

FALL 2014

ipmba news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

IPMBA: PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS.

VOL. 23, No. 4

SHIFT YOUR BIKE OPERATIONS INTO HIGH GEAR

by Maureen Becker
IPMBA Executive Director

In 2015, IPMBA will celebrate 25 years of training excellence. Since the first "Police on Bikes" conference in 1991, the annual IPMBA Conference has maintained its reputation as the premier training event for public safety cyclists.

One might think that over the years, the training might become stagnant. One would be wrong. The creative minds dwelling within IPMBA's instructors and members have ensured that each year brings innovative ideas as well as the tried-and-true.

2015 will be no exception. Not only will the conference feature new educational opportunities, it will be sporting some modifications to the format as part of an anticipated shift to a condensed format by 2017.

The two most exciting changes are the shift from the traditional "Opening Ceremonies" to a "Keynote Speaker", and a corresponding modification to the exhibit hall hours. The shift began this year in Tampa, where Neil Blackington (Boston EMS) shared the Boston Marathon Bombings experience with attendees. It continues in 2015 with more time devoted to enabling attendees to learn from LTC (Dr.) Robert Mabry, whose efforts to promote training and preparedness for both combat and non-combat tactical casualty care have already saved many lives at home and on the battlefield, and will continue to do so. His presentation will complement the *Law Enforcement-First Response Tactical Casualty Care* training available both as a pre-conference course and during the conference. See inside for more details.

To enhance the exhibit hall experience for everyone, the hours on the second day (Thursday) will be changed to 8:00am-3:00pm, with coffee and light fare available prior to the keynote address. Attendees will be able to easily visit the exhibit hall between classes and over lunch.

Other exciting developments are the continued expansion of the *Bicycle Response Team Training for Police and EMS* and *Krav Maga for Public Safety Cyclists*, and the advent of a new *Police-EMS-Security Cyclist Level II Course*. This 24-hour course will include technical skill building, off-road riding, maintenance and bike fit, special event planning and SAR, capped off with a scenario. This type of multi-disciplinary training continues to gain importance because of the need for public safety personnel to collaborate and communicate effectively.

New workshops on the agenda include *Advanced Handgun and Team Tactics*, *COVER!*, *Nightlife District Tactics and Operations*, *Bikes and School Safety*, *Prevention and Treatment of Mountain Bike Injuries*, *Using Bicycles in Emergency Management Operations*, and *Introduction to Event Pre-Planning*. Of course, many old favorites will also be available as some topics never go out of style.

Your hosts are eager to welcome you to Chandler, Arizona, April 11-18, 2015, so visit www.ipmba.org and register today!



"The Final Frontier"

Strategy to promote more cycling in local communities

by Rich Conroy, Education Director
Bike New York

The July/August 2011 issue of *American Bicyclist*, the magazine published by the League of American Bicyclists, called law enforcement the "final frontier" in creating a bicycle-friendly America. Enforcing traffic laws, and enacting traffic laws that level the road between cyclists and motorists is one of the five E's in a strategy that promotes more cycling in local communities. The five E's are:

Engineering: creating bike paths, bike lanes, and roads that are comfortable and safe for cyclists;

Education: teaching cyclists and motorists how to interact safely and courteously with each other;

Encouragement: creating programs and events like Bike to Work Day and Week, that encourage more people to ride more often;

Enforcement: engaging the police and courts in efforts to discourage dangerous traffic behaviors and encourage safe, courteous choices in traffic;

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Bike Officers as Community Emissaries



Recent events in the news have brought to mind a vitally important feature of successful policing. Whether we readily acknowledge it or not, we serve with the consent of the citizens that we serve. When communities rise up in opposition of their own law enforcement agencies, something has clearly gone wrong. Although one high profile event often ignites the chaos, it is very likely that the discontent has been smoldering for much longer.

There may be many sources of these troubles, but I suggest that the underlying foundational factor is that police departments and their communities do not understand and trust each other. And at the heart of that lack of trust is the fact that they simply do not know each well enough to develop any mutual understanding.

Herein lies the challenge. How do we more effectively connect with our communities in ways that will allow for this foundation of understanding to develop? While we have often recognized the effectiveness of bike officers in community relations, I have too often heard colleagues and students express disdain for community relations activities. It is sometimes viewed as “too soft”, “not worth the effort”, or “not real police work”. If bike officers feel that way, then it is even less likely that officers enclosed in motorized vehicles will feel favorable to these activities.

The good news is that I also hear success stories, not just of the relationships that develop through bike patrol, but also the

connections that help to solve case and make arrests, and are “real” police activity.

I suggest that it is time for our bike officers to lead the way in reaching out to our citizens. When these successes become known, they can foster further efforts outside of bike patrol and hopefully inspire the agency leadership to encourage these activities.

In some agencies, the damage may be difficult to repair. The initial effort to reach out may be rebuffed or be uncomfortable. Mistrust can be difficult to overcome. But I think that the vast majority of communities

across the country are more than ready to accept our outreach. I think they really do want to get to know us better, and by doing so, they will be more likely to have patience with us when these high profile events occur, allowing fair investigations to proceed and enabling greater acceptance of the results of those investigations.

The lessons of the recent events should be clear. The time to reach out and better connect with those we serve is now. When the marchers and satellite news vans surround your public safety building, you’ll know that you waited too long.

How do we more effectively connect with our communities?

Bernie Hogancamp

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Upcoming courses:
 Chandler AZ (April 11-15, 2015)
 More dates to be announced.

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The Board Issue

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The Board Issue

PMBA'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 5-16.*

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

Finding IPMBA

ability to mask work by making it into play. You continue to taunt others to join, drawing them in with new training and innovative techniques to help them become better at their professions. Once you have trapped them in your wicked web (ipmba.org) of certified Public Safety Cyclists, you skim from the top of the classes and challenge them to become closer to the force. You entice the depraved maniacs who roam city streets on two wheels, tempting them with the promise of becoming those who train others, and lead them to believe they will gain magical powers of instruction. It is a dark, dark path you have lead me on, but oh! What a ride!

My journey to finding IPMBA may or may not be unique, but it has led me and thousands of others to a place where we join together for the sake of our ever-evolving passion for public safety cycling. We openly share with our brothers and sisters a common joy of serving the public while having the opportunity to follow a clean line of travel towards physical and emotional wellness.

My bike journey started more than 20 years ago. I was involved with bikes for about six years before discovering IPMBA. I started in a pilot project program, initiated and self-certified by the Metropolitan Police Department in Washington DC. It was an excellent program, being largely based on the teachings of IPMBA. In 1997, I was promoted to Sergeant and landed in

our Training Division, specifically to teach mountain bike classes. With much help and support, I became deeply involved with police cycling and found myself at a Police Bike Competition in Baltimore, Maryland. It was a means of promoting our bike program. I had raced a little before, but this was different. The competition had a little "off-road", then "road" and, finally, a small obstacle cone course. I was good with the first two, but the cone course? Whew. I just barely made it.

That little cone course is what initially drew me to IPMBA. I asked some of the spotters on the course, "who thought this part up?" They laughed and replied, "It's the IPMBA" [Lock-to-Lock] and so it went. I immediately added this great concept to our mountain bike course. I also did a little research and read some of those pesky manuals lying around the office and it turned out that IPMBA was not a cone course at all, but a following of crazed public safety cyclists. I had to find them. I wanted to be like them and become one with the bike.

In 1998, I completed the quest across the land known as the United States of

Continued on page 6



Photo courtesy Mike Wear

"How many miles do you ride each day?"

"Really, a cop on a bike?"

"That looks like fun; I wish I could do that."

"Sergeant, how can I get put on Bike Patrol?"

The list of questions from citizens and public safety members wanting to know how to get involved with bikes seems never-ending. I have been hearing those questions for over 20 years. What surprises me the most is how much I still love being involved with bike patrol. Even after all these years, I still can't explain why it feels so good. I'm happily surprised by how quickly we manage to get to assignments, how friendly citizens can be (when you are on a bike), and how frustrated the criminals become when the "Bike Guys" give them extra attention.

You would think the novelty would have worn off by now. I blame IPMBA; it is all your fault! Oh, don't back away now. IPMBA, you started this whole mess, so own up to your destructive ways, your unrelenting allure, and your



Photo by Maureen Becker

Bicycle Rapid Response Training in Ogden, Utah, 2002.

The Board Issue

(Continued from page 5)

America. I'm East Coast, all the way, and I flew to Tacoma, Washington, (a.k.a., the "other Washington") for the IPMBA Conference. Wow, I thought we had hills in DC!

I made this journey alone, and when I arrived at the Police Cyclist Course, I was prepared to ride. I had procured and studied the "holy scripture" (the first edition of *The Complete Guide to Police Cycling*). I did well and earned my certification, but I was not prepared for the next part of the journey. Everyone was like me, no, not short and fat! They loved the bike, and were totally into tactics, techniques and most of all, getting better at our discipline. I had paid my own way to this event and I remember thinking how special and dedicated to the cause I was by putting up my own money for training and all. Little did I realize that many of the attendees had made a similar financial sacrifice. "Cool", I thought. "These guys are totally into being police officers on bikes!" I remember wandering around at the conference in awe of the number of different workshops offered. One workshop that stands out in my mind was *Landing Techniques*. We actually rode our bikes at speed into a mat and simulated endos. "These guys ROCK!"

I could go on and on with stories of IPMBA and the friends I've made (meet me at the 2015 Conference Hospitality Suite for more), but let's move forward on the journey. Some quick stops include: Chicago 1999 for an advanced skills class in which we applied advanced riding skills to firearms range exercises. We also rode out on the Navy Pier while it was packed with visitors; some days it is really fun being cop. Then on to Cincinnati in 2001 to join the ranks of the dark side (Instructors). The rite of passage was the sheer number of hours we spent learning the craft of instruction. I had been to many instructor developments, but none so inclusive of classroom combined with individual physical skills. These guys were serious when they asked, "You can talk the talk, but can you walk the walk?" In our case, we rode and covered every aspect of the IPMBA Basic Course.



Photo courtesy Mike Wear

Hill climb in Tacoma, Washington, 1998

Next was an event of Olympic proportion; we all gathered once again for our annual conference in Ogden, Utah. In this small host of the 2002 Winter Olympics, I earned the identifier of Bicycle Rapid Response Team (BRRT) member. I also ate a Star Burger after a long, four-mile mountain climb followed by a rather scary and speedy descent with a band of barbarians on bikes. This event was not concluded until we quenched our thirst with locally brewed ale. Then in IPMBA tradition, we were bused safely back to the hotel.

Following the conference, a group of us journeyed to a little place known as "MOAB". Yes, yes, I rode Porcupine Rim; notice the picture of me with a flat on the previous page. It was unbelievable; we rode about four hours in a van, rode MOAB on our bikes, slept, rode some more, and then piled back in the van. You may have noticed the lack of showers in the description, you get the idea now.

I could take you through several more stops in my journey to finding IPMBA, but instead I'll fast-forward a bit. In recent years, I have moved into the teaching side of house with workshops, pre-conference courses, group instruction and seeking new developments in training. This step is one of giving back to the organization that has given me so much. By finding IPMBA, I mean to find what IPMBA is to you.

