The 14th Annual

IPMBA Conference

& Product Exhibition

May 2004
San Antonio, Texas

Hosted by the San Antonio Police Department
IPMBA Remembers

Police Officer Stephen Smith
University of California Irvine Police Department, CA
End of Watch: Tuesday, January 6, 2004

Biographical Info
Age: 47
Tour of Duty: 10 yrs

Incident Details
Cause of Death: Heart attack
Date of Incident: Friday, January 2, 2004

Officer Smith suffered a fatal heart attack while on bike patrol. He was transported to Irvine Medical Center where he passed away four days later.

Officer Smith had served with UCI Police Department for 3 years and had previously served with the UC Riverside Police Department for 7 years. He is survived by his wife, two children, stepson, parents, and two brothers.

September 22, 1956 - January 6, 2004

Officer Stephen Smith was born September 22, 1956 in San Bernardino. He attended Cal Poly Pomona and graduated in 1984. He became an employee of UC Riverside that same year and spent his first 10 years of service with the Physical Plant department. In 1994, he became a police officer and gave UC Riverside 7 additional years of service. During his time with the UCRPD, Officer Smith was involved in many assignments and projects. He played a major role in the department’s bike patrol unit and was not only a member but an instructor and mechanic as well. He also helped design and construct the police station’s courtyard and assisted with the maintenance of the station’s outside landscaping. In addition, he participated in department sponsored youth soccer clinics and child safety fairs. He was a member of the University Neighborhood Enhancement Team. Officer Smith was promoted to the rank of Corporal, was a Field Training Officer, and later worked with the Detective Unit.

In 2001, Officer Smith transferred to the UC Irvine Police Department. While at UCIPD, Officer Smith continued as a bike team officer and participated in several of the department’s major events and programs. These included the department’s Open House, Annual Teddy Bear Drive, RADkids Program, and the Baker to Vegas UC Running team.

On January 2, 2004, Officer Smith suffered a heart attack while on duty. Officer Smith was taken to a local hospital where he passed away on January 6, 2004.

Officer Smith was 47 years old. He is survived by his wife, 2 adult children, his stepson, his parents, and his 2 brothers.

The memorial service was held on Monday, January 12, 2004, 1:00 p.m. at the Mariners Church, 5001 Newport Coast Drive, Irvine, California 92612, southeast of the UC Irvine campus.
The 14th Annual IPMBA Conference & Product Exhibition

May 6-8, 2004
Dear IPMBA Conference Attendee:

Welcome to San Antonio, Texas, and 14th Annual Conference of the International Police Mountain Bike Association.

On behalf of the IPMBA Board, staff, and all conference attendees, I would like to extend my appreciation to San Antonio Chief Albert Ortiz and the San Antonio Police Department Downtown Bike Patrol for their support. This event would not have been possible without the commitment of our host agency. Thousands of staff hours have been spent ensuring that you will enjoy an outstanding training experience.

Those thousands of hours started adding up more than a year ago when IPMBA board member T.J. Richardson volunteered to host the 2004 Conference here in San Antonio. He started right away on plans to make this event “as big as Texas.” It would be impossible to calculate the amount of time he has spent attending to every detail – on-duty time, off-duty time, and, no doubt, sleep time.

Many of you have known T.J. for a long time. His involvement with IPMBA began almost exactly ten years ago, when he organized the 1994 IPMBA Conference. Most conference hosts seem to think that once is enough; not T.J. The depths and heights of his devotion to IPMBA are boundless, so boundless that he took on this task while still serving as president of the board of directors. Many wondered why.

Now we know. T.J. recently announced his intention to step down from the board of directors and reduce his involvement with IPMBA. He has also decided to relinquish the position of bike unit coordinator, which he has held for 12 years. This conference is his going-away party, and what a party it will be! It will be filled with friendship, camaraderie, shared knowledge and experience, great rides, fun events, and excellent training. It will be as big as Texas.

Instructors, attendees, exhibitors, guest presenters, family, friends – welcome to the fiesta. Enjoy the opportunity to gather together with your colleagues from throughout the country and the world. Police, EMS, and Security cyclists from over 30 states, Israel, Canada, and England have all converged upon San Antonio with one purpose in mind: to take advantage of the excellent training and networking that IPMBA has to offer. Make the most of it.

Thank you for being a part of IPMBA and the IPMBA Conference. Because of you, we are able to remain true to our mission 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.

Thank you for making IPMBA as big as Texas.


Maureen Becker
Executive Director
IPMBA Family and Friends:

Welcome to my hometown. A town where “Texas Friendly” is spoken in English, Spanish, German and about 30 other languages. A “small” town of about 1.4 million people – and we all know each other. A town where the culture is a blend of centuries-old traditions from every part of the world that all seem to mesh together perfectly. A town where the food is hot, the beer is cold and the reception is warm. Welcome to my hometown: San Antonio, Texas.

Whenever I traveled to other cities to teach, it always amazed – and sometimes shocked – me to see the lack of community support for the men and women who worked as the front line of public safety. I later realized that most of those communities did not lack public support; rather, I was just spoiled by the incredible amount of support that the San Antonio Police and Fire Departments get from our citizens. You will experience that support in everything you do and everywhere you go. It is especially strong downtown. Our bike officers are appreciated like no other group of public servants. When you ride through the downtown, you will be waved at, cheered at, and asked a million questions, the most popular one being, “Where is the Alamo?” “Two blocks down and to the left, ma’am.” It is always two blocks down and to the left.

If you really don’t know where the Alamo is, find out. The Shrine of Texas Independence, the ground where so few fought so fiercely against so many, the Cradle of Texas Liberty, is about four blocks east of the hotel. Follow Travis Street, which dead-ends into Avenue E. Take a right, and you dead-end into the North Wall of the Alamo. It’s as simple as that.

I hope that while you are here I get to meet you, even if only briefly. I will no doubt be running from one end of the conference to the other, a blur of red streaking past to see what needs to be done on the other end. My staff will be in red, too. If you need anything, don’t hesitate to ask for it. It is our mission to see that you have the greatest conference that you have ever experienced. Each staff member is a hand-picked, experienced, and dedicated public safety cyclist who is dedicated to the job and to IPMBA. Don’t forget to say “thanks.” That’s a part of “Texas Friendly” that we hope you adopt and take home. Take home some great memories, too. I know I will.

T.J. Richardson
Bicycle Coordinator, San Antonio Police Department
Past President, IPMBA
Hotel Floor Plan

Exhibit Hall and Lunches

Opening Ceremonies Thursday, 8:00 a.m.

Fiesta A & B meeting rooms are located on this level.

Second Floor

Texas Ballroom

Bike Check (Valet Garage)

* Meeting Room Level Exit to Bike Check (foot traffic only)

Third Floor

* Command Center (210-362-6477)
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## Conference Overview

**Wednesday, May 5**

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<th>Time</th>
<th>Location</th>
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<tbody>
<tr>
<td>Bike Check</td>
<td>24 hours</td>
<td>Top Level, Valet Parking Garage</td>
</tr>
<tr>
<td>Command Center</td>
<td>24 hours</td>
<td>Third Floor, Adams Mark Hotel</td>
</tr>
<tr>
<td>Check-In</td>
<td>2:00pm-8:00pm</td>
<td>Third Floor, Adams Mark Hotel</td>
</tr>
<tr>
<td>Exhibit Hall</td>
<td>2:00pm-8:00pm</td>
<td>Fiesta Pavilion, Lower Level</td>
</tr>
<tr>
<td>Opening Reception</td>
<td>6:00pm-7:00pm</td>
<td>Exhibit Hall</td>
</tr>
<tr>
<td>Mechanical Support</td>
<td>5:30pm-7:00pm</td>
<td>Bike Check, Top Level, Valet Parking Garage</td>
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**Thursday, May 6**

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<thead>
<tr>
<th>Activity</th>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continental Breakfast</td>
<td>6:30am-8:00am</td>
<td>Room 416, Adams Mark</td>
</tr>
<tr>
<td>Bike Check</td>
<td>24 hours</td>
<td>Top Level, Valet Parking Garage</td>
</tr>
<tr>
<td>Command Center</td>
<td>24 hours</td>
<td>Third Floor, Adams Mark Hotel</td>
</tr>
<tr>
<td>Check-In</td>
<td>7:00am-7:45am</td>
<td>Third Floor, Adams Mark Hotel</td>
</tr>
<tr>
<td>Opening Ceremony “Roll Call”</td>
<td>8:00am-9:00am</td>
<td>Texas Ballroom, Second Floor</td>
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<tr>
<td>Mechanical Support</td>
<td>9:00am-10:00am</td>
<td>Bike Check, Top Level, Valet Parking Garage</td>
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<tr>
<td>Workshops</td>
<td>9:30am-12:15pm, 2:00pm-10:00pm</td>
<td>Executive Salons, Third Level, Texas Ballroom, Second Level, Fiesta Rooms, Lower Level, On-Bike, Various Locations</td>
</tr>
<tr>
<td>Lunch</td>
<td>12:15pm-1:30pm</td>
<td>Exhibit Hall, Fiesta Pavilion, Lower Level</td>
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<tr>
<td>Exhibit Hall</td>
<td>12:00pm-6:00pm</td>
<td>Fiesta Pavilion, Lower Level</td>
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<tr>
<td>Night at the Blue Star Brewing Company</td>
<td>6:00pm Midnight</td>
<td>First shuttle leaves Adams Mark, Last shuttle leaves Blue Star</td>
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**Command Center** is open 24 hours

**Phone Number:**

210-362-6477
## Friday, May 7

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<td>6:30am-8:00am</td>
<td>Room 416, Adams Mark</td>
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<tr>
<td>Bike Check</td>
<td>24 hours</td>
<td>Top Level, Valet Parking Garage</td>
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<tr>
<td>Command Center</td>
<td>24 hours</td>
<td>Third Floor, Adams Mark</td>
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<tr>
<td>Mechanical Support</td>
<td>7:30am-8:30am</td>
<td>Bike Check, Top Level, Valet Parking Garage</td>
</tr>
<tr>
<td></td>
<td>3:30pm-5:30pm (at competition site)</td>
<td>Travis Park</td>
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<tr>
<td>Workshops</td>
<td>8:00am-12:15pm</td>
<td>Executive Salons, Third Level</td>
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<tr>
<td></td>
<td>2:00pm-3:15pm</td>
<td>Texas Ballroom, Second Level</td>
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<td></td>
<td></td>
<td>Fiesta Rooms, Lower Level</td>
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<td></td>
<td></td>
<td>On-Bike, Various Locations</td>
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<tr>
<td>Exhibit Hall</td>
<td>11:00am-2:00pm</td>
<td>Fiesta Pavilion, Lower Level</td>
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<tr>
<td>Lunch</td>
<td>12:15pm-1:30pm</td>
<td>Exhibit Hall, Fiesta Pavilion, Lower Level</td>
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<td>Parade to Competition</td>
<td>3:30pm</td>
<td>Adams Mark</td>
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<td>Mountain Bike Competition</td>
<td>5:00pm</td>
<td>Travis Park, Pecan &amp; Jefferson Streets</td>
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<td>Immediately Following Competition</td>
<td>Travis Park, Pecan &amp; Jefferson Streets</td>
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<td>Bike Check</td>
<td>24 hours</td>
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<td>Command Center</td>
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<td>Mechanical Support</td>
<td>7:30am-8:30am</td>
<td>Bike Check, Top Level, Valet Parking Garage</td>
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<tr>
<td>Workshops</td>
<td>9:00am-1:15pm</td>
<td>Texas Ballroom</td>
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<td>Boardroom</td>
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<td>On-Bike, Various Locations</td>
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<tr>
<td>Tour de San Antonio: The Mission Trail</td>
<td>9:00am-11:45am</td>
<td>Tour departs Adams Mark</td>
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<td>6:00pm-8:00pm</td>
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<td>Room 416, Adams Mark</td>
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<td>Bike Check</td>
<td>Closes at Noon</td>
<td>Top Level, Valet Parking Garage</td>
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<td>Command Center</td>
<td>Closes at Noon</td>
<td>Third Floor, Adams Mark</td>
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### Deadline for Competition Registrations

**9:00am FRIDAY**
Opening Ceremonies Agenda
Thursday, 8:00am, Texas Ballroom, Second Floor

Color Guard
Pledge of Allegiance

Speakers:
Albert Ortiz, Chief of Police
San Antonio Police Department

Lt. Scott Popp
Scottsdale Police Department Bicycle Unit

Recognitions
Introduction of New Board & Officers
IPMBA President Address

Closing

Master of Ceremonies:
Kirby Beck, PCI #0027
JUSt THE FACTS...

Essential information for easily navigating your conference experience

AIRPORT TRANSPORTATION
Shuttle departure times and a sign-up sheet are posted at the Command Center. Please provide your flight departure time to the Command Center staff. San Antonio International Airport requires departing passengers to arrive one hour early. Please allow extra time if you are checking your firearm. Please arrive at the shuttle at least 15 minutes earlier to load your luggage. **You must make your shuttle arrangements at least 24 hours in advance.**

Shuttle service is also available through SATrans. Shuttles depart from the Adams Mark every 30 minutes (at 34 and 4 minutes past the hour) from 6am-2pm; reservations are required after 2pm. The cost is $9 per person each way. See the hotel front desk or concierge for more information.

BICYCLES
The Bike Check officially opens at noon on Friday, April 30, and closes at noon on Sunday, May 9. It will be staffed on a 24-hour basis on the top level of the hotel’s valet parking garage.

Access the bike check will be via the garage while on bike and from the second level of the hotel while on foot. **Do not lose your claim check. Bikes will not be released without claim check or proof of ownership.** Note: neither IPMBA nor the Adams Mark accepts responsibility for the safety & security of the bicycles. **Lock your bike!**

Bikes are not permitted in sleeping rooms, public space, or meeting rooms unless specifically required for a workshop.

Bike Shipping: Mike Beatty of Bike World, 800-928-5558 or 210-828-5558. Shipping arrangements must be made in advance. Bikes will not be released without claim check or proof of ownership. A full selection of spare parts and basic and emergency repairs; payment accepted by check or credit card. A full selection of spare parts and other items will be available at the Operations Shop, located a short distance from the Adams Mark Hotel, at the corner of Navarro and College. The mechanic can be reached through the Command Center, 210-354-2800 x 7135.

MECHANICAL SUPPORT
Mechanical support, courtesy of San Antonio Police Department Bicycle Operations, will be available in the Bike Check area on Wednesday, May 5, 5:30-7:00pm; Thursday, May 6, 9:00-10:00am & 5:00-6:30pm; Friday, May 7, 7:30-8:30am & 3:30-5:30pm (at the competition site); and Saturday, May 8, 7:30-8:30am.

The bike shop will charge for parts but not labor for basic and emergency repairs; payment accepted by check or credit card. A full selection of spare parts and other items will be available at the Operations Shop, located a short distance from the Adams Mark Hotel, at the corner of Navarro and College. The mechanic can be reached through the Command Center, 210-354-2800 x 7135.

CERTIFICATES OF ATTENDANCE
In order to receive a Certificate of Attendance, you **must** complete the Certificate of Attendance Application Form (found in your canvas portfolio) and have it initialed by the lead instructor of each workshop you attend. **You must** attend a minimum of two workshops on Thursday and two on Friday in order to be eligible for a certificate. If you do not obtain an instructor’s initials, you will not get credit for attending, even if you pre-registered. Return the completed application to the Command Center or mail it to the IPMBA office within two weeks of the conference. Certificates will be mailed approximately eight weeks after the end of the conference.

COMMAND CENTER
(San Antonio P.D. and IPMBA)
“Information Central” – conference details, schedule changes, local information, competition sign-up, messages, social activities, etc. **Please direct all inquiries to the Command Center staff. If they do not know the answers to your questions, they will contact the appropriate person or persons.**

The Command Center will be located on the third level of the Adams Mark Hotel, at the top of the escalators. It will officially open at noon on Friday, April 30, and close at noon on Sunday, May 9. It will be staffed on a 24-hour basis.

WHO’S WHO
To reach any of the key players listed below, call the Command Center at 210-362-6477. The Command Center staff will contact the appropriate person for you.

Maureen Becker
IPMBA Executive Director
Jim Bowell
IPMBA Education Director
Artie Gonzales
IPMBA Conference Coordinator
Al Jones
Audio Visual Coordinator
Officer T.J. Richardson
San Antonio Police Department

CONTINENTAL BREAKFAST
Continental breakfast, courtesy of the San Antonio Police Department, will be served in Room 416 of the Adams Mark hotel, from 6:30 – 8:00am, starting Saturday, May 1 through Sunday, May 9.

EVALUATION FORMS
Please help us to ensure the continued quality and improvement of IPMBA’s conference programs. Evaluation forms will be distributed at each workshop. Please take a few moments to answer the questions completely and honestly, rating the caliber of the presenter, the relevancy of the topic, etc. Evaluation forms may be dropped in the box at the Command Center or given to any member of the IPMBA Board or staff.

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FIREARMS
Handgun Laws for Non-Resident Police Officers:
Handgun laws in the state of Texas allow non-resident police officers to carry weapons only on duty rig while in full uniform. A copy of the Texas Handgun Laws reference concealed carry is available at the Command Center.

GUESTS
Individuals with GUEST badges will be admitted to the Opening Ceremonies, lunches (in the exhibit hall), the exhibit hall, and the post-competition cookout. They are not permitted to participate in workshops.

HOSPITALITY
The Hospitality Suite will be open in Room 416 of the Adams Mark Hotel on Saturday, May 8, from 6:00-8:00pm. See Social Activities for more information about events on Wednesday, Thursday, and Friday nights.

LOCAL INFORMATION
Information on attractions, dining, transportation, and other visitor services will be available in the Command Center area throughout the pre-conference and conference.

NAME BADGES
All participants are required to wear namebadges during all conference activities. Namebadges are required for entry into workshops and the exhibit area. Those with “Guest” and “Exhibitor” namebadges will be admitted to the Opening Ceremonies and the Exhibit Hall only; they are not permitted to participate in workshops.

ON-BIKE WORKSHOPS
Please report to the Bike Check at least 15 minutes prior to the scheduled start time to pick up your bike and meet with the instructor. “Meet Here” signs for each workshop will be posted. Classes will depart from the Bike Check for the training locations promptly at the scheduled times.

PARKING
Covered guest parking is available at the Adams Mark ($14/day valet; $9/day self park with in/out privileges. Daily event parking in self-park garage is $4/day, with no in/out privileges.) Alternate parking is available in nearby surface lots at W. Martin & Flores ($2/day), Pecan & Soledad ($6/day), and several others. Maps are available at the Command Center.

LUNCHES (NEW THIS YEAR!)
On Thursday and Friday, lunches will be served reception-style from 12:15-1:30pm in the Exhibit Hall, on the lower level of the Adams Mark. Only registered participants, exhibitors, paid guests, and instructors will be admitted to the exhibit hall during lunchtime.

RESTAURANTS
The Blue Star Brewing Company. Join your fellow conference-goers for a taste of Texas at San Antonio’s first full-scale brewpub. Founded in 1996, Blue Star brews up an array of fine beers, including Golden Ale, Pale Ale, Stout, European Pilsner, King William Ale, Cask Conditioned Pale Ale and Apache Amber. Grab a gourmet burger with the works – bacon, cheddar, jalapenos – served with fries, and two beverages of your choice (beer, margaritas, tea, or soda), for just $12, payable at the door. The first bus departs the Adams Mark at 6pm and the last bus leaves the Blue Star at midnight.

FRIDAY, MAY 7: Competition & Cookout. The competition will be held at Travis Park at Pecan and Jefferson Streets starting at 5:00pm. The cookout and awards ceremony will be held at the park immediately following the competition. See page 13 for details.

SATURDAY, MAY 8: Hospitality Suite, 6:00-8:00pm, Room 416, Adams Mark Hotel.

SURVEYS
Please help us to serve you better by completing the survey found in your canvas portfolio. Return your completed survey to the Command Center by 12:00pm on Friday, May 7, in order to be eligible to win a free registration to the 2005 IPMBA Conference in Scottsdale, Arizona. The drawing will be held on Friday night during the post-competition cookout. Only those who complete and return their surveys are eligible. Only one entry per attendee! You must be present to win.
WORKSHOP SCHEDULE CHANGES
Please note: workshop times and locations are subject to change. Please check the official message board at the Command Center each day.

The following changes have been made since the workshop schedule was first published.

ADDITIONS:
Bikes Against Terror: The Israeli Experience, presented by Michael Satlow, Jerusalem Civil Guard
Thursday, May 6, 9:30am-10:45am

Role of the Heart Rate Monitor in Training, presented by Kathleen Vonk, Ann Arbor Police Department
Friday, May 7, 8:00am-10:45am

Police Cycle Patrols: The York Experience, presented by Nigel Tottie, N. Yorkshire Police, UK
Friday, May 7, 2:00pm-3:15pm

CANCELLATIONS:
See schedule pages 14-16.

CORRECTIONS:
Recognizing the Rave about Street Drugs, presented by Rich Kendall
Thursday, May 6, 3:30pm-6:15pm (not 3:30pm-4:45pm)

THE EXHIBIT HALL

The Exhibit Hall will be open in the Fiesta Pavilion during the following hours: Wednesday, May 5, 2:00-8:00pm; Thursday, May 6, 12:00pm-6:00pm; and Friday, May 7, 11:00am-2:00pm. Please visit our exhibitors frequently and show them how much their continued support of IPMBA is appreciated.

To access the Exhibit Hall, take the elevator down to LL and turn left. Continue walking down the corridor, following the signs to the Fiesta Pavilion. Turn right at the Atrium and the Exhibit Hall is straight ahead.

The Exhibit Hall opening will be celebrated with a reception on Wednesday from 6:00-7:00pm.

Lunches will be served reception-style in the Exhibit Hall from 12:15-1:30pm on Thursday and Friday.

Prize Drawings will take place in the Exhibit Hall throughout exhibit hours. Winners will be announced and posted in the Exhibit Hall. All prizes must be claimed by Friday, May 7, at 2:00pm. Drawings for unclaimed prizes will be held at the post-competition cook-out.

COMPETITION!
The annual IPMBA mountain bike competition will take place at Travis Park, located just a block from the Adams Mark Hotel, at Pecan & Jefferson Streets. The bike parade for all conference participants will stage outside the Adams Mark at 3:30pm and will depart promptly at 3:45pm. It will follow a route of approximately two miles through downtown San Antonio. If you are competing and unable to depart with the parade, please plan to arrive at the competition site no later than 4:15pm. The competition will begin at promptly at 5:00pm, following the course walk-through and safety briefing.

Registration forms for the competition are available at the Command Center. You may register as an individual or part of a team. If you register as an individual, you will placed on teams of four (police) or two (EMS & Security). Medals will be awarded to the top two winners in the following categories: Police Team, EMS Team, Security Team; Police Male under 30, Male 30-59, Male 40+, Female under 35, Female 35+, EMS Male, Female; Security Male, Female. Registration forms are due back to the Command Center by 9:00am Friday! If you are not registered by 9:00am on Friday, you may not be permitted to compete. A complete list of rules and equipment requirements is available at the Command Center.

A registration fee of $5 per person will be collected to benefit the Children’s Shelter of San Antonio, an emergency shelter for children from birth to age 12. The Children’s Shelter is the safe haven to which San Antonio police officers deliver children who are victims of abuse, neglect, and abandonment. The mission of the Children’s Shelter is to effect positive change in the lives of children through advocacy and quality services focused on protection, intervention, and prevention.

Friday May 7

COOKOUT & AWARDS CEREMONY!
Experience Texas-style hospitality at the post-competition cookout! The folks from the San Antonio Police Officers Association will roll into town with their legendary chuck wagon and fire up the cooking pots. The party begins when they start dishing up the Texas-style barbecue and serving up smooth, cold, Texas brews – at Travis Park, immediately following the competition. Grab your plate – it’s Fiesta-Time!

Yee-Ha!
Grab your toe-clips, your saddle and your dinner plate — it’s competition time!
## Conference Schedule: Thursday

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<thead>
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<td>5/7/2004</td>
<td>930</td>
<td>1215</td>
<td>Physical &amp; Medical Assessment for Bike Personnel</td>
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<td>Washington</td>
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<tr>
<td>5/7/2004</td>
<td>930</td>
<td>1215</td>
<td>Traffic Enforcement for Bike Officers</td>
<td>Exec Salon 1/On-Bike</td>
<td>Hickey</td>
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<td>5/7/2004</td>
<td>930</td>
<td>1215</td>
<td>Advanced Problem-Solving</td>
<td>Exec Salon 4</td>
<td>Spelman/TIPPS</td>
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<td>1100</td>
<td>1215</td>
<td>Bike Injury Recovery &amp; Rehabilitation</td>
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<td>Noftz, MD</td>
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<td>5/7/2004</td>
<td>1100</td>
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<td>Continuous &amp; In-Service Training</td>
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<td>Woods</td>
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<td>5/7/2004</td>
<td>1100</td>
<td>1215</td>
<td>Failure to Train: Issues of Liability – Cancelled!</td>
<td>Cancelled</td>
<td>Kosanovich</td>
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<td>5/7/2004</td>
<td>1100</td>
<td>1215</td>
<td>Keys to Better Course Management</td>
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<td>Simpson</td>
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<td>Volunteer Bike Patrols</td>
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<td>Women’s Reproductive Health and Bicycling</td>
<td>Directors 2</td>
<td>Guess/Connell</td>
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<td>5/7/2004</td>
<td>1400</td>
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<td>101 Uses for Zip Ties</td>
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<td>5/7/2004</td>
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<td>Advanced Bicycle Fit</td>
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<td>Building Strength &amp; Speed Through Proper Nutrition</td>
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<td>1400</td>
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<td>Campus Policing Roundtable</td>
<td>Boardroom</td>
<td>Washington</td>
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<td>5/7/2004</td>
<td>1400</td>
<td>1515</td>
<td>Drug Enforcement &amp; Interdiction</td>
<td>Texas C</td>
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<td>1515</td>
<td>EMS Roundtable</td>
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<td>1400</td>
<td>1515</td>
<td>How to Become an IPMBA-Certified Instructor</td>
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<td>Simpson</td>
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<td>5/7/2004</td>
<td>1400</td>
<td>1515</td>
<td>Road Rules for Non-Cyclists</td>
<td>Fiesta A</td>
<td>DeLaurentiis</td>
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<td>1515</td>
<td>Volunteers in Police Service</td>
<td>Exec Salon 4</td>
<td>Kolls/IACP</td>
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<td>1400</td>
<td>1515</td>
<td>Women’s Issues Roundtable</td>
<td>Directors 2</td>
<td>Vonk</td>
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### Conference Schedule: Saturday

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<tr>
<th>Day</th>
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<th>End</th>
<th>Class</th>
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<td>1015</td>
<td>Effective PowerPoint Presentations I</td>
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<td>Hogancamp</td>
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<td>5/8/2004</td>
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<td>1145</td>
<td>Law Enforcement Officers Flying While Armed</td>
<td>Boardroom</td>
<td>James/Hightower</td>
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<td>5/8/2004</td>
<td>900</td>
<td>1315</td>
<td>Expert Off-Road Riding</td>
<td>On-Bike</td>
<td>Roy</td>
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<td>5/8/2004</td>
<td>900</td>
<td>1315</td>
<td>H&amp;K Firearms Skills for Mountain Bike Officers</td>
<td>On-Bike/Firing Range</td>
<td>Vonk</td>
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<td>Effective PowerPoint Presentations II</td>
<td>Texas B</td>
<td>Hogancamp</td>
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<tr>
<td>5/8/2004</td>
<td>1030</td>
<td>1145</td>
<td>Presentation Skills &amp; Public Speaking</td>
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<tr>
<td>5/8/2004</td>
<td>1200</td>
<td>1315</td>
<td>Instructor Roundtable</td>
<td>Texas B</td>
<td>Education Director</td>
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### LUNCHES (NEW THIS YEAR!)
On Thursday and Friday, lunches will be served reception-style from 12:15-1:30pm in the Exhibit Hall, on the lower level of the Adams Mark. Only registered participants, exhibitors, paid guests, and instructors will be admitted to the exhibit hall during lunchtime.

### HAVE AN IDEA FOR A CONFERENCE WORKSHOP?
IPMBA is actively seeking new and exciting workshops for the 15th Annual IPMBA Conference in Scottsdale, Arizona.

This is your chance to share your latest brilliant ideas or your tried-and-true techniques. Your proposal can be for a classroom or an on-bike session. Workshops range from 1.25 hours to 4.25 hours.

*It’s easy – just follow these steps!*

**STEP ONE:** Contact IPMBA HQ. Ask for a set of workshop proposal specifications.

**STEP TWO:** Select a Topic. Stop hoarding your in-service training ideas.

**STEP THREE:** Be Creative. Let your imagination run wild as you draft your proposal.

**STEP FOUR:** Write your Proposal. Follow the guidelines carefully.

**STEP FIVE:** Submit your proposal to IPMBA HQ by August 1, 2004.

**STEP SIX:** Congratulate Yourself. You’ve just taken the first step towards teaching at the IPMBA Conference! You will be notified of the Education Committee’s decision in early fall.
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.

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Bill Stranathan
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www.alertesystems.com
Bill@alertesystems.com

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sales@patrolcycles.com

TIDALFORCE
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www.tidalforce.com
silvio.pappalardo@wavecrestlabs.com

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To become a corporate member, contact the IPMBA office at 410-744-2400.

No express or implied endorsements are being made by IPMBA for any product, service, program, or organization.
Thanks

IPMBA would like to thank the following companies and organizations for their support in making the 14th Annual IPMBA Conference a success.

Clear Channel Communications
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Kryptonite
Mocean
Muscle Products
Olympic Uniforms/J. Marcel Enterprises
Patrol Cycle LLC
R&B Fabrications
Rubel BikeMaps
Southeast Training Associates
Terry Precision Bicycles
Texas Institute for Public Problem Solving
Tri-State Regional Community Policing Institute
The Exhibit Hall will be open in the Fiesta Pavilion during the following hours: Wednesday, May 5, 2:00-8:00pm; Thursday, May 6, 12:00pm-6:00pm; and Friday, May 7, 11:00am-2:00pm. Please visit our exhibitors frequently and show them how much their continued support of IPMBA is appreciated. Please be sure to say “Thanks for coming back” to all our old friends and “Welcome” to our “new” ones (marked below with an *.)

**Alerte Systems International, Inc.**
Bill Stranathan
243 S. Madison Ave.
Loveland CO 80537
Telephone: 800-728-1536; Fax: 800-635-1536
Email: info@alertesystems.com
Website: www.alertesystems.com
**Product/Service:** “Trailblazer” bicycle light & siren kit; other law enforcement warning, safety, & hazard lights.

**Cycle Siren, LLC**
Greg Bohning
226 N. Willow Springs Rd.
Orange CA 92869
Telephone: 714-628-8935; Fax: 714-628-8935
Email: sales@cyclesiren.com
Website: www.cyclesiren.com
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**Atlantic Signal, LLC**
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PO Box 5304
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Website: www.blueracerheadsets.com
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Email: gravy@bikeworld.com
Website: www.bikeworld.com
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Marc Smith
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**Product/Service:** From desktop to handheld access, Datamaxx communication platforms offer a comprehensive suite of products for the law enforcement arena.

**Cycle Source Group (Smith & Wesson)**
Peter Carey
445 County Road 101, Unit E
Yaphank NY 11980
Telephone: 631-205-1430; Fax: 631-205-1435
Email: peterc@cyclesg.com
Website: www.cyclesourcegroup.com
**Product/Service:** Smith & Wesson public safety bicycles & accessories.

**Bratwear**
Sally Swanson
5417 12th Street, Suite 100
Fife WA 98424
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!”

**Ergo, LLC**
Tom White
P.O. Box 659
Carnation WA 98014
Telephone: 425-333-6161; Fax: 425-333-6355
Email: daedalus@nwlink.com
Website: www.ergotheseat.com
**Product/Service:** Ergonomic bicycle seats, “The Seat,” caused by saddle-type seats with noses that cut off circulation to the rear and legs.

**Chiba Sports/Global Sports Group**
Gregg Moran
13750 McCormick Drive
Tampa FL 33626
Telephone: 813-855-3400; Fax: 813-818-7500
Email: info@chibasports.com
Website: www.chibasports.com
**Product/Service:** Law enforcement & EMS Cycling and Duty Gloves.

**Golden West Communications**
Jim Walker
3509 Main Street
Union Gap WA 98903
Telephone: 800-967-8124; Fax: 509-457-6748
Email: gwcsales@goldenwestcom.com
Website: www.goldenwestcom.com
**Product/Service:** The Bicycle Communications System (BCS) is a portable radio accessory designed to supply clearer, more discreet, and safer communications.
Conference Exhibitors

*Marwi USA / Nightpro
Jennifer Suarez
11614 McBean Drive
El Monte CA 91732
Telephone: 626-401-1335; Fax: 626-401-1339
Email: sales@marwiusa.com
Website: www.marwiusa.com
Product/Service: Marwi USA / Nightpro lighting systems are committed to providing the best in lighting system at the most values price points.

*Matrx Medical
Joseph Zillmer
PO Box 210
Ballentine SC 29002
Telephone: 800-845-3550; Fax: 800-533-4793
Email: matrxorder@aol.com
Website: www.matrxmedical.com
Product/Service: Access AED

Michael’s of Oregon
Kurt deNijs
1710 Red Soils Court
Oregon City OR 97045
Telephone: 503-655-7964; Fax: 503-722-5701
Email: info@unclemikes.com
Website: www.unclemikes.com
Product/Service: Complete line of duty and concealable holsters, belts, and accessories.

Mocean
Bill Levitt
1635 Monrovia Avenue
Costa Mesa CA 92627
Telephone: 949-646-1701; Fax: 949-646-1590
Email: moceanbl@aol.com
Website: www.mocean.net
Product/Service: Technical Law Enforcement Uniforms

National Institute for Occupational Safety & Health
Michael Breitenstein
4676 Columbia Parkway
Cincinnati OH 45226
Telephone: 513-533-8290; Fax: 513-533-8138
Email: mjb1@cdc.gov
Website: www.cdc.gov/niosh/homepage.html
Product/Service: NIOSH will present tips for minimizing numbness and injury to the reproductive system and conduct measurements of bike seat pressure.

Olympic Uniforms/J. Marcel
Rachel Peterson
5920 M.L. King Jr. Way South
Seattle WA 98118
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
P.O. Box 9308
St. Paul MN 55109-0308
Telephone: 800-208-2032/651-773-8763; Fax: 651-773-8762
Email: patrolbike@earthlink.net
Website: www.patroblke.com/www.ebiketools.com
Product/Service: Bicycles, bicycle equipment, accessories, clothing, tools, and related items.

Patrol Cycle, LLC
Barrie Gorton
27699 Vista Del Valle
Hemet CA 92544
Telephone: 909-634-5025; Fax: 909-677-0349
Email: info@patrolcycle.com
Website: www.patrolcycle.com
Product/Service: Police cycling shoes with leather uppers & rubber sole. Suitable for clip-in pedals or pedals with toe clips.

Patrol Cycles LLC
Murline Staley
1411 South Houston Road
Pasadena TX 77502
Telephone: 866-572-8765; Fax: 713-472-8643
Email: hlfdist@swbell.com
Website: www.patrolcycles.com
Product/Service: A New and Affordable Custom Police Bicycle

*Public Safety Logos
Michael Carrizales
PO Box 11307
Spring TX 77391
Telephone: 281-251-0707; Fax: 281-251-4786
Email: sales@publicsafetylogos.com
Website: www.publicsafetylogos.com
Product/Service: Custom badges for police, fire, EMS; embroidered patches, jewelry, laser-engraved plaques, pens, badge cases.
Conference Exhibitors

Trek Bicycle Corporation
Jason Schumacher
801 W. Madison Street
Waterloo WI  53594
Telephone: 800-313-8735 x 4911; Fax: 920-478-2607
Email: police@trekbike.com
Website: www.trekbike.com
Product/Service: Public safety bicycles and accessories for use by police, sheriff, EMS, security, and other public safety.

United Uniform Manufacturers, Inc.
Kami Zinati
P.O. Box 555087
Los Angeles CA  90055
Telephone: 213-746-8000; Fax: 213-746-2010
Email: kami@uumfg.com
Website: www.uumfg.com
Product/Service: Manufacturers of quality bicycle patrol uniforms, shirts, shorts, pants, and jackets.

