-1911

Fax: 419-594-2250/800-742-5345

Website: www.rbfab.com

Email: info@rbfab.com

REDMAN TRAINING GEAR

Product: Defensive Tactics Training Gear

Regular Cost: Contact for Product List

Cost to Members: 10% off Retail

Form of Payment: AX, DC, MC, PO, V

Ordering Options: Phone, Fax, Mail

Contact Name: Bob Brothers

Phone: 800-865-7840

Fax: 800-459-2598

Website: www.redmangear.com

RUBEL BIKEMAPS

Product: Bicycling Street Smarts: 48-page booklet

Regular Cost: See website for price schedule.

Cost to Members: Free shipping on any size order.

Form of Payment: CH, DC, MC, PO, V

Ordering Options: Phone, Email, Mail, Fax

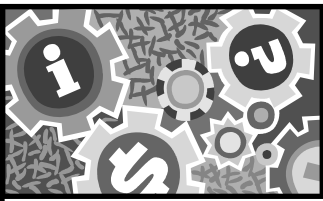
Contact Name: Andy Rubel

Phone: 617-776-6567

Fax: 617-623-1523

Website: www.bikemaps.com

Email: info@bikemaps.com



Product Purchase Program



RUDY PROJECT

Product: Sunglasses, Sport Eyewear, Helmets, Goggles
Regular Cost: Contact for Product List
Cost to Members: 40% off Retail
Form of Payment: MC, V

Ordering Options: Website, Mail

Contact Name: Paul Craig
Phone: 888-860-7597/303-333-9191
Fax: 303-333-9292
Website: www.rudyprojectusa.com
Email: Paul@rudyprojectusa.com

At www.rudyprojectusa.com, click on OTHER INFO, then BATMAN. Click "IPMBA Members Click Here". Enter passcode: gopolice.

SIGNAL MEASUREMENT CO.

Product: GPS & Communication Mounts
Regular Cost: Contact for Product List
Cost to Members: 30% off Retail
Form of Payment: C, D, DC, MC, PO, V
Ordering Options: Phone, Fax

Contact Name: Ronnie Dowell
Phone: 800-527-1079
Fax: 281-356-0099
Website: www.smc-corp.com
Email: rdowell@smc-corp.com

SPORTWORKS

Product: Hitch-mounted Bike Racks
Regular Cost: \$325-\$565
Cost to Members: 20% Discount
Form of Payment: C, DC, MC, V
Ordering Options: Phone, Fax, Email, Mail

Contact Name: Julie Gregg or Customer Service
Phone: 425-483-7000 / 888-661-0555
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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

The Product Purchase Program was updated January 2005. The information has been provided by the participating companies and is subject to change without notice. A company's participation in the Product Purchase Program does not indicate endorsement by IPMBA, nor does it indicate the company's sponsorship of IPMBA.

SUPPORT OUR CORPORATE MEMBERS

IPMBA proudly recognizes the following organizations for their continued support and assistance to IPMBA and the profession of public safety cycling. They have helped to ensure that we can continue our mission of providing education, training, and resources for public safety cyclists worldwide.

Access Bicycle Patrol Supply, LLC

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www.accessbicyclepatrolsupply.com



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To become a corporate member, contact Maureen at maureen@ipmba.org or

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“Watt’s” It All About?

(Continued from page 1)

the rate of energy consumption by an electrical device when it is in operation. Light is measured not in watts, but in lumens. A *lumen* is defined as a unit of light flow that is the measure of the total light output. *Lumens* are basically the amount of light that falls on an area at a certain distance from the source.

The light produced by both halogen bulbs and LEDs is measured in lumens. The amount of energy consumption used by both types of lights is measured in watts. In comparing the two, it is important to examine the amount of light produced and the amount of energy it takes to produce that light. The IPMBA standard is primarily concerned with the output of light, or lumens; however, the wattage necessary to produce the minimum light output is also important, as it affects the battery life and subsequently the length of time one can patrol in the dark.

A test was conducted comparing a 10-watt, dual halogen light and a one-watt LED. The halogen light put out 42 lumens of light measured at 10 feet and nine lumens of light measured at 20 feet. The LED put out 80 lumens of light at 10 feet and 21 lumens at 20 feet. The LED, therefore, produced nearly twice as much light while using nine times less power.

The development of LED technology for use in bicycle headlamps has necessitated a change in the way in which the lighting standard is defined. The bicycle of any public safety cyclist operating at night, therefore, should be equipped with a headlamp (that is, a light whose purpose is to light the rider’s way) that produces at least 42 lumens measured at a distance of 10 feet from the light, and nine lumens when measured 20 feet from the light.

There are many factors that go into selecting a light – weight, configuration, color, battery life, price – but when it comes to brightness, think lumens, not watts.

Thanks to Alerte Systems, International (www.alertesystems.com), for conducting the research and providing the facts for this article. Future specifications released by IPMBA will measure brightness in lumens rather than watts.

The development of LED technology for use in bicycle headlamps has necessitated a change in the way in which the lighting standard is defined.

Can You Hear Me Now?

GWC Inc. Radio Headset

By Mike Goetz, PCI #063T/EMSCI #003T
Seattle Police Department

The Seattle Police Department was given the opportunity to test one of the latest products in bicycle helmet radio headsets. The headset is designed by GWC Inc. (formerly Golden West Communications), of Union Gap, WA, www.2gwc.com. GWC has been building headsets for other uses for over 20 years and decided to investigate the police bike field.

The headset system that we were given had three components: the helmet speaker/microphone, the PTT (push to talk) handlebar switch, and the shoulder microphone.

The helmet component consists of an external ear speaker and an adjustable boom microphone. These are held in position by a multi-positional helmet mount that allows you to move the earpiece and microphone to the best position for you. The other reason for the multi-positional mount is to accommodate as many different helmet designs as possible.

