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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. 24, No. 3

Work Hard. TRAIN HARDER.

by Maureen Becker
Executive Director



Biltmore. Blue Ridge. Bicycling. Beer.

Asheville's attributes are well-known, making it an attractive destination for visitors ranging from outdoor recreationists to culinary adventurers and from music aficionados to appreciators of the arts.

Soon, it will also become "famous" as host city to the 2016 IPMBA Conference.

Nestled in the Blue Ridge Mountains, just off the nation's most scenic highway, Asheville's residents and visitors celebrate the great outdoors by cycling, hiking, rafting, climbing, fishing, and more. When they have exhausted themselves, they settle in to enjoy the many unique restaurants and pubs serving up locally grown produce and beverages.

Mountain bikers and hikers flock to the Pisgah National Forest, featuring 500,000 acres of mile-high peaks, cascading waterfalls, heavily forested slopes, and miles upon miles of mountain bike trails.

IPMBA conference attendees will not need to go too far to play, as host hotel Crowne Plaza Asheville Resort not only offers a full-service Racquet and Fitness Club & Spa, but is also home to Asheville Adventure Park. On-site adventures include Kolo Bike Park and Asheville Zipline Canopy Tours and KidZip; while off-site experiences include Treetops Adventure Park, TreeQuest, and Wildwater Rafting.

Of course, the primary reason to come to Asheville in April is the top-notch training for which IPMBA is so justifiably known. The full array of certification courses – from operator to instructor – will be offered April 23-27, 2016.

As for the Conference (April 28-30, 2016), IPMBA's instructors once again have risen to the occasion with new or reinvented workshops such as *Arapahoe High School Shooting Debrief*, *Bike Maintenance Topics*, *Bike Theft: STOP it NOW!*, *Conquering Stairs and Steep Descents*, *Creating a Physical Fitness Incentive Program*, *FAT Bike Operation*, *Gunfighting for Police Cyclists*, *Mountain Bike Etiquette*, *Planning for the UCI World Road Championships*, *Tourism-Oriented Policing Services*, *SIMUNITION® for Bike Patrol*, and *Using Bicycles in Disaster Response and Search and Rescue*.

A team of sports medicine professionals from Mission Hospitals will conduct *Sports Medicine 101*, and American Bicycling Education Association founder Keri Caffrey will present *CyclingSavvy: Empowerment for Unlimited Travel*, a two-part session that will provide instructors with new tools for teaching both civilians and public safety cyclists. Finally, KravMaga of Minneapolis will return with their public safety-specific version of *Krav Maga* training.

And as for beer: from brewpubs to microbreweries to Sierra Nevada and New Belgium, Asheville claims to have more breweries per capita than any other U.S. city, so at the end of the training day, local refreshment will always be on tap.

The Asheville Police Department invites you to discover the sights, sounds, and flavors of Asheville. Visit <http://ipmba.org/conference/schedule-and-program>, call 410-744-2400, or email events@ipmba.org for more information and to register.

BSMART

A Solution to Enforcing the Safe Passing Law ... Finally

by Rob Simmons, PCI #1349
Chattanooga (TN) Police Department

Ever since states starting passing three-foot passing laws, I have been asking my fellow law enforcement officers from across the nation asking how they are enforcing their versions of the law. The resounding response has always been, "it's impossible". This is due mainly to the fact that judging distance between two moving objects FROM a distance can be difficult. Throw in the fact that officers are indeed human and, as such, prone to error, and you will have a difficult time proving a subjective measurement when faced with a defense attorney in court.

I was motivated to find a solution to this and began researching if the Chattanooga Police Department could develop a data-driven device which would measure proximity of a vehicle to a pedal cycle. After all, we have radar guns for speed enforcement, so why not utilize technology to

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The Call to Demilitarize Police - Equipment or Mentality?



As a law enforcement and criminal justice instructor, I spend a great deal of time and effort working to stay informed on the topics that affect our profession. Many are now calling for the “demilitarization” of police, likening police uniforms and equipment to those they see on the battlefield.

Some of these perceptions of military appearance are exaggerated; police aren't regularly patrolling our streets in MRAPs with 50-caliber, turret-mounted machine guns as our military would do in a war zone. Yet many of us now have MRAPs, Humvees and other armored specialty vehicles in our fleets, and many of our officers have rifles that appear to be like those carried by our soldiers. We know full well that these rifles are not military weapons, and that no one is suggesting that we should employ anything like the high caliber, fully automatic machine guns of the military.

Police uniforms certainly look more “tactical” than in the past, with outer vest carriers, ballistic helmets and pants with more pockets. These daily wear uniforms are a departure from the more formal uniforms that are now worn more commonly for special occasions when we are less likely to actually perform a police function.

The central issue that we need to address is less about what we wear and the equipment that we have, and more about how and when we employ them. There have been many examples cited across the nation when agencies have used equipment and

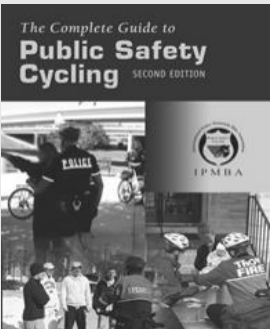
tactics that seem to over-step what is necessary. There is a backlash from the public, implying that we are assuming the appearance of an occupying army rather than a civilian police force. In the immediate aftermath of 9/11, the public was reassured by a heavily armed, tactical appearance, but as the urgency of that fear has faded into the background, so has the comfort this appearance provided.

It is now incumbent upon us to find a balance between preparation for violence and an image that discomforts those whom we serve. Officers on bike patrol have long benefitted from the positive response generated by their less intimidating

The central issue that we need to address is less about what we wear and the equipment that we have, and more about how and when we employ them.


appearance. But that positive response would be rapidly diminished if it was not followed by an effort to foster open, cordial contact. In a similar path, our more tactical uniforms could be dramatically softened by the manner in which we interact with our citizens.

A good source to for more information on this path to improve our police/public relationship can be found at <http://unleashingrespect.blogspot.com/>.



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The Board Issue

IPMBA's governing board is comprised of nine individuals who volunteer their time and experience to ensure that IPMBA maintains its status as the premier organization for public safety cyclists. These dedicated instructors have been asked to come out from behind the scenes and share information about topics near and dear to their hearts. Asked only to write an article about the public safety cycling-related topic of their choice, they selected subjects that are as varied and interesting as the board members themselves. Read on! Pages 5-12.

by Tom Harris, PCI #861T/EMSCI #030T
East Baton Rouge (LA) EMS
IPMBA Conference Coordinator

I have been a member of IPMBA since 1996, when I attended my basic cyclist course in Baton Rouge, which was taught by Steve Jackson. I still consider myself a youngster in the world of IPMBA compared to our founding fathers and in light of all that they have done to create such an outstanding and professional organization.

While attending the conference in Chandler this year, participating in some of the reunion activities orchestrated by Tom Woods, and listening to the comments made by each reunion attendee prompted me to start thinking (I know scary, right!). Just like the old WWII poster "Uncle Sam Needs You", well, so does IPMBA.

Without our members and instructors, IPMBA would not be what and where it is today! IPMBA is truly a world-class training organization and is a members' organization. I have had the privilege of attending most of the conferences since 1999, where I took the Police Cyclist Instructor Development Course and have since been heavily involved with IPMBA.

I became an Instructor Trainer in 2009 and have served as a member of the Board of Directors since 2010. Baton Rouge has hosted two conferences, the first in 2007, which was the first conference hosted by an EMS organization; the second in 2013, which was co-hosted by East Baton Rouge EMS and Baton Rouge Police Department.

As with any organization, IPMBA is only as strong as its membership and is dependent on their involvement and commitment to such activities as becoming instructors, applying for the board, attending conferences and spreading the word about IPMBA. Some of you reading this may or may not know that IPMBA relies on memberships, fees, the conference proceeds and donations to

fund its day-to-day operations and develop and improve our training programs and resources.

IPMBA has only one full-time employee, Maureen Becker, our Executive Director. The board serves on a purely volunteer basis, who like you, have jobs, families, and other priorities. We also possess a true passion for the organization which we serve. I truly believe you will only get out of something what you are willing to put into it.

During my tenure on the board, there has been and continues to be constant communication among the members of the board and the membership on how to improve the organization and the training that is offered during the conference and/or regionally. The recently redeveloped and launched Bicycle Response Team (BRT) program is one example; the new and improved Instructor Class is another. The *Complete Guide to Public Safety Cycling* and the *Fundamental Skills for Public Safety Cycling* were the result of hundreds of hours of volunteer work from board members, input from IPMBA members, and much staff time.

The conference is a huge part of IPMBA. The networking, classes, camaraderie, and outstanding efforts of each and every host agency combine to have the best conference and training possible.

Each year around July, Maureen puts out a call for instructors and workshops for the next year's conference. We are always overwhelmed by the quality and variety of proposals submitted.

Instructors devote much time and energy to writing their proposals, developing the content, and delivering the workshops. All of their effort is for naught if the conference is not well-attended.

I know these are trying budgetary times, and it can be difficult to take time away from family to attend the conference, but this is one of the major sources of funding to maintain our programs and

memberships. So please make every effort to attend a pre-conference course, the conference, or both.

IPMBA needs each and every member in its ranks. IPMBA needs new and fresh ideas from each and every one of you to make our training programs bigger, better, stronger than any program in the world!

So with all that being said, please do not hesitate to become an instructor, apply to the board and/or bring new ideas to the IPMBA board and/or the IPMBA Conference. Here is a link to the board page (<http://ipmba.org/about/ipmba/board-and-staff>), which explains who they are and what they do both in the real world and as board members. IPMBA and the board are here for you. Let's continue to strive to improve our organization and provide the best public safety cyclist training in the world.

As I said in the beginning, "IPMBA NEEDS YOU"!

Tom is currently the Special Operations Supervisor for East Baton Rouge Parish EMS where he is responsible for the Special Teams, including the bike and tactical medic programs. He is also a Deputy for the Livingston Parish Sheriff's Department since 2005, where he is a member of the Special Response Team and Marine Division. He has been an IPMBA member since 1996 and became an Instructor in 1999. Tom gained his IT status in 2009 and became a member of the board in 2010. He hosted the 2007 conference, the first EMS agency to do so, and also co-hosted the 2013 conference in Baton Rouge. He can be reached at tharris@brgov.com.



by Carla Garrett, *Blue Line Magazine* and Gary Strang, *PCI #1457*
London (ON) Police Service
IPMBA Membership Coordinator

This article appeared in the August/September 2015 issue of Blue Line Magazine.

A recent overhaul to a decades-old bicycle patrol unit in the city of London is making a dent in the cycle of crime in the downtown.

After ramping up its presence with a permanent shift rotation, London Police Service (LPS) saw a dramatic increase in criminal investigations, boasting a 56 percent increase in its first full year.

“Having a dedicated bicycle patrol team has been a tremendous step forward and the results have been nothing short of amazing,” says Sgt. Gary Strang, who heads up the specialty Community Foot Patrol Unit. “We have a marked departure from without bikes to with bikes and are on track to beat our 2014 record.”

The unit has experienced substantial growth in the successful apprehension and prosecution of criminals and traffic-related offences, while reducing calls for service on regular patrol.

“Our uniformed presence on foot and bicycle allows members of the Community Foot Patrol Unit to preemptively deal with persons and situations that may later turn into calls for service,” says bike patrol Cst. Casey Schmutz.

The LPS has used bicycle patrol over the past 20 years, but in 2012, under Strang’s leadership, the Service made a significant shift in direction, assigning all bicycle patrol to a 12-officer unit dedicated to providing service to the core area of the city.

The bicycles are primarily used from April to December; members return to foot during the heavy winter months.

“Our previous process of deploying bike patrols sporadically and with random officers was ineffective and of no value to the Service,” says LPS Chief John Pare.

He adds the new model has created a sense of ownership and connectivity that did not exist under the previous system of deployment and improved community relations.

Downtown London associations, which serve to improve and attract businesses and investors, have also seen the benefits of this value-added service.

“It adds a level of safety to the downtown we really appreciate,” says Downtown London CEO Janette MacDonald. “We are all very reassured to have them here and so visible.”



She says they often see the officers waving as they ride by on patrol or stopping just to say hello.

It is this relationship that allows the police not only to become more effective in their day-to-day duties, but also build bridges and understanding with the community as a whole.

“We get to know our customers on a first name basis. We have the ability to build respect and trust. Not an easy task in today’s environment,” says Schmutz.

Schmutz has been a member of the foot patrol unit since 2013 after spending eight years in regular patrol, where he

never got an opportunity to develop rapport with the public.

“In my first year in the unit, my eyes were opened to the benefit of face-to-face interaction with the public we serve and the criminal element from which we attempt to protect them,” he says. “This was something that had been missing during my eight years on regular street patrol.”

However, a successful bike unit takes more than presence to be effective, says Strang. To ensure quick and safe responses to incidents, officers must be properly trained to use their mountain bikes.

“When you get hired as a police officer you have a driver’s license, but they don’t just give you a cruiser. You are trained in the safe operation of police vehicles. A bike is a police vehicle and good biking skills are just as important,” says Strang.

