



## On Pandemics and Protests

by **Maureen Becker**  
Executive Director

“I don’t think anyone expected that when we changed the clocks back in March, we would go from Standard Time to the Twilight Zone”.

The above meme started to permeate the internet as news of the COVID-19 pandemic began to dominate the airwaves. At first, the consensus was that it would only be a matter of weeks before it was over, and there was much levity, including music video parodies and plays on words. The “quarantini” was declared the “drink of the month”.

Months later, COVID-19 is no longer a laughing matter. It has taken many lives, exposed public safety personnel to additional risks, and upended all aspects of life. Cancelling the conference seemed like an opportunity to fast-track the *Complete Guide* and other projects, but it was just the catalyst for hours spent on notifications, mitigation, rescheduling, refunding, and exploring ways to replace lost revenue.

And then came the protests. Calls to defund the police. Calls to defund bike police. Negative images of bicycle response teams. Bicycle brands and shops ceasing sales to police departments. Petitions calling for the bicycle industry to divest from police. Words like “weaponize”, “abhorrent”, and “racist” being bandied about. Words that required carefully crafted responses.

As some members of an industry that has long benefitted from its association with the police turned against them, many in the cycling community responded in kind. It was gratifying that a significant percentage of those who read (and comment on) cycling publications voiced support for police in general and bicycle patrols in particular. Like IPMBA members, many stand ready to jettison even favorite brands as a matter of principle.

Some may wonder why IPMBA has not organized a boycott. The reason is quite simple: collateral damage. The companies which sided with protesters failed to consider the harm they would inflict on dealers that serve the public safety sector, who have long-standing relationships with police departments and, in some cases, sell exclusively to public safety providers.

This is not the time for an emotional response. We need to stand with our industry partners. They support our mission and our members. They need time to reconnect with their customers. They need time to sell off their remaining stock and pivot to other brands if they so choose. For some, this will be an opportunity to launch something new. For those that have clung to the term “police model”, this may spur them to finally shift their marketing to the more inclusive “public safety model”.

IPMBA was asked a series of questions for an article that appeared in *Bicycle Retailer and Industry News*. The article, entitled “Use of Police Bikes Creates Debate within the Industry”, provided a more balanced view than many. The author, Dean Yobbi, ended with this quote from IPMBA:

*Companies which cease sales to police will lose these opportunities for creating goodwill and inspiring others to ride. And there are far more of those than there are incidents like the ones that have just occurred. We encourage the cycling industry to engage their public safety customers in constructive dialogues to promote positive change. We continue to believe that bicycles break down barriers and will play an important role in the healing process.*

## From ECI to PCI

### A Tribute to John Forester

by **Allan Howard, PCI#001T**  
Dayton (OH) Police Department (ret.)

*John Forester, born in Dulwich, England, October 7, 1929; died in San Diego, California, April 14, 2020.*

I got this news via email a few days after John Forester departed this life. Despite the fact that John was 90 years old, I somehow thought he’d live forever. Alas! No one does, but I do want to take a moment to explain why he will always be a part of IPMBA.

In the early days of the Dayton Police Bike Patrol, prior to the formation of IPMBA, I realized that training would have to be a priority. To that end, I searched out local cycling advocates Jerry Hopfengardner (Educational Specialist and professor at the University of Dayton) and Carl Bishop, both of whom were cycling advocates and League of American Wheelmen (L.A.W.; now the League of American Bicyclists) *Effective Cycling* Instructors.

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Dear Chief,  
No one was more surprised than I when...

...I took an IPMBA Police Cyclist Course and fell in love with the high-caliber and standardized training;  
...I was encouraged to start a bike patrol unit

in my small department;

...I was recommended to take the Instructor Course at the 2010 IPMBA Conference in Chesterfield, Missouri, which had Mike Wear as the lead Instructor-Trainer;

...I was encouraged by then-President Bernie Hogancamp to apply to the board;

...I actually made it onto the board and served as secretary for seven years;

...I volunteered to coordinate the third edition of the Complete Guide to Public Safety Cycling; and

...I was elected president of the IPMBA Board of Directors.