The PTT switch is mounted on the handlebar, with a wire running to the speaker/mic. There is a quick release connection so that if you dismount, this wire does not hamper you. The radio and headset will work fine without the PTT in the loop.

The shoulder microphone is pretty much a standard for bike officers everywhere

and the only thing special about this one is the connection ports.

GWC loaned us four units to test over a six-month period. We passed the units around to five different officers for varying periods of time. I interviewed each of them in order to determine what they liked and did not like about the units. It is interesting to note that the officers who used the equipment for the shortest

time were the happiest with it; probably because the system is such a vast improvement over the normal shoulder microphone. The officers who had units for the longest time had the most complaints because they came to depend on the units and wanted to help improve them.

Here is a summary of those interviews, broken down by components

Helmet System All the officers loved the external ear speaker. It was great being able to hear the radio even when riding at top speed, and also to not broadcast radio traffic to the general public. This by far was the most valuable part of the system. The two real advantages of the external ear speaker system versus the conventional earpiece are 1) there is no discomfort because it is outside of your ear and you can still hear out of that ear, and 2) the speaker can be switched from helmet to helmet with no fit or sanitation problems.

Most of the officers who tested the system were so impressed with this external ear speaker that they said they would like one on their bike helmets and their riot helmets. I would agree with this and go on to say that if you do crowd control – with bikes or without – this external ear speaker could be a real blessing. When in a crowd situation, your people usually have to rely on hand signals and shouted commands; with this unit they would also be able to hear voice commands to back up the hand commands.

The boom mic was useful, but it took some getting used to. It is necessary to find a comfortable position that also makes the transmission clear. This was fairly easy to do, and got easier with use. The microphone was also effective in eliminating wind and road noise.

PTT Switch The push-to-talk button, or PTT, is mounted on the handlebar. It can be placed to be used by either hand. There are several serious advantages to being able to use your radio without taking your hand off the handlebar, primarily the fact that you have much more control with two hands than with one, particularly on high-speed runs. Another real advantage is that you can talk on your radio without letting

everyone in sight know you are activating your radio. Unlike other models I have tested, this system's PTT does not cancel the use of the other switches on the radio. That means that you can use the switch on the shoulder mic or the one on the radio itself without disconnecting anything. This I saw as a serious flaw in other models not made by GWC.

The PTT has a long cord that attaches to the speaker/mic. A retractable cable that pulls all of the loose cord to the handlebar mount when you disconnect from the PTT backs up this cord. This system seems a little complicated at first, but we tested it at normal speed dismounts and at high speed, arrest dismounts. Even if the cord did not retract fully, it did not hinder the officer's effectiveness.

Shoulder Microphone This mic was similar to the one you probably already have. It does have more plug-in ports than our normal one, and it requires a custom speaker/mic. If you currently wear the mic on the center of your uniform shirt, you may want to consider moving it to your shoulder with this system.

Summary This system works! There may be a better system in the future, but for now this one is one of the best and should be seriously considered if you are looking for a helmet microphone system.

Latest News! GWC has informed me that due to evaluations from Seattle Police, Los Angeles Police and London Metro a few changes have been made. The two most important are 1) the cable retraction unit is gone and the coiled cable now handles that job, and 2) the shoulder mic uses a smaller connection plug on the bottom of it to allow it to be worn on the shirt front.

GWC listens to feedback from end users and is always willing to consider changes. For any information about this product, please contact GWC Inc. at 800-967-8124 or www.2gwc.com.

Mike is a former IPMBA board member and education director. He is currently preparing for retirement by opening a bed & breakfast and touring company in Zimbabwe. He can be reached at mgt1998@msn.com or www.zimamericantours.com.



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By Jere Clark, PCI #344
Metro Nashville Police (TN)



Hello from the Great State of Tennessee!!! Or, in our own word, “Howwww...deeeeee!!!! I feel a duty to pass on to my brother and sister IPMBA members this

information about something that is near and dear to me. What, you ask??? It’s called the Police Unity Tour, and until three years ago, I’d never even heard of it. A lot of the officers from my department haven’t heard about it either. The “Tour” is one of law enforcement’s best kept secrets and I’m attempting to help change that.

The History

In 1997, Officer Patrick Montuore of the Florham Park, NJ, Police Department wanted to honor a recent fallen brother officer, and raise money for the National Law Enforcement Officer Memorial at the same time. He, along with a few other officers, rode their bicycles to the Police Memorial Wall in Washington D.C. The Police Unity Tour (Tour) was born from their efforts. Each year since, the Tour has grown. There are now eight chapters consisting of two from New Jersey and ones from Ohio, Virginia, California, Maryland, Florida, New York, and – soon – Tennessee. There are also riders representing agencies in many of the states which do not have chapters. For example, for the last three years, Tennessee has ridden with the Virginia chapter, starting in Virginia Beach, VA, and riding 250-300 miles over two-and-a-half days. We have been joined by officers from as far away as Honolulu, Hawaii, and the West Midlands Police in the United Kingdom. The ride includes Federal, State, and local law enforcement officers. And best of all – “rank” stays at home! We ride as a unified group, for one purpose: to honor ALL of our fallen brother and sister officers.

The Ride

The Tour, which takes place during the month of May, is a fundraising ride whose purpose is to raise money for the National Law Enforcement Officers Memorial Fund. Each rider is required to raise at least \$1250 by April, so the Tennessee group starts in early October to raise the required money. This year, the entire Police Unity Tour donated \$750,000 dollars to the non-profit’s Memorial Fund.

Once the ride reaches Washington, DC, the riders actually work at the Police Memorial. At the Candlelight Vigil, we escort the families of the previous year’s fallen officers

to their seats. This is a very moving event, and most of the families are overwhelmed when they see the lines of Police Unity Tour officers waiting to greet them.

