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ipmba



news

Newsletter of the International Police Mountain Bike Association

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

Vol. 18, No. 4

## IPMBA Goes Platinum

by **Maureen Becker**  
Executive Director

Why platinum? Platinum has staying power, just like the IPMBA conference. It is valuable, just like the IPMBA conference. In recording industry parlance, “going platinum” means selling one million copies; if it were possible to add up all the student-training hours delivered at the IPMBA conference since 1991, that milestone would certainly be reached. And, in the modern era of anniversary gift-giving, some consider platinum to be the most appropriate gift to celebrate 20 years.

In 2010, IPMBA will celebrate the 20<sup>th</sup> Annual IPMBA Conference in Chesterfield-St. Louis, Missouri. Since 1991,



IPMBA has held the conference in Tucson (twice), Las Vegas, Fort Lauderdale, San Antonio (twice), Milwaukee, Rochester NY, Nashville, Tacoma, Chicago, Cincinnati, Ogden UT, Charleston WV, Scottsdale, Dayton, Baton Rouge, Indianapolis, and Albuquerque.

The conference has grown from a single series of workshops to a full-fledged conference with multiple pre-conference courses, an incredible array of workshops, a vibrant exhibit hall, and an exciting competition.

The IPMBA conference strives to maintain the “Three R’s” of training. The training is *recent*. Each year, new workshops are offered. Courses are updated, added, and reinvented. The training is *realistic*. Bike personnel bring their “street school” experience to the classroom. The training is *relevant*. Every course and workshop is designed to enable participants to put their skills and knowledge into practice as soon as they return to their communities.

Funding is still tight, but you won’t want to miss this opportunity to maximize the return on your training dollars, make yourself (even more) indispensable to your community, increase the scope and breadth of your bike operations, expand your personal and professional horizons, learn from the best, most well-respected instructors in the field, and develop environmentally-friendly patrol procedures.

Pre-conference classes begin May 1, 2010, and the conference dates are May 6-8, 2010. Registration materials can be requested via phone (410-744-2400) or email (info@ipmba.org), or downloaded from [www.ipmba.org/conferences.htm](http://www.ipmba.org/conferences.htm).

## Mean Green: Life on the Line

Bike Patrol on the Border

by **Leon Baker, PCI #896**  
U.S. Border Patrol, El Paso (TX) Sector

**M**osquitoes buzz in my ears, seemingly immune to the gallons of toxic DEET sprayed over every inch of me. They probably think of it as salsa, just there to spice up their meal. I can’t move; the prey is too close. My partner, Jorge, and I are laying-in for what we think may be a narcotics load, our olive-drab Specialized Hardrock bikes perfectly camouflaged in the cotton field.

We can see them now, carrying large duffle bags, silhouetted by the distant lights of El Paso. We are close enough to hear them talking excitedly as one of them asks if there is water in the ditch. My heart is pumping like a racehorse. I glance at my partner and he is intensely focused on them, no doubt calculating his move, like I am. The four males descend into the overgrown ditch, crushing the dry weeds and making way too much noise.

Once we lose sight of the last one in the brush, we make our move. We run at them with flashlights and weapons drawn, not really knowing what these desperate men are capable of doing. Fortunately, the element of surprise is on our side and

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# Traffic Stops on Bikes



As many of you noticed, this past summer there were quite a few messages about traffic stops sent over the listserve. In one instance, after some officers were struck by a car, the department put out a call to stop bike officers from doing traffic stops. The reasoning behind the request, while well intentioned, missed a key point: even

officers who are driving marked patrol units are struck by cars, but there has never been a call to restrict those officers from conducting traffic stops. We all recognize that there is a certain degree of risk in our jobs that cannot be completely removed. We do what we can to minimize the risks, but there is some danger inherent in the job. I am reminded of the situation in the UK a couple of years ago, when a Greater Manchester officer was struck by a skip wagon. The response was to pull everyone, and I mean everyone, off the bikes until further notice. They did eventually put the bikes back out with some restrictions.

In my mind, restricting a bike officer's functions due to risk factors is rather counter-intuitive. Why put officers on bikes because of the advantages inherent to the mode

... even officers who are driving marked patrol units are struck by cars...

of transportation, and then take away part of their ability to be effective? Traffic stops are an effective method of enforcement in certain areas for anything from minor traffic violations to pedestrian violations to narcotics violations. If proper procedures are followed, a traffic stop on a bicycle is just as safe as one in a marked unit, with the acknowledgement that even marked units get hit once in a while. Keep in mind that, as stated, proper procedures need to be followed to reduce the risks and those taught in the IPMBA Police, EMS, and Security Cyclist Courses are designed for that purpose. We cause some of our own problems, so let's be sure that we follow procedures and keep ourselves as safe as possible while still remaining effective.

On another note, I would like to acknowledge the passing of IPMBA instructor and former board member Mike Goetz. Mike was an interesting and singular person, as anyone who met him would acknowledge. I just hope that when Mike got to the pearly gates, he remembered to use his real name, rather than saying, "Hi, I'm John Washington" as he was wont to do at conferences as he rode around on his bicycle. Godspeed, Mike, you'll be missed!

Stay Safe,

Dave Hildebrand

## IPMBA INSTRUCTOR

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Check out [www.ipmba.org](http://www.ipmba.org) for Instructor Course information!

### ipmba news

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Interested in submitting an article?  
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# Cops & Stops

Traffic stops and cops are synonymous in the minds of most civilians. Almost every type of law enforcement agency is charged with enforcing vehicle laws, and officers undergo extensive training to conduct traffic stops safely and legally. It is therefore perplexing to bike officers when they are not permitted to perform this essential function just because they are exposed to a unique set of risk factors. This series of articles will highlight the importance of training and policy to mitigate the risks and maximize the safety and effectiveness of traffic stops on bikes. *Pages 5 – 12.*

## Traffic Stops: An Essential Function of Bike Patrol

by Neil Gallivan, PCI #669  
New York State Police

**R**ecent incidents across the country have called into question the safety of making traffic stops on bikes.

The focus of this article is to offer some practical advice for training, policy, and making traffic stops on bikes to ensure that officer safety is upheld without sacrificing efficiency and capability.

I saw the need for this first hand when a vehicle fled a stop and nearly struck five bike patrol officers head-on as they were riding up the street towards the scene of a traffic stop. Fortunately, they were able to get out of the way. Nevertheless, this incident led to a temporary ban on all traffic enforcement by our bike patrols. Because the patrols were being used in high crime areas on a proactive enforcement detail known as Operation Impact, this restriction, if not lifted, would effectively eliminate their use.

During two meetings with my Captain and Major, I detailed the training delivered in the IPMBA Police Cyclist (PC) Course, provided copies of the lecture outline for Chapter 18 of *The Complete Guide to Public Safety Cycling*, and discussed the guidelines for traffic stops. I also provided a detailed memo describing our training, in-service training, supervision, equipment, and operating guidelines.

With this information, and with the strong backing of my Captain, the Major agreed to allow the bikes to continue to operate as they had been. Nevertheless, the incident helped me recognize that, as instructors and/or bike unit supervisors, the safety of cops on bikes is completely in our hands.

In recent years, the number of bike patrols has been increasing. As more cops patrol on bikes, more traffic stops are going to be

conducted, and more traffic stops are going to go bad. It's the nature of police work. When it happens, there will not only be questions from the media, but you can be sure there will be plenty of questions from the command staff.

On a bike or in a car, a traffic stop is inherently risky. Officers and cars are struck far too often, and with the rapid expansion of bike patrols, we see this trend with bike officers as well. The problem is compounded with bike patrols, however, since many officers and command staff personnel are unfamiliar with this tactic and are unaware of the versatility of bikes.

I have focused on several aspects since the incident which nearly shut down our bike patrol unit. These are some basic concepts that are important for all bike officers to fully comprehend.

### Initial and Continuous Training

**T**he IPMBA PC Course packs an awful lot of information and skills into 32 or 40 hours. Even those instructors who conduct 40 hour courses often still run short on time. Without an "FTO" program for bike officers, trainees complete the program and are then put out on the street, often without the benefit of a seasoned bike officer to guide them. Therefore, bike education must not stop once the officers are out of the classroom.

After starting bike patrol in the City of Rochester, a couple of my guys said, "there is a big learning curve when you get out there. Practicing a traffic stop in class and doing it on the street don't compare, and you have to make some of it up as you go along." Because every stop



Troopers Eric Salamone, Tom Walton, and Adam Halstead conduct a traffic stop 100 feet from roll call.

or encounter presents its own challenges and circumstances, techniques learned in the classroom must be adapted to fit the environment, sometimes in ways we cannot anticipate.

Due to the nature of our assignments, we work in groups of four or more, and, as two Instructor Trainers from the D.C. area recently found out, some of my guys have immense creativity once they are out on the street. For example, all encounters and traffic stops have contact and cover officers, but we also employ something we call – not facetiously – a "sniper watch." One bike officer takes a position

*(Continued on page 6)*



*(Continued from page 5)*  
 in the shadows far enough away to get a good view of the area, and watches for people moving towards the officers, drive-bys checking us out, and any other potential threats.

This has proven useful in gathering intel and preventing problems during the stop.

A variation of that tactic is what we now term “overwatch.” While other cars are at a scene, especially volatile incidents, the bike patrols take up positions in key locations well out of sight of the bad guys or anyone helping them. Some are designated as “overwatch/sniper watch” for the officers at the scene, while others are positioned to spot anyone trying to sneak through the perimeter. I’ve seen this work not only for finding bad guys, but also for collecting intel, as the bike officers often overhear people who, unaware of their presence, talk about the incident.

These were “street school” lessons they learned. After they shared them with me, I thought, “Great idea. Why didn’t I think of that?” Instructors, supervisors, and veteran bike patrol officers – keep an open mind. If you are a bike unit supervisor, let your guys be a little creative – they will surprise you with what they can do.

Also, discuss with newer bike officers techniques that will make their next encounter safer. This is something that we have incorporated into our nightly patrol. After each stop, if warranted, we discuss any issues and make any necessary adjustments.

This sounds time-consuming, but in reality it usually takes about 30 seconds. These learning/teaching opportunities are a great way to facilitate the continuous training/field supervision portion of a supervisor’s duties.

For bike unit supervisors of any rank, documenting these actions pays off big in the end. If an incident occurs, such as the one noted earlier, you’re going to be called “on the carpet.” With documentation from both the PC Course and ongoing training, you can easily show that the bike patrols are operating in accordance with established standards and departmental guidelines.

If you can, go on patrol. I am fortunate that I am able to ride with the patrols about once a week, which enables me to assess their performance and provide additional safety advice. On the nights that I don’t ride, I still have regular contact with them.

This communication and documentation, combined with my first-hand knowledge of what was happening on the street, is what ultimately saved our bikes.

### Traffic Stops

There are so many variations and configurations of streets and traffic patterns that I can only speak in generalities and relay the methods we have adopted. Several of these tactics were developed after our close call.