We all grow through new friendships, new projects, new classes and new roles, all of which help us better ourselves and better serve our communities. We continue to strive to stay at the cutting edge of training and operations and create a forum to discuss the hottest topics. We share the wealth of information, without the direction or intent of any individual agency's hierarchy; it's all about the knowledge from true practitioners.

I realize this may have sounded like a commercial or testimonial, but it's not. It's just my story on how I found IPMBA. It is not just an organization; for me, it's my family. So my journey with IPMBA takes me to the next stop... Chandler, Arizona... what will we do there?

Mike is a 24-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 currently serves as Education Director and can be reached at education@ipmba.org.

The Board Issue

IPMBA: Friends and Family

by James Englert, PCI #1081
Arapahoe County (CO) Sheriff's Office
IPMBA Industry Liaison



Once a year, Maureen Becker, our Executive Director, asks each board member to write an article for the *IPMBA News*. She does not put many stipulations on what should be in the article. The point, I think, is to

get members to know more about the board members.

When I start thinking about what to write for my article, I try to think of something to write about that has something to do with law enforcement or biking that I have been involved with in the last year, or an interesting story.

The topic that keeps coming to my mind is an incident I was involved in last December at the high school where I am the School Resource Officer.

As IPMBA members, we all have a common interest in cycling, but we are still law enforcement officers and/or EMS providers. Sometimes I forget that my fellow members and instructors have

been involved in a wide variety of incidents. I forget that our connection goes beyond biking.

It's amazing how fast news travels. Within hours of the incident at the school, I was receiving e-mail, texts, and phone calls from IPMBA friends in the area and from other states. I eventually reached out to people in the days and months that followed.

That day and in the few next days, most of the communication was asking if that was my school or if it was in the area in which I work.

Once friends knew it was my school, the questions turned to asking if I was all right or I needed anything. Many of the people who contacted me were people I knew personally, but some were not; in both situations, the questions were asked of concern. Many shared stories about incidents in which they were involved and made themselves available if I wanted to talk.

It was humbling that so many of my IPMBA friends contacted me, were concerned for my well-being, and offered their assistance and support.

Similarly, over the following weeks and months, many of the vendors that

support IPMBA demonstrated their caring. In early December, I had been contacting the vendors on the Product Purchase Program to update their information and confirm their continued involvement. I had spoken with many of those vendors just a few days before the incident. When I spoke to them again afterwards, their reactions were the same as that of IPMBA members. They offered their support and offered assistance if I needed it. It was nice to know it's not just about biking or sales, but that our relationships have a personal side.

As I learned through this experience, many IPMBA members have been involved in incidents that go beyond the bike as well as on the bike. In the weeks and months that followed, I was reminded of all the friends I have made through IPMBA, and how thankful I am for those friends.

James Englert is a School Resource Officer in Centennial CO. He was certified as an IPMBA Instructor in 2008 and currently serves as the Industry Liaison on the IPMBA board. He can be reached at industry@ipmba.org.

Photo courtesy James Englert.

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The Board Issue

More than a Mode of Transportation

by **Bob Hatcher, PCI #629/EMSCI #103**
Delaware (OH) Police Department
IPMBA Vice President



Most police agencies have part-time bicycle patrols. Due to limited staffing and budget, it is difficult for the departments to implement full-time bicycle teams.

Throughout my years as an IPMBA Instructor, training police officers to patrol their communities safely and effectively, one of the most commonly asked questions is, "Our staffing levels don't allow us to use our bicycles on a full-time basis. How can we use them more?"

My department asked the same question when I first joined the team. The bicycles were used for special events and collected dust the rest of the time. It took time and persistence, but now officers dress for bicycle patrol every day.

Law enforcement officers have many tools at our disposal, some of which we may never use but carry every day and train with on a regular basis. Bicycles are also a law enforcement tool, just like all the other tools we carry, not just a mode of transportation. Having bicycles available at all times may mean saving a life, catching a bad guy who normally would not be caught, reaching areas not normally patrolled, and/or making a positive contact within the community.

Our bicycle unit is part of the patrol division, and each officer does regular patrol work. We use the bikes to supplement that work. I view the bicycle as similar to a speed measuring device for speed enforcement. The device may sit in the car while I take calls, but it is there in the event that I need or want to check someone's speed. The bicycle can be used in the same way. It is mounted to a bike rack on the car, and when there is a need for a bike, it is available.

Additionally, the racked bike allows us to drive to an area and deploy the bike for routine patrol while staying close to the car. It can be considered a force multiplier. An officer can park a car in front of a bank, near an overnight business, in an area where it will appear

that the officer is running traffic enforcement, or anywhere else a police presence may be useful. When a call requiring a response by car is dispatched, the officer can quickly return to the car, replace the bike on its rack, and arrive at the call at about the same time as other responding officers. Of course, calls for service may dictate how often the bicycle is actually used. In some cases, a day or more may pass during which the bicycle remains on the back of the patrol car.

The bicycle is versatile enough to make many of an officer's tasks more efficient. Following are a few examples of how a bike may be used to increase officer efficiency and effectiveness in performing common patrol tasks.

During the overnight hours, officers typically check the security of businesses. Some of these businesses are in large shopping plazas. Walking the length of the plaza and back, hand-checking doors, can take a significant amount of time. Additionally, moving far from the car may delay the response to an emergency call. The bicycle can be used during the check, dramatically reducing the time needed to perform this duty. Moreover, the speed of the bike will allow an officer to return to the car quickly in the event of an emergency call.

In our area, a middle school has a wetlands park and cross country running trail behind it. The trail system is a few miles long. We have had several calls to the area. One in particular was a shots fired call, a serious call in itself, but made even more urgent because it was in the vicinity of the school. The area is large and inaccessible by car. Officers initially searched the woods on foot. In the same time that the foot officers checked a couple hundred yards of the area, bike officers were able to check the miles of paths.

Delaware is a college town with downtown bars within walking distance of the campus. Bicycles are ideal for patrolling the area quickly. Due to the nature of the area and activity, two

officers typically park their patrol cars nearby. They patrol the area more quickly than a foot officer, see and hear more than they could if they remained in their cars, and interact in a positive way with the bar goers.

We've also seen success in area searches for people who flee on foot and for missing children and adults. Once again, the bike enables police to search large areas more quickly than is possible for officers on foot, and more thoroughly than those in cars.

If you are a member of an agency that only uses the bicycle patrol for above-minimum staff days, make the argument that bicycles can be an asset to a crew working at minimum staffing. Minimum staffing does not mean we must limit the tools we use. The tools just need to be used at an appropriate time. Be mindful of the calls for service, and gauge whether or not it is a good time to do routine patrol with the bike. Always remember that a bicycle enables you to complete most tasks in less time than an officer on foot, which will get you back in the call rotation more quickly.

There is no question that an active bicycle patrol is an asset to its community. Even if an officer rides for twenty minutes during a shift, he or she can still have a major impact. Think outside the box, and always think of the bicycle as more than just a mode of transportation.



Photo by Tony Holte

Robert is a patrol officer for the City of Delaware in Ohio. He is the department's bike patrol coordinator, lead bicycle instructor, and bike mechanic. He is currently serving on the IPMBA Board of Directors as Vice President. He can be reached at vp@ipmba.org.

Chicago Bike Cops Help Solve Bike Shop Burglary

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



In the early morning hours of Sunday, September 7, 2014, a trio of burglars broke into Lakeshore Bike Shop on Chicago's north side. After forcing their way in, they made off with more than \$20,000 worth of high-end bikes and accessories.

"These guys are avid cyclists, and they cherry-picked the best equipment in my place," owner Demian March said.

One stolen bike, a custom-made specialized Venge with electronic shifting and carbon wheels, was worth about \$7,000.

Four other stolen bikes – including three Fuji Norcom racing bikes and an ultra-lightweight Kestrel Legend – were valued at \$1,500 each.

The store video surveillance system captured the break-in. The burglars were wearing reflective, bike-specific clothing. The burglary of the small lakefront bike shop infuriated the local Chicago Police Department bike officers, who circulated the images of the burglars among the area's bike enthusiasts.

"It was all thanks to some of the local bike cops whom we help out while they're on duty," March said. "They had heard what had happened. They were pretty appalled, and they did a bunch of investigation on their own time, and saw this thing through." March said police told him other cyclists identified at least one of the suspects from the surveillance video footage, and when police tracked him down, that suspect admitted to the whole thing.



Lakeshore Bike - www.lakeshorebike.com

All three men were subsequently identified and charged with the crime. Jeremiah Aviles, age 19; Israel Perez, also age 19; and Mauricio Franco, age 22, were each charged with one felony count of burglary, said Officer Jose Estrada, a Chicago Police spokesman.

The burglary was the second time the 11-year old Chicago Lakefront trail shop has been burglarized this summer, and the cost of the stolen items represented about 25% of the summer's revenue.

IPMBA recognizes the extra effort of these fine unidentified CPD bike officers, who used their own time and their neighborhood contacts to solve a crime against a local small business.

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 currently serves as President on the IPMBA Board of Directors and can be reached at president@ipmba.org.

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The Community Bicycle Rodeo

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

While IPMBA has published a few articles on bicycle safety education (see <http://ipmba.org/resources/bike-education-enforcement>) and a chapter in *The Complete Guide to Public Safety Cycling*, I wanted to share my department's experience in conducting a bicycle rodeo. Our rodeo has been held for the past few years with the guidance of a few officers assisted by the bicycle unit officers. Our method has evolved over the years into a fairly set program with publicity, community involvement, and education of children and their parents.

In the fall, preparations for the spring rodeo begin by reserving a parking lot, contacting vendors, and advertising the event. The parking lot selected is centrally located, with other parking lots nearby so that participants can either ride their bikes to the event or park close by without using the space reserved for the skill stations, vendor stations, and display areas.

Advertising consists of placing ads in the local news media – local newspapers, local online news sites, the City and police department websites, the police department Facebook page – and distributing flyers around town. Announcements are also shared via school resources, the City television channel, Boy and Girl Scout groups, and the Senior Center, encouraging members to bring their grandchildren. All of these publicity attempts are spread out over the months building up to the event date. All information reminds people to bring their bicycles and helmets, and that children must be accompanied by an adult because this is not a drop-off babysitting opportunity.

Vendors in the area are also solicited for donations of time, materials or products. Two area bicycle stores are encouraged to donate helmets, perform quick bike repairs, and assist with the ABC Quick Check Station. They are also invited to demonstrate some safety skills, such as proper bike helmet fit, or how to change a tire. A city youth organization is approached for volunteers and DJ service, and to set up a small games section to attract more families.

The fire department bike medics are asked to set up a first aid station, publicize their bike medic unit, and give ambulance tours.

The hospital sets up a booth, encourages safe bike riding and offers basic first aid/health tips. Donated funds are used to purchase helmets or reflectors and other small giveaway prizes. Bike clubs are contacted and encouraged to assist in promoting sharing the road and their club activities – this assists in building relationships with the clubs whose members generate a fair amount of complaints of cyclists disobeying the rules of the road. Other bicycling groups, like the BMX club, are asked to put on a skills demonstration.

Local grocery and sandwich stores attend and advertise their products while providing free snacks and drinks. Larger companies, such as Walmart and Target, are approached for donations of bicycles that can be raffled off at the event.

