

# Lincoln Police Department Bike Patrol 1988-2002



15 Year Anniversary Commemorative Issue  
To the dedicated officers of the Bike Patrol



To all the Officers and Sergeants who  
have made the  
Lincoln Police Department's  
bike patrol successful.

## Bike Patrol 1988-2003

### **Officers**

Jim Ashley  
Mike Bassett  
Emery Bashus  
Bobby Branch  
Jeff Bucher  
Scott Byram  
Tim Carmichael  
Kim Church  
Court Cleland  
Todd Danson  
Mark Domangue  
Tom Duden  
Don Hansen  
John Hartman  
Brian Hoefler  
Charlie Marti  
Goeffrey Marti  
John McGahan  
Eric Meyer  
Brian Ward  
Lance Worley  
Jill Guthrie  
Conan Schafer  
Mike Ripley

### **Sergeants**

Dennis Duckworth  
Brian Jackson  
Valerie Kinghorn  
Dennis Miller  
Roger Schmidt  
Mike Siefkes  
Mike Woolman  
Joe Wright  
Bob Ziemer  
Jim Spanel

## **Bike Patrol History**

**1988** The bike patrol is started when Officer Mark Domangue looked for a more efficient way for foot patrol officers to answer calls in the downtown area. This begins the first police bike patrol in the state of Nebraska. Bike Pedalers donated 8 blue and white Cannondale bikes to the Lincoln Police Department.

**1989** Officer Domangue, Officer Charlie Marti and Sgt. Schmidt continue the inclusion of bikes in regular patrol during the second shift in downtown.

**1990** Sgt. Roger Schmidt makes the change from a foot patrol squad to a bike patrol utilizing bikes on two different shifts.

**1992** Sgt. Mike Siefkes takes over as the bike patrol sergeant. March 15, 1992 was the last day a foot patrol officer existed, patrolling by mountain bike is now the standard patrol method in the ever busy Lincoln downtown. Two officers are assigned to day shift and three handle second shift. The Yokota mountain bike is purchased from Blue's Bikes and owner Jim Carveth. This is the first bike to have shocks. The officers traveled to Boulder, Colorado to attend a three day training on policing by mountain Bike. They train with Sgt. Paul Grady of the Seattle Bike Patrol in June. Bike officers are provided uniform sweaters to extend the months they can ride in inclement weather and shorts for milder weather. This is the first year the bike officers lead the Star City Parade down O Street and work at Holmes Lake for the 4th of July Event.

**1993** Sergeant Siefkes has Jelo the Clown train the bike officers to tie balloon bike hats, dogs and rabbits as part of the on going integration of bike officers into the downtown community. Bike patrol officers are frequently asked to stop by the Children's Museum or be present at a variety of functions in the downtown area. They get a special windbreaker jacket with reflective POLICE on the back.

**1995** During the Midwest Bike Competition the Lincoln Police Officers Charlie Marti and Brian Hoefer finished Second Runner Up All Events on 8-27-1995. They donated their prizes to Santa Cop. New Giant bikes are purchased from Blues Bikes.

**1996** During the Midwest Bike Competition the Lincoln Police Officers Charlie Marti and Lance Worley finished All Events Champion, on 10-27-1996. They donated their prizes to Santa Cop.

**1997** Sgt. Valerie Kinghorn becomes the first female bike sergeant when Sgt. Mike Siefkes leaves the unit to be the Crime Prevention Sergeant. Sgt. Siefkes had been the bike patrol sergeant for 5 years and through his leadership brought the bike patrol to its current high standard of excellence. During the Midwest Bike Competition the Lincoln Police Officers Charlie Marti and Lance Worley finished as Overall Champion All Events on 9-28-1997. They are the overall champions, the best bike patrol in the Midwest region. They donated their prizes to Santa Cop.

**1998** Sgt. Dennis Duckworth takes over the bike patrol and works one night a week patrolling evenings with the officers. Ofc. Duden and Ofc Ashley devise a new sign warning people to not ride on the downtown sidewalks. This sign is placed in 50 different locations downtown. The Schwinn Moab bike is purchased. The Lincoln Police Department splits the NWC Team in half creating the Northwest Team and the Center Team. The bike squad is reduced from six officers to five in the change from NWC Team to CE Team. During the all city bid Officer Bucher leaves the bike squad and transfers to NW Team Officer Charlie Marti transfers to third shift then the next year becomes an SRO.

**1999** Sgt. Joe Wright begins the year as the bike sergeant but by summer has taken a job as the SW Team detective, Sgt. Mike Woolman takes over for the remainder of the year.

**2000** Sgt. Brian Jackson is the bike sergeant and works to perfect the wild party details and the cooperation between the Lincoln Police Department and the NU Directions Robert Woods Johnson grant with Mall Stop. This year during the annual ride of the bike officers to start the Star City Parade The bike cops are sporting the "Grinch Dog" antler complete with red Christmas ornament, courtesy of Sgt. Jackson's wife's creative skills. Officer Duden resigned to take a job with Data Design, Officer Branch resigns to be an officer for Omaha and Officers Hansen and Ashley decide to return to cruiser patrol duties. New TREK bikes were purchased in 2000.

**2001** Sgt. Dennis Miller takes over the bike squad and Kim Church the first female bike officer is assigned to the bike patrol. All the bike officers travel to Chicago to train on crowd control techniques as the crowd problems increase around the 14-15th on O Street area.

**2002** One additional bike officer is added to the bike squad, putting two officers on first shift and four on second. Officer Charlie Marti re-joins the bike patrol after three years as an SRO. LPD Bike Patrol decides to co-host with UNLPD a LCOP (Lincoln Cops on Pedals) Bike Clinic.

# Lincoln Police Bike Officer Awards

## **Lincoln Police Department Officer of the Year**

Officer Mark Domangue 1990

Officer Tom Duden 1994

## **Lincoln Police Department Training Officer of the Year**

Tom Duden 1995

### **Yellow Jersey Award**

This award is given annually to the bike officer who his peers determine is worthy of wearing the yellow jersey of excellence.

2002	Officer Eric Meyer
2001	Officer Eric Meyer
2000	Sergeant Brian Jackson
1999	Officer Don Hansen
1998	Officer Eric Meyer
1997	Officer Jim Ashley
1996	Officer Jeff Bucher
1995	Officer Mike Bassett
1994	Officer Charlie Marti
1993	Officer Charlie Marti
1992	Officer Charlie Marti

### **Midwest Bike Competition**

1995 Second Runner Up All Events. Officer Charlie Marti and Officer Brian Hoefler, 8-27-1995.

1996 All Events Champion. Officer Charlie Marti and Officer Lance Worley, 10-27-1996.

1997 Overall Champion All Events. Officer Charlie Marti and Officer Lance Worley, 9-28-1997.



**1988 Cannondale**

Color: Blue and White

Features:



**1992 Yokota Mountain Bike**

Color: Black

Features: Monguse Pedals, Rock Shocks and Shmano Shifters. Officers carried a back for all their equipment.



**1995 Giants**

Color: Silver

Features: Rock Shocks. LPD had two different Giant bikes in use.



**1998 Schwinn Moab**

Color: Blue

Features: aluminum frame, 24 speed mountain bike, Rock Shock Judy front suspension fork. Semi click road tires, clip less pedals, Shimano STX Derailleur, Rapid fire shifters



**2001 Trek 8500**

Color: Red

Features: Tamer suspension, XtR/xt drive train, Hayes hydraulic disk moto cross housing, Rolf wheels, SPD's style Shimano and Time clip less pedals, 27 Speed bikes, xt-XTR rapid fire controls.

Many bike officers use a backpack instead of the pack mounted on the bike.

LPD Bikes

# Bike Patrol Equipment



Cool Max T-shirt

gloves

Alita bike shorts



Bike Officers are issued:  
Bike Pants, shorts, helmets,  
Cool Max Shirts, heavy  
jacket, windbreaker jacket,  
and a uniform sweater

Olympic Bike Pants have knee  
vents for ease in pedaling.

Officers can also use BDUs  
when riding the bike.



All Weather Jacket  
Reflective POLICE on jacket back  
and reflective strips on sleeves and  
front of jacket for visibility at night.



Giro Helmet



Shoes have clips on the  
sole for the bike pedals



## Bike Patrol 1988



Captain James Baird



Sergeant Roger Schmidt



Officer Mark Domangue



Officer Charlie Marti

## BICYCLES ON PATROL

In 1988 Officer Mark Domangue, with support from his supervisor Sergeant Schmidt, explored the use of bicycles for patrolling downtown Lincoln.



The efficiency and effectiveness of bicycles for foot patrolmen was quickly proven to the rest of the department.

A local bicycle dealer, Bike Pedalers, helped get the department up and going with the donation of several mountain bikes. The first bike patrol was

*Off. Mark Domangue first demonstrated the advantages of having officers on bicycles in the downtown area, 1988. (Journal Star Photo)*

in the downtown area; later bikes were used in other neighborhoods. Because of their mobility, a patrolman could glide silently down quiet streets and was able to respond quickly to an emergency.

Officer Mike Bassett, who said he liked to attack crime aggressively, claimed that the bicycle gave him "crime-fighting characteristics" his marked police cruiser could not offer. In June 1988 Southwest Team officers on bicycles arrested 13 people, and recovered \$4,000 in stolen property during their investigations of 19 crimes.

"Officers feel as though they are doing something positive to protect the lives and property of people," said Capt. John Hewitt. The Bike Patrol let them do that. "Morale improved as a result."

The Lincoln Police Bike Patrol is the oldest such unit in the state. Several years into the program a core of officers, led by Sgt. Mike Siefkes, attended a Police Bike Patrol training session held in Boulder, Colorado. LPD's members have provided training to other law enforcement agencies when asked.

Currently unit members include Sergeant Siefkes, and Officers James Ashley, Michael Bassett, Robert Branch, Jeff Bucher, Tom Duden, Charles Marti, and Lance Worley.



## Bike Patrol 1989



Captain John Becker



Sergeant Roger Schmidt



Officer Mark Domangue



Officer Charlie Marti



*The department received five mountain bikes through a promotion in cooperation with KFOR Radio and Bike Pedalers. These bikes are used to enhance patrol in the downtown and neighborhood areas of the city.*

---



# Bike Patrol 1990



Captain John Becker



Sergeant Roger Schmidt



Officer Mark Domangue



Officer Scott Byram



Officer John Hartman



Officer Charlie Marti



Officer Goeffrey Marti

*3-10-90 Star*

## Foot patrolman Mark Domangue named Officer of the Year for 1990

Mark Domangue has been named the Lincoln Police Department's Officer of the Year for 1990.