Those who have fallen in the line of duty are also honored along the way. If the route passes through the area in which an officer has fallen, the group stops to observe a moment of silence. In addition, each rider is assigned a previous year’s fallen officer and rides in his or her honor. You learn how your officer lived, and how he or she died. You wear a memorial band on the ride, with their name on it. During the Candlelight Vigil, you get to meet that fallen officer’s family and present them with the band. It really pulls at your heart, and makes you realize that it could be a family member of yours receiving the band for you. Your heart really goes out to the families. As a result of the last two Tours, I now have two extended families — the Nemorin family (James V. Nemorin, EOW—3/10/03) in New York and the Titus family (Marlon Titus, EOW—3/30/04) in Memphis, TN. These are the officers I have ridden for, and whose families I have had the privilege of meeting.

This event has made me re-focus on “the Job.” After doing numerous charity bicycle rides in the past, I’ve now put all of my energy into the Police Unity Tour, which is quickly becoming a year-round effort. There is no better example of *Us taking care of our own*. One officer made the statement that this ride was “the highlight of his law enforcement career!” I couldn’t agree more.

Why Ride?

So why should you ride, and endure the pain of long-distance cycling? Look no further than the more than 17,000 names on the Police Memorial wall. When you are out there sweating, cramping, and hurting, you only have to think of the officer whose name is on your arm band. You realize that your pain lasts for just a short time, but the pain for the officer and their family lasts a life-time. This ride is not just about how these officers died; it is also about how they lived!!! There are more stories and names of fallen officers than I could ever have room to write about in this article. You will experience every emotion from laughing to crying during the Tour. It’s a very sobering experience, and worthy cause.

You will also be in good company. Many of the riders are police cyclists, and many are

also IPMBA members or instructors. This year, riders included Ed Croissant, PCI#366, Tampa PD; Gary Raulerson, PCI#782, and Adam Tellier, PCI #805, both with Pasco County SO (FL), and myself, Jere Clark, PCI#344, with Metro Nashville Police. In addition, the Police Unity Tour promotes safe cycling programs and bike rodeos within communities. And both organizations are connected with the League of American Bicyclists – IPMBA as a former program, and the Tour as an affiliated ride. The only downside is that the yearly ride usually occurs very close to the dates of the annual IPMBA Conference. However, it does give you something to do on your bike if you can’t make the IPMBA conference.

I’m very proud to be an IPMBA member and instructor, but I’m also very proud to be a member of the Police Unity Tour. I challenge you to hear the call to honor these officers with the Police Unity Tour next year. I believe that as of the writing of this article, there have already been 55 officers killed this year. That is 55 more reasons to “ride for those who died.”

I hope to see each and every one of you on the “Tour” over the next few years. If you



Photo courtesy Jere Clark

can’t do the ride, please pass this article on to someone who might want to. You do not have to be a police cyclist to ride, and you can even be a retired officer. Your family member can also go along as a support team member. For more information you can check out two web-sites, www.policeunitytour.com, which is the primary site, or www.policeunitytour.org which is the Virginia chapter’s web-site.

The Police Unity Tour, We Ride for those Who Died.

Jere has been an IPMBA member since 1997 and an instructor since 1998. He has ridden in the past three tours. He can be reached at orangestang@policeone.com.

"Mr. Motivator" achieves results

Submitted by Dave Brook, PIC #864
West Yorkshire Police, UK

On Tuesday 29th March 2005, I was officially presented with a Divisional Commander's Commendation, in recognition of the major impact I had made towards the Divisional Crime statistics this year.

The Citation is for "dedication in organising and managing a widescale operation to combat robberies over a sustained period."

Photo courtesy Dave Brook



Dave Brook receives his award from Chief Superintendent Howard Crowther

In his address to the audience, Chief Superintendent Howard Crowther said "This next recipient has made the largest impact in the reduction of crime and the arrests of priority offenders this year."

"Single-handedly, he has consistently produced result after result and motivated his team of Police Community Support Officers."

"Normally we see him in his cycling shorts but tonight it is my pleasure to present this award to David in recognition of his excellent achievements."

The presentation was made at the Parkway Hotel in Leeds. It was the highlight of this year, as crime teams were rewarded for their dedication and commitment towards achieving the government's Priority Crime objectives.

This award was all the more special to me as I was the only uniformed patrol officer to receive recognition; the remainder of the recipients were teams of detectives involved in homicides, drugs supply and other major cases.

On 24th July 2004, I launched Operation Aphid; an operation aimed at reducing robbery and the fear of crime within the Chapeltown Division.

Whilst operations of this scale are nothing new, this year it was the introduction of cycle patrols which led to the dramatic reduction in crime, and notable arrests.

Crime pattern analysts had shown the one of our robbery hotspots was the 750 acres of Roundhay Park and the surrounding residential areas.

During a six-week period, with the support of my team we effectively reduced robbery by 100%, and overall crime by 94%. Numerous arrests were also made and our efforts were recognised by numerous media articles and letters of appreciation from the public.

This provided me with the evidence to raise £20,000 to purchase 18 Smith and Wesson cycles, and four video surveillance cameras.....and formally launch our Community Cycle Unit.

The unit has gone from strength to strength and we have now achieved over 100 arrests, the most notable being the arrest of three drug dealers and the recovery of over £30,000 crack cocaine, four firearms and a Taser.

Operation Aphid has now become a regular operation, and during the first few months of this year we have already netted a number of offenders for robbery. Again crime has been significantly reduced and due to the impact of cycle patrols, we now feature in every major divisional operation.

Dave is a member of the IPMBA UK Steering Committee. He can be reached at akita@shikomu.freeserve.co.uk.

