A D.A.R.E. - ing Bicycle

By Lt. Carl Meiss
Lower Allen Township Police Department (PA)

Some time in 1995, Cpl. Jeff Huff, a D.A.R.E. (Drug Abuse Resistance Education) instructor, came to me with a novel idea: could we get a police bicycle set up with the D.A.R.E. logo and custom paint and enter it in the various annual police D.A.R.E. vehicle competitions? Usually the vehicles entered are confiscated cars or boats from drug dealers and include almost every type of vehicle imaginable. But we had never seen a bicycle. We could also use it during the D.A.R.E. instruction when the officers talk about "Alternatives to Drugs and Violence." It seemed like an excellent idea so I decided to try to get a full suspension mountain bike that we could customize.

As is so often the problem, money was not budgeted for something such as this. So I had to find other funding. In 1996 I had the township grant writer put a proposal into the Pennsylvania Commission on Crime and Delinquency for the bike but it was turned down. We again applied to the PCCD in 1997, this time combining the idea with a new program - an after school bike ride program for 6th and 7th graders. (5th grade is the first time these children are exposed to police officers during the D.A.R.E. instructional program.) In January, 1998 we received notification from PCCD that our grant proposal was accepted. We received approximately $1600 to purchase and customize a bike, and additional funds to pay for the officers to ride along with the children during the program.

I was able to purchase a Specialized Ground Control FSR for a fantastic price through Bushey's Cycling and Fitness Center in Lemoyne (PA) with the

From Road Warrior to Road Rash—In One Easy Mis-Step

By Sgt. Tom Northfell
Chicago Police Department (II)

On routine patrol, while riding down a particularly crowded (and dangerous) stretch of Chicago's lakefront bike path, the unexpected happens. A young child strays away from his father and walks into the path of my on-coming bike. An instant turn would drive me into a cement wall or force me into head-on vehicular traffic. I quickly dismissed both options. So, its time for the good old panic stop, hoping that with the pristine v-brakes on my 3-day old Mongoose bike (and a little luck), I can avoid a potentially serious accident. I throw my weight (butt!) to the rear in anticipation of the effects of hard braking. As I do so, my right foot moves ever so slightly laterally.

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- IPMBA Announcements

IPMBA would like to wish a good show for all the participants and guests of InterBike '98!
EMS: Welcome to IPMBA

On occasion I teach Community Policing courses around Minnesota. One day while preparing for a class I looked up the word "POLICE" in my American Heritage dictionary. One of the definitions read "Regulation and control of the affairs of a community, especially with respect to maintenance of order, law, health, morals, safety, and other matters affecting the public welfare." It sure goes beyond what we typically consider crime fighting doesn't it? I believe policing means more than just law enforcement.

Over the past 14 months I have seen an explosion in the number of paramedic and EMS cycling units and riders. The Nashville conference marked the first IPMBA EMS Cyclist Course. In Tacoma we had two paramedics (Scott Miles and Ken Taylor of Baton Rouge) in our Instructor Development Class, and a second batch went through the Basic EMS Cyclist course. Other EMS courses have been taught in Orlando, Minneapolis and elsewhere. I believe that we are seeing the beginning of a surge of EMS riders as their enthusiasm and knowledge of EMS cycling grows.

Last month I was sitting in a crowd of about 50,000 at the small Eau Claire, Wisconsin, airport watching an air show featuring the Navy's fantastic Blue Angels. Shortly before the Angels took to the sky I saw two identically uniformed riders quietly working their way through the crowd. They stopped about 25 feet in front of me. I knew by the large panniers that these weren't cops, even though they wore web gear. A woman was having some kind of medical problem and these medics were first on the scene to help her. I know from experience it would have taken an ambulance a long time to get there as they drove slowly through the exhibit areas, and then pushed their gurney and equipment across the grass and through the crowd to the woman. The bike guys were there in moments. Being a bike cop that didn't surprise me in the least. As it turned out they didn't need to transport her and the show continued uneventfully. I can only imagine the commotion an ambulance would have caused. I wouldn't want to be distracted as a pair of F/A-18s passed 100 feet overhead at just under the speed of sound - or about 650 mph! That was cool!

I had a chance to talk briefly to the medics. I learned that they had virtually no training for their bike unit, and had no idea where to look for it if it existed. They had heard that other EMS units were using bikes for large events and it sounded like something that would work for them. They had talked to some bike officers to learn something about uniforms and equipment.