Police Chief Allen Curtis described Domangue as positive and exciting — "he truly enjoys his career as a person dedicated to serving the public."

A 12-year veteran of the force, Domangue is a foot patrolman in the downtown section of the city.

He wrote 172 traffic citations, worked 16 accidents, made four felony arrests and 395 misdemeanor arrests, arrested 12 drunk drivers and handled 656 miscellaneous calls for service during the last year.

His average response time to a call

for service was four minutes.

"His effort is truly amazing given his 'handicap' of being on foot," Curtis said. "His activity rivals and many times surpasses the activity of" officers driving in police cruisers.

"He can be seen running to calls for service that require an immediate response," Curtis said. "He scales walls, crawls, climbs fences, poles and buildings; all of this in an effort to do the best, most productive job that he can."

Curtis also noted Domangue's extensive knowledge of laws, department policies and procedures, the area he patrols and the people who live in that area.

*6-16-90 Journal*

## Bike cops are getting handlebar on crime

By Margaret Reist  
Journal County-City Bureau

"Foot patrol" has taken on new meaning to the beat cops who spend their days — or nights — scouring downtown Lincoln for crime.

For one thing, some of those foot patrol officers are rarely on foot anymore.

They are, instead, winding their way through the alleys, parking lots, outdoor malls and streets on bicycles donated in October by KFOR radio station and Bike Pedalers, 1353 S. 33rd St.

They're riding, or walking, to the top of parking garages to get a panoramic view of who's doing what.

They're riding up to cars, knocking on car windows and issuing tickets for traffic violations.

And they're becoming a downright nuisance to those who panhandle or regularly frequent the alleys, parks, malls and benches with a bottle of cheap liquor.

See BIKE on page 3



IAN BOREMUS/LINCOLN JOURNAL

Lincoln Police Officer **Scott Byram**, a foot patrol officer turned pedaler, pursues a downtown traffic violator on his two-wheeler.

The Lincoln Police Department is proud to announce Officer Mark Domangue as its 1990 Officer of the Year. Officer Domangue is currently assigned to the Northwest/Center Team second shift foot patrol under the direction of Captain John Becker. Mark has been a commissioned officer for twelve years and prior to that served as a non-commissioned police cadet for three and a half years.

Among Mark's many attributes is the electricity he brings to work with him every day of the week. He is always positive, humorous and excited. One can see and feel the effect that he has on his fellow officers at the start of his shift. This attitude burns on throughout his shift and the result is a knowledgeable, extremely competent police officer who is highly productive. He truly enjoys his career as a person dedicated to serving the public.

Throughout the past year, Officer Domangue's productivity speaks for itself. He cleared 76 warrants, issued 462 citations on selective enforcement, wrote 172 traffic citations, worked 16 accidents, arrested 12 drivers under the influence of alcohol, had 4 felony arrests, 395 misdemeanor arrests and handled 656 calls for service. Mark's response time to a call for service was 4 minutes. His effort is truly amazing given his "handicap" of being on foot. His activity rivals and many times surpasses the activity of cruiser officers.

In addition to his regular duties, Officer Domangue also serves as a Field Training Officer. Many recruits working with Mark often comment on how hard Officer Domangue is to keep up with. He can be seen running to calls for service that require an immediate response. He scales walls, crawls, climbs fences, poles, and buildings; all of this in an effort to do the best, most productive job that he can. Another reason that Officer Domangue is an excellent training officer is his knowledge of the laws, Department policies and procedures, the area he patrols, and especially his knowledge of the people who live and work in his area. He serves as a valuable resource to other officers of the Department. Many officers not only come to him with questions, but often times seek him out to find people who may be in his area. Officer Domangue's work is always reflected by his excellent reports. They are always precise, informative, and well written. Many of his reports are offered as examples to police recruits.

Mark and his wife Jeannie have two children, Matthew age 8 and Lindsey age 4. They are members of Blessed Sacrament Church.

Officer Domangue's inner motivation serves as an example to newer and older officers alike. He has demonstrated day in and day out what it means to be an officer worthy of being called the Lincoln Police Department's Officer of the Year.

ALLEN L. CURTIS, Chief of Police

Officer Mark Domangue  
Officer of the Year





## Bike Patrol 1991



Captain John Becker



Sergeant. Roger Schmidt



Officer Scott Byram



Officer Mark Domangue



Officer Charlie Marti



Officer Goeffrey Marti

## **Bike Patrol**

The Lincoln Police Department bike patrol was founded in the fall of 1988. The state's oldest bike patrol consists of one sergeant and five officers. Sergeant Mike Siefkes coordinates the efforts of the unit. Bike patrol officers are on duty year-round from 9:00 a.m. to 1:30 a.m.



The bike patrol concentrates in the downtown area and is uniquely suited to handle many of its diverse problems. Because of the mobility bicycles provide, officers are able to maneuver through traffic congestion easily and quickly. The patrol responds to all calls for service and has successfully addressed several problems including panhandling, larcenies, narcotics, robberies, transients, and order maintenance. This alternative patrol method exemplifies the department's commitment to community-based, problem-oriented policing.

Members of the Lincoln bike patrol have been utilized by police departments throughout Nebraska. Bike officers provide information and training to law enforcement agencies interested in establishing a bike patrol program.

Bike patrol members also participate in community special events such as the Star City Holiday Parade, Chocolate Lover's Fantasy, Haymarket Heydays, Bike Jamboree and the Fourth of July celebration at Holmes Lake.



# Bike Patrol 1992



Captain John Becker



Sergeant Mike Siefkes



Officer Jim Ashley



Officer Mark Domangue



Officer John Hartman



Officer Charlie Marti



Officer Goeffrey Marti

# Bike cops on a roll in downtown

by Diane Mullins  
Neighborhood Extra reporter

The Lincoln Police Department's bicycle patrol unit is quickly becoming a legend in its own time.

Better known as the Bike Cops, they're quick, sneaky, free-wheeling and usually invisible.

And, as a law-abiding citizen, it's a rare event to see the bike cops leisurely cruising around downtown.

Trying to find one of them is like playing a three-dimensional, hidden picture game. A closer look will reveal them peering through bushes, hanging over the side of a fourth-story parking garage while peering through binoculars or just hanging around in some dark alley.

But, break a city ordinance and watch them appear instantly before your very eyes. Ever try to outrun a 21-speed mountain bike?

"We come upon people so

**POLICE WEEK**  
MAY 10-16, 1992

quickly that we catch them off guard," said Sgt. Michael Siefkes, who took charge of the Bicycle/Foot Patrol Unit in January. People are accustomed to seeing the blue-and-white cruisers, not mountain bikes.

## New bikes

For the past three years, the Cannondale mountain bike has become a cost-effective tool for the Lincoln Police Department to maintain order in the downtown area, said Capt. John Becker, Northwest Center Team supervisor. Originally, the bikes were donated to LPD by Bike Pedalers and KFOR radio through a special promotion.

One bike cop can do the job of

All six officers are anxious to break in the new black bikes.

## Public image

At about 9:45 p.m. last Saturday, LPD dispatched a call to Officer Charles Marti, one of two free-wheeling officers on duty.

The manager of a downtown

theater called to complain about a street preacher who was loudly voicing his pro-life viewpoints to a long line of teen-agers waiting to buy movie tickets.

Officer Marti, sitting at 15th and O streets, zipped through the back alleys, riding over broken glass, pot holes and dodging cars to

avoid one-way streets and red lights. Minutes later, he arrived at 13th and Q streets to handle the situation.

Before he could put his foot on the pedal to leave, a college student approached him about losing his wallet in the theater. After a case number was assigned, an-



MEET THE MEMBERS of Lincoln Police Department's Bicycle/Foot Patrol

## Bicycle/Foot Patrol Unit —

(continued from Page 11)

name basis. This allows the public to see an officer as an individual and not as a symbol," said Sgt. Becker. "We have proof every day that we are more effective than officers in the cruisers."

## Personnel

Day-shift bike cops on duty are Officers James Ashley, John Hartmann and Sgt. Michael Siefkes. Officers Charles Marti, Geoffrey Marti and Mark Domangue handle the night calls.

It's no doubt these cops are in

tip-top shape. Siefkes said they learned in the beginning to eat low-fat, high-carbohydrate meals to keep their energy levels going throughout their shift.

Five of the officers are planning to attend a three-day training seminar in Boulder, Colo., for "Policing by Mountain Bikes" in June. They will bring back to Lincoln the latest in police tactics, bike safety and professional cycling techniques.

And, when they do get back, they will become even quicker, sneakier, and free-wheeling.

One bike cop can do the job of seven officers on foot patrol, and bikes can go places cars can't, said Siefkes. Each cyclist usually logs 35-50 miles a day on one shift. The last day a beat cop walked the streets downtown was March 15.

On a recent "busy" Saturday night, a misdemeanor arrest occurred every 20 minutes, he said. Misdemeanor arrests include drinking in public, riding bikes or skateboarding on sidewalk, trespassing, panhandling and urinating in public.

Because of its success, and to keep LPD on the "cutting edge" of crime prevention, 12 new mountain bikes have been added to the force's inventory at a total cost of \$8,590.55.

Last week, a fleet of Yokota Yosemite Comp mountain bikes with all the accessories rolled off the assembly line at Blue's Bicycle Shop, 436 S. 13th St.

Besides a good price for a high quality bike, owner Jim Carveth landed the bid because of his equipment maintenance program, said Vince Mejer, city purchasing agent.

"These bikes are built to last a long time. The retail value is about \$1,200 (each)," said Carveth.

Neighborhood Extra  
May 7, 1992

# Cannondale cops control downtown

BY DAWN WINSLOT  
Staff reporter

Lurking in dark doorways, peeking around corners or searching the downtown streets for crime in progress, the bike cops are on a nightly patrol.

Officers Mark Domangue and Charlie Marti are part of the Lincoln Police Department's bicycle division. Five officers and one sergeant make up the unit that can be seen riding Cannondale mountain bikes throughout the year.

"We watch people, we hide, sometimes we follow suspicious-looking people for up to an hour," Domangue said. "Sure enough, quite often they will do something wrong."

Marti said the officers in the unit represented a quick response to a problem situation in the downtown area. They are usually only three or four blocks from the incident and can reach the site faster than a police cruiser.