Many of our traffic stops are generated by simply riding up to, or by, cars stopping or stopped at traffic lights or stop signs. Although it seems much safer because the cars are stopped, the driver can still turn into you if you ride up alongside the car. Stay in the “safety zone” on either side of the car, adjacent to and behind the rear axle. If the driver makes a hard turn in either direction, you will avoid being struck.

Something else that we discovered during our patrols is that most traffic stops are not initiated from behind the vehicle, but rather from the front (oncoming traffic) or side (vehicles on side streets waiting to turn). The bike officers see far more traffic coming at them or making turns than they do riding up behind cars. This necessitates getting the driver’s attention from a safe position and telling them to pull over. Once that happens, the officers position themselves properly to approach the vehicle. This is another area where real life experience counts.

During the Operation Impact details, we have about thirty troopers and officers working in a designated area. All the bike patrols are designated with a specific radio ID number, and there are two cars assigned as support for the bikes. These cars will assist during traffic stops and arrests by lighting up the scene and positioning themselves behind the suspect vehicle, allowing the bike patrols access to computers for records checks and paperwork. They also provide a place to secure suspects and a way to transport them. This has worked very well for us, and when a bike patrol calls out with a stop, there are always several cars backing them up.

The bikes have proven so useful for traffic enforcement that it is difficult to ride from the office to the target area without getting involved in an arrest within the first five minutes. There have been many arrests during this casual ride, as pedaling down any city street allows our officers to see, hear, and smell everything.

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## Traffic Stop Guidelines

As an agency, the New York State Police does not have formal traffic stop policies for its bike patrols. Troop “E” is far more proactive in its use of bike patrols than other areas, primarily because of Operation Impact. Troopers on bike patrol are expected to conduct themselves in the same manner as if they were in a car regarding tactically sound vehicle approaches and officer safety issues. I am in the process of writing a traffic stop policy for bike patrols, to be submitted for review by our Field Command in Albany. In the meantime, the Troop “E” Bike patrols are using the following guidelines:

- Get the driver’s attention both verbally and by using flashing lights.
- Identify yourself and instruct the driver to pull over.
- If possible, have the driver pull over into a parking lot or onto a side street.
- Never make contact with the vehicle while on your bike.
- While on your bike, always stay in the safety zone (behind the rear axle).
- Use a passenger side approach unless there is a tactical/safety reason to approach on the driver’s side.
- Never stand or place your bike directly in front of or behind the vehicle.
- Have the driver turn off the car, remove the keys from the ignition and turn on the flashers.
- When you call out your stop to the dispatcher, be sure to identify yourself as a bike patrol.

This is a work in progress, but it is important to have guidelines for the bike officers to work by until a formal policy is established. Input is welcome. If you have adopted traffic stop policies for bike patrol that work well, please send them to [neil932@aol.com](mailto:neil932@aol.com).

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## Overcoming Safety Concerns

Many of the safety concerns we encounter on patrol are addressed in the PC Course and come into play nearly every night. They include, but definitely are not limited to:

**Danger from traffic** – If possible, direct the driver into a parking lot or onto a side street. Because of the traffic volume on many streets in our target area, the officers often make the initial stop, get ID's, then direct the operator to a parking lot or side street to get out of traffic.

**Lack of cover/concealment** – Be aware of your surroundings and available cover.

**Vehicle flight** – Put out a description over the radio.

**Multiple occupants in a vehicle** – There are always at least four or five bikes riding together. A passenger side approach is used and, as the occupants' attention is focused on that side, another officer approaches the driver's side, often in stealth mode. This divides the attention of those in the car and throws them off balance if they were planning something. This tactic is not used on a routine basis, and when it is, the timing and positioning of the contact/cover officers is clearly communicated before the initial approach. There are obvious safety issues to consider, but they can be overcome by preplanning, communication, and proper positioning by all officers.

**Visibility** – We use the NiteRider Digital Patrol light with matching taillight. We also have large reflective decals on both sides of the top tube and down tube. Reflective tape (same as on the troop cars) is wrapped around both sides of the rear rack support arms, the side of each seat stay, and each leg of the fork. We use the Patrol Cycle shoe, which has a large reflective patch on the heel, and Bratwear uniform shirts with reflective stripes around the sleeves and a large reflective "State Trooper" panel on the back. Even with all that, our guys can stealth with the best of them. But when you are looking for them, just a little light pinpoints their location quickly.

**Riding up to occupied parked cars** – Keep your distance and treat them like regular traffic stops. I noticed that because the car was already stopped, the bike patrols were riding closer to the car before

dismounting. This left the bikes too close and turned them into obstacles in case they had to retreat. This was part of the learning curve and will be addressed in future PC Courses.

**Supervision** – If at all possible, bike unit supervisors need to ride with their officers. They need to watch how the officers work, ride, position themselves, make traffic stops, and approach vehicles and people, and make any appropriate changes. Not only does this reinforce established safety guidelines, it also gives the supervisor firsthand knowledge of exactly how the patrol operates and its capabilities. When questioned by command staff, the supervisor will be well-equipped with answers.

## Bike Unit Policies

An established policy for a bike patrol unit is crucial. I was fortunate to have some input as to the content of our bike patrol policy, which was recently updated. With sections on objectives, bike patrol member qualifications, how to apply for the detail, training information, bikes and accessories, protective equipment, uniform, equipment maintenance, and patrol operations, we feel that the new policy is much clearer and more useful than the previous one.

The basis for these policies is well-established by IPMBA and the International Association of Chiefs of Police (IACP), who jointly developed a *Model Policy for Bicycle Patrols* in 2004. Using this as a template will help in developing an overall policy for your agency. As with any policy, though, it does not cover every aspect of bike patrols and allows for crucial "street school" creativity that can lead to safer and more effective practices.

If you are in a position to do so, I recommend that you help establish a policy for your agency. Having such a policy not only gives your officers guidelines to work by, but also shows that bicycles are as legitimate a police tool as cars, motorcycles and horses. Having such established policies – and training to

them – ensures that everybody is operating the same way and also helps protect the officer from the inevitable citizen complaint.

Traffic stops for bike patrols open up an entirely new world of information and training. Conducting a traffic stop in a car is something we do almost unconsciously because we have had so much training



Troopers conduct a traffic stop and drug arrest. The suspect is seated on ground in front of bike with Trooper Halstead; a Troop car is behind the vehicle, blocking all traffic on the one-way street.

and experience. All of the lessons, training ideas, vehicle positions, lighting, vehicle approaches, high risk stops, etc., that we have learned over the years – some the hard way – now need to be applied to bike patrols. It's up to us as Public Safety Cyclists to continue to promote the safe use of bikes in our jobs, educate our administrations, establish appropriate policies, train new cyclists for the real world scenarios they will encounter, and use our experience to help those just starting out on bike patrol.

*Neil is a lieutenant with the New York State Police in Rochester NY. He was certified as an IPMBA Instructor in 2003. He was instrumental in developing Project Impact, a joint operation designed to fight crime in Rochester's most dangerous neighborhoods, known as the "Fatal Crescent" (<http://www.ipmba.org/newsletter-0507-impact.htm>). He can be reached at [neil932@aol.com](mailto:neil932@aol.com).*

*Photos courtesy Neil Gallivan.*



Cops & Stops

by Jarad Phelps,  
PCI #846  
Prince William County  
(VA) Police Department

# Following Your Mental Map

Pre-planning your best performance

**T**he situation was one of your worst nightmares...you know, the kind that will wake you up from a deep sleep. But it was not a dream. This was very real and it gave the officers involved that “pucker factor.” Every bike officer has imagined this type of scenario. If you haven’t, you’d better, because these “mind games” give us our mental maps and prepare us for action. Amazingly, thanks to the officers’ mental preparation, no one was seriously injured in this nightmare scenario. So, sit back and read, but more importantly, wonder. Wonder how you would react, because not everyone would react the same, and the lessons learned could save your life.

## The Incident

Imagine this. You are on bike patrol in one of your jurisdiction’s higher crime neighborhoods (not hard to believe so far; after all, that is why you became a bike cop). You and your partner have just left another dynamic bike cop duo and begun to ride down the road. Unbeknownst to either of you, your brothers-in-arms initiate a traffic stop. But this stop is not conducted in the normal fashion. This bike cop duo is on the sidewalk at an intersection when a vehicle approaches with the radio blaring. One officer decides to conduct a traffic stop for violation of the county’s noise ordinance. As he does, he activates his emergency lights and maneuvers between the front of the

suspect’s vehicle and the rear of a truck stopped at a stop sign. Approaching from the front, he stops beside the driver’s door and straddles his bike, identifying himself and telling the driver to pull over. As he identifies himself as a police officer, the driver looks at him, steps on the gas, and turns. The driver’s side mirror strikes the officer, knocking him to the ground.

**“When time for action has come, we will not rise to the occasion, but rather perform to the level at which we train.” — Bennie Cooley, a world champion shooter and instructor.**

As you continue traveling away from the scene, you hear screams of distress and those oh-so-familiar words, “Stop, Police!” Instinctively, you know it is time to bring your A-game. Your attention is captured, and you begin to turn a corner in an attempt to find the commotion and spring into action. As you do, you see a 2,000 pound automobile barreling down the road, straight at you. You have only a second, maybe less, to react. What would you do?

This very incident happened to a couple of bike officers in my department. It calls to mind several officer safety issues. My intent in revisiting this incident is not to be a “Monday morning quarterback”, but to highlight points that all of us can learn from, even seasoned veterans.

## The Traffic Stop

The first point here is the appearance of complacency. Complacency kills! In this case, the first officer was complacent about the traffic stop. Just because he thought he was dealing with a simple noise violation did not mean he could let his guard down. That complacency led to flawed decision making – deciding to go between two cars and in front of the target vehicle to conduct the traffic stop.

When we are on bikes, the environment can dictate our tactics. In this case, the officer had the option to get behind the target vehicle to conduct the traffic stop. Had he made this decision, he would have been in a position of advantage from the start.

We should all know that, so let’s explore the possibilities and say the officer had no other option but to approach from the front (ruling out the decision to let the vehicle pass and then ride behind it to conduct the traffic stop). When the officer began to identify himself, he should have dismounted his bike and positioned it and himself in the most advantageous manner. Alternatively, he could have ridden wide of the vehicle and turned around, which would have placed him in a position of advantage and minimized the potential of being hit by the car. Regardless of your approach, and because you do not always have a choice, you need to put yourself into a position of advantage as quickly as possible.

## The Emergency Dismount

The second officer’s actions highlight the importance of honing emergency stopping and dismounting techniques. These are arguably the most dangerous aspects of bike patrol training, incorporating a hazardous cocktail of speed, brakes, and gravity. However, mastering these techniques is extremely valuable to every bike officer for overcoming the “what if” factors.