Homeless Outreach Benefits Public Safety

Bike Officers receive award for service to the mentally ill

by John LaPlante, PCI #387
Saint Louis Metropolitan Police Department (MO)

The intimate relationship of police cyclists to their environment brings them into contact with many things that could easily be missed by a diligent officer in a patrol car. Places that harbor crime and criminals off the beaten path can be reached easily by bicycle. As they patrol these remote areas, bike officers often encounter homeless people who are not engaging in criminal behavior or even have criminal history.

Many people, including police officers, believe that the homeless are in their situation from their own choosing or because they do not have the desire to better themselves. These often untrue prejudices toward the homeless population make giving or offering assistance undesirable. Because officers routinely work to instill discipline and order in their lives, it is

understandably difficult for them to relate to someone with a behavior disorder and who does not take basic care of themselves. Then there is the "Hey, we're cops, not social workers!" attitude that is often present in police culture. These attitudes create peer pressure that can cause officers to choose a more "acceptable" patrol activity.

There are multitudes of reasons that people are homeless. Mental and social disorders are often the likely culprits. When officers recognize the fact that mental health conditions affect all segments of our population and wreak havoc on individuals and families, they may be more motivated to offer assistance.

Officers encountering homeless people should not overlook a crime prevention opportunity. Many homeless individuals become victims as well as offenders. Offering social service resources to someone could be the first step in providing



Photo courtesy John LaPlante

Bicycle officers John LaPlante, Daphne Allen, Sgt. Dan Zarrick, Tim Turner, and Demetrias Elston from the Saint Louis Metropolitan Police Department receive the John J. McAtee Award for Service to the Mentally Ill.

the means to remove them from a hazardous situation. The offering of assistance could relieve anxiety that may make a more desperate person commit a crime. Once a non-adversarial relationship is established

(Continued on page 32)

(Continued from page 31)

with a homeless person, it is likely that compliance with laws and cooperation will be generated with less effort.

Many homeless have knowledge of some criminal activity from the amount of time they spend on the street and from rumors spread within homeless cliques. A respectful but authoritative relationship can be the key to keeping communications open. Officers and investigators may discover that homeless culture is different from what they imagine. Vulnerable homeless are often quite cooperative about informing on the thugs and bullies that target the weaker homeless. Paying attention to these complaints will show that an officer's intentions are genuine and could lead to information that may net the bigger fish.

In the city of Saint Louis, Missouri, several organizations that serve the homeless have their bases downtown. Due to the centralization of services, the downtown bike patrol officers of the Metropolitan Police Department's 4th District frequently encounter homeless and mentally ill people. The officers are fortunate to have excellent community resources available to solve problems that are unique to the homeless, especially the mentally ill. Mentally ill

offenders of ordinance violations can be referred to a Mental Health Court. After finding an offender guilty, the judge can mandate visits to a downtown behavioral health clinic for monitoring of their condition and prescription usage as a condition of probation. The Metropolitan St. Louis Psychiatric Center has an emergency room where people exhibiting danger to themselves or others as a result of a mental condition can be brought for evaluation. Some of the best recourses are from private not-for-profit organizations. Several shelters run by religious organizations offer temporary housing and food programs to homeless.

The most notable service center for homeless in Saint Louis is the Saint Patrick Center, www.stpatrickcenter.org. Numerous services are available from Saint Patrick Center, including job training, educational opportunities, counseling, and employment help, just to name a few. The Mobile Outreach staff has been utilizing bicycles for years to offer services to homeless in remote areas. Recent members of Mobile Outreach have been taking the full IPMBA Police Cyclist Course to hone their skills and knowledge of proper bike usage and safety.

Mobile Outreach staff has even joined with 4th District police cyclists on a directed patrol plan to initiate contact with homeless. Contacts made during these patrols have netted several successful service referrals with positive outcomes.

Unaware that anyone was taking note of their work habits, five bicycle officers from the 4th District Bicycle Patrol Unit were presented with the John J. McAtee Award by the Mental Health Association of Greater St. Louis for their service to the mentally ill. The John J. McAtee Police Recognition Award is presented to peace officers in the greater Saint Louis area who have shown compassion, concern, and understanding when dealing with persons with mental illness.

Using a strategic patrol plan that recognizes and targets people in need, having knowledge of resources and using them properly, being nonjudgmental toward homeless and mentally ill all contribute to better safety for the public and can reward officers in their careers.

John has been on the SLMPD since 1993. He became a full-time police cyclist in 1997 and an IPMBA Police Cyclist instructor in 1999. He can be reached at jllaplante@slmpd.org.

Submitted by Ronald D. Swan, M.A., Chief of Police
Illinois State University PD (IL)

Dear IPMBA:

Sergeant Charles "Charlie" Summers, an IPMBA instructor, was recently awarded with a plaque for his outstanding contributions to the firearms training program of the Illinois State University Police Department. Sergeant Summers also developed a training module (which was subsequently filmed by cable television) on firearms training designed specifically for the Police Mountain Bike Officer. The photograph shows Sergeant Summers receiving his award from President Al Bowman, President of Illinois State University, on behalf of the Illinois State University Police Department.

I would appreciate your giving consideration to publishing this information and photograph in the pages of IPMBA NEWS honoring this outstanding officer who has consistently gone above and beyond!