"Officers in cruisers are limited because when they drive around, it's like this big neon sign that says, 'We're the police, we're here,'" Marti said.

The mountain bikes allow the officers to accomplish tasks that no car can accomplish, he said.

"We can go down the steps, we go through yards and people don't always recognize us on bikes," Marti said.

Neither officer was fond of driving a police car because they did not feel the car allowed them to be accessible to the public.

"When we get into a cruiser, we feel like our hands are tied," Marti said.

But being on a bicycle also has its limitations, Domangue said.

He gave the example of being outrun after trying to stop a car for a violation.

"Or when there's something big happening, or an officer needs help and we can't go because of the bikes — that's when we are limited," Marti said.

Domangue said that the bike cops were limited by the amount a bicycle can carry. He said that a camcorder, radar and finger printing equipment were items that could be helpful, but that they were too bulky.

Both officers carry gloves and a headband for cold weather, binoculars, ticket books, an extra battery and a lock and cable for the bike.

Despite the limitations, Domangue and Marti would prefer to be patrolling from 3:30 p.m. to 1:30 a.m. on a bicycle than on foot.

Domangue was placed on foot patrol in 1987 when he had an accident with a police cruiser. He is a diabetic, and the accident was caused by an insulin reaction, Domangue said.

While his diabetes is now under control and he could get a doctor's note allowing him to drive a cruiser, Domangue said, he chooses to stay on a bike.

"I get a lot of enjoyment being outside in the fresh air. I like the exercise and the freedom," Domangue said.

Foot patrol — now known as bike patrol — used to be a public relations job, he said.

"Before we started doing this in 1989, there might have been four or five misdemeanors a month, and that was good enough for the department," Domangue said.

Combined, the officers now write about 50 misdemeanors a month, he said.

Some of the tickets written for misdemeanors include public urination, theft of bar glassware, panhandling and drinking alcohol on public property.

"The department has seen the program as very beneficial. We're getting new bikes, there's a positive influence with bike patrol," Domangue said. "The public has responded positively."

Marti said a bar owner recently

thanked him for the job the bike cops were doing.

Area merchants also seem to appreciate the better control of "transients and drunks," Marti said.

"We have developed a working relationship with the homeless," Marti said. "They know when they are about to push our tolerance too far."

Domangue said transients don't pose the biggest problem to bike cops. Most intoxicated people that the officers deal with are groups of college-aged drinkers.

"They do dumb and crazy things to impress other drunks," Marti said.

Many drunk college students — who have done something illegal — don't know what to expect from the police, Marti said. Often, college-aged offenders will debate their misdemeanor, then try to fight or run, which is when they get into more trouble.

"A lot of times I feel like people think we're a bunch of assholes on a power trip, looking for college students," Marti said. "That's the furthest thing from the truth. We're just a group of people doing our jobs and trying to do a good job."



Officers Domangue (left) and Marti take a coffee break at The Mill at 800 P St. before the big rush at 1 a.m. when the bars close.



Weston Quick is arrested after he is stopped for drinking in public. Quick had a bench warrant for his arrest for failure to appear in court. The charges from the warrant were later dropped, and Quick was fined \$100 for the charge of consumption in public.



Officer Mark Domangue injects himself with insulin during a break. Domangue has been a diabetic for 23 years.



Officer Domangue's shadow is cast along the pavement by a street light. Domangue was watching a group of transients leaving Herm's Liquor Store at 1644 P St.

PHOTOS BY  
SHAUN SARTIN



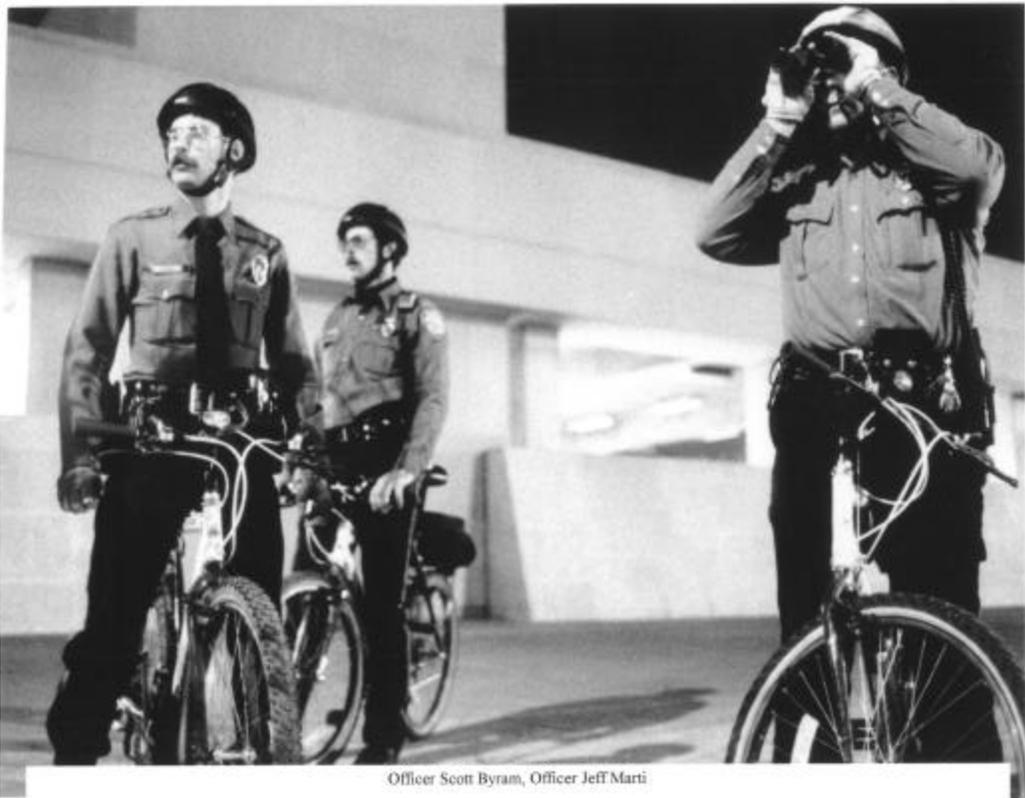
Officers Scott Rhyam and Charlie Marti along with Sergeant Siefkas (shown from left to right) keep a watchful eye on the activities of downtown Lincoln.

April 8, 1992  
The Journalist



1992 Bike Patrol

Sgt. Mike Siefkes, Officer Harman, Officer Jeff Marti, Captain John Becker, Officer Charlie Marti, Officer Mark Domangue, Officer Jim Ashley



Officer Scott Byram, Officer Jeff Marti



Officer Jim Ashley and Sergeant Mike Siefkes patrol in downtown Lincoln



Sgt. Mike Siefkes and Officer John Hartman  
In a promotional photo for the LPD Annual Report



Officer John Hartman  
At the Teachers Memorial Fountain  
27 & Capitol Parkway



## Bike Patrol 1993



Captain Jim Peschong



Sergeant Mike Siefkes



Officer Jim Ashley



Officer Mike Bassett



Officer Brian Hoefler



Officer Charlie Marti



1993 Bike Patrol  
In Search of Higher Ground  
Officer Jim Ashley, Sergeant Mike Siefkes, Officer Mike Bassett, Captain Jim Peschong, Officer Brian Hoefler, Officer Charlie Marti



SAN DOREMUS LINCOLN JOURNAL  
Lincoln Police Officer Mike Siefkes attaches "Police Line Do Not Cross" tape to a parking meter across the street from Lied Center for Performing Arts, where first lady Hillary Rodham Clinton was to speak early this afternoon.



## Bike Patrol 1994



Captain Jim Peschong



Sergeant Mike Siefkes



Officer Jim Ashley



Officer Mike Bassett



Officer Emery Bashus



Officer Tom Duden



Officer Brian Hoefler



Officer Charlie Marti



Officer Lance Worley



1994 Bike Patrol

Like A Box of Chocolates

Officer Charlie Marti, Officer Tom Duden, Officer Brian Hofer, Officer Emery Bashus, Officer Jim Ashley, Officer Mike Bassett, Officer Lance Worley, Sergeant Mike Siefkes

The Lincoln Police Department is proud to announce Master Officer Thomas Duden as its 1994 Officer of the Year. He is a nineteen year veteran of the Department, assigned to the Northwest/Center Team under the direction of Captain Jim Peschong. Tom and his wife Deborah are the parents of one daughter, Natalie.

In the highest tradition of law enforcement, Tom has dedicated his career to serving the public. He is a highly motivated officer who enjoys the challenges of police investigations and the satisfaction of successful conclusions. Officer Duden, a Field Training Officer, has a positive attitude towards his job, an attitude he tries to instill in the recruit officers who train under him. Tom has an inquiring and analytical mind which causes him to get involved, pro-actively, in many situations which result in arrests, cleared cases and recovered property. He is absolutely relentless in his pursuit of suspects and never shies away from work. He is always willing to assist his fellow officers in whatever way necessary, whether it is backing them up, conducting follow-up investigation or assisting on an arrest. In addition to being a talented, hardworking police officer, Officer Duden's extra curricular activities include participating in the Field Training Officer program, Santa Cop program, serving as Lincoln Police Union Vice President, instructing at the Citizen's Academy, giving Criminal Justice presentations at Pius High School, giving personal safety presentations for Union Bank employees, serving on the Department Fleet Safety Committee and Labor Management Committee.

A few of Officer Duden's accomplishments during the past year include:

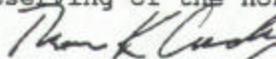
. The arrest of a party responsible for the theft of camera equipment totaling \$6,402 from Harman's Camera that occurred February 6, 1993. The suspect in this burglary was then developed as the suspect in a burglary that occurred at Acher Arms; Officer Duden was able to obtain a confession from the suspect, clearing that case as well.

. The arrest of a party responsible for the theft of athletic equipment and clothing totaling \$6,894 from Kep Harding's Sporting Goods that occurred March 7, 1993.