I am flattered and extremely grateful to be working with a group of incredibly dedicated and intelligent board of directors, most recently led by outgoing President Wren Nealy. I sincerely hope I am up to the challenges currently faced by public safety personnel – especially law enforcement. My plan to succeed relies heavily on the board members, the membership, and – most certainly – on Maureen, who is the backbone of our association.

As public safety personnel, we were all celebrated as frontline workers and first responders as recently as the beginnings of the COVID-19 pandemic earlier this year. Almost overnight, we were reviled as racist, murdering thugs. While the Minneapolis incident was the spark that started the blaze, the media/social media-highlighted incidents around the country soon became fodder for more reactionary and emotional responses. IPMBA has addressed similar issues in the past, which unfortunately means the changes that were deemed necessary years ago have not taken shape as many citizens (and public safety officials) desired.

Looking through past President's Columns, I found Bernie Hogancamp's 2016 article *Guardian vs Warrior: The Call to Transform Policing*,<sup>1</sup> as well as 2015's *The Call to Demilitarize the Police – Equipment or Mentality?*<sup>2</sup>. In 2000, Kirby Beck wrote *Protestors Discover[ed] a Formidable Foe*<sup>3</sup>, about the inclusion of Bicycle Response Teams during that year's presidential nominating conventions in Los Angeles and Philadelphia. In 1995, Beck also penned an article titled *Police Bikes Bicycles and the Use of Force*, in which he advocates, "a bicycle was not designed as an impact weapon; neither were metal flashlights. Both can be used as impact tools in an emergency."<sup>4</sup>

Twenty-plus years later and the discussions continue.

Currently, the media has chosen to single out specific and rare incidents involving police bicycles

which created controversy for bike manufacturers and retailers alike. The resultant outcry resulted in Fuji and Trek responding in dissimilar ways: the former disparaging the police; the latter supporting police on bikes while denouncing the infrequent incidents they described as "abhorrent and vastly different from their [bikes] intended use."<sup>5</sup>

IPMBA has addressed controversies with corporations in the past, as early as 1995, when Allan Howard wrote about Schwinn stereotyping police officers with its advertising slogan, "Stops you quicker than a divorced cop on steroids."<sup>6</sup> IPMBA responded with direct communication with Schwinn and eventually the ad was discontinued.

While Fuji and other corporations certainly have freedom of speech and the right to form their own opinions, the fact that they so quickly disparaged the entire field of law enforcement by suspending all sales of police bikes based on protestors' demands is

While Fuji and any other corporation certainly have freedom of speech and the right to form their own opinion, the fact that they so quickly disparaged the entire field of law enforcement by suspending all sales of police bikes based on protestors' demands is disappointing, to say the least.

disappointing, to say the least. The IPMBA Board made our displeasure known through an article published in *Bicycle Retailer and Industry News* (BRAIN) and the June 13 *Outspoken Cyclist* podcast (<https://outspokencyclist.com/>), during which Vice President and PIO Michael Wear shared our long tradition of high training standards as well as the benefits of cops on bikes.

IPMBA was founded as a training association for police cyclists, and as it has expanded to encompass all branches of public safety, it has remained true to its original mission. The training products we develop are subjected to a rigorous review process

in an attempt to anticipate every eventuality in order to keep our standards of training at the highest caliber possible. Past presidents' columns have emphasized training over the years, and not one of them ever suggested relaxing the original principles. In fact, they all have a common theme of holding the

organization to the goals of being the preeminent developer of the highest quality public safety cyclist training.