These skills are demonstrated in a popular LPS YouTube video.



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 In the short video, a thief cuts off a bike lock and rides away down a crowded downtown street. Within seconds, two officers on bicycles are expertly maneuvering through both pedestrian and vehicle traffic, cornering the suspect against a parked car

The cycling officers show immense control,

making swift precise movements on the bike while maintaining their speed as they navigate through the cracks and crevices of downtown London.

Strang, a strong proponent of continued education, made a conscientious effort to ensure officers received accredited training on the safe operation of bicycles during police patrol.

The International Police Mountain Bicycle Association (IPMBA) was selected to provide that training, a benefit of which has been a reduction of risk both to the officers and the organization.

“Officers need to be mindful of that fact and learn to operate them to their maximum potential,” says Strang, who has biked to work the past 19 years of his 32-year career.

IPMBA offers internationally recognized certification and training courses. These courses were developed by experts in the fields of police, EMS, and security cycling. Public safety agencies around the world use its courses.

This training has provided unit members the ability to safely and comfortably navigate a police bicycle into areas that were previously inaccessible and difficult to patrol.

Currently officers on the unit are only required to complete the training once, but Strang, an IPMBA instructor, says he is looking into a possible recertification process. There is also talk of expanding the unit with requests coming in from other areas of the city.

The bikes have been positively received by the community and have been a bridge to building excellent relationships, the foundation for public support needed to allow us to get the job done, says Strang.

“It has been well worth the investments.”

By the numbers ...

Number of running criminal investigations:

2009:	237
2010:	69
2011:	240
Mid 2012 (when bike patrol started) to end of year:	449
2013:	549
2014:	696

Number of occurrences downtown:

2009:	572
2010:	528
2011:	589
2012:	917
2013:	1,023
2014:	1,256

Carla Garrett is Blue Line Magazine's regional correspondent in Southwestern Ontario. She may be reached at carlagarrett@bell.net.

Gary Strang is a 32-year veteran of the London Police Service in London, Ontario, and is currently in charge of the bike unit. He rides to work and has done so for the past 19 years, including during the winter months. On weekends he races on a road bike. His favorite quote is, "cycling never gets easier; you just go faster." He was certified as an IPMBA Instructor in 2014 and is currently serving as membership coordinator on the IPMBA Board. He can be reached at gstrang@police.london.ca.

Photos courtesy Gary Strang and Blue Line magazine.



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by Michael Wear, PCI #516T/EMSCI #059T
Metropolitan (DC) Police Department
IPMBA Education Director



Photo courtesy Mike Wear

IPMBA is a training organization noted for high-quality, up-to-date techniques, tactics, technology and professional standards. As the Education Director for our organization, I strive to keep current with what's new and what's hot! I rely heavily on members letting me know about exciting opportunities for training. IPMBA strives for innovation in the classroom, practical exercises and field applications as well as to provide services and resources.

I am a long-time instructor, not only for IPMBA, but also for practically every place I have been employed. My job list is long (I do get bored easily), but to name a few: paperboy, drill sergeant, police supervisor, dishwasher, vehicle skills instructor, camp counselor, and, of course, IPMBA Instructor Trainer. In most of these instances, there has been a distinct advantage of working as a subordinate authority; meaning that if something happened, the subordinate authority had a process or higher authority to seek care and treatment of an individual who was injured, hurt, or permanently disabled. There was viable support for the burden of liability.

When conducting training internally, as a member of a department which has sanctioned and approved both the individual as an instructor and the instructional material, any incidents during a training session are generally considered "Performance of Duty". When placed on loan to another agency, the loaning agency covers the individual on loan; it is their duty assignment. The sponsoring agency provides coverage to their members. But what if an instructor wanted to conduct the training on their own for payment?

When IPMBA began authorizing qualified instructors to deliver the IPMBA Bicycle Response Team (BRT) Training independently of the conference (as has long been the case with the Police, EMS, and Security Cyclist Courses), I found myself in a dilemma. The BRT training is "hot", "fresh", and in demand. If I venture out on my own to offer this training, I am no longer a "subordinate authority." As a contractor, vendor, or small business owner, I assume the role of the higher authority, and as such, need to be more concerned with liability. How, therefore, can I protect myself, and can I afford the insurance?

The question is not new and through the years many avenues have been explored, most of which have led to dead ends. In most instances, either the coverage has been cost-prohibitive or it has precluded training that takes place outside of a secure training environment due to the third-party exposure. One has to conduct a lot of for-profit courses to cover the cost of a typical insurance policy, if you can find an applicable one. Obtaining insurance on a per-event basis can be a more affordable option for those instructors who conduct for-profit classes only occasionally.

When browsing the USA Cycling website, IPMBA director Maureen Becker discovered that USA Cycling offers its coaches the option to purchase insurance for instruction, not just

events. She contacted former IPMBA Instructor Steve McCauley, USA Cycling's Development Foundation Director, who put her in touch with Kevin Dessart, the Coaching Education and Athlete Development Director. After lengthy conversations with both Dessart and a representative of Willis Insurance, it was determined that IPMBA Instructors could obtain coverage through USA Cycling by becoming licensed coaches.

The insurance covers bodily injury and property damage, including participant legal liability coverage; personal and advertising injury, including libel, slander and defamation of character; and professional liability for sports instructors. The base fee is currently \$200 per calendar year (January 1-December 31, not pro-rated). It is applicable to all coaching activities, such as one-on-one instruction, classes/course/clinics, and writing lesson/training plans, but not to competitive or recreational events.

A licensed coach can purchase insurance that provides coverage for the training event participants, support personnel and leader/instructors. In order to be insured, the coach must obtain a USA Cycling permit for the training course. The permit fee is \$50 for 1-3 days and \$100 for 4-30 days, with a \$2 per rider per day insurance surcharge. Permit applications received less than eight weeks in advance are subject to late fees, which increase as the lead time decreases.

In addition to the permit fee, there is a participant (one-day license) fee for training of \$5 per student, per day, which does not apply to holders of USA Cycling annual licenses. Licenses may be purchased online in advance or on the day of the course. The fees can add up depending on the number of

I assume the role of the higher authority, and as such, need to be more concerned with liability. How, therefore, can I protect myself, and can I afford the insurance?

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students in the class, so it is recommended that you build the permit and license fees into the cost of course, in addition to IPMBA membership and certification/certificates of completion.

For Instructors interested in instructor development as well as insurance, becoming a USA Cycling Coach is a terrific option. The program requires continuing education and offers many different ways to achieve credit. There are webinars, clinics, on-line class and workshops opportunities available to gain continuing educational credits. This quest for insurance can lead to a place where instructional development and growth are the priority.

In my personal quest, I ventured through the USA Cycling website (www.usacycling.org) and discovered an in-depth program focused on cycling competition. As public safety cyclists, we may or may not be a part of that community. In keeping with the high standards set by USA Cycling, it was not an easy and quick process. The certification took over a month to complete, with each step taking a few days. The time from my initial application to receiving my first insurance policy was about 60 days. However, with some good planning and understanding of the system, I believe it could be done in less than 14 days. Take the time to read through the process, study (especially if you are not an experienced competitive cyclist), and take notes during the exam; there is a retake process. Missed steps or moving too quickly will result in delays. Take your time during the exam; it is long. You can save the test and return to it; however, once you leave a page, you cannot return to change answers. You have 14 days in which to complete the test.

The sidebar at right contains a quick summary of the process, which can also be found at <https://www.usacycling.org/steps-to-becoming-a-coach.htm>. During my quest all the personal contacts and correspondence were timely and professional. The staff understood my lack of experience and walked me through all the steps of obtaining the insurance. If you decide to participate in the process, feel free to contact me directly at sgtwear@msn.com and I will share more of my personal quest!

Mike is a 23-year veteran of the Metropolitan Police Department in Washington DC. He was one of the first members of the MPD Mountain Bike Unit in 1992 and was on the first Civil Disturbance Squad on July 4, 1995. In 1997, he became the first city-wide mountain bike coordinator and training supervisor. He discovered IPMBA in 1998 and has been a dedicated member ever since. Employing his experience and knowledge into the professional cycle training offered by IPMBA enabled him to be certified as an Instructor in 2001 and an Instructor Trainer in 2008. He also teaches EVOG, MC, Segway, firearms, marksmanship, CIO, patrol rifle, and CDU. His motto is, "Ride Hard, Ride Safe, and Thanks for Coming Out!" He can be reached at sgtwear@msn.com.

How to Become a USA Cycling Coach

- 1) Order **Introduction to Coaching Cyclists**. Email coaches@usacycling.org to request the manual and access to the Level 3 Exam. Be sure to indicate that you are with IPMBA. [Fee: \$35 as a PDF, waived for IPMBA members.]
- 2) Read and study **Introduction to Coaching Cyclists**.
- 3) Take the Level 3 Exam online. A score of 80% or better is passing. If you score less than 80%, you may retake the test after 14 days have passed. Please see **Directions for Taking the Level 3 Exam Online** for more information on this process.
- 4) Complete the **Coaching License Application and Risk/Media Waiver** and send it to USA Cycling via coaches@usacycling.org, fax to 719-434-4325 or regular mail to USA Cycling, Coaching License Application, 210 USA Cycling Pt, Ste. 100, Colorado Springs, CO 80919. [Fee: \$95 for one year; \$170 for two years.]
- 5) Review and complete a **Criminal Background Check**. This is required even if you have a current employment background check. [Fee: \$22, good for two years.]
- 6) Your Coaching License will be issued* only after you have passed the Level 3 Exam, your completed and signed Coaching License application and Risk/Media Waiver are received, and the Criminal Background check is cleared and received by USA Cycling. *Allow 3-4 weeks.
- 7) You have sixty (60) days from the time your coaching license is issued to complete the required **SafeSport Training**, an online training program teaching how to recognize, prevent, and take action against misconduct in sport (available at <http://training.teamusa.org/>). Any coach who does not complete the training within the sixty days, will have their license suspended pending completion of the SafeSport training. [Fee: free]

Start-Up Costs: Manual (\$0) + Background Check (\$22) + One-Year Coach's License (\$95) + Base Insurance (\$200) = \$317

Cost of Three-Day, 10-Person Course: Permit Fee (\$50) + Insurance Surcharge (10 people x 3 days x \$2/person = \$60) + Student License Fee (10 people x 3 days x \$5/day = \$150) = \$260

Federal Case Law as a Guide for Training Necessity

by **Bernie Hogancamp, PCI #498**
Homewood (IL) Police Department (Retired)
IPMBA President

While courts across the nation constantly hand down decisions that can alter our understanding and expectations, there are several landmark federal decisions relating to training that should form the core of our agencies' training mission.

The first case, and the foundation upon which all others have been constructed, is ***City of Canton, Ohio v. Harris, 489 U.S. 378 (1989)***. The United States Supreme Court held that "a municipality may be held liable under §1983 for violations of rights guaranteed by the Federal Constitution, where violations result from the municipality's failure to adequately train its employees, only if that failure reflects a **DELIBERATE INDIFFERENCE** on the part of the municipality to the constitutional rights of its inhabitants.

Failure to train cases can be established in two ways. The first involves a lack of training in an area where there is an obvious need for training. Decision-making training with respect to the use of deadly force falls squarely within the description of a law enforcement task for which there is a patently obvious need for training. The second method of establishing a failure to train is to establish a pattern of conduct by officers that would put the agency on notice of the deficiency, and the agency failed to respond with appropriate training.

The next case of note is ***Popow v. City of Margate, 476 F.Supp. 1237 (N.J. 1979)***. The officer in this case had continuing firearms training, but it was limited to marksmanship-style range training, and did not include conditions that he would encounter in the real world. The court noted that an officer would likely encounter low-light conditions, moving targets, and/or the need to fire in residential areas, and that the training should reflect those conditions.

The final case is perhaps the most specific to our training needs and should offer a clear guide to training necessity. ***Zuchel v. Denver, 997 F.2d 730 (10th Cir. 1993)***, established that deadly force decision-related training ("shoot-don't shoot") that consisted of nothing more than a lecture and a movie, was grossly inadequate.

In reviewing these last two decisions, Popow and Zuchel, it is clearly established that law enforcement agencies must conduct firearms training on a regular basis; the

firearms training must reflect the environment that officers are likely to face, i.e., moving targets, moving officers, low-light conditions and residential areas if applicable to the agency being trained; and finally, agencies must conduct decision-making training with respect to when to use deadly force.

Annual or semi-annual qualification courses and other courses which emphasize speed under stress and marksmanship, without decision-making skills, may actually enhance liability by making officers more likely to accurately hit targets that they select by their faulty, untrained judgment.

... police training should be guided by the *Three R's*: realistic, recent and relevant

Utilizing the language from the ***Complete Guide to Public Safety Cycling***, police training should be guided by the *Three R's*: realistic, recent and relevant. Training should reasonably re-create the real world environment and factors that officers will face to challenge their performance and judgment. It should relate to the types of circumstances and tasks that they are likely to perform and it should be recent enough to have an actual positive effect on that judgment and performance.