Wavecrest Labs
Silvio Pappalardo
45600 Terminal Drive
Dulles VA  20166
Telephone: 703-435-7102; Fax: 703-435-7103
Email: info@wavecrestlabs.com
Website: www.wavecrestlabs.com
Product/Service: Powered by the WaveCrest Adaptive Motor system, the TidalForce M-750 has a maximum speed of 20 mph and a range of up to 20 miles, which can be augmented by pedaling.

*Welch Allyn, Inc.
Adrian Alvarez
4341 State Street Road
Skaneateles NY  13513
Telephone: 800-535-6663; Fax: 315-685-4091
Email: bozekj@welchallyn.com
Website: www.welchallyn.com
Product/Service: AED’s

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Product/Service: EMS Magazine

Finish Line
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Product/Service: Bicycle Care Products

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

Muscle Products Corp.
Website: www.voodew.com
Product/Service: Bike Lube & Gun Cleaner

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

R & B Fabrications
Website: www.rfbf.com
Product/Service: Bicycle panniers & rack bags; safety vests

Rubel BikeMaps
Website: www.bikemaps.com
Product/Service: Bicycling Street Smarts

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

Terry Precision Cycling
Website: www.terrybicycles.com
Product/Service: Bikes, Accessories, Seats, Apparel
Angiolillo, Dominic, PCI #103T. Ft. Lauderdale Police Dept., Ft. Lauderdale, FL. E-mail: domecangioli@aol.com. Dominic has been employed by the Ft. Lauderdale Police Dept. for the past 22 years. He joined their Bicycle Patrol in 1993 and serves as coordinator.

Bazany, Steve. San Antonio Police Dept., San Antonio, TX. Phone: 210-271-9601; E-mail: szbazany@sanantonio.gov. Steve has been a member of the Downtown Bike Patrol since its inception in 1990. He attended the Police Cyclist Course at the 1994 Conference in San Antonio and has recently taken over responsibility for managing the department's fleet of 300 bicycles.

Beck, Kirby, PCI #0027T/EMSCI #017T. Coon Rapids Police Department, Coon Rapids, MN. Phone: 763-767-6481; E-mail: kirbyp42@aol.com. Kirby is a 26-year police officer. He has been actively involved with teaching children bike safety for nearly 20 years. He is a past president of IPMBA and one of the authors of the Complete Guide to Police Cycling. He is one of IPMBA's founders and a member of the original instructor cadre.

Blackington, Neil, EMSCI #031. Boston EMS, Boston, MA. Phone: 617-927-7035 (Pgr); E-mail: blackington@bostonems.org. Neil is a 24-year veteran of the City of Boston's Emergency Medical Services. He supervises and administers a forty-person, 17-bike unit serving citizens through four seasons. He has been an IPMBA instructor since 2000.

Bowell, Jim, EMSCI #001T/PCI #567T. Troy Fire Department, Troy, OH. Phone: 937-335-5678; E-mail: jbowell@erinet.com. Jim attended the first IPMBA EMS Cyclist Course and is the first officially certified EMSCI. He is the training coordinator for the Troy Fire Department Bike Program and authored their bike team policies and procedures. He helped develop the current EMS Bicycle Operations Course Manual and the EMS Bike Team Start-Up Information packet. He currently serves as IPMBA's Education Director.

Brown, Jeff, PCI #487/EMSCI #064. Dayton Police Department, Dayton, OH. Phone: 937-333-1108; E-mail: daypoblue@yahoo.com. Jeff is an eleven-year veteran of the Dayton Police Dept. He is currently assigned to the central business district's bike patrol unit. He is presently serving as a member of the IPMBA Industry Relations Committee and the IPMBA Education Committee.

Brown, Ed, EMSCI #002T/PCI #178T. Orange County Fire/Rescue, Winter Park, FL. Phone: 407-249-6215; E-mail: efbro44@aol.com. Ed is 30-year veteran of the fire/rescue service and has 22 years experience in law enforcement. He served on the IPMBA Education Committee for five years and currently serves as the EMS coordinator on the IPMBA Board of Directors. He has been an IPMBA-certified PCI and EMSCI since 1996.

Burkitt, Ron, PCI #488. City of Hilliard Police Department, Hilliard, OH. Phone: 614-397-6552; E-mail: rburkitt@columbus.rr.com. Ron has been with the Hilliard P.D. for fourteen years, including nine years on bike patrol. He enjoys off-road and road riding and has been an IPMBA member for four years and an IPMBA instructor since 2001.

Davala, Chris, PCI #490/EMSCI #056. Maryland State Police, Berlin, MD. Phone: 410-641-3101; E-mail: chrisdavala@comcast.net. Chris has been a Maryland State Trooper since 1998. He is a certified IPMBA instructor and an instructor for the drug & alcohol awareness program. Before becoming a police officer, he served in the Coast Guard and was trained as an EMT. He became an IPMBA PCI in 2001 and an EMSCI in 2002. He currently serves as membership coordinator on the IPMBA board of directors.

DeLaurentiis, Bob, PCI #462. Univ. of Penn. Police Dept., Philadelphia, PA. Phone: 215-898-9003; E-mail: delaulenti@aol.com. Bob has 29 years experience in law enforcement. He is currently with the University of Pennsylvania Police Dept., where he is a member of the bike unit. He has been an IPMBA member for five years and an IPMBA Instructor for 4.5 years. He was recently one of 30 instructors certified by NHTSA to teach the community bicycle safety officer program. He is also a board member for a community bike group called Neighborhood Bike Works.

Denny, Steve, EMSCI #040. Williamson EMS, Franklin, TN. Phone: 615-791-2092; E-mail: stevedenny@charter.net. Steve is a paramedic and an IPMBA Instructor. He has been a member of the WMC bike team for five years, is an active mountain bike racer, and repeat winner of the IPMBA competition.

Dillon, Doug, PCI #492. Houston Police Dept., Houston, TX. Phone: 713-247-4519; E-mail: dougvick@prodigy.net. Doug is a seven year veteran of the City of Houston Police Department Bicycle Unit. He attended the MOCC in 2000 and was certified as an IPMBA Instructor in 2001. He currently serves as the Bicycle Coordinator and is responsible for 100 officers and 33 bikes. He assists with bicycle safety programs in the Houston area and has ridden in numerous NORBA races.

Davala, Chris, PCI #490/EMSCI #056. Maryland State Police, Berlin, MD. Phone: 410-641-3101; E-mail: chrisdavala@comcast.net. Chris has been a Maryland State Trooper since 1998. He is a certified IPMBA instructor and an instructor for the drug & alcohol awareness program. Before becoming a police officer, he served in the Coast Guard and was trained as an EMT. He became an IPMBA PCI in 2001 and an EMSCI in 2002. He currently serves as membership coordinator on the IPMBA board of directors.

Earick, Rob, PCI #363. Puyallup Police Dept., Puyallup, WA. Phone: 253-377-5710; E-mail: robe@ci.puyallup.wa.us. Rob joined the Puyallup Police Department in 1994 and has been a bike officer for the past seven years. He was certified as an IPMBA Instructor in 1998 and has attended several conferences. He is also an instructor for firearms, less lethal impact munitions, noise flash diversionary devices, chemical agent munitions, and chemical aerosol. He is an active cyclist and enjoys both charity rides and off-road trail riding.
Instructor Biographies

Feavel, Kurt, PCI #539. University of Wisconsin @ Madison, Madison, WI. Phone: 608-262-4520; E-mail: kdfeavel@wisc.edu. Kurt is a sergeant with the University of Wisconsin - Madison P.D.. He is co-founder of the UW Police Bike Unit and has served as its coordinator since 1992. Kurt became a LEBA instructor sin 1994 and an IPMBA Instructor in 2001. He currently serves as an Access Control specialist in the UWPD Planning and Development Division.

Foster, Ashley, PCI #356. MUSC Public Safety, Charleston, SC. Phone: 843-792-0334; E-mail: fosteram@musc.edu. Ashley is a South Carolina Criminal Justice Academy and IPMBA certified instructor. His primary duties are as departmental training officer and bike patrol coordinator. He carries instructor certification in firearms and LTL weapons, defensive tactics, ground defense, spontaneous knife defense, and Simunitions.

Ganzel, Dan, PCI #097. Palm Beach County Sheriff's Office, W. Palm Beach, FL. Phone: 561-493-2840; E-mail: bikedeputy1@bellsouth.net, ganzelde@pbso.org. Dan is a 19-year veteran of P.B.S.O. He has been an IPMBA member for eight years, an IPMBA Instructor for seven years, and has taught at the last two conferences. He is an avid off-road rider, surfer, and conducts bicycle safety education sessions and rodeos throughout Palm Beach County.

Gatlin, Nick, EMSCI #036. Williamson Medical Center EMS, Franklin, TN. Phone: 615-791-2092; E-mail: bikemedic1208@comcast.net. Nick is the director of the Williamson Medical Center EMS bike team. He has been in EMS for 22 years and on bikes for the past four. He also holds certifications from the Tennessee Board of Regents, the Tennessee Department of Health, the Tennessee Emergency Management Agency and the Associated Public Safety Communications Office.

Goetz, Mike, PCI #063T/EMSCI #003T. Seattle Police Department, Seattle, WA. Phone: 206-386-1850; E-mail: mgmt1998@msn.com. Mike currently serves as treasurer on the IPMBA Board of Directors. He is certified to teach IPMBA's PC, EMS, MOC, and Instructor Courses. He has been involved with police biking since 1988.

Gonzales, Artie, PCI #141. Topeka Police Department, Topeka, KS. Phone: 785-368-9075; E-mail: artieobo@aol.com. Artie has been a member of the Topeka P.D. since 1970, all in the patrol division. He has been a member of the bike unit since 1993 and a PCI since 1995. He has had extensive firearms training and is a firearms instructor. He currently serves on the IPMBA Board as conference coordinator.

Hamblin, Lou Ann, PCI #306/EMSCI #062. Van Buren Township Police Dept., Belleville, MI. E-mail: lounammblackwidow@aol.com. Lou Ann is a firearms, defensive tactics, and IPMBA Police Cyclist instructor. She has 13 years of law enforcement experience and is an adjunct instructor for H&K and Team-One Network. Lou Ann is featured on Policeonbikes.com and is a consultant with Calibre Press, Street Survival. She is currently working towards a masters degree in Instructional Design & Human Performance Technology at the University of Michigan-Dearborn.

Hanke, John, PCI #424. Joliet Police Dept., Joliet, IL. Phone: 815-724-3124; E-mail: crimeprevention@jolietcity.org. John was certified as an IPMBA Police Cyclist in 1996 and an Instructor in 2000. He has extensive military experience, including crowd control operations, and has been an instructor for the US Army, the Illinois Military Academy, and the Regional Training Institute. He has also conducted over 75 bicycle rodeo and safety classes, and currently serves as a community policing and crime prevention officer.

Hickey, Scott, PCI #383/EMSCI #080. Fort Lauderdale Police Department, Fort Lauderdale, FL. Phone: 954-828-5700; E-mail: skhick16@aol.com. Scott has been a police officer for almost 18 years and a member of the Fort Lauderdale PD Bike Unit for six years. He has served as the assistant bike patrol instructor/coordinator for the past five years. He has had experience teaching the IPMBA PC in such exotic locations as St. Croix and Iceland. Scott has been a member of the IPMBA Education Committee for the past three years.

Hildebrand, David, PCI #404. Denton Police Department, Denton, TX. Phone: 940-349-7956; E-mail: david.hildebrand@cityofdenton.com. David has been on bike patrol since 1996 and is currently assigned as a patrol sergeant on the evening shift. He also holds instructor certifications in pressure point control tactics, ASP baton, firearms, Advanced Rape Aggression Defense, and law enforcement mobile video. He also teaches at a local police academy and has conducted the IPMBA PC in San Nicholas de los Garza in Mexico.

Hogancamp, Bernard, PCI #498. Homewood Police Department, Homewood, IL. Phone: 708-206-3433; E-mail: bhogan@icjia.org. Bernie has been an IPMBA Police Cyclist Instructor since 2001. He is also certified to teach ASP, Firearms, CLAMP, Crisis Response, and Scenario-Based Training. He instructs in the Citizen's Police Academy & Explorer Scouts and offers training to a variety of other community groups.

Johnston, Mike, PCI #107. University of Utah Police, Salt Lake City, UT. Phone: 801-584-1736 ext. 736; E-mail: mikebikeut@hotmail.com. Mike helped to develop the IPMBA PC Advanced course in Moab, UT, with Gary McLaughlin. He currently is the security manager at Utah's Hogle Zoo and still works as a police cyclists at the University of Utah.
Instructor Biographies

Lane, Don, PCI #174. Denton Police Dept., Denton, TX. Phone: 940-347-7862; E-mail: don.lane@cityofdenton.com. Don has been a Police Officer with the Denton Police Department for 14 years. He was assigned to Bike Patrol for 10 years and was on the full time bike unit for three years. He has taught or assisted in numerous bike schools, both basic and advanced, during the last eight years.

May, Monte, PCI #262T/EMSCI #009T. Kansas City Police Department, Kansas City, MO. Phone: 816-234-5510; E-mail: montemay@earthlink.net. Monte is a ten-year veteran of the KCMP D. He has been a part of the department's bike unit for seven years, the last four as Bike Operations Coordinator. He currently serves on as Industry Liaison on the IPMBA Board of Directors. He has been an IPMBA-certified instructor since 1999 and holds the status of IPMBA Instructor Trainer.

McLaughlin, Gary, PCI #005T. Sacramento Police Department, Sacramento, CA. Phone: 916-264-8290; E-mail: garymcbike255@aol.com. Gary McLaughlin is an officer with Sacramento Police Department and is one of the founders of the IPMBA PC Advanced Course. He is an IPMBA-certified Police Cyclist Instructor and a member of the IPMBA Board of Directors.

Noftz, Steve, PCI #593. Ohio University P.D., Athens, OH. Phone: 740-593-1911; E-mail: noftzs@ohio.edu. Steve is a lieutenant with the Ohio University P.D. He is OPOTA certified in firearms and O.C. He is an instructor for the University College Freshman Orientation Class. He manages the OU bike patrol program and is responsible for special events, department and community program development, and community relations.

Redford, Phil, PCI #447/EMSCI #065. Wheeling Police Department, Wheeling, WV. Phone: 304-234-3664; E-mail: p.redford@worldnet.att.net. Phil is a nine year veteran of the Wheeling PD. He raised the funds to develop the bike unit and has served as its coordinator for six years. He was certified as an IPMBA PCI in 2000 and an EMSCI in 2001. He currently serves as a member of the IPMBA Education Committee.

Reed, Donald, PCI #195T/EMSCI #038T. Denver Police Department, Denver, CO. Phone: 303-475-4292; E-mail: corkybike@msn.com. "Corky" has been a police officer for 17 years, a bike officer for 10 years, and a certified IPMBA instructor for seven years. He is also an IPMBA Instructor Trainer and a member of the IPMBA Education Committee. He played a significant role in the development of the IPMBA Intermediate Police Cyclist Course.

Ricciardi, Robert, PCI #282T/EMSCI #078T. Palm Beach County Sheriffs Office, W. Palm Beach, FL. Phone: 561-432-4750; E-mail: ricciardir@pbso.org. Bob is a 17-year veteran of the P.B.S.O. He has been an IPMBA Instructor for four years and is an IPMBA Instructor Trainer. He is also a firearms instructor and an LSU Academy of Counter Terrorism Trainer. He currently serves as the P.B.S.O. bike coordinator and has been an avid cyclist and fitness enthusiast for 25 years. Before becoming a deputy, he owned and operated a pro bike shop for ten years.

Richardson, T.J., PCI #139T/EMSCI #010T. San Antonio Police Department, San Antonio, TX. Phone: 210-271-9601; E-mail: tjrichardson@hotmail.com. T.J. is an 20 year veteran of the San Antonio Police Department and has worked on the Downtown Bike Patrol since 1992. He is the Bicycle Coordinator for his department, which has 450 bike trained officers and 300 bicycles. He has been an IPMBA instructor since 1994 and currently serves as president of the IPMBA Board of Directors. He hosted the IPMBA Conference in 1991 and is doing so again in 2004.

Roy, Jim, PCI #175. Topeka Police Department, Topeka, KS. Phone: 785-368-9075; E-mail: jmr3321@aol.com. Jim has been a police officer for 24 years; and was a bike officer for six years until promotion to sergeant. He has been the bike unit supervisor for three years. He is a graduate of the Barnett Bicycle Institute for Mechanics; and a graduate of IPMBA's first Maintenance Officer Certification Course. He has been a certified IPMBA instructor for nine years; and was mountain bike competition team champion in 1998, 2000, and 2002. He has attended the last nine IPMBA conferences.

Simpson, Al, PCI #165T/EMSCI #005T. Pompano Beach P.D. (ret), Pompano Beach, FL. Phone: 954-427-5121; E-mail: mtmbike@gate.net. Al has been an IPMBA member and instructor since 1995. Before retirement, he was the supervisor of the Pompano Beach Police Bike Unit. He served as the Education Director on the IPMBA Board of Directors from 2000-2002. He currently teaches extensively throughout Florida and the U.S., and has represented IPMBA at the INFOPOL show in Belgium.

Summers, Charlie, PCI #512. Illinois State U. Police Dept., Normal, IL. Phone: 309-438-8631; E-mail: cesumme@ilstu.edu. Charlie has been with the University Bike Patrol for five years and has been the unit coordinator for the past three. He has attended the past three IPMBA Conferences. He conducts bicycle safety and maintenance courses in his community, and is also a state-certified Firearms Instructor.
Tanner, Tom, PCI #232/EMSCI #088. Ann Arbor Police Department, Ann Arbor, MI. E-mail: ttanner@ci.ann-arbor.mi.us. Tom is an 19 year veteran of the Ann Arbor Police Department. He has been a PCI since 1995, an EMSCI since 2002, and has instructed at the IPMBA Conference for the past six years. He has taught an array of maintenance courses and has assisted with the Maintenance Officers Certification Course for the past several years.

Trout, Michael, PCI #515. Ohio University Police Department, Athens, OH. Phone: 740-593-1911; E-mail: trout@ohio.edu. Mike has been a police officer with the Ohio University P.D. for over seven years. He has been a police cyclist and IPMBA member since 1996 and an IPMBA Instructor since 2001. He is also a certified instructor through OPOTA, Rape Aggression Defense, and National Tactical Officers' Association.

vonk, Kathleen, PCI #042/EMSCI #063. Ann Arbor Police Department, Ann Arbor, MI. Phone: 734-994-2911; E-mail: kvonk@ci.ann-arbor.mi.us. Kathleen has been an IPMBA Instructor since 1995 and currently serves as vice-president of the IPMBA Board. She is an HK adjunct instructor and the primary instructor for the HK Survival Skills for the Mountain Bike Officer. She is a certified strength and conditioning specialist by the National Strength & Conditioning Assn., and is lead fitness instructor for Washtenaw Police Academy. She is a certified personal trainer, FTO, and is an instructor for firearms, RedMan simulations, and Simunitions.

Washington, John, PCI #461/EMSCI #037. Univ. of Penn. Police Dept., Philadelphia, PA. Phone: 215-898-9003; E-mail: johnfw@pobox.upenn.edu. John joined the University of Pennsylvania Police Department in 1988. He has been assigned to the bike patrol since its inception in March 1991. He has trained some 700 police, security, and EMS bike personnel from 75 agencies in the United States, Argentina, Australia, and Canada. He has won 12 gold medals in the Pennsylvania Police Olympics in running and mountain bike events and several medals in the International Law Enforcement Games. He also has 20 years of service in the fire, EMS, and hazardous materials fields.

Wear, Mike, PCI #516/EMSCI #059. Metropolitan Police Dept., Washington, DC. Phone: 202-727-5490; E-mail: sgtwearl@aol.com. Mike is a section sergeant in the vehicle skills section within the MPD Institute of Police Science. He is the city-wide bike coordinator and an executive member of the MPD Police Cycling Team. He is responsible for the MPD mountain bike training program, which includes a bicycle rapid response unit. He conducted training for the Ghanaian National Police on Community Policing and Police Mountain Bike Patrol in June 2002 and has served on the IPMBA Education Committee.

Whited, James, PCI #393/EMSCI #048. Oklahoma University Police Dept., Norman, OK. Phone: 405-325-2864; E-mail: whited@oupd.ou.edu, biker73@yahoo.com. James has been a police cyclist for O.U.P.D. for four years and was certified as an IPMBA Instructor in 2000. He is currently working with the community to improve bicycle safety on the O.U. Campus.

Williams, Jr., Gene, EMSCI #072/PCI #597. Cypress Creek EMS/Hempstead P.D., Houston, TX. Phone: 281-440-9650 x 156; E-mail: gwilliams@ccems.com. Gene has over 19 years in law enforcement and 21 in EMS. He currently holds a master peace officer certificate and is a certified law enforcement and EMS instructor. He is co-founder of the Cypress Creek Advanced Tactical Team and their lead TEMS instructor. Gene also serves as Special Operations Coordinator for Cypress Creek EMS and is the Sergeant of the Hempstead Police Dept. Bike Patrol Unit. He was certified as a PCI and EMSCI in 2002.

Woods, Tom, PCI #1017/EMSCI #1177. Denton Police Department, Denton, TX. Phone: 940-349-7988; E-mail: tom.woods@cityofdenton.com. Lt. Woods, PCIT #010, is a founding member and past president of IPMBA. He has been in civilian law enforcement for 24 years at Denton P.D. He has taught the IPMBA Police Cyclist course and introduced the concept of police bike patrols in the former Soviet Union, Rwanda, Africa; and the Republic of Georgia.

Youngsma, Jeffrey, EMSCI #073. Fremont Fire Dept., Fremont, CA. E-mail: jyoungsma@ci.fremont.ca.us. Jeff is a 16-year veteran of the fire service and is a captain/padmic with the Fremont FD. He is an avid road racer and rides for the Valley Spokesman Racing Team in Livermore, Ca. He was certified as an IPMBA EMS Cyclist Instructor in Ogden, Ut., at the 2002 IPMBA Conference.

Guest Presenters

Baldwin, Tim. MassBike, Brookline, MA. Phone: 617-542-2453; E-mail: bikexec@massbike.org. Tim Baldwin is the Executive Director of MassBike. MassBike, the Massachusetts Bicycle Coalition, is dedicated to promoting the bicycle as a safe, healthful, enjoyable, efficient, and environmentally sound means of transportation. Tim is an avid cyclist and has biked across the US twice.

Breitenstein, Michael. NIOSH, Cincinnati, OH. Phone: 513-533-8210; E-mail: mbj@cdc.gov. Michael is currently a Research Scientist in the Reproductive Health Assessment Section for the National Institute for Occupational Safety and Health (NIOSH). He has been with this group for over 10 years, and they have conducted research on workplace conditions and their effects on male and female reproductive health.
Bourke, Paul. Nat'l Assn. for Search & Rescue, Carson City, NV. Phone: 775-315-0306; E-mail: redlaser@sbcglobal.net. Paul is a retired First Sergeant with the Alaska State Troopers. His assignments included the Statewide SAR Coordinator for the Alaska Dept. of Public Safety, Criminal Investigator, Special Emergency Response Team member, and rural Alaska Trooper Post Commander. He is a qualified Public Safety Diver, Polygraph Examiner, and SARTECH III. He served on the NASAR Board of Directors from 1993-2002. He is currently the NASAR Western States Coordinator and is responsible for NASAR education in 24 states.

Connell, Kathleen. Yale Med School, Dept. of OB/GYN, New Haven, CT. Phone: 203-785-3469; E-mail: kathleen.connell@yale.edu. Dr. Connell is an Assistant Professor in the Division of Urogynecology & Reconstructive Pelvic Surgery in the Department of Obstetrics & Gynecology and Reproductive Sciences at the Yale University School of Medicine in New Haven, Connecticut.

Gardner, Kenneth. Tyler Police Dept., Tyler, TX. Phone: 903-531-1050; E-mail: KGardner@tylertexas.com. Officer Gardner is an 7-year veteran of he Tyler Police Department and has been a member of the bike team for approximately five years. Prior to joining the Tyler department, he was with the Smith County Sheriff’s Office for four years.

Guess, Marsha. Montefiore Medical Ctr, Dept of OB/GYN, Bronx, NY. Phone: 718-920-2220; E-mail: mguess@montefiore.org. Dr. Guess is a fellow in the Division of Urogynecology and Reconstructive Pelvic Surgery, Dept. of Obstetrics & Gynecology and Women's Health at the Montefiore Medical Center, Albert Einstein College of Medicine, in New York City.

Jones, Al. Tri-State RCPI, Cincinnati, OH. Phone: 513-771-0782; E-mail: jonesa@greatoaks.com. Al Jones was an officer with the Cincinnati Police Division for 26 years, serving in various capacities. He has presented hundreds of community crime prevention programs to groups throughout the Cincinnati, Ohio, area. He currently serves as a curriculum specialist and AV guru for the Tri-State Regional Community Policing Institute in Cincinnati.

Kendall, Rich. Street Training Consulting Group, Wakefield, MA. Phone: 781-983-2293; E-mail: rich@streettraining.com. Mr. Kendall has been a police officer for 16 years and an EMT for over 24. He serves as an instructor for the Massachusetts Criminal Justice Training Council and various police departments. He holds a masters in Criminal Justice and a Bachelor's degree in Physical Education, with a concentration in Sports Medicine.

Kolb, Nancy. IACP, Alexandria, VA. Phone: 703-836-6767 x 813; E-mail: kobn@theiacp.org. Nancy is the deputy project director for the Volunteers in Police Service Program (VIPS) of the International Association of Chiefs of Police (IACP). Before joining IACP, Ms. Kolb worked with the National Institute of Justice, USDOJ, where her responsibilities included the substantive, programmatic and financial management of national development programs. Ms. Kolb holds Masters degrees in Public Administration and Social Work from Syracuse University. She earned her undergraduate degree at McMaster University (ON).

Noftz, Jeff. Medical College of Ohio Dept. of Orthopedics, Toledo, OH. Phone: 419-383-6561; E-mail: jnoftz@mco.edu. Dr. Noftz is the Director of the Primary Care/Sports Medicine program in the Department of Orthopedics at the Medical College of Ohio in Toledo. He has extensive experience in the prevention, diagnosis, and treatment of a wide range of sports-related injuries.

Ogle, Jason. S.T.O.R.M. Mountain Bike Patrol Unit, San Antonio, TX. Phone: 210-913-1688; E-mail: jogle@satx.rr.com. Jason is the director of the STORM Mountain Bike Patrol unit, a group of volunteers who patrol trails in the San Antonio area. He is the San Antonio instructor for IMBA’s National Mountain Bike Patrol program and conducts bike safety programs for children. His co-instructor is Louis Arias, a sergeant with the San Antonio Parks & Recreation Police Division.

Price, Michelle. UT Health Science Center, San Antonio, TX. Phone: 210-567-7833; E-mail: pricema@uthscsa.edu. Michelle serves as the director of the South Texas Injury Prevention & Research Center, whose mission is to reduce injury-related death and disability among the people of South Texas through research, intervention programs, and public policy modification. She has prepared numerous successful grant applications for programs, training, equipment, and infrastructure support to various governmental agencies and private foundations. She is currently pursuing a doctorate in behavioral sciences.

Rosenberry, Dennis. San Antonio Police Dept., San Antonio, TX. Phone: 210-207-7617; E-mail: rosenberry@sanantonio.gov. Dennis is the Fiscal Planning Manager for the San Antonio Police Department. He has authored five grants totaling $5.25 million to hire 113 additional police officers and a $200,000 juvenile justice delinquency grant. He holds a bachelor's degree from West Point, an MA in Human Resources Development, and an MBA.

Satlow, Michael. Jerusalem District Police Dept., Jerusalem, Israel. Phone: 972-2-539-1234; E-mail: satlow_m@netvision.net.il. Michael is an auxiliary officer for the Jerusalem District Police Department in Israel. He has been on the Civil Guard for eight years and a bike officer for three years. The Civil Guard was formed to supplement the police force, which faces car bombs, suicide bombers, and other acts of terrorism on a regular basis.
Instructor Biographies

Schorlemer, Ricky. San Antonio Police Dept., San Antonio, TX. Phone: 210-271-9601. Ricky is the Bicycle Fleet Specialist for the San Antonio Police Department. He handles all aspects of maintaining the department's fleet of more than 300 bicycles. He is a Schwinn-certified mechanic, USCF-certified Race Mechanic, and a mechanic for the U.S. Cycling Team.

Schrader, Steven. NIOSH, Cincinnati, OH. Phone: 513-533-8210; E-mail: sms4@cdc.gov. Dr. Steven Schrader is the Chief of the Reproductive Health Assessment Section for the National Institute for Occupational Safety & Health. He has conducted research on workplace conditions as they relate to male and female reproductive health for 20 years.

Schurr, Tim. United Bicycle Institute, Ashland, OR. Phone: 541-488-1121; E-mail: tim@bikeschool.com. Tim Schurr offers a unique perspective of the bicycle industry from over fifteen years of involvement in bicycle retail, advocacy, manufacturing and distribution. He has been a bike commuter since his teens and first worked in a bike shop while attending college in 1984. Tim is also an avid outdoorsman with years of experience climbing, cross country skiing, backpacking and kayaking.

Spelman, Bill. Texas Inst. For Public Problem Solving, Austin, TX. Phone: 512-471-7559; E-mail: akelly@mail.utexas.edu. He earned a Ph.D. in public policy from the John F. Kennedy School of Government at Harvard University, then spent seven years with the Police Executive Research Forum, developing nationally recognized community policing programs. After serving two years or the Austin Water and Wastewater Commission, he served from 1997 to 2000 as a member of the Austin City Council. He teaches urban policy classes and conducts research on police operations, prison policy, and community crime prevention. Since 1998, Spelman has also directed the Texas Institute for Public Problem Solving, which has trained over 11,000 police officers and community residents in the practice of community policing.

Strawn, Bill. Texas DOT, Traffic Safety Section, Austin, TX. Phone: 512-416-2613; E-mail: wstrawn@dot.state.tx.us. Bill has been the traffic safety planner for the State of Texas since 2001. He holds a BBA from UT and an MA in management from the University of Nebraska. He taught graduate business administration as an adjunct professor at Embry Riddle Aeronautical University and Central Texas College. He is retired from the US Air Force and continues to fly as a licensed pilot.

Tottie, Nigel. N. Yorkshire Police, York, England. Phone: ++01904631321; E-mail: nigel.tottie@ntlworld.com. Nigel is a founding member of the N. Yorkshire police cycle team and the coordinator of the 999 Emergency Services Cycling Seminar, held each June in York, England.

Washburn, Chris. WaveCrest Labs, Dulles, VA. Phone: 703-435-7102 x 141; E-mail: chris.washburn@wavecrestlabs.com. Chris is the Vice President of the Light Transportation Division of WaveCrest Laboratories. He developed and leads the company's strategy to market its propulsion systems in light electric vehicles such as bicycles, ATVs, motorcycles, and scooters. He holds a BS in Japanese, an MBA, and a JD from Brigham Young University. WaveCrest has recently introduced TidalForce, an electric bicycle designed for use by public safety cyclist.
One Hundred and One Uses for Zip Ties will provide tips and tricks to help even the non-mechanically inclined cyclist make emergency repairs. Repairing your bicycle along the roadside using “duct tape and zip ties” is the mark of a self-reliant cyclist. The workshop will discuss the mythical “thin-air repair” that can get you rolling in the face of seemingly impossible odds, and rescue you from that embarrassing call back to the station for a ride. Presented by Lt. Tom Woods, Denton (TX) Police Department.

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Administrative Issues of a Bike Unit

INTRODUCTION
The bike patrol squad is among the newest facets of modern law enforcement and considered by some to be a key element of the community policing movement. IPMBA memberships, requests for training, and media attention all reflect its continued growth and popularity.

IPMBA was formed on the premise that it would be a network for new and old bike patrols (so they didn’t need to “reinvent the wheel”); it would set training standards for the country; it would provide support for all bike patrols through continued research and updated training.

Starting or operating a bicycle squad, in most cases, presents new challenges and many policy issues for the administrator. The points below will expose many of the common issues of deploying police officers on bicycles, along with solutions to many common pitfalls.

ADMINISTRATIVE ISSUES

Justification
- Cost effective v. Squad cars
- Health benefits, morale
- Closer contact with citizens
- “Stealth” ability
- Community support, bike education and safety programs

Defining the Squad’s Purpose
- Community policing agents—generalists
- Drug interdiction or street crimes unit—specialists

The Costs
- Capital outlay
- IPMBA Police Cyclist Course as basic training
- Bikes, uniforms, tools, racks, portable radios, speaker misc., special equipment
- Maintenance
- Long and short term
- In-house or local bike shop
- Replacement costs

“Selling it to the Rest of the Troops”
- Communicate a clear definition of the unit’s goals and purpose
- Defeat the “special unit status” jealousy
- Communicate a clear definition of the expectations of the bike officers’ and their function
- Ensure fairness in officer selection process

Deployment
- Full- or part-time
- Integrated with regular patrol units
- Call-driven
- High visibility, crime deterrent
- Directed patrol, specialized unit
- Specific crimes, “target areas”
- Visibility = crime deterrent, reduces citizen’s perception and fear of crime
- Stealth = crimes in progress, interdiction
- Utilize crime stats analysis, “hot spots”

Logistics
- Where will the unit be based? Headquarters, store front?
- Will the bikes be primary mode of transportation?
- Will there be on-duty support for the riders?

Policy Considerations

Type of Policy
- General Order, Special Order
- Rules and Regulations
- Standard Operating Procedures

Unit Definition
- Policy Statement—purpose and objectives
- Define officer selection criteria
- Job tasks analysis (may be necessary)

Deployment Strategies and Parameters
- Hours of operation
- Adverse weather prohibitions
- Special assignment, general patrol, community policing

Officer Eligibility
- Define desired skills, qualities
- Define commitment, e.g., minimum two-year stay on unit
- Pre-requisite training
- Physical testing and medical examination requirements

Training
- Basic and on-going, in-service training
- Establish frequency of in-service training
- Firearms training
- Establish criteria and frequency of qualification testing for all unit members
- Administrative action for failure to re-qualify

Tactics as Related to Department Use of Force
- Continuum Policy
- Bike tactics must be in compliance with use of force policy
- Parameters for on-bike pursuits

Uniform Regulations
- What, when, where, how?
- In combination with regular gear?
- Off-duty special assignments?
- Training?
- ADA Considerations
- Reasonable modifications of equipment v. safety
**FUNDING THE PROJECT**

**Current Budget — “Shoe-horn it in”**
- Assumes accurate assessment of needs
- Break down components to fit existing accounts and commodity codes

**Formal Budget Packages**
- Fits best with long range strategy
- Allows in-depth research and fine-tuning
- Could be based on existing unit’s accomplishments, i.e., increased arrest rates, citations, fines, COP

**Forfeitures and Seizure Money**
- Include seized equipment as well as money
- Drug seizure funds directly applicable to specialized drug interdiction bike unit
  - Grants
  - Department of Justice “COPS” UHP (universal hiring program)
  - Other state, federal, and local government crime reduction, crime prevention, community policing grants
  - Corporate law enforcement grants — Target, Wal-Mart, Motorola

**Donations**
- Citizen groups, neighborhood associations, crime watch groups
- Business associations
- Civic organizations — American Legion, Lions, Shriners
- Local bike shops and bike clubs

**Fund Raisers**
- What is legal for your jurisdiction?
- Bike rodeos and safety presentations
- The old “stand bys” — raffles, car washes, bake sales
- Tee-shirts, bumper stickers

**OFFICER SELECTION**
- The unique and demanding role of bike patrol requires highly motivated officers
- Borrowing a theme from the U.S. Marine Corps sums it up best: “We’re looking for a few good men and women”
- You want officers who will promote the unit in the eyes of the department and the public by their demeanor, activities, and accomplishments
- These officers are to be the foundation and continual fortification of the unit’s success

**Identify Desired Job Skills and Personal Qualities**
- These can be specific to the unit’s purpose and goals, i.e., COP, drug interdiction, generalized patrol
- Legal knowledge — drug laws, arrests without a warrant, search and seizure, use of force
- Interpersonal communications
- Bike officers can be highly visible
- Close contact with the citizens and media

**Physical Capabilities**
- Can the officer meet basic requirements and improve on same — cycling is new to many applicants

**Employment History**
- Attendance — doesn’t abuse sick and vacation time
- Work ethic — results oriented, self-motivated, team player

**Oral Board**
- How suited to the unit’s profile is the applicant?
- Desire to make the program a success
- Willingness to maintain high level of physical conditioning
- Personal appearance

**Medical Exam, Physical Agility and/or Stress Testing**
- Doctor’s physical
- Body weight
- Heart condition
- Blood pressure
- Musculo-skeletal limitations
- Treadmill Stress Test
- Aerobic capacity
- Overall fitness level
- On-bike Test
- Created for future applicants once unit has formalized training

**EQUIPMENT**

**Bicycles—Main Elements**
- Quality of frame materials — strength and light weight is the goal
- Level of components — longevity, availability, and price of replacement parts
- Frame sizes — must fit a variety of personnel

**Related On-Bike Equipment**
- Toe-clips and straps or other pedal retention devices
- Headlights and tail light
- Rear rack and pack
- Cyclo-computer
- Tool kit, tire pump

**Optional Equipment**
- Suspension fork
- Bar-ends
- Carbon fiber wheels
- Emergency lights, sirens

**Uniforms**
- Vast array of materials available to suit many climates and weather conditions
- Can be manufactured to match regular uniforms
- Helmets must meet ANSI, Snell, or API recommendations
- Gun belts and accessories of the nylon web type

**Tools**
- For unit’s maintenance and/or individual bike
- General maintenance or “basic bike shop”
Supplementary Expenses
- Painting bikes to match departmental scheme
- Storage facilities
- On-hand cache of replacement parts

TRAINING
- The IPMBA Police Cyclist Course
- The best, most researched, solid, most standardized training available
- Over 400 active IPMBA Police Cyclist Instructors and Candidates available to teach
- Five states recognize it as their standard

Continual, In-Service Training
- Trainers as Police Cyclist Instructors
- Elements based on PC Course and exercises and tenets
  Should be mandated by policy for specific frequency, i.e., once monthly, etc.
- Should include off-road element

LEGAL ISSUES
Bicycle as a Vehicle — State Traffic Law
- Is the bicycle defined as a vehicle?
- What is the definition of a highway? A roadway?
- Are hand signals required while operating a bicycle?