In the first-ever newsletter, published in 1992, Allan Howard wrote in *Setting an Agenda for IPMBA*, "We must unify ourselves to create [and maintain] a standard training method."<sup>7</sup> This mission has consistently been upheld time and again by successive presidents. In 2001, Kathleen Vonk wrote *Be Your Best: Train, Train, Train*<sup>8</sup>; in 2002, Don Hudson noted, "bicycle skills are very perishable and, therefore, you need to constantly train"<sup>9</sup>. In 2003, T.J. Richardson explained, "failure to train is one of the greatest liabilities a department can face"<sup>10</sup>; and 2011, David Hildebrand shared this dire warning, "without our instructors teaching to the highest standards and without our instructors proclaiming the benefits of IPMBA to potential members, we would wither up and die"<sup>11</sup>.

(Continued on page 3)



# Surprised than I...

(Continued from page 2)

In 2012, in *Training as an Investment*, Bernie Hogancamp quoted Perry W. Hollowell, Director of In-Service Training at the Indiana Law Enforcement Academy, who stated, “poor training or improper training can certainly lead to devastating consequences. It is important to continue to train law enforcement personnel to exacting standards even in the face of deep budget cuts. It is not only an issue of our officers’ safety, but also of those we serve”<sup>12</sup>. In 2016, apropos to current events, Bernie wrote, “without training, it is unreasonable to expect officers to professionally deal with the belligerent, rationally handle the irrational, see clearly through the chaos, and make good decisions without fear of reprisal”<sup>13</sup>. Lastly, in 2019, Wren Nealy stated, “it is your responsibility to yourself, your agency, and your community to prepare yourself for the day you have to respond...”<sup>14</sup>

It is incumbent on all of us in public safety cycling to be community emissaries. During these tense and troubling times, when systemic changes are demanded and expected by so many, public safety personnel on bikes can certainly lead the way to building relationships. Public safety cyclists have a storied history of success in connecting with the public and bridging the gap of misunderstanding.

With the release of an e-Bike training module and the forthcoming *Complete Guide*, amongst others, the Board will do its part to continue delivering high-quality training and resources. We ask that you continue to embrace change, offer suggestions for improvements, and utilize IPMBA to provide the best, most professional service to your community. Members of bike units can, do, and should lead the way to community understanding and healing. Please do what you can to make that happen.

I will end with a quote from one of Kirby Beck’s 2001 columns. “Bikes and bike patrol have been partly responsible for the revival of the personalized policing we have come to call ‘Community Policing.’”<sup>15</sup>

Craig Lepkowski

### Citations

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# Corporate Members

INDUSTRY

IPMBA thanks **Bicycle Patrol Outfitters, ISM Saddles, and RZ Mask** for their continued participation in the IPMBA Corporate Member Program.



### Benelli

*Product:* E-Bikes Developed Specifically for Public Service Use  
*Phone:* 800-832-2966  
*Website:* mailchi.mp/4616d08c5aa7/benelli-public-service-bike



### Bicycle Patrol Outfitters

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



### Cera Products

*Product:* Rice-Based Hydration Products  
*Phone:* 706-221-1542  
*Website:* www.ceraproductsinc.com



### Cygolite Bicycle Lighting Systems

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



### Electric Spokes Corporation

*Product:* Tactical Electric Mobility for Law Enforcement  
*Phone:* 800-895-9049  
*Website:* www.electricspokes.com



### EMS World

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



### GeoOrbital

*Product:* GeoOrbital Public Safety Electric Wheel  
*Phone:* 781-248-5594  
*Website:* www.geoo.com/pages/public\_safety



### iFORCE Patrol Bicycles

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



### ISM Saddles

*Product:* ISM Bike Seats  
*Phone:* 813-909-1441  
*Website:* www.ismseat.com



### Jones & Bartlett Learning

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



### MOCEAN Tactical

*Product:* Technical Bike Patrol Uniforms  
*Phone:* 949-646-1701/877-662-3680  
*Website:* www.moceantactical.com



### NAEMT

*Product:* Association of EMS Practitioners  
*Phone:* 601-924-7744  
*Website:* www.naemt.org