Although the latter cases are specific to deadly force, these factors that allow our training to exceed these minimum standards are clearly applicable to all law enforcement training.

Whether our concerns are officer safety or protecting ourselves from liability, or a healthy balance of both, we should be doing far more than simply avoiding being held *deliberately indifferent* in our *failure to train*. Doing less would be akin to *training to fail*.

Bernie retired after a 30-year career with the Homewood Police Dept., having served in many positions including field training officer, in-house instructor, tactical officer, detective, detective supervisor, tactical supervisor and training coordinator. He became an IPMBA Police Cyclist in 1993 and an IPMBA Instructor in 2001 at the IPMBA Conference in Cincinnati. He has been a conference instructor since 2003. He also teaches a variety of subjects for Northeast Multi-Regional Training (NEMRT), and has instructed at the ILEETA conference. He currently serves as President on the IPMBA Board of Directors. He can be reached at sgtbernie@live.com.

The Hardest Bike Race in the World is not in France — *Outside Magazine*

by Mike Harris, PCI #1125
Mill Creek (WA) Police Department (Retired)
IPMBA Treasurer

This was one of the opening lines in *Ride the Divide*, a 2010 movie documentary about the Tour Divide, a 2,700 mile bike race along the Great Divide Mountain Bike Route (GDMBR), starting in Banff, Alberta, and ending in Antelope Wells, New Mexico. It is based on one guiding principle: cycle the GDMBR end-to-end, as fast as possible, in a solo, self-supported fashion.

The reason I was watching this movie and devouring everything that I could get my hands on about the race was Scott Picquet, an IPMBA member from Chandler, Arizona. Scott is one of the few riders who has attempted this race and finished.

My conversations with Scott inspired me to attempt the Tour Divide in 2015; however, my results were much different than Scott's. I was only able to make it to Wise River, Montana, before having to pull out due to injury. Along the way, I met several other IPMBA members with whom I have lost contact but also were making the attempt to ride the Divide. Not finishing this race has left a deep feeling of unfinished business, which I will attempt to erase.

Fortunately, Scott was inspired to write an account of his Tour Divide experience. I had hoped it could be included in this issue of *IPMBA News*, but due to its length, it has been posted instead to the IPMBA website. Please visit <http://ipmba.org/blog/comments/ride-the-divide> to be inspired by Scott's journey.

Mike recently retired after 26 years in law enforcement, serving the last 23 years with Mill Creek (WA) Police Department. He has been a bike officer for 22 years and an IPMBA Instructor since 2008. Mike is also a certified mountain bike instructor for the International Mountain Bike Instructor (IMIC) program (now IMBA Instructor Certification Program) and a volunteer instructor for the Evergreen Mountain Bike Association in Washington State. He serves as treasurer on the IPMBA Board and can be reached at treasurer@ipmba.org.



Photo courtesy Mike Harris

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*"I applaud IPMBA for upholding a strong standard for participating in the IC."
"This is the best instructor course I have ever been involved in."
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Newsletter of the
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Memoirs of a Board Member: Chapter Four

by Craig Lepkowski, PCI #1180/EMSCI #272
Lake Forest (IL) Police Department
IPMBA Secretary

Editor's Note: Long-time members may recall that back in 2003, then-IPMBA Board Member Monte May began writing an occasional column entitled "Memoirs of a Board Member", penning the first in the 2002 Conference Registration issue and the second in the Spring 2002 issue. Mike Goetz carried on the tradition in the Winter 2004 issue. Visit <http://ipmba.org/membership/newsletter> to read these columns and more from IPMBA's past.

Submitting an article for the "Board Issue" of *IPMBA News* is one of the more challenging tasks expected of a board member. It is always difficult to figure out what kind of article to submit. Maureen does a great job of reminding board members of their responsibilities, at times resorting to pleading, cajoling and actual begging to get us to submit some sort of an article on time. I always seem to apologize for not being prepared, rack my brain for ideas, procrastinate, discard lots of ideas, miss deadlines, and then try to submit something I pull together at the very last minute and try to sell as a product I've spent countless hours researching, developing, guiding and reworking.

As I worked on this issue's article, I realized the above paragraph fairly accurately describes the challenges of being a volunteer board member. Although we communicate via email on quite a few topics throughout the year, much of the work is assigned and discussed and brainstormed at the winter board meeting and the much shorter board meeting at the yearly conference. We all are busy at our jobs, in our personal lives, on other boards and with other organizations. And occasionally we like to take time to ride and engage in other leisure-time pursuits. Although IPMBA is a priority for all of the board members, dedicating as much time as we'd all like is difficult at times.

When we do get together for the board meetings, there are times (in between the meeting agenda Maureen attempts to keep us on) when humor surfaces, inside jokes are shared, and funny quotes can be gathered but, of course, never attributed.

Then there are the times when board members are confronted with the cold, hard truth that they had an assignment, article, position paper, project or follow-up research to do that Maureen never forgets about. That leads to the general

put-off responses of "It's not done.....but it's within reach!" Or the more evasive, "It's a work in progress.....and it's all up here", as the person on the hot seat points to his head.

The board brainstorms ways to increase membership so the fees can keep the Association afloat and enable us to continue providing great products, services, and training. The educational information and materials are typically the result of many dedicated hours from volunteers and provided to the membership at very low or no cost. This issue is addressed with much input and discussion from the board members and accurately summed up with the statement, "We are giving them a s**t-pile of information. For free???"

As stated previously, the board meetings are a great place for long discussions and decision-making in person that allow for immediate responses and points of view not easily conveyed via email. Board members will throw out their opinions, brainstorm crazy ideas (remember, there are no crazy ideas in brainstorming!) and offer various points of view based on their knowledge and expertise. Naturally, there are bike references. For example, with an idea we all liked, someone might say, "Let's get on this and ride it out," or "climb on that idea and take it for a ride."

Many times board members will be pointedly asked for their opinions, and one such time, when reviewing members' answers, the following exchange was heard.

"What was (insert board member name here) position on this?"

"He was non-committal."

"What do you mean?"

"He didn't say 'no'. But he didn't say 'yes', either."

"Oh. So he was non-committal. Got it."



Photo Courtesy Chandler Police Department

2014-2015 Board: Craig Lepkowski, Brian Gillman, James Englert, Robert Hatcher, Tom Harris, Michael Wear, Wren Nealy, Bernie Hogancamp, Mike Harris

Other times during the board meeting, as with all gatherings, people will get giddy and goofy and provide some pretty funny labels or quotes. Most end up being inside jokes, or you-had-to-be-there funny, but two examples that readers may appreciate are: "She's Snow White and we're just the Seven Dwarfs.", and, "We've got a Wear. Now we just need a who, a what, a how, and a why."

Finally, as with all boards, committees, group meetings, task forces, and special teams, the most common quotes heard through the board meeting were: "Did you just wake up?", "Let's table that until 2016.", and the ever-so-popular, "Under no circumstances should you leave the room during position elections - you'll end up with all the jobs people don't want!"

The next IPMBA board meeting will take place in Asheville, North Carolina, in February 2016. Stay tuned for the next installment of "Memoirs of a Board Member"!

Craig has enjoyed riding at his department for many years and was honored to assist with the development of the department's bike unit. Impressed with the IPMBA Course he attended in 2009, he attended the Instructor Course in 2010 and has enjoyed teaching bike skills ever since. Never one to say "no", Craig was elected to the IPMBA Board in 2013 and is currently serving as Secretary. He looks forward to helping maintain IPMBA's position as the top-notch provider of public safety bicycling instruction. He can be reached at lepkowsc@cityoflakeforest.com.



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The “Perfect” Solution

by Mike Harris, PCI #1125
Mill Creek (WA) Police Department (Retired)
IPMBA Treasurer



Photo courtesy Mike Harris

Several years ago I started to notice that my arms were getting a little short while checking ID's, so I went to my doctor. The first question out of the doctor's mouth was, “How old are you”? Upon hearing my response, he said, “Yep, its time for readers”. Of course, I quickly denied that could be possible. His response, while smiling, was, “You're getting old, so suck it up.”

That moment launched my quest to find the so-called perfect readers that I could use on the bike while out on patrol. My first experience with readers would find me

stopping someone, pulling off my sunglasses and then reaching for my readers, which were either lost or bent into a shape that did not allow them to be placed on my face. This forced me into buying mass quantity of readers. If I had been smart, I would have bought stock in one of the warehouse stores, as I think that I personally raised their profits.

I was about to give up on my search for that “perfect” solution when Mitch Trujillo stopped me at the IPMBA Conference in Chandler, Arizona. Mitch asked me if I used readers and when I begrudgingly admitted to it, he mentioned that he had a pair from Dual Eyewear that I should try out during the conference. I was hesitant because I had tried other reader sunglasses and they just didn't work out. However, Mitch can be pretty persuasive, so with much reservation, I agreed to try a pair.

Mitch provided me with a pair of Dual SL2 Pro black/smoke 1.5. I fell in love with the glasses immediately, as I was able to read my bike computer and anything else that I needed to see. I could go into a long discourse on the quality and workmanship of the glasses, but I'll keep it short by simply saying that they are the best glasses that I have used. They especially won my approval by holding up to my abuse. I have a well-deserved reputation for destroying things and these glasses took my abuse without any protest.

I was supposed to give the glasses back to Mitch at the end of the conference, but somehow they ended up in my bag, returned with me to Seattle, and became my daily eyewear.

Some weeks later, while on a cross-state training ride, I rode into a tunnel to avoid a lightning storm. While waiting out the storm, I found myself talking to another rider who had done the same thing. We chatted for a while, during which time I set the glasses down. I was eastbound and the other rider was westbound. After saying goodbye and finishing the ride through the 2.6 mile tunnel, I reached for the sunglasses and they were not there. I rode back to the entrance of the tunnel only to find that the westbound rider was long gone and so were

my glasses. I was pretty bummed, as they had become my “go to” glasses for work and everyday riding.

A couple of days later, I returned to Seattle and contacted Kyle Gulla with Dual Eyewear to purchase another pair. Kyle was very informative, explained the different styles, and advised which ones he thought would be perfect for me. He recommended that I get a pair of a lower magnification than what I would normally wear for reading. He explained that the location of the gauges on the bike are set a little farther away than normal reading distance and that the lower magnification would help with reading them. I was hesitant at first but went ahead with his suggestion and I'm so glad that I did.

Kyle sent me a pair of SL2 Pro glasses with interchangeable lenses. I was again impressed with their design, durability, and with the interchangeable lenses. I noticed that the lower magnification recommend by Kyle was right on, which made reading the gauges and work-related paperwork a breeze.

The interchangeable lenses also made my patrol day, which started at noon and ended around midnight, a lot easier. With the interchangeable lenses of the SL2 pros, I no longer had to stop using my glasses when the sun when down. I would change the lenses out from the smoke to the yellow or to the clear depending on the lighting.

Since the glasses were working out great on duty, I decided to use them on the Tour Divide, an off-road race that starts in Banff, Canada, and for the successful, ends in Antelope Wells, New Mexico. The glasses became an important piece of equipment during the race as they enabled me to read my GPS, cycle computer, paper maps, cue cards and watch, all of which were mounted on my handlebars.

With the interchangeable lenses of the SL2 Pros, I was able to read and see at all hours of the day and night no matter what the conditions were. Throughout the ride, conditions changed rapidly from clouds, sun, rain, lightning, hail and even snow. The Dual Eyewear glasses continued to hold up great and I had no need to carry readers or other glasses. I only made it to Wise River, Montana, before withdrawing due to an injury, but I would say that my Dual Eyewear glasses were an essential item that made the ride easier.

So, if you find yourself extending your arms out to read and have reached that point in life when you finally break down and admit that you might just need those little readers that you swore you would never get, I would highly recommend trying a pair of Dual Eyewear readers. You won't be disappointed.

Dual Eyewear participates in the IPMBA Product Purchase Program, offering 40% off retail. Go to www.dualeyewear.com, enter your membership number in the fax field, and enter IPMBA-2015 in the discount code field. Your membership status will be verified prior to order fulfillment.

Mike recently retired after 26 years in law enforcement, serving the last 23 years with Mill Creek (WA) Police Department. He has been a bike officer for 22 years and an IPMBA Instructor since 2008. Mike is also a certified mountain bike instructor for the International Mountain Bike Instructor (IMIC) program (now IMBA Instructor Certification Program) and a volunteer instructor for the Evergreen Mountain Bike Association in Washington State. He serves as treasurer on the IPMBA Board and can be reached at treasurer@ipmba.org.

“Your Day Will Come”

by Kirby Beck, PCI #002T/EMSCI #017T
Coon Rapids (MN) Police Department (retired)

I still remember the day some 25 or more years ago when one of the senior patrol officers sat down next to me to write a report. He reached into his pocket, took out a pair of reading glasses and put them on. It was the first time I'd ever seen him wear any glasses other than sunglasses. I looked at him for a moment and finally asked, “When did you start needing glasses?” He looked at me calmly and replied, “Just wait, your day will come.”