Funds are needed for the following activities:

- Posters and flyers
- Ads in the media (unless they can be convinced to donate the space)
- Equipment giveaways
- T-shirts for volunteers and participants
- Certificates of Completion
- Raffle tickets and prizes
- Refreshments for volunteers (unless donated)
- Generic banner advertising the event (do not put a date so it can be reused)

Many of the above items can be donated, but if vendors are unable or unwilling to provide free or low-cost items, funds may need to be raised. Our police department and nonprofit Police Association provide funds for many of the items. Other organizations like the Lions Club and the Rotary Club are solicited for monetary donations and volunteer workers. Volunteers are also recruited from school service clubs and the Citizen Police Academy alumni.

The number of volunteers is determined by the number of skills courses at the event. Volunteers are needed for Check-In, the Staging Area, the Main Area and Skill Stations, the Refreshments Area, the Police Department Booth, and the Check Out/Certificate Area. Off-duty police officers are encouraged to volunteer and all Bike Unit officers are required to assist in some way.



Photo courtesy Craig Lepkowski

A quick time-line that works for us is:

- One month before the event, request barricades from the Streets Department and picnic tables and trash cans from the Parks Department. Also submit a request to the local media for a reporter to cover the event.
- One week before the event, place signs in the parking lot entrances to advise users that the lot will be closed on the event date. Remind the media contact about the event.
- On the night before the event, set up barricades to block off the entire parking lot from vehicular traffic, and place temporary directional signs at intersections to help people find parking near the event.
- On the day of the event, put up the banner, set up the tables and Vendor Area, and hold a volunteer meeting to instruct them on their duties. Build the skill stations with cones and other needed equipment. Escort the media contact and provide quotes and bullet point information about the event's success.

Please visit <http://ipmba.org/resources/bike-education-enforcement> for additional resources pertaining to bicycle safety education for children and adults. Thanks to Officer Rob Monahan of the Lake Forest Police Department for his assistance with this article.

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 can be reached at secretary@ipmba.org.

IPMBA Launches New Committee

by Wren Nealy Jr, *EMSCI #154/PCI #860*
Cypress Creek (TX) EMS
IPMBA EMS Coordinator



Earlier in 2013, the board approved the formation of an EMS Committee. As the EMS Coordinator on the Board of Directors, I felt

that this would be a positive step towards continuing the growth and involvement of our EMS members. A call for applications went out and it was answered by a group of energetic IPMBA members both new and old.

It is an exciting time for EMS Cyclists at IPMBA. This committee will embark on several important projects that will have a lasting impact on EMS Cycling. This committee would like to increase the EMS membership, expand EMS topics at the IPMBA Conference, and aid the Industry Committee regarding products that are best suited for EMS Cyclists.

This past year, IPMBA completed the process of updating the IPMBA-IACP Model Bike Patrol Policy and White Paper. In 2015, the committee will provide the same guidance towards publishing an EMS Cyclist standard. The committee will address important issues relating to training, equipment, and operations in an effort to provide best practice recommendations for EMS bicycle operations.

One topic to be addressed is continuous and in-service training. Current standards recommend quarterly training with a minimum of eight hours annually. While this may suffice for police teams which spend a lot more time in the saddle

than medics, it may be insufficient for the typical EMS cyclist. My department is considering a reduction in training hours to save the salary costs and because there isn't any literature stating it is needed. Another perennial topic is that of recertification at the EMS Cyclist level.

The 2014 annual conference in Tampa, Florida, saw the first combined Police and EMS Bicycle Response Team (BRT) Training followed by a BRT Instructor Seminar. It was clear that the concept of joint training, support and force protection for BRT personnel was accepted by all. The class opened a dialogue between officers and medics who gained a new appreciation of the benefits of working together. Hopefully this same group will return in 2015 to share their success stories.

The 2015 Conference agenda features a number of EMS and medical topics, many of which focus on increasing the survivability of line of duty injuries, derived from the military programs spearheaded by Keynote Speaker LTC (Dr.) Robert Mabry. The National Association of EMTs (NAEMT) has worked with the Committee on Tactical Casualty Care and the Committee on Tactical Emergency Casualty Care to develop a series of courses designed for medics, police officers and civilians. These accredited programs have been validated and meet the Hartford Consensus for Increasing the Survivability of an Active Shooter event.

IPMBA will offer the Law Enforcement/First Response-Tactical Casualty Care (LE/FR-TCC) course as both a one-day preconference course and a two-day conference workshop. Every bike

(Continued on page 12)

Mission & Goals

Mission: The mission of the EMS Committee is to develop effective policies, programs, and guidelines for both the training and operational aspects of EMS cyclists. Its primary purpose is to provide information and tools to properly prepare EMS personnel for bicycle duty.

Goals & Objectives: The goals of the EMS Committee are to assist the Education Committee in the development of world-class training materials specific to EMS cycling; set standards and best practices; and provide input to aid in the development of policies pertaining to EMS cyclists.

Establishing a diverse committee: Recruit committee members who represent a cross-section of the many types of EMS agencies served by IPMBA.

Listening to the IPMBA membership: Provide a mechanism by which IPMBA members may communicate their training and policy needs, which are driven by the challenges they face in the field.

Maintaining awareness of the environment: Recognize that the environment in which bike personnel operate is constantly changing and be prepared to adapt programs and policies to ensure the continued effectiveness of bike personnel.

Developing training policies and materials: Solicit the input of each committee member in order to ensure that the diverse needs of the membership are met. Assign responsibility for projects to one committee member, who is then responsible for soliciting input from the other members, preparing a draft, and submitting it to the committee for approval prior to submission to the Education Committee.

Disseminating the information: Using established communications channels, provide IPMBA members with tools and information that will positively impact their ability to perform their duties.

The Board Issue

The following IPMBA members have been selected to serve on the EMS Committee.



Mike Hudspeth, Paramedic, Guilford County Emergency Services, Greensboro, NC. Mike is a Captain with Guilford County Emergency Services in Greensboro, North Carolina. He has been involved in Emergency Services since 1995. He began his career with Guilford County in 1999

and has served as the team leader of Guilford's bike team since 2000. The team consists of 30 members working a part time schedule of approximately 110 events annually. He became an IPMBA member at the conference in 2003, obtained his instructor certification in 2004, attended the Maintenance Officer and Public Safety Cyclist II Courses, and has been teaching at conferences since 2007.



Ric Lavallee, Paramedic, American Medical Response, Stone Mountain, GA. Ric is a Captain and Field Operations Supervisor with American Medical Response and head of the Clinical Education Department. Located in Stone Mountain, Georgia, a suburb of Atlanta, AMR serves as Emergency 911 in DeKalb

County and staffs non-emergent and special events in seven surrounding counties. The organization comprises 450 paramedics and EMTs. Ric holds instructor level certifications in over 40 disciplines. Although new to IPMBA, he hopes to obtain EMSCI status in the near future.



Sean Regan, Paramedic, Lynchburg Fire Department, Lynchburg, VA. Sean has 22 years' service with the Lynchburg Fire Department in Lynchburg, Virginia. He is a Captain/Paramedic and team coordinator of the Lynchburg Fire Department Bicycle Emergency Response Team (BERT). He joined IPMBA in 2011 and earned his EMSCI in 2012. The

BERT was founded in 1998 and currently consists of 28 members. The team provides standby services for approximately 45 events a year. It has an active helmet safety program, has partnered with a local non-profit and AmTryke to provide bicycles and education for individuals with disabilities, and is currently establishing a volunteer unit through IMBA. As a bike medic, one of Sean's pet topics is injury prevention and proper treatment of injuries. His goal is to ensure that everyone is aware of this topic so that they can ride healthy and injury-free.



Michael Salvatore, Paramedic, Westport EMS, Westport, CT. "Mayor Mike" works for Westport Police Department, Division of EMS, as a Paramedic in Westport, Connecticut. He has worked in Emergency Services for the past 25 years as a 911

Operator, Paramedic, and Firefighter with a strong career base in EMS. He has also served in the military for one of the country's oldest Horse Mounted Military units still in existence. The EMS division of Westport Police consists of six paid Paramedics supplemented by 120 volunteers providing ALS medical care to the Town of Westport. Mike started the bike unit after a tragic call during their 4th of July fireworks celebration five years ago. WEMS Bike Team consists of 12 IPMBA certified members utilizing seven bikes. They currently run both ALS and BLS teams. The unit covers Westport's beach front and many special events throughout the year. The bike unit also provides mutual aid to surrounding towns to assist at mass gathering events. The Westport PD EMS Division also hosts IPMBA Police and EMS Cyclist Certification programs each spring.



Mathew Smyer, Paramedic, East Baton Rouge EMS, Baton Rouge, LA. Matt has been a paramedic for 17 years, including the last 15 years with the East Baton Rouge Parish EMS, and is a 14-year bike team member. Along with holding the rank of Unit Commander, he is also the Tactical Commander for the Special Response

Team. The bike team, created in 1994, consists of 24 members who work on an overtime basis, putting in over 6,000 man hours a year. Matt joined IPMBA after taking the EMS Cyclist class in April 2001. He has attended seven IPMBA conferences over the past twelve years, with the first in 2002 in Ogden and the most recent this year in Tampa, where he completed the Instructor Course. He also assisted in hosting both conferences held in Baton Rouge, in 2007, as the first EMS service to host a conference and in 2013, hosted by the Baton Rouge City Police. As a bike medic, he is interested in incorporating a full-time bike division to work in the busy downtown district. He is active in incorporating new tools and gadgets that are bike friendly to assist in providing the best rapid response pre-hospital and pre-ambulance care to the citizens of and visitors to Baton Rouge.

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officer should have formal training in tactical "combat" casualty care. If you wear a gun to work every day, you should carry at least one tourniquet (preferably two) on your person. See the article written by fellow board member Tom Harris for more information on this topic.

Join us in Chandler, Arizona, for the 2015 Annual IPMBA conference, and bring a friend! On behalf of the committee, I welcome your input and comments. You can reach us at emsc@ipmba.org.

Wren has 21 years experience as a paramedic, police officer, tactical officer, and tactical medic. He is currently the Special Operations Director for Cypress Creek EMS and a Reserve Lieutenant and former Assistant SWAT Commander with the Waller County Sheriffs Office, for which he founded the bike unit in 2009. Wren has been an IPMBA PCI and EMSCI since 2005, working and teaching both disciplines. He holds instructor certifications for TCOLE, TASER, Specialty Impact Munitions, Basic/Advanced Tactical Operational Medical Support, PHTLS, and TCCC. He was elected to the IPMBA Board in 2012 and currently serves as EMS Coordinator. He can be reached at emsc@ipmba.org.

Is a Life Worth 30 Dollars or 60 Seconds?

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



Think about it for a moment. \$30.00 and 60 seconds is all it takes to save a life! You, your partner, an innocent civilian, or a family member could potentially need this

life-saving intervention. In today's ever-changing climate, the public safety professional and just about everyone else cannot afford to be without this knowledge or device. The increase in active shooter and mass casualty situations has been the impetus behind the growth of this technology and training. The Boston Marathon bombing, the active shooter at the Navy Yard, and the too-many school shootings have brought many things to light, including the need for both public safety personnel and the public as a whole to be better prepared.

What am I talking about? Caring for the injured in these situations. Many people die from extremity hemorrhages that can easily be stopped with a tourniquet, which can be properly applied in 60 seconds or less. A person can bleed to death in as little as three minutes.