My own experience training medics was quite pleasant and surprising. While they weren't even sure if they would be used much, I found their interest and thirst for information exhilarating. I hadn't experienced anything like it since the 1992 Police on Bikes conference in Las Vegas, which was my first conference. Everything was new and exciting as they figured out more ways to use the bikes and different things they will enable them to do. Even the training was great fun. Try completing the off-set serpentine with 40 lb. packs on your bike. They did it. Who would ever think that weighing equipment and packing panniers could be fun, but it was.

While paramedics and EMTs might not fit the everyday definition of POLICE, they certainly do help regulate and control the health, safety and welfare of a community. Don't let the word POLICE in our name IPMBA fool you. To that end we are ALL police.

While paramedics and EMTs might not fit the everyday definition of POLICE, they certainly do help regulate and control the health, safety and welfare of a community. Don't let the word POLICE in our name IPMBA fool you. To that end we are ALL police. I believe it is incumbent upon our membership to help them learn about EMS cycling and what IPMBA can do to support them. The responsibility for a community's safety and well-being lies in many people's hands. If a bicycle can be a tool to improve public safety in a community, we have the experts to make it happen. If you think that the EMS in your community would be better by adding bicycles, do your best to help make it happen, and welcome them into the group. -Kirby Beck

INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION, FALL 1998
The Product Purchase Program was created so that IPMBA could offer its members a selection of bike patrol related products at a reduced price. Below are seven companies that have kindly responded to the form that reflects our newly-revised format. You must be a current IPMBA member to participate.

Enjoy the discounts!

Company: ZAP Power Systems, One Zap Drive, 117 Morris Street; Sebastopol, CA 95472
Contact: Brooks Van Holt
Phone: 707-824-4150
Fax: 707-824-4150
E-mail: zap@zapbikes.com
Website: www.zapbikes.com
Product: Electric power assist bikes, systems; ZAP Patrol Bikes
Regular Cost: n/a
Cost to IPMBA member: 5% off all ZAP products
Form of payment required from IPMBA member: Cash, personal or departmental check, MasterCard, Visa, Discover, American Express, purchase order
Order via: Phone, fax, e-mail, website

Company: PYI Inc. Spokes Wear, PO Box 536, Edmonds, WA 98020
Contact: Fred Hutchinson
Phone: 425-922-8911
Fax: 425-922-8718
E-mail: pyi@pyiinc.com
Website: www.pyiinc.com
Product: The Glove, 2mm neoprene back with a double reinforced synthetic leather palm, pre-curved to reduce fatigue.
Regular Cost: $30.00
Cost to IPMBA member: $15.00
Form of payment required from IPMBA member: Cash, MasterCard, Visa, department checks
Order via: Phone, fax, e-mail

Company: Makita (An affiliate of Libra Industries, Inc.), 1823 W. Webster Ave., Chicago, IL 60614
Contact: Scott Kwit
Phone: 800-888-3427
Fax: 773-273-1243
E-mail: u/a
Website: u/a
Product: Illuminated safety light products to enhance your visibility during low illumination periods. These reusable and rechargeable units can be applied to headgear, uniforms, and equipment. Battery powered and lightweight, the illuminated strips can be seen over 1/2 mile. Weather and shock resistant in various lengths.
Regular Cost: $12.95
Cost to IPMBA member: $9.00
Form of payment required from IPMBA member: MasterCard, Visa, Discover, American Express, department check, purchase order
Order via: Phone, fax

Company: SportWorks Northwest Inc., 15000 WoodRoad Road NE, Woodinville, WA 98072
Contact: Julie Scregg
Phone: 425-883-5000 or 888-661-6555
Fax: 425-888-9001
E-mail: jscregg@bigpond.com
Website: www.bicyclexacx.com
Product: Transport Quick Load bicycle racks. Bikes can be loaded or unloaded in less than 10 seconds without removal of any wheels.
Regular Cost: $270 (2-bike); $450 (4-bike)
Cost to IPMBA member: $216 (2-bike); $344 (4-bike)
Form of payment required from IPMBA member: Personal or departmental check, MasterCard, Visa
Order via: Phone, fax, e-mail, website