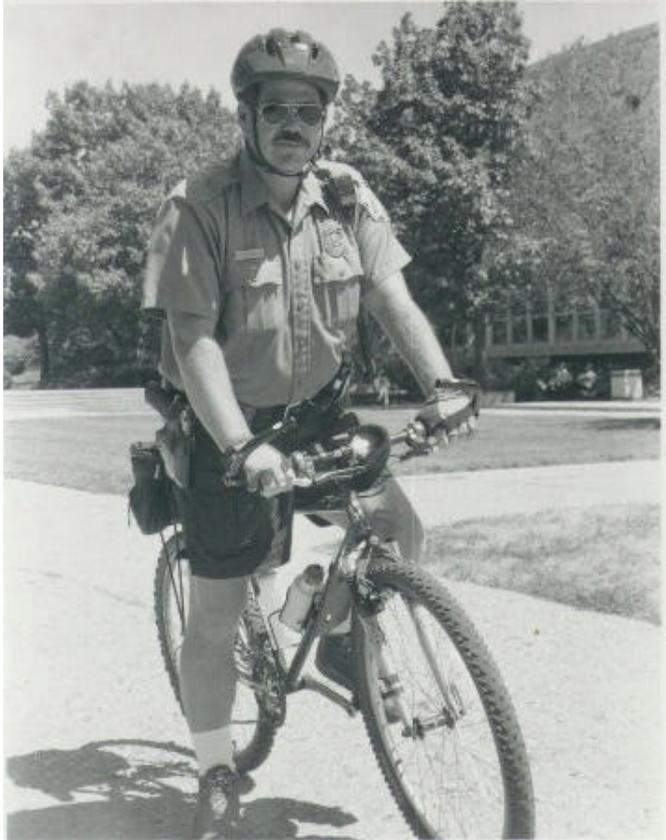
. The arrest of an individual who had detonated two explosive devices on a city street and the recovery of explosive materials that represented a very real threat to public safety.

. The arrest of persons suspected of shoplifting at Dillard's. Officer Duden asked to work on this offense after hearing about it while working in an off duty capacity at Dillard's. Extensive follow-up, which included the contacting of witness employees, one of the parties involved and employees of four other victim businesses, Hitchin' Post, Jack & Jill, Montgomery Ward and Computer Systems resulted in five cases being cleared and the recovery of approximately \$3,000 worth of property. None of this would have been occurred had Office Duden not taken it upon himself to get involved in the investigation of the shoplifting at Dillard's.

As you can see, Officer Duden is a very successful, hardworking officer who has not succumbed to the traditional "burn out" experienced by many senior officers. His work continues to be outstanding and "inspired". He has been recognized for years throughout the Department for his extraordinary achievements in law enforcement. He is a truly remarkable officer and is deserving of the honor of being named Officer of the Year.

  
THOMAS K. CASADY, Chief of Police

Officer Tom Duden  
Officer of the Year





## Bike Patrol 1995



Captain Jim Peschong



Sergeant Mike Siefkes



Officer Jim Ashley



Officer Mike Bassett



Officer Tom Duden



Officer Brian Hofer



Officer Charlie Marti



Officer Lance Worley



1995 Bike Patrol  
Rais With Scissors

Officer Jim Ashley, Officer Brian Hoefler, Officer Tom Duden, Sergeant Mike Siefkes, Officer Lance Worley, Officer Mike Bassett, Officer Charlie Marti



1995 Recruiting Poster

1995 Midwest Police Bike Competition  
Second runner up All Events  
8-27-1995

Officer Charlie Marti & Officer Brian Hoefler

The bike patrol participated in the Midwest Police Bike Competition in Omaha for the first time.

Vol 13  
issue - 2  
Summer 95



# COPS ON BIKES...

## LINCOLN POLICE DEPARTMENT'S ANSWER TO EFFECTIVE COMMUNITY POLICING

Quickly and quietly, the police officer pedaled his mountain bike up the steep incline of the ramp, leading into the large parking garage. Gliding silently along, he suddenly spied a figure crouched down beside one of the vehicles, hastily attempting to pry open the lock of the car door.

The officer had just witnessed a larceny in progress and because he was able to approach unnoticed he caught the perpetrator in the act and made a successful arrest.

The year was 1975. The city of Lincoln could boast of a reasonably safe downtown area, and the shopping and entertainment center was thriving.

The Lincoln Police Department's downtown beat consisted of 4 Sergeants and 21 officers walking the area from 7th to 27th streets from R to K.

Budget concerns however, would soon change that picture. It was decided that the city could no longer afford officers walking a beat, and a new approach was adopted, putting them into police cruisers and spreading them out across the city.

As time went by, it became apparent that this policy change was having a negative impact in the area. The police department had lost its finger on the pulse of the downtown, and was no longer in tune with what was happening in the inner city.

With the crime rate on the rise, the search for a solution began. The suggestion was made that a unique idea seen on television just might be the answer. It was decided to take officers out of cruisers and rather than walking a beat put them on bikes in order to extend their range of patrol. But with no funds available to purchase bicycles it appeared doomed before it could begin. A suggestion was made to utilize the bicycles that hadn't sold at the auction of unclaimed recovered stolen bikes and the Lincoln Police Department Bike Patrol became a reality.

As Sergeant Michael Siefkes and his partner rolled out of the station on the refurbished bicycles outfitted with very little equipment and no helmets, little did they know how successful this experiment would be.

The very first night as the two cops rode onto the campus of Lincoln High School they suddenly observed a burglary in progress.

Upon completing the arrest, as they were returning to the station, they came upon another burglary in progress, this time at a residence.

Having made the second arrest they were resuming their patrol when a few blocks down the street they came upon a larceny in progress. A vehicle parked on the street was being broken into. They then made their third arrest of the night and it was quite obvious that the "cops on bikes" idea was a winner.

Instead of randomly patrolling, the officers chose to target specific areas and they were determined to attempt to increase their number of on sight arrests by 3 to 5 times that of the cruiser officers. Their unique capabilities would eventually allow them to make more drug arrests than the narcotics unit.

From a vantage point on the top level of a parking garage high above the city streets, two officers observed the activities below through their high-powered binoculars. As they carefully surveyed the scene below, they viewed a vehicle occupied by two males in the process of preparing to "snort" cocaine. As the suspects were cutting up the drug on a mirror, two bike officers silently rode up from behind, reached in through the window and grasped the evidence out of their hands. Thus, another successful on sight arrest was made, proving once again, the value of this elite unit.

From its humble beginnings with one officer and one Sergeant the Lincoln Police Department bike unit has grown to a Sergeant and 6 officers. As word spread of the effectiveness of the bike patrol private donations became available allowing the purchase of sturdy mountain bikes and equipment to replace the old bikes which were wearing out.

Today the bike unit, headed by 20 year veteran Sergeant Mike Siefkes, boasts 12 fully equipped mountain bicycles plus the old

*continued*





## Bike Patrol 1996



Captain Jim Peschong



Sergeant Mike Siefkes



Officer Jim Ashley



Officer Mike Bassett



Officer Tom Duden



Officer Brian Hoefler



Officer Charlie Marti



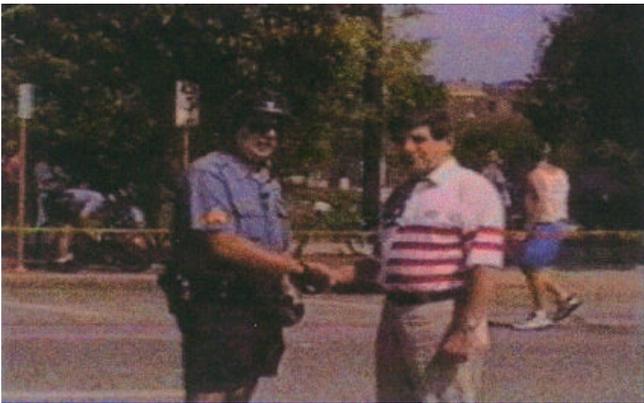
Officer Lance Worley



1996 Midwest Police  
Bike Competition

All Events Champion  
10-27-1996

Officer Charlie Marti  
Officer Lance Worley



### Midwest Bike Competition

The Lincoln Police Bike Patrol participated in the 1996 Midwest Bike Competition in Omaha.

Sergeant Mike Siefkes had a documentary of the event recorded and meets with then Governor Ben Nelson to talk about policing by bike.



Officer Charlie Marti jumps over Sgt. Siefkes during a demonstration at the event.

Officer Brian Hoefler and Officer Charlie Marti compete in the balance event. Officers had to balance their bike for two minutes on the small concrete squares over the water in downtown Omaha.



# Lincoln officers pedal their way to contest win

BY JEFF ZELENY  
Lincoln Journal Star

In five minutes and three seconds, Lincoln police officers Charlie Marti and Lance Worley raced their mountain bikes twice around a quarter-mile track, hoisted the bicycles above their heads and ran through a row of tires.

Before time was called, they climbed a rope and rescued a child from a burning building.

"By that time, your legs are pretty much rubber," Marti said.

The two bicycle patrol officers were not answering a police call. Their heroics came Sunday during the fourth annual Midwest Police Mountain Bike Competition in Omaha.

Marti and Worley, who are partners on the Lincoln bicycle patrol, earned first place in the contest. They donated the \$500 prize to the Santa Cop program, which gives toys and gifts to children who otherwise would receive nothing for the holidays.

The Lincoln police bicycle patrol team was created in 1989 to work the downtown area. Marti has been assigned to the bike patrol since its creation. Worley joined the team in 1993.

"We like to say we're the oldest bike patrol in the state of Nebraska. And it's true," Marti said. "We have a lot of pride on the bike patrol."

Officers were taken through seven categories: obstacle course, bike toss, arrest maneuver exercise, one-mile race, balance beam, slow motion drill and a bike pull. Civilian teams also competed in the contest.

Marti and Worley finished first in the obstacle course, one-mile race and bike pull. LPD Officers Mike Bassett and Jeff Bocher tied for third.

"It was real gratifying," Marti said Tuesday.