As you imagined yourself in this scenario, you had a split second decision to make: employ maximum braking to a stop, maneuver the bike away from the oncoming vehicle, or bail. In the actual situation, the officer determined that the area was too tight and he would have remained in harm’s way had he maximum braked to a stop. The option to maneuver away from the car was also not viable, because the officer had already committed to turning his bicycle to the left and there was not enough time to continue across the road or turn back.

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# Driver Hits Police Bike

by Jonathan Hunley  
*Inside NoVa*

Like the song says, a driver fought the law Thursday, and the law won.

The law's rides, however? Not so much.

It all started about 9:25 p.m. in the area of Irongate Way and Community Drive near Manassas, Prince William County police said.

An officer from the Bike Unit tried to stop a car there, department spokeswoman Erika Hernandez said.

But the driver accelerated, drove around a vehicle in front of her and struck the officer and his bike with the mirror of her vehicle, Hernandez said.

A second bike officer tried to help with the traffic stop, she said, and the driver struck his two-wheeler, too, though he was able to jump to safety.

The driver kept going, finally stopping at 8137 Community Drive, the home of Shannon Louise Culp, where she was taken into custody by a third officer.

The 40-year-old Culp was charged with hit-and-run, destruction of government property, driving under the influence and two counts of attempted malicious wounding of a law enforcement officer.

She is being held without bond and is due in court Sept. 24.

The officers were not injured. Their bikes sustained minor damage.

*Originally published August 3, 2009.*

## Following Your Mental Map

*(Continued from page 8)*

Under the circumstances, the officer opted for an emergency dismount. The officer bailed off the bike from the rear, essentially pushing off from the handle bars and pedals, forcing his body to the rear, which pushed the bike in front of the oncoming car. The vehicle struck the bike and continued down the road, but the officer came away unharmed.

The dismount technique may seem very easy, but in reality it takes a great deal of practice to become adept at such a dynamic motion. If you do not teach and practice this in your bike classes, it is worth incorporating it.

I ran across this dismount technique several years ago when I was teaching our Advanced Bike School. During one of the range exercises, I have each student ride downrange at a good speed as a target appears. The officer must disengage from the bike, get to cover and engage the threat.

One of the students performed this dismount and I was amazed by its effect. Not only does it get you off the bike quickly, it pushes the bike at your threat, disrupting their decision-making process and giving you more time to react. Since then, this technique has been demonstrated and practiced in all our bike classes.

As officers, we have a lot of tools and tactics at our disposal, potentially even more when we are on the bike. So our decision process has the potential to drag and cause us to react slowly. In this case, the officer definitely brought his A-game and made a quick decision, one that kept him from injury and possibly death.

### Lessons Learned

This incident underscores the need to be alert and to constantly think about what you are doing and how to do it better. When you stop thinking about your actions, complacency sets in. All aspects of this job are 100% cognitive, whether you are writing a report or a ticket, riding a bike, or shooting a firearm. You must constantly think about how to perform at your best. When you stop thinking, bad

things happen. Had the first officer been thinking quickly and carefully, he would have performed better and might have avoided being hit by the car.



The second officer's actions underscore two issues: mental maps and training. You need to have a mental map of your potential actions. This mental map can only be developed by asking yourself "What if...?" "What if a threat appears in front of me? What if a suspect takes off running? What if a car tries to run me down?" By developing your mental map, you are training your mind to refer more quickly to your preparation. This will, in turn, enable you to react more quickly.

Secondly, you need to maintain a high level of training, and learn to perform difficult maneuvers. The level at which you train has a dramatic impact on your performance. You have probably heard the saying, "Your worst day has to be better than their best day." That is definitely true, but I also like to paraphrase Bennie Cooley, a world champion competition shooter and instructor. "When time for action has come, we will not rise to the occasion, but rather perform to the level at which we train." These words stick with me. Training must be safe, but we must endeavor to push the level of our training ever higher.

Some of you might be wondering what happened to our suspect. The good guys always win, and a bike cop always gets the bad guy. The driver was apprehended a short distance away, right in front of her residence, and charged with a variety of felonies and misdemeanors, including DUI and a violation of the noise ordinance. The reason she fled? She did not want her car to be towed.

*Lt. Jarad Phelps has served the Prince William County Police Department for 13 years, including 11 as a bike officer. An original member of the PWCPD full-time bike unit and formerly the unit's supervisor, Lt. Phelps has been an IPMBA instructor since 2005. He can be reached at [jphelps@pwcgov.org](mailto:jphelps@pwcgov.org).*



### Cops & Stops

by Art Kleist,  
PCI #1096  
Milwaukee (WI) Police  
Department

## Get Ready to React

Being ready can save your life

**T**he City of Milwaukee is known as "A Great Place on a Great Lake," but just like in any major metropolitan city, bad things can happen. Two such things occurred on Monday, July 13, of this year (talk about Mondays being the worst day of the week!). In two separate incidents, Milwaukee Police bicycle officers, while conducting vehicle contacts of suspicious vehicles/occupants, were injured by those subjects.

At 4:56 pm., in a medium-to-high crime area, Officer Vidmar was on patrol with his partner when he backed up another bicycle patrol officer at a vehicle stop. The vehicle, a four-door maroon Hyundai occupied by two male subjects, was stopped in the middle of the street. Officer Vidmar was approaching the auto from the rear passenger side, acting as a cover officer.

As he got within twenty feet of the car, the driver observed the uniformed officers

approaching, put the car in reverse and hit the gas. Officer Vidmar stated that the car veered toward him and he did not have enough time to escape the collision. Vidmar knew his chance of surviving the impact would be better if he went over the trunk as opposed to under the car, so like Superman, he vaulted over the rear of the auto. As the vehicle fled, his bicycle was trapped underneath and dragged hundreds of feet.

Officer Vidmar sustained minor lacerations, bruising, and pain. Despite his injuries, he managed to get up and chase the auto on foot. Follow up investigation resulted in the auto being located and the suspect apprehended at his home. Felony charges of Recklessly Endangering Safety were issued by our district attorney's office. Officer Vidmar recovered from his injuries and is again patrolling, on his new police bicycle.

The second incident occurred at 5:34 pm, in an area known for illegal drug trade. Officer Ozellie approached a vehicle, a red four-door Cadillac occupied by a known drug dealer. Ozellie approached the auto from the passenger side, attempting to

monitor the subject's actions inside the vehicle.

The subject, upon observing the uniformed officers approaching his vehicle, sped off, running over one of Ozellie's feet in the process. The impact spun Officer Ozellie around, and he was then side-swiped by the vehicle.

In this instance as well, the vehicle was located and confiscated; however, the suspect is still on the run. The district attorney's office issued a full extraditable felony warrant for Recklessly Endangering Safety. Current intelligence has the suspect somewhere in California.

Fortunately, the injuries sustained by both officers were minimal and both are back to work.

*Officer Art Kleist has served with the Milwaukee Police Department for 20 years and currently serves with the Neighborhood Task Force, the Marine Operations Unit and Harbor Patrol. A bike officer during off-season for the boats, he has been instructing Milwaukee PD bicyclists for the past nine years. He can be reached at akleis@milwaukee.gov.*

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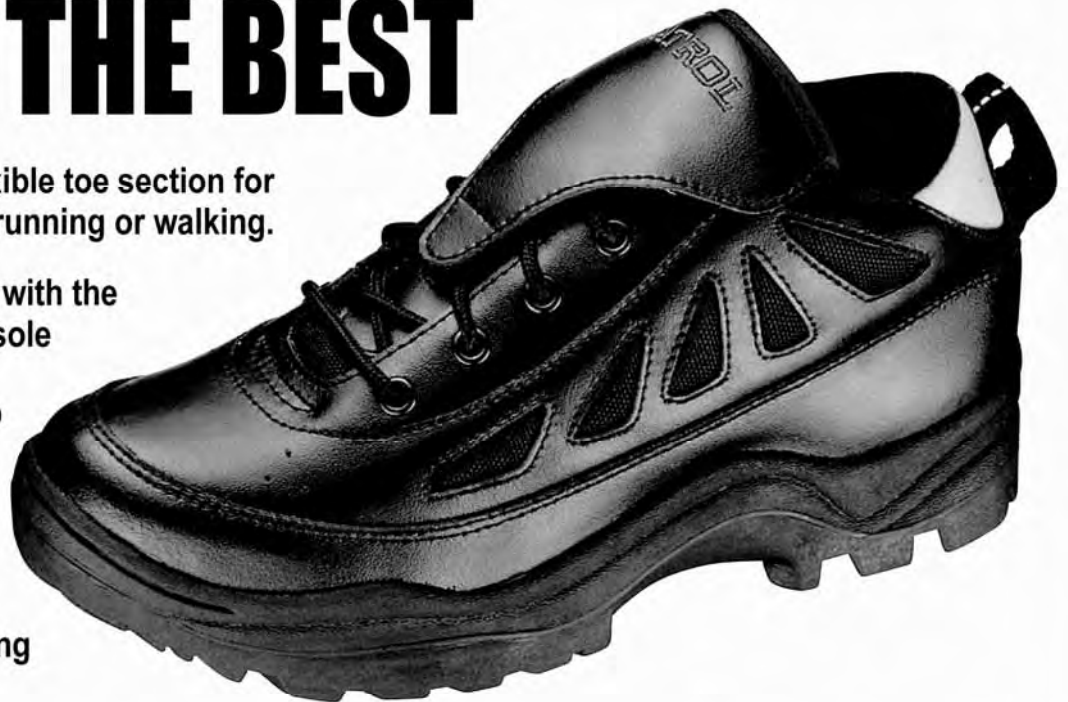
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# Bike Patrols Doing More with Less

Traffic divisions shouldn't overlook their two-wheeled brothers and sisters

by Sgt. Shawn D. Maples  
El Cerrito (CA) Police Department

If your agency is trying to reduce its carbon footprint and provide a more cost-effective method of service, don't overlook the mountain bike as an effective tool for the traffic division. We have all grown accustomed to the decked-out motor officer on his shiny Harley Davidson motorcycle and the black-and-white patrol car equipped with state-of-the-art speed enforcement equipment, but what is missing from the modern traffic unit is the bicycle officer.

Over the last two years, the El Cerrito Police Department has been conducting directed traffic enforcement operations based on citizen complaints, vehicle collisions and traffic congestion. Bike patrol officers have been able to address numerous traffic-related concerns through citizen contacts, educational opportunities and enforcement efforts. We have found that bike officers are capable of conducting the same level of enforcement as motorcycle and vehicle patrols, but at a greatly reduced cost.

This enforcement includes all of the standard infractions – speeding, red light/stop sign violations, turning violations, and all of the commonly-observed equipment violations. Bike officers have also been utilized to effectively enforce car pool lane violations and conduct commercial enforcement.

The bike officer is well-positioned to observe and respond to violations. This is due to the maneuverability of the bike in congested traffic areas, coupled with the fact that the motoring public is

conditioned to be on the lookout for patrol cars and motorcycles in traditional locations. The bike officer can set up in locations that are much closer in proximity to the violations. Furthermore, they are in a position to observe additional violations that are not visible from traditional enforcement platforms.