Company: Spin Composites Wheels, 2620 Progress St., Suite B, Vorta, CA 92083
Contact: Shoji Saito
Phone: 650-727-1777
Fax: 650-727-9005
E-mail: u/a
Website: u/a
Regular Cost: $499/pair
Cost to IPMBA member: $399/pair
Form of payment required from IPMBA member: Cash, MasterCard, Visa
Order via: Fax

Company: Bike Control, Inc., 9640 SW Sunshine Court, Suite 700, Beaverton, OR 97005
Contact: Bob Luman
Phone: 503-374-1500
Fax: 503-371-0185
E-mail: bob@bikecontrol.com
Website: www.bikecontrol.com
Product: Shockstop; add-on rear suspension for mountain bikes.
Regular Cost: $329.00
Cost to IPMBA member: $199.00
Form of payment required from IPMBA member: Cash, personal or departmental check, MasterCard, Visa
Order via: Phone, fax, e-mail

Company: Veltec Sports Inc., 1793 Catalina St., Sand City CA 93955
Contact: Michael Phillips
Phone: 831-394-1111
Fax: 831-394-1721
E-mail: vtech@att.net
Website: www.veltec.com
Product: Sidi brand bicycle patrol shoes and Veltec brand bicycle tires.
Form of payment required from IPMBA member: MasterCard, Visa, Discover
Order via: Phone
The International Police Mountain Bike Association

A Brief History

Sixty bike cops from across the nation and Canada joined forces in 1991 to participate in the first ever Police on Bikes Conference in Tucson, Arizona. Small, powerful, and successful, the momentum created by this conference was the impetus for the creation of the International Police Mountain Bike Association (IPMBA). The League of American Bicyclists formed this division in 1992 at the 2nd Annual Conference in Las Vegas.

Flash forward to 1998. IPMBA has held cutting-edge conferences in San Antonio, Milwaukee, Rochester (NY), Nashville and Tacoma. By industry estimates, there are over 20,000 officers on bikes, with over 2,000 departments (from police and sheriff's parks to parks and military with a dozen other professional uses in between) utilizing the bicycle as a form of patrol vehicle.

IPMBA (pronounced eye-PIM-ba) has been an integral part of this explosive growth. IPMBA has led the flourishing cops on bikes movement by offering the best and most up-to-date standardized training, while also offering accessible resources and networking to over 3,000 members.

IPMBA was the first organization of its kind to offer a course in which a police officer could learn to use his bike as an effective tool in law enforcement. IPMBA was the first to offer a firearms course, a maintenance course, and an instructor development course — courses that are all geared toward bike officers and their subsequent success in the field.

IPMBA reaches its members through its website and their membership newsletter, IPMBA News. The annual Police on Bikes Conference draws hundreds of officers from around the globe for over seven days of workshops, hands-on courses and roundtable discussions (and fun!). Our Police Cyclist™ Instructor cadre grows by leaps and bounds monthly, making the best training more accessible than ever.

As we near the year 2,000, IPMBA leads the charge in being the organization that towns, universities, cities, states, and others will continue to turn to for the latest and best information and resources for the ever-growing movement of policing by bike.

Call In!
Please call Jennifer or Marthea if you have an interesting story or piece of information you'd like to share with your fellow bike officers. We'll let you know how you can get your piece into IPMBA News! We'd love to hear from you. 202-822-1333
Dear Editor:

Our department is interested in contacting police departments throughout the country that are currently utilizing a bicycle training facility; and, more specifically, an obstacle course type setting which falls within IPMBA’s training guidelines would be conducive to our needs.

If you have any information, please respond via phone at 610/437-7679, fax at 610/437-8746 or e-mail me at allentown@enter.net.

Sincerely,
Lt. Joseph N. Hanna

Dear Editor:

It was truly an extraordinary experience having the Police on Bikes conference this past spring in “The City of Destiny” as Tacoma is known.

We can’t take credit for the weather, but it was certainly spectacular. Not our usual April climate, to be sure, so it must have been the police officers that made the sun shine!

On behalf of all our staff, I want to personally thank each and every one of you who attended our show, our hospitality suites, and our facility. Bratwear is proud to be associated with your fine departments and agencies and we intend to continue being an important partner in your efforts. The “Bratgals” will take good care of you!

Product development depends on your input. Please continue to let us know what you need and what you want. Call me, personally, to discuss your ideas. That’s how it gets done!

Thanks, and we’ll see you next year in Chicago!

Sincerely,
Sally R. Swanson
President, Bratwear, Inc.