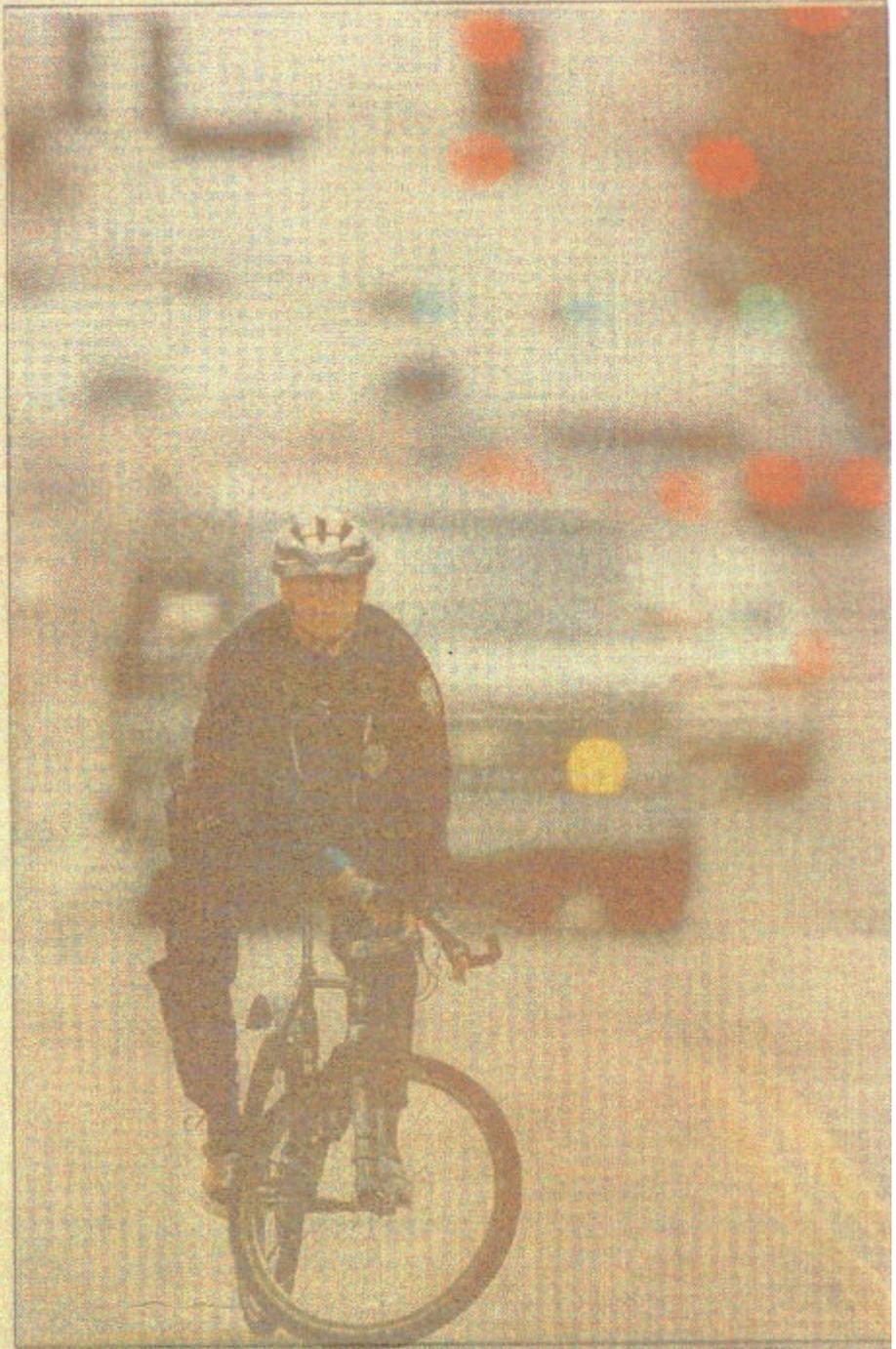
Twelve teams competed from departments in Omaha, Crete, Columbus, Bellevue, Topoka, Kan., and Overland Park, Kan. Three teams competed from the Lincoln Police Department.

"We're enormously impressed by their enthusiasm," Omaha police Lt. Mark Sundermeier said of the Lincoln officers. "They go everywhere together, they're like a wolf pack."

Sundermeier organized the race, which is an annual fund-raising event for Special Olympics. Aetna Retirement Services sponsored the contest.

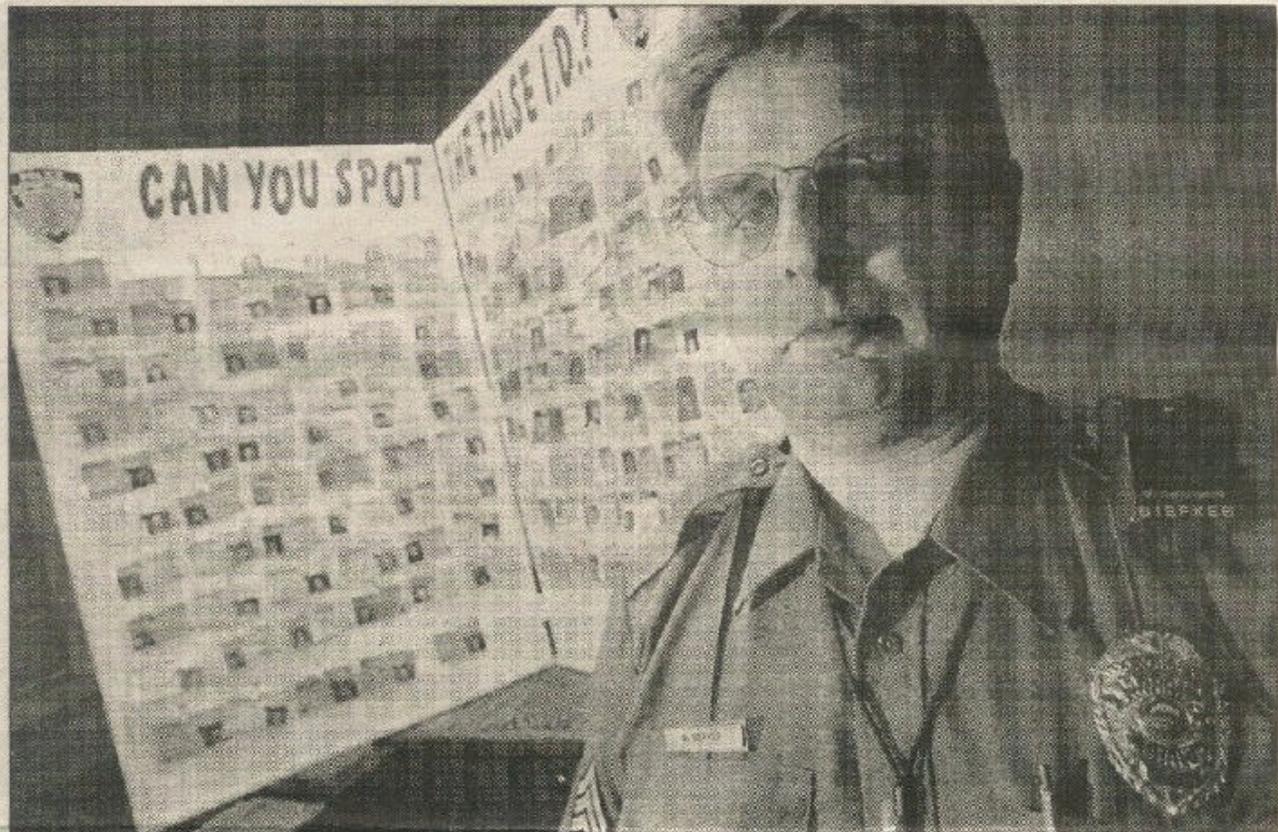
Marti said the competition is a good training exercise. He said events in the race come from circumstances officers actually face. The only difference, he said, is that all the races, chases and maneuvering are done back-to-back.

"All of the events were tougher than last year," Marti said. "They put a lot of things together. Everything was more grueling."



TED KIRK/Lincoln Journal Star

▲ "We have a lot of pride on the bike patrol," says Lincoln Police Officer Charlie Marti. Marti, along with Officer Lance Worley, won first place in the Midwest Police Mountain Bike Competition Sunday in Omaha.



Travis Heying/DN

**Bicycle patrolman Mike Siefkes stands in front of a wall of confiscated driver's licenses at the Lincoln Police Department.**

Lincoln police Cpt. Jim Peschong said bar owners should be aggressive against minors because the liquor commission highly scrutinized them.

If bars violate any of the state's liquor laws, including serving minors, they could be closed for 10 days, fined \$5,000, or, after multiple violations, lose their liquor licenses, Peschong said.

The Hurricane and Montigo Bay, two dance clubs downtown, closed their doors after losing their licenses last fall.

Lincoln police tried to help downtown bars last year by putting plain-clothed officers inside, in part to crack down on minors and fake IDs.

The "Badges in Bars" program, which lasted from October 1994 to October 1995, infiltrated 22 bars, he said. Police trained 87 door attendants and checked more than 5,000 IDs during the program, Peschong said.

The program netted 79 arrests for crimes ranging from fake IDs, fighting, theft, drugs, failure to comply with a lawful order, disturbing the peace and urinating in public.

"Badges in Bars" gave bars extra protection from minors with fakes and helped keep them away, Peschong said. Some nights, officers would confiscate 10 to 15 fake IDs.

"I think it has made students a little more cautious."

As police confiscated more fakes during the

program, they got closer to finding where they came from, Peschong said.

Police came so close to catching a student on the University of Nebraska-Lincoln campus who was creating fakes, Peschong said, that the forger closed his operation.

Using computers and copy machines, people can make fake IDs easily and inexpensively, he said.

"Modern technology can make things look better than they ever used to.

"People are really good at it, which leads them to believe they can get away with it."

## Bathroom bust

Police have many techniques to find if minors are using fakes, but the best way is talking to them, Peschong said. Officers will get information about them and double check to see if it's right.

Officers often will call a minor's parents if they doubt his or her age, Peschong said.

For an example, Peschong said if police see someone in a bar who they think is a minor drinking, they will ask that person for an ID.

If the ID proves to be a fake, the officer has a misrepresentation of age charge.

Police then will remind people that they can be arrested for providing false information if

they don't tell officers their real age, he said.

Instead of risking an additional charge, most minors tell the truth.

The maximum sentence for both providing false information and minor in possession is \$500, three months in jail or both.

But not all arrests for fake IDs are that easy.

Sarah Thiele, a sophomore business administration major at UNL, said she got caught using her fake ID — despite an attempt to get away.

Thiele said she was with friends at Woody's Pub one night. She had taken two sips of a drink when she saw a Lincoln police officer coming into the bar.

Thiele went to the ladies' restroom, but the officer stood outside, waiting for her.

Her friends came in and warned her, so she gave her fake ID to one of them.

A female officer entered shortly after and searched her, Thiele said. The other officer convinced Thiele's friend to surrender the ID, she said.

Thiele was arrested for minor in possession of alcohol, misrepresenting age and providing false information.

She bought her fake ID from a friend who looked like her, she said.

Although Thiele went through a pre-trial diversions program, she said she was angry and embarrassed about the encounter.

"I think there's far more important things in Lincoln than minors in a bar."