Sadly, but predictably, he was right. I guess I was fortunate, because I didn't need reading glasses until I was nearly 50. But once I started using “cheaters”, I could never turn back. While my distance vision seems as good as ever, the natural and inevitable change, called *presbyopia*, occurred. It happens because the eye's lenses harden and simply do not focus like they used to. I eventually reached a point where my arms were too short and the print was just too darn small!

Recently I've been having a difficult time reading all of the numbers on my bike computer, a Garmin model that was a gift from my wife. The display has several small windows that are nearly impossible for me to read unless I stop, move into adequate light, and position everything “just right.” Wearing sunglasses makes it worse due to the reduced light. I typically have to remove my sunglasses to read the display. It's annoying.

This all changed when I tried some sample eyewear that Mitch Trujillo had brought with him to the 2015 IPMBA Conference in Chandler, Arizona. He introduced me to Dual Eyewear, a Boulder, Colo.,-based company. They looked like stylish and functional cycling-style eye protection; however, they held a little secret. They were actually bifocals.

Unlike some other products I've reviewed for *IPMBA News*, these glasses weren't free, and the company did not solicit a review. I actually bought a pair and decided to write a review after I wore them biking a few times. My purchase was made more wallet-friendly because Dual Eyewear participates in the IPMBA Product Purchase Program. That took 40% off the retail price.

I selected a pair of their most popular and smart SL2 Pros with extended wrap-around fit. The frames are primarily black with a small silver accent on the temple. The adjustable, non-slip rubber nosepiece and temple ends are red. From the front, and while wearing a helmet, the frames appear essentially black. There is nothing about them that should conflict with most uniform standards. In fact, they look quite conservative for activity-specific eyewear.

According to the specs, the durable frames are made of Grilamid TR-90, a nylon featuring high resistance against chemical and UV damage, and extremely high bending strength. In other words, it is hard to break these frames.



The lenses are made of polycarbonate, which they claim is scratch-resistant and shatterproof. That, fortunately, I've yet to test. Over the years I've used some of the biggest name eye protection product, and frankly, none are scratch-resistant enough to my way of thinking. I have had to replace the scratch-resistant polycarbonate lenses on nearly all of my top brand eyewear at one time or other.

The SL2 Pro is offered in two lens colors: gray and brown. Because the lenses are interchangeable, additional lenses (each with the spot diopters, or bifocal) are available in both amber and clear. The spot diopter is available in +1.5, +2.0 and +2.5, depending on the magnification factor you require. I ordered brown lenses with +1.5 diopters and an additional pair of clear lenses for night and overcast riding conditions. An optional hard case was included free with the purchase of extra lenses. That was a pretty good “bonus.” The hard case zips, has little foam pockets for the accessory lenses, and includes a small storage bag which doubles as a cleaning cloth.

The glasses are said to weigh about 30 grams, or one ounce, and are very light and comfortable. The comfort is enhanced by the inclusion of an adjustable nosepiece and temples, something typically found on much more expensive eyewear. An adjustable nosepiece helps move the lenses closer to or farther from your face, and adjust to narrow or wide noses.



You don't appreciate the value of that adjustability until you've tried it. The adjustable temples help mold them to the side and back of the head to hold them securely in place. I have not found the need to readjust my glasses on my face very much while riding. They pretty much stay in place. I attribute that to the personalized fit these glasses allow.

Some of you may be questioning the ventilation properties of the SL2 Pros. I had ridden my road bike fairly hard for over an hour and worked up a sweat. I stopped for a semaphore signal and noticed that they were fogging up a bit as I stood

(Continued on page 16)

“Your Day Will Come”

(Continued from page 15)

still, waiting in the cool 62° air. They cleared almost immediately when I started moving again. The “specially ventilated” glasses I tested for a competitor would do the same thing in that situation.

Switching out the lens is very easy on the SL2 Pro. I found the clarity and bifocal effectiveness of the clear lenses to be good. Those who like to wear eye protection on duty, regardless of assignment, might find these “tactical reading glasses” suitable. If I try to see the bifocal line while looking forward, I can. However, my brain has quickly adjusted to it, making it a non-issue.

Dual Eyewear offers several different styles of cycling-style eyewear besides the SL2 and SL2 Pro. Another cycling-specific style they offer is the FL1 with shatterproof and scratch-resistant nylon lenses. DE claims they offer more scratch resistance as well as higher definition and clarity than their polycarbonate lenses. They look like awesome riding glasses, although the lenses are not interchangeable and only gray lenses are offered. They simply offer a choice of bifocal magnification factor and frame color, white or black.

Now for the all-important question: would I recommend them? Heck yes, I would, especially if you need reading glasses to see your smartphone and bike computer, and to read a driver’s license or VIN number. These glasses work

as advertised. They may be a one-of-a-kind product, especially at this price.

For the \$58.00 (IPMBA PPP price) I paid for the glasses, and extra clear lenses, they are darn well worth it. The biggest thing I have found that separates these from my higher-priced, big name brand glasses seems to be the warranty. The big guys will replace scratched lenses or other parts for free or a modest price. Dual Eyewear says it will replace glasses for workmanship problems only. I wouldn’t hesitate to return them for the \$10 service fee and see just what they will replace or repair, should the need ever arise. But with accessory lenses available for less than \$20, it just doesn’t seem like a reason not to try them.

Check them out at www.dualeyewear.com, or find them in the IPMBA Product Purchase Program. While you may not need them now, just wait. Your day will come.

Kirby Beck retired after 28 years with Coon Rapids Police Department. He has 14 years of police bike patrol experience. He has taught bicycle safety and traffic cycling to children and adults for more than 25 years. As a training consultant, he co-taught the Bicycle Safety and Accommodation Course for the National Highway Institute, sponsored by NHTSA and FHWA. A founding member and past President of IPMBA, he was co-creator of the IPMBA Police Cyclist Course and Instructor Course. He contributed to both the Complete Guide to Police Cycling and the Complete Guide to Public Safety Cycling. He can be reached at kirby@kbeckconsulting.com.

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C3Sports MaxPatrol-600

by Mo Ibrahim, PCI #1326-B/EMSCI #321-B
Metropolitan (DC) Police Department

As I was waiting at a red light with my left foot down, and right foot in the power pedal position, a car pulled up alongside me.

I looked over to my left, the passenger side window rolled down, and the driver said, "Officer, I saw you from about a mile away, and I thought you were on a motorcycle". The light changed from red to green, I began to laugh, and the driver rolled up his window and proceeded to his destination. This is when I finally fully appreciated the light system by C3Sports.

I primarily work the evening shift, which is often the busiest shift. You encounter kids coming from school, people in heavy rush hour traffic trying to get home, and later, people enjoying their nights out. The most important thing for me, as a bike officer, is being visible and seen.

I want the citizens of Washington, D.C., to know I am out there during my routine patrol, and if they need me, to look for the red and blue lights.

My old light "system" was a single white light and a rear tail light. Although they were effective, I wanted people to know I am not just another cyclist; I am a Bike Officer. Patrol cars have LED lights, so why can't bike cops have the same?

The MaxPatrol-600 is just what every bike officer needs. It is a great red and blue lighting system. It comes with easy instructions and illustrations, and the installation is very simple. It took me about 15 to 20 minutes to install the light system

on my bike. There are a lot of Velcro® straps, and it is easy to secure the wires to the bike frame.

The thing I most love about the MaxPatrol-600 is the easy remote switch feature that lights up the front and rear lights at the same time! This is mounted on the handlebars, near your grips. It is perfect for bike cops. A bike cop can suddenly go from talking to a citizen to responding to a priority radio run. Having to press one button to light up both the front and rear lights makes it a whole lot easier to respond to a call without having to remember to turn on your rear light.

With my previous lights, I had to dismount, press a button on the rear light, and then turn on the front light. I am saving time by not having to dismount to engage my rear light. There are various flashing light modes, and with each press of the button, the lights get brighter and brighter.

Ninja-mode has never been easier! If I am in an alley and need to cut my front and rear lights off for a stealth operation, I can easily hit the remote switch on the handlebar, and they turn off immediately. Again, in the past, I would have to stop and dismount to turn my rear light off before approaching the alley. This also gives me a tactical advantage, and my head and eyes are always in front of me.

As I write this review, sunset takes place around 7:30 pm, and my shift ends at 11:00pm. The MaxPatrol-600's battery has lasted me six days during my tour of duty, without

having to charge it. If it needed to be charged, the light indicator would let me know.

I strongly recommend this light system to anyone who wants to be visible, especially those who work the evening or midnight hours. There is no doubt on any citizen's part that I am in fact a police officer on a bike. The flashing red and blue make it very easy to distinguish a civilian cyclist from a bike cop.

I am very impressed with the many features this light has to offer. I know with the MaxPatrol-600, I am as well lit as the monuments in Washington, D.C.!



MaxPatrol-600 Tail Light



MaxPatrol-600 Red and Blue



Visit www.c3sports.com for more information about the MaxPatrol-600. C3Sports products are available from PoliceBikeStore.com, which offers 5-10% off web pricing to IPMBA members through the IPMBA Product Purchase Program.

Mo has been on the MPD's Mountain Bike Tactical Unit for six years, and has used the mountain bike during many operations. He has patrolled on bike during the day shift, where burglaries were on the rise, and during the evening hours, when robberies and thefts were also increasing. He has worked the last two Presidential Inaugurations on the bike. He taught the Bicycle Response Team Training and a Nightlife District Operations and Tactics workshop at the 25th Annual IPMBA Conference in Chandler, Arizona. He can be reached at Mohamed.ibrahim@dc.gov.

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EPIC-id™: Electronic Medical Information Form

by Sean Regan, *EMSCI #267*
Lynchburg (VA) Fire Department

This is the electronic version of the IPMBA emergency form that we all carry in our left front pocket during classes.

The EPIC-id™ is a wearable USB medical information bracelet that is easily upgradeable by the user and easily accessible by emergency responders. My initial impression of the

bracelet was that it looks like one of the various fitness tracking bracelets that many people use to track their fitness progress. The clasp is stainless steel and has a positive closure.

A red cross on the clasp will alert emergency responders that the bracelet contains medical information. The cut-to-size silicone band comes in three colors (black, red and white), holds the bracelet in place, and does not retain odors.

I have worn the EPIC-id™ daily since November and I have experienced no unintentional openings of the dual release clasp. The USB drive is saltwater-, shower- and washing machine-proof. In fact, my bracelet has gone through several wash cycles and still functions flawlessly.

The bracelet is PC/Mac™ compatible and features plug-and-play functionality. Initial setup took me about 10 minutes. The screens were easy to navigate and the amount of information that you can input is impressive. As a paramedic, I can tell you that all of the information I would need to treat a patient is included on the history screens. Key features include the ability to include a picture of yourself as well as additional information, such as DNR (do not resuscitate) orders, living will and organ donor information.

I accessed the medical records on the EPIC-id™ using roughly 20 different computers and tablets. The plug-and-play functionality of the USB worked seamlessly on all PC compatible devices; however, I was not able to access the files on two different Mac™-based laptops. I was not overly concerned about not being able to access the files on the MAC™ laptops since most hospitals still primarily

utilize PC-based programs. To test the intuitiveness of the device, I handed the EPIC-id™ USB bracelet to several EMS providers and they were all able to access the information within 30 seconds.

The EPIC-id™ is a great device that is comfortable for daily and uniform wear. The only caution that I would issue is that none of your personal medical information on the bracelet is password-protected, so be careful where you put it, and think about what you put on it.

The EPIC-id™ retails for \$35.00 for a single bracelet or \$95.00 for a trio pack. The bracelets can be ordered at www.epic-id.com.

Sean was certified as an EMSC at the 2011 IPMBA Conference in Richmond and as an EMSCI at the 2012 IPMBA Conference in Saint Paul. He attended the PESC II at the 2015 IPMBA Conference in Chandler and his workshop, "The Prevention and Treatment of Mountain Bike Injuries", was accepted for presentation. He can be reached at sean.regan@lynchburgva.gov.

Photos courtesy Sean Regan.



Safety Vision Prima Facie Body Camera

by Samuel Kordik
Cypress Creek (TX) EMS

Our department recently had the opportunity to test and evaluate Safety Vision's Prima Facie body camera. This small device, just a little bigger than a pack of cards, is designed to clip onto the uniform shirt or to be attached to shoulder lapels using a shoulder mount adapter. It features a dual-mode daylight/IR camera that switches automatically based on available light and can record video, still images, and/or audio. It also enables the user to review recorded files on a small LCD screen on the back of the device. Interestingly, it is also designed to work as a speaker-mic with compatible radios, but we were unable to test this functionality.

We evaluated the device both during training simulation cases and during an IPMBA public safety cyclist class. We found the device to be fairly simple to use to record video (just push the large button; it then beeps every few minutes to remind you that it is recording), as well as pretty straightforward to attach to clothing: just clip it on. However, the clip isn't as secure as hoped for, and the device fell off the user in several different cases under normal use situations. The shoulder mount is more secure, but not as intuitive to use. It also gets in the way of normal radio speaker-mics or flashlights worn on the shoulder.

