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By combining business intelligence and two foundations of Web 2.0 - search and mapping - a Police Department in Kentucky has built a whole new window into crime. This online BI portal allows patrol officers to enter data — or even pieces of data, such as a few numbers from a license plate — into a single search interface and retrieve information from their own databases and even neighboring cities. In recent years, officials in Erlanger, Ky., had planned a project to consolidate fire and police department communications for more than a dozen communities into Erlanger's communications center. However, erlanger police had no way of using the record management systems of 19 separate government agencies to search and analyze information about suspects, reported incidents, arrests and crimes. And although Erlanger had mapped crimes manually based on his own data for three years, the task was time-consuming, and the mapping was not available in real time. Moreover, other community departments had not done any criminal mapping, said Marc Fields, Erlanger's police chief. One search product could search Erlanger's own archive management system, but it could not search the systems operated by the other agencies. It also did not provide BI analysis or meet the map requirements for the project. After failing to find a single product to automate the entire crime mapping and analysis process, Fields and his colleagues accepted an offer from the local planning department to use their tools: Environmental Systems Research Institute Inc. (ESRI) geomapping tools and WebFocus BI software from Information Builders Inc. They completed the system by adding an open source search device from Apache Lucene and an information builders tool called WebFocus Magnify, which compiles structured and unstructured data references in an index that can be easily searched by an appliance. Magnification then uses metadata about the structured data to categorize search results to give users a better context and relevance to queries. Patrol sergeants can review recent conversation activity and past criminal trends by neighborhood. Click to view bigger image By merging search, BI and mapping, the new online system combines real-time crime data from multiple agencies with crime records and incident reports stretching back five years to link information about suspects, incidents, and arrests. In July, Erlanger police rolled out the system of 150 patrol officers, who can access it from screens in their cars powered by cellphone signals. Chief, Milwaukee Police DepartmentExecutive creative director, Cramer-Krasselt Jacobs agency took the city's sites to a new, dynamic level. Milwaukeepolice.com play up mug pictures, images of officers and crime statistics. I was brought in, department to oversee technological, cultural and operational changes, to move in a new direction. Change is always difficult, and sometimes you have to be visual or touchable. We started with a brand campaign, aimed at the public, that communicates a decline in crime. Jacobs: Public organizations are seen as complicated and cold. That's where design helps. The direction of the site was to simplify all information. We wanted humanity, not people who kissed babies or fake pictures. We wanted real people, on duty with guns. Flynn: We used to have trouble getting news out in a meaningful way. If you're in the public eye and a news organization decides to cover you, you get a sound bite and no one looks into the pedigree of the quote. So we decided to have a standalone website for the Milwaukee Police Department. It solved my problem with communicating with the audience without a media filter. And Cramer-Krasselt worked on the idea of how to connect our site to Twitter, Facebook and other social media. Jacobs: Most police locations, from Boston to Los Angeles, are just sheets of texts and links. The same emphasis is on most wanted criminals as it is for paying parking fines. We built this site to create more opportunities for people to help. The point of putting most wanted photos in front of and center is that someone can recognize their faces. Flynn: The endless rolling business? I think the ability to navigate the page that way, and get a bit of a lot of news at once, is a remarkable resource. Richard Ashcraft grew up strapped to the back of his father's off-road motorcycle, sometimes literally whipped to his father in case he nodded off. A 20-year veteran of the Clovis Police Department in California's Central Valley, Cpl. Ashcraft got his motorcycle license before his driver's license. He knows how to ride. But even he was confused by the simplicity and tranquility of Zero's electric motorcycle when he started using it on patrol. Zero doesn't make a sound, and if you forget it's on, as I've done before, you can take the gas and right away you'll take off down the street, Ashcraft says with a laugh. They take some time to get used to. When he got used to the cycles-Clovis PD using Zero's DSP model-Ashcraft fell in love with them. Dual-sport models can handle terrain on and off the road and use a 100 percent electric powertrain that whispers quietly, cools for touch, exhaust-free and almost maintenance-free – no gears, clutch, transmission or liquids, so no oil change. They allow officers to accomplish things they can't do on large, rumbling gas cruisers. [Photo: courtesy of Zero Motorcycles] It makes it easy to jump up on curbs or pass through fields or orchards or whatever we may encounter in our said Ashcraft. They are so quiet that you can right up on someone in an alley that sells drugs or does something else illegal ... They've really changed how we patrol. Five years ago, Santa Cruz-based Zero, which leads sales of electric motorcycles in the United States, began producing a cycle of law enforcement, cutting into the share of the iconic Harley Davidson. During that time, 125 departments in 25 states and two Canadian provinces have strengthened their fleets with Zeros. The company's