## Bike Patrol 1997



Captain Joy Citta



Sergeant Mike Siefkes



Sergeant Valerie Kinghorn



Officer Jim Ashley



Officer Mike Bassett



Officer Jeff Bucher



Officer Tom Duden



Officer Charlie Marti



Officer Lance Worley



1997 Above and Beyond  
 Officer Charlie Marti was featured in an October 1997 news report by Channel 8 about policing by bike. Here he jumps onto the dock in the Haymarket.



1997 Bike Patrol  
 Officer Jeff Bucher, Officer Mike Bassett, Officer Tom Duden, Sgt. Val Kinghorn, Officer Jim Ashley, Officer Charlie Marti

1997 Midwest Police Bike Competition  
 Overall Champion All Events  
 9-28-1997  
 Officer Charlie Marti and Officer Lance Worley



The Bike Squad was well known for their ability to hide in plain sight.



GAIL FOLDA/Lincoln Journal Star

▲ Sgt. Mike Siefkes, a Lincoln bicycle patrol policeman, entertains Dane Willey (left), 2, and his brother Wyn, 4.

## Balloons help bike patrol

BY PATTY BEUTLER  
Lincoln Journal Star

If you hear a loud pop these days around the Lincoln Police Department's downtown bike patrol, it's more likely to be a balloon than a service revolver.

Armed with bike pumps and balloons, six officers and one sergeant dispense cheer along with crime prevention.

In a moment's time, they pump air into brightly colored balloon tubes, add a twist here, a knot there and voila! — a reindeer, rabbit, giraffe, dog or space hat appears, along with a big smile on the face of a waiting youngster.

It's all in the line of duty, says Sgt. Mike Siefkes, who heads the bike patrol.

Because the bike cops are so

accessible to the public when patrolling downtown festivals and events, they've come up with goodies, such as badges and sports cards, to hand out to children.

The balloons are just another tool in their arsenal of public relations, courtesy of training by local clowns named Jello-O and Maverick. Sometimes they turn their balloons into bike helmets to preach bike safety.

The balloons are light to carry and inexpensive to buy, Siefkes said. A gift from the Updowntowners paid for balloons and bike helmets for the officers.

The officers have been at it for about eight months now, perfecting their individual creations and working up good explanations when a pre-schooler watches his would-be creature

explode before his very eyes.

That happened Wednesday morning during a coffee break at The Mill, when Wyn Willey, 4, admonished Siefkes. "You ought to be able to make better balloons because you're a policeman," he said.

The officers might stop in at the Lincoln Children's Museum, if they have time, and whip up a couple of animal friends for kids there. At the Christmas tree lighting ceremony last December, they used more than 800 balloons to entertain youngsters.

Officers keep the faith with Jello-O the Clown, Siefkes said, by never distributing balloon animals to children under age 3 and by reminding youngsters to pick up popped balloons so the birds won't eat them.

# Police want cycle-free sidewalks

By TED TAYLOR  
Assignment Reporter

Lincoln police have something to say to bicyclists, skateboarders and in-line skaters: Get off downtown sidewalks.

Officers are sending that message as clear as they can with a little white piece of paper that is usually reserved only for vehicles with four wheels — tickets.

Police have stepped up patrolling downtown and are now writing \$26 tickets quicker than you can say, "But officer..." They

PAGE 6 ■ DAILY NEBRASKAN ■ THURSDAY, AUGUST 28, 1997

# Sidewalk riding earns tickets

## Police step up enforcement in city

**TICKETS** from page 1  
can't be waived.

In 55 minutes Wednesday, Lincoln police Officer Conan Schafer wrote four tickets to unsuspecting bikers cruising along the sidewalks near 14th and O streets. And that was just the first hour.

"We'll start getting busier now," he said as a lunch hour crowd began to hit the sidewalks.

Between 11 a.m. and 2 p.m. Tuesday, 18 citations were handed out in the three hours — all to protect pedestrians and the bicyclists, Officer Tom Duden said.

"We started to get a lot of complaints from downtown businesses," Duden said. "So this year we decided to write official citations to begin the education process right away."

"We've had a lot of people come up to us and say they're thankful we're handing out tickets."

The tickets are met with the usual responses, Duden said. Some people understand the situation and

accept the ticket and go on their way. Others are hostile and don't understand why it is such a big deal.

Mick Rodysill, a sophomore art education major at UNL, was stopped at the corner of 14th and O streets just before noon Wednesday.

He was lucky, Schafer said. He received a verbal warning because he had only been riding a few feet on the sidewalk before being stopped.

"I didn't know it was illegal," Rodysill said. "I thought there was only one or two blocks in the whole city that you couldn't ride on."

The ordinance puts bicyclists in a no-win situation, he added.

"It's a Catch-22," he said. "If you're riding on the street you fight with the drivers. If you ride on the sidewalks you fight with the pedestrians."

And while it may seem like it for many, riding on downtown sidewalks did not become a crime overnight. In fact, the first city ordinance designed to stop it was passed in April 1954.

Since then, the off-limits area has expanded with the city and now extends from Seventh to 16th streets, and from K Street to R Street. The Havelock, Bethany, College View and University Place areas of Lincoln are also restricted.

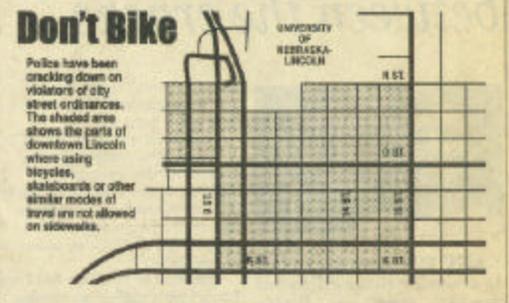
"Most of the people we stop don't know about the ordinance," Duden said. "We've tried to get the city to put more signs up, but I don't know if it's a lack of funding or a lack of interest, but we just don't get much help."

There are a few signs attached to bike racks in the restricted areas, Duden said, but most have been vandalized or taken down.

Lincoln Mayor Mike Johanns said the issue of more signs had not been presented to him.

"I don't think the topic has come to my desk," he said. "If it did, I would treat this like I would if a neighborhood came to me for a new sign. I see no reason why we can't get out and do it."

Cost, Johanns said, would not be a factor.



AARON SHUNKLEBERG/DN

"In the grand scheme of things, considering we have an \$85 million budget, the cost can't be very much," he said.

Failing to get off of your bike, take off your skates or carry your skateboard on the restricted sidewalks could mean much more than a simple \$26 ticket, Duden said.

Skaters and bikers riding on the sidewalk give up their right of way, according to another city ordinance, Duden has, in the past, been

forced to give tickets to cyclists who have just been hit by a car coming out of an alley.

New signs would be a huge help in alleviating the problem, Duden said. And they hope, Duden said, handing out more tickets will too.

"There is a lot of frustration on our part that there is no compliance with the ordinance," he said. "We're hoping that the world will get out that this is a serious problem."

# Bike Patrol 1998



Captain Joy Citta



Sergeant Dennis Duckworth



Officer Jim Ashley



Officer Bobby Branch



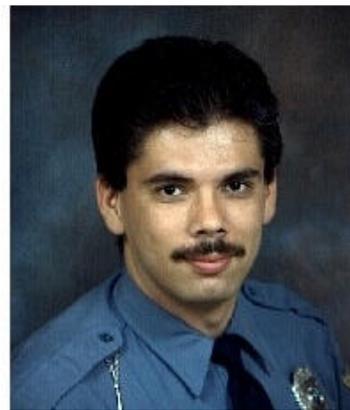
Officer Jeff Bucher



Officer Tom Duden



Officer Don Hansen



Officer Eric Meyer



1998  
The Bike Patrol in a downtown alley.

Don Hansen, Eric Meyer, Tom Duden, Jeff Bucher, Bobby Branch, Jim Ashley, Sgt. Dennis Duckworth



STACI E. MCKEE/room 3046 3/04

■ Cracking down: Lincoln bike patrol Officers Tom Duden (left) and Jim Ashley display a sign that will be posted throughout downtown to warn cyclists and skaters not to ride on sidewalks in designated areas.

## Police to increase sidewalk patrol

BY JASON WILLIAMS  
Lincoln Journal Star

City law prohibits bicyclists, skateboarders and inline skaters from riding on downtown sidewalks.

Now bike officers with the Lincoln Police Department are upping the ante as some violators barrel past pedestrians and run afoul of the city ordinance.

Officials are erecting 50 signs in the affected area, on Seventh to 16th streets from R and O streets and on Ninth to 16th streets from R to K streets.

"People got dumped and knocked around," downtown bike Officer Jim Ashley said last week, adding there have been some pedestrian injuries. "We got a lot of complaints from businesses."

Officers had been complaining as well.

"We have not been making any headway with the number of bikes," LPD Capt. Joy Citta said. To get the word out and promote voluntary compliance, officers suggested the warning signs.

Such signs would have helped Milse DeLaGarza, 35, a graduate student in history at the University of Nebraska-Lincoln. He's lived in Lincoln for a year and didn't know about the ordinance.

DeLaGarza bikes about 16 blocks to campus because of campus parking woes.

Any dummy knows you can't ride your bike on the sidewalk.'

— A bicyclist whom Officer Jim Ashley stopped for riding on the sidewalk downtown.

"I had no idea people were being fined," DeLaGarza said Sunday. "Just Friday I saw some skateboarders on the sidewalk."

Signs are a good idea, he said, adding that they also should let people know where to find the city's bicycle trails.

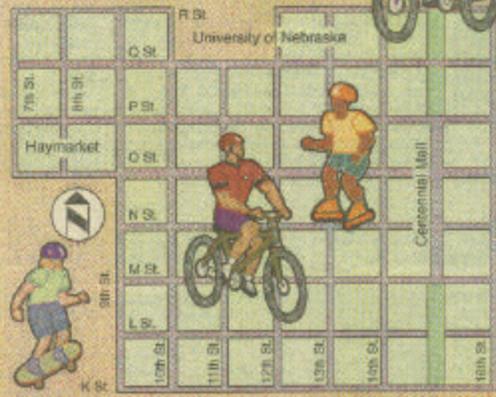
Tickets for violating the ordinance are \$5 and court costs are \$23. In some cases, officers said, people take the matter to trial in front of a judge.

"There are some who don't care and those who don't know," said Officer Tom Duden, who has been on the city's downtown bike patrol for eight years. He knows of several "repeat offenders."