Bicycle as an Emergency Vehicle
- Is the police bicycle considered an emergency vehicle?
- What are its exemptions to traffic controls, if any?
- Are they permitted on sidewalks?

Local Ordinances
- Traffic requirements and exemptions — bike paths, sidewalks
- Other agency exemptions — college campuses, parks
- Traffic signal tripping devices

Negligence
- Duty to take reasonable care
- Officer fails to do so
- The careless action causes injury

“Failed to Train”
- Agency has a recognized policy or is cognizant of reasonable, acceptable standards
- Agency’s training does not meet those standards
- Agency shows an indifference — legacy of lack of continual training after the basic course

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Advance Planning for Special Events will prepare you to successfully plan and deliver emergency medical services for events of any size. Topics include establishing communications systems between field units, the command post, and main dispatch; the importance of “walking the site” prior to the event; creating and using site maps in PowerPoint, and maximizing resources for maximum coverage.

Presented by Gene Williams, Special Operations Coordinator, Cypress Creek EMS, Houston, Texas.

Types of Special Events
- Concerts
- Parades
- Golf tournaments
- Races
- Fairs
- Fairs
- Water sporting events

Unconventional Means
- Foot patrol
- Bicycle
- All Terrain vehicle
- Watercraft
- Sled
- Aircraft
- Horse

Site Survey
- To physically examine the entire area encompassing the event site.
- Request floor plans or maps of the area.
- Ensure that you know what is going to change or be added when the event is held.
- Locate secure site to set up your Command Post.
- Check out Communications

Building
- Walk the outer perimeter.
- Access / Egress locations.
- Staging locations.
- Stairs, elevators, escalators.
- Treatment facility.
- Pick-up points.
- Barriers (what will be there that isn’t now).
- What equipment is suited for the task.

Open Air Event (concert, festival, golf)
- Topography.
- Restrictions on your response.
- Pick-up points.
- Maps.
- Communications.
- Barriers.
- Number of attendees.
- Equipment needs.

Equipment
- Bicycle.
- AED’s (Access Cardiac).
- Pediatrics / Geriatrics.
- Supply stock (EMS / Tools).
- Rehab / Rotation schedule.
- Command Post.
- Communications.
- HLS.

Communication
- Event staff can talk to you and vice versa.
- Have dedicated dispatcher at CP to handle all traffic between event staff and EMS.
- Make sure you can communicate with CP from anywhere within event area.
- Headsets vs laped mics.
- Team assignments.
- Extra batteries.

Operations Plan
- Start with the dates and times of the event.
- Note the number of medics for each day.
- The number of dispatchers and support.
- The support equipment that will be on hand.
- The event location.
- Who is coordinating the event and how to get in touch with him/her.
- Type of staffing: EMT, EMT-I, EMT-P.

Parade
- Route.
- Street closing.
- Staging locations for unit.
- How to evacuate the patients.
- Number of spectators.
- Number of floats.
- Special considerations (fireworks).

Logistics
- Transportation of personnel & equipment.
- Food / Water.
- Proper clothing for weather.
- Security of command post.
- Storage of equipment overnight.
- Communications with event staff.
- Scheduling of staff.
- Dedicated leadership & Dispatch.
- Notification to other EMS and Hospitals.

The Proposal
- Event sponsors will usually want a proposal from the providing agency to justify the cost of EMS coverage that you intend to provide.
- Do not quote a price or promise anything until you know all the facts concerning the event and you have done a site survey.
- A proposal also reflects on your agencies professionalism.
Medical Threat Assessment

- Environmental Threats
- Animal Threats
- Plants
- Biological
- Local Medical Facility
- Trauma Center
- Barn Center

Operations Plan

Extended Special Events

COMMUNICATION: 911 will be staffed at all times by a 911 operator able to communicate with the Departments. Subsequent activities not related to the event will be coordinated with the following: Motorola (Nerve Center), FM radio and cell phone. Event staff will be informed of any changes and delays in the schedule. Staff will be required to use the communications center at all times during the event.

STAGING: The staging area will be located on the south side of the event area. The staging area will be monitored by the Operations Center, and emergency personnel will be available at all times.

In Summary

- Do a complete site survey
- Know what changes will take place
- Check communications
- Logistics in order
- Proper equipment on hand
- Complete written Operational Plan
- MTA
- Have a back-up plan

Are there any questions?
Advanced Bicycle Fit

Advanced Bicycle Fit will address the importance of selecting a bicycle based on the dimensions of not only the seat tube but the top tube as well. Frame angles, another key factor in selecting the proper type and size bike, will also be discussed. You will learn where to acquire the proper tools and how to use them in order to achieve more precise bike fit, and if time permits, participants will be fit to their own bikes. Cpl. Bob Ricciardi of the Palm Beach County Sheriffs Office (FL) will share the expertise he developed in nearly 10 years as a pro bike shop owner. Bike fit is essential to rider efficiency, minimization of injury, and comfort, so this workshop is ideal for all riders, including instructors and administrators who want to keep their bike unit members healthy, happy, and effective.

Basics of Bike Fit
A. Frame Type
   a. Mountain
   b. Road
B. Frame/Fork Geometry
   a. Measurements
   b. Angles
   c. Design/Function
C. Rider Physique
   a. Inseam
   b. Torso
   c. Foot Size
   d. Shoulder Width
   e. Bone Structure
D. Selection of Bike
   a. Measurement “Type”
   b. Frame Geometry vs. Rider Physique

Tools and Equipment
A. Bike Measurement Tools
   a. Analog Bathroom Scale
   b. Angle Finder
   c. Line Level
   d. Triangular ruler
   e. Small level
   f. Tape measure
   g. Stationary trainer
B. Rider Measurement Tools
   a. “Plum-glasses”
   b. Goneometer
   c. Plum-bob

Accessory Enhancements
A. Toe clips
B. Cleated Shoes
C. Saddle Choice
D. Stem Extension
E. Forks

Trends and Gizmos

Conclusion
Knowing the basics as well as some of the advanced concepts of bicycle fit will allow the rider to not only be a more efficient cyclist, but also experience a more enjoyable ride.

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Advanced Problem Solving

Advanced Problem-Solving will discuss the process of identifying problems in an officer’s area of assignment, focusing on indicators outside of police organizations as well as police indicators. It will address how to integrate these indicators into the SARA process, and how to develop a logical hypothesis, a general goal statement, and customized responses for the problem. How the problem indicators lead to an effective evaluation of the problem solving effort will also be discussed. Upon completion of this unit of instruction, participants will be able to: 1. understand the theories that support problem solving; 2. list the criteria for quality in problem solving; 3. describe some of the examples of excellence in problem solving; 4. discuss the current expectations in policing for problem solving. Presented by Bill Spelman, Texas Institute of Public Problem Solving.

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Advanced Skill Development focuses on the “mental” aspects of riding. Many riders are hampered more by fear, frustration, and lack of confidence than by lack of skills. Through intense one-on-one contact and discussion, this session will demonstrate how “good” riders got that way by learning in small increments and building upon previously mastered simple skills. Developed by Nick Gatlin, Williamson Medical Center, Franklin, Tennessee.

Advanced Technical Skills
The term “advanced skills” means different things to every rider. For some, advanced means trickstanding or clearing a one foot curb. For others, it may mean clearing a five-foot drop or being able to climb the bike onto a picnic table. “Advanced” skills are generally those you haven’t yet mastered. The key word is “yet”.

Hardly anyone is good at everything. So how do you master those skills that you now find difficult? The answer has several steps.

Get In the Right Frame of Mind
It is amazing how well you can perform when you believe your riding goals are attainable. Preparing yourself mentally for a new task will go a long way toward helping you improve. The best riders are not afraid of the way it feels to lose control of the bike. The trick is to know when it is about to happen and what the bike will do at that moment. Knowing this will allow you to position yourself to minimize the danger when it is time to give up and try again.

Use the Bike to Prove the Goal Attainable
As a general rule, if you can demonstrate the skill by pushing the bike through it, you can ride the bike through it. Look at what the bike does as you push it through the required skill. Visualize what will be required of you to duplicate the action of the bike’s motion. Where will your weight need to be? How hard must you pedal, and from what crank position? Will it require a lateral weight transfer as well as forward or back? What gear will work best? Picture yourself on the bike doing whatever is required.

Pushing the bike through the skill may also reveal potential damage to the bike. Maybe the idea of a bent chainring doesn’t appeal to you. Some skills require riding on the chainring, and there are proper ways to do it. Still the potential for damage exists, and if you don’t want to risk that, you’ll want to avoid that obstacle. Pushing the bike may also reveal that this is a skill for which you are not prepared. Navigating stairs is a good example. If you go down and can’t keep the rear wheel from lifting, it will require a lot of skill or a different technique to descend those stairs. If you’re attempting to ascend those stairs and both wheels strike the edge of the steps simultaneously, it will require a great deal of riding ability to climb them. Let the bike show you what must be done before you attempt a new skill.

Take Baby Steps
If you’re going to learn to climb stairs, start with a simple run of three or four steps. Don’t make your first attempt on a steep set of twenty steps. You’ll be setting yourself up for failure, frustration and probably injury. It is important to work your way up to more difficult maneuvers by mastering the basics first. The sense of accomplishment will build your confidence and help overcome the fear of failure.

Ride with Superior Riders
Riding with people who are better than you will help you in several ways. First, you will be able to see that the skill is actually attainable. If you watch someone else do it, there will be no doubt in your mind that it is possible.

Riding with better riders will also give you access to their expertise. Let them explain how they learned and what you need to do. You will also find that there may be different ways to ride the same obstacle. If one thing doesn’t work, try someone else’s way.

Finally, allow them to watch your attempts and make suggestions. Don’t get frustrated when you can’t follow their instructions. These things take time. Think back on how long it took you to learn to ride as a child. The explanations were simple. “Just turn in the direction you feel the bike falling, and lean to the side you want to go when you turn.” That sounds simple enough, but it’s a slow process figuring out how that feels. New skills are often that way.

Go Home Occasionally
Any time you start to feel frustration, go back to something you’ve mastered. Give your confidence a chance to heal. This will also give you a chance to regain your feel for the bike. Fifty failed attempts at the same thing will destroy your desire for success. You’ll never learn to improve if you don’t want to.

PRACTICE!
Don Hudson, formerly of the Los Angeles Police Department’s bike unit, says, “Bicycle skills are perishable”. This is absolutely true. Just because you could do something a few weeks ago, doesn’t mean you’ll be able to do it now. Practice every skill every time you get on the bike. This will keep you sharp and confident.

Unfortunately, most good riders will have “off days”. Some days you just can’t ride to your potential. Don’t let it worry you. Usually a little time on the bike will bring you back, especially if you practice some easier skills while you’re waiting for the magic to return.
Keep Pushing Yourself
It doesn’t matter how good you are, you can always learn something new. Keep working on the skills you know and keep learning new skills. The more skilled you are as a rider, the easier it will be for you to ride in difficult conditions. You will also find that you will use your old skills to master new ones. In fact, some “advanced” skills are just several basic skills executed at the same time. Continue to build on your foundation, whatever it may be. No great rider started out that way.

A. Using the Systematic Approach to Obstacle Assessment
   1. Get off the bike and look at the entire obstacle to determine the most difficult part. This is the “Key Move.”
   2. Walk the obstacle with the bike with one hand on the bars and the other on the saddle. Pay attention to how the bike will tend to behave as it encounters different forces upon it. While doing this, consider the following:
      a. How do I need to position myself on the bike?
      b. Where and how will I transfer my weight?
      c. What gear is best for this maneuver?
      d. Where should my pedals be, and will my gear choice allow them to clear the obstacle?
      e. How much speed will I need?
      f. If I must "bail out", where can I do it safely?
      h. When will I need to use my brakes?

B. Is this Skill within my Current Abilities?
   1. Visualize yourself riding the obstacle successfully. Imagine what a successful attempt will look like. Think of this as you begin.
   2. If the attempt fails, re-evaluate the plan you formulated for the attempt. Was your execution of the plan flawed, or is the plan itself flawed? What was different about what you did as compared with what you imagined in step #3?
   3. Concentrate on what you need to do and try again.

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Advanced Suspect Contact & Apprehension will provide students with experience in transitioning from riding to engaging a fleeing suspect. This scenario-based training will expose students to a range of actions and applications and help them determine which methods work best for them and under what circumstances. Students will gain an understanding of the amount of force required to apprehend suspects and how to use their bikes and their fellow officers as assets in high-stress situations. RedMan protective gear will be used. Developed by Ron Burkitt, Hilliard PD (OH).

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Bicycle Law Enforcement: Working Towards a National Model is part of an initiative funded by the National Highway Traffic Safety Institute (NHTSA) designed to provide officers with an understanding of the laws affecting bicycling and why they are important. This purpose of the training is to encourage officers to enforce bicycle laws in an effort to prevent crashes and injuries. This program, developed by the Massachusetts Bicycle Coalition (MassBike) and presented by MassBike Executive Director Tim Baldwin, will address bicycle awareness, laws, enforcement, bicycle driver’s education, community resources, and crash investigation.

OVERVIEW

The National Police Bicycle Awareness Curriculum aims to give police officers helpful tools to enforce laws relating to bicycling. The Massachusetts Bicycle Coalition, in conjunction with the law enforcement community, bicycle safety experts, and the National Highway Traffic Safety Administration, developed the pilot curriculum in 2003 and early 2004.

The course is designed to be taught by police officers for police officers. It also designed to be easy to teach, and easily modifiable state by state. The curriculum includes a strong element on why enforcement is important, with statistics and other crash data, and also highlights the most important violations, as well as enforcement techniques. It also explains how the laws apply to real-world situations.

COURSE SYLLABUS

Overview
The mission of the curriculum is to help police officers enforce the laws affecting bicyclists, from both a motorist and bicyclist perspective. The curriculum is designed to be easily used and taught, with the goal of reaching the largest audience possible. Ideally, a trainer will be able to use the curriculum as a stand-alone resource.

The curriculum consists of six required sections and two optional sections. A Student Reference Guide is also included, that provides additional detail about many of the topics covered in the presentation.

Required Sections [2 to 3 hours, depending upon the amount of discussion]:

Section 1: Bicycle Awareness Introduction. National goals, bicycling defined, current bicycle info, why enforce, crash statistics, discussion of perceptions

Section 2: Crash Data Overview. Describes statistical data indicating the most dangerous traffic law violations that lead to crashes and fatalities. This section breaks down data for children and adults.

Section 3: Laws. Breakdown of important safety-based laws. Note: laws vary state by state and even municipality by municipality. The instructor will need to update the section for the specific state by using the enclosed instructor worksheets.

Section 4: The Laws in Action. Explains how the laws work in real life traffic situations. This section includes videos and photos that demonstrate the nuances and important aspects of the law and motorists/bicyclists behavior.

Section 5: Enforcement Recommendations. This section will be a review for veteran police officers. It includes tips and tricks for stopping both motorists and cyclists, reviews important violations to enforce, and discusses tactics for kids.

Section 6: Crash Investigation. Questions to ask at crash scenes and equations to determine stopping distance.

Optional Sections

Section 7: Bike Driver's Ed (The Abridged Version) [15 minutes]. Addresses the basics of bicycle safety education.

Section 8: Community Resources [15 minutes]. Who can police departments work with to improve traffic conditions with regard to cyclists? Schools, traffic engineers, bicycle committees, parents, the media, national traffic safety groups, etc.

FOR MORE INFORMATION

The curriculum is in the final pilot testing phase and must be approved by the National Highway Traffic Safety Administration before it can be distributed. To request a free copy, contact:

Tim Baldwin
Massachusetts Bicycle Coalition
617-542-BIKE
bikeinfo@massbike.org
Bicycle Rodeos: From A to Z

Putting on a bike uniform automatically makes you an expert in putting on a bike rodeo, right? Learn how to plan and implement a bike rodeo first-hand, including where to get volunteer help, how to find funding, and what type of equipment is necessary. You will participate in conducting a rodeo at one of San Antonio’s local elementary schools and go back ready to serve your community’s needs. Presented by D/S Dan Ganzel of Palm Beach County (FL) Sheriff’s Office.

I. Is there a need for a bicycle rodeo in your area?
   1. How many bicycle - vehicle crashes have occurred in your town?
   2. Does your state have a bicycle helmet law?
      a. If so, do law enforcement officers enforce the law?
   3. Do the laws in your state define a bicycle as a vehicle?

II. Where can you set up a rodeo, and how much space do you need?
   1. Elementary school, black top, or indoor gym
   2. Public park
   3. Bicycle event
   4. You will need an area of about 250’ X 200’.

III. What age group do you want to target?
   1. Pre-K?
   2. K thru 2nd grade?
   3. 3rd thru 5th grade?
   4. Kids of all ages?

IV. Who are you going to get to help you?
   1. Other bike officers
   2. Rotary Club
   3. Explorers (aka Police Cadets)
   4. Bicycle club
   5. Girl Scouts/Boy Scouts
   6. School teachers

V. What supplies and equipment do you need?
   1. Sidewalk chalk: one bucket
   2. Crime scene or surveyors tape: 2 to 3 rolls
   3. Poster boards 2 x 3: one per station
   4. Poster paint or color markers
   5. Twine or poly rope: 250’
   6. Traffic cones: 100
   7. Tables and chairs, possibly a canopy
   8. Cardboard props
      a. Bushes, cars, trucks, fence, stop signs, yield signs, storm drain
      b. Sponges 3 x 5 or tennis balls cut in half: 20-30
   9. Balloons
   10. Bicycle tools
      a. Air pump
      b. Bike work stand
      c. Miscellaneous tools
   11. Food?
   12. Goodies & Prizes
      a. Pencils, balloons, helmets, stickers, reflectors, T-shirts
   13. Certificates
   14. First aid kit
   15. Registration forms
   16. TV / VCR

VI. How many stations will you need?
   1. The bike shop
      a. Parents’ orientation
   2. Seeing & being seen
   3. Chaos corners
   4. Demon driveway
   5. Crazy crossroads
   6. Who’s there?
   7. Rock dodge / thread the needle
   8. Dodge-em drive
   9. Slow race

VII. Clean up & evaluations
Bike Injury Recovery & Rehabilitation is designed to provide information about common injuries and appropriate treatment alternatives. After attending this workshop, students will be able to list common physical responses to trauma, list treatments and activities that hasten recovery, set reasonable expectations for recovery, make informed decisions regarding the use of prescription and over-the-counter medications, reduce the risk of aggravating an injury, identify origins of pain and what is “normal,” and make informed decisions regarding the various treatment options. Presented by Jeffrey Noftz II, P.T., M.D., Director of Primary Care/Sports Medicine, Department of Orthopedics, Medical College of Ohio.

After attending this workshop, students will be able to
- List common physical responses to trauma,
- List treatments and activities that hasten recovery,
- Set reasonable expectations for recovery,
- Make informed decisions regarding the use of prescription and over-the-counter medications,
- Reduce the risk of aggravating an injury,
- Identify origins of pain and what is “normal,” and
- Make informed decisions regarding the various treatment options.

Definitions
- Sprain
- Strain
- Fracture
- Contusion
- Dislocation
- Separation

Common injuries in mountain biking
Repetitive
Traumatic
By body location
- Neck
- Shoulder
- Wrist/Hand
- Hip
- Knee
- Foot/Ankle

Inflammation: Friend or Foe?
“Good” Pain vs. “Bad” Pain
Inflammatory Phase
Proliferative Phase
Remodeling Phase

Medical Therapy
NSAID’s

OTC vs. Prescription
- COX 1 and COX 2
- COX 2

Physical Therapy
- Ultrasound
- Electrical Stimulation
- Massage
- Exercise
- Stretching
- Topical therapy

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Bike Unit Marketing 101 is designed to help you break down some of the barriers between the your police department and your community. Ptl. Michael Trout of Ohio University P.D. will discuss various programs instituted by the O.U.P.D., including bike donations, training for campus facilities personnel using bikes during work, and bike safety education as examples of ways a bike patrol can enhance the relationships between local law enforcement agencies and the community at

The workshop focuses on the campus setting but by no means is it limited to only campus law enforcement. The programs discussed have been very successful for the Ohio University P.D. in building rapport between our department and the community. Three programs will be discussed during the workshop. Before closing the workshop, the presenters will encourage others to briefly describe programs that are successful in their respective departments. Below is a list the programs that will be discussed:

**Sgt. Charles A. Butcher Bicycles for Youth**
This program is a bicycle donation program created for low-income families. Donated bicycles are provided to those who cannot afford to purchase them, creating positive community contacts when the bikes are donated and when they are given away. The workshop will describe how to start your own program and distribute bicycles to the community.

**Facilities Management Program**
This program was created to offer bicycle safety classes to university employees who choose a bicycle as their mode of transportation while at work. The program is geared towards supervisors and employees of the Facilities Management Department at Ohio University. The program promotes bicycle safety, vehicular cycling, hazard recognition, and obstacle clearing.

**Kids on Campus**
This program was created in conjunction with Ohio University to provide bicycle safety to low-income families taking advantage of summer and after school programs. The program teaches bicycle safety and also builds a rapport between young children and law enforcement officials. This program also branches out to other local programs such as “Kidfest” and “Public Safety Day”.

**Program Sharing and Networking**
We encourage all attendees to this workshop to share programs that are successful in their respective departments. It is geared towards information sharing and networking.

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Bike Unit Marketing 102. How do you convince your campus population that you are the “real” police? How can you successfully educate your campus community about crime prevention, personal safety, and your bike unit? Successfully marketing educational programs as well as your own unit can help improve your credibility, increase confidence in your agency, and lead to stronger financial support. Come learn strategies to help you “sell” your programs and how and where to find the resources to implement them. Applicable to non-campus law enforcement agencies, too. Presented by Sgt. Kurt Feavel, Crime Prevention Supervisor for University of Wisconsin-Madison Police Department.

I. What can I do to get things going again?
   A. Are we meeting the needs of our community?
   B. Allow officers who are no longer interested to step down
   C. Recruit fresh, new aggressive officers
   D. Provide up-to-date training
   E. Provide tangibles that others desire

II. Marketing the unit
   A. High profile visibility
   B. Budget
   C. Composition
   D. Professional quality
   E. Responsible party or parties

III. Community involvement
   A. Active participation in community events
   B. Promotion of safe cycling
   C. Cross-departmental cooperation
   D. Rides for a cause
   E. Perception

IV. Reputation
   A. Host training opportunities
   B. In-house instructors
   C. Innovation
   D. Media coverage

V. Role of the supervisor
   A. Motivation
   B. Proper equipment
   C. Listening
   D. Encourage and reward
   E. Training

Note: See also Kurt Feavel’s article in the April 2003 issue of Law & Order magazine.

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Bicycle Use in Crowd Management, presented by Mike Goetz of the Seattle Police Department, will provide an overview of how to integrate bicycles into crowd situations. Topics to be addressed include crowd management, crowd control, tactics, less lethal options, equipment, chemical deployment, and use of force. The session will also include a discussion of situations in which it is—or is not—appropriate to deploy bikes.

The Seattle Police Department started using bicycles in police work in 1987 and has employed them in a variety of ways. It recent years, it has begun to use the bike patrol to handle crowds. As described in the article by Don Hudson, bikes have proven to be very effective in crowd management and crowd control. With the type of training available through the International Police Mountain Bike Association (IPMBA), departments can become familiar with the techniques and use the information to develop their own bicycle mobile forces.

Given the real possibility that a bicycle rapid response team may have to shift from crowd management to crowd control, there are several points that must be considered before undertaking the training.

1. Will the administration permit the use of the bikes in a crowd? Consider such factors as how bikes fit into the department's overall policing strategy, P.R. implications, and possible equipment damage.

2. What level of force does the department equate with using the bike as a shield or impact weapon?

3. Does the administration understand that in order to be effective, bikes may have to be used in this manner?

4. Can the department muster enough bikes and personnel to be effective in the particular situation it faces?

Once these questions have been answered, a team can be developed and training can commence. The Seattle Police Department has deployed its bike team in a number of situations. The tactics and techniques described below are some of the crowd control methods they have employed.

Bicycle use in a crowd control situation can generally be broken down into two types, static and moving. The most effective use of bikes requires a careful blending of both techniques.

Static Maneuvers
Static refers to using the bike in one small geographic area. The two most common assignments are "post" and "barrier." In "post," the bike unit is assigned to maintain a high visibility presence in a particular location, such as one corner or an entire city block. In the "barrier (fence)" position, the bikes are used to block, or "fence", off a street, entryway, or other large area.

The Post technique is the simplest, but is often the most difficult to accomplish. The squad is assigned to a high visibility patrol of a small area. The squad is there simply to maintain order. The hard part is that the officers must maintain a professional demeanor and project an aura of control; they must not smoke, eat, drink, or joke around with each other or members of the crowd.

The officers are frequently deployed in pairs and ride around the area enforcing a "no tolerance" patrol. They write tickets and make arrests for any violations they observe. Pairs are used instead of large groups in order to make the police presence to appear greater than it is. The success of this is measured by the news stories that report seeing 100 bike cops when, in reality, only 30 were on the street.

The Barrier technique involves lining the bikes, front wheel to rear wheel, across the area to be blocked or protected. The squad leader and assistant squad leaders (ASL) are positioned behind the line. The ASLs assist with arrest, relay line orders, and watch the crowd for thrown objects. They may be armed with long-range, less-lethal weapons (bean bag guns, shotguns with LTL loads, pepper ball guns) as well as large OC canisters and/or personal-sized fire extinguishers.

When forming a barrier in front of a building, is it important that a safety zone is retained behind the line so that a crowd surge does not force the line into a dangerous position.

The barrier can easily become a moving tactic called "mobile fencing" if the team leader determines that the crowd needs to be moved. Upon command, the bike team readies itself to move forward by holding the bikes by the stem and seat post. At the order, the squad members lift their bikes to chest level and, pressing them toward the crowd, take one step forward while ordering the crowd to "Move Back!" The squad then resumes its original stance. The "move" command is repeated as necessary. It is essential that the line is held intact, as the crowd will quickly exploit any gaps.

Moving Maneuvers
Moving maneuvers include most standard crowd control movements, such as columns, lines, diagonals, wedges, and crossbow. Each of these techniques can be used by bike units under the right circumstances.

Columns
Most of the time, the members of the bike unit ride in a single or double column. It is easy to move into the other positions from either type of column.

There are several ways to move from a single column to a line formation; the option selected is dependent upon where the unit is riding and where it is to be set up. All of them are simple in theory, but take practice to make them look and feel smooth and professional.

The simplest method is to set a line right or left. Starting from the right or left, the leader makes a sharp turn and rides to the point at which the end of the line is to be established. The rest of the unit fills in the line behind the leader.

For instance, if the squad is moving down the center of the street and a line needs to be formed, the first rider stops at the point at which the line is desired. The remaining riders move left or right alternately until a line is formed.

Movements from a double column are similar to those from a single column. To move from a double column to a line, left or right, the column slows or stops and the inside column leader makes a sharp turn and rides to the set point with the other riders following. The outside column follows the first column to form the complete line.
To move from a center position to a line the lead riders stop at the set position and the right and left columns fan out to their respective sides and pull up evenly with the lead.

**Diagonals and Wedges**

The line can easily be changed to a diagonal or wedge formation, either before or after it is formed. If the diagonal is called for, the lead officer will ride out from the column at a 45-degree angle and turn right or left at 90-degree angles. The wedge is formed by the two sides of the line dropping back from the center to 45-degree angles as the center moves slowly forward.

**The Crossbow**

The Crossbow movement is used to enter the crowd in order for such purposes as to make an arrest or render aid to an injured person or besieged officer. This movement requires enough personnel to supply a line and an entry team. It works well with foot officers serving as the line and bike officers performing the entry function.

The bike squad forms a double column behind the line, far enough behind so they can get a little speed up to perform the maneuver. On command, the line makes a gap in the center and the bikes ride through this gap. The two lead riders ride straight to the goal while the remainder of the squad splits left and right, encircling them to protect them from the crowd. Once they are in position, the cover officers dismount and use their bikes as barriers. If the crowd becomes a threat, an application of OC spray may be used. The lead riders make the arrest or tend to the injured person, and the squad retreats back through the line to safety. This maneuver must be conducted with enough speed and force to make a hole in the crowd, and completed quickly enough that the crowd does not have time to react.

Communication and practice are the keys to the success of all maneuvers. Every formation and maneuver must be ordered by the team leader. During an event that requires the use of more than one bike squad, it is important to ensure that each squad follows the correct leader. The simplest way to accomplish this is to assign a number (1, 2, 3...) to each bike squad. The team leader puts that number of the back of his or her helmet or in another easily visible location. The number must be placed so that it is easily seen by the officers, but not by the crowd, which may take action against the leader. Numbering the squads also makes it easier for the leader to signal the members to form up with simple hand motions rather than shouting over the crowd noise. The team leader also designates a rally point at which the squad will meet if it is separated.

**Limited Contact Uses**

Although the police bike squad works extremely well with other units on the front lines, it also works well on the periphery an incident. The speed and mobility of the squad allow it to quickly outflank a crowd if it moves in an undesirable direction. A squad or two of bicycles positioned several blocks away from the action can be moved in a fraction of the time required to move a foot squad or even a vehicle squad, as bikes are not hampered by stairs, traffic, or a lack of roads. This mobility makes the bike squad the ideal back-up unit for the interior officers. In addition, the strong flanking presence provided by the bikes can discourage people on the outskirts from joining the main group. The bike squads also function as crime suppression units left on the periphery to deal with those who would take advantage of the diverted attention of the other officers.

**Equipment**

This type of bike squad should always be equipped with everything they may need for effective crowd management, as its effectiveness is greatly reduced by reliance upon additional vehicles. The squad should be equipped with the following items: gas masks, large OC spray devices, flexcuffs, first aid kits, fire extinguishers, and a long, lockable cable. If it appears as if the squad will be on the street for an extended period of time, it may be appropriate to equip a support vehicle with complete wheel and tire sets, both front and rear; spare chains, tubes, a pump, water, and snacks. Long sleeves and long pants are recommended for added protection, even in hot weather, and use of arm and leg padding may be appropriate. Other departments use lightweight motorcycle helmets to provide extra protection yet allow easy use of a gas mask, personal hydration devices worn on the back, and earbuds for the radios to ensure good communications. The list could be endless; but regardless of the equipment carried, it is essential that the bike squad practice with it prior to implementation.

**Training**

Many people outside of police bike circles still think, "oh, I know how to ride a bike, I can do this." Use of bike squads for crowd management and crowd control prove what the International Police Mountain Bike Association (IPMBA) has argued for years: bike operations require specialized training in order to ensure their effectiveness and success.

This article originally appeared in the April 2002 issue of Law and Order magazine, www.lawandordermag.com
Bikes Against Terror: Israeli Experience

Terror attacks, whether package bombs, car bombs, shooting incidents, or suicide bombings, will in the future become more and more a problem for law enforcement officers in the United States. Terrorists tend to seek out soft targets with the potential for large civilian casualties. For this reason, bikes, with their inherent qualities of speed, stealth and easy penetration of congested areas, offer an excellent proactive tool in the fight against urban terror. Presented by Michael Satlow, Jerusalem District Police Department Civil Guard.

I. General Information about Israel
   A. Where’s Waldo? – Finding Israel on the Map
   B. A Geopolitical Overview of the Middle East
   C. Jerusalem as Epicenter of Political, Ethnic, and Religious Strife

II. Policing in Jerusalem
   A. The Normal Mix of Break-ins, Disturbing the Peace, Traffic Violations, Domestic Violence, etc.
   B. Demonstrations: Political, Religious, etc.
   D. Anti-terror Activity

III. Terror Attacks: Prevention and Response
   A. Terror as Methodology, not Ideology
   B. The Different Forms of Terror Attacks
   C. Preliminary Intelligence as the Primary Key to Terror Prevention
   D. What Makes a Package/ Vehicle/ Individual Suspicious
   E. Approach of Suspicious Package/ Vehicle / Individual
   F. Working With the Bomb Disposal Expert

IV. When All Else Fails: First Response to A Terror Attack
   A. Establishing a Protective Perimeter
   B. Checking for Secondary Charges
   C. Dealing with the Press
   D. Coordination with Rescue Teams

V. Conclusion

Terror prevention is a topic that will only grow in importance in the coming years. While never being able to fully eliminate terror threats, effective policing techniques can greatly reduce its impact. Bike patrol can be an important tool in this war against terror.

NOTES:
**Building a Bike Training Obstacle Course Kit**

*Building a Bike Training Obstacle Course Kit* will teach attendees how to build a stackable, modular set of components for use in creating an obstacle course. Attendees will become familiar with the construction concepts, the materials, and the skills needed to build the kit. A scale model will be used to demonstrate how to use the kit to conduct bike-handling/decision-making training on many different levels by changing the difficulty of the course and modifying the layout of the components. Attendees will be provided with a set of plans to construct their own easy-to-store obstacle kit.

Presented by Lt. Tom Woods, Training Division Commander for the Denton (TX) Police Department and IPMBA founding member.

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Building Strength and Speed through Proper Nutrition will provide attendees with specific weight lifting and strength-building techniques to enhance their speed and strength and will identify proper nutrition for building strength and increasing body mass. It will explore the relationship between diet and performance, explain the pros and cons of low-carb diets and supplements, and demonstrate specific exercises designed to build strength in the legs, knees, and hips. Attendee will also learn which types of equipment and exercises are inherently bad for the joints. Presented by Jeffrey Noftz II, P.T., M.D., Director of Primary Care/Sports Medicine, Department of Orthopedics, Medical College of Ohio.

The New Diets
Low Carbohydrate vs Low Glycemic Index vs Net Carbs

The Old Diets
Low Total Calories
Low Fat and Cholesterol

Where does energy come from? How much do we need?
Energy Requirements of Training
Energy Requirements of Cycling and Performance Needs

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Campus Policing Roundtable provides a forum for campus police to discuss issues unique to policing in an academic setting. Come away energized with fresh ideas and an excellent network of contacts. Moderated by Sgt. John Washington, University of Pennsylvania.

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**Conquering Urban Traffic**

*Conquering Urban Traffic* focuses on lane selection, proper positioning, and the various challenges to riding safety in busy urban traffic.

**“CYCLISTS FARE BEST WHEN THEY ACT AND ARE TREATED AS DRIVERS OF VEHICLES”**

- Basic tenet of *Effective Cycling*

This means that cyclists need to do on their bicycles what they would do in a car; by doing so, their actions will be predictable. A majority of auto/bicycle accidents occur when cyclists are not following this basic tenet.