Needless to say, bike officers are substantially more effective than motor vehicle patrols for the enforcement of pedestrian-related violations and violations committed by other cyclists. With the recent increase of bicycle commuters, there has been an unfortunate increase in the number of bicycle/automobile collisions resulting in injuries.

Bike officers are ideally suited to interact with and educate the public about safe cycling habits in an effort to reduce cycling related injuries.

Agencies with existing bike patrol units should seriously consider selecting a bike officer for the traffic division and see for themselves exactly how effectively this tool can address traffic-related concerns. Agencies that currently operate without a bicycle patrol unit should begin the process of implementing a program and discover just how beneficial bike officers can be when utilized to address all forms of criminal activity as well as traffic concerns. All agencies with or

considering bicycle patrol must recognize the importance of training, and require all bike officers to attend a course approved by the International Police Mountain Bike Association before they can hit the streets.

The El Cerrito Police Department currently has 30 of its 45 officers trained for bike patrol. In 2008, bicycle patrol officers were on duty for approximately 1,500 hours, covering hundreds of miles. During that time, they issued almost 500 citations and made approximately 55

arrests for a variety of crimes, including robbery, auto theft, burglary, drug offenses and outstanding warrants.

*Sgt. Shawn Maples has been an active employee of the El Cerrito Police Department for 22 years and has held various positions within the department, including assignments in Patrol, Detectives and Administration. As a sergeant, he has experience as a Patrol Watch Commander, Detective Sergeant, FTO Sergeant, Driving Instructor, Bicycle Patrol Unit Coordinator and Bicycle Patrol Instructor. He can be reached at [shm@ci.el-cerrito.ca.us](mailto:shm@ci.el-cerrito.ca.us).*



Cops & Stops



A productive morning in the HOV lane.

Photo courtesy Shawn Maples.

## Park Police Crackdown on Law-Breaking Bicyclists

KSTP.com  
Minneapolis-St. Paul, Minnesota

Bicyclists who ignore the rules of the road should be prepared to face expensive tickets just like law-breaking motorists.

Three Rivers Park District Police began cracking down on bicyclists Wednesday,

August 26, 2009, issuing tickets along the Dakota Rail Regional Trail.

The trail, which stretches from Wayzata to St. Bonifacius, opened in the spring. Nearly 7,000 riders use it every week.

There are stop signs at dangerous crossings. If riders ignore the signs, officers like [IPMBA Instructor] Danny McCullough stop them.

"We're not out here just to write a bunch of tickets. It's purely a safety issue," McCullough said.

The tickets will cost law-breaking bicyclists more than \$100.

*This news clip aired on Thursday, August 27, 2009.*





Cops & Stops

## DWI Suspect Thinks He Can Escape Bike Officer

...he thought wrong

by Paul Conner, PCI #627  
Maryland

**O**n a fall Monday morning I was on the bike, patrolling my post, when I received a radio call from an off-duty officer, asking me to meet him in front of the District Court Building. The officer had been in court with a suspect whom he had arrested for DWI several months earlier. The judge had thrown the suspect out of the

courtroom because he came to court drunk. The officer explained that he thought the suspect would drive away drunk, and showed me the suspect's vehicle, which was parked about a block away from the courthouse.

The officer said he had called me because he knew that, because I am on a bike, I could keep an eye on the suspect's vehicle without being seen. I agreed, and told him I would take care of it. I rode across the street and about 50 feet down the sidewalk, stopping and crouching down on my top tube to observe the suspect's vehicle through the windows of a parked car. It was perfect concealment, yet I could watch his vehicle clearly.

Sure enough, after about 30 minutes, I saw the suspect stumbling across the field from the courthouse, heading directly towards his vehicle. At that point, I called for a marked car to be in the area for a traffic stop, but I informed the officer to stay a street or

two away until I had a sense of the suspect's intentions.

What I saw next amazed me. The suspect entered the car, pulled out a bottle of vodka, and began drinking. I was close enough to hear if the car started and was ready to move in before he could take off, but he didn't start the car right away. Twenty minutes passed, and he continued to just drink and smoke.

I had two options: arrest him for drinking on a county street, which carries a minor penalty, or wait until he started the car and charge him with DWI, which holds a much stiffer penalty. I thought to myself, "This guy needs to be in jail, so I'll wait him out a little longer." After 30 minutes of patiently waiting, the marked car was called away on a priority call.

As luck would have it, minutes after the marked car was called away, I heard it. The suspect

started the car and floored it before I could make my approach. He made a quick turn onto a main road with me following him and calling out on the radio. After making the turn, the suspect got only 20 feet before being caught up in traffic.

I rode up to the rear of the driver's side door, giving myself room to safely get out of the way in case things went bad. I stated, "Police, turn the car off." He looked back at me as I again ordered him to turn off the car. The suspect then slurred

"F\*\*\* it," and took off into the opposite lane of traffic, making another quick turn onto a side street, with me in hot pursuit.

As I again got onto the radio to report my pursuit of a DWI suspect, my voice was elevated from trying to both talk and pedal as fast as I could. The shift commander heard the agitation in my voice, and, thinking I must be traveling at breakneck speeds in a car to keep up with the suspect, jumped in and told me to "break off the pursuit." Before I could respond, my sergeant interjected, "uh, sir? He's on a bike."

As the suspect reached the end of the side street, he turned into an alley, striking a curb. He bailed out and was able to get about five feet from the car before I performed a rolling dismount to a run, tackled him, and placed him under arrest.

The shift commander and other units arrived to my location and were all laughing that a bike cop caught a DWI suspect as they helped with the tow and the prisoner transport.

When the case came to trial, the suspect was still being held on bail, so this time, he wasn't drunk. He pled guilty, had his license revoked, and was given a two-year jail sentence.

*Cpl. Paul Conner is a 19 year veteran police officer in Maryland, and has been a full time bike officer for 11 years. He can be reached at paulconner@mris.com.*

**What I saw next amazed me. The suspect entered the car, pulled out a bottle of vodka, and began drinking.**



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Full listings of the Product Purchase Program are maintained on the web at [www.ipmba.org/ppp.htm](http://www.ipmba.org/ppp.htm). The number of participating companies has increased to over eighty, and the range of products is broad. Only new and updated listings will appear in *IPMBA News*.

**The IPMBA Product Purchase Program can really save you money, and in this economy, every dollar counts!** Many companies offer "Pro-Deals", which represent savings of up to 40% off retail. You can save on bicycles, lights, sirens, eyewear, uniforms, footwear, gloves, panniers, maintenance supplies, tires, safety vests, and more. **Don't let the PPP be underutilized! Shop the PPP today, and don't forget your membership number.**

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### Maxxis Tires and White

**Lightning** are currently not participating in the IPMBA Product Purchase Program. Maxxis hopes to resume offering a discount when the economy rebounds, but changes to the White Lightning distribution system will prevent them from rejoining the program. IPMBA thanks both Maxxis and White Lightning for their past participation and support.

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## Industry

# Welcome New Corporate Member!

IPMBA is pleased to welcome **iForce Bikes** to Corporate Membership.

For over a decade, iForce has supplied solutions to the law enforcement industry, adapting each product by listening to unique user needs. Most recently, they developed a patrol-ready bike, designed from the ground up to serve law enforcement and other public safety riders.

An "out-of-the-box" riding solution, iForce Bikes are patrol-ready, featuring integrated lights, sirens, speaker kit, battery and charger; a double reinforced aluminum frame, an integrated rack assembly with quick release, street-combination tires, and a rear mount kickstand. For a complete specifications list, visit [http://www.iforcebikes.com/iForce\\_Postcard.pdf](http://www.iforcebikes.com/iForce_Postcard.pdf). See their listing in the left column for complete contact information.

The iForce made its debut at the September G-20 Summit, where it was well-received by members of the Pittsburgh Police Department and their partnering agencies.



Photo courtesy Christine Scalise.

by Sgt. Nichol Bleichner

Illinois State University Police Department



I have a different pair of sunglasses for everything I do, and rarely find myself satisfied with any of them. When I find a pair that I actually like, they usually either get broken, scratched or – my favorite – lost. Aruba Sport Eyewear helps safeguard against those problems, though, and I am very excited about the pair I recently bought.

While shopping for a pair of cycling sunglasses, I did what every technology driven human does these days: I went to the internet, where I found my way to [www.ArubaSportonline.com](http://www.ArubaSportonline.com). This easy-to-navigate website breaks down your specifications by sport, sunglass styles, and accessories.

The pair that caught my eye was the Wave/6101, with a matte black frame and smoke-colored lenses. Although the color was my usual, the Arubaflex nylon frame itself was definitely a “risk”! The lenses have a Titanium coating and, according to the manufacturer, are made with 2.0mm polycarbonate, which meets safety glass specifications. Another of their models, the

WAVE Polarized glasses, even meets the ANSI Z87.1 safety glass standard.

The nylon nose pads and temple pads are vented. The lenses wrap around and provide protection to my entire eye area. The glasses come with a molded carrying case and cleaning cloth, which are great accessories for any active sunglass-wearer. The best part is that these sunglasses weigh only 21 grams. I honestly do not remember I am wearing them.

Now, remember what happens to any sunglasses I like? They either get broken or scratched, or I lose them. Aruba Sport Eyewear is guaranteed against all hazards for life! You just mail the damaged eyewear with a processing fee of \$14.95 to an address provided when you receive your glasses. Now, if we could just get Aruba to install a homing device, I’d have the perfect pair of sunglasses!

Aruba Sport Eyewear is a new member of IPMBA’s Product Purchase Program, offering members 20% off retail price. Contact Marc McKinney at [mmckinney@arubasportonline.com](mailto:mmckinney@arubasportonline.com) or 972-369-0323.

*Nichol has been with the Illinois State University Police Department since 2001 and an IPMBA member since 2005. Earning her way through the ranks, she was promoted to Sergeant earlier this year and took charge of the 3-11p.m. shift. She can be reached at [nkbleic@ilstu.edu](mailto:nkbleic@ilstu.edu).*

## Member news

### First Nations’ First Certified

by Steve Forbes, PCI #754, EMSCI #218  
University of Guelph Police (ON)

The Nishnawbe-Aski Police Service (NAPS) is a dynamic organization that serves 35 First Nation communities in the Nishnawbe-Aski Nation Territory in Ontario, Canada. Officers are spread across an area that covers two-thirds of the province of Ontario, from the Manitoba border up the James Bay Coast and over to Quebec. It is the largest First Nations Police Service in Canada, and the second-largest in North America.

Six members of NAPS completed the IPMBA Police Cyclist course in July at their headquarters in Thunder Bay, Ontario. All of the students traveled by plane from their northern communities to participate, and a great time was had by the class, bruises and all. They will return to their communities with exceptional knowledge for safe and effective use of their bikes, as well as brand-new Cannondale law enforcement bicycles.