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Dear Editor:

Our community Services Division Commander, Lt. R. Robinson, requested that Corporal D. Settle and myself include some of our Neighborhood Assistance Officers (NAOs) in an IPMBA Police Cyclist Course. We had a class from them in December ’97.

NAOs are a group of volunteers that assist the Charleston Police Department and the citizens in a wide variety of functions. The training consists of an intensive eight-week program of classroom and practical education. They have uniforms, radios and cars equipped with emergency equipment. They assist with traffic accidents, fires, disabled motorists, give extra patrols and much more. They do not respond code 3, do not carry weapons, nor do they make contact with suspects, but are an additional set of eyes and cars.

The NAOs are a very motivated group of people who are interested in using the bicycles in some of their duties such as concerts and extra patrols in residential areas. We put them through the same training as a police officer. The only thing that had to be changed was the classes had to be in the evening hours because most of the NAOs have full-time day jobs.

Corporal Settle and myself believe this NAO class was a success and will help Community Based Policing meet our goal of developing creative means to prevent and solve community problems.

Thank you,
Corporal Kim Mitchell
Charleston Police Department

Dear Editor:

First of all, I would like to congratulate you on IPMBA’s endeavors. The purpose of this letter is to share with you our accomplishments to date in Panama, with the purpose of increasing the awareness of the use of bike patrol at the national and private level in my country.

As you know, in April of 1997 I started this program for the National Police in Panama. Currently, there are now 80 police on bikes in the whole Republic. In early 1998 I resigned from the National Police as a lieutenant and took on the challenge as chief of security of a maritime port terminal on the Atlantic Ocean that belongs to the famous Evergreen Group. In May, I initiated the bike patrol program in a container terminal that is projecting 62 more hectares of installation (about 153 acres) in the near future. I believe that this is the first bike patrol in Latin America for such a use that utilizes the standards and training from IPMBA. I have so far trained nine officers in this program, and will be training many more in the future.

In addition, thanks to the impact that this program had in Panama, it is being promoted in several places. Right now I am assessing Colon’s Free Zone, which is the biggest and most important commercial area of Panama. Very soon I will be training the first ten officers for the bike patrol program in the Free Zone.

Best Regards,
Mario Chan
Bike Cop Makes Arrest in Carnival Shooting
County fairs are closed after gunfire erupts on the 4th of July

Summarized by an article by Sam Richards and John Simonian in the Valley Times (CA), July 5, 1998

A retired transit officer and a bike cop. Could be the makings of a t.v. show. Instead, over the Fourth of July weekend in Pleasanton, California, it was the very combination that brought down a suspect in a “spray and pray” shooting at the Alameda County Fair.

Gunfire left at least ten people wounded and sparked a mad scramble around the packed fairgrounds. The gunfire broke out about 8:15 p.m. after a brief exchange between two groups of people. A member of one of the groups kicked a garbage can toward the other, which was immediately thrown back at the kicker. A bystander said another man punched one of the shooter’s companions in the chest.

It was at this point that the shooter, identified as Jamali Johnson, yelled that he had brought his gun. At that point, he pulled out his gun and began shooting into the crowd. A retired transit officer, Sheldon Spicer, 52, followed the shooter through the crowd to the carnival’s north fence, where the suspect leaped onto the hood of a truck, then over the barbed-wire fence. Spicer alerted Sheriff’s Sg. Glenn Moon, who was patrolling on a bicycle. Moon tackled the suspect from behind as he walked toward the parking lot.

Johnson was expected to be charged with eight counts of attempted murder.

So on day two I purchased and applied another “second skin dressing” manufactured by 3M Health Care named “Tegaderm,” which I found to be most beneficial. After I wrapped the dressing around the wound, I removed the backing, which left a semi-transparent, breathable, flexible cellaphane-like material in its place. This time, the dressing completely covered the wound, keeping it moist and sterile. It doesn’t come off in the shower, and in addition, the dressing’s transparency allows for monitoring the wound’s progress. One dressing can stay on for up to seven days, according to the informational packet, but at less than one dollar per application, I would recommend changing the dressing every two days.

Regarding my “experiment,” the knee wound without the dressing scabbed over, repeatedly cracked and bled, was more painful, and probably will scar.