### Bike Handling & Vehicular Cycling Skills
- Basic principals of vehicular cycling:
- Obey the rules of the road
- Be predictable: lane position, right side, straight line, avoid unexpected swerves
- Be visible: proper lane use, clothing and equipment, lighting and reflectors
- Be alert and aware: defensive driver, constant vigilance-condition yellow
- Communicate: other drivers/cyclists, hand signals, voice, lane position, eye contact

### Balance & Steering
- Special considerations: avoid slippery-danger spots when possible, upright-90 degree angle when crossing tracks, pedals balanced
- High speed turns: brake before, not during; inside knee-pedal up
- Instant turns: collision avoidance
- Slow speed balance and turns: momentum-speed control, lower center of balance with high pedal force while dragging rear brake
- Rock dodge
- Scanning/shoulder checks: signaling doesn’t prevent accidents
- Track stands

### Braking
- Planned braking: downshift - ready to start off, power pedal position unless stealth approach
- Braking basics: pedals 3&9, 2-3 fingers, both brakes-front more effective, wet conditions require longer distance
- Maximum braking: most effective and dangerous, pedals 3&9, body position

### Shifting and Gear Use
- Spinning: 360 deg., 75-100 rpm, most efficient, aerobic = high pedal speed, low pedal force; anaerobic = low pedal speed, high pedal force
- Cross gearing: inside out, outside in, use center chaining to avoid
- Anticipate shifting needs: hills, stop signs

### Vehicular Style Lane Use
- Bicycles are Vehicles, Subject to the Same Rights and Responsibilities as Other Road Vehicles
- Speed rule: Slower traffic stays to the right
- Bicyclists “1/3 of the lane” rule: When traveling on the roadway as a cyclist, you should remain in the right most lane going in the direction you want to go and in that third of the lane that is closest to your intended direction of travel. Ask yourself, “Am I going left, right or straight ahead?” Appropriate 1/3 of the rightmost lane that goes to your destination.
- As far right as practicable: Approx. 3’ from curb, 3’ “wobble lane”, 3’ from parked cars, cars 3’ from bikes.

### What Lane Would You Be In If You Were Driving a Car?
- Safest to “take the lane”: Same speed as other traffic, narrow lane unsafe for car and bike next to each other, merging or changing lanes to prepare for turning, stopped in heavy traffic, stop signs, signals
- Turns and merging: Look, signal, look - move
- Ride Assertively...Know Your Rights, Exercise Your Rights, Be Able and Ready to Perform Emergency Maneuvers

### Hazards and Common Crashes
- Surface hazards
- Visual hazards
- Moving hazards

### Statistics
- 50% of bike crashes are falls, no other vehicle involved
- 15% of bike injuries, fatalities involve motor vehicles
- 50% of fatal bike/motor vehicle crashes happen at night

### Bike vs. Motor Vehicle Crashes
- Motorist unexpected turn - FYR
- Motorist overtaking bicyclist
- Motorist stop and go - FYR
- Bicyclist disobeying traffic sign
- Bicyclist FYR
- Bicyclist wrong-way riding
- Bicyclist illegal/inadequate lighting
**Group Riding**
- Be predictable
- Communicate: movements, hazards, traffic
- Transition correctly: “1’s” move out and in; “2’s” stay right
- Be alert and safe
- No “Group think”

*Remember...bicycles are vehicles and have a legal right to the road.*

- Ride as far right as “practicable.” This does not mean as far to the right as possible, but instead means as far to the right as is safe depending on conditions (traffic, width of road, presence of parked cars, etc.)

**Legal Issues**
- Is it legal to ride two abreast in your state/jurisdiction?
- Are police-EMS bicycles considered emergency vehicles in your state/jurisdiction?
- Are there any requirements (visual, audible) for that status?
- Can bicycles operate legally on the sidewalks in your state/jurisdiction?

*We have to do our jobs and we enjoy doing it on bicycles, but remember Rule #1: We go home safe to our families at the end of our shifts.*

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**Continuous and In-Service Training**

Continuous and In-Service Training for bicycles should be as common as other in-service training. The points below provide bicycle personnel with an understanding of the need for continuous training and the various types of supplemental training available. *Presented by Lt. Tom Woods, Denton Police Department.*

**Liability.** This term usually will open doors to training for departments that don’t take their bicycle program or the necessary training seriously. Don’t let “failure to train” be an issue in any potential case.

**Skill Maintenance.** “Use it or lose it.” Periodic in-service training will help bike personnel maintain the necessary level of competence, especially in skills that are not used on a daily basis. It will help satisfy liability issues as well as maintain a strong and effective bike unit.

**Skill Evaluation.** It is very important that periodic skill evaluations take place in any police or EMS training area. A high percentage of injuries are the result of operator error or lack of skill. This means they are either doing it wrong or just not good enough to get the job done. Periodic performance evaluations can correct and improve skills, reducing the risk of injury.

**Skill Development.** Do not overlook skill development, improving an officer’s existing skills or teaching them something new. It can also mean an opportunity to put various skills together or training that allows the officer to “experience” something in a controlled environment (mock scenes) rather than on the streets for the first time.

**Ideas for Skill Development.** To get good ideas for your in-service training, look in this conference manual. You will find at least twenty different in-service training topics. This is a big selling point of IPMBA conferences; each year you attend, you will be given the resources you need to conduct departmental in-service training.

It is very important that credible people conduct in-service training. There are many resources that can be used to provide quality training. Develop relationships with cycling groups, hospitals, your local bike shop, and other parts of your department as well as any IPMBA Instructors in your area. If you are interested in conducting in-service training for your department, consider applying to become an IPMBA certified Instructor.

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Deadly Force Encounters examines several police cyclist-involved deadly encounters, including shootings, vehicle assaults, training accidents, and traffic accidents. Each incident will be analyzed and discussed, and survival training techniques will be presented. Presented by LouAnn Hamblin, Van Buren Township Police Department.

Sources of Information
- Officer interviews
- Police reports
- Media and trade publications
- The Complete Guide to Police Cycling

Deadly Force Encounters Overview and Discussion
- Los Angeles, CA
- Tempe, AZ
- Detroit, MI
- Minneapolis, MN
- Fairchild AFB, DC
- Ocala, FL
- Norfolk, VA
- New Orleans, LA
- Denver, CO
- Salt Lake City, UT
- Woodhaven, MI
- Lee’s Summit, MO
- Medical University of South Carolina, SC

Tracking Commonalities in Deadly Force Encounters
- Daytime vs. night-time
- Multiple officers vs. single officer
- Alcohol and narcotics involved
- Weapons used
- Etc.

Investigated Police Cyclist Involved Shootings

Officers Killed in the Line of Duty

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Defensive and Survival Tactics will demonstrate techniques that can be used to counter the efforts of an assailant to disarm or assault a bike officer. Topics will include retention holsters, equipment placement and concealment, weapon retention techniques, landing techniques, use of the bike to temporarily “tie up” or slow down the suspect, and techniques for controlling a suspect while on the bike or the ground. Developed by Sgt. Ashley Foster, Departmental Training Officer for MUSC Police Department, Charleston, South Carolina.

Introduction: Operating as police cyclists, officers, especially those in highly urbanized areas (e.g., bar districts, housing projects, etc), have an increased potential of being assaulted. This is due to close contact with citizens and suspects as well as being without the protection of a patrol car. Various tactics can be utilized to counter attempts of a suspect to disarm and/or assault an officer. These tactics range from uniform and equipment selection to firearm and weapon retention techniques; and from falling/landing techniques to ground defense techniques. This workshop is intended to familiarize and expose the police cyclist to some advanced techniques, but is not intended to replace the constant training and practice of defensive tactics and ground defense needed for an officer to maintain his or her proficiency.

1. Prior to Duty
   A. Preparation
      1. Mental
         a. Leave personal problems at home
         b. Be prepared for everything
         c. Be well rested
      2. Physical
         a. Be physically fit
         b. Practice proper nutrition and hydration
         c. Be well rested
   B. Uniform and Equipment
      1. Uniform
         a. Fits snugly
         b. Preferably made of stretchy and water resistant materials
      2. Body armor with shock and/or trauma plate
      3. Less lethal weapons secured
      4. Weapon retention
         a. Minimum Level 2 holster
         b. Level 3 is best and vital in ground defense encounters
         c. Check duty belt, equipment, & holster for any damage
2. On-Duty
   A. Know your surroundings/environment
      1. Bar districts and similar areas pose greater risk
      2. “Safe” areas during the day can be deadly at night
   B. Use tactical movements around corners (WIDE SWEEP TURNS)
   C. Maintain cover-contact principle (two-person teams)
      1. Ride offset, with one slightly ahead and with 2 to 3 ft. between sides
      2. Sweep and clear corners one at a time
      3. Utilize hand signals instead of verbal communication
   D. Maintain radio contact with dispatch
3. Attempted disarming (Generally occurs during low speeds)
   A. Left side weapons, baton, O.C., etc
      1. Left hand used to secure weapon
      2. Right hand applies REAR brake
      3. Cyclo-cross dismount to drive side
         a. Pull suspect over/into bike
         b. Create distraction/balance displacement technique
         c. Control or disengage
   B. Firearm retention at extremely low speeds
      1. Deadly force scenario
      2. Similar to attempted disarming on foot
      3. Requires two-hand retention
         a. Weapon side hand forces weapon down
         b. Non-weapon hand secures “hood”
4. Cyclo-cross dismount to non-drive side  
   a. Pull suspect over/into bike  
   b. Create distraction/balance displacement technique  
   c. Control or disengage  
5. Extremely dynamic technique  
   a. Suspect’s grip is usually stripped  
   b. Higher speeds may cause officer to lose balance  
C. Firearm Retention at moderate to high speeds  
   1. Rapid turn away from suspect  
   2. Emergency brake, apply low speed technique  
      a. Requires two-hand retention  
      b. Cyclo-cross dismount to non-drive side  
D. Left-handed officers  
   1. Firearm retention  
      a. Secure weapon  
      b. Apply rear brake  
      c. Cyclo-cross dismount to non-drive side  
      d. Control or disengage  
      e. Dynamic technique  

4. Pushed/Forced to Ground  
A. Falls/Landings  
   1. Forward rolls  
   2. Rear rolls  
   3. Right rolls  
   4. Left rolls  
B. Falls/Landings (On-bike)  
   1. Maintain control  
      a. Plant bars ends  
      b. Lateral roll  
      c. Maintain riding position  
   2. Roll Out (disengage from bike)  
      a. Plant bars ends  
      b. Lateral roll  
      c. Disengage from bike as hips make contact with ground  

5. Ground Encounters  
A. Positions  
   1. High mount  
   2. Low mount  
   3. Guard  
B. Movements  
   1. Lateral spins (left or right)  
   2. Crawls  
C. Escape (Wiggle)  
   1. Leg hook/trap  
   2. Bridge  
   3. Leg toss  
   4. Roll out  

Summary: The ability to implement the techniques we just practiced could one day determine if you and your partner go home at the end of the shift. These techniques are complex skills, which will require more practice on a regular basis. The best defense is a good offense, and our defense is our survival. Seventy to eighty percent of arrests involve a ground encounter; if you utilize these skills, suspects will have a less of an advantage. Bike patrol officers can use these defensive skills to counter a suspect’s assault, and then take control of the suspect or create a safer reactionary gap to deal with the circumstances. By combining skills already ingrained in us with new skills or tools (e.g., bikes) and practicing/training, we are that much closer to making it home at the end of the day.
Diagnosing & Correcting Rider Error is designed to help IPMBA Instructors identify technical riding errors, give verbal direction to correct the mistakes, and demonstrate proper technique. The goal is to create cyclists who are capable of helping others become safer, more controlled riders. Presented by Kathleen Vonk, Ann Arbor (MI) Police Department.

I. Introduction
Diagnosing and Correcting Rider Error is designed to help IPMBA Instructors identify technical riding errors, give verbal direction to correct the mistakes, and demonstrate proper technique. The goal is to create cyclists who are capable of helping others become safer, more controlled riders.

II. Diagnosing and Correcting Rider Error
A. Difficult Task – Identifying a problem in a student’s riding technique and explaining the technical change is fairly easy compared to making that correction permanent.

B. Muscle Memory vs. Motor Memory
1. No such thing as “muscle memory” – muscles do not have brains and cannot learn as many believe.
2. Motor Memory is a more correct term because movements are learned and stored by the brain.
   a. People actually learn physical skills by doing or by trial and error – through feedback – not by instruction.
   b. Because we learn by feedback, or signals to the brain, it is important that students practice correct techniques.
3. Complex Skills
   a. May need to be broken down into “simple” tasks.
   b. Allows the student to be instructed to correctly perform the task, thus receiving the correct feedback.
   c. As the brain receives feedback via results, it can store the information for later use.

C. Methods of Instruction (Directed Method and Guided Instruction)
1. Directed Method – most widely used
   a. Instructor shows or tells a student what to do
      1. If needed, the instructor locates what the student is doing wrong and gives the student a correction.
      2. The student then attempts to implement the change.
   b. Positive
      1. Students can quickly learn new skills.
      2. Works well for simple tasks
   c. Negative
      1. Retention level is low
      2. Repeatability of task is questionable
      3. Telling someone how to do something is the exact opposite of how people learn motor skills
      4. Leads to frustration

2. Guided Discovery
   a. Problem Solving
      1. Instructor sets up problems for the student to solve and discusses with the student what technical changes might help solve the problem.
      2. Instructor helps the student with mechanical suggestions to solve the problem.
      3. After the skill is learned in a block environment, the student must be quickly moved to a variable learning environment.
   b. Positive
      1. Allows students to permanently learn the motor skills by having the student solve the problem, rather than being told to make a technical change.
      2. There can be no learning without knowledge of results.
   c. Negative
      1. Can be time consuming, especially with large classes
      2. Manpower intensive

D. Instructor Responsibility
1. Knowledge of subject material (mastery)
2. Ability to perform all tasks required

E. Technical Riding Errors
1. Important that instructors learn as much as possible regarding proper riding technique so they can spot a student’s problem.
2. Biomechanical movements of cycling are not necessarily intuitive to all riders.
3. Minor adjustments to technique can make a huge difference in control and proficiency.

F. Correct Mistakes in Form
1. Balance
   a. Stiff Upper Body
      1. Beginners are often too tight in the upper body.
      2. They lock their elbows and tense their arms so they can’t go with the flow.
      3. Bend elbows to absorb shock
      4. Fear breeds tension
   b. Positive
      1. Riding a bike is not a passive activity
      2. The bike goes where you look
      3. Understanding body position, center of gravity and weight transfer
      4. Sitting vs. standing
2. Driveline Manipulation
   a. Inefficient Pedaling
      1. Smooth movements
      2. High cadence
   b. Incorrect Shifting Techniques
      1. “Shift before you have to”
      2. A working knowledge of the bike’s driveline is crucial
      3. Learn to anticipate the gear needed
      4. “Soft pedaling”
      5. Learn to listen to the feedback from the bike’s driveline

3. Braking Techniques
   a. Brake modulation
   b. The more weight a tire carries the more braking power it has.
   c. Balance brake lever pressure and weight transfer.

III. Conclusion
Our job is to instruct public safety cyclists to become so proficient at the use of a bicycle that safe operation is automatic under stressful conditions.

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Drug Enforcement and Interdiction illustrates how the mobility and stealth of the bicycle-mounted officer can be used in innovative and effective ways to address the problems associated with illicit drugs and round up the bad guys.

Presented by Steve Bazany, San Antonio Police Department (TX).

**What Can You and Your Allies Do?**
Ultimately the idea is to make the area involved more uncomfortable for the bad guys and easier to work in for the good guys. How do you do that?

- Resecure all vacant properties and properly post
- Have property owners sign “Trespass Orders.”
- Clear away commonly used brushy areas.
- Control access to certain areas by fences, etc.
- Improve lighting in the area.
- Clean and paint the area (graffiti).
- Instruct citizens on how to watch for dealing patterns.
- Provide citizens with forms for documenting persons/vehicles.

**The Law Enforcement Response**
You’ve basically got two choices, either the high profile or stealth approach. There are benefits to both.

**High Profile**
- Good visibility for businesses to see you.
- Acts to suppress the criminal activity.
- Will eventually move the problem somewhere else.
- Will still be able to find things and make arrests.

**Stealth/Surveillance**
- Poor visibility, but when they do see you, you’re arresting someone (intimidation).
- Suppresses criminal activity over time.
- Will move the problem — to jail.
- Higher conviction rate because of case quality.
- Much higher arrest numbers.
- Allows you to learn players, establish patterns of dealing, etc.
- They never know when you’re around.

The reality is that neither approach alone is best. It takes a combination of the two, in addition to several other tools, to be effective at solving problems for the community in the long term. A good estimate of the time spent is 70% surveillance and 30% high profile.

**ENFORCEMENT**

**High Profile Enforcement**
The nice thing about high profile enforcement is that all it takes is the officers and their bicycles. But, the officer should:

- Know the risks.
- Always watch the hands.
- Pay attention to what persons drop as you come into an area.
- Where, what or who persons move away from as you come into the area.
- Have a plan in advance.
- Communicate!!

**Stealth/Surveillance Enforcement**
This style of enforcement can bring out the kid in all of us. You’re watching them but they don’t know it. Surveillance is very valuable to suppress street level dealing because it makes the dealers very paranoid and because you have already established your probable cause before you even approach them.
Drug Enforcement and Interdiction

Surveillance Needs
- A concealed location from which to watch
- Binoculars (10x40 minimum)
- Activity log sheet
- VHS video camera with telephoto lens
- Extension cord
- Tripod for camera

Note: Video equipment is not essential, but it more than pays for itself with the cases that get settled without going to court.

Surveillance Tips
- Whenever possible, use at least three officers.
- Locate and use multiple surveillance locations.
- Vary your approaches whenever possible.
- Pay special attention to their hands.
- Don’t be in a hurry.

Dealing with Multiple Targets
- It is not uncommon for there to be two or more people dealing together and very common for buyers to be together. Always go for the drugs first, buyer and dealer.

Where the Drugs Are Kept
It might be easier to ask, “where they are not kept?”, because anyplace that they can fit, they could conceivably be hidden. Ultimately, good surveillance techniques will yield the dealer’s and the users’ hiding spots. Yet another good reason to always watch the hands.

Common Hiding Places
- Pockets, especially the small pockets in pants; watch for dealers/users with fairly big holes in their pockets, they’re dumping.
- Mouth
- Shoes and socks
- “Banco del Crotcho”
- Inside clothing, especially jacket linings and pant waists

Special Care for IV Drug Users
Drug enforcement is risky and doing it on a bicycle is especially risky, and there are certain risks that go beyond the job. Dealing with IV drug users means dealing with syringes. Syringes are a wonderful way to transmit all kinds of nasty bugs - the worst of which are HIV and Hepatitis. Here are some ways to minimize your risk:

- Always ask the person about syringes before patting them down.
- Never arrest for simple possession of syringes.
- Always look where your hand is going to go before it actually goes there.
- Consider asking them to remove all syringes themselves, but only from a safe distance, and only cooperative persons.
- Consider handcuffing the subject before checking for syringes, but first check your department policy.
- Know your department’s policy on syringes as weapons.

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Effective PowerPoint Presentations I provides a step-by-step tutorial for the PowerPoint novice. At the conclusion of the workshop, you will be able to create a simple but effective PowerPoint presentation while avoiding the mistakes commonly made by novices. Sgt. Bernard Hogancamp of the Homewood (IL) Police Department will present the basics of navigation, creating slides; template, font and color selection; modifying text frames, special effects and sounds, and slide transitions.

Learning Objective: Upon completing this session, the student will be able to create a simple PowerPoint presentation, from the class synopsis to the finished product.

A. Navigating PowerPoint screens
B. Creating a slide
C. Selecting a template
D. Selecting fonts/colors
E. Modifying text frames
F. Special effects/sounds
G. Slide transitions

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Effective PowerPoint Presentations II will focus on developing PowerPoint presentations for effective training classes and public or agency meetings. Sgt. Bernard Hogancamp will discuss ways to create presentations that neither dominate nor distract from the purpose of the training. You will learn how to avoid common mistakes and the importance of preparing back-ups.

Learning Objectives: Upon completing this session, the student will be able to base future presentations on a model designed to improve the impact of a seminar or class while avoiding the mistakes common to many overdone or flashy presentations.

A. Site setup
B. Selecting a template
C. Selecting fonts/colors/size
D. Slide layout
E. Sound usage
F. Common mistakes
G. Preparing backups

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Effective Use of EMS Bikes

“Effectiveness” is determined by the extent to which something produces a desired result. The more favorable the result, the more effective the action. As far as EMS bikes are concerned, some uses will prove to be more effective than others.

Effective EMS bike utilization is a matter of matching the needs of certain locations and circumstances to the unique capabilities of a bicycle. Presented by Neil Blackington, Boston EMS.

Bicycles have many advantages over other means of delivering emergency medical care. They are quiet, maneuverable, efficient and small. They can access areas that larger vehicles cannot. When necessary, a bike can be carried over obstacles or terrain that would stop most other forms of transportation. Bikes offer many of the advantages of foot travel, but are much faster. All of this makes them ideal for EMS work in many venues, including:

- Major Sports Events
- Parades and Festivals
- Marathon Runs and Charity Walks
- Shopping Malls
- Tourist Areas
- Concerts
- Political Rallies and Public Speaking Events
- Trade Shows

Each of these locations involve high concentrations of people. Obviously, a bicycle’s size and mobility make it ideal for such applications. Bikes have proven to be a very effective means of delivering medical care in these situations.

Some locations do not necessarily have high concentrations of people, yet can prove to be just as appropriate for bicycle EMS. These areas present a different kind of problem, usually access. The terrain may be too rough or obstacle-ridden for other vehicles, or may have areas that restrict the size of vehicles that can pass through them. Although such areas are not always crowded, there may be peak times during which they attract large numbers of users. Such areas include:

- Walking Trails
- Parks
- Golf Courses
- Off-Road Cycling Trails
- Bike Paths
- Airports
- Amusement Parks
- Beaches
- Smaller Sports Events
- Race Tracks
- Natural/Mannmade Disasters
- Search and Rescue

All of these can benefit from EMS bike team use. There are probably countless other locations where bikes can be the best choice for delivering your services, but all of them may present the same kinds of considerations that these do.

After you decide what type of events to ride, you must determine your equipment needs, which may range from basic to complex. Some items to carry are:

- Oxygen
- Monitor/AED
- GPS
- Water
- Basic BLS Supplies
- Intubation Equipment
- Splinting Material
- ALS Supplies

All of the aforementioned situations are concerned with your ability to transport you and your equipment to a patient who needs your help. But, there are other ways to measure the “effectiveness” of EMS bicycle use.

One of the first things that new bike team members discover is that all those people you pass in your ambulance each day would actually like to talk to you. They want to say “thank-you” for taking care of their mother last year. They want to know why a fire engine pulled up when they called for an ambulance last week. They want to know why you chose your profession, how much training you have, what is in your bags, and if you can work their next event! If you were not on a bike, they would never have asked you anything about your job.

Any discussion of the effectiveness of EMS bikes has to include the public relations aspect of having a bike unit. Most teams begin selling their program to administrators by making mention of this, but it is hard to comprehend the public reaction until you actually get the team out there.

When it comes to interaction with the public, smaller events are usually better than large ones. Try working some youth athletic events and riding some walking trails. Put your team in situations where you can be the center of attention, rather than those that let the event overshadow the presence of the team. Small events are much different than large ones, where your focus is more on response and patient care. The effectiveness of your public relations aspect will help determine whether or not your program will survive.

While the capabilities of bikes are a major factor in deciding where and when to use them for EMS work, it is at least as important to assess the capabilities of those who will be using the bikes. Riders who are incapable of using the bike to its potential can destroy the effectiveness of a bike program. Training is absolutely essential, not a luxury. Untrained bike operators are a danger to themselves, the public, and the effectiveness of the team. Every member of your team should be certified through the IPMBA Emergency Medical Services Cyclist course, and continue to practice what they have learned. If you are going to improve, the learning never stops.

The effective use of EMS bikes requires a lot of research. This conference offers a tremendous amount of information about equipment choices, procedures, scene safety, nutrition, bike skills, and the list goes on and on. All of this is designed to make you and your team more effective. While you are here, talk to other bike unit members. Attend the roundtable discussions. Share what you are doing and keep your eyes and ears open to new ideas. Always strive to keep learning and teaching, and we will all be more effective.
EMS Night Operations teach EMS personnel on bikes how to safely and effectively operate during nighttime emergencies. Kills discussed and practiced will be to show the effectiveness of reflective and lighting equipment, both for scene and patient work. EMS Scene Safety techniques will be utilized, as well as working with different bike lighting systems. Presented by Ed Brown, Orange County Fire & Rescue.

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EMS Roundtable will let EMS personnel get “down and dirty” in discussions of what works and what doesn’t, as well as problems, issues, and concerns unique to EMS. Come see what you can beg, borrow, and steal from your fellow bike mounted EMS! Moderated by Ed Brown, Orange County Fire & Rescue.

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EMS Scene Safety: Practical Applications discusses and practices the unique concerns and skills needed by EMS bike units, which frequently arrive at accident scenes before other public service personnel. Learn how to evaluate the scene, maintain equipment for use, and minimize the risk of equipment loss. Presented by Ed Brown, Orange County Fire & Rescue.

**Equipment**
- Heavy duty kick stand with large platform for added stability
- Quality lighting system, at least 20 watts; helmet lights
- Removable panniers
- High visibility uniforms that are distinguishable from the police officers in your area
- Remote access radio systems with boom mikes and ear pieces
- High visibility rear bicycle light

**Bicycle Positioning**
- The bike is a good barrier to use between you and curious onlookers.
- As you approach a scene, evaluate it for potential safety issues so that bicycle positioning can occur quickly; look for and take use of natural barriers can provide the necessary flexibility.
- Remember: while using the bike as a divider, lighting and equipment needs to be readily accessible; helmet-mounted lighting systems and removable panniers help with this issue
- Practice approaches in different scenarios and set-ups on a regular basis.

**Factors**
- Availability of support units
- Time of day
- Lighting
- Size of crowd
- Demeanor of crowd
- Nature of injuries (fall, fight, shooting, etc.)
- Criticalness of injuries
- Natural barriers

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EMS-Specific Equipment Needs

EMS-Specific Equipment Needs provides bicycle medics with the proper tools and knowledge necessary to effectively stock and maintain medical bicycle equipment. This is an interactive class showing what equipment different agencies use and how it is carried. A variety of panniers and rack styles will be displayed and their EMS applications discussed.

Presented by Jeffrey Youngsma, Fremont Fire Department.

Upon successful completion of this workshop, students will be able to:

- Identify specific medical equipment available for use on bicycles.
- Discuss the role the environment plays on the selection of equipment and the method it is packed.
- Describe the role state and department protocols play in determining the equipment to be carried.
- Explain the need to prioritize equipment choices in accordance with the level of care that is intended to be administered.
- List pros and cons of specific equipment as it relates to space availability.
- Describe the basic methods of packing equipment on the bicycles.
- Describe methods of restocking and resupplying bicycle packs.

Pannier and Rack Bibliography: (Contact information will be provided during the workshop.)

- Arkel
- Inertia Designs
- Jandd
- Lone Peak
- Madden
- Old Man Mountain
- Ortlieb
- Performance
- Tubus

(Note: IPMBA does not endorse or recommend any brand or brands of equipment. Equipment displayed is at the discretion and preference of the workshop presenter.)

NOTES:
Firearms Training for Bike Officers (LIVE) is designed to familiarize the bike officer with the unique demands of firearms use by bike patrol officers. This session focuses on how the addition of the bicycle and related gear affects techniques commonly used in patrol work. It will re-emphasize the importance of practicing bike skills so they become second nature. Presented by firearms instructors Artie Gonzales, Topeka (KS) Police Department and David Hildebrand, Denton (TX) Police Department. Course requires 200 rounds and handgun, body armor, bike and mandatory safety equipment, and letter from your department authorizing you to participate in live-fire exercises.

FUNCTIONAL AREA: During this unit of instruction, the student will practice hands-on application of firearms training in regard to bicycle patrol.

The following learning objectives are directed to this functional area. The student will develop and practice skills necessary for firearms training specific to the unique requirements of bicycle patrol.

LEARNING OBJECTIVE: The students will be able demonstrate the ability to manipulate their weapons while wearing their bike patrol gear.

A. From Holster
   a. Draw from holster and fire one shot in under two seconds

B. Reload Drills
   a. Lock back reload
      i. on target, fire one round, reload, fire second round in under three seconds
   b. Tactical reload
      i. Draw from holster and fire two rounds, tactical reload, two more rounds

C. One hand and off-hand shooting
   a. From holster, draw fire two rounds, three seconds
   b. Start with weapon in off-hand, two rounds, three seconds

LEARNING OBJECTIVE: The students will practice utilizing cover while performing reloads.

A. Lock back reload: same as above with no time limit
B. Tactical reload: same as above with no time limit

LEARNING OBJECTIVE: The students will practice dismounting the bike and firing from different positions.

A. Stationary: “clock” positioning

B. Moving dismounts
   a. Rolling dismount
   b. Hook slide
   c. Emergency stop

C. Attached to the bike
   a. Tires toward target, weapon side up
   b. Tires toward target, weapon side down
   c. Disengage, move to cover

EVALUATION: The students will be evaluated on their ability to operate their bicycles and manipulate their weapons while performing the aforementioned tasks.
Firearms Training for the Police Cyclist introduces you to the IPMBA Bicycle Firearms Training Course through video and discussion with IPMBA firearms instructors. This workshop will provide with valuable arguments to convince your management of the need for high-quality, bicycle-specific firearms training. Presented by Lou Ann Hamblin, Van Buren Township Police Department.

Introduction
- Instructor Profile
- Review Course Content

Videos of Past Courses of Fire
Indoor and Outdoor

Justification for this Class
- The Special Needs of Bike Officers

Equipment
- Differences
- Limitations
- Secondary Weapons

Officer Safety Issues
- Vulnerability Concerns
- Weapon Retention

Tactical Issues
- Tactical Riding Tips (Calibre Press)
- Last Year’s Survey Results

Shooting from a Moving Mountain Bike
- Tactical Issues
- Survey Results
- Police Marksman Article

Police Cyclist Involved Shootings
- Address and Review

How Courses and Exercises are Commonly Designed
- Training Philosophies
- Surveys, Statistics
- Officer’s Field Experiences
- Supreme Court Decisions

Required and Optional Equipment
- Sample Form

Waivers and Forms, Etc.
- Lethal Force Justification
- Sample Liability Forms
- Range Safety Rules

A Sample Course of Fire
- Various Phases
- Objectives
- Slide Presentation

Scenario-Based Training
- Instructor/Participant Check-off List for 1999 Scenarios
- Problem with Wearing Athletic Supporter and Riding

Redman Gear

Firearms Instructors on Mountain Bikes
Article

Closing Statement and Questions
- Works Cited and Acknowledgements

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Funding Sources for Bike Units addresses creative funding options for both new and existing bike units. Come listen to funding success stories, hints on how to overcome obstacles to obtaining funds, and share your own experiences.

Funding is available from a wide variety of sources. Obtaining it requires creativity and hard work. This information is designed as a starting point only. It provides advice on how to get started, describes a basic fundraising process, and identifies typical funding needs and potential sources. The rest is up to you. Panel Moderated by Kirby Beck, Coon Rapids Police Department.

**Step I: Define the uses and the size of your bike team.**
**Step II: Determine your equipment needs and project the cost of that equipment. Minimize but do not underestimate the expected costs.**

What does a bike team need, and how much does it all cost? Do your research, determine your needs, and devise a realistic estimate of how much it will cost to obtain and maintain the necessary equipment.

Consult IPMBA, IPMBA conference vendors who specialize in outfitting public safety cyclists, bicycle publications, local bike shops, on-line suppliers, and established bike teams to get the most accurate picture of both the initial outlay (usually big-ticket items) and on-going costs.

**Bikes:** How will your unit be used? How many members do you project? Will it be full-time or part-time? Will each member have his/her own bike, or will they be shared?

**Bike Team-Specific Equipment and Accompanying Costs:** Unifoms, helmets, goggles, eyewear, shoes, day and night operations, summer and winter operations, medical equipment, etc. Some equipment may seem unnecessary to the oblivious budget specialist but are essential to your everyday operations. Be prepared to justify why you need a certain type of equipment. Try to identify items likely to be rejected by your agency and focus your efforts on obtaining those items through your fundraising efforts.

**Maintenance and Repair:** Do not overlook the on-going expenses of maintenance and repairs. Weigh the pros and cons of a service contract with a local bike shop against those of maintaining the bikes in-house. Consider the amount and type of use (and abuse) the bikes are likely to experience.

**Step III: Determine your training requirements.** What type of training will your team members receive? How much does that training cost? Will the training fees be the responsibility of the agency or the team member? How many members will your bike team have? Is it more economical to have one or more individuals certified as IPMBA Instructors than it is to send all members to a training course provided by another organization?

**Step IV: Develop a realistic budget.** Your research will provide you with facts and figures on what it costs to fund a successful bike team. Use that information to develop a realistic budget. Your budget will help you plan your fundraising effort, sell it to prospects, and measure its success.

**Step V: Identify what “funding” means to you and your department.**

**Policies and Procedures:** Do not assume that your agency will appreciate your fundraising efforts. Familiarize yourself with any requirements and restrictions imposed upon donations of money and/or equipment by your agency or local governing bodies.

**Cash Donations:** Before you start, establish a procedure for receiving, processing, and allocating financial contributions for specific purchases. If possible, consider saving unrestricted funds to purchase equipment not donated by other sources.

**Equipment Donations:** Approach potential donors with a list of specific equipment and the projected costs. Do not accept items that you do not need and cannot use.

**Benefits & Recognition:** Be prepared to offer your donors something in return. Explain how their donation will ultimately benefit themselves, and put your plans for recognizing their contributions in writing. Make sure your plans are acceptable to your department and can be accomplished at no cost to you.

**Step VI: Locate possible sources of funding.**

**Your Department/Agency:** Traditional budget; unclaimed/ seized property auction.

**Departmental Related Organizations:** Police/Fire/EMS foundations, etc.

**Government:** Grants and monies may be available for local or national priorities, for example, federal transportation enhancement funding is available for bike safety education.

**Civic Organizations:** Approach community & neighborhood associations, civic associations (Lions, Elks), and business associations (chambers of commerce, marketing co-ops, downtown partnerships). They are often generous to organizations providing services to their communities. Be creative!

**Corporate Sponsors:** Never hurts to try. Some corporations will give sizable donations to generate publicity and goodwill.

**IPMBA:** IPMBA notifies its members whenever it becomes aware of any potential donors. The IPMBA conference always features a workshop on funding sources for bike units.

**Local Bike Shops:** Negotiate an exclusive supplier.
arrangement in exchange for a discount on parts and/or labor. Offer to provide support for their events as part of the deal.

**Fundraisers:** Traditional fundraisers still work and are limited only by your imagination and energy. If your department permits this type of activity, it can be both fun and easy. Try selling t-shirts, bumper stickers, or other items; sponsoring a race, bike rodeo, or bike wash & repair; throwing a pancake breakfast or spaghetti dinner; or holding the ever-popular bake sale. Be sure to publicize your event to both the corporate and the residential communities.

**Step VII:** Review your department’s policy on fundraising again.

**Step VIII:** Sell your unit to potential sources of financial and/or in-kind support.

**Perspective:** Try to see your agency through the eyes of the person you are asking for support. How has your agency benefited them in the past? How will your bike unit assist them in the future? Why do/should they care? Try to answer the question in their minds, “what’s in it for me?”

**Build Relationships:** Don’t expect to meet your financial goals overnight. Fundraising is not necessarily a quick process. It can take years, so cultivate important relationships within the community in the course of doing your job. Recognize all donors, no matter how small the donation; you never know the growth potential.

**Develop a Pitch, and Stick with It:** Be consistent in your needs, wants, and expectations. While it may be appropriate to tailor some of the details for a particular audience, don’t change your story. Members of a community - especially a small one - do talk.

**Success Sells:** Paint a realistic picture of your bike unit. Describe how effective public safety cyclists are (or can be) in the community, provide samples of the type of media coverage you have received, and share your own heart-warming (or chilling!) stories that will make it hard for them not to support you.

**Step VIII:** Recognize your supporters at every opportunity.

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PMBA is proud to have Heckler & Koch present Firearms Skills for Mountain Bike Officers. This course explores realistic firearms deployment during high-risk situations. Presented by Kathleen Vonk, Ann Arbor Police Department. Courtesy of Heckler & Koch International Training Division. Course requires 200 rounds and handgun, body armor, bike and mandatory safety equipment, and letter from your department authorizing you to participate in live-fire exercises.