Ashley and Duden were monitoring sidewalk traffic last week near 14th and P streets. While Ashley was telling a skateboarder about the law that

### No bikes allowed

City law prohibits bicyclists, skateboarders and inline skaters on downtown sidewalks in the area below. To better publicize the law, officials are erecting 50 signs in the prohibited area.



Source: Lincoln Police Department

D. MATT VAN ORBESIN/room 3046 3/04

prohibits riding on the sidewalk, a cyclist scooted behind him and turned the corner.

Moments later, another cyclist rode past on the sidewalk. Ticket book in hand, Ashley asked the rider whether he knew about the ordinance.

"Any dummy knows you can't ride your bike on the sidewalk," Ashley said the rider told him. The man asked for a warning. Ashley gave him a ticket.

At times, officers blow their

whistles and get into short bike pursuits.

A few months ago, Ashley stopped a bicyclist on a sidewalk at 13th and P streets. After Ashley said he would write a ticket, the man fled through an alley, Ashley said. As he sped away, the cyclist kept looking backward and ultimately wiped out. He was caught and arrested.

"Instead of a \$5 ticket, he ended up going to jail. It doesn't happen very often," Ashley said.

# Police set sights on sidewalk bicyclists

By JAKE BLEED  
Senior staff writer

"If you can't stand the way I drive," a common bumper sticker says, "stay off the sidewalk."

But bicycle riders downtown must stay off the sidewalk to avoid more than crazy drivers: This week Lincoln police will begin posting 50 signs throughout downtown warning riders to stay off the sidewalk or risk a fine.

Rollerskaters and skateboarders must also avoid downtown's pedestrian pathways, including the south side of R Street.

The city ordinance against riding on sidewalks dates from October 1960, but recent increases in bicycle-related offenses downtown triggered the posting of the signs, Police Capt. Joy Citta said.

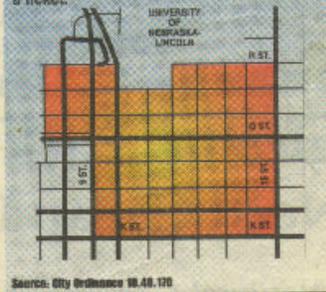
If a person rides on a sidewalk, city ordinance 10.48.170 states, he "shall do so at his own risk and shall yield the right-of-way to any and all pedestrians."

Last year, police issued 202 bike offense citations in the center team area, which includes downtown and surrounding areas.

Officer Katherine Finnell said the majority of the citations issued were against side-

## Move It!

Bikeriders, rollerskaters and skateboarders must stay off the sidewalk between 7th and 16th streets between R and O streets and Ninth and 16th streets between R and K streets. If stopped in the area, they face getting a ticket.



Source: City Ordinance 10.48.170

MATT HANEY/DN

walk riders. The remainder were against riders violating traffic signals or for interfering with traffic.

Riders must avoid holding on to moving

Please see **BIKES** on 6

# Police set sights on bicyclists

BIKES from 1

vehicles and use at least one hand while riding. Riders in groups must ride in single file.

E.J. Green, a junior English major, said he rode his bike daily and agreed with the idea of leaving the sidewalks for pedestrians if riders were given space on the streets.

"Bikers should have their own lane, basically," Green said. "I ride on the sidewalk because I'm afraid of getting hit. I think people in cars here have an adversarial relationship with bikers."

Green said he had avoided being cited while riding his bike downtown, but he said he was cited last year for riding his skateboard on a downtown sidewalk and paid about \$40.

Many riders use downtown sidewalks, Green said, including police bicycle patrols.

"I see the bike police riding on the sidewalk all the time," Green said. "I don't think they set a good example."

University of Nebraska-Lincoln student Chris Schultz said he rode on sidewalks downtown because he felt unsafe riding on the streets.

"People in cars, they don't care," Schultz said.

Schultz said he rides to campus from his home at 28<sup>th</sup> and Q streets daily.

UNL's parking problems may cause more students to bike to campus, leading to more traffic on downtown streets and sidewalks.

Lincoln Police Chief Tom Casady said the return of students to Lincoln this fall put more riders on downtown streets, many of whom might be unfamiliar with Lincoln's laws.

Last September, police issued 59 citations for bicycle offenses, more than any other month last year.

The ordinance applies to more than downtown and the Haymarket area.

Riders must also stay off the sidewalk on Havelock Avenue between 61st and 63rd streets, on 48<sup>th</sup> Street between Baldwin and Madison avenues and between Prescott and Cooper streets, and 66th Street between Holdrege and Fairfax.



Lincoln Police Department's Bike Patrol continues the tradition of leading the Star City Parade. 1998 photo.

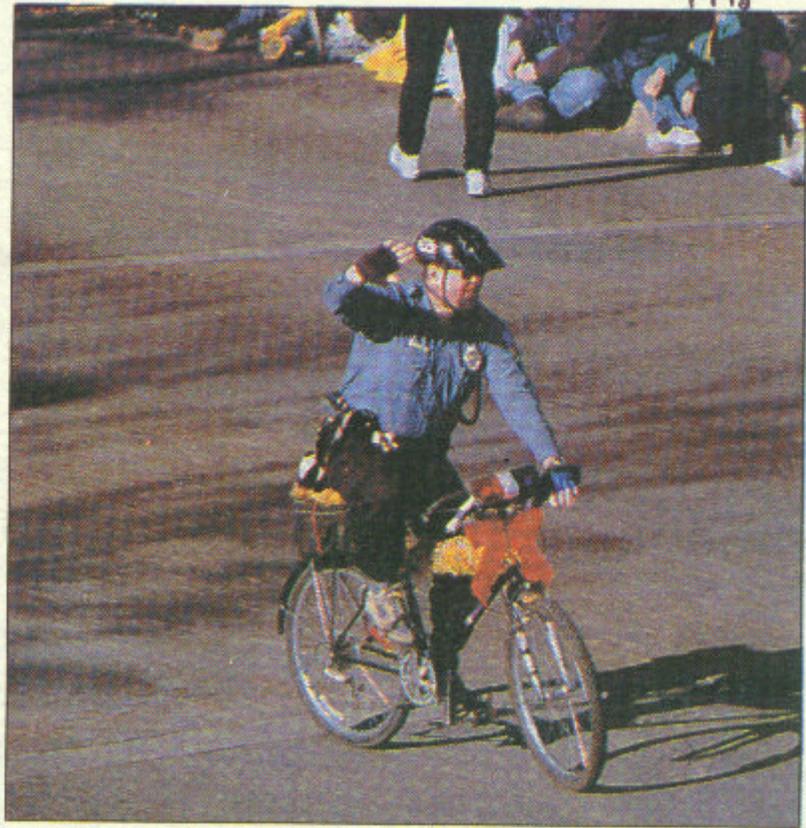
# This time, police get a citation

The Lincoln Police Department is the recipient of the 1997 Star City Holiday Festival Board of Directors Special Trophy, honoring the department's work in making the parade what Executive Director Cindi Zuby calls "one of the safest and most well-managed events (in) the city."

Zuby said police begin their work before the parade, advising her on ideas that will (or won't work) for parade entries and for the routing and staging of the parade.

LPD then escorts parade floats from the workshop to the staging area, directs traffic around the parade route and works directly with the up to 85,000 participants and audience members the morning of the parade. An honor guard of bicycle patrol members will lead the parade, riding decorated bikes. Throughout, officers work with the public to keep the massive event running smoothly.

As an example of how well they do the job, Zuby described a scene from last year: Capt. Joy Citta, weapons on her belt and a Santa cap on her head, spent 25 minutes before the parade talking to the audience, explaining her job and interacting with the crowd. Later, a damaged balloon had to be removed from the parade before it reached the TV zone. Zuby turned to Citta and informed her that the 600 people on



STAR CITY HOLIDAY FESTIVAL

An honor guard of Lincoln Police Department bicycle patrol members will lead Saturday's parade, recognizing the role police play in planning and directing the annual event.

the block behind them needed to move. Citta addressed the on-lookers and, Zuby said, "They parted like the Red Sea." The injured inflatable made a smooth exit and the show went on.

"It was amazing how it was done," said Zuby. "It was because they had such a good rapport with the crowd."

Zuby noted that LPD is just one of many city departments that cooperate to make the parade

and festival successful.

"All of the city crews are like that," she explained. "It's not one crew that's better than others."

For example, Parks and Recreation workers start setting up bleachers at 5 a.m. Transportation crews work to close streets. "They all work together," said Zuby. "It's not just the police." The special trophy is given this year to recognize the vital role of LPD officers.



## Bike Patrol 1999



Captain Joy Citta



Sergeant Joe Wright



Sergeant Mike Woolman



Officer Jim Ashley



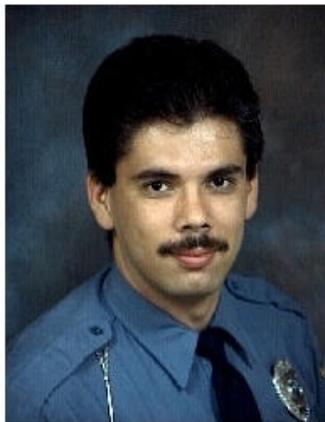
Officer Bobby Branch



Officer Tom Duden



Officer Don Hansen



Officer Eric Meyer



PHOTOS BY CHRIS BENDET/  
Lincoln Journal Star

After Special Olympics Torch Run runners, led by Immigration and Naturalization Service officer Dave Armknecht (with torch), made it to the Governor's Mansion (above), it was time for the festivities to begin. Several law enforcement agencies gave demonstrations of police techniques. Lincoln bike patrol Officer Bob Branch jumps over Officer Eric Meyer (right) during a demonstration of the unit's maneuverability. The torch run will continue to Omaha today.



1999



## Bike Patrol 2000



Captain Joy Citta



Sergeant Brian Jackson



Officer Jim Ashley



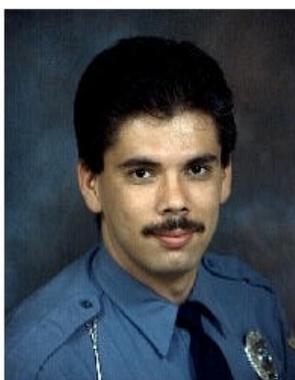
Officer Bobby Branch



Officer Tom Duden



Officer Don Hansen



Officer Eric Meyer

## Star City Parade

Each year the Lincoln Police Bike Patrol starts the Star City Parade.

Decked out in reindeer antlers and sporting decorated bikes they lead the Star City banner down 'O' Street signaling the start of a special event for kids and adults.