For NAPS police officers, reaching out into their communities is a challenging priority. The bike patrol will offer a unique, efficient, and culturally appropriate service to the people of the Nishnawbe-Aski Nation. This is a new endeavour for the officers and a great chance to represent NAPS in a community-oriented approach.

While training the NAPS officers, I had the pleasure of hearing stories about different aboriginal communities and the officers’ way of life. The stories were enthralling, and helped me ensure that the officers received the most effective training based on their unique needs. For example, as I was beginning to teach the officers the principles of vehicular cycling, one officer interrupted me, saying, “Steve, in my community, I have two roads. Both are about two blocks long, without curbs, and they don’t meet.”

That was not something I hear every day, but nonetheless, I was able to teach that officer proper bike techniques geared for his community.

Another interesting find was that in the communities up north, daylight can be as long as 18-20 hours in the warmer months; therefore, night patrol is limited during certain times of the year. Wouldn’t that be nice!

Additionally, issues such as manpower, communication, safety, and equipment can be a challenge, as some officers may be the only officer in the area. Focusing on tactical procedures and use of the bike as a necessary tool in their duties became an essential part of the curriculum.



Photo courtesy Steve Forbes.

Thanks to their training, the NAPS police officers will now be able to continue to pursue a proactive attitude towards community policing and focus their commitments to their communities in a new and effective way. NAPS police cyclists will be able to reach out to their communities and been seen as reliable representative officers for their people.

Although I entered the session as the teacher, I thoroughly enjoyed learning from the NAPS officers. In my role as a trainer, I always learn how unique each police service is. NAPS has demonstrated to me how much their community values and cultural history means to them as police officers and I believe they will succeed in bringing a new form of community policing to their workplace.

*Steve Forbes is a member of the University of Guelph Police Department. A certified member of IPMBA since 2000, he has been a Police and EMS instructor since 2004. Steve was an instructor at the 2008 IPMBA conference in Indianapolis. He can be reached at [biketainer@sympatico.ca](mailto:biketainer@sympatico.ca).*



## Bike Patrol Study Day 2009: Amsterdam

by **Tommy Hamelink, PCI #865**  
*Politie Haaglanden, the Netherlands*

*Ed.'s Note: The 20<sup>th</sup> Annual IPMBA Conference, May 6-8, 2010, will include a training session on Dutch Arrest Tactics and Crowd Management Techniques for Bike Officers.*

Amsterdam was the scene of the 2009 International Bike Patrol Day. For one day, the city was filled with more than 200 police cyclists from the Netherlands, Germany, Belgium and United Kingdom.

The day kicked off with training sessions at the Police Force Training Centre Overamstel, where the bikers participated in demonstrations ranging from time trials to confrontations with armed suspects. Scenarios were also organized in the center of downtown Amsterdam.

One training session involved dealing with an aggressive drunken suspect. In attendance at this session were a number of the local "rough sleepers" (homeless population), who cast an experienced eye over the proceedings and gave a "thumbs up" to the officers after each rotation!

Not only were the local "customers" watching the proceedings, thousands of tourists who were visiting the City went home with a smile and action photos of

Dutch police force cyclists. The tourists who were in town for the day must think that Amsterdam has the safest city centre in the world!

Comparing experiences is one of the basic objectives of the LPMD. This Bike Day was no different. Officers from Belgium and Germany attended the event with their own departments' equipment to demonstrate, and an officer from the U.K. was seen happily riding around all day on a Dutch police patrol bike. As a result of their attendance to this event, it is rumored that the Belgian and German police are considering similar events themselves.

We would like to express our thanks to all officers who attended and made the day such a success. Particular thanks to Ad Smit, Marina Ravesteijn-Teitsma, Michel van der Sluis and Nick van der Borg for organizing the event. We also want to thank all the assisting police instructors, guides and of course, the "suspects." Without them, days like this simply would not happen.

Next year, the LPMD will be the guest of Police Department Midden-West Brabant. IPMBA members Sjef Brouwers, Corne

Sprangers, and Wout Hoeks will be part of the organizing committee.



Photo courtesy Tommy Hamelink.

*Tommy is the founder of the Politie Haaglanden bike patrol unit. He attended the IPMBA Police Cyclist Course in York, England, in 2005, and was certified as an IPMBA Instructor in June 2005. He is the founder of the Bicycle Study Day in the Netherlands and [www.bikepatrol.nl](http://www.bikepatrol.nl). He is also one of the creators of the IPMBA EMS Cyclist II Course. He can be reached at [info@bikepatrol.nl](mailto:info@bikepatrol.nl).*



Photo courtesy Christine Scalise.

by **Christine Scalise**  
*Pittsburgh (PA) Police Department*

Pittsburgh Police Bike Patrol was supplemented by colleagues from Clairton, PA; Philadelphia, PA; and Pennsylvania State Troopers.

## G-20 Summit: Thanks for the Back-Up

We put six squads on the street and had a lot of Rapid Response/Crowd Control/Riot Agent action.

Countless agencies from across the country assisted the Pittsburgh Police with many other needs. There were

motorcycles, helicopters and mobile field forces as well as EMS, Fire, Coast Guard, National Guard, and other support services. There were approximately 4,000 officers with boots on the ground, on the rivers, on the hoof and saddle, and in the air. We truly thank them all.

A local company, IPMBA Corporate Member iForce Bicycles, developed a police bike specifically for our use at the Summit. They provided about 40 bikes for our testing and evaluation.

Check out YouTube for related protest videos. The following example video is from the Oakland section of the city, home to the University of Pittsburgh: <http://www.youtube.com/watch?v=13iUAQBQbpw>.

*Christine has been an IPMBA member since 2000 and an IPMBA Police Cyclist since 2001. She can be reached at [cagney1236@aol.com](mailto:cagney1236@aol.com).*



**Matt Langridge, PCI # 869**  
Thames Valley Police (UK)

Hi, folks! Welcome back to the right side of the pond. Prepare yourself for a short update on what has been going on over here since we last published.

I guess the main topic of news has been the 'credit crunch,' which, contrary to common sense expectations, seems to have had a negative effect on cycle patrol. Government, both local and national, is tightening its belt and subsequently the purse strings. The upshot of this is that local commanders have less of a cash pot and concentrate what they do have on core services. These tend to be bums on seats. No! Not drunks and layabouts, causing problems in the park, but the bit of an emergency services worker between their thighs and their waist, and the seats tend to be in police cars and ambulances. There tends to be insufficient left in the kitty to cover the cost of operations and trials of bike teams. All is not lost, however, because we are still out there, getting the miles in and also rattling the cages of the decision makers, working at convincing them how cost-effective a person-powered two-wheeler is in many circumstances, compared to a fossil fuel-powered vehicle. Talking of fossil fuel, I wonder, who is the eldest regular participant in cycle patrol? Fossil power instead of fossil fuel!

The credit crunch also had an inevitable effect on this year's Public Safety Cycling (PSC) seminar. Once again, the event was held in London, at Sir Bernard Morgan House in The City. A fair number of folks scheduled to attend had to withdraw due to having funding pulled by their departments. We still had a roomful, however, with paramedics being the most represented. Friday evening saw the now-traditional Tom Lynch guided night sightseeing ride to the heart of London, Piccadilly Circus, the Thames, etc. For many participants, this is their first experience of riding in London and in just about every case, they loved it. This is in no doubt helped by the tactic of stopping mid-ride to refuel with a good helping of fish and chips. Mmmmmm, I can taste them now. Saturday saw the also traditional workshop where our Dutch buddy and honorary Englishman, Tommy Hamelink, got to show off his bike fighting skills and

once again beat up your trusty newshound (not so many scabs and bruises this year - I'm learning!).

I was also tasked with giving a presentation on the progress of PSC's involvement with the Association of Chief Police Officers (ACPO) and the draft proposals for their recommended minimum training standards for Police employed cyclists. The proposal document is still in the consultation stage at ACPO level, with the user group consultation and recommendations being drafted for their decision. We had a number of suppliers in attendance, showing their wares and using the opportunity to draw on the knowledge of the troops on the ground for feedback on products and new ideas.

These included Endura clothing ([www.endura.co.uk](http://www.endura.co.uk)),

Kreative Innovative Technology clothing and equipment ([www.kitinfo.co.uk](http://www.kitinfo.co.uk)), Openhouse bags/panniers and medical supplies ([www.openhouseproducts.com](http://www.openhouseproducts.com)) and d3o, manufacturers of a soft, flexible body armour material used in sports clothing, etc. ([www.d3o.com](http://www.d3o.com)). I want to take this opportunity to thank all the suppliers as their support is invaluable in ensuring the event takes place.

Saturday finished with a daylight ride out and an evening jaunt for more refreshment. I had other commitments, which meant I had to ride home and miss the evening's entertainment. I was also unable to attend the Sunday morning Tour de London and obstacle

course competition at Smithfield Market. I hope to update you on how this went in the next instalment, but early indications are that the last day was well-received and a jolly good time was had by all. Another supplier was evident on Sunday - not in person but in product. Knog, manufacturers of funky lights, bags and clothing, of whom I have written in the past, were kind enough to send me a "swag bag" containing lights, hats, t shirts and stickers, which helped form the prize fund for Sunday. Thanks to Michael Lelliot at Knog ([www.knog.com.au](http://www.knog.com.au)) for his generosity. So, that's 2009 over with. Let's get ready for Seminar 2010.

That is all for now. See you all in the next issue. In the meantime, however, ride safe.

Until next time,

*Matt Langridge*



Despite the downturn in the economy, IPMBA hasn't sacrificed its mission of promoting the use of bikes for public safety. In the past few months, IPMBA has had representatives at the following trade shows. IPMBA thanks the members who gave generously of their time and knowledge in order to educate their colleagues as to the advantages of public safety cycling and the importance of training.

**League of American Bicyclists Smart Cycling Conference**, June 18-20, 2009, San Jose, California: Mitch Trujillo, Boulder Police Department.

**Police Security Expo**, June 23-24, 2009, Atlantic City, New Jersey: John Washington, University of Pennsylvania Police Department.

**Enforcement Expo**, August 4-5, 2009, Phoenix, Arizona: Jason Kibsey, Scottsdale Police Department.

**TREXPO East**, August 18-20, 2009, Chantilly, Virginia: Bruce Jackson, George Mason University Police Department, and John Stasiowski, Northern Virginia Community College Police Department.

**Enforcement Expo**, September 1-2, 2009, Columbus, Ohio: Bob Hatcher, Delaware Police Department.

**Interbike**, September 23-25, 2009, Las Vegas, Nevada: Charlie Summers, Illinois State University Police Department; Bernie Hogancamp, Homewood Police Department; and Pat Hernandez, Albuquerque Police Department.

**EMS Expo/Enforcement Expo**, October 28-30, 2009, Atlanta, Georgia: Jim Cheatham, Alpharetta Department of Public Safety, and Terry Blackburn, Peachtree City Police Department.



Bruce Jackson, right, and keynote speaker Dave Grossman at TREXPO East.