As a bike cop, I know that a road rash will happen. However, when it occurs, “second skin type” dressings will get you back in the saddle with no down time on the medical roll.

warrior
Continued from page 1

causing me to disengage from my clipless pedal. The bad news, a severe case of road rash to my right arm and knee, and three puncture holes to my left ankle. The good news, both the child and my bike were unharmed.

An accident such as this, and the resulting road rash, is not uncommon among bike cops on patrol. However, what I learned from this accident (besides the need to tighten the tension on my clipless pedals!), is that there is an excellent resource available for the treatment of road rash injuries.

After cleaning the wounds with an iodine prep packet that I keep in my bag, I rode off to the station to clean up. Once there, I re-read a recent article on the treatment of road rash in VeloNews (“On the Road...Again,” Jean-Claude Faveaux, VeloNews July 27, 1998, Vol. 27 Num. 13, P. 41). Utilizing this information, I thoroughly cleaned the wounds with soap, being careful to remove as much of the embedded grains of sand and dirt as possible. After applying an anti-bacterial ointment (in this case “Neosporin Plus”), I decided to test the merits of the aforementioned article with a little experiment.

I covered the arm/elbow wound, which was decidedly more severe (with clucks of flesh missing) with a material referred to as a “second skin dressing.” I left the knee wound to heal in the open air. I initially used a product on my elbow actually named “Second Skin.” However, because this was a large wound area (parts of which were in the area of flexion around the elbow), Second Skin did not adhere totally, leaving gaps in the dressing which allowed air and contaminants to penetrate the wound and the “weeping” fluids (exudate) to leak out.
Shoes and the Bike Cop

Whether you ride clipless or with toe clips, the SIDI Police Model Shoe, distributed by Veltec Sports Inc., is a welcome addition to the cycling shoes currently available to bike cops. Italian-made “SIDI” cycling shoes, known for quality craftsmanship, have long been a favorite among both professional and amateur cyclists.

The police model is a black high-top shoe, with a reflective white stripe on the outer side of the shoe. The shoe laces in the front, and the laces are then covered by a leather piece which is attached with Velcro. This leather piece kept the shoe water-resistant during nearly four hours of heavy rain this past 4th of July, and would provide protection from the elements in the winter. Unfortunately, this same feature keeps the heat inside the shoe during the hot summer months, and serves little purpose for riders of clipless pedals, except to give some additional ankle support.

I would like to see SIDI offer low-cut and/or traditional-lace models as well. In addition, the sole of the shoe could be a little stiffer to provide better pedaling efficiency. I have been wearing these shoes, while riding my department bike, in conjunction with Nashbar’s (NR-PDL) clipless pedals, making the transition from clips to clipless for just $120, without sacrificing quality.

Bike cops require shoes that are comfortable, affordable and quality-made. The SIDI Police Model Shoe excels in all three areas.

There’s no escaping it.

Porsche Bikes: Engineered to deliver the kind of performance you’d expect from a Porsche. Performance without compromise. Premium components mesh with forward-thinking designs to deliver split-second stopping, precise shifting and road-swallowing adhesion even under the most brutal conditions. Or, in your case, a day at the office.

For more information on our special offerings for police departments, call 1-800-PORSCHE and discover the perfect mountain bikes for thwarting getaways... or finding some of your own.

**Porsche Bike S**
Aluminum alloy frame, Veltec front fork with triple clamps and oversize shock absorbers, Magura hydraulic brakes, Sachs Power Grip Extreme grip shifter, oversized rear derailleur with DURA-TECH technology.
Retail Price: $2,750.00  IPMBA Price: $1,999.00 (includes shipping)

**Porsche Bike FS**
Enhances Bike S with full suspension, Formula cross-tilted hydraulic disc brakes, Sachs Quais drive system and 8-speed Quais gears.
Retail Price: $4,500.00  IPMBA Price: $3,549.00 (includes shipping)
Knowledge is useless, unless it is shared." I closed my first education report with this quote and will open my second report with it. I want to take a minute to report to you what has been happening in the last 90 days since the Tacoma conference.

The Washington D.C. duo of Marthea and Jennifer have been very busy updating files and applications as well as planning for the Chicago conference. Together we have eliminated the backlog of PCIC and PCI applications. This is not to say that all of these are completed, but every one of them is currently in the review stage.

The Training Week planning is moving along through the various hurdles: location, date, cost, liability insurance, staffing, transportation, etc. When all this is decided, you will be the first to know, after all, you will be the ones signing up for these courses.