I have been in the military and public safety, both EMS and Law Enforcement, for over 38 years. I became a Basic EMT in 1977 and a paramedic in 1984. Back in the day, tourniquets were considered the last resort in bleeding control, and it was thought that all tissue beyond the tourniquet had to be amputated. There is nothing further from the truth! Tourniquets are used in the battlefield and surgery for several hours at a time without any damage. To my knowledge, no limb has been lost solely due to use of a properly applied tourniquet.

A properly applied tourniquet is a very simple device that is credited with saving thousands of lives overseas and well as in the

United States. Some jurisdictions and agencies have instituted training for officers and first responders in the use of tourniquets across the country with great success. Lives have been saved already, both public safety and civilian.

The NAEMT (National Association of Emergency Medical Technicians) has developed several programs in conjunction with the military to deal with this very issue. There is Tactical Combat Casualty Care (TCCC), which is taught to EMS/Military personnel in support of combat operations. Many tactical medics associated with SWAT/Special Response teams receive this training also. Then there is LE/FR-TCC (Law Enforcement/First Response Tactical Casualty Care), which is designed for the civilian first responder to an active shooter/

mass casualty situation. This eight-hour certification course consists of tourniquet use, bleeding control with gauze packs or topical hemostatic (blood clotting) agents, and opening an airway to allow a casualty to breathe. The certification is valid for four years. B-Con (Bleeding Control for the Injured) is a similar, shorter (2.5 hour) course designed

to instruct non-medically trained persons in how to control bleeding and open an airway.

I personally know of many cities in the process of implementing this training and equipping public safety personnel with tourniquets. In Evansville, Indiana, a small child riding a bike was struck by a car, fracturing her upper arm and causing an uncontrolled bleed. The first responding officer had a tourniquet on his person and properly applied it, saving the child's life. In Dallas, Texas, where the entire department has been trained, lives have been saved, one being an officer. In Baton Rouge, the Baton Rouge City Police SRT Team was trained in the use of tourniquets in June of 2014. In August, officers responded to a situation during which a depressed individual punched a glass window, lacerating his arm and causing extreme, uncontrolled bleeding.

(Continued on page 16)

In 2015, IPMBA will welcome LTC Dr Robert Mabry as the Keynote Speaker. LTC Mabry enlisted in the US Army in 1984. Before attending medical school, he served for eleven years as a US Army Ranger and Special Forces medical sergeant. He is also a paramedic, a diving medical technician, high angle rescue instructor, and flight surgeon. He served as the senior search and rescue medic for Task Force Ranger in Mogadishu, Somalia and as a Special Forces battalion surgeon during Operation Enduring Freedom in Afghanistan. His military awards include the Silver Star, the Bronze Star and the Purple Heart. He is a graduate of the US Army Emergency Medicine residency and EMS fellowship in San Antonio, Texas as well as the Army Command and Staff College. He is currently the Director of the Military Emergency Medical Services Fellowship program and has written numerous articles and book chapters related to battlefield medical care. He serves as a medical consultant to the ALERT Active Shooter training program in San Marcos, Texas, and is a faculty member at Cypress Creek EMS.



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Enrich Yourself

by **Brian Gillman, EMSCI #189**
Cypress Creek (TX) EMS
IPMBA Membership Coordinator

Personal and professional enrichment are “buzzwords” these days in association management, and association leaders spend countless hours discussing trends, topics, and ways to enhance or enrich our organizations, and ultimately, our members. When we think of enrichment, we often think of it as something we do for others and not for ourselves. Rob Marshall, long-time movie director, once stated, “As a director, you should choose a project that will educate you and enrich your life, because you’re going to be doing it for two years.”

What steps are you taking to enrich your career and your life?

Are you taking advantage of all the opportunities available to educate yourself?

Are you open and willing to learn new things?

Are you participating in the IPMBA community?

We all need enrichment. As an IPMBA member, you have chosen to belong to an association dedicated to helping you learn, grow, and yes, be enriched. From the newsletter you are holding in your hands, to the educational materials available from IPMBA, to our signature event, the Annual IPMBA Conference, we provide our members with access to information tailored to meet your educational and career needs. In addition, IPMBA helps you access the pool of supportive people who understand the field and its demands and challenges.

Whether you are starting to make plans for the 25th Annual Conference in Chandler, Arizona, or preparing for your next class, IPMBA has the tools, resources and support you need to reach your goals.

Membership in a professional organization such as IPMBA provides you with numerous benefits, including the

opportunity to network with your peers around your professional background or interests. It exposes you to trends and best practices within your profession and offers access to leadership training and experience to further your career, both on and off the bike. Take time to reflect on how IPMBA has helped build your career and help us spread the word.

Remember, IPMBA is only as good as the members that drive this premier public safety organization. Take stock of how you are using IPMBA to enhance your life and remember that belonging to a national network of almost 3,000 public safety professionals is an amazing opportunity for enrichment!

If I can assist you, your peers, or your department, please contact me through the IPMBA office.

Brian has 19 years experience as paramedic and fire/EMS dispatcher with Cypress Creek EMS. He is the logistics coordinator for the CCEMS Bike Team and has been active on the team since 2005. He has been an IPMBA Instructor since 2007 and teaches 2-3 IPMBA Courses annually. He attended the IPMBA Maintenance Officer Course in 2010. He was elected to the IPMBA Board of Directors in 2014 and is currently serving as Membership Director. He can be reached at membership@ipmba.org.



Photo by Scott Piquet

Many of us have projects or jobs that span more than two years and the course of your career will likely span decades. As you think about your public safety career, ask yourself these questions:

(Continued from page 13)

Responding officers attempted twice to create a makeshift tourniquet to stop the bleeding without success. The third responding officer (SRT Tourniquet-trained) realized the gravity of the situation and applied a Combat Applied Tourniquet (C-A-T), which stopped the bleeding. EMS arrived and transported the individual to the hospital without further issue. The ER physician advised officers at the hospital that the only reason the individual survived the injury was the proper and quick application of the tourniquet stopping the uncontrolled bleeding. In Boston, tourniquets are credited with saving several lives following the Boston Marathon Bombings.

The Keynote Speaker at the 2015 Conference in Chandler, Arizona, is Lt. Col. (Dr.) Robert Mabry (highlighted in the movie *Blackhawk Down*). He served as the senior search and rescue medic for Task Force Ranger in Mogadishu, Somalia, and has a very extensive background in military combat casualty and pre-hospital care. He has pioneered and advocates for this type of training.

The 2015 IPMBA Conference will also feature the Law Enforcement/First Responder Tactical Casualty Care certification course. It will be offered as an eight-hour pre-conference session on Wednesday, April 15, and as a two-part conference workshop consisting of two four-hour sessions, one on Thursday, April 16 and the second on Friday, April 17.

I highly recommend every public safety professional attend this training and invest in a tourniquet on their person at a minimum. I ask you again: Is a LIFE worth \$30 and 60 seconds of time? This very simple device saves lives and this training can be used anywhere, at any time. You, your family members, your partner, and your community can depend on it.

Tom is the Special Operations Supervisor at East Baton Rouge Parish EMS, where part of his responsibilities are the bike response team and tactical medic team. Tom is also a Deputy Sheriff in Livingston Parish, Louisiana, where he is assigned to the Special Response Team and Marine Patrol. He has been an IPMBA Instructor since 1999 and an Instructor-Trainer since 2009. He can be reached at conferences@ipmba.org.



Support our Corporate Members!

IPMBA is thrilled to welcome **Police Bike Store** and **Jones and Bartlett Learning** to another year of Corporate Membership. **Police Bike Store** sells a full line of public safety cycling equipment, including bicycles, lighting systems, uniforms, and accessories. **Jones and Bartlett Learning** publishes the *Complete Guide to Public Safety Cycling* in addition to numerous other textbooks and learning systems in the fields of fire, EMS, law enforcement, and other public safety disciplines.



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



Bratwear
Product: High-performance uniforms for cops, paramedics, and security officers
Phone: 253-517-4000
Website: www.bratwear.com

Announcement! Bratwear has a new address:
3818 South 66th Street, Tacoma, WA 98409



Cygolite Bicycle Lighting Systems
Product: High-brightness lighting systems, designed and built in the USA
Phone: 714-437-7752
Website: www.cygolite.com



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



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



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



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



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



RAND Brands
Product: MOMENTUM Bike Lube, CLP Gun Lube
Phone: 203-226-8727
Website: www.randinnovations.com



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



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



Trail Rail
Product: Accessory Mounting Systems for Bikes/ATVs/Boats
Phone: 413-529-2530
Website: www.trail-rail.com



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

Product Purchase Program Updates

Find the full listing of the IPMBA Product Purchase Program under the "Membership" tab at www.ipmba.org.

Blimp City Bike and Hike

Product: Safariland-Kona Patrol Bikes, Accessories, Repairs, Electric Assist
Cost to Members: minimum 10% off MSRP
Contact Name: Michael J. Purdy
Phone: 330-836-6600
Email: info@blimpcitybikeandhike.com
Website: www.blimpcitybikeandhike.com

Duro Tire

Product: Tires
Cost to Members: 40% off MSRP
Contact Name: Rick Emmert
Phone: 770-788-2060
Email: service@durotire.com
Website: www.durotire.com
Notes: Online: Order from teamrocketsauce.com and enter code KG6EL at checkout.

Eldorado Enterprises Inc.

Product: Workhorse Trike with Patrol Accessory Kit
Cost to Members: Bulk/Fleet Pricing and Discounted Shipping via UPS Freight
Contact Name: James Simpson
Phone: 802-923-6838
Email: blueexplorer76@hotmail.com
Website: www.pedalpowerworkbikes.com
Notes: Call or email and just let me know you're "True Blue".

HAIX North America

Product: HAIX Footwear
Cost to Members: \$10 off+ free shipping and returns
Contact Name: Sandy Longarzo
Phone: 866-344-HAIX (4249)
Email: service-hna@haix.com
Website: www.haixusa.com
Notes: Place orders at www.haixusa.com/ipmba.

Tifosi Optics

Product: Safety Eyewear (Z87.1) and Performance Eyewear
Cost to Members: 40% off MSRP
Contact Name: Maureen Flanders
Phone: 706-995-5991
Email: maureen@tifosioptics.com
Website: www.tifosioptics.com
Notes: Email Maureen@tifosioptics.com for a discount code and ordering instructions to be used on www.sibasports.com.

VeloGrip Bicycle Storage and Transport Solutions

Product: Bicycle Storage for the Home, Apartment, and Commercial Settings
Cost to Members: 15% off MSRP
Contact Name: Eric Anderson or Sean O'Roarke
Phone: 972-824-9633
Email: support@velogrip.com
Website: www.velogrip.com
Notes: Online: Use discount code IPMBAMEMBER in the promo box at checkout.

SRAM has suspended their participation in the IPMBA Product Purchase Program due to indiscretion on the part of an individual boasting about the discount at his local bike shop. Please keep in mind that these companies offer discounts to public safety personnel out of gratitude and support for your service to your communities, and exercise discretion in your speech lest the privileges be suspended or revoked.

Hero Kit: Save the Day!

by David Hekel

San Dieguito River Park (CA) Mountain Bike Patrol

I first saw an ad for the Hero Kit in the back of the September 2013 edition of *Mountain Bike Action*.