Photo Courtesy Bruce Jackson

## Bicycling Magazine Update



IPMBA is pleased to announce that many of the customer service issues with *Bicycling* magazine have been resolved. As the result of a recent reorganization, a new process of transferring data to the magazine has been established, and we are now sending subscriber information directly to the company that completes the data processing. We also now have a dedicated contact at

Rodale Press as well as a customer service representative. We continue to provide monthly updates (new members, renewed members, and address changes), which are entered into the *Bicycling* subscriber database. Unfortunately, due to rising postage costs, the magazine will no longer be available to our Canadian members. We are currently seeking an alternative. If you are an active IPMBA member and are not receiving your subscription to *Bicycling*, please send your name, mailing address, membership number, and expiration date to [info@ipmba.org](mailto:info@ipmba.org). We thank you for your continued support and patience.

## On-the-Job Safety: NIOSH Seeks Your Input

At the 19<sup>th</sup> Annual Conference of the International Police Mountain Bike Association (IPMBA) held in Albuquerque, NM, Michael Breitenstein from the National Institute for Occupational Safety and Health (NIOSH) held a roundtable forum, discussing safety and health concerns for bicycling police officers as well as police officers in general. Three major topics were voiced by the police officers who attended: 1) hand pain and numbness when riding bicycles, 2) effects of air pollution on the health of bicycling police officers, and 3) back pain caused by the duty belt worn by both bicycling and traditional police officers.

The health concerns of hand pain and numbness and back pain have been forwarded the NIOSH Ergonomic Research Team for further evaluation.

The topic of air pollution and bicycling police officers generated the most concern. Bike officers not only ride in heavy traffic, but they are often stopped at intersections with idling vehicles such as buses and trucks, or conducting traffic stops.

Some departments volunteered to allow NIOSH to conduct a study to characterize and evaluate potential health effects of these exposures. Mr. Breitenstein will be investigating the feasibility of conducting exposure assessments and health outcome studies with various police departments.

If you would like further information, please contact Michael Breitenstein at 513-533-8290 or [mjbl@cdc.gov](mailto:mjbl@cdc.gov).

## LAFD Workin' Day and Night for King of Pop's Funeral

by Robert Dunivin, EMSCI #205  
Los Angeles (CA) Fire Department

On June 25, 2009, Los Angeles Fire Department was thrown into the worldwide spotlight with its response to a cardiac arrest at Michael Jackson's Bel Air Estate. Once the word of Jackson's death hit the news media, so did video and photos of Los Angeles Fire Department (LAFD) Station 71's response and crew members administering to him. The crowds started to form at UCLA Medical Center in West Los Angeles, at Michael's house, and at the family home in Encino. We knew at that point this was going to be a big deal for the City of Los Angeles.

As the world news media converged on the city, the focus shifted to the latest on funeral plans. Various locations were discussed as options, including Neverland in Santa Barbara and Jackson's hometown of Gary, Indiana. Fans flocked to both places, filling up hotels in anticipation of an event. Finally, the Staples Center in downtown Los Angeles was chosen and the masses moved in.

With less than a week to plan and an initial estimate of 750,000 people from all over the world, the Los Angeles Police Department (LAPD) and LAFD had to move quickly. The idea of erecting several large screens up for the fans to view from the streets surrounding the venue was proposed. Instead, the LAPD decided to set a perimeter several blocks around the Staples Center to eliminate any

possibility of having large crowds form in the area. Announcements were broadcast that there would be no reason to come downtown unless you had tickets to the event.

Nevertheless, the departments had to prepare for more than a half a million people to converge on the area. The Los Angeles Fire Department was spread out across the city; from the Forest Lawn Cemetery to the procession route to the downtown area, LAFD units were in place. Among them were seven cycle teams and three gator teams, positioned in the downtown area.



Photo courtesy Rick McClure.

With less than a week to plan and an initial estimate of 750,000 people from all over the world, the Los Angeles Police Department (LAPD) and LAFD had to move quickly.

At 7:30 a.m., the teams took to the streets. Fortunately, the efforts of the LAPD to deter people from coming downtown were successful.

Approximately 20,000 people attended the ceremony (Staples Center and additional seating at the Nokia Theater), but only about 50,000 spectators showed up outside the perimeter in hopes of seeing the procession. Many more lined up outside the Forest Lawn Cemetery, where the private ceremony was held prior to the procession downtown.

By 2:30 p.m., when the cycle teams completed their shift, they had responded to eight medical incidents, with three people needing transport to local hospitals. While the worst case scenario did not happen, the LAFD cycle teams were poised and ready for anything.

*Robert Dunivin is a member of the Los Angeles Fire Department. A member of IPMBA since March 2008, he became an EMS instructor a month later. Dunivin can be reached at rdunivin@csfa.net.*

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## Bike squad rides to the forefront during big carnival

by Sean Patrick Norris

Staff Writer, The Maryland Gazette

Published 08/05/09

**Y**ou may never see them. You certainly won't hear them.

But the Centralized Bike Patrol Unit is riding rings around the Big Glen Burnie Carnival this week, and giving the county Police Department another weapon in its arsenal against crime.

"Most people are looking for the police car so being on a bike definitely gives you that stealth factor," said Cpl. Paul Conner, who's been patrolling Glen Burnie by bike for 11 years. "The one disadvantage is you don't have that 3,000 pound car as cover in case something goes wrong."

Conner is one of 24 bike-trained officers on the unit countywide. The Glen Burnie squad began full-time operations in 1995 and expanded to five officers in 1998. Normally eight officers patrol the perimeter of the carnival, which runs through Saturday.

Conner said the unit is most useful in settings like the Baltimore Annapolis Trail Park, or the Arundel Mills parking lot. Officers most often make arrests when they ride up on after-dark drug deals and car break-ins.

Officers all ride the Trek Police Package Model, 24-speed bike with a heavy-duty frame.

It's equipped a silent rear hub that mutes the clicking noise that comes from normal bike gears.

Criminals literally can't hear the officers coming in some cases.

"We were two feet away from these guys on the trail and we saw one guy hand the other a bag while the other guy handed over the money," Conner said. "We couldn't believe our eyes."

Police radios, sometimes a tip to would-be criminals are carried right next to the officer's ear, set on low volume or turned off in a pinch.

"We can usually be on somebody before they can decide whether they want to fight or run," Conner said.

The summer and the Big Glen Burnie Carnival mean extra work for the bike patrol. The Carnival runs through the end

of the week from 7 to 11 p.m. It opens at 6 p.m. on Saturday, the last day.

The thousands of people who will attend each night's event raises demand for the bike patrol's presence.

"It's a huge deterrent," said Candy Fontz, vice president of the Glen Burnie Improvement Association. "It's comforting to know someone is always available. They are a definite asset to the community."

The physical presence of the officers makes them a valuable in collecting information for on-going investigations.

"We get a lot of calls for homeless people," Conner said. "While some of them can cause problems they are often a wealth of information about what is going on on the street. You don't want to see anybody homeless, obviously, but if you are respectful to them they can be very helpful."

Two weeks ago Connor rode by a man in the Arundel Mills parking lot who had just spray-painted his own car.

"I rode right by him and I got an overwhelming smell of spray paint," Conner said.

Conner asked for the man to prove he owned the car he was spray painting and as they walked back toward the vehicle Conner noticed the man was acting strangely.

"He was saying all this weird stuff like I hate cops, I hate Maryland," Conner said.

He asked the man if he had any weapons. The man began reaching for his backpack and Conner tackled him and put in handcuffs. Inside he found drugs and a loaded gun.

"That guy was 10 feet away from going into the movie theater and with the state of mind he was in who knows what could have happened," Conner said. "If I wasn't on a bike I would have never smelled that spray paint."

Last week, Conner led a training course for 17 new bike officers. During the week they taught officers how to ride up stairs, use their bikes as a weapon and navigate an obstacle course, slowly.

"Usually the toughest drills are the slow-moving courses we do," Conner said. "You need to have good balance and it helps when you are doing something like the carnival and don't want to run into kids."

Conner even has broken down some assumptions with his bike.

A drunken driver was due at the District Court in Glen Burnie, but when he arrived intoxicated the judge threw him out.

The man then retreated to his car and began imbibing from a bottle of vodka. That's when an officer in a car suggested Conner keep an eye on him.

"I'm crouching between two cars watching him and wondering if I should go get him now or wait to see if he starts the car," Conner said.

Eventually the man did start his car, and "flooded it" on to Crain Highway. Three right turns later the man hopped out of the car and tried to run away. Conner apprehended him in a number of minutes.

"No one thought you could catch a drunk driver on a bike but we did it, it's been done," Conner said.

## IPMBA Member Named Bicycle Patrol Officer of the Year

**O**n Tuesday, October 13, 2009, the Northern Anne Arundel County (MD) Chamber of Commerce hosted its 24th annual Community Safety Awards.

IPMBA member **Paul Conner**, PCI #627, was named Bicycle Patrol Officer of the Year.

The event honored individuals from 23 public safety agencies, doubling the number of awards from previous years to include often overlooked categories, such as bike patrol, animal control, and security. "It really is about recognizing people that go above and beyond their jobs," said Fran Schmidt, executive director of chamber. "These people do things for public safety without the notoriety."

IPMBA congratulates Paul on his accomplishment.

**M**ichael Philip Goetz was born 5 November 1955 in South Charleston, West Virginia. He grew up outside of Buffalo, New York, and graduated from Williamsville High School North in 1973. He was an Eagle Scout and competed at the State level in target rifle.

Mike went on to the Forestry program at West Virginia University in Morgantown, West Virginia. His love of the outdoors was a life-long passion, and although he never finished his Forestry degree, he spent much of his life helping others experience the wonders and beauty of nature.

After serving as a police officer for several years in Morgantown, Mike moved to Seattle and joined the Seattle Police Department in 1984.

Mike served 21 years with SPD, retiring in 2006. Among his many accomplishments during that time, Mike was a strong advocate for the use of mountain bikes in police work, a board member, and a lead instructor for the International Police Mountain Bike Association. He also managed to lead, coerce and occasionally drag many friends, relatives, and colleagues up various mountains around the world from Mt. Rainier to Mt. Kilimanjaro.

During this time Mike also shouldered the duty of caring for his mother, Pat, and father, Hans, from 1986 through their deaths from Alzheimer's in 2000 and 2005, respectively.

Mike married Kris Raymond in 2001, gaining a life-partner and enlarging his loving family. Together they set out to realize their dream of relocating to Africa, where, along with their bed and breakfast in Bulawayo, Zimbabwe, Mike would become the first American licensed as a professional guide in that country. Mike's dream was cut short just before completing his apprenticeship when he contracted brain cancer in early 2008. He left us on 15 August 2009 after a fierce battle.

Mike is survived by his wife, Kris Raymond, her children Nichole and Casey and grandsons Caleb and Benjamin. Mike also leaves three brothers, Larry, Paul and Stephen, and a sister, Susan.