The 1999 Chicago conference planning is underway and has been for quite awhile. I am proposing some changes for this year's conference courses and I will tell you about a few. I do want to caution you that these are only proposed changes, and that you will get the full scoop in the registration packet.

We are looking to offer several two-day, 12-hour (6 hours a day) classes in topics such as PC Riding refresher, Maintenance, and Firearms. We also want to offer an 8-hour course for PCI's that want to qualify to teach the EMS course and be (look at this alphabet soup!) EMSCIs.

The conference will continue to offer a large number of shorter workshop classes that will be available on both days if possible. This is a good time to start thinking about what kind of information you want to gain from this conference so when the list is completed and the packets mailed out, you can respond quickly. This is important because some of these classes fill up very quickly.

I would also like to put out the first call for instructors. If you are interested in teaching at the 1999 Conference now is the time to pull your resume together and update it. Send it with a cover letter telling us what you would like to teach to IPMBA, 1612 K Street, Suite 401, Washington, DC, 20006. It will be sent to the person in charge of that block of instruction to review, and they will contact you to discuss details.

Be safe, Mike Goetz
Mike can be contacted at mgt1998@msn.com

POLICE ON BIKES CONFERENCE

CHICAGO '99 HIGHLIGHTS

NEW 12-HOUR, TWO DAY CONFERENCE CLASSES IN THE WORKS:
May 13 - 14, 1999
Wheel Building • Suspensions Repair • Maintenance
PC Riding Refresher • Firearms

PRE-CONFERENCE TRAINING SESSIONS AND CONFERENCE PRICES*:
May 9 - 13, 1999
Police Cyclist Course: $250.00
May 9 - 12, 1999
Maintenance Officer Certification Course: $350.00
Emergency Medical Services Cyclist Course: $225.00
Police Cyclist Advanced Course: $260.00
Police Cyclist Instructor Development Course: $290.00
May 13 - 15, 1999
9th Annual Police on Bikes Conference:
$270.00 (member); $320.00 (nonmember)

IN ADDITION TO THE NEWLY OFFERED 12-HOUR, 2-DAY COURSES,
TOPICS AT THIS YEAR'S CONFERENCE WILL INCLUDE, BUT NOT BE
LIMITED TO, THE FOLLOWING:
Funding; uniform and equipment selection; admin. issues; pc
safety considerations; teaching EMS; urban obstacles, low
speed skill development; defensive and pursuit tactics; night
ops; maintenance; community oriented policing; design of a
competition course; effective use of EMS; youth bicycle
education; fitness and nutrition; in-service training; and much,
much, more.

* Subject to change

DON'T MISS CHICAGO!
The look and feel of top grain leather
The light weight and rugged performance of nylon

Get it all with MIRAGE™ Nylon Duty Gear

MIRAGE™ Basketweave Nylon PRO-3® Duty Rig
If you like the look of hand-tooled leather, MIRAGE Basketweave duty holsters, belts and accessories are tough enough for street use, sharp enough for ceremonial use.

MIRAGE™ Plain Nylon Sam Browne PRO-3® Duty Rig
Choose either an Ultra Duty Belt shown above, or a Sam Browne Rig like this. All MIRAGE products are made of Nylex®, a non-flammable fabric made from microscopically nylon fibers.

CORDURA® Nylon Dual Retention Duty Rig
Wear it in the rain and on the dirtiest jobs, yet it comes clean quickly and easily. CORDURA gear has been proven on the streets by thousands of officers in all parts of the world.

CORDURA® Nylon Tactical PRO-3® System
Specially designed for wearing under a cold jacket or tactical body armor, PRO-3® Tactical Holsters offer positive retention in avoid losing handgun under impossible conditions.
Palm Beach County Bike Patrol -
Nearly a decade of growth

This has been met with an overwhelmingly positive response, as attested by the business owners that these problems affected, and has united the road patrol deputy and the community-policing deputy. Both now work together to solve problems in their area.

In March I was transferred into the field training office as bicycle coordinator for the Sheriff’s Office. Approximately 100 bicycles were transferred with me. My responsibilities included training, bicycle and uniform issuance, repair and maintenance, monitoring their use and effectiveness, and preparing a yearly budget, to name a few things. Since most bicycle deputies were under different districts and units, such as community policing and parks, it was very difficult to keep uniformity. Since all the bicycles are now under one roof, this is no longer a problem.