Since I run a mountain bike patrol for the park where I work, I am always looking for ways to condense the tools we use on the trails to a manageable package. There's nothing worse than hitting the trails and experiencing a mechanical, only to find you don't have the right tools or know-how to fix it. That's where the Hero Kit really shines. Not only does it give you tools to fix the most common problems on the trail, it also gives you a 24-page field repair instruction manual to explain how to properly use all those tools.

The Hero Kit comes in a sealable waterproof bag for mountain or road bike that slips perfectly into the back of your jersey pocket or bike pack. The full model comes with a 12-function multi-tool, chain tool, tire levers, master link, cleat and frame bolts, zip-ties, duct tape, gear cable, water purification tablet, patch kit, toilet paper and easy-to-follow instructions – all for \$40. You can also get the same kit minus the multi-tool and tire levers for \$20. This is a nice option for those of us who already have some tools and tire levers.

In the year since I have had the Hero Kit, I have used most of the

items in it. The zip-ties were used to re-attach a light back onto a bike after a crash on a night ride. The cleat bolt was used to replace one that was lost on the trail during a race. All the tire patches were used in one sitting to repair a rear tire with multiple punctures. The handy toilet wipes were used to clean up a friend's leg after a crash, and the master link repaired a chain. All of these situations would have resulted in someone (typically me) being stranded or forced to walk back to the nearest trail head. This kit has given me more confidence when riding, period.

The kit has been a great tool for myself and my volunteer patrollers and one that I would highly recommend to others. I know that if any of my patrollers come across any park users having difficulties on the trail that they will have the right tools and guidance at their fingertips. This is a must for every rider from expert to novice. Like they say, "Be the Hero on your ride!"

Hero Kit participates in the IPMBA Product Purchase Program, offering 25% off retail. For more information or to order visit herokit.com or email Jason Berv at jason@herokit.com.

David Hekel has been the Senior Park Ranger for the San Dieguito River Park for the last 15 years. He has patrolled the more than 65 miles of trails in his park for the last five years by mountain bike and is the founder of the San Dieguito River Park volunteer mountain bike patrol. The patrol has put in more than 500 hours on the trails in a little over 13 months and this year received the California Trails and Greenways Merit Award for their service. He can be reached at david@sdrp.org.

Photos courtesy David Hekel.



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Please visit our Web site
www.cyclesiren.com
Or telephone us at
714-628-8935.

Accessories:

- LED Taillights: Blue/Amber, Red or Blue.
- Ultra-Bright White LED Patrol Light.

Bar Mitts: Get Ready for Winter

INDUSTRY

by James Englert, PCI #1081
Arapahoe County (CO) Sheriff's Office
IPMBA Industry Liaison



My commuter bike is a single-speed road bike with drop bars. You need to make sure you have the right set of Bar Mitts for your bike. They are designed a little differently for drop bars than they are for mountain bikes.

Once I figured out how to put the Bar Mitts on my bike, it took about a minute to put them on and figure out how to use them. A small piece of Velcro™ holds the Bar Mitts into place once they are on the handlebars. Once they are on, they don't move. If you need to remove them, it is easy to do so by just undoing the Velcro™ and pulling the Bar Mitts off the handlebars.

My first ride involved leaving my house at about 5:30am on a cold November morning. I guessing the temperature was about 25 degrees. I had on a thin pair of riding gloves that I normally wear for those cold mornings. Usually my hands get cold. That morning, my hands didn't get cold; they were even feeling hot.



A couple days later, at about the same time and temperature, I did the same ride with another pair of gloves I would usually wear on a ride of about 40 degrees. My hands felt great. I really liked the Bar Mitts because they gave my hands room to move. I was able to manipulate things more easily than when wearing a thicker pair of gloves.

In the afternoon, when I left my work to head home, the temperature was about 45-50 degrees. In those temperatures,

I would usually wear a thinner glove, but with the Bar Mitts, I was able to ride with no gloves because the wind was blocked from hitting my hands by the wind-blocking Neoprene.

A big plus I can see with the Bar Mitts is you can wear a thinner glove in colder weather. With a thinner glove, it is easier to manipulate your equipment, whether it is on your duty belt or in your panniers.

Bar Mitts are great for those days where the weather goes from cold to warm. They can be left on your bike and don't have to be messed with or put away. The opening on the Bar Mitts allows you to move your hands in and out with ease.

If you are looking for a product to keep your hands warm in the colder climates, I would definitely suggest Bar Mitts.

They are an effective product from a great company, and Ward and Patty are very supportive of IPMBA.

Bar Mitts offer IPMBA members 20% off through the Product Purchase

Program so check them out at www.barmitts.com.

James is a School Resource Officer in Centennial CO. He was certified as an IPMBA Instructor in 2008 and currently serves as the Industry Liaison on the IPMBA board. He can be reached at industry@ipmba.org.

One of my goals at Interbike is to find products to suggest to instructors and members of IPMBA. This is a difficult task because of the variety of products at Interbike. It is hard not to be swayed by the tons of cool bike stuff that I think would be good, but not necessarily for the job or the membership in general.

At Interbike 2013, I found a product that I think would benefit members in the colder climates, for both work and for recreation. I live and work in the area south of Denver. Most years, it is possible to ride year-round, depending on the snow or ice on the road. I find it difficult to find suitable gloves because of the changing temperatures from morning to the afternoon.

The product that has helped me overcome this difficulty is Bar Mitts. When I met the owners, Ward and Patty, they were immediately willing to support us. They sent several pairs of the Bar Mitts for the silent auction at the 2014 IPMBA Conference in Tampa.

I was able to try out a pair starting in about November 2013. At the time, I thought trying them out on my commuter bike would be best since I was riding that more than my work mountain bike.

by Matthew Worm, PCI #946
Omaha (NE) Police Department

Having been involved with recreational and professional cycling for many years, I have witnessed the many evolutions of bicycle lubricants. It really did start many years ago in my garage with a hand-me-down dirt bike from my brother and a can of the WD stuff. “All you have to do is spray that on the chain,” he said. Well, that is what I did for many years until I found my dad’s oil can. Next thing I knew, I had oil dripping from the chain, leaving a trail of environmental hazard from my driveway to the dirt pile.

Then I matured and bought nice bikes from nice bike shops. Those shop guys hooked me with expensive concoctions for every condition imaginable. I even remember melting cans of wax on the stove and dipping chains into the murky mixture. Next I found the dry waxes and the Teflon stuff and then decided to get the standard bottle of basic (wet) lubricant that was in the ten dollar range.

Up until the last few years I would buy that basic bottle of lubricant for my personal use and for departmental use. All that changed for me when I attended the IPMBA MOCC course and was introduced to PROGOLD Lubricants.

The first PROGOLD product I used was the EPX Cycle Grease in the 3-ounce tube, the “red stuff.” I was impressed the ease of use thanks to the applicator tube that allowed me to put the grease where I wanted it. The only drawback to the tube is that it was sometimes difficult to squeeze the grease though the

tube. PROGOLD does offer the grease packed in a bottle, syringe and the tube. After performing several bike builds and overhauls, I have been impressed to see that the red grease is the same shade of red as when I first applied it and that all of the moving parts have been adequately protected. The PROGOLD grease is now my standard for both professional and personal applications.

Next I picked up the four-ounce bottle of PROGOLD Pro Link and Extreme Chain Lube. Once I figured out there is a little red stopper in the cap I was good to go. The lubricant bottle has an applicator that is easy to control and allows me to put that recommended one drop to each link. I immediately noticed that the lubricant coats the pins and rollers and gets into the outer and inner plates. The Extreme Chain Lube does not leave drippy, dirt-attracting residue, and after a quick wipe-down, the chain is ready for miles of abuse. The PROGOLD Pro Link and Extreme Chain Lube is now my “go-to” lubricant. It is handy that there are size options for purchasing PROGOLD Extreme Chain Lube. I love the .5 ounce applicator that fits in my tool kit for long, multi-day dusty trail rides, and the refillable Luber Pen for the “working in the shop” days.

I have also made good use of the many PROGOLD bicycle cleaning products that are available. When it comes to cleaning and maintaining the shine of your bike, you can choose from the PROGOLD DeGreaser and Wash, Bike Wash and Bike Shine. I have to admit

that I get lazy and do not wash my bike as often as I should. But, when I do, the PROGOLD Bike Wash cuts through the mess and leaves a shiny finish that is protected from the elements.

Just last year I was introduced to PROGOLD’s MFR-7 gun lubricant and was just as impressed with this product as I have been with the cycling products. Being a full-time Police Cyclist, my weapon and I are exposed to all the elements that Mother Nature can dish out. MFR-7 has kept my duty gun, rifle, back-up guns, POV guns and all the guns strategically located about my residence clean and in perfect working order.



Photo courtesy Matt Worm

In closing, and as an IPMBA Police Cyclist Instructor, firearms Instructor, full-time police cyclist and an avid recreational rider, I can confidently say that PROGOLD products are my go to brand for “all” my lubricating needs.

Matt is an IPMBA instructor and bicycle patrol officer with the Omaha Police Department. He organizes department bicycle-related purchases and repairs. Matt has been a patrol officer for 15 years and currently serves on the IPMBA Industry Relations Committee. He can be reached at matthew.worm@cityofomaha.org.

by Rob Collett, *EMSCI #263*
Poudre Valley (CO) Hospital EMS

What is the most important piece of equipment you use as a bicycle responder? Go ahead: name that one, single piece. Answering that question is very difficult for me. Is it my bike, my EMS equipment, my helmet, my shoes, or my multi-tool? The list literally goes on and on. By this time, I'm sure you have "the" answer in mind, but I'd like to offer up a piece of equipment that I think is often overlooked. How many of you thought about the bike rack on your vehicle?

There are many options available on the market, various brands and styles with many different systems to secure the bicycle to the rack. Each style of bike rack has its merits, and whether it's a tray style, two-arm style, hitch mount, or trunk mount, they all do the same thing...carry bikes.

The Poudre Valley Hospital EMS department purchased several Swagman Titan Two bike racks, and we've been using them for approximately six months. The first thing that caught our attention about Swagman in particular is the fact that they participate in the IPMBA Product Purchase Program, offering a 15% discount. Swagman produces a plethora of bike racks and accessories, multiple mounting configurations, and enough price points to meet almost any person or department's needs. After studying their website and the various options, we decided to purchase the Titan Two.

First impressions are lasting ones, and my first impression of the Swagman customer service was excellent. We were placing a large order of 16 bike racks, so I expected it to be complicated, but I was pleasantly surprised with how easy Swagman made it. The representative I worked with was receptive to our needs and worked very hard to provide us the best price possible. She was easily available by telephone and email, making completing our order very convenient. Swagman was also kind enough to provide free shipping, which is always a nice perk when making an

investment like this. The only negative aspect of the ordering process was the shipping. Due to the size and weight of the 16 bike racks, they had to be shipped via a freight company. This is not an unusual form of shipping, but the arrival was delayed several days due to complications within the shipping company. This is not Swagman's fault and is perhaps a small complaint, but I am a big believer in on-time arrivals.

Pulling the Titan Two out of the box, it is immediately apparent that Swagman has paid attention to detail in the finish of the product. The whole bike rack is anodized with a matte black finish that is very scratch and rust resistant. Assembling the bike rack is fairly simple. It comes in two pieces: the main rack and the extension tube to insert into the hitch receiver. These parts are assembled with three bolts. One of the first things you will notice is the length of the metal tubing that inserts into the hitch receiver. This extends the rack out away from a vehicle and has a slight upward bend to aid in ground clearance. The intention of this piece is good, but the almost two feet of length seems excessive.