From Heckler & Koch:
"At Heckler & Koch, we are committed to providing thorough and comprehensive instruction of the highest standard. HK Weapons, Tactical, and Armorer Training Courses are designed as intensive, hands-on classes for the military and law enforcement community."

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**Health Effects of Occupational Cycling**, presented by Dr. Steven Schrader and Michael Breitenstein of National Institute for Occupational Safety and Health, will address numbness and pain in the hands, feet, and groin area. New equipment for evaluating important pressure areas will be demonstrated.

I. **Scientific Studies of Bicycle Health Effects**

A. **Injury From Falling on Top Tube**
   1. Male
      a. Priapism - Sustained erections
   2. Female
      a. Swelling/bruising
      b. Urinary problems

B. **Accessory Testicles**
   1. Appearance of structures similar to testicles behind scrotum
   2. Fibrous tissue

C. **Numbness and Bicycle Saddles**
   1. Netherlands study
      a. Both male and female riders
      b. Questionnaires
      c. Diagram part of saddle causing problem
   2. Norway study
      a. Amateur long distance cyclists
      b. 20% penis numbness
      c. 13% impotence
      d. Hand and finger numbness
   3. Germany study
      a. Long distance cyclists
      b. Genital numbness
      c. 4% impotence
   4. Massachusetts male aging study
      a. > 3 hours of riding a week
         increase chance of erectile dysfunction
   5. Boston female bicyclist study
      a. 40% women studied
         experience clitoral numbness

D. **Effects on Female Genitals and Bicycle Saddle**
   (Women only: attend Women’s Reproductive Health and Cycling workshop on Friday at 9:30am)
   1. Vulva swelling
      a. Extensive training
   2. California study
      a. Compared traditional saddle with split saddle
      b. Less discomfort, numbness, and pain from split saddle
      c. Funded by Serfas

E. **Effects on Penis and Bicycle Saddle**
   1. German study
      a. Oxygen in penis was decrease with all saddles tested
      b. Saddle with “no-nose” had smallest decrease in penis oxygen

2. **Korean study**
   a. Traditional narrow saddle compared to wide short-nose saddle
   b. Wide saddle has less effect on penis blood flow

3. **Canadian study**
   a. Classical saddle
   b. Saddle decrease penis blood flow, oxygen, & sensation

F. **NIOSH Study**
   1. City police department
   2. 94% had numbness to genitals or buttocks on occasion
   3. Quality of erections during sleep were poorer than those of non-cyclists
   4. Recommendations
      a. Minimize pressure to perineum
      b. Dismount during rest breaks
      c. If numbness occurs, dismount until it subsides
      d. Ensure proper bike fit

G. **Body Configuration on Bike Saddle Designs**
   1. Compared traditional, split, and “no-nose” saddles
   2. Compared where handlebars are gripped
   3. Comfort, back angle and pelvis tilt evaluated.

II. **Proposed NIOSH Study**

A. **Large Multi-Department Study**
   1. Would want about 100 male cyclists/ 50 non-cyclists
   2. Repeat first study
   3. Distribute “no-nose” seats to half of the cyclists & analyze in six months

B. **Measurements for Male Study**
   1. Pressure
      a. Saddle
      b. Feet
      c. Hands
   2. Ability to feel vibration
   3. Erection quality

C. **Female Study**
   1. Need at least 25 female cyclists
   2. Information at Women’s Reproductive Health & Cycling - Friday 9:30am
   (women only)

Contact NIOSH – Steven Schrader 513-533-8210, sms4@cdc.gov.
How to Become an IPMBA-Certified Instructor

Since 1993, IPMBA has certified over 500 Police and EMS Cyclist Instructors, and we look forward to welcoming you to that elite cadre.

Becoming a certified IPMBA Instructor is basically a three step process: 1) complete an IPMBA Police Cyclist or EMS Cyclist Course and obtain IPMBA certification; 2) complete the IPMBA Instructor Application, making sure that you include all required materials, and submit it to IPMBA headquarters; and 3) register and attend a five-day IPMBA Instructor certification course within one year of acceptance into the Instructor program. Dates and locations of IPMBA Instructor Courses are announced on the website and in IPMBA News.

Upon submission, your IPMBA Instructor application will be reviewed by the IPMBA Education Committee. You will be notified of the committee’s decision by mail. After receiving your notice of acceptance, you may register for an IPMBA Instructor Course.

Upon satisfactory completion of the five-day IPMBA Instructor Course, you will be issued an official IPMBA Instructor Certificate and a PCI or EMSCI number, authorizing you to teach the IPMBA Police or EMS Cyclist Course.

As a certified IPMBA instructor, you are expected to maintain the high standards of instruction demonstrated in the IPMBA Instructor Course. You may retain your active status by 1) maintaining membership in IPMBA, and 2) teaching a minimum of one Police or EMS Cyclist Course per year and submitting all coursework to IPMBA in a timely manner.

In addition to offering Police and EMS Cyclist Courses, certified instructors are eligible to teach courses and present workshops at IPMBA’s Annual Police on Bikes Conference. They may also apply for Police Cyclist Advanced and IPMBA Instructor Trainer certifications as opportunities become available.

In order to apply for certification as an IPMBA Instructor, you must:

- have completed the IPMBA Police or EMS Cyclist™ Certification Course taught by an active, certified IPMBA Police or EMS Cyclist Instructor.
- have scored at least a 90% on the written portion of the PC/EMS Cyclist Course examination.
- be an IPMBA-certified Police or EMS Cyclist.
- be a current member of IPMBA.
- be a current member of a police or EMS bicycle unit.
- have a minimum of one year full-time or two years part-time experience on bike duty.
- be a fully commissioned law enforcement officer with full arrest powers OR an active EMT or paramedic.
- have read and be able to demonstrate extensive knowledge of the information contained in the Complete Guide to Police Cycling.
- have the endorsement of your certifying IPMBA Instructor.
- have the endorsement and support of your department.

IPMBA Instructor Application Packets are available through the IPMBA office. Call 410-744-2400, email info@ipmba.org, or visit www.ipmba.org.

How to Become an IPMBA-Certified Instructor addresses the qualifications and procedures necessary for becoming an IPMBA-certified instructor. Current instructors are encouraged to attend for an update and to review the requirements for advancing to the level of Instructor Trainer. Presented by Al Simpson, Pompano Beach Police Department (ret.).
TO: Prospective IPMBA Instructor
FROM: Jim Bowell, Education Director

The International Police Mountain Bike Association (IPMBA) has been providing world-class training to public safety cyclists since 1991. IPMBA prides itself on the quality of its training programs and holds its instructors to the highest standards of excellence. In order to maintain IPMBA’s high standards of instruction, the Education Committee and Governing Board have developed the IPMBA Instructor Course, in which qualified individuals learn how to effectively and consistently teach IPMBA principles to their fellow public safety bicyclists.

Before you graduate and become certified by the International Police Mountain Bike Association Instructor, you must meet the criteria set forth below. Your Instructor Trainer must confidently give an affirmative answer to these questions to ensure that the integrity of the IPMBA Instructor cadre is kept at the highest standard. Completion of this course does not guarantee certification; meeting these standards of excellence does.

1. Do you know the material contained in the Complete Guide to Police Cycling? The material in the Complete Guide is a compilation of knowledge and experience and represents thousands of hours of public safety cycling. As IPMBA Instructors, you will teach the practical skills and knowledge contained within this book. The very lives of your students and the public they serve may depend on your grasp of that knowledge.

2. Can you present the material? To be an effective instructor, you must not only know the material, you must be able to present it in a clear and concise manner. You will learn techniques for presenting the material in both the classroom and in the field. You will be evaluated on those techniques at several stages throughout the course.

3. Do you possess instructor-quality riding skills? Students gain confidence in their own skills as they learn from an instructor who demonstrates exceptional cycling skills. Balance, stamina and smooth, flawless techniques are essential qualities that will win their confidence and motivate them to ascend to higher levels.

4. Do you possess good interpersonal skills? Do you communicate well with students and others? An instructor’s demeanor is one of patience, understanding and support. Some students will not comprehend the material or learn the techniques as readily as others. You will need strong interpersonal skills and the ability to deliver constructive criticism as well as positive feedback.

5. Can you perform as a solo instructor? You must be able to deliver all the material, not just the parts of it that you like or in which you excel. Your students will look to you for a comprehensive course of instruction that will give them all the skills and knowledge they need to perform their duties as a public safety cyclist. You will be responsible for that instruction as you sign each roster that certifies that your course has been conducted in accordance with the requirements and procedures established by the International Police Mountain Bike Association.

As a candidate for this course, you have demonstrated the excellence, the desire and the will to become part of an elite group of individuals: IPMBA Instructors. It is the desire of this organization to provide you with the most comprehensive, up-to-date and quality-controlled instruction available; and to enable you to serve as a positive role model and representative of your department and IPMBA.

This will not be an easy course. You will be required to pass rigorous practical and written tests, so refamiliarize yourself with the material in the Complete Guide (available from Calibre Press, 800-323-0037), and practice every skill and technique. Train yourself to think about identifying and correcting improper technique. Above all, make sure that you feel confident that by the end of the course, you will be able to answer “yes” to each of the above questions.

If you have any questions about the course or your qualifications, please contact me at education@ipmba.org. Best of luck throughout this process. We look forward to welcoming you to our elite cadre of instructors.
Injury Reduction Through Conditioning & Stretching

Injury Reduction through Conditioning and Stretching will define the term “conditioning” as it relates to public safety cyclists. After attending this workshop, students will be able to create a conditioning program customized to their specific needs, demonstrate proper stretching techniques for optimum performance, set reasonable expectations for cardiovascular improvement, understand cardiac stress test indications, and identify conditioning methods for improving flexibility, agility, endurance, and cardiovascular capacity. Come prepared to get limber! Presented by Jeffrey Noftz II, P.T., M.D., Director of Primary Care/Sports Medicine, Department of Orthopedics, Medical College of Ohio.

Injury Reduction through Conditioning and Stretching

- Define the term “conditioning” as it relates to public safety cyclists.
- Create a conditioning program customized to their specific needs,
- Demonstrate proper stretching techniques for optimum performance,
- Set reasonable expectations for cardiovascular improvement,
- Understand cardiac stress test indications,
- Identify conditioning methods for improving flexibility, agility, endurance, and cardiovascular capacity.
- Demonstrate specific exercises designed to build strength in the legs, knees, and hips.
- Learn which types of equipment and exercises are inherently bad for the joints.
- Come prepared to get limber!

Sports Specificity and Conditioning

- Warm Up
- Flexibility
- Advancing the Plan
- Who needs a stress test?
- Fatigue is the key

NOTES:

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Instructor Roundtable brings IPMBA Instructors and the IPMBA Board together for a free-wheeling discussion of experiences, training tips, and other topics relevant to teaching the IPMBA Training Courses. Moderated by IPMBA’s education director.

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**Keys to Better Course Management**

**Keys to Better Course Management** will address the factors that can “make or break” a police or EMS cyclist course. Attendees will benefit from the successes and mistakes of experienced instructors. Topics to be discussed include course planning, logistics, how to identify and address potential problems, course marketing, and working with a liaison. Tips on how to enhance the professionalism of the course, make it more interesting for both instructor and students, and improve scheduling and communications will be shared. Presented by Al Simpson, who has trained over 1,000 students in more than 60 IPMBA Police and EMS Courses and 180 instructors in 15 IPMBA Instructor Courses.

### Overview of Workshop
- Pre-Planning Course
- EMS, Security or Police Course (special considerations for each)
- Course location (home or away?)
- Liaison Person (if away)

### Preparing a Checklist

#### Locations:
- Site for classroom instruction
- Routes necessary to perform road rides
- Sites necessary to perform and practice on-bike skills, such as cone courses
- Site for off-road riding (if used)

*Part 5 page 1 – in your IPMBA PC Instructor Manual is a check list*

#### Equipment:
- Instructional aids (PPT-Overheads, etc.)
- Audio-visual equipment
- Cones, pallets, etc.

### Pre-Course Inspections
- Arrive at least a day early and check on all equipment and training sites
- Parking lots
- Classrooms
- Practice areas
- Locations of grocery areas
- Roadside routes
- Off-road trails
- Cone courses
- Routes to venues

### Pre-Class Planning
- Check the printed materials for completion and correct order
- Have the handouts or text, (CGPC), with you!
- It is better not to depend on someone else to have them there!
- Once in classroom, check where light switches, thermostats, First Aid Kits, AV equipment controls and restrooms are located
Keys to Better Course Management

**IPMBA Lesson Plans**
If you do not instruct but once a year or so, then you need to study and practice your presentations:
- Be familiar with your lesson plans
- Be familiar with what ever media you use to instruct
**DO NOT READ TO YOUR STUDENTS FROM THE INSTRUCTOR MANUAL**

**First Day of the Class**
- Arrive early
- At least 30 minutes
- Make arrangements for someone to let you into classroom
- Check lights, equipment, electrical outlets
- Check seating (appropriate for number of students – can they all see you / screen)

**Being Familiar w/ Equipment**
You need to be familiar with these,…… (and all) audio/visual you plan to use!

**Stick to the IPMBA Lesson Plan**

**IPMBA-Mandated for courses**
- Text Book - Complete Guide to Police Cycling
- Video – Effective Cycling show before taking students out on the road

**Conclusion**
- Training Dates
- Ticker Files
- Marketing the course
- Adjusting for Size of Class
- Dealing with a Liaison Person
- Pre-Course Inspection
- Cone Courses

**Pre-Planning is very important**

1. Time
2. Trouble
3. Money
4. Face/Reputation

**The Bottom Line**
Pre-Planning is the one of the most important parts of your course, second only to sticking to the IPMBA Lesson Plan!

Being familiar with IPMBA Lesson Plans and your equipment will make you more professional and will allow your students to learn more quickly and retain that information!

**You hold the Key!**
**Law Enforcement Officers Flying While Armed** was developed by the FAA in the wake of 9/11. This session will present the revised federal regulations governing LEOs traveling armed and is mandatory for any law enforcement officer who has a need to fly armed (i.e., to carry a firearm on his/her person or in carry-on luggage). Regulations for carriage of firearms and ammunition in checked baggage will also be reviewed. Attendees will receive a certificate of attendance.

**Conditions for Carrying A Firearm On Commercial Airlines**
- Authorized by Your Agency
- You’re A Sworn Law Enforcement Officer
- Have A Need To Fly Armed
- Completed A Flying Armed Training Program

**Status That Determines Need To Carry Firearm On Aircraft**
- Protective Escort
- Hazardous Surveillance
- Prisoner Escort
- FBI Special Agent
- LEO On Official Travel Required to Report to Another Location Armed and Immediately Prepared For Duty

**Credentials For Proper ID**
- Clear, Full-Faced Photograph Identification
- Containing Your Signature
- With Official Agency Seal or Agency Head Signature

**Letter of Authorization**
- Travel Dates and Itinerary for Flights
- Certification of FAA Training
- Reason for Being Armed
- Original Signature by LEO’s Supervisor

**STEPS TO BE TAKEN**
- Now that you have prepared your Letter of Authorization, and you have a flight pass or ticket, follow these simple steps to avoid any delays.
  - A few days before the flight, visit the ticket agent of the carrier that you are using.
  - Bring with you the letter and photocopy of your certificate.
  - Inform the agent of your flight date and that you are a LEO who will be flying armed.
  - The agent will prepare the paperwork so that it will be at the ticket agent area at the time you check in.
  - On the date of the flight check in as normal.
  - The agent will give you the paperwork to board and for connecting flights.
  - Do not pass through the metal detector, tell security that you are a LEO.
  - You will be escorted around the metal detectors and be required to sign in and produce a valid ID.
  - You will present your paperwork to the flight attendant and take your seat.
  - The flight attendant will hand you a piece of paper before the flight leaves that will have seat numbers of other LEO’s flying under the same status.

**DO NOT MAKE CONTACT WITH THEM FOR YOUR SAFETY AND THEIRS.**

**Prisoner Restraint**
- The level of restraint required/allowed by the air carrier is corporate policy, and varies from carrier to carrier.
- Prisoner Control:
  - The prisoner must remain under the direct control of a LEO at all times while being transported.
  - No alcoholic beverages served to the prisoner or escort.
  - If prisoner is served a meal, plastic utensils are to be used.
  - Prisoner and escort remain seated until all passengers have left the aircraft.

**Pressurized Containers**
- No person may carry tear gas, mace, OC spray, or similar chemicals on board a commercial aircraft, unless it is 4oz or less and in the checked luggage.

**Firearm in Carry-On Baggage or Checked Baggage**
- LEO’s are not required to stow weapons in the checked baggage.
- Weapon must be unloaded.
- Declared when bags are checked in.
- Weapon placed in hard-side, locked container (you maintain the key).
- Weapon can be worn on your person.
- Firearm tag, if required, placed on the inside of the container.

**Ground Security Coordinator (GSC)**
- The Ground Security Coordinator is the best contact for the LEO regarding conflict resolution.
- The GSC interfaces with crew, LEO and other security.
- There is a GSC at each station of the carrier.
- The GSC receives threat information and disseminates it.
- The GSC is the best point person to resolve questions of a serious nature.

**In-Flight Security Coordinator**
- The pilot-in-command is the in-flight security coordinator, and is the final authority on board the aircraft.

**Crew Training**
- The aircraft crew has been trained to handle crisis situations.
- Let Them Do It!

**Flight Crew Reaction to a Hijacking**
- Personnel on the ground are covertly informed.
- May appear that the crew is “giving in.”
- Everything will appear in slow motion.
- Everything that happens could be part of a resolution process.
- Safety of the crew, passengers and airplane is paramount.
- Crew is trained to avoid confrontation.
Law Enforcement Officers Flying While Armed

**FAA’s Federal Air Marshal Program**
- This team will have sufficient numbers to handle a situation. Your assistance is to NOT get involved.
- Air marshals are specially trained.
- Their identity must be protected.
- Their purpose is to take active preventative action with minimal loss.

**Proper LEO Reaction To A Hijacking**
- Do not become involved unless asked by the crew.
- Keep a low profile — hide any ID.
- Prepare to be a good witness.
- Do not acknowledge outside noises.
- In an assault, STAY DOWN!!!
- Don’t Get Shot!!!

**Proper LEO Reaction to a Disturbance**
- Only intervene when asked by the crew, or when life is clearly at risk.
- You may discreetly volunteer your assistance.
- You should NOT discharge a firearm on the aircraft.

**Discharging A Firearm Could Cause:**
- Fire on board.
- Damage to hydraulics, or electrical system.
- Damage to engines.
- Injury to an innocent person.

**Professional Conduct is Essential**
- No alcoholic beverages may be consumed by the LEO within 8 hours of the flight.
- Be aware of other LEO’s onboard.
- Be discreet and do not display firearm.
- Absolute control over the firearm must be maintained.
- If firearm is in carry-on bag, do not leave bag unattended for any reason.
- DO NOT turn firearm over to a crew member.

**If Denied Boarding With A Weapon**
- Involve a ground security coordinator.
- Inform your supervisor.

**Your Agency Will Notify FAA.**

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Maintenance: Introduction

Introduction to Maintenance introduces the concept that “a clean bike is a happy bike.” A corny little line but a true one. You would not go out on the street with a dirty weapon or a car with a flat tire. So, why go to work with a dirty bike? We are not referring to the cosmetic dirt. It is the heavy dirt, oil, string, wire and small branches that can make the components non-operational. The bike may not need a barrel adjustment or cable adjustment, but more often than not, adjustments are made without even cleaning the bike. So what happens when the bike is finally cleaned? Whatever problem you thought you fixed is even more messed up. The first rule of maintenance is “start with the basics” — keeping the bike clean and properly lubricated. Presented by Jim Roy, Topeka Police Department.

The second rule of maintenance is “don’t try to fix what you don’t understand.” It may seem simple, but with bikes, a little goes a long way. The materials used in the manufacturing process are lightweight; therefore, they have brute strength but are not very forgiving. In addition, these lightweight materials can be very expensive, so repairs tend to be more economical than replacements.

The third rule of maintenance is “never try to fix anything without the correct tools.” Some people think that a knowledge of the problem and the ability to fix it are enough. But even the most knowledgeable person runs the risk of damaging equipment if the correct tools are not used.

By remembering the three rules of maintenance and following the basics, you can be an effective maintenance officer.

I. How to Clean a Bike

It is neither difficult nor time-consuming to clean a bicycle. The only materials needed are: a biodegradable cleaner, several clean rags, and both a small and a mid-sized brush.

- Check cable housings and cables, brakes and shifters for excess dirt, grease, and proper angle, set and crimps.
- Check housings for “pull thru” and cable ends for fraying.
- Check the seat post and quick release.
- Check brake pads, arms, and straddle cable. Check for smooth operation of the springs. Check pad wear and alignment to the rim, including the tire sidewal.
- Clean front derailleur and check for smooth operation. Ensure that the derailleur has not slipped down or turned.
- Clean chain using brush or chain cleaner. Check chain flex for possible replacement.
- Clean cassette, paying close attention to any foreign material between cogs. Check to make sure that the cassette is not loose, as a loose cassette can cause improper wear.
- Clean front chain rings and check for any abnormal wear.
- Clean rear derailleur and check alignment.
- Clean and wipe down the entire bicycle. Check all moving parts to make sure the are snug and tighten as necessary (pedals, cranks, bar ends, handlebars, brake levers, shift levers, rack, lighting system, etc.)
- Slide the housing over the exposed part of the cable.
- Lightly lube the cable.
- Slide the housing back over the lubricated area and secure the cable.
- Basic Maintenance.

II. Lubrication

Always use a high-quality bicycle lubricant. All lubricants are not the same. Bicycles require a wax-based lubricant to minimize the amount of foreign material.

- Lubricate all pivot points, chains, and cables. Do Not Overlube. A drop in the right place is enough. To lubricate cables, follow these steps:
  - Release the tension on the cable.
  - Pull the housing from the hangars.

III. Basic Maintenance

A. ABC Quick Check

Air
Bikes
Crank
Quick Releases
A slow ride to Check gearing.

B. Flat Tire Repair

- Check tire for possible cause of the flat.
- Separate one side of the tire from the rim.
- Remove the tube from inside the tire, valve stem last.
- Check inside the tire and rim for possible cause of the flat.
- Put air into the tube and locate the hole.
- Repair tube with patch kit.
- Inflate the tube slightly.
- Replace the tube into the tire, valve stem first.
- Secure tire to rim and inflate to 15 psi.
- Check for exposed tube.
- Fully inflate tire.

C. Front and Rear Derailleur Adjustments

Remember that the barrel adjustments are fine-tuning mechanisms to avoid cable adjustments. By turning the barrel adjustments, the distance the cable must travel increases, therefore increasing cable tension. This is necessary when the chain will not move to the next larger chain or cassette ring due to cable stretch. There is no such thing as cable shrink.
**D. Brake Adjustments**
The barrel adjustments on the brakes work the same as those on the cables. If the brake levers close down to the handlebars more than is preferred, increase the distance the cable must travel, therefore increasing cable tension. Minor adjustments can be made using a fine tuning screw located on the side of the brake arm. This is used if one pad is hitting the rim before the other.

**E. Headset Adjustments**
A loose headset is easily detected during the ABC Quick Check. Hand snuggling is a good short-term fix, but tools will ultimately become necessary. By securing the lower nut to where the side-to-side handlebar movement feels “sticky,” it will be possible to close down the upper nut and then back the lower one off into it. The pressure between the two helps keep the headset tight.

**F. Bottom Bracket Adjustments**
Check to determine whether one or both arms move side-to-side. One arm movement indicates that only that arm is loose and can be quickly tightened. Movement in both arms indicates that the bottom bracket is either loose or damaged. If tightening the cup does not solve the problem, replacement of the bottom bracket is necessary.

**G. Front and Rear Hub Adjustments**
Side to side movement of the axle indicates that the cones are loose. They can be secured quickly and easily using the same principles described in the section on headset adjustments (“E” above.)

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**Bicycle Inspection & Lubrication Checklist**

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Pre-Ride Inspection and Lubrication (to be completed before every ride. Note: Always follow the manufacturer’s maintenance schedule and torque specification.)

**I. INSPECTION**

A. **Frame:** not damaged or dented  
B. **Bars/Stem:** secure (torqued)  
C. **Brakes:** work correctly  
   - brake levers secure  
   - cables not rusted or frayed  
   - casing seated correctly  
   - cable routed correctly  
   - shoes positioned correctly and not worn  
   - pivot bolts secure (torqued)  
D. **Changer:** work correctly  
   - shifting control secure  
   - cables not rusted or frayed  
   - casing seated correctly  
   - cable routed correctly  
   - changers secured (torqued)  
   - changers not damaged  
E. **Seat/Seatpost:** adjusted and secure  
F. **Crankset:** bottom bracket adjusted correctly  
   - crank arm/sprockets secure (torqued)  
   - pedals secure (torqued)  
   - pins seated correctly  
   - check chain for stretch/cracks/broken link plates  
G. **Wheels:** clean of dirt and grease  
   - freewheel/cassette secure  
   - wheel true  
   - hub adjusted correctly  
   - wheel center to fork/stays  
   - tires aired/not worn  
H. **Reflectors:** all eight on bicycle  
I. **Headset:** adjusted correctly  
J. **Suspension:**  
   - all binder bolts torqued  
   - front: check for damage/cracks; check suspension sag  
   - rear: check stays/pivots for damage/cracks; check suspension sag

**II. LUBRICATION**

A. **Brakes:**  
   - brake lever pivots  
   - brake caliper pivots  
   - cable/casing (where applicable)  
B. **Changer:**  
   - front/rear changer pivots  
   - shift controllers  
   - cable/casing (where applicable)  
   - delrin guide (if applicable)  
C. **Chain:** cleaned/lubricated
Bicycle Tune-Up Checklist  
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All bicycles should have a tune-up at the start of the cycling season and be overhauled at least once per year, more frequently depending on riding conditions.

I. External Lubrication Prior to Tune-Up
   • cables greased or replaced
   • brake caliper pivot points lubricated and cleaned
   • brake lever pivot points checked and lubricated
   • front and rear derailleur linkage cleaned and lubricated
   • chain cleaned and lubricated

II. Cone Adjustments
   • front and rear wheel cones
   • fork checked
   • bottom bracket checked
   • brake caliper pivot points checked
   • derailleur linkage checked and adjusted where possible

III. Lock Nut Tightness
   • axle nuts, front and rear wheel
   • stem and binder bolt
   • pivot bolt locknuts (brakes)
   • derailleur mounting bolt, front and rear
   • seatpost clamp bolt and seat bolts
   • fork head lock nut
   • bottom bracket lock ring
   • crank arm bolts and nuts
   • pedals, left and right

IV. Adjustments
   • gear adjustment, front and rear
   • brake adjustment, front and rear
   • wheels trued
   • chain checked for stretch/wear (use Park Tool chain checker)

Notes:
   • All cone and bearing adjustments should be made to turn freely with no trace of sideplay.
   • All lock nuts should be secured according to manufacturer’s recommended torque.
   • Recommended Lubrication:
     Pivot points: spray lube with teflon base (e.g., Finish Line)
     Grip Shifts: lube specifically for Grip Shift (e.g., Finish Line)
     Cable Grease: Finish Line
     Chain Lube: Finish Line

Examples of a Bicycle Check-out Log ...

Examples of a Bicycle Repair Log ...
BIKE OFFICER’S MAINTENANCE CHEAT SHEET

PEDALS: Pedals are marked (R) and (L)

| Right side pedal (drive side): | Clockwise = On  
|                              | Counterclockwise = Off |
| Left side pedal:              | Counterclockwise = On  
|                              | Clockwise = Off |

CRANK REMOVER: Right Hand Thread

BRAKE PADS: Cantilever Brake Pads: “toe” the forward end toward rim  
V-Brakes: Pads hit rims evenly

BRAKE CALIPER TENSION SCREWS:  
Turn screw inward to increase caliper width  
Turn screw outward to decrease caliper tension on that side

BRAKE/SHIFTER BARRELS: Turn barrel adjustments away from lever to increase the tension, and stretch the cable. Cables do not shrink

HIGH AND LOW LIMIT SCREWS: Leave them alone, unless you know what you’re doing  
Counter clockwise turns, allows derailleur to increase travel (move farther)  
Clockwise turns, reduce travel (move in)

HUB REPLACEMENT OR CLEANING:  
Remove lock washers from the (LEFT) side of hub

BOTTOM BRACKET CUPS: Left side – Normal thread  
Right side – Reverse thread

PRESTA STEMS: When airing up, screw the stem out then hit the spring to loosen the “O” ring inside.
To check if you wheel is out of true, or out of alignment, you can use the following test. Turn the bike upside down to rest on the seat and handlebars, and spin the wheels. Look to see if there is a wobble or if the wheel rubs or touches the brake pad at any point while it is spinning. Sometimes you can hold your finger adjacent to the brake pad and feel for areas of contact of the rim on your finger while the wheel is spinning. Wiping out, bashing the wheel on a big rock, or dropping your bike may cause a noticeable wobble, as you may have bent the rim and taken the wheel out of true. Sometimes you become aware of the wheel being out of true because it is rubbing on the brake pad.

It is a good idea to always lift up your bike before a ride and spin each wheel to make sure it spins freely and does not rub against the brake pad. If it does, and your pads are in the proper position, your wheel may need truing. Another test we do is the tone test. Take a small screwdriver and let it hit the spokes while spinning the wheel with the bike upside down. Each spoke should ring out melodically and not sound like a “thud” or “dull” sound. If one does, it may be a dead spoke and have no tension on it and require tightening. You can also grip each spoke individually and see if it wiggles or feels loose. Using the spoke wrench, these dead spokes should be tightened first and put under tension.

The best way to true a wheel is to take it off of the bike, remove the tire, tube, rim tape, and use a truing stand. This is best done in a bike shop, but is generally not needed for mountain bike riding and is often not feasible. Therefore, The Wrecking Crew has come up with a technique which will work in the field. You only need one tool: the appropriately sized spoke wrench. There are three sizes of spoke wrenches – you must have the right size for your bike! Consider carrying all three sizes when you ride so you can true any wheel on the trail or before a ride. It is usually a good idea to check your wheels for trueness after every couple of rides, especially if the wheel is new or the terrain is nasty. Again -- always have the right size spoke wrench for your bike!

If you have the spoke wrench, there is one more important thing to know – which way tightens the spoke! If you want to tighten a spoke, turn the wrench COUNTERCLOCKWISE against the rim as you look from the hub to the rim. Unless you do this all the time, you will make mistakes and not turn the correct way. Do a test on one spoke and turn it a couple of turns to see the effect so you know how to tighten or loosen it.

Here is what you do:

Turn the bike upside down. Spin the wheel you are truing. If it wobbles, place your finger on the brake pad next to the rim so that you lightly touch the rim at every point except the area of the wobble. You will see that the rim is off to one side at a certain location. Next, remember that the spokes come out from both sides of the hub. Some come from the right side and some from the left. Naturally, tightening a spoke from the right side of the hub pulls the wheel to the right. Note that the spokes alternate right-left-right-left, etc. Tightening a spoke from the left side of the hub pulls the wheel to the left. O.K. If your wheel is warped out to the right, then you need to tighten the spoke connecting to the left side of the hub. Start with a slight adjustment - about a half a turn for the spoke at the wobble center, one quarter turn for the spokes on either side, one eighth of a turn for the next two spokes. Remember: these spokes are not next to one another because they alternate. You can also do the opposite and loosen spokes to affect the wobble, as sometimes you might have to loosen some spokes and tighten others in the wobble area to produce a true wheel.

When you finger test and vision tells you all looks even, and the wheel seems to spin true, you are almost done. But there are two more things -- check the spokes for approximately the same tension by squeezing two at a time with your fingers, by wiggling, or by conducting the tone test. Finally, make sure that the wheel is reasonably centered between the forks (front wheel) or chainstays (rear wheel) and you didn’t move the wheel too far to one side.
Maintenance: Drive Train

The drive train transfers all power from the rider to the bicycle, and in doing so, withstands an incredible amount of torque and strain. In order to prevent drivetrain failure and subsequent crashes, drivetrains must be kept in top condition. Topics to be covered include proper tools, how and why to clean the drive train, component compatibility, and timelines for inspecting and replacing drivetrain components. Presented by Tom Tanner, Ann Arbor (MI) Police Department.

Adjustment of Shifters and Derailleur
In 90 percent of the cases, improper shifting can be cured by fine-tuning cable tension using the barrel adjustment screws.

Occasionally the problem is a stretched chain (See section on checking and replacing chains.) If the aforementioned adjustments/replacements fail to solve the shifting problem, check for the following problems:
- Bent derailleur cage
- Bent drop out

Cable Replacement:
In the case of cable that is stretched beyond the ability to correct the problem using the barrel adjustment screws, or needs to be replaced, follow these steps:
1. Completely back off barrel adjustments, then turn them two revolutions (for fine-tuning later). Shift to the smallest freewheel cog and middle chain ring.
2. Starting at the shift lever, grease and string new cable through housing and derailleur nut (or pull existing cable) and tighten down nut.
3. Re-check the cable for slack, especially where it is exposed from the housing. Note: cable should not be slack, but not “piano wire” taut either.
4. With bike in the work stand, turn the pedals and shift through the gears to check for needed fine-tuning through using the barrel adjustments. Normally no more than 1/4 turn in either direction is needed.
If the chain is rubbing on the outside of the front derailleur cage, increase cable tension. If it is rubbing on the inside, decrease the tension.
If the chain is attempting to move onto a larger freewheel cog, decrease cable tension.
If the chain is attempting to move onto a smaller cog, increase tension.
5. Cut cable (two inches past lock nut) and crimp an end cap onto cable.

Chain Maintenance and Repair
The chain is a very essential component of the bike’s drive train. Failure to properly maintain the bike chain will cause sluggish operation of the bike and premature failure (broken chain). The ability to repair a broken chain in the field will eliminate the need, and embarrassment, of having to call for an “ambulance” to “tow you in.”

Chains should be replaced yearly (or every 1,500 miles) and/or periodically checked for wear.
An overly “stretched” chain will wear down the teeth of the freewheel cogs and/or chain rings, requiring a costly and premature replacement.
A worn chain may have shifting problems.

Tools/Equipment Needed
- Chain tool
- Link pins (for “hyper glide” chains only)
- Degreaser / rags / brushes
- Chain lubricant
- Six-inch piece of a coat hanger

Periodic Chain Maintenance
1. Degrease and clean chain
Use a commercial chain-cleaning device, or degreaser & brushes and rags, etc.
2. Check for wear. Use Chain Checker Tool or:
- Hold a ruler to the outside plates of the chain.
- Start the ruler on one of the pins that goes through the plates and follow along to the 12-inch mark.
- This mark should line up with another pin. If the pin is past the mark by more than 1/8 inch, it is time to think about replacement.
3. Replace and/or lubricate chain.
Do not overly lubricate the chain.
Place a single drop of lube on each bushing. If using a spray can, don’t just spray the chain and turn the cranks. It over-sprays lube onto wheels, frame, and everywhere. Dropper-style bottles are best!
Turn the pedals for a minute or so, and shift up and down through the gears, to spread the lubricant evenly.
Wipe off excess lube with a clean rag.
Excess lubricant attracts dirt. Keep things clean!
Note! “Dry” lubricants (e.g., paraffin) tend not to “attract” dirt, and usually make cleaning easier.