Recently we have opened a new satellite office which houses my office and shop for repairs as well as clothing issue. It is centrally located to make easy access for deputies throughout the county. In eight years bicycles in Palm Beach County Sheriff’s Office have come a long way - from 3 to 100. It was not without difficulties and problems, but we have succeeded because the bicycles are effective and promote interaction with the community. This is not unique to our department but is typical of departments around the country. Bicycles have earned their place in police work.

EMS Cyclist Course

You may already know...
The Beaverton Police Department's (OR) bicycle patrol van won first place for this year's 1998 International Police Vehicle Design Contest, under the category of "Special Purpose."
A fun little piece of news.

New '98 Catalogs Are In!

OLYMPIC UNIFORMS
A DIVISION OF J. MARCEL ENTERPRISES
(206)722-1412
FAX (206)722-1521
www.olyuniforms.com
5920 M. L. King Jr. Way S.
Seattle, WA 98118
cooperation of the Specialized factory. When the bike
came in, I took the frame and forked to Brian Myers,
owner of FreshFrame in Ephrata. (A custom bike
frame painter.) Brian agreed to do the custom paint
job for free and coordinated a deal between Spin
Wheels and myself to purchase a set of their wheels at
for below retail price.

The frame and fork were then taken back to
Bushey's where a NiteRider Police Special light/siren
system was added as well as a police pack, cycle
computer and first aid kit. The bike first hit the street
during an IPMBA Police Cyclist class I taught in Camp
Hill (PA) the week of April 21, 1998.

The first of
eight rides in Allen
Middle School,
West Shore School
District, were
scheduled to begin
the week of April
27th. Unfortunately, a mix-up in the school district
office prevented the parental release forms from being
copied in time, so the first ride was postponed to
May 5th. And on Tuesday, May 5th, Mother Nature
decided to rain on our ride and, after fitting helmets
and bikes to the three students who had signed up
for the ride, we decided to try it again the next day on
May 6th.

So, when Officer David Reisman and I arrived at
the Allen Middle School in a light drizzle on the 6th,
we had high hopes that the weather would clear
and we could actually ride with the three students (two
boys and a girl) who were anxiously waiting for us.
And lo and behold, after waiting about 20 minutes,
the sun came out and we took our first ride for our
After School Bike Rodeo program. The ride took us
through two neighborhoods in the area of the schools,
including a ride over a pedestrian foot bridge. After
about 40 minutes of riding, we returned to the school
and made plans for the next weekly ride. Subsequent
rides took us through the neighborhoods to such
places as Rita's Italian Ice, White Mountain Creamery
and finally on June 3, Dairy Queen where all the
children and officers were treated to ice cream.

We have been very fortunate to have the full
cooperation of the school principals and the school
district in this program. The school provides a safe
area for the children to put their bikes during the day.
Immediately after school, our bike officers meet with
the children participating in the program and give them
a short course on group riding and traffic laws. Then
we make sure that all the children's helmets fit
properly and take the children for a ride through the areas
around the schools for about 45 minutes, ending up
back at the school.

The main intent of the program is to give the
children an opportunity to interact with the police
outside of the D.A.R.E. classroom and see the officers
in a different light. The children are in contact with
D.A.R.E. instructors (police officers) in the
classrooms during 5th, 6th and 7th
grades. This gives the officers (three of
our 6 bike officers are also D.A.R.E.
instructors) an opportunity to let the kids see them as something other than a
teacher. This program is an ideal opportuni
ty for the police to be true role models
for middle school students.

We are looking to expand the program to all three grades (6-8) in
Allen Middle School. To the best of our knowledge, this is the first D.A.R.E.
bike and the first after school riding program of its kind.

Mr. Huff, who came up with the original idea of the
"D.A.R.E." bike, recently completed the Interna
tional Police Mountain Bike Association course for
Police Cyclists. Mr. Huff is the 6th officer with the
Lower Allen Township Police Department to become a
certified Police Cyclist. I am Lieutenant Carl Meiss,
Bureau Commander of Operational Services and the
Commander of the Police Bike Unit. Officer Dave
Reisman and I started our bike patrol in 1992 and we
came Police Cyclists in 1993 after attending
IPMBA's third annual conference in Ft. Lauderdale,
Florida. Since then, I have been certified as an IPMBA
Police Cyclist Instructor (#210) and we have a total of
six officers certified as Police Cyclists.