This rack can be used with either a 1 1/4" receiver or a 2" receiver by using an included adapter. The 2" adapter is perhaps the best I have seen currently on the market. Most adapters cause a side-to-side sway of the bike rack and squeaking. Swagman has eliminated these problems by using a hex bolt to hold the adapter securely in place. This approach also eliminates any guessing or difficulty of lining up the holes in the tubing with the holes in the hitch receiver for attachment to the vehicle. Once the rack is assembled and placed into the hitch receiver, it is secured using a large, threaded bolt with a cotter pin. This seems to be an industry standard and is easy to install.

Once the Titan Two is attached to the vehicle, it is very straightforward to operate. One of the major features that attracted us to the Titan Two is the fact that there is a release to allow the rack to lean forward away from the vehicle to which it is mounted. There is also a release to collapse the arms of the rack

so that they rest beside the main mast. This prevents them from protruding from the vehicle when the rack is not in use. Both of these releases are accomplished by using a simple cam lever. The action of the cam is very firm in its tactile feel and inspires confidence that the rack is locked in the desired position. Despite several months of use and exposure to the elements, the cams on all of the racks are still smooth and snug in their action.



A stark contrast to the confidence-inspiring cams is the mast itself. When the mast is locked into its upright position, there is significant fore and aft movement. Although it has never swayed beyond the locking mechanism, there is enough movement to make a user nervous entrusting their bicycle to be carried long distances. Despite several attempts to tighten the main pivot bolt, we have been unable to eliminate this movement.

Swagman has rated the Titan Two to carry two bikes weighing up to 35 pounds each. Placing bikes on the

(Continued on page 22)

(Continued from page 21)

Titan Two is fairly intuitive but, as with any hitch-mounted bike rack, it is much easier to place hardtail bikes on the rack than it is full suspension bikes. Our department uses both 26-inch wheeled and 29'er mountain bikes with frame-mounted pannier racks. We have found that the arm length of the Titan Two is a little bit too short to make it easy to place two bikes on at once. This is in part due to the pannier racks adding width to the bikes, and may not be as much of an issue for recreational riding or police use.

The cradles that hold the tubes of the bike frames all rotate to find the best fit for the bike being carried. This is a nice feature to have as it allows for multiple bike placement options. We would like to see more rigidity in the plastic used to form the cradles; the strap attachment points flex quite a bit when securing the bike. At times the amount of flex makes it difficult to secure the chain strap to the attachment point. None of the cradles have broken to date, but it makes us wonder how many uses we will get out of them. The chain straps are also made of a lighter weight rubber than we would find ideal. There is a lot of stretch in the straps, to the point some users may wonder if they will break when securing the bike. That being said, none of the straps have broken nor do they show any signs of excessive wear or fatigue.

The final feature worth highlighting is the integrated cable lock. Swagman has placed an 8 mm thick cable lock into the mast, with the lock located in

one of the arms. Each Titan Two comes with two keys specific to the individual rack. We are impressed with the forethought into this feature, and with a little further refinement it will be a great selling point. There are two items we would like to see addressed with the cable lock. The first is the placement of the male end into the mast. When not in use, the male end is stored in a slightly upward fashion, and quite often gets pinched when the arms of the rack are collapsed. This has caused significant wear on the cable and causes the plastic housing around the male end to break easily.



To sum up, Swagman is a great company to work with and they offer a wide variety of products to meet just about any need you may have. They also support IPMBA by participating in the Product Purchase Program, and are willing to work with IPMBA members to meet a budget.

The Titan Two bike rack has been well thought out, but it has left us a little disappointed overall in its execution. This rack could be a big contender in a crowded market with a little more refinement in the details.

The things that have been done very well are the ability to lean the mast away from the vehicle, the anodized finish of all materials, the adjustable cradles, the integrated 8 mm cable lock, the receiver hitch adaptor from 1 1/4" to 2", and the cam releases to control mast and arm adjustments.

The things we notice that keep the Titan Two from excelling are the noticeable amount of fore and aft movement in the mast (even in an upright, locked position), overly flexible cradle plastic and rubber chain straps, poorly placed male end of 8 mm lock, slightly short carrier arm length, and excessive length of extension tubing from the receiver hitch to the bike rack.

Although the Titan Two isn't quite a home run, if you are in the market for new bike racks, I would definitely recommend exploring other options through Swagman. Due to their exceptional customer service and attention paid to most of the details in their materials, I would not hesitate to try a different offering from their company.

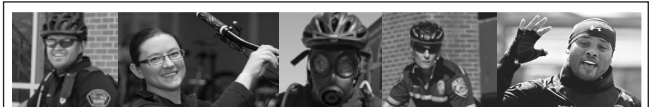
Rob Collett is a division captain and IPMBA EMS Cyclist Instructor with Poudre Valley Hospital EMS in Fort Collins, CO, a part of the University of Colorado Health System. He is an avid recreational cyclist in Colorado who dabbles in mountain bike racing and is a self-proclaimed "bike nerd". Rob has utilized bikes in EMS for four years, becoming an IPMBA instructor in 2012 and joining the IPMBA Industry Relations Committee in 2014. He can be reached at ftcmedic@gmail.com.

Photos courtesy Rob Collett.



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Show in the “Boat”: The 2014 IMBA World Summit

by Mitch Trujillo, PCI #244/EMSCI #248T
Boulder (CO) Police Department

It has often been said that trail riding challenges the cyclist to utilize and link more skills in succession and more creatively than does on-road or typical patrol riding. IPMBA encourages off-road riding as an optional activity in its basic course once the fundamental skills have been achieved and encourages students to add trail riding to their training routines.

Trail riding is an invaluable experience, but it shouldn't be taken for granted. Responsible trail riding keeps trails open and helps promote a positive image of the sport of mountain biking. Teaching and advocating for the rules of the trail uphold our image as public safety professionals and helps us take advantage of the benefits trails provide.

Responsible trail riding is what IMBA (International Mountain Bicycling Association) promotes via its programs and World Summit, described as a biennial gathering of mountain bike enthusiasts, volunteers, trail builders and thought leaders with bike industry representatives, land managers and government officials from across the US and around the world. Think bike conference with an emphasis on dirt worship! IMBA likely picked the “Boat” – as Steamboat Springs is known – as the model venue for the Summit due to its bike-community reputation and its bike tourism attraction. Certainly a perfect setting for a bike gathering!

While I had the distinct honor of attending the Summit on behalf of IPMBA this last summer in the “Boat”, my attendance wasn't all just riding pristine singletrack. Quite the contrary. At this gathering, I was sent as a correspondent to promote IPMBA to the other industry attendees as well as gain information about IMBA to share with our members and encourage greater involvement with the association

responsible for gaining and retaining access to all kinds of mountain bike facilities.

The Summit featured fascinating speakers, workshop sessions, and a vendor-demo area. During the core events, I connected with several industry people who were not aware of IPMBA and its programs. I met with Kieran Wong, who was endorsing a new web-app that connects conference attendees and organizes events like the IPMBA conference. I touched base with Attila Bality, a proponent of mountain biking and a planner for the National Park Service. I discovered BBP (Boulder Business Products), a source for cool promotional and identity design items for businesses and organizations.

The breakout workshops I attended – *Risk Management* and the *National Mountain Bike Patrol* (NMBP – of which I am a member) – were very informative. The *Risk Management* session provided vital information on risk management strategies when conducting training (something our IPMBA instructors need to be aware of).

The breakout on NMBP provided safety tips to those who conduct volunteer patrols and hints as to how patrollers can work with other trail stewards, like parks official and law enforcement. Much of the content in the workshops was focused towards working with land managers and tourism people to keep trails open and keep mountain biking vibrant. I came away with a number of good contacts and information to benefit our programs which will be shared with the IPMBA board.

IMBA is an educational organization that advocates and promotes “trail love” through their initiatives like the World Summit at the “Boat”. They have attracted a large and diverse membership and earned tremendous support for their programs from the bicycle industry. Even though the missions are different, IPMBA and IMBA complement one another. Both share a common vision to promote bicycling as part of healthy living, and both value effective bike training that results in responsible trail riding and helps public safety to work more effectively with land officials. Law enforcement officers, both independently and as members of the National Mountain Bike Patrol, are uniquely positioned to help support IMBA's efforts to maintain safe and sustainable trails.



I would highly recommend any mountain biker, particularly IPMBA instructors and movers-and-shakers, endeavor to attend the next IMBA Summit. It's a great experience. Visit www.imba.com/worldsummit for more information.

Ride safe. Stay thirsty, my friends!

Mitch is a law enforcement professional in Boulder CO; an IPMBA Instructor Trainer and Industry Relations Committee; former Education Director and Board Member; and IMBA National Mountain Bike Patroller. He is also the director of MTB Responder, LLC. He can be reached at 1x1mitch@gmail.com.

Explorers Explore Police Cycling



Photo courtesy, Al Simpson

Al Simpson, Brian Olinger, Dave Smith, Craig Wright, Casey Shelburne, Rick Seconds, Mike Colson

Every two years, Learning for Life, the umbrella organization for career exploration groups, organizes a national conference and competition for Police Explorers. Thousands of aspiring law enforcement officers flock to the conference location, which, in 2014, was on the Bloomington campus of the University of Indiana. For three days, the Explorers participate in a wide variety of competitive events designed to put the skills they learn in the Explorer program to the test. Events include pistol shoots, various types of law enforcement response, drill team, and physical fitness. In IPMBA's view, one of the most important events is the bike patrol competition as it exposes police officers of the future to the role of bicycles in law enforcement operations.

Like the IPMBA Conference, the Explorers Conference owes much of its success to the many volunteers who dedicate their time and talent to run the skill stations and provide positive role models to the young people in attendance. IPMBA is fortunate to be able to call upon members throughout the United States to assist in such initiatives, and this event was no different.

IPMBA Instructor Brian Olinger, PCI #1104/EMSCI #280, of the Indiana University Police Department, enthusiastically took on the task of coordinating the bike patrol competition and recruiting a team of fellow IPMBA members to assist. It was a bit of a challenge at times because the bike patrol competition is still evolving, but it is no surprise that he and his colleagues rose to the occasion.

Over the course of three days, 464 Explorers received a short introduction to bike patrol, were fitted with helmets (courtesy Bern, which donated a dozen helmets to the IUPD education program) and bikes, and challenged themselves on the standard IPMBA cone courses (lock-to-lock, offset serpentine, the box) and in a slow race. The winners, as determined by their times in the slow race, were as follows: Ryan McLean (Post #637, Chico CA), four minutes, nine seconds; Luis Gonzalez (Post #1886, NYPD, Queens South), one minute, 58 seconds; and Raynieo Brito (Post #0033, Danbury CT), one minute, 49 seconds.

IPMBA thanks Brian and his team for their support of IPMBA and the Explorers during this competition: Brad Begecki (IUPD), Mike Colson (ISUPD), James Gilbert (IUPD), Jane Peoples (Capital Police), Rick Seconds (Indianapolis Airport Police), Casey Shelburne (IUPD), Al Simpson (Retired), Ryan Skaggs (IUPD), Dave Smith (ISU PD), and Craig Wright (ISU PD).