### Police Bike Store

*Product:* Complete line of public safety bikes & accessories  
*Phone:* 973-366-5868  
*Website:* www.policebikestore.com



### R & B Fabrications

*Product:* Panniers, Duty Bags & Safety Vests  
*Phone:* 800-553-1911  
*Website:* www.rbfab.com



### RZ Mask, LLC

*Product:* The World's Most Comfortable Air Filtration Mask  
*Phone:* 952-324-5474  
*Website:* https://rzmask.com/pages/public-safety-1



### Sound Uniform Solutions

*Product/Service:* Bratwear and Olympic Uniforms  
*Phone:* 253-625-7420  
*Website:* www.sounduniforms.com



### Trek Bicycle Corporation

*Phone:* 920-478-2191  
*Product:* Electric and Standard Patrol Bikes



### Volcanic Bicycles

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

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## IPMBA Welcomes Benelli e-Bikes as a New Corporate Member!



Benelli has a legendary history spanning more than a century, absolutely defined by a passion for two-wheeled adventure. Benelli was founded in 1911 as a service garage; however, the Benelli brothers had a much higher ambition: building motorcycles. Eight years later, in 1919, the first engine was born, a two-stroke 75cc applied to a bicycle frame. Fast forward to today, Benelli is on the leading edge of technology in both bicycles and motorcycles. Benelli has decided to take our passion, precision, and flair for design, and mix it with direct feedback from first responders to create a dedicated public service e-Bike. To get yours, reach out to Ron Toler at 800-832-2966 or [usasales@benellipolicebike.com](mailto:usasales@benellipolicebike.com).

### American Bicycling Education Association Joins the Product Purchase Program

IPMBA welcomes American Bicycling Education Association (ABEA) to the Product Purchase Program. ABEA is offering a discount to IPMBA members on bulk purchases of *Bicycling Street Smarts – CyclingSavvy Edition*.

#### American Bicycling Education Association, Inc. (ABEA)

*Product: Bicycling Street Smarts - CyclingSavvy Edition*

*Discount/Cost to Members: 50% off case orders (168 booklets per case)*

*Contact Name: Laura Hallam*

*Phone: 407-399-9961*

*Email: [info@abea.bike](mailto:info@abea.bike)*

*Website: [www.cyclingsavvy.org](http://www.cyclingsavvy.org)*

*Notes: Go to <https://cyclingsavvy.org/product/street-smarts-cyclingsavvy-edition/>. Under quantity, select “case”. Go to the cart in the upper green block. Use promo code IPMBA\_BSS50 at checkout to receive the discount. Shipping is not included. Florida sales are subject to sales tax. Tax exempt organizations MUST contact [Laura@abea.bike](mailto:Laura@abea.bike) prior to placing an order to avoid having tax applied to their order.*

### Greg Bowen is IPMBA's New Industry Liaison

IPMBA has a new Industry Liaison! Greg Bowen of the Tarrant County College Police Department in Arlington, Texas, has been elected to the IPMBA Board of Directors and appointed to the role of Industry Liaison. If you are interested in joining the product review team and/or if you have any products to recommend, email Greg at [industry@ipmba.org](mailto:industry@ipmba.org).



## BECOME AN IPMBA INSTRUCTOR

*Join the ranks of more than 1,800 of your fellow public safety bicyclists by becoming an IPMBA Instructor.*

Call 410-744-2400 or email [info@ipmba.org](mailto:info@ipmba.org) for an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses.

### Upcoming Courses:

*September 14-18, 2020  
Castle Rock CO*

## PRESIDENT

**Craig Lepkowski**, PCI #1180-B/EMSCI #272-B

Lake Forest Police Department, Lake Forest IL

**Email:** president@ipmba.org

**IPMBA Member Since:** 2009

**IPMBA Instructor Since:** 2010

**Conferences Attended:** 2010, 2012-2019

**Why I Became a Public Safety Cyclist:**

I worked security on a bike at Lake Forest College my junior and senior years and jumped at the chance to start my department's bike unit when the opportunity presented itself.