Compared to a GoPro and some other POV video products, the video produced by this device is fuzzy and flat. The IR mode is useful in low-light situations, although the auto-switching functionality is very sensitive to small flashes of light or temporary shading of the camera lens.

Another problem noted with the video comes from the camera's location on the chest: compared to a helmet- or glasses-mounted camera, the footage is shaky and the perspective much less useful. In fact, the user's arms often got in the way, rendering the footage unusable.

The computer software included with the device allows for setting a password so that footage from the device can't be downloaded without authorization. This part works well, but the rest of the software required extensive tech support to get working, is slow, and makes it very hard to review and import the video files.

Overall, this is an interesting product with some innovative ideas, but the near-unusable computer software and low-quality video output make it much less useful than it would seem and it doesn't compare well to other POV camera systems.

Samuel Kordik is a clinical instructor and member of the Bike Medic Response Team at Cypress Creek EMS in Spring, TX. He has enjoyed mountain biking since his teens and is passionate about pre-hospital medicine. He was excited to combine the two passions and become a bicycle medic two years ago. He can be reached at skordik@ccems.com.

Photos courtesy Samuel Kordik.



ProGold Lubricants

INDUSTRY

by Gary Strang, PCI #1457
London (ON) Police Service
IPMBA Membership Coordinator

It's not often I feel motivated to talk about lubrication products. With so many choices out there, it matters more that you're just using something vs. nothing on that neglected chain of yours. Brand A or Brand X is less important than just taking care of the moving parts of your bike. But, let's say you are already taking care of your bike, or, at least, you want to. You keep it clean and lubricated, and you appreciate that it shifts clean and snappy and that it runs quietly. For you, I highly recommend trying the ProGold line of lubricants and other fantastic products that this company offers.

I'm going to speak in particular to the ProLink Chain Lube and the Xtreme Chain Lube. These two excellent products have the ability to stay in place without becoming gunky or loaded with road dirt. The chain lube is a thin-bodied lubricant that doesn't build up with gunky dirt. The Xtreme version has just a little more "hanging in there" power for wet rides.

I've used both these products on my work bike and during my weekend warrior rides on my "all-out" carbon racer. I've completed 100 mile century rides and the lubricant is still there, doing its job. I'm very impressed with its ability to be light and not sticky, yet stay there, lubricating the moving parts. My chains are lasting longer, and that's a good thing.

Every so often your chain does need to be cleaned. So when I clean the chain with a mild product like Chain Shine, I find the chain to be super clean, with minimal wear and tear. It's not like I've just given ProGold the two-week test, either. I've been actively using their stuff for two years now and I ride all year, recreationally,

commuting, and on duty. I've even put these products through winter riding on salt-covered roads – the kind of riding that makes people wonder.

The chain lube is magically light but stays nicely in the roller part of the chain. It doesn't turn to "muck" like some other lubes I've used over the years. This stuff has creeping properties like WD 40 and gets into the small spaces where moving parts are rubbing together.

ProLink Chain Lube even comes in a beautiful tube called the "Luber Pen" that has a needle for more precise applications. I can direct the lube into the moving parts of the derailleurs or brake levers and calipers. Anything that has a moving part can benefit from this product. Frankly, the applications of this fine lube go way beyond just your bike. I've used it in many other applications with great success.

Do yourself and your bike a favor and give this product a try. I'm sure you'll be as impressed as I was. I still can't believe I'm talking about a chain lube. I'll be talking about some of their other fine products in my next article.

ProGold is a Made in the USA product. Visit www.progoldmfr.com for more information and to place an order. They participate in the IPMBA Product Purchase Program, offering 30-40% off. Enter LEMIL in the coupon code field when placing your order, or call 888-519-0324 to order by phone.

Gary Strang is a 32-year veteran of the London Police Service in London, Ontario, and is currently in charge of the bike unit. He rides to work and has done so for the past 19 years, including during the winter months. On weekends he races on a road bike. His favorite quote is, "Cycling never gets easier; you just go faster." He was certified as an IPMBA Instructor in 2014 and is currently serving as membership coordinator on the IPMBA Board. He can be reached at gstrang@police.london.ca.

Photos courtesy Gary Strang.





Support our Corporate Members!

IPMBA is pleased to welcome **Jones & Bartlett Learning**, **The Safariland Group**, and **Volcanic Bicycles** to another year of Corporate Membership. **Jones & Bartlett** publishes a wide array of instructional material, including the IPMBA *Complete Guide to Public Safety Cycling* and the IPMBA ITK. **The Safariland Group** offers purpose-built bicycles, accessories, and a wide array of law enforcement gear. **Volcanic** is pleased to be supplier of the “toughest patrol bike on earth” to Metropolitan Police Department in Washington, DC, amongst many others. Please show your appreciation by patronizing them and our other Corporate Members whenever possible.



Bicycle Patrol Outfitters
Product: Bike Patrol Products
Phone: 951-318-7341
Website: www.police-bikes.com



Jones & Bartlett Learning
Product: Educational Materials, *Complete Guide to Public Safety Cycling*
Phone: 800-832-0034
Website: www.jblearning.com



Bratwear
Product: High-performance uniforms for cops, paramedics, and security officers
Phone: 253-625-7420
Website: www.bratwear.com



Mocean
Product: Technical Bike Patrol Uniforms
Phone: 949-646-1701/877-662-3680
Website: www.mocean.net



Cygolite Bicycle Lighting Systems
Product: High-intensity lighting systems, designed and built in the USA
Phone: 949-297-4972
Website: www.cygolite.com



Police Bike Store
Product: Complete line of police bikes & accessories
Phone: 973-366-5868
Website: www.policebikestore.com



eCat Bikes
Product: High-performance, electric, pedal-assist bikes
Phone: 317-319-2558
Website: www.e-catbike.com



R & B Fabrications
Product: Panniers & Safety Vests
Phone: 800-553-1911
Website: www.rbfab.com



EMS World
Product: Leading EMS Magazine, Website, and Expo
Phone: 800-547-7377
Website: www.emsworld.com



The Safariland Group
Product: Patrol Bikes and Accessories, Body Armor, Duty Gear, Firearms Accessories
Phone: 909-923-7300
Website: www.safariland.com



iFORCE Patrol Bicycles
Product: iForce Patrol Bicycles and Accessories
Phone: 412-215-2983
Website: www.iforcebikes.com



Volcanic Bicycles
Product: Patrol Bicycles, Hand-Built in the USA
Phone: 509-427-8623
Website: www.volcanicbikes.com

Cycle Force Group Welcomes Steve Harad

Steve Harad has joined **Cycle Force Group** (North America Cycles), distributors of the FORCE brand public safety bicycle, as Sales Director, and will be the primary public safety contact. He looks forward to working with IPMBA members to spec the next model FORCE. He can be reached at stevensharad@yahoo.com or 215-359-6964.

Product Purchase Program Updates

Find the full IPMBA Product Purchase Program listings under the “Membership” tab at www.ipmba.org.

Albabici

Product: Italian-made Cycling Products/ Brands
Discount/Cost to Members: 20% off MSRP
Contact Name: Alessandro Godi
Phone: 805-385-3179
Email: alessandro@albabici.com
Website: www.albabici.com
Notes: Shop at <http://store.albabici.com> and enter the coupon code IPMBA at checkout.

Serfas Inc.

Product: Shoes, Lighting Systems, Seats, Brake Pads, Tubes, Tires, Tools, Inflation, Clothing, Accessories, etc.
Discount/Cost to Members: 10% off retail pricing through 4Bike-Police.com
Contact Name: Marisa Fallon
Phone: 800-424-0047 x 207
Email: marisa@serfas.com
Website: www.serfas.com
Notes: Place your order at www.4bike-police.com and enter SERFAS10 at checkout.

Storage Elevator

Product: Motorized Bicycle Storage Systems
Discount/Cost to Members: 15% off Retail (\$279.65 for eight-bike system)
Contact Name: Mike Schmitt
Phone: 352-609-7025
Email: mike@storageelevator.com
Website: www.storageelevator.com
Notes: Call toll-free 844-735-6677 to place an order.



(Continued from page 1)

prove a motorist's proximity to a cyclist? I was fortunate to get into contact with Christopher Stanton, an engineer and cyclist in Austin, Texas, who was thinking along the same lines. Together, we were able to develop a device which had previously only existed on a few pieces of paper shoved onto the dashboard of my patrol car.

The C3FT device, referred to by our agency as the BSMART (Bicycling and Safe Motoring Applied Radar Technology) device, was built in May 2015, and put into action by the Chattanooga Police Department Bike Patrol.

The BSMART mounts to the handlebars of any bicycle and uses ultrasonic waves to detect the distance of a vehicle passing a cycle (including side view mirrors). It then displays that distance in inches for the police bicycle operator to view. The device is customizable to issue visual and audible alarms and can be set for specific distance measurements (for instance, three, four, or six feet; see http://www.bikeleague.org/sites/default/files/safe_passing_laws.pdf for each state's passing laws). A GoPro camera captures both the readout of the display as well as an image of the

passing vehicle. Even a distracted motorist will give most police cyclists a wide berth, which is why our plans included a plain clothes officer to operate the device during an enforcement "sting".

Courts

Before we deployed the BSMART device for the first time, I approached our local judges and explained how it worked. We tested the device extensively to make sure it remained consistently accurate. The results convinced the judges to allow the measurement as well as the GoPro video to be used in the court room. It is important to note that probable cause can be satisfied in Tennessee by just the officer's observation of a suspected violation. The device itself can supply supplementary evidence in court if needed. By testing the device prior to each deployment, we are building a case for its reliability each time it is used.

Deployment

An approximately half-mile stretch of roadway that is a hotbed of conflict between cyclists and motorists was selected for the first deployment. An unmarked bicycle was outfitted with the device and a plain clothes police officer equipped with a police radio operated the bicycle. Two marked patrol cars were staged in the area where the sting was conducted. Within ten minutes, we had the first

violin pass in less than a three-foot distance. The violator was stopped, informed about the Safe Passing Law, and given literature on cyclists' rights and responsibilities. We continued giving educational warnings to future violators when possible. If the attitude of the motorist didn't allow for this type of behavior modification, a citation was issued.

Results

The BSMART device has performed accurately and has been reliable in the field. It has detected vehicles passing cyclists within three feet at low and high speeds. It is very easy to use and seemingly foolproof. A video of the device in action can be found at this link: <http://tinyurl.com/bsmart3feet>.

This device is being marketed and can be built to order with both three- and six-foot distances. It is fully customizable. Contact me at simmons_r@chattanooga.gov for information regarding its use. Please visit <http://codaxus.com/c3ft/> for details about the device and/or to place an order.

Officer Rob Simmons has worked for the Chattanooga Police Department for 13 years, eight of which have been on full-time bike patrol. He is an IPMBA Police Cyclist Instructor. He created and implemented a Safe Bicycling Initiative in the City of Chattanooga, which promotes safe cycling and motoring through education and enforcement. He can be reached at biofish@gmail.com.



Bike Sonar Is Helping Police Catch Drivers Who Squeeze Cyclists

The three-foot rule used to be impossible to enforce. But now your bike can enforce it for you.

by Adele Peters, FastCoexist.com, July 30, 2015

Florida handed out around 500 tickets last year to drivers who veered too close to cyclists when passing. But only eight drivers were actually found guilty.

Like 26 other states, Florida has a law requiring cars to give bikes at least a three-foot gap of space.

The problem is that it's fairly impossible for a cop to judge exactly how far away a driver is and issue a ticket (or win a case if they do). So a new gadget uses sonar to measure.

With the device attached to a handlebar, a bike cop gets a ping if a driver gets inside the three-foot zone. One of the inventors compares it to a radar gun that an officer would use to see if someone is speeding. "I think it's a fine enough line that you really do need some technological proof," says Christopher

Stanton, co-founder of

Codaxus, the Austin-based engineering firm that created C3FT (the name spells out "see three feet").

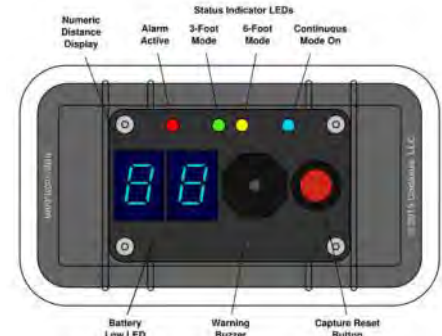
The engineers first started working on the project after realizing that officers in Austin were struggling to enforce the three-foot law in Texas. They also wanted to collect statistics on how many drivers were obeying the new law.

"If you have a thousand cars drive by you a yard away, and one car drive by at two feet, the only thing you go home and talk about is that one person who nudged you," Stanton says. "So we wanted to have that actual statistic about the real driver behavior profile."

They built a working prototype. Then, when an Austin police officer happened to move to Chattanooga, Tennessee, to become chief of police, they had their first customer. The head of the local bike patrol, Robert Simmons, had been looking for something like this for years.

"Officer Simmons is just a guy with a bunch of drive and ambition," says Mark Przybysz of Friends of Outdoor Chattanooga, a nonprofit that does bike advocacy work in the city. "He had a friend get hit back in '09 and since then wondered what he could do. He called multiple police departments around the country and everyone said it was impossible, but he kept digging."