CONGRATULATIONS

IPMBA congratulates National Mountain Bike Patrol team members Scott Stammer and Ashley O'Roarke on their speedy and successful response to runner Chuck Bergen. The National Mountain Bike Patrol team, comprised of 12 members of the Backcountry Trail Patrol, one member of the MORC Mountain Bike Patrol, and three members of the Target Field First Aid Team, deployed eight teams of two for the TCM 10-Miler and the full Twin Cities Marathon. This was their 17th TCM and second AED save at the event.

IPMBA thanks Back Country Trail Patrol and IPMBA member Hans Erdman for keeping IPMBA informed of the team's triumphs.

Apple Valley man upgraded after collapse at TC Marathon

by Rob Olson, KMSP Minneapolis

This article was posted on October 6, 2014.

Speed makes a huge difference in a race, but it's also crucial when it comes to emergency medical care – and doctors at HCMC say quick response is why 61-year-old Chuck Bergen is doing so well a day after his collapse.

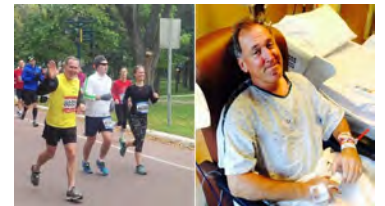
Bergen was upgraded to serious condition on Monday, which is pretty remarkable considering he was critical when he was taken from the Twin Cities Marathon course. He was in mile 11 near the corner of Cedar and 48th when the Apple Valley marathoner suffered a heart attack during what was his seventh race. On any other day, a similar medical emergency near that intersection likely would have had a very different outcome – but on Sunday, medics were there in seconds.

“My understanding was in 30 seconds, CPR was administered and in a minute, the AED was used,” Virginia Brophy Achman, executive director of Twin Cities in Motion, told Fox 9 News.

There are more than 300 medical volunteers at the Twin Cities Marathon, and that means no runner is ever out of sight of someone. In Bergen's case, those volunteers were on mountain bikes equipped with life-saving devices like the one used to deliver a shock to Bergen's heart. They roam the course, and on Sunday, two came to Bergen's aid.

A study published two years ago in the *New England Journal of Medicine* crunched the numbers and found that of 59 of the 11 million marathoners and half-marathoners between 2000 and 2010 suffered heart attacks, and 42 of those were fatal. In most cases, the cause of death was heart disease or a genetic condition.

Researchers noted that the mortality rate for marathoners is far better than other out-of-the-hospital heart attack patients because there are so many people at the ready to help – just like with Bergen. In the 33-year history of the Twin Cities Marathon, there have been two deaths; however, there have also been 23 runners who were saved.



New Member Benefit

IPMBA is thrilled to announce that in a partnership with Cygnus Business Media, IPMBA members are now eligible for a **FREE** subscription to their choice of *EMS World* magazine, *Law Enforcement Product News* (LEPN), or *Law Enforcement Technology* (LET).



EMS World offers clinical and educational material designed to improve the delivery of pre-hospital emergency medical care. It is written, edited, illustrated, and formatted to appeal to the full spectrum of EMS professionals. In addition, Publisher Scott Cravens is an avid cyclist and perennial participant in the National EMS Memorial Bike Ride.



Law Enforcement Technology is written with the law enforcement manager in mind and concentrates on emerging trends and technological advances being made in the field of law enforcement as well as focuses on companies that provide leading product categories such as computers & software, uniforms & body armor, communications, vehicles, weaponry, forensics, training, tactical equipment and video imaging products.



Law Enforcement Product News is considered the most thorough product magazine in the industry because of its efforts to keep the reader consistently informed and updated. In addition, the magazine provides updates on the latest in tradeshows, employment opportunities, industry Web sites, law enforcement events, training and news within the industry

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IPMBA thanks Cygnus Business Media, EMSWorld.com, and Officer.com for their support of our members and public safety cycling.

MOJO Ride: From Moore to Joplin

Making History



Photo courtesy David Dickinson

Sgt. David Dickinson, Moore Police Department Bike Team Member, with Luis Nielwald, MOJO (Moore (OK), Joplin (MO), 2014 Coordinator.

The Moore (OK) Police Department showed their support for the MOJO ride, a three-day, 275-mile ride from the Plaza Towers Elementary School in Moore to Joplin, Missouri. The purpose of the ride is to raise money to help families in the devastated areas of Joplin MO, Baxter Springs KS, and Moore OK get back home. Partnering with the United Way, the MOJO riders and this not-for-profit organization help families find their “new normal” by providing financial assistance for home rebuilding efforts.

Twenty-three riders participated in the MOJO (Moore-Joplin) ride. Sgt. David Dickinson of the Moore Police Department rode with the team for a short distance while the department’s motorcycle officers escorted the riders through the city.

Sgt. Dickinson is an IPMBA certified cyclist and has been a bicycle officer for four years. He can be reached at ddickinson@cityofmoore.com.



Photo courtesy Didier Moutila



The St John Ambulance Bicycle Emergency Response Team (BERT) has been in operation in New South Wales, Australia, since 1998. The team is totally staffed by volunteers. Initially implemented to provide quick patient access and treatment to those attending the Sydney Olympic Games, the service has grown substantially to become a common sight at many large events in NSW.

On September 21, 2014, 20 BERT members were activated for the Sydney Running Festival. This was the largest bicycle medical deployment in Australian history to date. To mark this special event, the team was photographed on the Sydney Harbour Bridge.



Appleton, Wisconsin

September 15-19, 2014

Neil Belland, Toronto Police Service, Toronto ON; **Matthew Darland**, Nationwide Corporate Security, Des Moines IA; **William Hoffman**, Delafield Police Department, Delafield WI; **Jeff Holtzman**, Lawrence Police Department, Lawrence KS; **Marc Jackson**, Waukegan Police Department, Waukegan IL; **Adam Johnson**, Superior Police Department, Superior WI; **Arshad Khawaja**, Toronto Police Service, Toronto ON; **Joe Labatore**, Kenosha Police Department, Kenosha WI; **Michael Loechler**, Milwaukee Police Department, Milwaukee WI; **Chris MacLean**, Toronto Police Service, Toronto ON; **Matthew Ollwerther**, Appleton Police Department, Appleton WI; **Patrick Orrick**, Lawrence

Kansas Police Dept., Lawrence KS; **Jeremy Alan Philipps**, Waukesha Police Department, Waukesha WI; **Chad Pride**, East Lansing Police Department, East Lansing MI; **Ryan Roberts**, Barnes-Jewish Hospital Public Safety, Saint Louis MO; **Gregory Ryan**, Appleton Police Department, Appleton WI

Hershey, Pennsylvania

September 22-26, 2014

Alvin Beishline, Saint Mary's County Sheriff's Office, Leonardtown MD; **Robert Bennett**, Derry Township Police, Hershey PA; **Sharon Capello**, Pennsylvania Capitol Police, Harrisburg PA; **Brian Criss**, Annapolis Police Department, Annapolis MD; **Russell Foltz**, Reading Police Department, Reading PA; **Kevin Harrison**, West Hartford Police Department, West Hartford CT; **Charles Hebron, Jr.**, Yale University Security, New Haven CT; **Jeffrey A. Johnson**, Roanoke County Police Department, Roanoke VA; **Steven Kensinger**, Munroe Falls Police Department, Munroe Falls OH; **Timothy M. Kramer Jr.**, Swatara Police Dept, Harrisburg PA; **Scott Magill**, Allentown Police Department, Allentown PA; **John Mendoza**, U.S. Government Printing Office, Washington DC; **Paul Reilly**, Reading Police Department, Reading PA; **James Ruma**, Cleveland Clinic Police Department, Cleveland OH; **John Schmoyer**, Swatara Township Police Department, Harrisburg PA; **Timothy Snyder**, Saint Mary's County Sheriff's Office, Leonardtown MD; **Patrick Taylor**, Shippensburg University Police Dept., Shippensburg PA; **Aaron Vafiades**, West Hartford Police Department, West Hartford CT; **Scott Verdun**, Kenner Police Department, Kenner LA

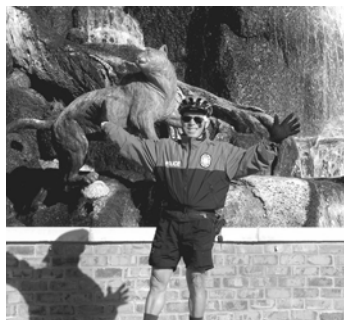


Idaho Falls, Idaho

September 22-26, 2014

Patrick Crapo, Bonneville County Sheriffs Office, Idaho Falls ID; **Matthew Giffin**, Wright Patterson Air Force Base Fire Department, Dayton OH; **Timothy Howells**, Wright Patterson Air Force Base Fire Department, Dayton OH; **Thomas Liu**, King County Sheriffs Office, Seattle WA; **John Moran**, Boca Raton Police Department, Boca Raton FL; **Nicholas Peterson**, Federal Way Police Department, Federal Way WA; **Jesse Trudel**, Denver Health Paramedics, Denver CO; **Christopher Williams**, Bonneville County Sheriffs Office, Idaho Falls ID

New Instructor Trainer



IPMBA congratulates Ranceford (Rance) Okada, Westminster (CO) Police Department (retired) on having attained the rank of Instructor-Trainer. In order to achieve this status, an IPMBA Instructor must meet a set of criteria that includes at least four years and 4,000 student-hours of teaching and teaching at a conference, followed by a student teach.

Rance far exceeds the minimum requirements, having been an instructor since 1997, teaching 42 classes and amassing more than 14,000 student-

hours, as well as instructing at the 2009 IPMBA Conference in Albuquerque.

Rance completed his student teach at the Instructor Course held September 22-26, 2014, in Idaho Falls, Idaho. IPMBA appreciates his many years of support and commitment to the cause.

For more information about becoming an Instructor-Trainer, please visit <http://ipmba.org/images/uploads/2014Instructor-TrainerCriteria.pdf>

IPMBA Board Openings Announcement

Three seats on the IPMBA Board of Directors will be up for election/re-election at the 2015 IPMBA Conference in Chandler, Arizona. This is the official notice for those who may be interested in serving on the IPMBA Board.

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

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

- a. Submitting a letter of interest to the Executive Director after the official notice and no later than 45 days prior to the first day of the Annual IPMBA Conference (last day to submit letter and resume will be **March 4, 2015**).
- b. A resume or C.V. (curriculum vitae) must accompany the letter of interest. If a resume or C.V. is not submitted, the candidate's name will be deleted from the list of potential candidates.

If you are interested in serving on the IPMBA Board, you may submit your letter of interest and resume to the Executive Director at any time before **March 4, 2015**.

Please email your letter of interest and resume to maureen@ipmba.org. Hard copies will not be accepted.

You will be expected to address the board during its pre-conference meeting in April; exact date and time to be determined.

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

TAX DEDUCTION



**IPMBA
NEEDS YOU!**

Please remember IPMBA in your year-end giving.

Your support helps us develop world-class training and resources for public safety cyclists.

When it comes to police, EMS, and security cycling, IPMBA's got your back!

I support IPMBA's efforts to keep world-class public safety cyclist training accessible and affordable.