Repairing/Replacing a Chain
1. Shift the chain to the smallest freewheel cog and the smallest chain ring to ease the derailleur spring tension on the chain.
2. Take a six-inch piece of coat hanger and bend the ends into “L’s” about one inch long.
Pull the chain together to make a loop hang down and insert the ends of the wire tool into the chain from above, allowing the loop to exist without derailleur spring tension.
3. Shift the chain across the inside of the outermost wall of the chain tool, lining up one of the chain pins with the pin on the chain tool.
4. Slowly and steadily turn the handle of the chain tool clockwise, spiraling the pin of the tool and pushing the pin of the chain out through the side of the chain link.
5. DO NOT remove the pin from the chain completely (except in the case of “hyper glide” chains, which must be fully removed)
6. Push the pin outward until the end of the pin is even with outermost part of the chain tool.
7. Turn the handle of the tool counter clockwise, back the pin of the tool out of the chain link.
8. Pull the links apart using a light twisting force.
9. Reassemble the chain using the steps in reverse. (In the case of “hyper glide” chains, insert a new replacement pin.)
**Maintenance: Fix-A-Flat**

**Fix-A-Flat:** A hands-on demonstration and practice of this essential survival skill. Students will practice removing both the front and back wheels, removing the tire and tube, patching the tube, and replacing the tube and tire. The session will also address tire selection, proper inflation, and how to avoid flats. *Presented by Tom Tanner, Ann Arbor (MI) Police Department.*

1. Remove wheel  
   - Front: undo brake then wheel quick release and remove  
   - Rear: shift into smallest cog in rear, undo brake then hub quick release; remove  
   - Rear: set bike upside down on handlebars and seat before opening hub quick release

2. Deflate tire  
   - Remove remaining air by depressing valve  
   - Schraeder is larger, spring loaded valve and must be depressed; car style valve  
   - Presta is all-metal, air sprung narrow valve; unscrew then press

3. Remove one side of tire from rim  
   - Using tire levers, unseat one side of tire; start away from valve stem  
   - For tight rim/tire combinations, multiple tire levers are needed; do not use metal levers  
   - Many mountain and hybrid bikes tires will come off by hand; practice at home

4. Remove tube  
   - Remove tube from tire; avoid valve damage by starting away from valve  
   - Keep tube and tire in same relative position to each other to aid in finding puncture  
   - Inspect tube for hole; mark for patching or use your spare tube for replacement

5. Inspect inside of tire  
   - Feel inside of tire for cause of flat; use caution as cause may puncture your finger  
   - Remove thorn, glass, staple, nail or whatever caused your flat  
   - Inspect tire for damage caused by flat

6. Install new or patched tube  
   - After repairing damaged tube or retrieving spare, inflate tube to give it round shape  
   - Fold back tire to allow access to valve hole; insert valve first then tube into tire  
   - For presta valve, screw valve closed and install valve nut loosely against rim

7. Reseat tire bead  
   - Start reseating tire by hand at valve hole; work in both directions  
   - Push valve partially back through rim to insure proper seating of tire bead  
   - Visually inspect tire bead to insure proper tire seating on rim

8. Inflate tire  
   - Inflate tire slowly, checking for bulges which might indicate improper bead seating on rim  
   - Deflate if bulge occurs; carefully re-inspect and reseat bead on rim  
   - Inflate to desired pressure

9. Install on bike  
   - Front: install wheel; tighten hub quick release and attach brakes; make sure it is straight  
   - Rear: install wheel by placing chain on top and bottom of small cog  
   - Rear: push pulley closest to you forward; drop hub down into frame and tighten

10. Ride away  
    - Check brake and hub quick releases; make sure that tire does not rub brakes or frame  
    - Check rear derailleur to make sure that shifting is still smooth  
    - If anything is wrong, the wheel is probably crooked; make sure wheels are in straight

Minimizing the Impact of Bicycle Crashes

**The Three Most Common Falls**

**Lateral Fall.** Cyclist falls sideways off of the left or right side of the bicycle. Usually, the least serious type of fall, in terms of injury to the cyclist. Arises from a loss of balance.

**Front (over-the-handlebars) Fall.** Cyclist is thrown forward, and over the handlebars of the bicycle; referred to as an “endo,” standing for end-over, in cycling jargon. Also called a “face-plant.” May result in serious injury, based on the intensity of the fall. Arises from the exaggerated forward transfer of the cyclist’s body weight, usually during rapid, uncontrolled deceleration of the bicycle, resulting in the bicycle’s front tire becoming the fulcrum for the cyclist’s launch over the handlebars because the rear tire is unweighted and subsequently raised off the ground.

**Angled Fall.** Cyclist is thrown forward at a 45-degree angle, off of the front of the bicycle. May result in serious injury, based on the cyclist’s inability to break his fall. Arises from the bicycle’s front tire turning greater than ninety degrees to the left or the right, causing the bicycle’s forward movement to abruptly stop. As with the endo-type fall, the front tire, which now becomes perpendicular to the original direction of travel, becomes the fulcrum for the cyclist’s partial ejection from the bicycle, as the rear tire is lifted off of the ground. The cyclist is vaulted forward at a 45-degree angle, usually in the direction that the front tire is turned. The inherent danger in the angled-type fall is that the cyclist becomes entangled with the bicycle during the fall, thus reducing his ability to break his fall.

**The Dynamics of the Cyclist’s Body During the Most Common Falls**

**Lateral Fall.** The side of the cyclist’s head is prone to hit the ground before the rest of the body; tendency for the cyclist to attempt to break the sideways fall with the arm and/or leg; cyclist’s elbow may be pinned between the body and the ground on impact; cyclist’s knee may be pinned between the bicycle frame and the ground on impact; cyclist is highly susceptible to “road rash.”

**Front (over-the-handlebars) Fall.** One of two body dynamics positions will occur, depending on how the cyclist reacts at the inception of the endo. Either the cyclist will be thrown forward in an unobstructed “head-first” prone position, which is not recommended, or an obstructed “somersaulting” sitting position, which is recommended.

**Angled Fall.** The front and top of the head, as well as the face, are prone to hit the ground, resulting in head and neck injuries; the cyclist’s shoulders impact with the ground resulting in a fractured collarbone and/or dislocated shoulder; the cyclist’s upper torso (chest area) impacts with the ground and/or the bicycle’s handlebars, causing internal trauma and/or rib fractures; the cyclist’s lower torso gets tangled with the bicycle’s frame, causing pelvic, hip, and leg injuries; the cyclist hits the ground with such intensity that the wind is knocked out of him; tendency for the cyclist to incorrectly break the angled fall with the hands, causing fractures and dislocations.

**Understanding the Kinetics of Injury-Minimizing Landing Techniques**

**Landing Techniques to Prevent or Minimize Injury**

**Lateral Fall.** The cyclist should attempt to remain on the bike, keep the body in a straight line, and relax the body prior to, and during impact, with the ground. The cyclist’s chin must be tucked into the chest and the head tilted away from the direction of the fall.

**Front (over-the-handlebars) Fall.** If the cyclist can recognize that an endo is about to occur, the body weight must be shifted backwards into the “panic stop” position to offset gravity’s forward thrust. Unless specifically trained in this manner, the average cyclist won’t prevent an endo. Upon reaching the point of no return at the start of an endo, the cyclist’s chin must be tucked into the chest. The cyclist must tuck the upper torso to somersault forward over the handlebars, going with the gravitational thrust rather than resisting it. The cyclist should attempt to somersault off of the bicycle in a straight line, which will enhance his ability to remain in the tucked position. The cyclist should strive to land in a sitting position when impacting with the ground. The cyclist’s buttocks, not back, should be the primary point of contact with the ground. The cyclist should relax the body upon impacting with the ground. The cyclist’s legs...
Minimizing the Impact of Bicycle Crashes

should be kept straight in the seated landing position, as a bent leg is likely to strike the cyclist in the face on impact with the ground. The cyclist’s fists should be clenched and placed in the lap upon impact with the ground. Note: Cyclists with martial arts backgrounds will unconsciously “slap out” the ground on impact. This is discouraged, as it will lead to hand and arm injuries.

Angled Fall. Because of the tendency for the lower torso to get tangled with the bicycle frame, the cyclist impacts with the ground in the prone position. The only effective way for the cyclist to lessen the impact of the angled fall is to cushion the fall with the forearms, while bridging the upper body. The cyclist must close the hands into fists to prevent hand injuries and tense the forearm muscles to withstand the impending impact. The cyclist must turn the clenched fists to “palms down” position, and upon impact, bridge into a modified “push-up” position. (“Modified” in that the forearms, instead of the hands, are used to support the upper torso.) The cyclist must tuck the chin into the chest, turn the head to the side and exhale upon impact, as “having the wind knocked out of you” is likely.

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Next Generation of Light Transport Vehicles: Why Switch? will discuss the pros and cons of electric assist bicycles. Electric vehicles can be used to increase coverage area, reduce response time, and conserve an officer’s strength and energy. This session will explore technology, cost, and utilization, as well as how to determine if switching to light transport vehicles is appropriate. Presented by Chris Washburn, Vice President, Light Transportation Division, WaveCrest Laboratories.

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Off-Road Riding Workshops

Introduction to Off-Road Riding presents a unique opportunity to simultaneously learn, practice, and utilize virtually all of the skills that bike personnel must possess to effectively do their jobs. Presented by Al Simpson, Pompano Beach Police Department (ret.).

Learning Objectives
- Braking techniques to enhance control.
- Bike positions to enhance control.
- Lifting front wheel and clearing obstacles.
- Attack position for ascents and descents.
- Climbing techniques.
- Turning on dirt.
- Off-Road Riding, incorporating all of the above.

Off-Road Techniques
Learning off-road techniques will improve your bike handling skills. The ability to climb on dirt hills, go over obstacles, brake effectively, and control the bike by body position can come in handy while on duty. With practice, these skills will make you a more effective cyclist.

Braking Techniques
- Attack Position, also known as the emergency braking position.
- Pedals at 3 & 9 position, stand slightly above the seat and slide with your rear over the rear hub, pressing down with the insides of your legs, so as to increase the weight on the rear tire. Bend your elbows and lower your chest towards the top tube, using your arms and legs as shock absorbers and to hold your body weight to the rear. This will help you control the bike and prevent ends. Use both brakes, front harder than rear, but let off front if rear starts to skid. Remember: on dirt your tires skid much more easily, so apply brakes accordingly.
- Off-road, you can also use your rear brake to make turns. This is almost like doing a power slide, but only held long enough to slide the back wheel a short distance. This is an effective technique, but can be dangerous if done incorrectly.
- Bike Positioning. This can make the difference between making it up a hill or not, or not going over the handle bars.
- Learning to stand up while riding is a must. Adjusting your weight forward or back can remove or add weight to the tires. Allow your bike to float under you. This makes going over.

Lifting Front Wheel
- Place the gears in 2/2. While riding straight (slowly), place your power foot in the one o’clock position. Simultaneously, slide your rear back (putting more speed on the rear tire), lean back, pulling back on the handle bar and pushing down on the pedals.
- Remember, all you have to do is raise the front wheel up a few inches and you can clear most obstacles. Speed is our friend when going over obstacles.
- After your front wheel clears an obstacle or lands on top; stand up on the pedals, shifting your weight forward to allow the rear wheel to roll over the obstacle.

Climbing Techniques
- The idea in climbing is to continue spinning for as long possible. On short/small hills, pick up speed prior to beginning the climb. As you start to climb, shift to a lower gear to allow yourself to continue spinning. On longer or steep climbs, shift down one gear at a time and remain seated as long as possible, sliding your rear forward on the seat. This will maintain weight on the rear tire and not let it lose traction. Use your handle bars to help you climb. Pull down on them with each stroke, as if you are trying to drive them towards your cogs. Do not lift up on your handle bars, as this unweights your front tire and you will lose steering control.
- If you have to stand, do not stand straight up, as you will unweight your rear tire and begin to lose traction. Instead, stand in the attack position, keeping your chest close to the handle bar and keeping your rear over the seat as much as possible, thus keeping weight on the rear tire and maintaining traction.

Turning on Dirt
- On dirt you tend to slide a lot more than on asphalt, which can be both a detriment and an advantage. Positioning on the bike makes all the difference as to how fast you can safely turn. Learning to counter steer can make it easier to turn in tight places and allow you to set up the bike for the next obstacle.
- As on the road, a lot of turns are done by simply leaning the bike. Off-road, you will want to keep your pedals even when going over rough terrain. Stay in the attack position and lean the bike. Use the handle bar, moving it back and forth as necessary to avoid obstacles. This position allows you to float over obstacles without hitting one of your pedals.
- Another position is to put the outside pedal at the 6 o’clock position, leaning the bike into the turn, while angling your body to the outside of the turn. This puts more weight on the contact patches of the tire and allows you to make the turn quickly. This position, however, is not good in rough areas as your pedal can hit an obstacle and throw you off balance.

Five Tips to Remember...
- Practice all techniques.
- The more familiar you are with them, the more comfortable you will feel using them.
- Know the trail you are using, if you come upon an unfamiliar hill or drop, look at it before attempting it.
- Ride within your abilities, not those of your friends.
- It is better to be smart than end up in the hospital. If you don’t feel comfortable attempting an obstacle, walk the bike, don’t ride it.
**Objective:**
This class is designed to propel the intermediate off-road rider to the next level. As an advanced off-road rider, the public safety cyclist will have the tools to be more effective while patrolling the street.

**Introduction:**
“Advanced off-road riding” means advanced skill development of bike patrol tactics and technique. By honing your off-road riding skill and breaking through to the next level, you become a better and more confident rider on duty. This course will consist of some brief theory on off-road riding then will hit the trail for some practical on-bike skill development. Instructors will present a series of on-trail challenges designed to build confidence and increase technical skill.

These skills will include riding technical sections of trail, riding up and down steep and/or loose terrain as well as pedaling through and over natural obstacles. Shifting and braking dynamics and how they relate to the trail will also be emphasized.

### Course Outline

1. Brief theory of off-road riding and how it relates to the public safety cyclist.
   - Street skill
   - Common hazards and obstacles
   - Nutrition and endurance

2. Route planning, map overview and safety precautions
   - Determine route
   - Discuss on-trail workstations
   - Discuss ride and what to expect
   - Determine individual riders’ off-road experience and level

3. Necessary equipment check and discussion
   - Plenty of and proper food for the ride
   - Proper and sufficient clothing for the ride
   - Tools needed for basic trailside repairs and their functions

4. Discussion of advanced technical and endurance riding
   - Choosing lines of travel
   - Looking ahead and being aware
   - Pedaling through and over obstacles
   - Weight transfer and body positioning
   - Mental, emotional and physical demands
   - Questions?

### On Bike Session

**Trailside Workstations and Theory:**
- Steep Climbs and Descents
- Switchbacks
- Root and rock sections
- Creek crossings
- Pedaling through mud, sand, loose rock or dirt
- Pedaling over large obstacles
- Hazard identification, awareness and/or avoidance
- Choosing lines of travel and scanning terrain
- Shifting through technical sections
- Braking through technical and variable terrain sections
- Assessing ability and risk factor
- Maximizing speed and endurance
- Mental preparation and focus
- Breathing and pushing the endurance limits
- Getting in “The Zone”
- Putting it all together for maximum off-road skill mastery
- Basic trailside repairs
- Post ride stretching and replenishing

### Conclusion:
Public safety cyclists need these skills to be at their utmost peak performance on duty. By accepting the challenge to become an advanced off-road cyclist, you will find your effectiveness as a public safety cyclist will advance as well. Combining off-road technique with on-street patrol tactics allows you to utilize all of your tools and master your craft.
Advanced Off-Road Riding is designed for experienced off-road riders who wish to hone their skills and improve their stamina. This challenging and fast-paced class will prepare you to overcome even the most technical and formidable terrain and enable you to tackle terrain you used to think was unrideable. It will also address the need for proper nutrition, hydration, pacing, and recovery on long rides. Lead by Gary McLaughlin, Sacramento (CA) Police Department.

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Expert Off-Road Riding is geared to the rider who is comfortable and capable on all types of trails in any conditions. Riders will put their skills to the test on the most technically difficult and demanding trails in the Charleston area. Excellent physical condition, highly developed skills, and endurance are a must. Lead by Jim Roy, Topeka (KS) Police Department.

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Officer-Involved Shooting: Tyler, Texas, is a first-person account of the officer-involved shooting that took place on July 31, 2003, in Tyler, Texas. The incident involved four bike officers engaged in drug operations in a low income housing district. The shooting resulted in the death of the suspect and injury to one of the bike officers. This debriefing will provide bike officers with an insight into the tactics used during the incident and how the incident may affect future operations. Presented by Officer Kenneth Gardner, the eight-year veteran and five-year bike officer who was shot during the incident.

I. Introduction
   A. Officer Kenneth Gardner
   B. Officer Josh Green

II. History Of the Tyler Police Department Bike Team

III. Tyler Police Department Bike Team Today

IV. Location of the incident
   A. 2700 N. Grand, Grand Manor Apartments
   B. Reputation of the Complex and the surrounding areas

V. Suspect
   A. History
   B. Conduct and Statements

VI. The Incident
   A. The approach to the complex
   B. Contacts
   C. Shooting
   D. Assisting units and aftermath

VII. Legal representation

VIII. Dealing with the incident.
   A. Immediately after the incident
   B. Debriefing with fellow officers
   C. The media
   D. The Grand Jury
   E. Citizens

IX. Tactics
   A. Tactics we used
   B. Tactics we learned

X. Closing remarks
**Officer Survival for Bike Patrol** focuses on surviving high-risk patrol, including armed conflicts in the day and night. It provides participants with information on job-related injuries and death among police officers in hopes that such awareness may make the officers safer in their daily lives. *Developed by Gary McLaughlin, Sacramento Police Department and Kathleen Vonk, Ann Arbor Police Department.*

The following information is drawn from a report from California POST on 31 felonious killings and 23 accidental deaths of California peace officers killed between the years of 1990-1994.

**Deaths to police officers from 1990-1994:**
- Handling of domestic violence
- Resulting from vehicle pullover enforcement contacts
- During warrant service and undercover operations
- While off duty
- During contacts with pedestrians
- During response to major crimes in progress
- Victims of an assault/robbery
- While transporting a prisoner

**Suspect Demographics**

“Typical” murder suspect: male, 32 years old, 5’10”, 200 lbs. Average length of law enforcement career: 10.2 years.

Demographics were not the critical factor in deaths. Instead, poor tactics, poor judgement, overconfidence, complacency, and “rushing in” without a plan contributed to the majority of the felonious peace officer murder cases.

**Equipment and Weapon Information**

- Thirty of the thirty-one victim peace officers were murdered with firearms; two-thirds with handguns.
- Five were in uniform and not wearing body armor; three are likely to have survived if they had been wearing armor.
- One-half of the suspects carried semi-automatic weapons, shotguns, rifles or assault rifles.
- Three-fourths of victim peace officers carried semi-automatic service handguns; two-thirds of the officers had access to shotguns but didn’t use them.
- Fewer than one-half of the officers were able to draw and fire their weapons in response; of those, five officers killed the suspects in the shootouts.

The most disturbing assessment is that 81% of the deaths were preventable; compared with 63% and 68% in similar previous studies. To some extent, this increase may be attributed to the increased awareness of the officer’s safety tactics.

**Training Tactics**

The finding that no officers were killed as a result of their firearms being taken away represents a significant improvement and validates the use of improved equipment and weapon retention training.

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**Officer Safety Guidelines**

**General Conditions**

1) **Master the basics.** The key to surviving sudden and deadly attacks is approaching every contact, no matter how repetitious, with officer safety and tactics in mind.

2) **Be aware of the hands.** Awareness and control of the hands continues to be a universal safety point.

3) **Be aware of and use cover.** Awareness and use of available cover continues to be a basic tactical consideration during every situation.

4) **Be aware of distance and positioning.** ID, plan, then move to positions that are advantageous when making law enforcement contacts and wait for assistance if you requested it!

5) **Use communication systems.** Know and understand your agency’s communications limitations and always transmit appropriate, accurate safety and tactical information.

6) **Practice drawing and shooting with the weak hand.** Officers need to know how to draw, accurately fire and reload their primary firearms with their weak hands. Carrying of a second weapon that is accessible to the weak hand is a tactical consideration.

7) **Wear your body armor.** Body armor is the single most effective piece of passive safety equipment that a peace officer can utilize, but it should never replace proper tactics when handling high risk incidents.
Patrol Guidelines

1) Be aware that suspects have guns. The key is finding a balance between acting and being too cautious and being effective, yet safe.

2) Call in contacts. Regardless of assignment, dispatch should be notified of all contacts including the nature and location of the stop.

3) Maintain a position of advantage. Officers need to ID, plan, then move to a position of advantage.

4) Consider varying vehicle approach. Recommend that officers consider varying their approach tactics.

Pedestrian Contacts

1) Evaluate options when preparing to approach. Officers should carefully evaluate the options of either approaching or directing the pedestrian to the safest position for contact.

2) Get assistance when making an arrest. Regardless of the violation, officers should have assistance once the decision is made to make an arrest.

3) Be aware of the dangers of foot pursuits. Officers should consider the totality of the circumstances before initiating a foot pursuit.

Domestic Disputes/Disturbances

(rankied as the most dangerous law enforcement contact)

1) Be prepared for an emotional response. Officers need to recognize and be ready to deal with the emotions and extreme volatility.

2) Use a tactical approach when handling all calls. Officers need to respond, approach and handle these types of calls as they would any crime-in-progress call.

High Risk Calls/Special Operations

1) Train. Continual evaluation of law enforcement tactics and frequent recurrent training are critical in overcoming complacency and minimizing the number of peace officers injured or killed.

2) Use proven tactics for high risk crime responses. Every officer needs to recognize the importance of utilizing proven officer safety tactics.

3) Be mentally prepared. Beware of complacency and/or overconfidence. Mental preparedness can significantly help peace officers avoid unnecessary dangers.

Building Search/Entry

1) Treat all special operations as very dangerous. Officers must acknowledge that no amount of evidence or arrest should ever take precedence over officer safety.

2) Tactical teams must plan and train together. Tactical teams should have frequent team training in high risk tactics, utilization team/officer capabilities.

Off-Duty

1) Apply good judgment.

2) Weigh potential for injuries.

3) Realize what you don’t have when you are off duty.

4) Consider options in appearance when off duty.

5) Consider carrying an off-duty firearm.

— General Summary of Statistical Findings —

These are only “general” findings based on a reading of several studies conducted within the last two decades. All conclusions are subject to change.

Officers

- Age of most slain officers: 30's
- Experience of most slain officers: 7 - 10 years
- Assignment of most slain officers: uniform patrol

Offenders

- Most offenders are younger than officers.
- Offenders are often under the influence of drugs and/or alcohol.

Assaults/Shootings

- Most assaults occur during “routine” police activities (traffic stops, disturbances, arrests).
- Most assaults/shootings (approximately 2/3) occur in at night or in low light.
- Most assaults/shootings are not premeditated.
- Most shootings occur at close range (less than 10 ft).
- Most shootings generally last less than five seconds.
- Most common murder “weapon”: handgun.

Other Significant Findings

“Active Duty” peace officers are more likely to die from health-related causes (e.g., cancer, cvd) than from duty-related causes (e.g., gunshot, traffic collisions).

More peace officers die in suicides than in the line of duty.

Significant Conclusions

- We keep making the same mistakes.
- We need ongoing tactical training.

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**OVERCOMING URBAN OBSTACLES**

**Overcoming Urban Obstacles** is designed to teach bicycle officers how to safely and effectively negotiate obstacles found in an urban environment. This workshop will include: going up and down curbs, going down several stairs, going up two to three stairs, going up and down steep obstacles; how to operate bicycles safely in the presence of pedestrians and motor vehicles; and the proper techniques for small jumps and going up larger sets of stairs. **Lead by Al Simpson, Pompano Beach Police Department (Ret.).**

**Handling the Obstacles**

When negotiating basic obstacles such as curbs, bumps and small stairs it all comes down to balance, gearing, and weight transfer. If you successfully develop these skills, you should be able to handle going up or down any of the basic obstacles. It is also important to have “mental follow-through” for the obstacle you are about to negotiate. By imagining yourself on the other side or on top of the obstacle, you set yourself up for success.

**Balance**

- Balancing the bicycle side to side is very important when approaching any obstacle.
- Going too fast can cause some problems but going too slowly when approaching an obstacle may have catastrophic consequences.
- The best quote here is “a little speed is our friend.”

**Gearing**

- You must be able to get immediate and sustained power to the pedal for the bicycle when going up an obstacle and you must make your initial gear change prior to the obstacle.
- Gearing is important when going down obstacles as well to avoid chain slap, which can cause your chain to come off. The more gearing distance your chain has to travel, the tighter the chain. This will protect you from chain slap.

**Weight Transfer**

- Weight should be back, consistent with a maximum braking position, when going down.
- Weight should be forward slightly when going up, de-weighting the back and allowing it to continue up and over the obstacle.

**Note:** If you cannot control the front end of the bicycle, your weight is probably too far back. If your rear wheel begins to slip, your weight is probably too far forward. Compensate for these things in small increments, as a little goes a long way.

**Riding Style**

The difference between good riders and great riders is the ability to ride loose. Bicycles are designed the way they are for a reason and all when you ride tight, all you do is fight the bike.

- **Hands:** Secure but not tight, with first two fingers covering the brakes.
- **Arms:** Extended but loose elbows, acting as shock absorbers.
- **Legs:** Close to the bicycle with feet in a 3/9 pedal position when not pedaling, knees bent to act as shock absorbers.
- **Bottom:** Keep body loose enough so that you can slide your bottom back and forth on the seat; this is the best way to transfer weight on the bicycle.
- **Head:** Assuming you haven’t crashed, your eyes are still in your head. You should be looking beyond the obstacle to be prepared for and react to whatever presents itself. This is especially important for police officers because of the potential for bad guys to be the hazard or obstacle.

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PC Night Operations demonstrates and practices field-tested tactics and equipment developed to make night operations a safe and highly effective way to deploy bicycle patrols. Lead by John Hanke, Joliet (IL) Police Department.

Introduction
Our police bicycles are our mode of transportation, but they are also so much more. Our bicycles are tools for self defense, obstacles for the “bad guys,” and platforms from which we launch ourselves to get the “bad guys.” It is important for all bicycle officers to realize the tactical advantages of bicycles as well as the hazards. This workshop will prepare the students to approach night patrols from a tactical standpoint to help keep the officer safe and improve officer safety.

Equipment
- Lighting Systems. Types of lights; wattage; batteries; on/off switches.
- Uniforms. Retro-reflective clothing; possible sources of noise; color options.
- Bicycles. Possible sources of noise; color options; use and positioning of reflectors.
- Radio Systems.

Use of Lights
Consideration of the following should be made when determining lights or no lights: presence of other light sources; routine patrol or specific facts and circumstances; presence of vehicular traffic; known v. unknown areas; threat assessment.

Tactical Operations
- Positioning
- Use of cover and concealment
- Shadows and ambient lighting
- Knowing your district day and night
- Preparing your district for night operations
- On bike/off bike
- Riding surfaces
- Officer safety considerations

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PCI to EMSCI Transition Course is designed for experienced PCIs who wish to instruct EMS agencies. The course stresses the adjustments in both lecture and practical skills needed to accommodate the different needs of the EMS cyclist. This eight-hour transition course requires successful completion of both a written test and a practical skills check-off list. Presented by Ed Brown, Orange County Fire/Rescue.

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Physical & Medical Assessment for Bike Unit Personnel addresses the need to properly evaluate candidates for bike duty to avoid potentially life-threatening problems. This workshop will begin with an overview of several pre-qualification and skill evaluation programs currently in use and proceed to a discussion about the benefits of a medical assessment. Steve Bazany will discuss the point system developed by the San Antonio Police Department bike unit to pre-qualify students by rating their physical stamina and skill level. John Washington will discuss the tests used by the University of Pennsylvania, including a nine-minute on-bike stress test, orthopedic exams, joint flexibility and muscle strength/imbalance analysis, and vision/hearing exams. He will also discuss where and by whom to have the tests conducted.

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Police Cycle Patrols: the York Experience is a presentation by Inspector Nigel Tottie from North Yorkshire Police's York Community Cycle Unit. The presentation will outline the history of the unit from its inception in July 2002 to the present day. Nigel will discuss the influences - both local and national - which led to the establishment of the team, its aims and objectives, its successes and its future.

Nigel will also discuss how the success of the unit led to York hosting the first UK national emergency services cycling seminar in June 2003, which was attended by many UK forces and ambulance services, IPMBA representatives and even the Coastguard! In a manner not dissimilar to that in which IPMBA started, the seminar was held in a tent in the middle of York's historic Knavesmire, and saw the 'birth' of a core of UK forces committed to promoting the principles of IPMBA throughout the UK.

Officers attending this presentation will gain an insight into the issues facing UK cycle patrol teams, gaining a sense of their growing popularity in the UK, and of the influence that a small but committed steering group can have on national policies!

Outline:

I. The York Community Cycle Unit
   A. Examining the reason for establishing the York Community Cycle Unit: the 'Open All Hours' report on the need to increase patrol presence in the community
   B. How the unit was funded
   C. The aims of the unit
   D. Results at the end of the pilot period of six months;
   E. How it was expanded and funded
   F. Latest results

II. The York Cycle Rally Emergency Services Cycling Seminar
   A. Inaugural year
   B. The future of the Seminar

III. IPMBA UK?

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Practical Tips for Preparing Successful Grant Applications will provide practical tips for the beginning grant seeker. From searching for potential funding sources through the preparation, submission, and review process, the presenters will demystify grant-seeking with easy-to-apply guidelines. Information on specific funding sources for law enforcement and EMS will be provided. Presented by Michelle Price of the South Texas Injury Prevention & Research Center and Dennis Rosenberry, Fiscal Planning Manager for the San Antonio Police Department.

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Presentation Skills & Public Speaking will focus on developing the skills needed for successful presentations. Public safety bike officers seek out, and are often provided with, opportunities to speak to groups on a variety of topics. The material presented in this workshop will focus on the basics of public speaking and will provide attendees with information related to: planning for public speaking engagements, reducing anxiety about speaking to groups, preparing for unique audiences, and presenting information in a positive, professional and entertaining manner. Attendees will learn how to: prepare for large and small group presentations, identify and overcome problems with the presentation site, succeed in impromptu situations, and balance presentations with audience participation. Presented by Lt. Steve Noftz of the Ohio University P.D., whose responsibilities include addressing over 1,000 students, faculty, staff, and community members annually.

I. Planning for Presentations
   A. Self Assessment
      1. You have to be an authority on the topic you are covering.
      2. To be successful, you have to be capable of meeting your audience’s needs
         a. Consideration must be given to whether a topic is appropriate for the intended audience. Being an authority on a presentation topic that does not fit the dynamics of the audience will not save you.
         b. Be a resource instead of a presenter when your abilities, likes and dislikes are out of sync with audience needs.
         c. Learn to pick your audiences and to say “no” when you are not the ideal person to present information, or when the topic is not appropriate for a particular audience.
   B. Be Prepared
      1. Complete a Pre-Program Questionnaire (sample provided)
         a. Knowing your audience is critical to success.
         b. Having a clear understanding of the expectations of the person/group requesting the program is a must.
      2. Complete a Room Setup Checklist (sample provided)
         a. Knowing the limitations inherent to a certain venue will enable you to plan ahead.
         b. Making your needs and special requests known to the person/group requesting the program will reduce anxiety and increase your probability of success.

II. Presentation Issues and Considerations
   A. Overcoming Anxiety about Public Speaking
      1. Everyone, even experienced speakers, can experience anxiety while speaking in front of a group.
      2. Ten steps to reducing anxiety (handout). Preparedness is the key.
   B. Lay Down the Law
      1. Set clear ground rules.
      2. Be aware that a person/group requesting a program may have established rules to be followed by attendees.
   C. Wake the Audience Up and Keep Their Attention
      1. The benefits of using humor
         a. The “Laws of Humor”
            i. Educate
            ii. Enlighten
            iii. Entertain
         b. International perspectives on humor
         c. To laugh or not to laugh
      2. Getting an audience “in fun.”
      3. Storytelling
         a. Tricks
         b. Do’s and don’ts
      4. Movement and stage position
      5. You’s vs. I’s
      6. Using Emotion
      7. Energy
   D. How to Close a Speech
      1. Don’t talk for too long
      2. Type of closing
         a. Motivational
         b. Thoughtful
         c. Restating
         d. Humor vs. Emotion
         e. Call to Action: asking the audience to do something
   E. Special Situations
      1. Unexpected low turnout
      2. Impromptu situations
      3. Speaking to young children
      4. Speaking with last-minute time limitation
Recognizing the Rave about Street Drugs is designed for police officers and pre-hospital EMS workers to provide information about designer and other street drugs of abuse. Instructor Richard Kendall of the Street Training Consulting Group will discuss Ecstasy, GHB, Ketamine, PMA, DXM, and other designer drugs as well as more traditional drugs such as cocaine, heroin, methamphetamine, marijuana, and Oxycontin. He will address the signs and symptoms associated with these drugs as well as their routes of administration, cost, manufacturing, and associated paraphernalia.

Mr. Kendall has been a police officer for 16 years and an EMT for over 24. He serves as an instructor for the Massachusetts Criminal Justice Training Council.

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The goal of this class is to bring an understanding of the rules of the road to both cyclists and motorists.

This can be accomplished by first making sure that all members of the dept. of public safety are aware of what their respective laws and regulations are regarding both cyclists and non-cyclists and how to best present them to the public. There should also be a plan in place on how these laws can and should be enforced.

One way is to provide departmental training at all levels before any of this can be brought to the community. Supervisors and officers alike must be made to understand that if we are going to require bikes to operate within the motor vehicle code, we must make sure that it is safe for them to do so. This can be achieved by keeping bike lanes open and clearly marked.

One suggestion would be to have an officer who can perform as a contact or liaison between your dept. and the highway dept. that is in charge of marking the lanes. Most traffic engineers are not familiar with the problems that cyclists face while riding in traffic; having an officer who is also a cyclist may help.

I. Workshop Goals
   1. Provide participants with a basic bicycle safety background.
   2. Encourage everyone to take a more active role in bicycle safety on a personal, departmental and community level.

II. Three components of the Highway Safety Triangle
   1. Engineering
   2. Education
   3. Enforcement

III. How do they affect bicycle safety?

   A. Enforcement for Bicycle Safety
      1. List six goals of bicycle law enforcement.
      2. Give several reasons why police officers do not enforce laws for bicyclists and why these reasons are not valid.

   B. Engineering for Bicycle Safety
      1. State why a basic knowledge of roadway engineering is important to bicycle safety.
      2. Explain the concept of traffic calming.
Search & Rescue: A New Terrain to Tame, presented by Paul M. Burke of the National Association for Search and Rescue (NASAR), will focus on the integration of two-wheeled assets into the SAR resource pool. The course will focus on the preparation and equipment required for bikes and riders, how SAR operations are conducted, and how police and EMS bicycle programs could effectively integrate with existing resources.

Objectives
- Integration of two wheeled assets into the SAR resource pool.
- Preparation and equipment required
- How SAR operations are conducted
- Police and EMS Bicycle integration with existing Programs

Integration of Two-wheeled assets into the Resource Pool

Existing SAR Resources
- Aircraft
- Helicopters, fixed wing, Ultralights
- Trained ground searchers
- Trackers, hasty teams, grid searchers
- Animals
- Air scent, trailing dogs, horses, goats?
- Search managers and staff

Existing SAR Resources
- Special competence resources
- Mountain Rescue, Swiftwater Rescue, Confined Space Rescue, Avalanche Experts, etc.
- Specialized vehicle responders
- Boats, snow machines, all-terrain vehicles,
- And Mountain Bikes!

Why Bicycles?
- Reconnaissance
- Terrain analysis
- Route search
- Messenger between teams
- Clue verification transport
- Team placement verification
- Hasty team for searches and rescues
- Able to repeatedly cover a trail during containment
- Resupply teams
- Move medical personnel in faster
- Increased probability of detection (PoD) in some cases
- Others?

Disadvantages of Bikes
- Difficult to use on steep trails
- Can’t go cross country easily
- Can’t carry as much gear as foot team
- More dangerous than walking
- Can’t carry a litter while biking
- Decreased probability of detection in some cases

Probability of Detection…Huh?
- In a given search area, it is the number of clues found divided by the number of clues present
- Measured as a percentage
- Measure of effectiveness in SAR
- Based on many factors including
  - Size of clues
  - Terrain
  - Passive or Active Victim
  - Search Resource

Preparation and Equipment

Additional Equipment
- Handlebar mounted map case
- Handlebar GPS mount
- Bike computer

Repairs You Should Know
- Flat tire repair
- Chain repair
- Derailleur adjustment
- Seat adjustment
- Brake adjustment
- Headset adjustment
- Basic spoke and wheel repair

Searching with Bikes
- Bikes as a hasty team
- Team size
- Speed
- Trails that can be searched
- How to search

Bikes as a Hasty Team
- Bikes are ideal as a hasty team because of speed and capacity to travel lightly
- Also ideal for getting to the PLS to mark/preserve area, tracks, etc.