In early November, Kris traveled to Zimbabwe to scatter Mike's ashes in Motopo's National Park. He requested to be close to his rhinos, and in a peaceful, spiritual place.



## — Tributes to Mike —

**I** am very lucky to have had Michael Goetz for a friend. He has taught many things to people around the world with his knowledge, skill and patience.

Mike gave all of us a final but important lesson; how to be brave and persevere in spite of the odds.

Cancer did not kill Michael Goetz; it only killed the vessel he was contained in. Mike will live forever in the minds and hearts of all of us.

NEVER let it be said that Mike lost his battle with cancer for he did not. He left this earth without kneeling to beg for his own mortal life and that is a victory that few can claim. — *Allan Howard, PCI #001, Dayton (OH) Police Department (retired)*

**I** first met Mike at the IPMBA conference in San Antonio in 1994. He caught my attention immediately because he was a Seattle bike cop. After all, that was the place it all began. Mike was a good rider and had a passion that was indicative of his future leadership role in the organization.

I remember Mike as a steady guy you could always go to for common sense advice and a calm head during the sometimes passionate and heated board meetings. Mike had a boyish grin and a mischievous sense of humor that worked to help make better sense of things when it was needed. Stuart Bracken reminded me that Mike was always happy being a team player and didn't need to be in charge to be happy. You could always trust Mike to do what he said he would, and to finish what he started.

Every bike officer has his or her favorite crash story, and Mike was no exception.

Mike was working an area of Seattle in which gang members hanging around the streets was a pretty common sight. Gang members are frequently armed, and if caught at the wrong time, they won't hesitate to kill a police officer. One of the blessings – and one of the curses – of being a bike cop is the stealth factor. Riding up on crimes in progress is a frequent occurrence. Mike said he rode up on this group and was concerned that they might get the jump on him if he hesitated, so he moved in quickly with the intention of getting off his bike as fast as he could. I don't remember exactly what Mike said caused the problem – most likely a toe clip that didn't let go of his foot – but he fell down onto the street in front of the whole group. He consciously maintained his "Command Presence", and the group just stood there watching, without moving a muscle to threaten him. Mike said he kept a look on his face that said, "I'm going to kill the first one who laughs or says a word." While there was a lot of stifled laughter and twitching grins, not one of them laughed out loud or said a word about his fall. He picked himself up and resumed riding.

*(Continued on page 23)*



Mike, far left, sporting the American flag.

(Continued from page 22)

As he got about a half block away there was an explosion of laughter from the group.

Mike was a friend, mentor, confidante, fellow IPMBA founder and trainer as well as a brother in bikes and in arms. But mostly he was just Goetz. Thanks Mike for all your hard work and all the fun times. I .....WE ...are going to miss you. — Kirby Beck, IPMBA PCI #002T, Coon Rapids (MN) Police Department (retired)

I am deeply saddened by Mike's passing but grateful he is no longer suffering through his battle. If our roles were reversed, Mike would be better at expressing these words of condolence. He was always gracious, thoughtful, and generous with his friendship. His hand was always extended when you needed it; most times you didn't even have to ask. He was family. I'll miss those snide remarks of his that could keep you laughing all day. He was truly a "character" and a face of IPMBA that everyone will remember for his leadership and camaraderie. He was a brother to us all. — Tom Woods, PCI #010T, Denton (TX) Police Department

The first time I met Mike was at one of the conferences. I think it was Tacoma. He was such a fun and funny guy. I think he tried to remind us all not to take life too seriously. Mike was one of the two people in IPMBA who got me very interested in becoming a Board member and reaching for the Education Director position. When I told Mike that was what I wanted to strive for, he said something I would remember couple of years later... "Be careful what you wish for... you might get it!" I'll bet right now he is talking to a bunch of angels...telling all of the funny stories from his time in IPMBA. — Al Simpson, PCI #165T, Pompano Beach Police Department (retired)

When I ran for the board of IPMBA in 2002 at the Ogden, UT, conference, Mike was instrumental in my selection. While I don't want to use the term "strong-arm" for how he finagled me as their choice, I know he spent a great deal of time "convincing" the other members for their vote. While I was very indebted to him for helping me achieve a goal, several years later I just wanted to kick his ass for convincing me to be big part of IPMBA. Seriously, it was a pleasure to be one of Mike's students when he taught the first

EMS Cyclist course in Nashville, and an honor to call Mike a friend. I am heartbroken that my friend has lost his fight and is gone. I love you Mike and keep shining your light down on Kris.

— Jim Bowell, EMSCI #001T, Troy (OH) Fire Department

I met Mike in the bike storage garage in Nashville, Tn. at the '97 conference. He was the first IPMBA member I met there, and I liked him immediately. Little did I know that Mike was the lead instructor for the EMS Cyclist Course. Mike persuaded me to become more involved by inviting me to become a member of the education

committee. Eventually, Mike convinced me to apply for a board position (I'm not sure if I should have trusted him any more after that, he sure was a smooth talker). I had a 2002 Mt. Fuji at the time, and Mike used to tease me at the beginning of each pre-conference, asking me if I brought my wife's bike; I guess he thought it looked kind of feminine. I believe Mike is in that better place we all hope for one day. When that day does come for me, I will be looking for Mike riding his bike and when I pull up beside him, he'll say, "I can't believe you brought your wife's bike with ya." — Ed Brown, EMSCI #002T, Osceola County (FL) Fire & Rescue

Mike was always there for you, ready to jump in and give you a hand. At board meetings, he was like a pressure valve; when things got bogged down he would say or do something off the wall that would have everyone laughing. When I/we hosted the conference in Chicago back in 1999, he kept me from going off the deep end. His sense of humor and wit will be missed. — Ray Ranne, PCI #187, Chicago Police Department

Mike was independent IPMBA's first Education Director. One of his passions was the development of new instructors. One of Mike's projects was me. As a new instructor under Mike, I was groomed to teach others how to effectively

use a bike in public safety. I am proud to pass along his legacy and proud to call Mike my friend. — Mitch Trujillo, PCI #244T, Boulder Police Department

I met Mike through IPMBA over 10 years ago at a conference and I always looked forward to seeing him again every year because he was one of a kind! I am sure he is up there with St. Michael, showing him how to ride the stairs! — Ed Croissant, PCI #366, Tampa (FL) Police Department

I don't know that I can ever remember a time when I saw him and he didn't have a smile on his face. That's what I will always remember about Mike...that smile. We have all lost a great friend, and he will not be forgotten. He touched many lives, and he left a positive mark on all of us.

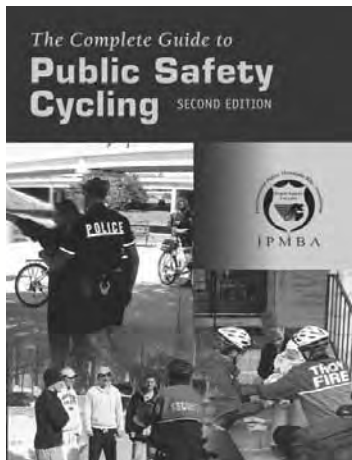
The world is much less without him, but God now has a new jokester and storyteller! — Jere "Buddie" Clark, Metro Nashville (TN) Police Department

Mike was an integral part of IPMBA for many years. He was always eager to share his passion for police cycling at the IPMBA conference, whether he was teaching the basic class to novices or bicycle response team formations to experienced bike cops. He brought levity to the classroom and the boardroom and did his best to look out for the best interests of the association. Over the years, he established close friendships, mentored his students, and endeared himself to many. He will be sorely missed.

— Maureen Becker, IPMBA

Mike's wife, Kris, is grateful for all the support she has received from IPMBA members. If you would like to assist her in paying Mike's medical bills, go to any Bank of America and ask to make a contribution (check or cash) to the Mike Goetz Benevolent Fund, established at the Shoreline WA branch of Bank of America. If the representative at your local branch is unable to assist you, please have him/her call Jennifer Boyle of the Shoreline Bank of America at 206-533-2705.





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## Congratulations New IPMBA Instructors



Photo courtesy Frank Demes.

**Instructor Course Graduates**  
Tampa, Florida  
June 15-19, 2009

**Terry Blackburn**, Peachtree City Police Department, Peachtree City GA; **Danielle Bobzien**, Lee County EMS, Fort Myers FL; **William Draper**, Wilmington Police Dept., Wilmington DE; **Kristina Duran**, Tampa Police Department, Tampa FL; **Glenn Fajardo**, FBI Police, Washington DC; **Mike Grim**, Lee County EMS, Fort Myers FL; **Steve Holly**, Clark County Park Police, Las Vegas NV; **Nicholas Hulseberg**, FBI Police, Washington DC; **Christopher Thompson**, Broward Sheriff's Office EMS Division, Fort Lauderdale FL; **Steve Wiesing**, City of Coral Springs Police, Coral Springs FL; **Brian Witte**, Wilmington Police Dept., Wilmington DE.

**Instructor Course Graduates**  
Rochester, New York,  
August 17-21, 2009

**Christian Bailey**, Scottsdale Police Department, Scottsdale AZ; **Jason Carroll**, Barnegat Twp. Police Dept., Barnegat NJ; **Michael J. Fritsch**, Lakewood Police Dept., Lakewood OH; **Craig Gardiner**, Peel Regional Police, Brampton ON; **John Gillespie**, Radnor Fire Company, Wayne PA; **Jeff Prawdzik**, Riverdale Park Police Dept., Riverdale Park MD; **Alberto Santiago**, Rochester Police Department, Rochester NY; **Brent Sluiter**, Holland Police Dept., Holland MI.



Photo courtesy Neil Gallivan.

## Attention Conference Workshop Presenters!



If you have been selected to conduct a workshop at the 20th Annual IPMBA Conference, now is the time to be working on your handouts. The handouts (workshop materials) will be presented to conference attendees on a CD-ROM. They MUST be submitted no later than February 28, 2010, but may be submitted at any time prior to the deadline.

The handouts should summarize the information in your presentation in a clear, concise manner. They should be designed to enable those who attend your session to follow it, but also to give those who do not attend an idea of the workshop content. They may consist of a Word document (article, outline, background material, etc.) or PowerPoint slides to accompany your presentation. The materials will be converted to PDF format for protection. If you wish to also distribute paper handouts to the students during the workshop, it will be at your own expense.

Your students are counting on you for an outstanding conference experience, so please submit professional quality documents.



by Mitch Trujillo, PCI #244T  
Boulder PD (CO)  
IPMBA Education Director

I'd like to extend the invitation to join the IPMBA Instructor Google Group. We hope this group will facilitate the exchange of best practices in public safety cycling training and operations.

You can request to join the group at <http://groups.google.com/group/ipmba-instructors>. I think you will find this new method of communication for the instructor cadre very effective. Once you have subscribed, you may choose to visit the group to read the posts (no email notifications), have each posting delivered to your mailbox, or select from several in-between options.

In an effort to spur the use of this communication tool, I am forwarding some recent information (taken from my Google group message) that you might find useful.