When he finally learned of the new gadget, the Chattanooga

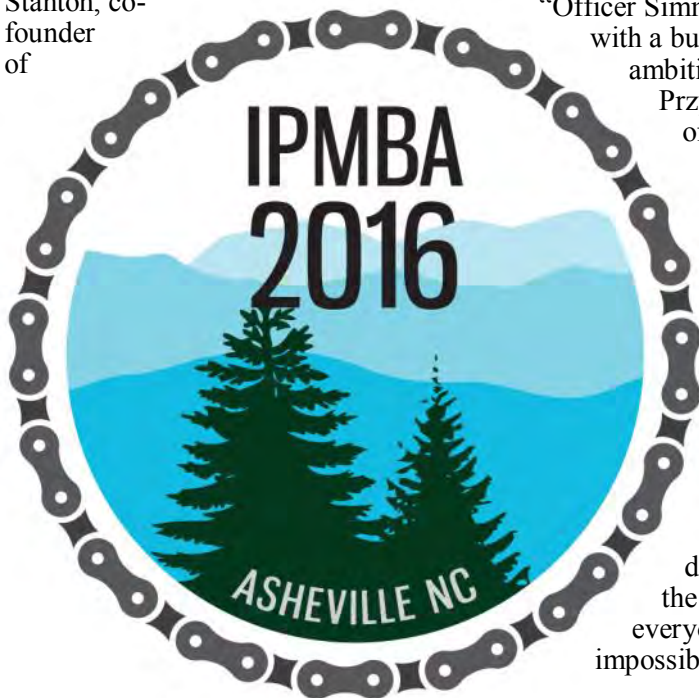


Police Department didn't have the budget for a prototype, but Friends of Outdoor Chattanooga was able to sponsor it.

Now, Simmons rides around Chattanooga in tandem with another officer in a car, calling ahead if he gets a hit (or, if he's in the downtown area where there are plenty of stop lights, he'll chase down the driver himself). Most drivers get warnings—and most say they didn't know the law existed. For those who seem resistant to the idea of giving space, Simmons can issue a ticket that will lead to a Bicycling 101 course. It includes taking drivers on a bike ride through the city, so they can experience what it's actually like to avoid cars.

Eventually, the device could also be used to help urban planners better understand how safe new bike lanes are, or where roads should be changed. For now, Chattanooga is the first to pioneer the gadget, and the focus is on education.

"Most people doing close passes, I don't believe they're doing it intentionally," says Stanton. "I think a main component of this is education. Regardless of how many of these we sell, the return on investment from an education standpoint has already been unbelievable. You're covering this. And now all of these readers who maybe didn't know this law existed will now know it exists."



IPMBA CONFERENCE 2016
Asheville, North Carolina
April 23-30, 2016

Cycling Cop Creates Space for Cyclists on Tennessee Roads

New technology and one dedicated bike cop are changing the face of cycling law

by Molly Hurford, *Bicycling Magazine*, June 26, 2015

Rob Simmons is one of those cops who loves cyclists. He has been a recreational rider for years and is currently a bike patrol cop in Chattanooga, Tennessee, where police officers have been using groundbreaking new technology to explain cyclists' rights to oblivious drivers.

More than 20 states have a law requiring drivers to allow at least three feet of clearance when passing cyclists, yet those laws are rarely enforced. However, in Chattanooga, Simmons spends chunks of his day chasing down lawbreakers on his bike, showing them just how close they came to him on his bar-mounted GoPro camera and explaining the law.

Thanks to a device called the Bicyclist and Safe Monitoring Applied Radar Technology (BSMART), developed by Codaxus, LLC, Simmons knows to the inch exactly how close drivers come to him.

All of the drivers who he pulls over are given educational pamphlets, and those who haven't learned their lesson get tickets and can be sent to a 90-minute "Cycling 101" class with Outdoor Chattanooga for re-education.

Chattanooga's use of the BSMART is the first for this purpose in the US, and reports indicate that the device will be making other appearances worldwide soon.

We chatted with Officer Simmons about his own cycling involvement and how his patrols have been running.

How long have you been on bike patrol, and do you ride recreationally, too?

I have been a police officer for 12 years and have been on full-time bike patrol for seven of those years. I

have ridden recreationally for as long as I can remember, but my interest in cycling grew when I was accepted onto the Bike Patrol Team.

Soon after I joined the team, I became an International Police Mountain Bike Association (IPMBA)-certified instructor and began training and certifying other police officers around the Southeast concerning proper policing on a bicycle.

My personal interest started with mountain biking and is slowly transitioning over to road biking. I just don't recover like I used to!

How have drivers responded to the enforcement of the three-foot passing rule?

Truthfully, no one LIKES enforcement. It is, by nature, a hard pill to swallow. What has surprised me is finding out that the majority of the motorists whom I have stopped for violations have been unfamiliar with the three-foot law.

Many know there are laws regarding proximity to cyclists, but they don't know how far they need to be away from the cyclists.

It is even more surprising that I often have to explain why cyclists may ride in the roadway and not only on the sidewalk. This is the reason why I raised money locally to create a *Pocket Guide to Cycling Laws* and always pass them out to violators—motorists and cyclists alike.

My enforcement has never been about citations or fines. I believe that educating motorists will generate better results. If I walk away from a traffic stop knowing that the driver is more knowledgeable of cyclists' rights, then I rarely write a ticket.



Photo courtesy www.nooga.com

Do you think bike patrol officers generally make interactions among cyclists, traffic and police better?

I think so. When dealing with other cyclists—yes, I stop cyclists for traffic laws, too—we immediately have something in common. The cyclist knows that I have been in their shoes and can see what it is like to be in traffic from their perspective. On the flip side, they also know they are not going to pull one over on me when it comes to cycling laws.

I have worked many collisions involving cyclists and motorists and have seen the look of concern on cyclists' faces when they are unsure if law enforcement is going to know the rights they have in the roadway. When they realize it is a bike patrol officer working the crash, they tend to relax a little more.

One reason why I developed a 13-page guide for law enforcement officers in my department and across Tennessee is to bring to light little-known laws when it comes to cyclists and their rights. Our department adopted the guide and distributed it as required training last year.

What do you think of the new tech that you're using?

I couldn't be happier. Last year, I reached out to other departments all over the country and asked them how they enforced the three-foot laws. Almost every one of them responded that it was "impossible".

Cycling Cop Creates Space

(Continued from page 25)

To have an officer to judge a three-foot distance—often from a long distance away—is difficult. When that officer has to prove his case in court, he must admit that he is human and could have calculated the distance in his head inaccurately. This prompted me to want a data-driven device that I could use in court to prove the distance beyond a reasonable doubt.

I was lucky enough to get in contact with Christopher Stanton of Codaxus Inc. Although hundreds of miles apart, we had both been trying to come up with the same solution to this problem. With his engineering and electronic skills and my knowledge of law enforcement requirements for court, he was able to build the C3FT Version 2 that we are using today. Many other departments have been hearing of the device and are contacting Codaxus to order them.

The BSMART has performed flawlessly. I test it before each enforcement effort, and it has never given an incorrect distance, no matter the size or speed of the passing vehicle. This is exciting for the bicycling community, and I am honored to be a part of helping

develop it. It is the first device of its kind in the world. That is pretty cool.

One other thing of note: a local cycling advocacy group, The Friends of Outdoor Chattanooga, purchased our device for the City. Last year, I explained to them about the device that I wanted Christopher Stanton to make for us, and they fully funded it and have made it available for any local law enforcement agency to use.

Why did the department decide to start this initiative?

Four years ago, a cyclist in Chattanooga, David Meek, was struck and killed by a passing vehicle. It opened my eyes as to the need for education and enforcement in our city.

The idea of the Safe Bicycling Initiative had been in my head, but it took several years of thinking about his death for it to transform into what our city needed as far as education. It was not until last year, when Chattanooga hired Fred Fletcher to be our new Chief of Police, that I finally dug in and explained my concerns about our cyclists' safety to him.

It turned out that Chief Fletcher was an avid cyclist and had led a similar initiative in Austin, Texas. He gave me his blessing and full support to

create this initiative citywide. His forward thinking did not end there; a couple months after the start of the initiative, the Mayor of Chattanooga, Andy Burke, began plans to make the city multi-modal and started infrastructure changes by creating protected bike lanes and signage throughout the city.

In the past year, the city has progressed by leaps and bounds when it comes to protecting and promoting cycling. We are now a cycling city.

Are you the only cycling cop in your department, or are there others who ride for fun or work?

There are currently five full-time bike patrol officers. We will soon be 10 strong. There are also over 25 officers who are certified to ride on duty and are utilized during special events, such as the USA Cycling National Championships, which have been hosted in Chattanooga for the past three years, as well as the Ironman and Half Ironman.

Many of our bike-certified officers ride on their own time and have competed in our local Ironman and other races.

This article appeared in the June issue of Bicycling magazine, www.bicycling.com.

EMS Backpack Position Paper



The IPMBA EMS Backpack Position Paper has been posted in the EMS-SAR Resources section (<http://ipmba.org/resources/ems-operations>) of the IPMBA website. This document is of particular interest to EMS teams currently using or considering use of backpacks in lieu of or in addition to panniers and instructors who have been asked about use of backpacks in IPMBA Training. Topics include advantages, limitations, selection, and training implications.

Wren Nealy Named NTOA's National Tactical EMS Officer of the Year

by Cypress Creek (TX) EMS

IPMBA Vice President Wren Nealy, Cypress Creek EMS' Special Operations Director, has been named National Tactical EMS Officer of the Year by the National Tactical Officers Association (NTOA).

The award was presented on September 3, 2015, in Salt Lake City, Utah, at the NTOA annual conference.

Wren was instrumental in starting both the Bike Medic Team and the Tactical EMS team at Cypress Creek EMS, some of the first such teams in the country. He is also a certified instructor who teaches at the two Tactical EMS training sessions held at CCEMS each year. Officers attend from all over the country and around the world.

Wren was nominated for the national honor by Officer Lenny Reed with the Evansville Police Department, who attended at the award presentation. The following is derived from the nomination submitted by Officer Reed.

Wren Nealy, Jr., is a certified Paramedic and Licensed Peace Officer in the State of Texas. He is the Director of Special Operations for Cypress Creek EMS and serves the Waller County Sheriff's Office as a Lieutenant (formerly Assistant SWAT Commander), where he developed the department's first SWAT Team and Bike Team. In 2005, Wren was commissioned as a Special Agent of the Louisiana State Police.

He has 21 years of experience as a 911 paramedic, 17 years in law enforcement, 12 years in SWAT operations, and has worked in field supervision, and administrative positions in both disciplines.

Wren is an instructor certified by the Texas Commission on Law Enforcement, International Police Mountain Bike Association, TASER Intl., SAFARILAND Inc., and National Association of EMT's PHTLS/TCCC. He is the Commander of the Cypress Creek EMS Tactical Medic Team and the Bike Medic Response Team and program director for the CCEMS Tactical Operational Medical Support training program.

He has developed several specialized training programs for public safety.

Wren is an accomplished author and public speaker on EMS Special Operations and Emergency Preparedness, presenting at state and national conferences. He is a former member of the Editorial Board for *Texas EMS Magazine*, Co-Chair of the Public Safety Committee for the Northwest Chamber of Commerce, and was recently appointed to the National Tactical Officers Association TEMS Council as a Section Chair.

He was elected to the IPMBA Board of Directors in 2012 and is a founding board member of the International Public Safety Association (IPSA).

Wren leveraged his professional experience and knowledge to form Triple Threat Solutions to provide training, consulting and support services to public safety agencies with a focus on surviving high threat incidents.

Since 1994, Wren has been training police, fire, and EMS personnel through the Basic Tactical Operators Medic Support course. Since 2004, Wren has trained over 1400 Police, Fire and EMS first responders as an Instructor for the International Police Mountain Bike Association.

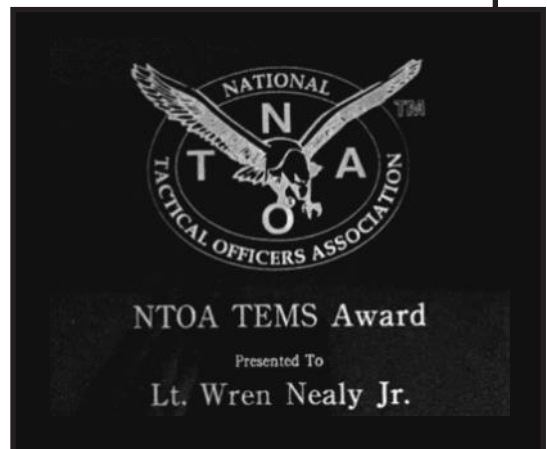
In 2011, officers from the Evansville Police Department attended the CCEMS Basic Tactical Operation Support Course and implemented the concepts within their tactical EMS team. EPD officers were able to train their entire 285-person department, resulting in the saving of 13 citizens' lives over the course of the next two years.