My tax-deductible contribution is enclosed:
\$100 \$75 \$50 \$25 \$ _____

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- Michael Anderson, Saint Louis (MO) Metro Police (ret.)
- Robert Cohowicz, Stroud Area (PA) Regional Police
- Daniel Dunham, Friendswood (TX) Volunteer Fire
- Kurt Feavel, Univ. of Wisconsin-Madison Police (ret.)
- Robert Ferguson, Howard County (MD) Fire & Rescue
- Michael Fults, Spa Resort & Casino (CA) Security
- Michael Joseph Gagliardi, University of Mary Washington (VA) Police
- Brian Gillman, Cypress Creek (TX) EMS
- Margaret Hopkins, Elmhurst (IL) Police
- Michael Langdon, Brisbane Central (QLD) EMS
- Neal Mitchell, San Antonio (TX) Police (ret.)
- Anthony Patterson, Temple University (PA) Police
- Frank Shaw, Bremerton (WA) Police
- Al Simpson, Pompano Beach (FL) Police (ret.)
- Richard Sulsted, Cincinnati (OH) Police
- Hernandez Thomas, Newark (NJ) Police
- Rachel Williams, Security Services (TX) Bike Patrol

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(Continued from page 1)

Evaluation: studying how the implementation of the other four E's affects crash and injury rates, as well as the rate of cycling in the traffic mix.



Photo by Michael Warner, <http://www.katu.com>

A cyclist is pulled over by police in North Portland.

So why, in the League's view, is Enforcement the "final frontier"? Too often, the role of law enforcement lags behind or is forgotten. From cyclists' perspective, there are too many police officers who don't know their state and local cycling laws, and there are too many instances of cyclists injured or killed in which the investigating officer either only interviews the motorist, or the crash report dismisses the dangerous driving as an "accident".

Here in New York, there is tension between the police department and cyclists, stemming from the mass arrests of Critical Mass cyclists during the 2004 Republican National Convention; the issuing of tickets for actions that aren't against the law; and a spate of crash non-investigations that resulted in no summons being issued for crashes where dangerous driving clearly contributed to fatalities.

The relationship works both ways, however. Police are far too used to seeing cyclists ignore

traffic laws, and too used to hearing cycling advocates argue that more time and energy should be spent ticketing dangerous motorists rather than discouraging dangerous cycling habits.

The good news is that several communities have led the way in establishing collaborative relationships between cycling groups, law enforcement, and courts. In each of these cases, local bike advocacy groups have partnered with police and courts to create ticket diversion programs. A ticket diversion program is one in which the police or the courts have the option to

offer an alternative sentence to a fine or other punishment.

The alternative sentence is usually community service related to the offense, or an education program designed to reduce the likelihood that the offense will be repeated. In nearly all cases of ticket diversion programs for cyclists, the alternative sentence is a required class taught by trained and/or certified cycling instructors.

CASE STUDIES

Portland OR: Portland is a top-rated, Platinum leader in the League's Bicycle Friendly Community program, so it's no surprise that they also have one of the best ticket diversion programs. Portland's is unique in that it applies to drivers and pedestrians as well as cyclists. Their *Share the Road* class is a partnership between the Bicycle Transportation Alliance, Multnomah County courts, the Portland Police Department, the Portland Department of Transportation, and Trauma Nurses Talk Tough. Only those who commit certain types of equipment and moving violation are eligible to take this class. Portland police officers and courts have the discretion to sentence violators to take a *Share the Road* class by a certain deadline. *Web:* <http://tinyurl.com/PortlandTicketDiversion>

Pima County/Tucson AZ: Pima County and the City of Tucson offer cyclists the opportunity to have one ticket dismissed per year if they show proof of taking a three-hour *Bicycle Safety Class*. Whether to take the class or not is at the cyclist's discretion; they are not

Cover story continued on page 29



http://blog.mlive.com/annarbornews/2008/07/ann_arbor_police_cracking_down.html

Ann Arbor police Officers Mike Scherba, left, and Doug Martelle pursue a cyclist who ran a red light.

(Continued from page 28)

assigned to the class by the police or court. Cyclists must pre-register for the class and present a certificate of completion to the court before their court date, or they may ask for an extension to attend the next available class. The class is offered by the Pima County Bicycle and Pedestrian Program, and is taught by certified League Cycling Instructors. The City of Tucson is a Gold Level Bicycle Friendly Community. *Web: <https://www.jp.pima.gov/BikeDiversionProgram.htm>*

Marin County CA: Marin County, just north of San Francisco, has long been a hotbed of cycling. The Marin County Bicycle Coalition partners with Marin County Superior Court to offer traffic citation fee reduction classes for cyclists. Ticketed cyclists may participate in the reduction program by pleading guilty and paying their fine, noting with their payment that they intend to take the ticket diversion class. They have 120 days after the court appearance date shown on the infraction to take the class, after which the fine is reduced to \$50. Cyclists who contest the ticket and are proven guilty are not eligible to take the class. *Web: <http://www.marinbike.org/Events/MGH/CitationRules.shtml>*

LESSONS

How well ticket diversion programs work depends on how much local control municipal and county courts have over traffic ticket penalties. Housing traffic ticket penalties in state DMV courts or state-mandated penalties for traffic tickets can complicate attempts to create ticket diversion programs.

Police departments should partner with local bike advocacy organizations, which may already have classes, curricula and instructors in place. Many bike organizations are eager to partner with local police agencies. There are other key partners as well, including injury reduction programs, hospitals, and municipal bike-ped planning agencies.

Portland Police and the Bicycle Transportation Alliance have partnered to create a Bicycle Enforcement Training video (<http://tinyurl.com/PortlandBikeEnforcementVideo>). Other jurisdictions with enforcement training videos include Chicago (<http://tinyurl.com/ChicagoBikeEnforcementVideo>),

San Francisco (<http://tinyurl.com/SanFranciscoBikeEnforcementVid>), and Maryland (<http://tinyurl.com/MarylandBikeEnforcementVideo>).

More enforcement training tools can be found on the IPMBA YouTube Channel, IPMBA Vid.

Police training should convey a strong message that cyclists are legitimate, equal road users, with equal rights and equal responsibilities to everyone else.

Richard Conroy is the Education Director at Bike New York, and a League Cycling Instructor (LCI) for the League of American Bicyclists. Bike New York partners with Midtown Community Court in Manhattan to provide a monthly class for cyclists who receive criminal misdemeanor citations for dangerous cycling infractions. Visit <http://www.bikenewyork.org/education/> for more information. Rich can be reached at rconroy@bikenewyork.

Traffic Ticket Diversion Programs for Bicyclists

A bicycle “diversion” program allows offending cyclists to take a cycling safety workshop as an alternative to paying a traffic fine (i.e., they are “diverted” from the court system). Police departments can run such workshops internally or contract with an outside expert. Such programs are popular because they emphasize safety rather than punishment and help develop cooperation among police, parents, and bicycle safety advocates. Scout troops, school groups and parents often voluntarily attend the safety workshops.

Here is how such programs typically work:

Cyclist is ticketed for violating a traffic law.

If the cyclist is a child, police send a standard letter to the parents describing the violation, emphasizing the importance of observing bicycle traffic laws for the sake of safety, asking the parent to bring the child to a bicycle safety workshop (typically offered monthly or semi-monthly) within a specified time period (such as three months), and inviting the parent to contact the program coordinator with any questions.

If the cyclist attends the workshop, the traffic ticket is void.

If the cyclist fails to attend the workshop in the specified period, the ticket is processed.

Police and courts coordinate to allow efficient processing of cyclist traffic tickets.

Jurisdictions with ticket diversion programs include:

- ▶ Alameda CA: <https://www.ebbc.org/AlamedaPD>
- ▶ Athens-Clarke County GA: <https://www.athensclarkecounty.com/5316/Bicycle-Ticket-Diversion-Program>
- ▶ Austin TX: http://www.austincycling.org/education/all_classes (Defensive Cycling)
- ▶ Colorado State University CO: <http://bicycle.colostate.edu/new-page-2>
- ▶ League of Illinois Bicyclists: <http://www.bikelib.org/bike-ticket-diversion-programs/>
- ▶ Livermore CA: <http://www.cityoflivermore.net/citygov/police/traffic/bikesafety/diversion.asp>
- ▶ Santa Clara County CA: <http://www.sccgov.org/sites/sccphd/en-us/Partners/TrafficSafety/Documents/Diversion%20brochure%20rev%202011.pdf>
- ▶ Stanford University CA: <https://www.stanford.edu/group/SUDPS/bicycle.shtml#diversion>
- ▶ Tempe AZ: <http://www.tempe.gov/city-hall/city-court/civil-and-traffic/bicycle-diversion-class>
- ▶ UC Davis CA: http://dateline.ucdavis.edu/dl_detail.php?id=13711

Deschutes County Bicycle Diversion Program

by Brian Potwin
Commuter Options

In 2011, transportation officials in Bend, Oregon, decided to do something about the alarming rate of bike/motor vehicle crashes. The top four causes were wrong-way riding, failure to obey traffic control devices, improper lighting and reflective devices, and right hooks. Increased bicycle rider education was needed!

As a result, judges from local courts, Deschutes County Sheriff's Department, Bend and Redmond Police Departments, Deschutes County Bicycle and Pedestrian Advisory Committee (BPAC), and a local nonprofit organization, Commute Options, collaborated to offer a bicycle diversion program. It offers education through enforcement. Ticketed cyclists get the opportunity and option to learn about their rights and responsibilities instead of paying an expensive fine.

The bicycle diversion program holds bicycle riders accountable for their actions, and respects them as legitimate roadway users. The class provides education through enforcement, ultimately aiming to reduce the number of crashes and increase public health and safety. Clients sustain program funding by paying a reduced fine, which is used to pay court costs and classroom fees. Classes are held once a month in the Bend Municipal County Courtroom.

To increase efficacy, it was necessary to ensure consistent enforcement across overlapping jurisdictions. Bend's 52 patrol officers received

special training in vehicle code, provided by Commute Options. Now, local law enforcement officers issue citations without feeling that it will disproportionately impact lower-income individuals.

In its second year, the program has contributed to a 32% drop in bicycle crashes and zero fatal bicycle crashes for the second year in a row. The program is considered to be one of the leading factors in the trend. (See data table.)

Commuter Options has worked to educate Bend's cyclists and drivers, and has added information about cyclists to drivers' education classes. These classes teach bicycling skills and also establish multi-modal education with new drivers. Safe Routes to School also plays a role in educating youth in the community.

The bicycle diversion program is delivering effective education to improve safety and increase the positive perception of bicycle riding in our community. Strong partnerships focusing on education and enforcement are moving the community towards safer and more enjoyable rides, allowing more residents to consider multi-modal transportation.

Commuter Options promotes choices that reduce the impacts of driving alone. Through active transportation choice, Commuter Options encourages healthy individuals, a clean environment, and a strong economy. Commuter Options represents transportation options in our community by educating citizens, businesses and government about the value of carpooling, vanpooling, walking, bicycling, teleworking and using public transportation.

Reported Bicycle Crash Numbers for Bend, Oregon

	2013	2012	2011	2010	2009
January	2	3	5	3	4
February	1	4	1	6	3
March	4	5	7	9	2
April	8	5	6	10	8
May	7	9	7	2	12
June	2	10	12	19	11
July	14	17	18	23	22
August	10	22	13	15	18
September	12	18	17	11	15
October	5	12	16	10	3
November	9	4	5	7	10
December	2	0	8	2	3
TOTAL	76	109	115	117	111

Source: Bend Police Department



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