**Website:** A number of resources have been posted on the IPMBA website. One is the updated *Board Position Letter Concerning Large Diameter Wheels* (<http://www.ipmba.org/newsletters/PositionStatementLargeDiameterWheelsFinal20090824.pdf>) which outlines some technical issues with regards to sizing students to such bikes as well as effects on riding style and ability. IPMBA has recognized and legitimized the use of 29ers for public safety; information relevant to instructors can be found in the document. Also, because some

instructors may not yet have been exposed to 29ers, an instructor development workshop entitled *Size Doesn't Matter: 29ers for Public Safety*, will be presented at the conference.

The second is the *IPMBA Bicycle Repair/Replacement Guidelines* ([http://www.ipmba.org/printables/IPMBA\\_Bicycle\\_Replacement\\_Guidelines\\_2009.pdf](http://www.ipmba.org/printables/IPMBA_Bicycle_Replacement_Guidelines_2009.pdf)). This document might be useful for those students who are seeking guidance on replacing their fleet bikes as well as what tools and equipment to have on hand for bike repairs.

**Video:** The IPMBA video development team is in the final edits for the new vehicular cycling

video. The process has been a long one, but I think we've been able to address numerous topics in great detail. I am especially proud of the max braking visual and narrative. I

think you'll like it. I also think you will be impressed by the instructional tips for stair ascents and other skills. Although the video is almost complete, we are still seeking sponsorship support to help cover the nearly \$50,000 production costs. If you have some connections with a company or donor who might be interested in sponsoring the video for product advertising/exposure, please forward the contact information to Maureen. We hope to make it available shortly after the first of the year.

**We hope this group will facilitate the exchange of best practices in public safety cycling training and operations.**

**Curriculum Development:** The use of backpacks is being analyzed for EMSCs; we are looking at the various considerations for using them in lieu of panniers during training. Also, we continue to examine and identify things we will need to tweak in the ITK. If you find something that may need correcting, please bring it to my attention via email to [trujillom@bouldercolorado.gov](mailto:trujillom@bouldercolorado.gov). We have also embarked upon an effort to develop the course materials for both the PSC II and the EMSC II, to bring them more in line with the ITK format.

**POST:** Finally, Colorado has been added to the list of states that recognize IPMBA as a POST-approved

training. Many departments find value in this. I would encourage you to look into your own state's licensing authority and seek to have IPMBA's educational programs

included as approved training for continuing education credit, etc. More information can be found in Instructor Course Student Handouts and your ITK.

With the warmer days behind us, I hope you get many opportunities to ride and develop your cycling skills on- and off-duty. Either way, stay safe and ride forth....

*Mitch is an IPMBA Instructor Trainer, serves as Education Director on your IPMBA Board, and has a penchant for singlespeeds. He can be reached at [trujillom@bouldercolorado.gov](mailto:trujillom@bouldercolorado.gov).*

## IPMBA Board Openings Announcement

Three seats on the IPMBA Board of Directors will be up for election/re-election at the 2010 IPMBA Conference in Chesterfield-St. Louis, Missouri. This is the official notice for those who may be interested in serving on the IPMBA Board.

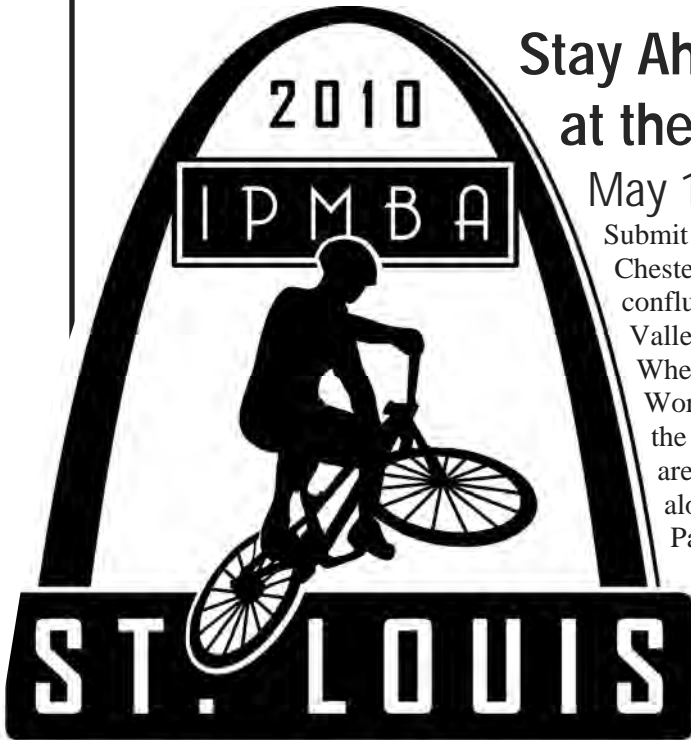
In order to be eligible to serve on the Board of Directors, you must hold current, active certification as an IPMBA Instructor.

According to the IPMBA By-Laws, Article 111, Section 5: Board Candidate, any qualified member can become a candidate for the Board of Directors by:

- Submitting a letter of interest to the Executive Director after the official notice and no later than 45 days prior to the first day of the Annual IPMBA Conference (last day to submit letter and resume will be **March 21, 2010**).
- A resume or C.V. must accompany the letter of interest. If a resume or C.V. is not submitted, the candidate's name will be deleted from the list of potential candidates.

If you are interested in serving on the IPMBA Board, you may submit your letter of interest and resume to the Executive Director at any time before **March 21, 2010**. Please email your letter of interest and resume to [maureen@ipmba.org](mailto:maureen@ipmba.org). You will be expected to address the board during its pre-conference meeting on Tuesday, May 4, 2010.

If you have questions about board member responsibilities, please contact Maureen at 410-744-2400 or any current board member. Contact information for current board members can be found on page 20 and at <http://www.ipmba.org/board.htm>.



## Stay Ahead of the Curve at the 20<sup>th</sup> Annual IPMBA Conference

May 1-8, 2010 ~ Chesterfield-St. Louis, Missouri

Submit your training request **now** to attend the 2010 IPMBA Conference in Chesterfield-St. Louis, Missouri! From the 630-foot Gateway Arch to the confluence of the Missouri and Mississippi Rivers in the Chesterfield Valley, St. Louis is ready to host the 20<sup>th</sup> Annual IPMBA Conference. When you are not honing your bike skills, you can watch the ten-time World Champion St. Louis Cardinals, visit the majestic Clydesdales and the Anheuser-Busch brewery, test your luck at a casino, and sample the area's many flavors. Cycling opportunities abound, from the bike trails along the levees to the KATY train, to the 1779-acre Castlewood State Park. IPMBA has invited Shaums March to once again share his stupendous mountain bike skills on the park's 17 miles of trails, which range from flat bottomland along the Meremac River to steep hill climbs along the creek valley, challenging ridge-to-ridge trails, and hilly, technical twistlers, like the aptly named "roller coaster".

*Pre-conference: May 1-5, 2010 ~ Conference: May 6-8, 2010.*

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*(Continued from page 1)*

they freeze in our lights. We extricate them from the eight-foot ditch and find four black duffle bags, each holding 45 pounds of marijuana. This one went well; another seizure for America's first line of defense – the U.S. Border Patrol – as 180 pounds of marijuana are taken off the streets along with four bad guys who won't be doing that again anytime soon.

The Border Patrol began using mountain bikes in 1992 as a means of patrolling the U.S./Mexico border in Imperial Beach, California. After their resounding success, many other Border Patrol Sectors followed suit. The Ysleta (EE-slet-uh) Border Patrol Station in El Paso, Texas, started their bike patrol in 1996

with just a handful of agents. Today, the Ysleta Station has 18 bike agents and one supervisor.

The station has a total of 35 bikes: 25 Specialized Hardrock Comp Disc bikes painted olive drab and black, and 10 black Trek Police model bikes, plus all the tools to maintain them. The bikes and bikers take a real beating, riding in very harsh conditions that would destroy a normal bike, not to mention the rider. The 2.5 inch tires carry the bike and rider over the soft sand and so-called "moon dust"; unlike the normal 1.75 inch tires, which cut deep and send the rider off to the side and often into his partner.

During a normal shift the Ysleta bikers patrol the areas next to the Rio Grande River, the natural international

boundary between the United States and Mexico and a thin, fragile line only a foot deep and 10 feet wide. The Border Patrol is America's front line, and the Bike Patrol is part of that defense, acting as a highly effective tactical team designed to keep violent criminals from infiltrating society, often selflessly stepping into harm's way to protect the interests and people of the United States.

We start out at the station, usually on evening shift. After a brief muster, we transport out to "the line." We pedal all the dark areas of the Colonias – low-income neighborhoods near the border – looking for any sign of illegal alien activity, letting radio chatter and other indicators guide our search.

Once an illegal entry has been discovered, the bikers fan out and "leap-frog" the sign. This calls for one agent to follow

the footprints, or sign, from the beginning and the rest to move ahead, following sections of the trail until the group is found. It is an ancient, yet still efficient, locator system that was utilized for centuries before the Border Patrol was created in 1924.

In the Ysleta Station's area, this can take minutes or hours. In other areas, days can be spent tracking the aliens, ending at times in the rescue of illegal aliens. Many nights are spent lying in ditches, waiting hours on end for

illegal aliens who may or may not be waiting to cross. Patience is their virtue as well.

Some nights we walk the riverbank, listening for voices, careful not to give up our location. Some nights are spent pedaling residential areas, providing much-needed public relations by talking to residents about illegal activity. Residents frequently comment, "I didn't know Border Patrol uses bikes!"

We do use bikes. As a matter of fact, the Bike Patrol in Ysleta is responsible for 25% of apprehensions while using just 5% of agents. Many of the other stations have similar statistics. In the El Paso Sector there are three bike patrol units: Fabens Station, Ysleta Station, and El Paso Station. The Santa Teresa Station will soon be starting a bicycle patrol. Many more Border Patrol stations are beginning to realize the economic and operational advantages of having a bike patrol.

I have been on the Ysleta Station Bike Patrol since 1999, and sometimes it has seemed like the bike movement was losing momentum. I watched as stations disbanded their patrols in favor of other operational initiatives, but now it seems to be on the rebound. The Border Patrol is better for it.

*Senior Patrol Agent Leon Baker has been in the Border Patrol since 1998 and a member of the Ysleta Station Bike Patrol in El Paso, Texas, since 1999. He has been a Border Patrol Bike Instructor since 2002 and an IPMBA Instructor (#896) since 2005. He is a Border Patrol Bike Instructor Trainer, FTO, and FTO Instructor. He can be reached at [leon.baker@dhs.gov](mailto:leon.baker@dhs.gov).*



U.S. Border Patrol Agents negotiate challenging terrain. Photo courtesy Leon Baker.

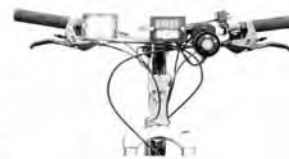
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