Team Size and Riding Style
- Two searchers is the minimum and four the maximum
- Recommend three-person teams for efficient searching
- Riders should ride in a “V” formation where there is room

Trail Searches
- Again, steep uphill isn’t going to be worth it
- Evaluate the risk of technical trails at night against biker experience, light source, etc.
- Also keep task length of bikes in mind
How To Search

- Stop frequently (every 5-10 min) to do good voice checks, check the map, and evaluate the situation
- While riding try to keep an eye on the trail while glancing off for the subject.
- Also try to keep an eye out for tracks and other signs

Length of Operation

- Task Length from the SW Virginia Mt. Rescue Group
  - 1 to 2.5 hours or 8-12 miles during the day
  - 1-2 hours and 5-10 miles at night

When Bikes are Applicable

- Speed is essential
- Flat to moderately steep trails and roads
- When victim is using travel aids
- Distance to victims established camps
- Need to support field personnel

Teams and Extra Equipment

- Only 2-3 people should respond on bikes so that other can do the carryout.
- As in most rescue hasty teams a medical person is nice to have.
- Some rescue equipment can be carried (folded litter, med kit, ropes.)
- Try not to overload yourself

Other Services

- Bike Patrols in base camps
- Incident medical/safety support
- Disaster relief

Search in the Urban Environment

- Intro to urban searching
- Advantages to using bikes
- Tasks for bike teams
- Training for urban searching

Urban Search areas

- Excellent tool for repeatedly covering an area to contain a wandering subject or maintain a perimeter
- Quieter than vehicles, easier to listen for sound and a better view of ground for cutting sign
- Previous advantages (resupply, clue verification, etc)
- General SAR Bike Tasking
- Searching
  - Alleys
  - Right-of-ways
  - Abandoned roads
  - Parks
  - Large yards

Children

- Lost Person Behavior
  - wander aimlessly and use tracks and trails
- Bike Team Tactics
  - Search roadway and all small trails that leave a residence or roadway

Alzheimer Subject

- Lost Person Behavior:
  - usually found a short distance from road
  - Hidden from normal view
- Bike Team Tactics
  - search road paying attention to the sides of the road for the subject or clues
  - search all trails, tracks and alleyways adjacent to road
  - Stop to look under and inside of objects or structures

Despondents and Psychotics

- Lost person behavior
  - Often located on roads and wooded areas
- Bike Team Tactics
  - Repeatedly cover roads and trails through parks and wooded areas.
  - Look up, as well as around, for the subject

Training for Urban Searches

- Bike teams searching in the urban environment should be trained in city riding
- Training available from bicycle organizations as well as law enforcement bike teams.
- Cross training for wilderness/urban recommended

How SAR Operations are Conducted

Objectives

- Understand the First Alert
- Establish Management
- Prepare for Operational Periods
- Allocating SAR Resources
- Evaluate Clues
- Remain Flexible

First Alert

- Search is an EMERGENCY
- Initial Information
- Search Urgency
- Searching Data
- Planning Data
- Point Last Seen (PLS) or Last Known Position (LKP)
- Is this a Search?
Establish Management
- First on Scene is IC
- Delegate Authority
- Structure under ICS
- Consider Unified Command
- Designate Locations for CP, etc.
- Remain Flexible Throughout
- Know your Limits

Prepare for Operational Periods
- Identify Scenarios
- Information Management
- Planning and searching data
- Use Search Theory: \( 0 \leq P(E) \leq 1 \)
- \( P=\)Probability, \( E=\)Event,
- Basic Search Planning Probability Equation
- \( POA \times POD = POS \)
- Establish Objectives
- Incident Action Plan

Allocating SAR Resources
- Organizing your Resources
  - Operations Section Chief
- Resource Priority
- Resource Categories
- Modes of Searching

Evaluate Clues
- Establish Planning Section
- Staff with Properly Trained Personnel
- Record ALL Clues
- Resolve All Clues
- Treat Clues as Evidence
- Alter IAP if Clues lead you to

Remain Flexible
- If leads develop, follow them to the end
- If you run out of leads, don’t stop
- If you get tired, find help
- Hope for the best
- Remember, it could be a criminal event

Police and EMS Bicycle Integration with Existing Programs

Search and Rescue: A new Terrain to Tame
**Slow Speed Drills**

**Slow Speed Drills** will challenge you to master your bike-handling skills at slow speeds, which is essential for working in crowds and congested areas. This course involves new and entertaining cone maneuvers. **Lead by Ron Burkitt, Hilliard (OH) Police Department and Dominic Angiolillo, Ft. Lauderdale (FL) Police Department.**

Slow Speed Drills are exercises that can challenge and improve the most basic of cycling skills: balance and handling. These skills are essential for working in crowds and congested areas and can mean the difference between catching or losing your suspect in a tight area or saving the life of a heart attack victim.

I. **Balance**
   A. The balance in the bicycle lies in the base of the front wheel.
      1. Steering the front wheel back and forth maintains the balance of the bicycle.
      2. Compare to when you balance a baseball bat in the palm of your hand.
      3. Move the base of the front wheel to keep the bicycle upright.
      4. As you turn the front wheel to the left, the bike leans right and vice versa. This can throw you off balance. Lean in slightly to compensate.
   B. Pedaling: It helps your balance to be constantly pedaling, lowering your center of gravity to the pedal area as opposed to the seat area.

II. **Handling**
   A. Bike Positioning and Placement
      1. Front wheel must swing out and away from the object you are going around.
      2. The rear wheel tracks to the inside of a turn; it will always have a tighter turn radius than the front wheel.
   B. Gear Selection
      1. Pick an easy, slow moving gear to pedal in and put light but constant pressure on the back brake.
      2. Pressure on the pedals will produce speed. Applying the brake keeps the bicycle slowed down enough to perform tight maneuvers.
   C. Look Ahead
      1. Where you are is not as important as where you want to be.
      2. Look at the area and position that you want to be in. Where you look is where you will go.
      3. Imagine yourself already at a point ahead. This sets you up for accomplishment, not failure.

III. **Exercise Drills**
   A. Cone Courses (See *Design and Operation of a Mountain Bike Competition* for diagrams)
      1. Set up cones in different shapes and designs; circles, curves, “L” or combinations of them all.
      2. Lanes vs. Lines
         a. Setting up a lane defines a space and design of turns that the cyclist must stay inside.
         b. Lanes can take on different shapes from straight to curves or a mix of both.
         c. Lines of cones such as a simple slalom are obstacle to practice movement around and obstacle.
         d. Split the cones for extra handling skill exercises.
   B. Off-Canter Surfaces
      1. Slopes will force you to redefine your balance
         a. Side of a hill or underpass area.
         b. Build slopes out of plywood or other materials then add cones to it for extra challenge.
   C. Track Stands
      1. Balancing the bicycle while moving extremely slow or stopped challenges your balancing skills.
      2. Pick a gear that is easy to pedal, but not too easy; middle chain ring, 1st, 2nd or 3rd gear.
      3. Turning the front wheel to one side will enhance stability, like skaters who turn one foot perpendicular to the other.
      4. Avoid looking down (where you look is where you go) look ahead or at the horizon.
      5. Find a slight incline to practice with, letting the bicycle move forward and back (Unicycle effect.)

Slow speed drills are exercises, and like all other exercises, they must be done repetitively to retain the skills that are learned. Exercise them on a regular basis so that you will have these skills when the situation demands it.
State and Local Anti-Terrorism Training

State and Local Anti-Terrorism Training (SLATT) is a proactive, preventative training that assists the bike officer in understanding that, because of their ideological beliefs, terrorists pose an enhanced threat to officer safety. This training will help the bike officer identify and understand specific characteristics that distinguish terrorists from typical street criminals. *Presented by Al Jones, Tri-State Regional Community Policing Institute.*

**What You Need to Know When Confronting Possible Terrorist Suspects**

**Know Your Adversary**
- Law enforcement is dealing with a new enemy
- This ideologically driven criminal does not act, behave, or respond like a typical criminal
- This type criminal cannot be approached or treated like a typical criminal
- It is important that officers understand this is a new enemy, and to be effective and safe when addressing this threat, it is necessary to better understand this new enemy, how the enemy operates, and how you need to respond
- “If you know the enemy and know yourself, you need not fear the results of a hundred battles. If you know yourself and not the enemy, for every victory gained, you will also suffer a defeat. If you know neither yourself or the enemy, you will succumb in every battle.”
  - Typical Criminal
  - Terrorist/Extremist

**Domestic Criminal Extremists**

**Terrorist/Extremist “True Believers”**
- “True Believers” have a different reality

**Domestic Terrorist/Extremist Crimes**
- Ambush, assault, murder
- Bombings
- Robbery
- Kidnapping
- Chemical and biological incidents

**Domestic Terrorist/Extremist Encounters**
- Assess the situation
- Conduct a visual frisk
- Slow the action down
- Defuse the situation while preserving dignity and self-esteem
- Traffic stops
- Warrant and summons service
- Harassment and intimidation

**Traffic Stops**
- Be alert for warning signs on the vehicle
- Be alert for associate “crash” vehicles
- Be alert for driver behavior warning signs
- Officer response

**Warrant and Summons Service**
- If serving at a residence, be alert for signs, vehicles, booby traps, physical security
- Warning signs after contacting subject
- Harassment and intimidation
- Many antigovernment extremists will attempt to harass or intimidate officers

**al-Qaeda Training Video Analysis**
- Recently captured video from Afghanistan demonstrates that this breed of terrorists is well-trained and deadly
- Apparently produced for al-Qaeda internal use and did not appear to be an external propaganda production
- Revealed al-Qaeda operatives engaging in intensive training exercises, including small-arms firing ranges, live-fire room entry, and numerous mixed live-fire/role-player-type scenarios
- Scenarios included
- Extensive use of role playing, scenario-type interactions
- Role players made aggressive moves simulating resistance at various points throughout the scenarios
- All such resistance was met with immediate and brutal countermeasures by the terrorists
- There was no presumed compliance on the part of the victims

**Points Repeated Routinely Throughout Training Exercises**
- Use of standard military small-unit tactics with multiple elements
- Coordination with sub-elements via hand-held FM radios
- Use of pickup trucks by the assault element to conduct raids/assassinations
- Use of motorcycles by the security element as a shooting platform for assassinations
- Use of explosives upon withdrawal from the objective
- Use of vehicle horn to signal withdrawal and initiation of explosives
- Detailed planning and rehearsal of all actions
- Exercise of aggressive prisoner handling procedures
- Multiple-man room entries
- Distraction devices used prior to room entry (flashbangs)
- Multiple breach points into structures and individual rooms
- All scenarios were practiced live-fire, including those that involved role players
al Qaeda Training Video Analysis, cont.

- Weapons handling was NOT haphazard
- Specific weapons handling idiosyncrasies
- Specific scenarios targeting law enforcement
- Ambushes and assassinations
- Faked disabled vehicle with shooters concealed in trunk of car or truck bed
- Residential assassination
- Assassination on golf course

Specific Scenarios—Other Targets

- Two- and four-man live-fire room entry (two-man back-to-back technique) with target discrimination (shoot/no-shoot targets)
- Raid on compound—kidnapping
- Drive-up kidnapping of target walking down the street
- Use of tunnels/sewers/storm drains for infiltration and exfiltration during raids
- Rappelling from roof of building to enter upper floors was shown on more than one occasion
- Motorcycle drive-by target practice
- Raids on buildings with a large number of occupants—school or office building
- Raids followed a standard pattern
- Covert/surreptitious entry into building and movement to initial points

Officer Safety Issues

- If you find yourself in the middle of one of these attacks, there will not be time for SWAT to intervene on your behalf
- Compliance will only buy you very little time
- If you are identified as a potential problem to the terrorists, you will be shot!
- They are trained to spot law enforcement, security, and corrections officers
- If, by feigned compliance, you make it through the first cut, you can expect to be physically restrained and then controlled with threats to the rest of your group and other groups
- Your ultimate fate, if you do not resist, is to be ritually executed in front of the television cameras
- Best time to act is most likely at the initiation of the attack
- Plan on providing effective resistance at the first opportunity
- Remember, we are dealing with a new enemy—one that fights from the shadows
- An enemy that may possess deep beliefs that their cause is just, and you are the enemy
- As law enforcement officers, you are the enemy in a shadow war with terrorists
- Tactics you encounter may be unlike any you have seen in the past
- Follow your sixth sense—observe and call for back-up

NOTES:
Suspect Contact and Apprehension explores the patrol bicycle as more than just a mode of transportation. As a tool, the bike affords the officer with several tactical advantages. It is quick and silent. It provides access to areas that are difficult, if not impossible, to access by patrol car. It can be the upper hand during subject contacts and foot pursuits. This block of instruction explores ways to employ the patrol bicycle during pedestrian and motorist contacts. It is necessary for officers to understand and practice the skills unique to bicycle officers that will enhance their safety during such contacts. Presented by TFC Chris Davala, Maryland State Police.

I. The Contact-Cover Technique
A. Approach/Placement Issues
B. Contact Officer
C. Cover Officer

II. Pedal Retention
A. Tactical Considerations
B. Clip-in, Clip-out Practice

III. Mounts & Dismounts
A. Half Dismount (aka “Crossover Dismount”) & Mount (Scooter Push)
   1. Tactical Considerations
   2. Procedure
   3. Practice & Placement
B. Rolling Half Dismount (aka “Cyclocross Dismount”) & Rolling Mount (aka “Cyclocross Mount”)
   1. Tactical Considerations
   2. Procedure
   3. Practice & Placement
C. Top Tube Dismount
   1. Tactical Considerations
   2. Procedure
   3. Practice & Placement
D. Bottom Bracket Dismount
   1. Tactical Considerations
   2. Procedure
   3. Practice & Placement
E. Rear Wheel (aka “Hook”) Slide Dismount
   1. Tactical Considerations
   2. Procedure
   3. Practice & Placement

IV. Three Levels of Contact
A. Level One: Low Probability of Risk, Most Common, Routine Contact, e.g., Tourist asking for directions.
B. Level Two: Reasonable Suspicion Contact, Expectation of Hostility and/or Resistance, e.g., Alcohol violation.
C. Level Three: Probable Cause Contact, Weapons/Aggressive/Assaultive Level Contact, e.g., Wanted felon.

V. Contacts and Stops
Nothing in this lesson will supersede the student’s previous training and department policies and procedures for arrests. Nor is this section meant to imply that there is only one way to approach, contact, and arrest suspects. These procedures are simply methods that have been found useful by bike patrol officers around the U.S. They are taught here to give officers basic techniques to use.

VI. Conclusion
Officers on bicycles can often be more effective at arresting suspects and patrolling high crime areas. When properly used for patrol, or for tactical advantage when pursuing or arresting suspects, patrol officers must be aware of certain techniques and practices to make their job safer and more effective. Pedestrian stops, motor vehicle stops, and pursuits are all techniques that an effectively trained bicycle patrol officer can perform.
Tactical Bike Patrol will remind police cyclists of the importance of officer safety while conducting bicycle patrol while maximizing the advantages for the police cyclist through the use of the bicycle. This workshop will address: tactical patrol while in a police cyclist uniform or in plain clothes, surveillance, equipment concerns and training for the police cyclists. Developed and presented by Mike Trout, Ohio University Police Department.

I. Uniform Patrol
   A. Conspicuity concerns
      1. Radio traffic (ear pieces)
      2. Bicycle noise
      3. Uniform noise
      4. Reflective material/uniform items
   B. Contact-cover concepts
      1. Line of fire
      2. Bicycle positioning
      3. Bike officer stance
   C. Arrest procedures
      1. Officer safety
      2. Suspect searches
      3. Fleeing suspects

II. Plain Clothes Patrol
   A. Maintaining under-cover advantage
      1. Bicycle markings
      2. Helmet markings
      3. Bag markings
      4. Radio/cell phone usage
      5. Lights
   B. Holster
      1. Primary
      2. Secondary
      3. Accessibility vs. ability to Conceal
   C. Body Armor
   D. Plan of Action
      1. Plain clothes contact
      2. Cop-in-a-box
   E. Training

III. Surveillance
   A. Uniform Concerns
      1. Identifiers
   B. Equipment
      1. Binoculars/Monoculars
      2. Night Vision
      3. Helmet
      4. Bag/Rack/Camelbak
      5. Bicycle
      6. Reflective Clothing
   C. Resource Allocation
      1. Identifying Areas of Concern
         a. Crime stat review
         b. Citizen complaints/concerns
      2. Officer Assignments
         a. Shift coverage constraints
         b. Logistics
         c. Back-up positioning/site considerations
The Role of the Heart Rate Monitor in Training

The Role of the Heart Rate Monitor in Training will educate trainers on the use of heart rate monitors to obtain and analyze data, diagnose problems, and achieve successful student performance in physical fitness environments and in training environments which elevate stress levels.

Heart rate monitors have long been used in collegiate and professional athletic programs, in personal and professional physical fitness programs, and by the recreational athlete. Professional police trainers have long been familiar with how stress levels affect performance on the street, and also that an officer's heart rate is indicative of his/her stress level.

Monitors are available that will record heart rate information and download it to a computer to be analyzed and printed in the form of various graphs: heart rate curve, time spent in zones (such as the optimal performance range of 115 - 145 beats per minute), scatterogram, individual heart rate listing, and others. The data obtained can be saved on a computer and/or hard copies added to a recruit or officer's file, and can provide valuable documentation for several different uses.

Pre-selection bicycle patrol standards using a recovery heart rate method will also be discussed. Demonstrations will include real time graphs and saved data from fitness training, police training, and actual on-the-job incidents. Presented by Kathleen D. Vonk of the Ann Arbor (MI) Police Department.
The Role of the Heart Rate Monitor in Training

Sample Graphs
- Physical exertion
- IPMBA Advanced Police Cyclist Class
- Firearms training and qualification
- Tazer zap
- Redman drills
- Simulation scenarios
- Cadet/new officer/experienced observer
- EVOC
- On duty

Demo Download
- Volunteers
- On-line recording
- Case file
- LEOPARD Challenge
- Clash Participant Download
- Download files
- Sample print-outs
- Overlay and compare

Pre-service uses
- Fitness Program
- Firearms training and qualification
- EVOC
- Overcoming interference, also voice equipment
- Scenarios
- Acceptable range of elevated HR for cadets?
- ID: “Stress Performance”
- FATS Training
- Test anxiety?

In-service uses
- Preface: not the only criteria, but one of...
- Fitness and wellness standards
- Recovery lead ratings
- Pre-selection standards
- Mountain bike patrol
- SWAT
- IAP
- JFO
- ETO Program
- Scenario-based training exercises
- Actual on-the-job data

Pre-employment standards?
- Fitness and Wellness
- Stress Performance
  - Fatigue: Are some cadets “not trainable”?
  - Extreme fatigue and poor performance...
  - Are non-stress performers a liability?

Research
- HeartMath Institute (www.heartmath.com)
- Police Policy Study Council (www.p policestudy.org)
- FLETC (Federal Law Enforcement Training Center) (www.flectc.gov)
- Survival Triangle Training (www.survivaltriangle.com)
- ETO Program (www.etoprogram.com)
- PEOT Management Systems (Challenging the Warrior’s Edge, Gaithersburg, MD)
- The entire field of sports psychology
  - Should anyone consider themselves above attention!
  - Polar support: www.polar.fi, their grid “support and download”
The Three Mile Time Trial is designed to provide bike unit administrators and instructors with a fitness evaluation tool that elevates the standard for public safety cyclists, eliminates unqualified applicants and reduces time spent on remedial training. This block of instruction will provide participants with a working model of the standard that is easy to implement with little or no change to the existing curriculum. It will further allow them to gain an understanding of the legal issues pertaining to officer fitness and civil liability as it relates to job performance and training issues. Designed by Cpl. Bob Ricciardi, Palm Beach County Sheriff’s Office, Florida.

I. The Need for a Standard
   A. The People
      a. Stop unfit officers “trying out” for the bicycle unit
      b. Prevent undedicated/unmotivated officers participating in the class
      c. Reduce generally uncoordinated/unskilled officers taking up valuable instructor time
   B. The Unit
      a. Legitimize
      b. Positive recognition from the “Higher-Ups”
      c. Increase funding for equipment/training
      d. Raise the benchmark for the unit

II. Finding a Standard
   A. Chris Carmichael (Lance Armstrong’s coach) & Dr. Edmund Burke’s standard
      a. Published in their book *Fitness Cycling*
      b. Recognized by *Bicycling* magazine
   B. PBSO test sample group
      a. Cross section of men and women
      b. Both fit and unfit subjects
   C. A test sample group from your own unit

III. Defending the Standard
   A. Parker vs. District of Columbia
   B. Canton vs. City of Ohio
   C. Reduced likelihood of fit officers making health insurance claims/calling in sick
   D. Positive acceptance and increased confidence from members of the community

IV. Implementation of the Standard
   A. When to conduct the Time Trial
      a. Basic Cyclist Course
      b. In-Service Training
   B. Materials/Training area needed
      a. Course
         i. Flat and paved
         ii. Starting/Stopping/Turn-around Points
         iii. Generally straight with little or no traffic
      b. Instructors/road guards
         i. Will vary depending on course layout
      c. Materials
         i. Radio communication
         ii. Traffic cones
         iii. Ground flags
         iv. Traffic vests
         v. Numbers
         vi. Stop watch
         vii. Necessary paper work and forms
   d. Condition of bikes to be used

V. Course considerations
   a. Proximity to training area
   b. Added time
   c. Techniques
      i. Pre-Trial “Basic Gearing” class
      ii. Riding techniques
   d. Heart monitors
   e. Instructor curve/bad weather

Conclusion
The Three Mile Time Trial will allow instructors and administrators to increase the effectiveness of their training as well as reduce both personal and departmental liability by ensuring a more effective and efficient bicycle officer.
Tour de San Antonio: The Mission Trail takes riders on a tour through history. The San Antonio Whelemen Bicycle Club will lead this 20-mile bicycle tour from its start at the most famous mission, the Alamo, along the beautiful San Antonio River to the Mission Trail National Historic Park. The linear park’s hiker-biker trail leads to four 19th century missions and the Espada Dam, whose picturesque system of waterways was built by the missionaries and the Native American peoples.

Wilmer
Insert “San Antonio Mission Trail Map” (PDF) HERE
Traffic Enforcement for Bike Officers will address traffic enforcement from the perspective of the bike officer, with an emphasis on speed enforcement. Officer Scott Hickey of the Ft. Lauderdale (FL) Police Department will discuss the basics of conducting traffic stops from the bicycle, safety considerations, selecting appropriate areas, and tips for successfully running speed enforcement operations using bikes. The session will include an in-class presentation on techniques and safety, and practical, scenario-based exercises.

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

Bicycle-mounted officers are also utilized in residential areas, where speeding and stop sign violations are the most common complaint of residents. The team approach is used for such types of enforcement. One officer is stationed in a “not-so-conspicuous” location with a hand-held, battery-operated laser or radar unit. This officer reports speeds and descriptions to his partner(s), who is stationed a short distance up the street, ready to hand-stop the vehicle or wait for the next stop sign to initiate contact. The suggestion of using bike officers for traffic enforcement raises a series of important questions: How does a police cyclist actually stop the vehicle? What does the officer do for cover during the approach and duration of the contact? And what if the driver doesn't stop in the first place, either intentionally or unintentionally?

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

Once the driver has pulled over, the officer should always be cognizant of available cover, since the engine block of a police car is no longer available. Care should be taken in placement of the bicycle, to avoid damage to the bike by the vehicle, and to allow for a rapid retreat to cover if necessary. A passenger side approach is preferred to the driver side approach for several reasons. First, because the officer does not have the protection of a patrol car with emergency lights activated to offset from the target vehicle, approaching on the passenger side gives the officer a certain measure of protection. Second, the passenger side approach comes as a surprise to the occupants of a stopped car, and it is not uncommon for a police cyclist to stand on the passenger side for several seconds and even minutes before being noticed by the occupants. This time affords the officer an enormous advantage - that of being in a position to act rather than react, whether the choice is to retreat or engage.

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

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

Initially, if the driver does not stop and intentionally flees, officer safety must be the main priority. The police cyclist should rely on patrol vehicles to become involved to complete the arrest using high-risk tactics. Felony fleeing charges have become common in cases of police cyclist-vehicle pursuits, as discovered by the survey previously cited.

(Source: Kathleen Vonk, Beyond Community Policing: The Crime-Fighting Effectiveness of the Police Cyclist. Law & Order magazine, April 2002.)

Use of Police Bike Officers for Speed Enforcement

University of Illinois @ Urbana-Champaign: Bikes are used from time-to-time to enforce the campus-wide 25mph speed limit. A team of two bike officers set up on one of the main roads leading through campus. Officer #1 runs radar from an inconspicuous point on the sidewalk while #2 is stationed a bit further down on the road, usually near a stop sign or traffic signal. When #1 locates a violator, #2 makes initial contact at the earliest point available. Bike/car teams are also used; the bike officer stays out of sight with the radar and the officer in the squad car makes the contact. Officer Chris Hawk, University of Illinois Police Department.
Topeka Police Department, Kansas: The Topeka P.D. has a portable, battery-operated Z-35 radar gun which fits nicely into a bicycle rack bag. The bike unit, which works in the highest crime and drug area, frequently and successfully runs radar. The bike officer will often sit on a bus bench or other position near the curb of a busy street to run the radar. Officer Artie Gonzales, Topeka Police Department.

San Antonio Police Department, Texas: The San Antonio Downtown Bike Patrol frequently runs radar. The bike officer is positioned on a major one-way downtown street with a hand-held radar and communicates with another officer stationed 1.5 blocks away. The second officer initiates the stop and issues the citation. They also make several DWI/DUI arrests each month. Officer T.J. Richardson, San Antonio Police Department.

Oshkosh Police Department, Wisconsin: Bike officers are used for enforcement in parks in which speeding is a problem. An officer with a laser unit is positioned on a park bench along the road. The bike officers are positioned about .25 mile away, out of sight of the road but in visual contact with the laser operator. When the laser operator wants a vehicle stopped, he radios the bike officers with the speed and vehicle description. The bike officer then rolls out into the street and stops the vehicle as it approaches. Officer David Johnson, Oshkosh Police Department.

(Source: The IPMBA Member Listserve)
Traffic Safety Grants will assist attendees in understanding and applying for the traffic safety grants funded by the National Highway Traffic Safety Administration (NHTSA). NHTSA-funded grants are available for a broad spectrum of uses by communities and organizations to reduce traffic crashes, injuries, and fatalities. These funds are administered by each state’s highway safety office. Although the basic requirements are set by NHTSA, each state has its own additional requirements and its own application process. This workshop will provide a basic understanding of the grant process and enable attendees to seek funding through their own state agencies. Presented by Bill Strawn, traffic safety planner for the state of Texas.

History of Traffic Safety Grants
- First Authorized in 1966
- Governors are responsible for their states
- Funding apportioned to each state based on miles of roadway and state population

Federal Goals for Traffic Safety Grants
- Reduce injuries and death resulting from motor vehicles driven in excess of speed limits
- Encourage use of occupant protection devices
- Reduce crashes, injuries, & fatalities caused by DWI
- Federal Goals for Traffic Safety Grants
- Prevent injuries and fatalities caused by motor vehicle crashes
- Reduce crashes, injuries and fatalities involving school buses
- Improve law enforcement services in motor vehicle crash prevention, post crash procedures

Motor Vehicle Crash Costs
- Motor vehicle crashes are the leading cause of death for people age 4-34
- For every fatality there are 19 hospitalizations and 300 injuries requiring medical attention
- In 2000, crashes cost the US $150 Billion annually. Texas costs were $19 Billion.

Traffic Safety Partnerships
- National Highway Traffic Safety Administration
- State Highway Safety Offices (SHSO)
- Law Enforcement
- Judiciary
- Public Health Agencies
- Advocates and Business Community

Traffic Safety Grant Funding
- State highway safety office holds the key to the lockbox
- Location varies from state to state
- Exists in every state and territory

Traffic Safety Grants
- States have different ways and times to apply for grants
  - Texas has an annual call for proposals each fall
  - California asks for concept papers
  - Michigan has an electronic application process
  - New York has an open call
  - Contact your SHSO.

What Can Be Funded with Traffic Safety Grants?
- Varies by State
  - Some allow equipment – bicycles
  - Some pay for officer overtime only
  - Some pay for full time officers
  - Again, contact your SHSO.

Types of Grants
- Occupant Protection
- Impaired Driving
- Intersection Traffic Control
- Aggressive Driving
- Must Be Traffic Safety Related
- Safe Communities
- Traffic Records
- Bicycle/Pedestrian Safety
- Speed Control

Nature of Traffic Safety Grants
- Are Cost Reimbursable Grants
- 40 percent of a state’s basic traffic safety grant must be used to benefit the political subdivisions of a state
- Traffic safety grants are “seed money” – not support for ongoing programs
- Distribution of grant funds based on a performance plan addressing the most pressing traffic safety problems in a state
- Not supplant existing funding

Assembling a Traffic Safety Grant Proposal
- Problem Identification
- Identify the traffic safety problem your proposal will solve/reduce
- Support your identification with the most recent and relevant data available
- Be able to tie your proposal to the state’s performance plan
- Problem solution
- Make sure your solution relates directly to the Problem ID
- If solution has worked somewhere else, provide data on its success
- Provide expectations – what are the objectives of the solution?
- What measuring devices will you use to determine success?

Traffic Safety Grant Tips
- All states are under pressure to reduce DWI and increase safety belt use
- Bicycle mounted officers can help in both issues
- Contact your SHSO and get a copy of their most recent performance plan and highway safety plan
- Volunteer to help state set its performance goals in strategic and/or performance plans
- When developing a traffic safety proposal, insure it fits the state’s performance plan
- Traffic Safety Grant Tips
- Discover if your department already has a traffic safety grant
- Discover who the department contact is and discuss grants with them
- Discover who is their state contact
- Try and meet the state contact to discover their grant priorities
- Be alert to opportunities within your department to show how bicycle mounted officers can work traffic safety issues so you can demonstrate success when applying for a traffic safety grant

Summary
- NHTSA funds approximately $200 million in grants through the states annually
- State Highway Safety Office is the key to getting a grant
- State’s Performance Plan demonstrates what are a state’s priorities for the next year
- Overall goal is to reduce the number of motor vehicle crashes, injuries and fatalities
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<td>Frank D. Reeves Center, 7th Floor</td>
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<td>Suite 1100, Washington DC 20001</td>
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<td>2000 14th Street, NW</td>
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<td>Ken Morefield</td>
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<td>Gov. Jeb Bush (R)</td>
<td>Assistant Secretary for Transportation Policy</td>
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<td>Robert F. Dallas, Director</td>
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<td>Dean Carlson, Secretary</td>
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<td>State</td>
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<td>Massachusetts</td>
<td>Gov. Mitt Romney (R) Commonwealth of Massachusetts Boston, MA 02133 PHONE: 617/727-3600 FAX: 617/727-9725</td>
<td>Nancy J. Luther, Executive Director Gov’s Highway Safety Bureau 1 Ashburton Place, Room 611 Boston, MA 02108 PHONE: 617/727-4054 FAX: 617/727-6137 <a href="mailto:nancy.luther@state.ma.us">nancy.luther@state.ma.us</a></td>
<td>Thomas McGovern, Deputy Director Governor's Highway Safety Bureau 10 Park Plaza, Suite 5220 Boston, MA 02116-3923 PHONE: 617/793-8900 FAX: 617/793-8917</td>
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<td>Michigan</td>
<td>Gov. Jennifer Granholm (D) State Capitol Lansing, MI 48909 PHONE: 517/335-3400 FAX: 517/335-6863</td>
<td>Michael Prince, Division Director Office of Highway Safety Planning 4000 Collins Road P.O. Box 30633 Lansing, MI 48909-8133 PHONE: 517/336-6477 FAX: 517/333-5756 <a href="mailto:MPrince@michigan.gov">MPrince@michigan.gov</a></td>
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<td>Mississippi</td>
<td>Gov. David R. Musgrove (D) P.O. Box 139 Jackson, MS 39205 PHONE: 601/359-3100 FAX: 601/359-3022</td>
<td>Dr. Billy White, Jr., Executive Director Department of Public Safety Planning P.O. Box 23039 3750 I-55N. Frontage Rd. Jackson, MS 32111 PHONE: 601/987-4990 FAX: 601/987-4154</td>
<td>Kim Proctor, Division Director Office of Highway Safety Department of Public Planning Governor’s Highway Safety Program 3750 I-55 North Frontage Road Jackson, MS 32111 PHONE: 601/987-4900 FAX: 601/987-4154</td>
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| Nevada   | Dave Kieckbusch, Interim Director  
           Department of Public Safety  
           555 Wright Way  
           Carson City, NV 89711  
           PHONE: 775/687-4556  
           FAX: 775/687-4692 | Charles Abbott, Chief  
Office of Traffic Safety  
Department of Public Safety  
555 Wright Way  
Carson City, NV 89711  
PHONE: 775/687-5720  
FAX: 775/687-5328  
cAbbott@dps.state.nv.us |
| New Hampshire | Peter M. Thomson, Coordinator  
Highway Safety Agency  
Pine Inn Plaza, 117 Manchester St.  
Concord, NH 03301  
PHONE: 603/271-2131  
FAX: 603/271-3790 | SAME |
| New Jersey | Roberto Rodriguez, Director  
Division of Highway Traffic Safety  
225 East State Street, P.O. Box 048  
Trenton, NJ 08625  
PHONE: 609/292-6000  
FAX: 609/292-3454 | SAME |
| New Mexico | Rhonda Faught, Secretary  
Highway and Transportation Department  
P.O. Box 1149  
Santa Fe, NM 87501  
PHONE: 505/827-3000  
FAX: 505/827-3026 | Virginia Jaramillo, Chief  
Traffic Safety Bureau  
P.O. Box 1149  
Santa Fe, NM 87504-1149  
604 West San Mateo, Santa Fe NM 87501  
PHONE: 505/827-0427  
FAX: 505/827-0431 |
| New York | Raymond P. Martinez, Commissioner of Motor Vehicles  
Swan Street Building  
Empire State Plaza  
Albany, NY 12228  
PHONE: 518/474-0841  
FAX: 518/474-9578 | Kenneth H. Carpenter, Executive Director  
Governor's Traffic Safety Committee  
Swan Street Building, Empire Plaza  
Albany, NY 12228  
PHONE: 518/473-6946  
www.safeny.com |
| North Carolina | Don Nail, Acting Director  
Governor’s Highway Safety Program  
215 East Lane Street  
Raleigh, NC 27601  
PHONE: 919/733-3083  
FAX: 919/733-0604  
dnal@dot.state.nc.us | Bill Stout  
Manager Program Planning & Evaluation  
Governor’s Highway Safety Program  
215 East Lane Street  
Raleigh, NC 27601  
PHONE: 919/733-3083  
FAX: 919/733-0604  
bstout@dot.state.nc.us |
| North Dakota | David Sprynczynatyk, Director  
Department of Transportation  
608 East Boulevard Avenue  
Bismarck, ND 58505-0700  
PHONE: 701/328-2581  
FAX: 701/328-1420 | Marsha Lembke, Coordinator  
Drivers License and Traffic Safety Division  
Department of Transportation  
608 East Boulevard Avenue  
Bismarck, ND 58505-0700  
PHONE: 701/328-2600  
FAX: 701/328-2435 |
| Ohio | Col. Kenneth L. Moeckel, Director  
Department of Public Safety  
P.O. Box 182081  
1970 W. Broad Street (43223)  
Columbus, OH 43218-2081  
PHONE: 614/466-3383  
FAX: 614/466-0433 | Lorrie Laing, Administrator  
Office of Governor’s Highway Safety Representative  
P. O. Box 182081  
1970 West Broad Street  
Columbus, OH 43218-2081 (43223-St. address zip)  
PHONE: 614/466-3250  
FAX: 614/728-8330 |
| Oklahoma | Bob A. Ricks, Commissioner  
Department of Public Safety  
3600 North Martin Luther King Avenue  
Oklahoma City, OK 73136  
PHONE: 405/425-2001  
FAX: 405/425-2324 | Joe R. McDonald, Coordinator  
Oklahoma Highway Safety Office  
3223 North Lincoln  
Oklahoma City, OK 73105  
PHONE: 405/523-1580  
FAX: 405/523-1586  
Joe_R_McDonald@KDPS@dps.state.ok.us |
| Oregon | Troy Costales, Manager  
Transportation Safety Division  
235 Union Street, Northeast  
Salem, OR 97301-1054  
PHONE: 503/986-4192  
FAX: 503/986-4341 | SAME |
| Pennsylvania | Gary L. Hoffman, P.E., Acting Deputy Secretary  
Highway Safety Administration  
Commonwealth Keystone Bldg.  
400 North Street, 9th Floor  
Harrisburg, PA 17120-0064  
PHONE: 717/787-6875  
FAX: 717/787-5491 | R. Craig Reed, P.E. Director  
Bureau of Highway Safety and Traffic Engineering  
400 North Street, 6th Floor  
Harrisburg, PA 17120-0064  
PHONE: 717/787-7350 or 8069  
FAX: 717/783-8012  
ReedC@dot.state.pa.us  
www.dot.state.pa.us |
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<td>Puerto Rico</td>
<td>Dr. Fernando Fagundo</td>
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<td>Boykin Rose, Director</td>
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<td>FAX: 801/965-4608</td>
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<td>Vermont</td>
<td>Kerry L. Sleeper, Commissioner</td>
<td>Jeanne Johnson, Coordinator</td>
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<td>Virginia</td>
<td>D. B. Smith, Commissioner</td>
<td>Vince Burgess, Assistant Commissioner</td>
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<td>Commission, Department of Motor Vehicles</td>
<td>Transportation Safety Department of Motor Vehicles</td>
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<td>P.O. Box 27412</td>
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<td>2300 West Broad Street</td>
<td>Richmond, VA 23269</td>
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<td>Washington</td>
<td>John Moffat, Director</td>
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<td>Traffic Safety Commission</td>
<td>1000 South Cherry Street, MS/SP-11</td>
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<td>West Virginia</td>
<td>Roger Pritt, Commissioner</td>
<td>Dave Bolyard, Director</td>
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<td>Division of Motor Vehicle</td>
<td>Driver Services</td>
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<td>1800 Kanawha Boulevard East</td>
<td>Department of Motor Vehicle</td>
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<td>Building 3, Room 113</td>
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<td>Governor</td>
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<td>Coordinator</td>
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<td>Wisconsin</td>
<td>Frank Bussalacchi, Secretary Department of Transportation Hill Farms State Office Building, #120B P.O. Box 7910 4802 Sheboygan Avenue Madison, WI 53707-7910 PHONE: 608/266-1113 FAX: 608/266-9912</td>
<td>John Evans, Director Bureau of Transportation Safety Hill Farms State Off. Bldg., #933 4802 Sheboygan Avenue P.O. Box 7936 Madison, WI 53707-7936 PHONE: 608/266-3048 FAX: 608/267-0441</td>
</tr>
<tr>
<td>Wyoming</td>
<td>T. Dwane Moore, P.E. State Hwy. Safety Engineer Highway Safety Program 5300 Bishop Boulevard Cheyenne, WY 82099-3340 PHONE: 307/777-4450 FAX: 307/777-4250 <a href="mailto:Dwane.MOORE@state.wy.us">Dwane.MOORE@state.wy.us</a> wydotweb.state.wy.us</td>
<td>SAME</td>
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<tr>
<td>Guam</td>
<td>Jose P. Morcilla, Jr. Director Guam Department of Public Works Office of Highway Safety 542 North Marine Drive Tamuning, GU 96913 PHONE: 671/664-3131 or 3259 FAX: 671/664-6178</td>
<td>Teresita V. Cristi, Coordinator Guam Department of Public Works Office of Highway Safety 542 North Marine Drive Tamuning, GU 96913 PHONE: 671/647-5059 or 646-3229 FAX: 671/646-3733 <a href="mailto:tessiechrist@yahoo.com">tessiechrist@yahoo.com</a></td>
</tr>
<tr>
<td>Commonwealth of The Northern Marianas</td>
<td>Commissioner Edward Camacho Office of Special Services Caller Box 100007 Civic Center; Susupe Village Saipan, MP 96950 PHONE: 670/664-9000 FAX: 670/664-9019 or 9009</td>
<td>Francis S. Taimanao, Fire Captain Officer In Charge DPS, Office of Special Services Commonwealth of No. Marianas Islands P.O. Box 791 Civic Center; Susupe Village Saipan, MP 96950 PHONE: 670/664-9128 FAX: 670/664-9141</td>
</tr>
<tr>
<td>Virgin Islands</td>
<td>Elton Lewis Police Commissioner RR-02, Kingshill St. Croix, VI 00850 340/772-2211</td>
<td>Barbara E. McIntosh, Administrator Virgin Islands Office of Highway Safety Lagoon Street Complex, Fredricksted St. Croix, VI 00840 PHONE: 340/776-5820 FAX: 340/772-2626 Contact email:</td>
</tr>
<tr>
<td>Indian Nations</td>
<td>Charles L. Jaynes Program Administrator Bureau of Indian Affairs Indian Highway Safety Program 201 Third Street, NW, Suite 310 Albuquerque, NM 87102 PHONE: 505/245-2100 FAX: 505/245-2106</td>
<td>Pat Jacobs Bureau of Indian Affairs Indian Highway Safety Program 201 Third Street, NW, Suite 310 Albuquerque, NM 87102 PHONE: 505/245-2100 FAX: 505/245-2106</td>
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University 101: Surviving in an Academic Environment will introduce campus bike patrol members to the unique aspects of patrolling in an academic setting. Participants will gain insight into dealing with the diverse members of the campus community and resolving their sometimes competing interests. Presented by Kurt Feavel, University of Wisconsin at Madison Police Department.