With kindest regards,

Ronald D. Swan, M.A.
Chief of Police
Illinois State University
Police Department
Nelson Smith Building
700 West College Avenue
Normal, Illinois 61790
mailto:rdswan@ilstu.edu

IPMBA Instructor Charlie Summers Honored

Ed's Note: IPMBA would like to thank Chief Swan for recognizing Charlie's efforts as they relate to the bike patrol and for submitting the information and photo to IPMBA News. It is obvious that Chief Swan takes a great deal of pride in the bike unit, and recognizes the value of bike officers to the



Former IPMBA president Don Hudson has retired from the Los Angeles Police Department after more than 20 years of service. During his career, he was instrumental in the formation of the bicycle unit and the development of the LAPD Bicycle Rapid Response Team Training, which was subsequently adapted for use by IPMBA. He served on the IPMBA board from 1999-2003, and as president from 2002-2003. He plans to spend his retirement working for a private investigation firm and riding his Harleys.

by John W. Russell Sr.,
RN/CCRN/PHRN, EMSCI #093
Bucks County Rescue Squad (PA)

Do you believe in déjà vu? The members of Bucks County Rescue Squad's EMS Bike Unit now do. For the past four years, the BCRS Bike Unit has been invited to provide medical coverage during the Blue Cross Broad Street Run in Philadelphia, ranked by *Runners World* magazine as one of the best 10-mile road races in the United States. The event attracts runners of all abilities, from elite athletes to novice runners to, in past years, the Mayor of the City of Philadelphia. On May 1, 2005, a rainy Sunday morning, the team prepared once again to answer the call to service and potentially save another life.

Shortly after eight-thirty in the morning, just after the run had gotten underway, a male runner in his early forties was reported to have tripped just shy of the two-mile marker at the intersection of Broad Street and Germantown Avenue. The ALS Bike unit of Joseph Barbagallo, EMT-B, and Eric Rosen, NREMT-P, responded from their pre-staged posting

less than four blocks away. Upon their arrival, they found that the runner had not 'just tripped' but instead was unresponsive and without a pulse, with citizen CPR in progress. The bike-based medical team immediately deployed a defibrillator and delivered a single shock. This timely intervention by the medical bike personnel revived the runner, restoring his heart function. In a short period of time, the runner regained consciousness but had no recollection of what had happened to him. The only outward signs that something had happened was the unfortunate trauma which the man had sustained to his face when he fell to the ground, which was also treated by the medics. He was then transported to Albert Einstein Medical Center for further evaluation and treatment.

Just two years earlier, also during the Broad Street Run, another runner had collapsed in a similar manner. On that occasion, the runner was a 68 year old, retired Philadelphia police officer. Joseph Barbagallo, EMT-B, was present for that incident as well, paired with this writer staffing the BCRS EMS Bike Unit. We

were just a half-block behind him and witnessed him collapse.

In both cases, the Bucks County Rescue Squad EMS Bike Unit was the first on the scene, utilizing the necessary medical tools and the IPMBA training to provide the rapid medical intervention that resulted in two dramatic saves. The BCRS Bike Unit has staffed other special events such as the Philadelphia Marathon, the Wachovia Pro Cycling Championships, and the Willow Grove Naval Air Station Airfest featuring the Blue Angels, but none will be as memorable as the Broad Street Run.

John has been an IPMBA instructor since 2002. He was a recipient of one of the 2005 Mocean Grants for Public Safety Cycling, which enabled him to send his entire bike team through the IPMBA Public Safety Cyclist II Course at the 2005 Conference. He can be reached at jrphrn@aol.com.

... the runner had not 'just tripped' but instead was unresponsive and without a pulse, with citizen CPR in progress ...

Hurricane Season is Busy One for Bike Cops

by Gary Raulerson, PCI #782
Pasco County Sheriff's Office (FL)

Charley, Frances, and Ivan: three names that will forever leave their mark on the state of Florida. The 2004 hurricane season was one of the worst on record, requiring a mobilization of rescue and law enforcement forces not seen since Hurricane Andrew hit south Florida in 1992. The difference between then and now is that this time it required three separate complete disaster responses in three completely separate regions of the state. As members of our agency's Community Policing Team, we were selected to respond to all three hurricane relief efforts within a week of each storm. Our assignments included Saint Cloud (near Orlando), Wauchula (South Central Florida), our own county of Pasco, and Escambia County (Pensacola). During each of these assignments, we were there to assist the local law enforcement agency with whatever tasks needed to be done. Our

duties ranged from answering calls to escorting supply truck convoys through the state to ensure the supplies reached their destinations.

The one task that we had the upper hand at was area patrol. Our thirteen-member squads are all IPMBA-certified police cyclists and we deployed to each disaster with our cruisers and our police-issued mountain bikes. That we showed up to these areas with multiple modes of transportation was a benefit to the local commanders. They were not aware of how beneficial until we hit the ground and showed them what we were able to accomplish. The most effective example was in Wauchula.

The city of Wauchula is an old, quiet agricultural town in south central Florida. Most of the residential streets are lined with large oaks with huge canopies that have endured over one hundred years, mature pine trees, and large magnolia trees. There was a tremendous amount of damage done to the structures throughout the

town. A majority of the homes within the city were damaged, many severely, and many were total losses. Once Hurricane Charley plowed through Wauchula, a large number of those large and tall trees came toppling down into the living rooms, bedrooms, and garages of the residents. There were near misses, but more often than not, there were direct hits. Roofs collapsed and water invaded the homes. Cars were not spared either; many became instant convertibles after trees ripped the tops off, or just crushed the roofs. Once the storm was over, all those trees posed quite a transportation problem, especially for emergency service providers.

That is where we came in.

As the debris began to get cleared, the tree limbs were stacked 8 - 10 feet high along the sides of the roads. Many roads remained impassable to vehicle traffic due to the trees lying across them. Our sergeant described it best by comparing the stacks of tree limbs along the roadsides to the snow plow mounds found in the north land during the winter. From a patrol car, it was not

(Continued on page 34)

IPMBA Does Expos

by Sgt. John F. Washington Jr.
 PCI #461T/EMSCI #037T
 University of Pennsylvania PD (PA)

The International Police Mountain Bike Association has received great acclaim for being the first formalized police and EMS bike training organization, not only in the United States, but internationally as well. Part of this respect and recognition has come from having a visible presence at many of the major police and EMS trade shows during the course of the previous few years. It has been my pleasure, along with other IPMBA



The new IPMBA banner on display for the first time at the JEMS Conference in Philadelphia March 18-21, 2005 with (l to r) University of Pennsylvania Police Dept. Sgt. John F. Washington Jr., PCI/EMSCI; Bucks County Rescue Squad PHRN John Russell, EMSCI; and Boston EMS Special OPS Supervisor Neil Blackington, EMSCI.