Later that year, Evansville Police Officers Ryan Winters and Lenny Reed called upon Wren to speak to Indiana State Representative Wendy McNamara and assist us in writing House Bill 1111. HB 1111 allows for trained tactical EMTs to perform lifesaving medical interventions for which they have been certified. The previous law covered Paramedics, but not EMTs.

In 2012, Wren testified before the Indiana House of Representatives, providing expert testimony that resulted



Above: Evansville (IN) Police Officer Lenny Reed and Wren Nealy; below: the award



in a unanimous decision in favor of passing the bill.

In 2013, HB 1111 was signed into law by Governor Mike Pence. Since that time, Wren has assisted Indiana State experts in writing the education requirements for the Tactical Medic law.

Wren's commitment to training, his selflessness, and professionalism, speak volumes of his character and his leadership style. It is my honor and privilege to nominate Wren Nealy for the 2015 NTOA Tactical EMS Award.

IPMBA congratulates Vice President Wren Nealy on having been nominated for and elected as recipient of this prestigious award.

Photos courtesy Cypress Creek EMS.

First Swiss Bike Police Conference

by Roger Pfister
Swiss Bike Police Team

In the late 90's, I was inspired by the TV series *Pacific Blue* to use the bicycle for police patrols in Switzerland, too. As a passionate biker, I was immediately fascinated by this new kind of police patrol and its applications. In 2000, I contacted the Los Angeles Police Department to request to complete a basic bike police course with them.

Shortly thereafter, Don Hudson, then an IPMBA board member, invited me to an LAPD/IPMBA Police Cyclist Course.

This was the beginning of the success story of the Bike Police Switzerland, but it took awhile to achieve the breakthrough. Previously, I had to convince my superiors. This was not easy at that time. Cops on bikes, and to make matters worse, cops wearing shorts, were unimaginable in many Swiss police corps. In addition, the fact that instruction should be necessary met with even more incomprehension, since Switzerland is considered a country of bikers where every kid learns how to ride a bike.

I was ridiculed by some colleagues and particularly by my superiors for my idea of bike police patrols, and I even was prevented in the implementation. So, in the very early years, some colleagues and I used our leisure time to actively promote bike police patrols. We organized courses and provided information to interested colleagues using our own website and our own time. I attended IPMBA Conferences in 2001, 2002, 2004, and 2005, to continue to develop my own skills and network with other IPMBA members.

In 2010 a friend of mine wrote a federal diploma work about the benefits and the required training of bike police patrols. Fortunately, the Swiss Police Institute (SPI) took note of this paper and became

interested in our courses.

With authority of the SPI we conducted bike police courses throughout Switzerland from 2011 on. We were able to optimize our courses in terms of the announcement and registration procedure and we also professionalized the content. The SPI funded my participation in the 2014 IPMBA Conference, with my colleague Reto Luethi, and again in 2015.

At the same time we expanded the training team staff from five to nine policemen. The team is currently made up of experienced police bikers, trainers and officers of various Swiss police corps from different language regions. The different languages make communication difficult in the training team as well during the courses, but are unquestionably a gain for us all.

From the 4th May to the 8th May 2015, we hosted the first Swiss bike police conference. The experience we gained from the IPMBA conferences served us for planning the course and the program. We offered a basic course, an advanced course, and an instructor course in two languages (German and French). The courses are based on the IPMBA course content but are customized for the Swiss Police. In addition, we carried out an additional training day with different workshops.

Amongst others, we were happy to welcome the mountain bike and trials



legend Hans "No Way" Rey. The training with Hans was very instructive and, of course, a highlight for every mountain biker. Other workshop topics were Bicycle Response Teams and BLS, including CPR. The conference was held in a military training premise in Kreuzlingen on Lake Constance. Among the approximately 50 participants we also welcomed colleagues from France and the Netherlands.

I really hope that we also will be able to welcome participants from the United States at next year's conference, which will take place May 23-27, 2016.

More information can be found on Facebook: Bike Police Switzerland.

Roger has been a policeman since 1995. He has worked in various Swiss police corps and in various capacities. Since 2006, he has been working as an Sergeant in the instruction service of the police of the Canton Bern. In 2001, he founded Bike Police Switzerland and as a technical director he is responsible for the course content. Since 2001, he has attended several conferences of the IPMBA, such as 2014 in Tampa and 2015 in Chandler. He can be reached at ppr@police.be.ch.

Photos courtesy Roger Pfister.



Connecticut Passes Senate Bill 502

submitted by Jeff Glaude
Farmington (CT) Police Department

Senate Bill 502, the Bike Bill, was passed with strong bipartisan support on May 20, signed by the Governor on June 1, and took effect on July 1.

The new law, now Public Act 15-41 (<http://tinyurl.com/CTBikeBill502>), allows two-way bicycle lanes, buffered bike lanes, and cycle tracks to be designed in Connecticut and permits motorists to cross the double yellow line to pass slower-moving cyclists and other road users when it is safe to do so.

Additionally, the new law eliminates the confusing rule requiring cyclists to ride as far to the right as practicable. Instead, the law now requires cyclists to ride as close to the right side of the road *as is safe, as judged by the cyclist*. Bike Walk Connecticut specifically advocated for that language, which is modeled on a best practice from Colorado as identified by the League of American Bicyclists.

As of July 1, cyclists *don't* have to ride as close to the right side of the road when:

- Overtaking or passing another vehicle proceeding in the same direction;
- Preparing for a left turn at an intersection or into a private road or driveway;
- Reasonably necessary to avoid conditions, including, but not limited to, fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards or lanes that are too narrow for a bicycle and a motor vehicle to travel safely side by side within such lanes;
- Approaching an intersection where right turns are permitted and there is a dedicated right turn lane, in which case a bicyclist may ride on the left-hand side of such dedicated lane, even if the bicyclist does not intend to turn right;
- Riding on a roadway designated for one-way traffic, when the bicyclist may ride as near to the left-hand curb or edge of such roadway as judged safe by the bicyclist; or when
- Riding on parts of roadways separated for the exclusive use of bicycles, including, but not limited to, contra-flow bicycle lanes, left-handed cycle tracks or bicycle lanes on one-way streets and two-way cycle tracks or bicycle lanes.

— New NHTSA Resources —

Kids and Bicycle Safety: Bicycle Tips for Parents (Spanish):

<http://www.nhtsa.gov/staticfiles/nti/bicycles/pdf/812165-BicycleTipsForParents-spanish.pdf>

Prevent Bicycle Crashes: Parents and Caregivers:

<http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/Prevent.pdf>

Prevent Pedestrian Crashes: Parents and Caregivers of Elementary School Children:

<http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811027.pdf> (peds)

Tips for Pre-Teens and Teens: Preventing Bike Crashes

<http://www.nhtsa.gov/staticfiles/nti/bicycles/pdf/11146a-PreventBikeCrashes.pdf>

Tips for Pre-Teens and Teens: Preventing Pedestrian Crashes

<http://www.nhtsa.gov/staticfiles/nti/pedestrian/pdf/11146b-PreventPedestrianCrashes.pdf>



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Many places within the United States and around the world rely increasingly on tourism as a passport to economic development. An influx of visitors presents communities with new challenges and opportunities.

In addition to maintaining public order and preventing and addressing crime, law enforcement officers in these areas are called upon to serve as ambassadors for their communities.

Tourists often represent a variety of cultures, do not speak or understand the language, have different social norms, and may consider themselves “exempt” from the law. They may not recognize situations in which they are vulnerable and often need different types of assistance than residents.

The College Station Police Department in Texas and the Orange County Sheriff’s Office in Florida provide examples of how tourist-oriented policing can help balance the needs of visitors against those of residents in order to maintain safety and quality of life for everyone.

IPMBA Instructor Andrew Humes of the College Station (TX) Police Station will present *Tourism-Oriented Policing: Northgate District Case Study* as a workshop during the 26th Annual IPMBA Conference, April 28-30, 2016, in Asheville, North Carolina. This session will prepare attendees to provide services to tourists and represent their agencies and jurisdictions well.

College Station Tourism and Entertainment Police (CSTEP)

by College Station (TX) Police Department

In 2013, the College Station (TX) Field Operations Bureau implemented a full-time unit to cover the entertainment and tourism sections of the city. In the past, Uniformed Patrol utilized a bicycle unit in a part-time capacity assigned in pairs to patrol shifts. To address the growing need to respond to calls for service in the Northgate area, an entertainment district unit was created to ensure the safety of Northgate patrons and visitors.

This new unit allows a more proactive approach with residents and tourists around hotels and restaurants and still provides adequate coverage to keep our late night entertainment venues safe. The unit of eight officers is supervised by a sergeant, and each member of the entertainment unit is assigned a police mountain bike as their primary source of transportation. In addition to the bike, each pair of officers is assigned a patrol car to use when not policing by bicycle and has access to a utility vehicle for when conditions prevent regular patrol.

Tourism Oriented Policing Services

CSTEP works within the community at events such as safety expos, bicycle safety presentations, school educational efforts and training other police departments in bicycle operations.

Each officer was trained in tourist-oriented policing to work proactively with our community. The staff of St. Mary’s Church in Northgate has entered into a partnership with the Police Department to provide the entertainment unit office space within the Northgate District.

CSTEP is under the immediate command of Sgt. Ken Peterreit who can be reached by phone at 979-764-5098 or e-mail at kpeterreit@cstx.gov.

(Source: <http://www.cstx.gov/index.aspx?page=3922>)

Tourist Oriented Policing Squad Provides Proactive, High-Profile Law Enforcement Presence in County’s Tourist Corridor

by Orange County (FL) Sheriff’s Office

Orange County’s International Drive area has long been a favorite destination for tourists who come to this part of the world for their vacation. The “Drive” hosts a variety of unique lodging and dining establishments and is a stone’s throw from some of the area’s premier theme, amusement, and water parks. It is also home to Sea World, Universal Studios, and the world renowned Orange County Convention Center.

The area caters specifically to travelers looking for the ideal destination for either amusement or business. While the area has always been regarded as one of the safest tourist destinations in the world, the public-private partnership with Orange County Government, the International Drive Master Transit and Improvement District, and the Sheriff’s Office promises to continue our commitment to the safety of our visitors and the citizens of Orange County.

Sector V, commonly known as the tourist corridor, was created because it is, in fact, home to many of the attractions and hotels that bring visitors to the county. Former Sheriff Walt Gallagher was quick to recognize that tourism was the county’s major industry and the policing needs of the tourist community were unique. The area continues to grow to include the addition new tourist attractions and residential areas.

On March 31, 2010, Sheriff Demings, Orange County Mayor Richard Crotty, and I-Drive Master Transit and Improvement



Photo courtesy College Station Police Department

District Chairperson Allan Villaverde announced the implementation of the Orange County Sheriff’s Office Tourist Policing Squad (TOPS).

TOPS, which officially went into service on April 4, 2010, is intended to create a highly visible and proactive law enforcement presence in the area’s tourist corridor and provide a safe experience for the Drive’s 5.3 million annual visitors, 30,000 tourist industry employees, and countless area residents who simply enjoy its diverse offerings.

The Sheriff’s Office’s proactive presence on the International Drive corridor includes bike patrols, marked cars, and Deputies on foot patrol. In addition to six patrol squads, ten of Orange County’s finest have been specifically trained for their TOPS assignment.

In addition to their patrol duties, they assist with educational seminars, crime prevention training, and safety assessments for area businesses. The primary mission of the agency’s TOPS personnel is to ensure the safety and security of all who come to Orange County to live, work, and have that dream vacation.

(Source: <http://www.ocso.com/OperationalServices/UniformPatrolDivision/SectorV/tabid/383/Default.aspx>)

Related Articles:

“Policing Tourist Areas: Working Where Others Play”, *Police Magazine*, July 2014: <http://www.policemag.com/channel/patrol/articles/2014/07/policing-tourist-areas-working-where-others-play.aspx>

“Williamsburg: Policing Where the Present Meets the Past”, *Police Magazine*, July 2014: <http://www.policemag.com/channel/patrol/articles/2014/07/colonial-williamsburg-policing-where-the-present-meets-the-past.aspx>

Traffic Cycling as a Primary Skill

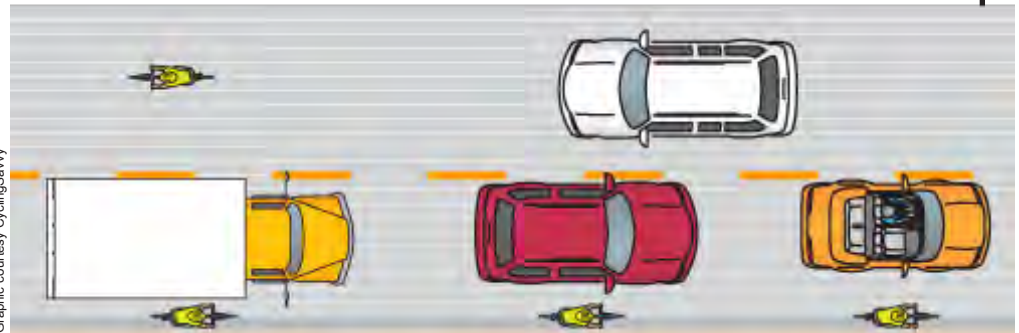
by Kirby Beck, PCI #002T/EMSCI #017T
Coon Rapids (MN) Police Department (retired)

Someone recently posted a photo on Facebook of an IPMBA Police Cyclist class during a vehicular cycling road ride. There were roughly 20 uniformed riders, lined up two by two. They stretched out nearly half a block. Almost everyone reading this has likely ridden in a large group as part of an IPMBA class. I have certainly done so. You might remember that with a large group, it isn't very difficult to take and control a lane of traffic. It might not look pretty at times, but often when we are out in large groups, we just overwhelm and sometimes intimidate surrounding traffic. Of course, that's just about opposite the situation most students will experience when they complete the training and start riding on duty or on their own.