sales director Kevin Hartman estimates that Zero is adding two new branches a month and expects this rate to increase. [Photo: courtesy of Zero Motorcycles] In 2011 and 2012, a couple of departments bought our civilian motorcycles and put their own lights and sirens on them, and we suddenly saw a real interest, Hartman said. In 2013 we decided to go after the market and develop our own police product. The nice thing is that the police are quite close, so it's a little easier to get recognition in that room compared to in the large global civil market. Zero's move represents a huge success for the small company, whose bikes retail for \$8,500 to \$16,500. But despite Harley-Davidson's double-digit fall in Stateside sales during the third quarter of 2018, the iconic US brand is still far from the industry's dominant player. Harley estimates that it delivers motorcycles to as many as 4,000 law enforcement agencies - about 80% of the U.S. market share. Harley remains dominant, despite Trump's call for a boycott In August, President Trump called for a Harley boycott after the company's CEO said White House tariffs could force some production overseas. It could have been an advantage for Zero or other gas-powered brands. Instead, the Secret Service ordered several Harleys. According to the September purchase, the service called to maintain a consistency of appearance, performance, training and parts with the current existing motorcycle fleet in motorcade. Translation: It costs time and money to replace vehicles that agents and mechanics already know how to use and maintain. This is a familiar story: new technology can be difficult to sell to government agencies. And Zero's technology and feel provide a radically different experience than that of Harley, Honda or BMW. The electrical cycles are charged when they break, so stop-and-go by driving mileage estimates for their police bikes run between 250 and 200 miles on a single charge. But flying down the highway at 140 mph, their sustained top speed, will run down the battery for about 100 miles. They are also small compared to Harleys-at about 450 pounds, Zero's popular law enforcement offer, DSRP, comes in at half the weight of Harley's Police Road King. [Photo: courtesy of Zero Motorcycles] Sergeant Robert Schwalm, testing cycles for Michigan State Police Precision Driving says you don't want to see highway patrols to Zeros anytime soon. Other than the fact that you balance on two wheels, they are very different motorcycles, Schwalm says. We have to go from stop to 180 miles per hour and back to a full stop all day long to do our business every day. Zero is not a motorcycle for that. So instead of going toe-to-toe against the brand, Zero found its niche between the state troopers on pigs and neighborhood officers on mountain bikes. [Photo: courtesy of Zero Motorcycles] We're not going after the frontline motorcycles like Harley's, Hartman said. We've positioned ourselves as another law enforcement tool. Like Clovis, big cities like Los Angeles like zeros because they provide a tactical advantage thanks to their quiet, off-road capabilities. But departments have found all sorts of creative uses for them. Without the roar of a gas bike, the previously difficult jobs make it easy, such as enforcing texting while driving bans or seatbelt laws. They are ideal for police parks, colleges, stadium parking spaces or even stadiums themselves - no discharge fumes, so officers can cruise around indoors. And in California, where there is a greater scrutiny of emissions standards, government grants have helped departments like that in Clovis add Zeros to their fleets. Building a new generation of ridersBut zero will not operate in this virgin space for long. Last week at the Milan Motorcycle Show, Harley introduced his first electric product, LiveWire. Due for its release next year, the smaller, slimmer bike is an important part of Harley's strategy of building a new generation of riders - the company's typical rider is in his 50s. [Photo: courtesy of Zero Motorcycles] We need to breathe life into motor racing, and this helps us do that, says Marc McAllister, Harley's vice president of product planning and portfolio. LiveWire as it comes to market next year may not be the right way to deliver an electric to law enforcement. But LiveWire is just the first of many electric cars that we plan to bring with a portfolio approach. We will look at where we can expand the use of electric cars, and certainly fleet motor skills for police and emergency services is one of those areas, he added. Harley has struggled as ridership in the United States continues to decline, but has an aggressive strategy to win new customers-company plans to develop dozens of new products in the next few years. But after 13 years and nearly \$200 million spent on developing its technology, Zero Harley and other companies welcome electric offerings. The entry of more competitors will force us to get better, but more importantly, it will bring a lot of attention to the electric market which is very difficult for us to generate on our own, says Zero CEO Sam Paschel. It the market is big enough that if we caught even one percent of it we would be a wildly successful brand. Clovis's Cpl. Ashcraft doesn't consider Zero just a novelty- he says the department's seven bikes have become important enforcement tools. But their novelty generates buzz. He says people are constantly approaching officers who are wondering who makes the bikes and how they work. Richard Duprey, a former police officer who has written about the motorcycle industry for years, believes that curiosity will be the key to Zero becoming a major player. The market wants smaller, simpler products, Says Duprey. Zero could find that market with people looking for Vespas or small bikes. And getting people to see officers ride them can give them some traction. There should be a snowball effect that gets them into the mainstream. Mainstream. Mainstream.

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