Instructors, to proudly give my time to participate in these trade shows by staffing the IPMBA information booth. The International Association of Chiefs of Police, Police and Security Expo East and

Midwest, EMS Today, EMS Expo, and the National Collegiate EMS Foundation Conference – to name but a few – have been staffed by dedicated IPMBA Instructors.

Representing IPMBA at these trade shows is an important job and one that should be done with professionalism, as the goal is to communicate the importance of IPMBA's training programs to members of the public safety community. Attracting the attention of conference-goers is no easy task as there are a multitude of booths, vendors and manufacturers all vying for the one-on-one with an individual.

The traditional IPMBA banner was recently retired and replaced with a new, free-standing logo print (see picture) that no doubt is an attention-grabber. Dressing

in a department uniform or an IPMBA logo shirt and having a police/EMS bike fully equipped with flashing headlight and gear bags also helps to focus attention towards the booth. At the EMS Today Conference & Exposition in March, we also utilized the "Why IPMBA" tape on a loop reel played on a TV/VCR to attract interest. This was supplemented with footage of some recent classes. In the future, we will also use the DVD produced during the 15th Annual IPMBA Conference in Scottsdale.

Getting attendees to the booth, however, is only the first step – the ultimate goal is selling them on IPMBA and our training programs. For anyone standing in the information booth answering questions and inquiries of conference attendees, some of whom may come from foreign countries (Australia, England, Iceland, Japan, Russia), a pleasant personality and good public speaking skills are essential – traits that experienced IPMBA Instructors no doubt possess. Explaining the various training programs to and discussing the IPMBA Conference with those with an interest in public safety cycling; having them write down the website; and providing brochures, copies of *IPMBA News*, and other handouts are important parts of the sales job.

Once they leave the booth, the contact with IPMBA does not stop – the follow-through with these folks is just as important as the initial encounter. Those coming to the booth are encouraged to sign an information request list so that the home office can forward additional documents that may help with starting a bike unit, obtaining initial training and/or developing an on-going training program for established units, or registering for the conference. Having staffed the IPMBA booth at five of these trade shows, I have also stayed in touch with many of those seeking information.

If you ever have the opportunity to participate in one of the trade shows as a representative of IPMBA, make sure that you show the pride that comes with being a member of the best public safety cycling organization in the world. I have found it to be a rewarding experience as I am sure others have – and will!!

John is a member of the IPMBA Education Committee and was recently certified as an IPMBA Instructor Trainer. He can be reached at johnfw@publicsafety.upenn.edu.

PMBA has had or will have representatives at

the following events. If you are interested in assisting, please contact Maureen at maureen@ipmba.org or 410-744-2400. In some instances, IPMBA has its own booth; in others, it shares space with another vendor.

Commission on the Accreditation of Law Enforcement Agencies (CALEA), March 16-18, 2005, Birmingham, Alabama

EMS Today, March 19-21, 2005, Philadelphia, Pennsylvania

Police-Security Expo, June 21-22, 2005, Atlantic City, New Jersey

999 Emergency Services Cycling Seminar, June 25-26, 2005, York, England

International Assn. of Campus Law Enforcement Administrators (IACLEA), June 26-27, 2005, Kansas City, Missouri

EMS Expo, August 25-27, 2005, New Orleans, Louisiana

International Cycle Show, September 23-24, 2005, London, England

International Assn. of Chiefs of Police, September 25-27, 2005, Miami, Florida

Interbike, September 26-30, 2005, Las Vegas, Nevada

EMS Today, March 23-25, 2006, Baltimore, Maryland

Hurricane Season is Busy One for Bike Cops, Cont.

(Continued from page 33)

possible to see the areas behind the stacks of tree debris while on patrol, even when the stack of limbs was fairly short.

It was decided that we would conduct our area patrols on bike from the minute we assessed our area of operation. Our team split into two shifts to cover both day and night patrol. The effectiveness of the bikes cannot be emphasized enough. Because we were on bikes, we were able to access areas and roads that were impassable to vehicle traffic, and we could easily get behind the stacks of debris to check on residences and businesses that were screened from the roadway by the mounds of limbs.

Because of cooperation from the town and the presence of over 200 extra law enforcement

officers, the town remained quiet and there were few problems. The local incident commanders in Wauchula were very impressed with the effectiveness of the bike patrol and were disappointed to see us leave when we were told to return home.

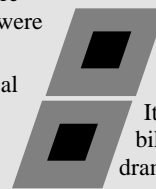
Not only were we able to assist the local jurisdiction during their recovery efforts, but the public response to our presence was amazing. The citizens were very relieved that there was still a police presence and patrol in areas that were inaccessible to vehicles. The citizens were also impressed with the fact that we would patrol at all hours on the bikes and in areas that remained without power and in the dark for the entire time

we were there; it gave them reassurance and peace of mind.

After our operations in Wauchula, we were deployed several other times to assist with recovery efforts in other jurisdictions. The same success story could be written about each deployment in which we were involved.

It proves yet again that the police mountain bike is a viable and effective tool that can dramatically enhance traditional patrol procedures and allow us to do missions that would be nearly impossible in a vehicle alone.

Gary was certified as an IPMBA Instructor in September 2004, immediately after assisting in the wake of Charley, Frances, and Ivan. He can be reached at raulersongl@flcjn.net.



Hurricane warning flags



Inspector Nigel Tottie
PCI#773/EMSCI#142
North Yorkshire Police

The last couple of weeks have seen a huge amount of bike-related activity in York. In a similar fashion to the annual IPMBA conference in the US (perhaps not quite as big), the last two weeks of June have seen North

Yorkshire Police hosting the third annual IPMBA UK conference at York Racecourse, as well as running an IPMBA Basic Police / EMS course just prior to the conference, and hosting an IPMBA Instructor Course immediately after it.