We started our unit with three 1991 model Raleigh
Talons and added two Raleigh F500 Police Bikes in
1996. The D.A.R.E. bike has now been added as our
sixth patrol bike.

As always, be careful and stay safe!!!

Carl Meiss can be contacted at Meiss@prodigy.net
Los Angeles will be getting new bicycles thanks to a grant awarded on June 12, 1998 by the Mobile Source Air Pollution Reduction Review Committee of the South Coast Air Quality Management district. The Environmental Affairs Department and the Department of Water & Power will receive $16,000 for their "Bike Patrols for Clean Air" program which will place 115 mountain bicycles and 44 advanced electric bicycles in the City's patrols. "This funding is a tremendous boost to our bike patrol and creates a win-win situation all around for our neighborhood, businesses, air quality, and the officers themselves," said Council member Richard Alarcon.

"This program will result in a reduction of nearly 40,000 pounds of pollution over the next five years and .5 million vehicle miles traveled annually just by shifting officers from polluting patrol cars and trucks to bicycles," said Lillian Kawasaki, General Manager of the City's Environmental Affairs Department.

Over the years, the city has demonstrated the viability of using bicycles in place of patrol vehicles throughout the city, including Venice Beach, Hollywood, and Downtown where patrol cars have difficulty maneuvering through vehicular and pedestrian traffic. The Police Department, City Park Rangers, Parking Enforcement traffic officers, and the security patrols of the Los Angeles Zoo and Department of Water & Power will all benefit from new bicycles, accessories, tools, and maintenance training that are made possible by the grant.

With between 200 and 250 officers on bike patrol daily, the LAPD utilizes bikes for a variety of applications, including gang suppression, narcotics enforcement, patrol support, and special events. The Department of Transportation utilizes bikes for traffic officers in parking enforcement, while the Park Rangers have begun to use bicycles in parks, beaches, recreation centers, museums, and senior citizen centers throughout the city. At the Los Angeles Zoo, security officers use bikes for responding to emergency first-aid calls, finding lost children, and suppressing vandalism.

**ELECTRIC BICYCLE ZAPS TO FINISH LINE**

There is a new spin on law enforcement bicycle patrols. Electric power-assisted bicycles are quietly finding their way into active duty across the nation.

Recently, the bikes were put to the test in a race staged by police in Santa Rosa, California. A ZAP PATROLBIKE™ bike ridden by officer Ken Kimari went up against his most athletic bike patrol officer and another officer in a patrol car. The three were dispatched simultaneously to a report of "suspicious activity" about one mile across the downtown at the top of a parking structure.

While the patrol car had to wait in traffic, the bikes were able to ride almost directly to the call, remaining fairly even through the one-way streets and parking lots. With its faster acceleration, the ZAP showed a slight lead starting into the climb up the parking structure. From there, Kimari pulled away, arriving at the top 14 seconds ahead of his tireless fellow cyclist. The patrol car arrived almost four minutes later.

"It doesn't take the place of pedaling," said Kimari, "but when you're climbing a hill you feel like you're on flat ground."

Two of the seven electric bikes used by Santa Rosa have been well received by their parking enforcement division. "I really enjoy my ZAP," said parking enforcement officer Ken Reese. "I am able to cover more ground, and I've lost eight pounds!" ZAP's PATROLBIKE sales manager Brooks Van Holt said that the bikes are maneuverable enough to get into tight places, or agile enough to jump down stairs.

For more information about ZAP PATROLBIKES, call 707-824-4150, or visit www.zapbikes.com.

**ZAP!**
IPMBA is proud to announce: Spin Composite Wheels presents multiple world champion Hans Rey as a special guest instructor for the 9th Annual Police on Bikes Conference

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Hosted by the Chicago Police Department

The 9th Annual Police on Bikes Conference will be held at the Holiday Inn Mart Plaza, 350 North Orleans St., Chicago, IL 60654

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(Don't forget to tell them you're with the Police on Bikes Conference!)

As an IPMBA member, you'll receive a conference registration packet mid-October. If you would like to request more, please call 202-822-1333 ext. 232.

'99 conference highlights inside!

And more...

- Brief History of IPMBA
- California Camouflaged Shooter Caught by a Bike Cop
- Gotta Catch 'Em! Product for quicker Healing
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