In 2000 bike Sergeant Brian Jackson supplied each bike officer with an official Grinch Dog Antler, complete with a single red ornament. The kids loved it.



Sgt. Brian Jackson



2000

Ofc Church, Ofc McGahan, Ofc Ward, Ofc Hansen, Ofc Cleland, Sgt. Jackson, Ofc Meyer



# Bike Patrol 2001



Captain Joy Citta



Sergeant Dennis Miller



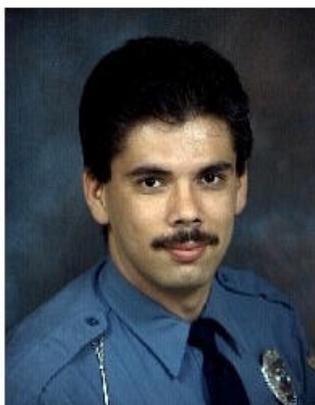
Officer Kim Church



Officer Court Cleland



Officer John McGahan



Officer Eric Meyer



Officer Brian Ward



2001

### Bike Patrol on O Street

Officers: Eric Meyer, Brian Ward, Court Cleland, John McGahan, Kim Church, Sergeant Dennis Miller



### Mall Stop

LPD Bike Officers and NU Directions combined their efforts and hosted Mall Stop.

This was an informational and free Pepsi/hot wings stop for UNL students on their way to the downtown bars.

Free red plastic cups had responsible drinking slogans on them and were good for free soft drinks in the bars that night.



2001

The bike patrol with their new Trek 8500 bikes out front of the first Lincoln Police Team Station. This full function neighborhood police station opened February 2000. The bike patrol is assigned to the Center Team and reports to the Team Station.

Left to Right  
Sergeant Miller, Officer Ward,  
Officer Cleland, Officer McGahan,  
Officer Meyer, Officer Church



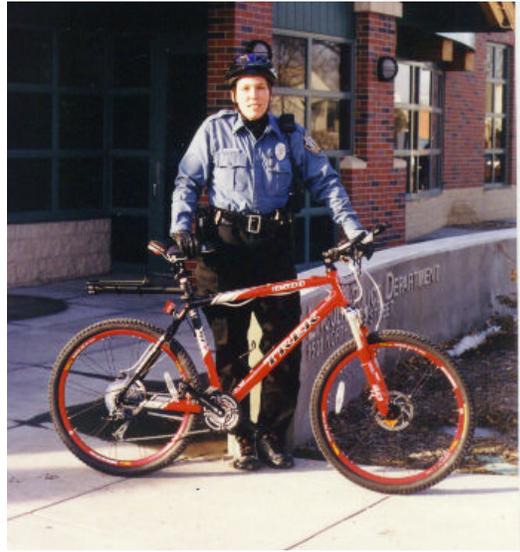
2001

Getting ready to  
Lead the Star City Pa-  
rade.

Court Cleland  
Eric Meyer  
Brian Ward  
Kim Church  
John McGahan



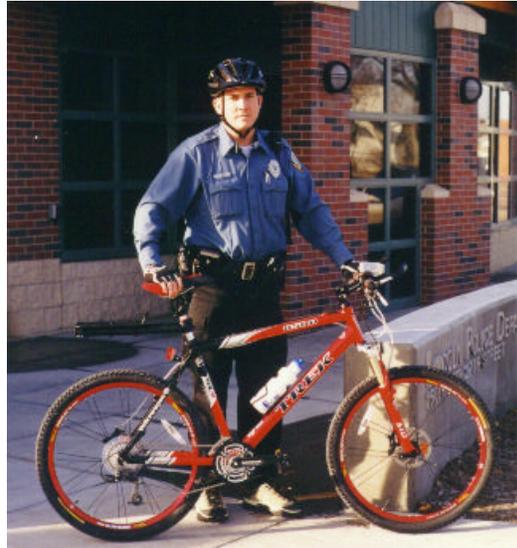
Sergeant Dennis Miller



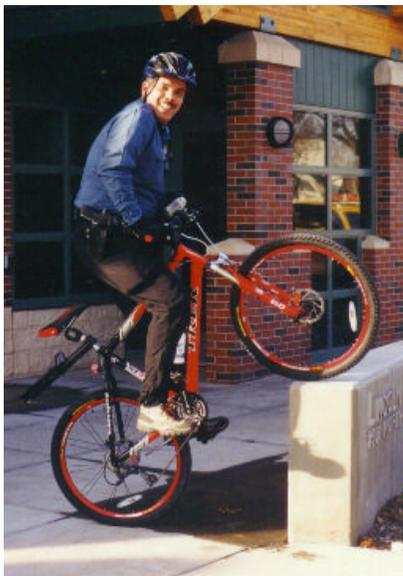
Officer Kim Church



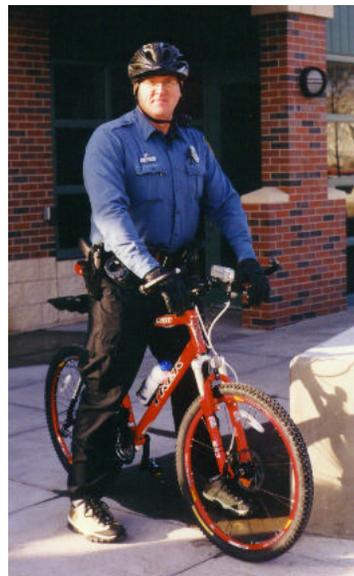
Officer Court Cleland



Officer Brian Ward



Officer Eric Meyer



Officer John McGahan



## Bike Patrol 2002



Captain Joy Citta



Sergeant Dennis Miller



Officer Tim Carmichael



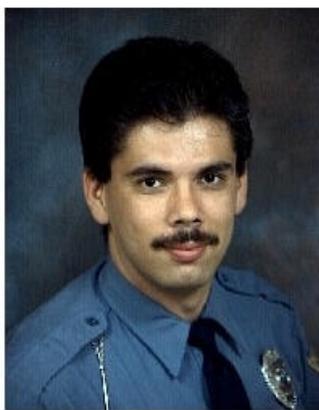
Officer Court Cleland



Officer Todd Danson



Officer Charlie Marti



Officer Eric Meyer



Officer Brian Ward

A traditional pose in front of the  
Nebraska State Capitol  
at Centennial Mall.

The bike patrol duties have expanded over the  
years to include all the special details occurring  
in the downtown area.

These details include Wild Parties, Concerts,  
Special Events, and football. Officers use regular  
patrol methods and undercover to find law viola-  
tors. Their charge is to maintain a safe environ-  
ment in the downtown entertainment district.



2002 Bike Patrol

Back Row: Officer Charlie Marti, Officer Brian Ward, Officer Eric Meyer, Officer Court Cleland  
Front Row: Officer Tim Carmichael, Sergeant Dennis Miller, Officer Todd Danson

2-18-2002

# Bike patrol protects streets

By Carina McCormick  
Daily Nebraskan

Sometimes a Crown Victoria just doesn't cut it.

For that reason, several officers from the Lincoln and University of Nebraska-Lincoln police departments serve their community on two wheels instead of four.

On campus or in downtown Lincoln, the small but mighty bike patrol plays a pivotal role in law enforcement.

Lincoln Police Capt. Joy Citta said that when riding bikes, officers have the ability to get into areas that would be difficult for cruisers to enter.

"It's really handy because cars can't get through traffic like bikes can," she said.

Lincoln Police Officer Court Cleland, a full-time bike patrol officer, said riding a bike allows him to sneak up on people who would notice police cars.

"People don't expect police to be on bicycles, even though we've been doing this so long," he said.

UNL Police Sgt. Jerry Plessel said being on bikes instead of in cars can improve interaction with the community.

"For the pure fact that it's community based, when you're on a bike, people can come up and talk to you," he said.

"For me, the bike patrol is one of the best ways for us to get out and meet the students, faculty and staff. It's good communication between our department and the community."

Cleland said interaction with the public was one of the main reasons he applied for the position.

Citta said the Lincoln Police bike patrol leads the Star City

*"(The car) gives them much more mobility and more chance to handle the myriad of calls we have."*

Joy Citta  
Lincoln Police captain

Parade every year, works with NU Directions daily and visits the Lincoln Children's Museum a few times a year.

"Most of the officers are proficient in at least three or four balloon animals," she said.

Downtown is the only area in Lincoln that has a full-time bike patrol. Two Lincoln police officers patrol from 8 a.m. to 4 p.m. five days a week, and four officers patrol four days a week from 4 p.m. to 2 a.m., Citta said.

Cleland said they probably ride 20 to 30 miles during the 10-hour shift.

Citta said bike officers have marked patrol cars parked nearby when patrolling downtown. If they need to transport someone to the station, they can take him or her to the car or have another officer bring the car to them.

"(The car) gives them much more mobility and more chance to handle the myriad of calls we have," she said. But without the luxury of a heated vehicle, winter brings changes to the bike patrol.

UNL police officers currently do not ride bikes on duty during the winter, but Lincoln Police leaves the decision to brave the elements up to the individual officers.

Plessel said the university police have set a goal to have officers on bikes year round and should realize this goal the first week in March.

Lincoln Police Officer Brian

Ward said as long as it wasn't raining, snowing or close to zero degrees, he would probably be out on bike patrol.

He said at night, bike officers patrol concerts, bars and other activities downtown.

"We deal a lot with the drunk college kids," he said. "Well, I guess they're not all college kids."

Cleland said the desire to take a break on cold nights gives them an opportunity to do bar checks.

"It gives us a good excuse to warm up," he said.

On some Saturdays, UNL police deal with a crowd much larger than that of any bar.

Plessel said the UNL bike patrol is especially active during football games, patrolling the exterior of the stadium.

If they need to get through the fans quickly, the officers can turn on the bike's lights and sirens.

The department is currently undergoing reorganization that will increase the size of UNL's bike patrol, he said.

"Our bike program has come a long way," he said.

Six to eight new bike officers will attend a week-long training session starting March 1. When the bike patrol is active, two officers will usually patrol at night, and one will patrol during the day year round, he said.

"With this policy and the leadership we have with the new chief, we'll be able to do that," Plessel said.



# Bike Patrol 2003



Captain Joy Citta



Sergeant Jim Spanel



Sergeant Bob Ziemer



Officer Tim Carmichael



Officer Jill Guthrie



Officer Charlie Marti



Officer Mike Ripley



Officer Conan Schafer



Officer Brian Ward