This was quite a challenge for us as we have never hosted so many bike-related activities in such a short period. Add in the Royal Ascot – billed as the world's most famous race meeting, held in York this year and attended by the Queen – and the G8 Summit, and it has been quite a busy summer.

Pre-Conference

Pre-conference saw Police Officers from Sheffield (South Yorkshire), York (North Yorkshire) and the Royal Parks Police in London (now a part of the Metropolitan Police), as well as Ambulance staff from Leeds (West Yorkshire) and volunteers from St. John Ambulance in London attend the IPMBA basic course in York. This course was the first to use the newly-approved UK Pre-Read which contains all of the basic information on issues such as vehicular cycling, braking and bike nomenclature, which means that instead of spending time in the classroom covering these subjects, students will be required to familiarise themselves with the basics of these subjects prior to attending the course, and put them into practice from the outset.

The course went extremely well, with students mastering all of the skills needed to allow them to deliver cycle services effectively. In addition, the weather was excellent – something of a novelty in the UK, so all of the students went away with the start of a tan!

Fun in the Sun at York Racecourse

Following immediately on from this we were joined by two of the four US

IPMBA representatives who were to travel to the UK for our events, as Maureen Becker and Chris Davala landed on the Friday morning in order to attend our annual conference. It is always good for us to receive our US friends over here in the UK; indeed, if any US IPMBA members are intending to travel to the UK please let us know – we can always provide a willing guide to show you around the high spots of York (be warned – these tend to include a good many pubs, so a fondness for beer is useful!)

The conference was extremely well attended this year, with around 50 attendees from all over the UK as well as our old friend Tommy Hamelink from The Netherlands. The conference consisted of many different workshops – this year we were able to split off into Police and EMS groups for specific workshops – the first time we have done this and a great success! We also had a number of activities outside the marquee where the main presentations were held. These were very successful and included practical demonstrations on use of the bike as a defensive tool and use of bikes in public order situations.

On the Sunday of the conference two things happened – Chris, Maureen and the numerous other IPMBA members from the UK escorted the annual parade of cyclists from the centre of York back to the Racecourse – quite a sight as hundreds of cyclists on everything from Penny Farthings and Boneshakers to recumbent tricycles and good old mountain bikes ride through the city in a unique spectacle of cycling history!

The second thing, whilst not quite so spectacular, was equally as exciting for us – Al Simpson and David Hildebrand arrived in the UK from the US to host the first UK IPMBA Instructor Course.

A UK First

After the Rally a number of attendees stayed on from various Forces around the UK (plus Tommy from The Hague Police) to train and become certified IPMBA Instructors. The course was a first for us in the UK and was an exciting prospect. Thanks to Al and David's training skills and patience, all the course candidates passed, and we have now

doubled the number of IPMBA instructors in the UK. Congratulations to James Aveling, Matthew Bradley, Dave Brook, Tommy Hamelink, John Hebblewithe, Nathan Hewitt, Mark Jenkins, Matt Langridge, Ian McLeod, James Mumby, Darren Nugent, Paul Peplow, Kevin Rogerson, Michael Surgett, and Rob Wilson, who are all now IPMBA Instructors.

Foreign Languages and Summer Weather

A final note – we all speak English in the US and UK, so there is no language barrier to overcome when hosting IPMBA courses with US instructors and UK students, right?

Wrong – just ask Chris Davala or Al Simpson – I would ask them for you but they wouldn't understand me! Or at least that was the case at the start of their visits. It was encouraging to see, however, that over the course of the last two weeks we have managed to train some more of our American cousins in the finer points of speaking English properly, i.e., with a Yorkshire accent. Well done gents, your countrymen will now probably think you're actually English (okay, perhaps not!)

In a further attempt to fully integrate with the English way of life, Al ensured that at the barbecue on Sunday evening he made the most of the beautiful English summer in a traditionally English way (see below, right).



Photo by John Hebblewithe

Until Next Time,
Nigel Tottie

by Charlie Irvine, PCI #752/EMSCI #143

Metropolitan Police Force, London

On Monday the 13th of June at about 12:30pm, I received a phone call from Adam Coffman of the Cyclists Touring Club (CTC), asking if I could provide some police cyclists for the Houses of Parliament Cycling Group Annual Bicycle Ride. Ignoring the wise advice of “never volunteer for anything”, I told him that I would be only too happy to help. “When is it?” I asked. “Er – that’s the problem,” he said, “tomorrow!” A few dozen frantic phone calls were made, and by 4pm I had managed to coerce, cajole and threaten another three riders to participate.

On Tuesday morning, we gathered at Russell Square W2, where we were met by a relieved and thankful Adam. We were joined there by Keith Plummer of the London Ambulance Service Cycle Response Unit. The MP’s and Lords soon arrived on their bikes, and we set off at about 9am. The route took us through central London, into Trafalgar Square, and down through Whitehall, finishing at the Palace of Westminster (Big Ben to you and me). The MP’s were impressed by the bike handling skills of the police and paramedic, and of my novel way of “advising” drivers whose standards of driving were well below par! After a group photo we all dispersed and the four police officers started to make their way back. As we went up Whitehall, we couldn’t but notice another photo opportunity...the residence of Prime Minister Tony Blair!



MPs and Lords gather for the annual London cycle ride



Metropolitan Police Cyclists Trevor Isaacs, Trevor Barnes, Charlie Irvine, and Nathan Shickle outside of #10 Downing Street.

Photos courtesy Charlie Irvine

Congratulations New IPMBA Instructors!