Learning Goal:
To provide university/college bike units with the tools and skills necessary to effectively patrol in the campus environment.

Unit Objectives:
Upon successful completion of this unit of instruction the student will be able to survive on their campus or work with the following campus groups:

- University Administration
- Department Administration
- Student Government Association
- Facility Personnel
- Campus Staff
- On- and Off-Campus Residents
- Fraternities and Sororities
- Other Law Enforcement Agencies
- Neighborhood Children

Issues to be Addressed:
- Bike Thefts
- Pro-active Programs
- Community Policing

NOTES: __________________________________________________________
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Volunteer Bike Patrols: Getting Started will address ways to compensate for manpower shortages by teaming up with recreational cyclists to form citizen bike patrols. This session will teach attendees how to identify community bike resources, make effective presentations to potential volunteers, and provide a safe, rewarding experience. Jason Ogle, an instructor for IMBA’s National Mountain Bike Patrol program, will share his experience in founding the STORM (South Texas Off-Road Mountain Bikers) Mountain Bike Patrol Unit.

Volunteer Bike Patrols

Getting Started

What is a civilian bike patrol?
- Bike patrols of designated lands/parks
- No law enforcement
- Cellular on Patrol/Park Watch
- Land protection
- First aid
- User support

Why have a civilian bike patrol?
- User safety/first aid
- Park presence
- Crime and maintenance reporting
- Trail development and maintenance

Who should try to start a program?
- Short on man power
- Large areas to cover
- High crime rates for lands in question
- High injury rates for lands in question
- Environmental protection issues

What are the types of Patrol Models?
- Many variations
- Park Watch only
- First aid and Park Watch
- Above plus land management/development
  - Trail development and maintenance
  - Environmental protection
  (IMBA)

So how do you get a civilian patrol started?
- Find your local mountain bike club (trail)
- Look for a club site or ride posting site
- Make contact with leaders and pitch the idea
- Presentation to the larger group
- Identify those who are strong proponents and known leaders
- Push for a vote/commitment

How can I help them get started?
- Organizational meetings – Group buy-in
- Use your position to keep the interest going
- Stay involved/participate in ride and development activities
- Ask resources from your Department available to help? (short and long term)
- Help them find much needed supplies
- Introduce other area patrols or IMBA NMBP regional representatives

What training and development is required?
- Safety First! (Rule #1)
- CPR and First Aid classes
- Bike riding and repair skills
- International Mountain Bicycling Association (IMBA) skills
- Land owner rules and regulations
- Local PD / EMS
- IPMBA

What are patrol best practices?
- Liability - Prevention
- Statistics and data tracking
- Patroler recognition
- Event support
- Continuous training
- Fund raising
- Press/Media

How do you keeping it going?
- Group dynamics – cyclical in nature (socio, winter, club events)
- 80/20 rule in action
- Patrol recognition
- Encouraging new ideas
- Providing resources
- Group rides

Bike Patrol Resources
- Links
  - www.ipmbaweb.com
  - www.ipmba.com
  - www.imba.com
- Follow-up questions
  - jason.ogle@axa.com

So what are you waiting for?
Get out there and make it happen!
Volunteers in Police Services is designed to familiarize participants with the Volunteers in Police Services (VIPS) program and to encourage registration by law enforcement agencies as VIPS members. It will discuss how to sustain meaningful and successful volunteer initiatives that pay dividends to the police and the community. Presented by Nancy Kolb, Deputy Project Director, Volunteers in Police Services Program, International Association of Chiefs of Police (IACP).

In his 2002 State of the Union Address, President George W. Bush announced the creation of the USA Freedom Corps, an effort to foster a culture of service, citizenship, and responsibility, building on the generous spirit of the American people. The Citizen Corps programs are part of the USA Freedom Corps initiative and share the common goal of helping communities prevent, prepare for, and respond to crime, natural disasters, and other emergencies.

One of the Citizen Corps programs is the Volunteers in Police Services (VIPS) Program. The International Association of Chiefs of Police (IACP) is managing and implementing the VIPS Program in partnership with and on behalf of the White House Office of the USA Freedom Corps and the U.S. Department of Justice. The program’s ultimate goal is to enhance the capacity of state and local law enforcement to utilize volunteers.

The foundation of this national initiative to help state and local law enforcement agencies is www.policevolunteers.org. The website serves as a gateway to information for law enforcement agencies and citizens interested in law enforcement volunteer programs. To date, more than 820 law enforcement volunteer programs, representing more than 56,000 volunteers in all fifty states, have registered with the VIPS Program.

The VIPS Program offers the following resources:

- An online directory of existing law enforcement volunteer programs.
- *Volunteer Programs: Enhancing Public Safety by Leveraging Resources* — a resource guide to assist in the implementation or enhancement of an agency volunteer program.
- An online clearinghouse of sample documents and forms, including policies and procedures, forms, training materials, volunteer applications, etc.
- Technical assistance.
- VIPS Info, a monthly electronic newsletter.
- A moderated discussion group for register VIPS Programs to share information and ideas.

www.policevolunteers.org  ♦  1-800-THE-IACP  ♦  info@policevolunteers.org
Volunteers in Police Service (VIPS)

USA Freedom Corps

- In his 2002 State of the Union Address, President George W. Bush announced the creation of the USA Freedom Corps, which is an effort to foster a culture of service, citizenship, and responsibility through volunteerism.

USA Freedom Corps Organization

Citizen Corps

- Citizen Corps is a locally-driven initiative to have every American become an active participant in preventing, preparing for, and responding to crime, natural disasters and other emergencies.

Citizen Corps

Neighborhood Watch

- Neighborhood Watch Program has incorporated terrorism prevention and education into its existing crime prevention mission.
- Implemented by the National Sheriffs’ Association (NSA)
- www.USAnowatch.org

CERT - FEMA

- Provides training in emergency preparedness and basic disaster response techniques.
- CERT training is available in over 900 communities in 51 states and territories.
- http://training.fema.gov/emiweb/CERT/

Medical Reserve Corps

- Department of Health and Human Services
- Coordinates volunteer health professionals to support community public health needs and assist during large-scale emergencies.

Volunteers in Police Service (VIPS)

- The goal of VIPS is to enhance the capacity of state and local law enforcement to utilize volunteers.
- Volunteers are used to supplement and support the work of sworn officers and civilian staff.

The Foundation

- www.policevolunteers.org
- Searchable online database for law enforcement agencies and volunteers
- Online resource guide with downloadable documents
- VIPS Info e-newsletter
- VIPS to VIPS’ moderated discussion group

www.policevolunteers.org

- Registered programs:
  - Launch: 76 in 27 states and DC
  - Today: More than 820 in all fifty states
- Volunteers represented:
  - More than 50,000
  - More than 8 million hits on the website

Spreading the Word

- Presentations conducted:
  - In twenty-one states, DC, PE and USVI to various groups, including: Officers/Corps partners
  - Officers/Corps associations
  - Crime prevention associations
  - Community-based organizations
  - Authored several published articles
  - Media clips
  - President’s trumpeting of VIPS volunteers

Sample Volunteer Activities

- Search and Rescue
- Clerical/administrative
- Chaplain programs
- Parking/traffic enforcement
- Interpretation
- Police Explorer programs
- Citizen Advisory Board
- Training scenario petit groupe
- Reserve/auxiliary officers
- Vacation checks
- Vehicle maintenance
- Victim services
- Special event crowd control
- Neighborhood Watch
- Matrix Patrol
- Park Patrol

Activities & Resources

- Collaboration and outreach
- Regional Symposia
- Resource Development
- Volunteer Programs: Enhancing Public Safety by Leveraging Resources
- Videos
- Training curriculum

VIPS in the Future

- Continued Resource Development
- CD-ROM
- Customizable Brochure
- Model Policy
- Technical Assistance
- Website
- Peer mentoring
- IACP Award

Contact Information

- Website: www.policevolunteers.org
- Email: info@policevolunteers.org
- Phone: 1-800-THE-IACP

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Women’s Issues Roundtable focuses on the issues, challenges, and opportunities specific to female law enforcement professionals, especially those on bike patrol. Moderated by Kathleen Vonk, Ann Arbor (MI) Police Department.
Women’s Reproductive Health and Bicycling (for women only) will present reproductive health concerns that have emerged from studies of cyclists, with a focus on potential adverse effects, risk reduction, assessment methods, and future research. Presented by Marsha Guess and Kathleen Connell, of the National Institute for Occupational Safety and Health.

I. Presenters: K Connell, M.D.; B Lowe, Ph.D.; M Guess, M.D., S Reutman, Ph.D.

II. Reproductive Health Concerns
   A. Female Anatomy vs. the Bicycle
      1. Potential for circulatory, nerve, and/or soft tissue pressure effects or injury
      2. Reported female effects
         a. Studies of biking effects
            • irritation, burning or perineal/seat-bone pain or discomfort
            • pins and needles
            • perineal/clitoral numbness
         b. Case reports of “bicyclist’s vulva” (competitive cyclists) and vulva abscess
         c. Study of injuries – bike frame top tube
            • swelling/bruising
            • painful or difficult urination and/or blood in urine
            • perineal numbness
            • pelvic fracture
            • urethral stricture
         d. Thermal nipple injury (women and men)
      3. Reported male effects
         a. Studies of biking effects on male genitals, erectile function
      4. Risk reduction measures
         a. Minimize pressure to perineum (riding position, saddle type)
         b. Dismount during rest breaks
         c. If numbness occurs, dismount until it subsides
         d. Ensure proper bike fit

III. Assessment Tools
   A. Questionnaires – assess biking factors, genital symptoms, sexual function
   B. Biothesiometry – measures genital sensory nerve function (sensation)
   C. Biking pressure measurements – saddle, feet, hands (demonstration)

IV. Future Studies
   A. New York Policewomen
   B. IPMBA Women 2004?

National Institute for Occupational Safety and Health
The Department of Obstetrics & Gynecology and Women's Health, The Division of Female Pelvic Medicine and Reconstructive Surgery, Montefiore Medical Center, The Albert Einstein College of Medicine.

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Objective:
This workshop is intended for public safety personnel who take part in educating youth in bicycling and bicycle safety. It will give them facts on the crash types that repeatedly affect young cyclists. With this information they will be able to put together education and training strategies that will provide meaningful and effective bicycle crash deterrence.

Introduction:
The Cross-Fisher Study was a comprehensive study that took place in the mid-70’s by two behavioral psychologists. It discovered that most fatal and non-fatal car-bicycle crashes were a result of behavior that was predictably repeated. The study grouped incidents into eight crash types of similar behavior and/or errors that resulted in these crashes. They determined in crashes involving children, the error was usually a result of behavior of the child cyclist. Children had little experience with traffic and that inexperience was a factor in many of the incidents. In crashes involving adults, who have more experience in traffic, the motorist most often makes the error in the crash. The Cross Study also recommended a number of countermeasures, particularly as it related to children, intended to teach children how to avoid that dangerous behavior.

This workshop will examine the three crash types that most often affect children, and will examine the on-bike skills that should be taught as countermeasures to those crash types. Attached are several addendums that describe and illustrate the crash types, describe an effective behavioral designed bike rodeo (skills course), and examine traditional vs. non-traditional bicycle education methods and ideas.

A separate workshop is being held that will actually teach bike rodeos and involve participants in its set up.

Conclusion: Too often, bike rodeos are actually balance skill “competitions” that fail to teach any traffic skills that will effectively reduce car-bike crashes involving children. Knowing the facts of how and why these crashes happen will allow educators to develop programs that will ultimately reduce bike crashes and related injuries and deaths.

Youth Bicycle Crash Facts

INTRODUCTION
Nearly 90% of all car/bike crashes involving children are the result of predictable events. Whether they are in Orlando or Los Angeles, children on bicycles commit the same errors that lead to these few common crash types. Education based on recognizing these crash types and teaching traffic-based skills designed to avoid them can reduce these predictable and common crash types. This training is best done with the children on bikes in situations that simulate conditions of traffic.

THE CROSS STUDY
In the 1970’s, two behavioral scientists, Drs. Kenneth Cross and Gary Fisher, conducted a study for the National Highway Traffic Safety Administration. The report they released was titled, A Study of Bicycle-Motor Vehicle Accidents – Identification of Problem Types and Countermeasure Approaches. The report identified unique behaviors or problems, and ways to reduce them, and thereby reduce bicycle/car crashes. The report uses certain terms, definitions, and concepts that police bicycle safety educators should be familiar with and use.

DEFINITIONS
- Accident: A term used to describe an event in which one or more vehicles or parties are involved and damage or injury occurs. This term is used now primarily for reporting purposes. The word "accident" implies that the event was an unavoidable occurrence. Crash is the preferred term among safety professionals. All but a very few crashes are unavoidable.
- Crash: The preferred replacement for the word “accident.” Crash factors can be studied for common characteristics to learn how to avoid future occurrences.
- Safety Product: An element or package of actions (countermeasures) designed to reduce crashes. It can involve any of the elements of traffic safety: engineering, education, or enforcement.
- Fault: Police are often asked to determine who was “at fault” in a crash. Police determine the factors and errors that resulted in the crash. Fault is most appropriately determined by courts, juries or insurance companies.
- Cause: The factors that resulted in the crash, as determined by investigation. For example, the failure of person to adequately search ahead, plan for and then take corrective action are causal factors. Cause can result from the actions of one or more people involved. Fault implies that only one person caused the crash.
- Conspicuity: The quality or property of attraction and visibility. Comes from the word conspicuous. Lights, reflectors, fluorescent clothing and devices, and position relative to traffic all contribute to a cyclist’s conspicuity.
- Accident/Crash Class/Type: The scientific breakdown of separate crashes into mutually exclusive conditions and factors that provide highly defined and repeatable patterns or types. Crash class plays a role in the development of safety products.
**BICYCLE CRASH REPORTS AND DATA**

Note: only a small percentage of bicycle crashes are even reported.

- Over 500,000 people are injured on bicycles each year in the U.S.
- Crashes resulting in injuries requiring medical treatment are reported to the police in about one out of every ten incidents.
- How many here have ever been injured while riding a bicycle? How many reported it to the police?

*Reporting requirements:* According to all traditional reporting systems, such as FARS, USDOT and state systems, the accident must involve a motor vehicle in order to generate a report and be counted as an accident statistic.

Most bicycle crashes do not involve motor vehicles. These crash types are examples:

- Bike Overtake
- Bike Off-road
- Bike/Fixed object
- Bike/Bike
- Bike/Pedestrian
- Bike/Dog

If police are called to the scene, these are reported as public accidents, not vehicular accidents, and do not get reported to the traditional record keeping sources.

Still more go unreported because those involved deem them minor, do not want the police involved, or do not want their insurance companies or the neighbors to know, etc.

Statistics are deceiving as to the true number of bicycle-related injuries. Even deaths may not be reported accurately if they do not involve a car.

Medical reporting will provide a more accurate sense of the true numbers. Case in point: a 1988 Milwaukee Children’s Hospital Study revealed that 3,500+ patients were treated for bike-related injuries, while the entire state of Wisconsin reported only 1,800 bicycle-related injuries in their official crash data. *(Source: Susan Cavalich, former Bike Coordinator, WI DOT)*

* While more children are killed as pedestrians each year, more children are injured while bicycling than in any other activity. Please note that in some locations, bicycle injuries may be exceeded by injuries from inline skating and riding scooters.

**BICYCLE /MOTOR VEHICLE CRASHES**

- 80% of the bicycle crashes involve injuries to males.
- Nearly half of all fatal crashes occur in low light or nighttime conditions.
- In 2/3 of the cases, drivers said they did not see the bicyclists in time to avoid the crash.
- Only 15% of all bicycle crashes involve motor vehicles, but 85% of the fatalities involve motor vehicles.
- Head and/or neck injuries are the primary cause of death in 80-85% of bicycle fatalities.
- Head and/or neck injuries are involved in about 75% of all bike crash-related permanent disabilities.
- Late afternoon hours show a higher frequency of bicycle/motor vehicle crashes.

**The Ken Cross-Gary Fisher Study**

The study examined Bicycle/Motor Vehicle accidents from urban and suburban areas of Orlando, Los Angeles, Denver, and Detroit. Cross & Fisher studied 753 non-fatal and 166 fatal crashes, conducting interviews with persons involved and making on-site inspections. Their data resulted in the distinguishing of 36 unique problem types, and seven general classes. This research is summarized in a 1978 AAA document entitled *Bicycle-Safety Education – Facts and Issues* (1978). Though based on 15-year old research, this data is believed to be as valid today as the day it was published.

**General Information on Children’s Bike Crashes**

The three common crash classes described below, together with wrong-way riding, account for nearly 90% of the motor vehicle/bike crashes involving children.

In most crashes involving children, the child commits the primary error, and the driver does not or cannot adjust for the child’s error in time to prevent the crash.

A significant number of these crashes occur in residential neighborhoods in which children with poor traffic skills do not fear riding. The number of fatal crashes involving children is dropping; however, the number of adults killed on bicycles is increasing. Alcohol is a factor in many of those crashes.

An additional factor complicating these accident types is riding on sidewalks and side paths. Bicyclists on sidewalks are often not noticed by motorists. When bicycles enter or cross a roadway, problems arise and crashes occur. Bike crash studies from Ft. Lauderdale, FL, which has one of the highest per capita bike fatality rates, showed that nearly 60% of the fatalities involved sidewalk cyclists.
Youth Bicycle Education: What to Teach and Why

Cross Study - Most Common Accident Types Involving Children

Class A – Bicyclist Midblock Rideouts
[Fatal 15% Non-Fatal 14%]

Type 1 — Residential driveway/alley rideout

Primary Errors for Class A crash type:
- Failure to stop and search for traffic.
- Failure to yield right of way
- Inability to judge closing speeds of approaching vehicles
- Following peers/“Groupthink”

Class B – Bicycle Rideout - Controlled Intersection
[Fatal 12% Non-Fatal 17%]

Type 5 – Bike Rideout, intersection controlled by sign
Type 6 – Bike Rideout, intersection controlled by signal, phase change
Type 7 – Bike Rideout, intersection controlled by signal, multiple threat

Primary Errors of Class B crash type:
- Failure to obey traffic control device
- Failure to search and see oncoming vehicles
- Inability to judge closure speed
- Failure of wrong way cyclist to see the stop sign
- Cyclist entering on a yellow light trapped by the light

Class E – Bicyclist Unexpected Turn or Swerve
[Fatal 16% Non-Fatal 14%]

Type 18 – Bicycle Unexpected Left Turn, same direction*.

* Note: people may use this crash type to justify riding against traffic. This crash type is preventable if the cyclist scans behind prior to moving out into the traffic lane.
Primary Errors for Class E crash type:
- Failure to search or scan traffic to the rear before moving out into the traffic lane
- Failure to signal intention to turn or change course
- Failure to keep watch and recognize hazards in time to respond to them
- Failure to take the entire lane, if necessary, to avoid hazards, opening doors, etc.
- Inability to hear the sound of vehicles approaching from the rear due to headphone use.

A Word About Wrong Way Riding
- Nearly 1/3 of all car–bike crashes involve cyclists riding against traffic.
- Cyclists riding against traffic are outside of the area normally searched by drivers. They are essentially invisible as they approach an intersection.
- Traffic control devices are placed for viewing by drivers on the right side of the street. Wrong way riders are threat to other cyclists too!
- All of the crash types are aggravated by wrong way riding.
- 90% of the car-bike crashes involve actions or conditions that happen in front of cyclists, yet many cyclists’ greatest fear is what is coming up behind them. They put themselves into dangerous situations by trying to “be safe.”
- Wrong way cyclists present a danger to cyclists operating legally.
- Riding on the right is the law in all 50 states!
- Teach children and their parents to always ride with traffic.

Youth Bicycle Education Ideas For Practitioners

Traditional Approaches and Why they Fail

“Traditional Education” conducted by police
- Lyceum, small group, or classroom presentation
- Presenter comes in, tells a few horror stories, quotes a few laws, and shows a movie
- Bike rodeos have a competition format and primarily feature balance skills

Problems associated with “Traditional Approaches”
- Lack of interaction and motivation
- Lack of on-bike experiences by students and perhaps the instructor
- May not address actual problems such as those contained in the Cross Study and/or community bike crash analyses
- School/teachers are seldom involved, except as observers
- Many presentations are based solely on “laws” rather than the practical problems faced by cycling kids

New Approaches:
Planning and Creativity are the Keys to a Better Way!

OBJECTIVES/CONSIDERATIONS
- Ages: Needs and problems are often different at different age and experience levels.
- Training based on Cross Study findings or a community crash study
- Training considers problems unique to the area, or recent events or crashes
- Considers prior training/education of the students

AUDIENCE SIZE
- Lyceum (large group of over 100 people)
- Medium group (30-100 people)
- Small group (fewer than 30 people)

PLANNING AND TIMING
- Contact the school administrator early to reserve the date.
- Reserve times, grades attending, arrange for AV equipment, etc.
- Consider the average attention span for a classroom session is about 45 minutes.
- Allow additional time if the presentation is active (on-bike).

PROGRAM CONTENT
- Lecture
- Movie or video
- Demonstration
- Interactive group games
- Slide or PowerPoint presentation
- Hands-on exercises
- On-bike skills training

ON-BIKE PROGRAMS

POTENTIAL SPONSORS
- School
- PTO
- Community Civic Group
- Police or Government
- Bike Club or Bike Shop
- Neighborhood or Community Association

OVERALL GOALS
- Target skills designed to prevent crashes and injuries
- Traffic skills vs. balance skills
- Learning-oriented, not competition-oriented (don’t score it!)
- Scenarios as realistic, yet safe, as possible
- Involve parents/teachers as much as possible, so they learn too!
- Skills stations vs. non-stop circuit course
EXAMPLES OF ON-BIKE EVENTS
- Large Bicycle Jamboree
- Smaller Neighborhood Rodeo
- On-bike, on-road training

Rodeo Skills Stations: Learning Goals and Objectives

DRIVEWAY RIDEOUT STATION
- Walk bike to the end of driveway
- Mount bike, assume power take-off position
- Search: look left, right, left again
- Assessment and problem solving
- Recognize and compensate for visual obstructions

STOP SIGN RIDEOUT
- Stop bike at sign (Quit Moving!)
- Put foot down for balance
- Place other foot in power take-off position
- Search and Assess: look left, right, left, forward and over left shoulder for cars

REAR SCAN (UNEXPECTED LEFT TURN)
- Ride straight line 3’ to 4’ lane, right side of street
- Ride straight while scanning over shoulder
- Assess hazards while scanning to the rear
- Signal a left turn and turn safely, placing hand back on handlebar before turning.*

*Note: if you are working with very young children, consider not having them signal. They often focus more on the signaling and forget the more important skill of search behind them.

ROCK DODGING SKILL (UNEXPECTED LEFT SWERVES)
- Search for surface hazards
- Quickly steer front tire around the hazard while remaining in the same linear path
- Develop the skill by turning on each side of the hazard
- Avoid a wide swerve into the path of traffic approaching from the rear

PARKED CAR EXERCISE (UNEXPECTED SWERVES)
- Recognize the potential hazard of parked cars
- Search the interior and look for signs of potential movement or door opening
- Search to the rear before moving into traffic lane, signal intention to move left
- Assume lane position slightly wider than an opened car door
- Hold your line, maintain the lane position, and don’t zigzag

OPTIONAL EXERCISES
Traffic Signal Exercise (This requires a signal light at the training site)
- If approaching on green: search left, right, left and forward before entering intersection
- If approaching & light turns yellow: stop. Yellow means STOP to a cyclist.
- If crossing the intersection & light turns yellow: hurry so you don’t get trapped.
- If stopped at a red light, follow the steps for the stop sign rideout

BICYCLE SECURITY STATION
- Explain importance of bicycle security and registration
- Demonstrate various locking devices and proper use
- Emphasize that the child is responsible for the security of the bike, not the police

HELMET DEMONSTRATION STATION
- Show different type of helmets, including “cool” styles
- Demonstrate proper helmet fit
- Demonstrate the effectiveness of a helmet with an egg

RULES OF THE ROAD/FIND THE HAZARDS STATION
- Hands-on quiz of road or visual hazards to increase knowledge and awareness
- Quiz on the importance of following the rules of the road to avoid crashes

“POLICE CYCLIST” CONE COURSE CHALLENGE
- Set up a PC Course Cone Course such as the Offset Serpentine or Lock to Lock

SLOW RACES
- Set up two side-by-side lanes of cones. The last one to the end without touching a foot to the ground wins.
AN EXAMPLE OF AN INTERACTIVE GROUP GAME.  
“THE BIKE IS RIGHT” - THE BICYCLE SAFETY GAME SHOW

When teaching bike safety in a large or small group classroom setting, a game is a wonderful way to involve all of the children. Children are typically familiar with a game show format, which truly does involve everyone who hears the question – because everyone tries to answer. “Game shows” are a great way to test information you have passed on to them. When you explain the answer, they are being lectured to and they don’t even realize it! You may use “The Bike Is Right,” or you can invent your own game.

EQUIPMENT/PERSONS NEEDED:
- Two bike horns or bells
- A scoreboard and scorekeeper
- Chairs (optional)
- Microphone: to announce “Come On Down” to the contestants and to read the questions
- Questions on bicycle safety that emphasize the important learning points
- Contestants
- A judge to determine first “honk”
- A Master of Ceremonies – MC

NUMBER OF PLAYERS:
This game is suited to two players (or two teams of up to four children) who should be selected in advance with the assistance of teachers or the principal. Avoid shy kids as well as cut-ups. It is best if the kids do not know if they are the contestants in advance.

TIME:
Usually 20-30 minutes

RULES OF PLAY:
- Players are seated or standing, holding the horns or bells.
- The MC reads the question and the playerhonks the horn if he/she knows the answer.
- If the person knows the answer, a point is awarded. If not, the other person gets to try to answer the question. If he/she answers correctly, a point is awarded.
- If two horns honk at the same time, the judge must call “first honk”. The judges ruling cannot be contested. Pick a respected teacher to be the judge.
- The player, or team, with the most points at the end of the game wins.
- Do what works and have fun!

LEARNING POINTS:
- Everyone watching the game, contestants and spectators, is involved in the learning because they all hear the questions.
- After each question, the MC is given a chance to better explain the answer. The kids don’t even realize they are hearing a lecture.
- Everyone should get a prize: “There are no losers when you practice bike safety.”

AN EXAMPLE OF A HANDOUT THAT CAN BE PROVIDED TO PARENTS AT RODEOS OR OTHER EVENTS.

A NOTE TO PARENTS:

BICYCLE SAFETY IS EVERYONE’S CONCERN

Bicycling can and should be a fun and safe means of travel for you and your children. Your direct involvement and periodic supervision regarding bicycle education is essential if your child is to master the necessary traffic skills for safe bicycling. This is true even if they only ride on your local street!

After your child has learned to balance and control a bicycle, you should immediately begin to teach basic traffic skills. Remember that your child will be riding his/her bicycle in the same traffic mix as those operating motor vehicles.

Below are the most common errors children make while riding a bicycle, and how you, as a parent, can reduce the likelihood of an injury. Your job of teaching your child to ride a bicycle doesn’t end when you can quit running along beside them. That is when the real work begins!

Remember this most important safety advice: You and your child should always wear a helmet whenever you ride bikes. You are NEVER old enough to not need a helmet.

Driveway Rideout
In fifty percent (50%) of all bicycle crashes involving children under nine years old, the child is killed or seriously injured while riding out of his/her own driveway.

Teach your child to always walk the bicycle from the garage to the edge of the road, and begin his/her trip only after searching for traffic – first left, then right, and then left again. Consider painting a line at the end of the driveway to act as a reminder for your child to stop and search for traffic before entering the street or roadway.

STOP SIGN RIDEOUT
Thirty-three percent (33%) of serious bicycle injuries involving children thirteen years old or under are simply a failure to stop for a stop sign in their own neighborhood. Many adults glide through stop signs, setting a poor example. Children do not possess the mental skills to quickly search for traffic and determine the closure speed of oncoming traffic, without first stopping at the sign. A full stop is necessary every time. Take the time to walk down to an intersection with your child. Explain that he/she as an individual must search for traffic, and not to rely on a friend. Tell them not to expect the driver of a motor vehicle to always stop at a stop sign.

SUDDEN LEFT SWERVE
Thirty-three percent (33%) of children age thirteen and under are seriously injured when making a sudden (and unexpected) left swerve across one or more lanes of traffic. The child may be responding to road debris, a dog in a yard or simply wants to go see a friend across the street. They fail to look behind them to see if there are cars about to overtake them.
Take your child to a parking lot, or other safe place, and teach him/her to search over the shoulder without swerving into traffic. Teach them to do this before they move out into the traffic lane or make a left turn. Establish this rule: NEVER change lanes or make a left turn without conducting a proper rear search. Remember – this skill takes practice.

**Riding Against Traffic**

Children riding against traffic are frequently involved in accidents at intersections and driveways because motorists do not expect them to be there. As a result, bicyclists become “invisible” to motorists at intersections and driveways. As a result, the motorist will turn into or in front of them. Very few bike accidents occur when a bicyclist, who is going straight, is struck from behind by a motorist. Most rear-end crashes happen when the cyclist swerves in front of the motorist. You are never safer riding against traffic. It is against the law to ride against traffic in all fifty states.

**Riding At Night And Inclement Weather**

Never allow your child to ride after dark, even if his/her bike is equipped with a good lighting system, and especially if the bike has reflectors only. Nearly half of bicycle fatalities occur at night, or during reduced light hours, even though only three percent (3%) of the bicycling community rides at night.

Encourage your child not to ride during inclement weather, as it hampers conspicuity as well as the ability to control the bike. Tape “phone change” inside his/her helmet and give instructions to call home for a ride if fog, rain, or other serious weather conditions create dangerous riding conditions.

NOTES: _______________________________
BOARD OF DIRECTORS

PRESIDENT
Thomas J. Richardson ('05)
San Antonio PD
240 E Houston
San Antonio TX 78205
210-271-9601
president@ipmba.org

VICE PRESIDENT
Kathleen Vonk ('04)
Ann Arbor PD
100 N. Fifth Avenue
Ann Arbor MI 48104
734-994-2911
vp@ipmba.org

SECRETARY
Gary McLaughlin ('06)
Sacramento PD
2700 Front Street
Sacramento, CA 95818
916-264-8290
secretary@ipmba.org

CONFERENCE COORDINATOR
Artie L. Gonzales ('05)
Topeka PD
320 Kansas, Suite 100
Topeka KS 66603-3640
785-368-9075
conferences@ipmba.org

TREASURER
Michael Goetz ('04)
Seattle PD
3001 South Myrtle
Seattle WA 98108
206-386-1850
treasurer@ipmba.org

EDUCATION DIRECTOR
Jim Bowell ('05)
Troy FD
19 E Race Street
Troy OH 45373
937-335-5678 ext. 22
education@ipmba.org

INDUSTRY LIAISON
Monte May ('04)
Kansas City PD
1200 E. Linwood Blvd.
Kansas City MO 64109
816-234-5510
industry@ipmba.org

EMS COORDINATOR
Edward Brown ('04)
Orange Co. Fire/Rescue
6590 Amory Court
Winter Park FL 32792
407-249-6215
ems@ipmba.org

MEMBERSHIP COORDINATOR
Chris Davala ('05)
Maryland State Police
30581 Perry Road
Princess Anne MD 21853
410-651-3101
membership@ipmba.org

THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION
583 Frederick Rd., Suite 5B
Baltimore, MD 21228
Phone: 410-744-2400 ~ Fax: 410-744-5504
Website: www.ipmba.org ~ Email: info@ipmba.org
Does this picture look fuzzy to you?

Come to Scottsdale, Arizona, to see things more clearly.