I remember back in 1992-93 when the IPMBA Police Cyclist course was first being discussed and developed. The primary goal of our standardized training was to teach police officers riding mountain bikes how to operate safely and legally in traffic. At that time, IPMBA was part of the League of American Bicyclists. The League participated in an established cyclist-training program called *Effective Cycling* (EC). EC's creator, John Forester, developed a basic tenet for cycling as part of traffic: "Cyclists Fare Best When They Act and Are Treated as Drivers of Vehicles." IPMBA still adheres to that basic tenet. It is the best and safest way to ride a bike in traffic.

After roughly 23 years of IPMBA cyclist training, I now worry that while we still discuss traffic riding in the classroom, we may not be adequately teaching our students to ride correctly on their own, when they are not part of a large group. I get feedback on Facebook and other media from serious cyclist friends, even in areas that use IPMBA training. Either the police cyclists they see out and about did not learn to ride properly, or they simply choose not to do so. I have no good explanation for what they've observed.

IPMBA teaches group riding primarily as a way to move a class of cycling students safely from one training location to another. We teach transitioning from double-file to single-file to shorten our groups at intersections or narrow our groups in heavy traffic. It is taught and used primarily in our basic cycling classes and the Instructor Courses, which tend to be large.



This is the width of a typical lane with vehicles drawn to scale. None of the above vehicles are able to give the required 3ft of passing clearance without changing lanes. A cyclist is far more likely to be sideswiped than run over.

The vast majority of police, EMS, and security cyclists rarely, if ever, ride in groups as part of their normal duties. Most work either solo or with a single partner. Riding alone or as a pair is far different than riding in a large group. Single and double riders are more reliant upon proper lane position, effective communication, and more stringent adherence to the traffic laws and principles.

While a large group of IPMBA students on a road ride may present quite a spectacle, one or two uniformed public safety professionals cycling in traffic on-duty are just as noticeable. The public watches how you ride, and some people, especially serious cyclists, watch you very closely. They expect you to know the traffic laws specific to bicycles, understand traffic cycling principles, and ride in a way that demonstrates that expertise. In other words, they expect you to set an example for the community. To do so is important both for your physical safety and to decrease your liability in the event of an incident.

In my years teaching, I have taught many students who have little or no experience as adult cyclists. Some have not ridden more than a few blocks since they were kids. Only a small percentage have actually ridden a bike on the roadway as part of traffic – most have gone to great lengths to avoid traffic! It is our job as IPMBA Instructors to teach them how to ride safely and predictably in traffic with both confidence and skill.

The challenge we face as IPMBA Instructors is to find creative and effective ways for our students to learn how to ride in a confident, assertive, predictable, and legal manner whether alone or with others.

We must find complicated intersections, unique roadway designs and features, and other facilities that will challenge them,

sharpen their traffic skills, and help them apply the cognitive knowledge introduced in the classroom. They are not going to develop those skills while road riding in a large group with other students. They will learn it best by practicing the way they will actually be riding.

In 2012, I took a *CyclingSavvy* course from Keri Caffrey, the co-creator of the program. I had heard it described as the best civilian cycling course in the country, and I wanted to experience it for myself. After taking the training, I can assure you – IT IS!

Keri started by spending a couple of hours using both interactive graphics and dialogue to explain traffic movement, patterns, rules and how cyclists fit into it. She uses her own terrific visuals as she explains why taking and "controlling" the lane is usually the safest way to cycle, especially with narrow (less than 14-foot), non-shareable lanes. She also provides many examples of the real but unseen dangers of riding in bike lanes. The next couple of hours were spent on bike, learning basic cycling skills (starting, braking, turning, shifting, and emergency maneuvers), much as we do in IPMBA.

The way Keri taught the road riding skills is what made her really stand apart. Because she lives in Orlando, Florida, and was teaching this class in St. Paul, Minnesota, she used maps, satellite images and scouting to learn the area and to find the intersections she wanted to use for the exercises. She mapped out the route she wished to use and then memorized it. Well, maybe she had some notes, but it didn't seem obvious!

As our group rode along, she would stop us several blocks away from the intersection she had chosen. She would then draw the intersection on the sidewalk with chalk and have people describe the

(Continued on page 32)

Traffic Cycling

(Continued from page 31)

proper lane, position and manner in which to ride it. [Now she carries a roll of Tyvek and uses dry erase markers instead.] She would then ride alone to a position where she could observe the crucial spots. Riders would depart one at a time on either a set interval, or on a text-directed message.

While the class was training as a group, the students were learning how to function in traffic as individuals. They had to use the skills they had learned because there was no one else to do it for them. The intersections got progressively more complicated and challenging. The messages we had received in the first hours were making sense and being validated. It felt very safe riding that way. While everyone in my class was already an experienced rider (many were certified League Cycling Instructors), I could still see "lights coming on" that this was an effective way to train new riders.

There is no reason IPMBA Instructors can't be creative and train in a similar

fashion. It is our challenge as professional cyclists, and professional instructors, to give our students the most realistic practice and experience in their training time with us. We have to teach them, and then let them practice, riding solo or in pairs, like they will on their own or on duty.

I worry that some IPMBA Instructors might get swept up in the "sexy" parts of our class, like stair descents/ascents, takedowns, hook slides and the like. In doing so, they may pay less attention proper road riding principles, laws, skills and techniques. These may seem mundane, but they have been the primary goal of the IPMBA Course since the beginning. The specialized tactics, EMS-specific training, and obstacle skills were secondary.

As you are teaching your cycling classes, ask yourself if you are really preparing your students to ride as they will when riding on duty, or if you are just spending time on road rides so you can check that off the list of things you are supposed to

do. Remember: it is important to cover the basics well and teach traffic cycling as the crucial primary skill it is.

Watch for Keri Caffrey to bring her materials and interactive teaching style to the 2016 IPIMBA Conference in Asheville. Those who attend the two-part *CyclingSavvy: Empowerment for Unlimited Travel* workshop will be eligible to enroll in the *CyclingSavvy* Instructor program, part of the American Bicycling Education Association (ABEA).

Kirby Beck retired after 28 years with Coon Rapids Police Department. He has 14 years of police bike patrol experience. He has taught bicycle safety and traffic cycling to children and adults for more than 25 years. As a training consultant, he co-taught the Bicycle Safety and Accommodation Course for the National Highway Institute, sponsored by NHTSA and FHWA. A founding member and past President of IPMBA, he was co-creator of the IPMBA Police Cyclist Course and Instructor Course. He contributed to both the Complete Guide to Police Cycling and the Complete Guide to Public Safety Cycling. He can be reached at kirby@kbeckconsulting.com.

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Teaching in Pidgen English (Hawaiian Creole)

by Rance Okada, PCI #246T
Westminster (CO) Police Department (retired)

“OK, gangie, today we going talk about ‘Da Delivery.’ Ho da plenty stuff I gotta tell you, so listen good, ‘cause you no like look stupid in front of your students. Besides, four questions going come from this lecture.”

That was my “hook” as I started “The Delivery” at Honolulu Police Department’s first IPMBA Instructor Course this past August. Born and raised on Kauai, Pidgin was my first language, proper English being spoken only in front of our high school teachers.

To be clear: today proper English is the normal mode of speaking in Hawaii, but Pidgin is used in casual conversation among friends in informal settings.

Pidgin should not be used during lectures and training, but I couldn’t help myself. I was back in Hawaii, surrounded by Pidgin speakers.

I kept lapsing back to Pidgin, and what a comfort it was to have the students understand me! They understood me when I got excited and blurted, “Eh, inside pedal up, brah!” and, “You guys keep turning with the inside pedal down, I going get angry!”

Maureen Becker, Executive Director of IPMBA, wisely chose two kamaaina* ITs, Pat Hernandez and me, for the Honolulu Police Department’s Instructor Course. I think the HPD

bike cops were expecting two haole malahinis.** Instead, they got two ITs familiar with the social norms and speech dialect of the Hawaiian culture.

The HPD bike cops showered us with warm Aloha*** during our entire stay in Hawaii.

Certainly Pat and I being kamaainas helped, but the HPD bike cops would have given malahinis the same warm Aloha. It’s in the Hawaiian culture to extend Aloha to newcomers, so Pat and I immediately understood and appreciated the Aloha we received. What a comfort to be back with “our people” again!

Pat and I found the Instructor Course students ready and eager to learn the course material. They were in top physical condition, too. Imagine course evaluation comments like “I’d like to see longer distance road rides” or “Not enough long distance rides!”

And they never stopped being cops, either. On our Waikiki night ride, we were returning to Police headquarters when a shopkeeper flagged us down and pointed to a theft suspect who had just stolen a \$250 vapor pen from his store. In an instant, the first seven cops in the formation transformed into a high-crime impact bike team, swarmed the suspect and had him cuffed, searched, and sitting on the sidewalk in less time than it takes to read this sentence. Ho da fast, these cops!

So my advice to instructors who are assigned to teach IPMBA Courses in Hawaii:



Photo courtesy Rance Okada

Future IPMBA Instructor #1552 Kulikakekoa Yamashita (right) interviews a theft suspect in Waikiki, Hawaii, during the IPMBA Instructor Course Night Ride.

- You will be delighted with the attitude and physical conditioning of the HPD bike cops.
- Expect to be showered with Aloha. Please give back plenty Aloha in return.
- Pat and I each ate for less than \$20 a day. How? Eat local food! Spam musubi, saimin, ahi poke, plate lunches, bento, manapua, lau-lau, mochi, malasadas, and for dessert, haupia! Ho da ono! Nothing like stopping at a 7-11 (yes, 7-11) before class and stocking up on musubi and manapua. Stuff the goodies in your bike bag and you’re good for riding all day.

So to all my new friends at Honolulu PD, mahalo (thank you). This was the best, easiest and most rewarding Instructor Course we’ve taught to date. Good luck to Honolulu PD’s thirteen and Fort Shafter’s two new instructors!

Rance retired from the Westminster (CO) Police Department in 2008 after 28 years of service. He has been an IPMBA Police Cyclist Instructor since 1997 and has taught more than 44 Police/Security Cyclist Courses. He was certified as an Instructor Trainer in 2014. Rance is a Master Firearms Instructor and a POST Full Skills Instructor. He teaches at a regional police academy. He can be reached at abnrgecol@comcast.net.

Aloha!

*Kamaaina: persons living in or who have lived in Hawaii; old-timers.

**Haole malahinis: mainlanders; tourists; greenhorns.

***Aloha: the basic cultural trait of the Hawaiian people; an unconditional, spontaneous welcome and acceptance of visitors.



Photo courtesy Rance Okada

August 8-12, 2015 — Honolulu, Hawaii

Honolulu Police Department: Cory S. Brailsford, Kent Fernandez, Kirsten Gurney, Michael Kaneko, Kevin Kaneshiro, HwaJin Kim, Douglas Korenic, Leland Kudaishi, Chad K. Murphy, Troy K. Towata, Douglas Vollrath, Kulikakekoa Yamashita, Austin Yoshino

US Department of the Army Police, Fort Shafter: Gerard J. Beckley, Daniel Hernandez



Photo courtesy Bob Hatcher

October 16-20, 2015 — Delaware, Ohio

Benjamin E. Cully, Wright-Patterson Air Force Base Fire Department, Wright-Patterson OH; **Peter Gomia**, Delaware Fire Department, Delaware OH; **Scott Green**, Mount Lebanon Police Department, Mount Lebanon PA; **William Hewitt**, Yale University Security, New Haven CT; **Sandy MacKay**, Niagara Regional Police Service, Saint Catharines ON; **Adam Megnin**, Wright-Patterson Air Force Base Fire Department, Wright-Patterson OH; **Robert Murray**, Decatur Police Department, Decatur IL; **Daniel Nicolia**, Ohio Support Services-Capital Crossroads, Columbus OH; **Jeffrey Polly**, University of Cincinnati Police Department, Cincinnati OH; **Justin Reck**, University of Pittsburgh Police Department, Pittsburgh PA; **Nigel I. Reynoso**, San Luis Police Department, San Luis AZ; **Cody Rose**, Decatur Police Department, Decatur IL; **Oscar R. Ruiz**, San Luis Police Department, San Luis AZ; **Joshua Sanders**, Wheeling Police Department, Wheeling WV; **James Talbert**, Huntington Police Department, Huntington WV; **Christopher Weldon**, Florence Police Department, Florence AL

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