Photo courtesy Al Simpson

Instructor Course Graduates, IPMBA UK

Conference 2005: **James Aveling**, City of London Police, London; **Matthew Bradley**, North Yorkshire Police, York, N. Yorkshire; **David Brook**, W. Yorkshire Police, Chapel-Allerton; **Tommy Hamelink**, Politie Haaglanden, The Hague; **John Hebblewithe**, North Yorkshire Police, York, N. Yorkshire; **Nathan Hewitt**, Warwickshire Police, Bedworth Warks; **Mark Jenkins**, Thames Valley Police, High Wycombe; **Matt Langridge**, Thames Valley Police, High Wycombe, Bucks; **Ian McLeod**, Warwickshire Police, Bedworth Warks; **James Mumby**, South Yorkshire Police; **Darren Nugent**, South Yorkshire Police; **Paul Peplow**, Southampton Tactical Cycle Team, Southampton, Hampshire; **Kevin Rogerson**, Northumberland Police, Tyne + Wear; **Michael Surgett**, City of London Police, London; **Rob Wilson**, Woodhouse Police Station, Woodhouse Sheffield.

Mission: The mission of the Education Committee is to develop effective policies, programs, and guidelines for the training of public safety cyclists. Its primary purpose is to provide information and tools to properly prepare police, EMS and security personnel for mountain bike duty.

Goals & Objectives: The goals of the Education Committee are to develop world class training materials, set standards, and establish policies pertaining to bicycle training for public safety personnel. These objectives are attained through:

- ⌘ *Establishing a diverse committee:* Recruit committee members who represent a cross-section of the many types of agencies served by IPMBA.
- ⌘ *Listening to the IPMBA membership:* Provide a mechanism by which IPMBA members may communicate their training needs, which are driven by the challenges they face in the field.
- ⌘ *Maintaining awareness of the environment:* Recognize that the environment in which bike personnel operate is constantly changing and be prepared to adapt programs and policies to ensure the continued effectiveness of bike personnel.
- ⌘ *Developing training policies and materials through committee:* Solicit the input of each committee member in order to ensure that the diverse needs of the membership are met. Assign responsibility for projects to one committee member, who is then responsible for soliciting input from the other members, preparing a draft, and submitting it to the committee for approval.
- ⌘ *Disseminating the information:* Using IPMBA established communication channels, provide IPMBA members with tools and information that will positively impact their ability to perform their duties.

2005-2006 Education Committee Members

Chairman: Donald "Corky" Reed, Denver PD, Colorado

Mike Blevins, Pima Community College PD, Arizona

Ron Burkitt, Hilliard PD, Ohio

Dave Hildebrand, Denton PD, Texas

Jeff Shari, Cincinnati PD, Ohio

Mike Trout, State of Ohio Attorney General's Office & Madison County SO, Ohio

John Washington, University of Pennsylvania PD, Pennsylvania

Barb Winstead, Cincinnati PD, Ohio

The Newest IPMBA Instructor

Congratulations to Sgt. John F. Washington, Jr., PCI #461/EMSCI #037, of the University of Pennsylvania Police Department. John has earned the distinction of IPMBA Instructor Trainer (IT). IPMBA Instructor Trainers are a small group of instructors who teach the IPMBA Instructor Course. Becoming an IT is not easy. To become an IT, a candidate must have been an active IPMBA instructor for at least four years, have taught a minimum of 4,000 student-hours, have taught at least eight IPMBA PC or EMSC classes within the past four years (at least two with co-instructors and four as lead/solo instructor), and have been an instructor for a class with 20 or more students. Upon providing documentation that these criteria have been met, the candidate is required to complete at least one student teach under an experienced instructor trainer, who evaluates the candidate and makes a recommendation to the Education Director.

John completed his student teach during the IPMBA Instructor Course held April 16-20, 2005, in Scottsdale, Arizona.

16th Annual IPMBA Conference Call for Instructors

The 16th Annual IPMBA Conference will be held May 11-13, 2006, in Dayton, Ohio. The IPMBA Instructor, Survival Tactics & Riding Skills, Public Safety Cyclist II, and Maintenance Officer Courses will be held May 6-10; the IPMBA Police & EMS Cyclist Courses will be held May 7-10; and the IPMBA Security Cyclist and Bicycle Rapid Response Team Courses will be held May 8-10.

If you are an active, IPMBA-certified instructor and are interested in teaching at the conference or pre-conference, you must submit a letter of interest and resume outlining your bicycling, work, and teaching experience to the Education Committee for consideration. Please include non-bicycling-related expertise and/or instructor certifications.

List all past IPMBA conferences for which you have instructed and/or attended, including a list of workshops for which you have been lead or co-instructor. Also include the number of PC/EMSC/SC classes you have conducted and/or the number of PC/EMSC/SC students you have instructed.

Instructors will be selected for the pre-conference training courses as well as the core conference workshops. Be sure to indicate which course you would like to teach and/or the workshops you would like to present. (Refer to last year's conference registration issue for a list of typical workshops.) If you are also submitting a workshop proposal, please indicate whether or not you would like to be considered as a full conference instructor as well. Specify whether you are available for the pre-conference, conference, or both. Please email to maureen@ipmba.org and education@ipmba.org, fax to 410-744-5504, or mail to 583 Frederick Road, Suite 5B, Baltimore MD 21228. Deadline: August 19, 2005.

*If you wish to teach at the conference or pre-conference you **must** submit a resume, even if you have done so in the past. No exceptions!*



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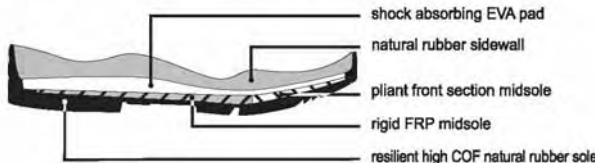
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Do not use this form to obtain IPMBA Certification. Call 410-744-2400 or email info@ipmba.org for certification application.





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