**Advice to New Public Safety Cyclists:**

Ride as often as possible. Build community contacts and actively seek out violations; justify the unit to the bean counters. Get involved with IPMBA, continue building your skills, and network with other public safety cyclists.

## VICE PRESIDENT

**Michael A. Wear**, PCI #516T-B/EMSCI #059T-B

Metropolitan Police Department, Washington DC (retired)

**Email:** vp@ipmba.org

**IPMBA Member Since:** 1998

**IPMBA Instructor Since:** 2001

**Conferences Attended:** 1998, 2000, 2002, 2004, 2006, 2008, 2010-2019

**Why I Became a Public Safety Cyclist:**

Most Awesome Job Ever! Riding a bike in SE Washington DC in the early 90's, we stood out in the community like never before. "Cops on bikes? They must be crazy"...and we were! So why did we do it? Because it was a clear connection to the community and incredible untapped police resource. Finally, they actually paid me to play on a bike all day, chasing a radio and rolling out to help people - way cool!

**Advice to New Public Safety Cyclists:**

Get out there and ride! Nothing will connect you more to the community you serve. Be ready to answer questions; lots will come. Most of all, enjoy. You will achieve more positive results and feedback than almost any other position. One last thing - you may start riding outside the job too, so watch out for addiction!



## SECRETARY

**Elizabeth Bouchard**, PCI #905-B/EMSCI #214-B

University of Guelph Campus Community Police, Guelph ON

**Email:** secretary@ipmba.org

**IPMBA Member Since:** 2006

**IPMBA Instructor Since:** 2006

**Conferences Attended:** 2006, 2008, 2017, 2018, 2019

**Why I Became a Public Safety Cyclist:**

Because I'm passionate about riding and this allows me to love my job just a little bit more.

**Advice to New Public Safety Cyclists:**

Never stop learning! Challenge yourself to be a better public safety cyclist and keep working on your skills. IPMBA is comprised of amazing professionals who are more than willing to help you upgrade both your riding and professional skill sets.

## TREASURER

**James Englert**, PCI #1081

Arapahoe County Sheriff's Office, Centennial CO

**Email:** treasurer@ipmba.org

**IPMBA Member Since:** 2006

**IPMBA Instructor Since:** 2008

**Conferences Attended:** 2008-2020

**Why I Became a Public Safety Cyclist:**

I've always been an avid cyclist. I thought being a public safety cyclist was a much better way to patrol than in a car and a way to stay in shape.

**Advice to New Public Safety Cyclists:**

Stay fit and always look for ways to improve yourself.

## EDUCATION COORDINATOR

**David Millican**, PCI #1006T/EMSCI #343T

Denton Police Department, Denton TX

**Email:** education@ipmba.org

**IPMBA Member Since:** 2006

**IPMBA Instructor Since:** 2007

**Conferences Attended:** 2006-2008, 2011-2019

**Why I Became a Public Safety Cyclist:**

Police cycling was ingrained in our department and I felt that it would be a great way to incorporate physical activity into my daily work. The more involved with police cycling I became, the more I learned how it is an integral part of community policing.

**Advice to New Public Safety Cyclists:**

Bicycles are something that citizens can always relate to, even during troubled times. Cycling may not come naturally to you, but "Keep on, Keeping on". Put in the miles and you will be rewarded for it.

## EMS COORDINATOR

**Wren Nealy**, PCI #860-B/EMSCI #154-B

Cypress Creek EMS/Waller County Sheriff's Office, Spring TX

**Email:** emsc@ipmba.org

**IPMBA Member Since:** 2000

**IPMBA Instructor Since:** 2002

## MEMBERSHIP COORDINATOR

**Alan Beadle**, PCI #484/EMSCI #076

Sylvania Police Department, Sylvania OH

**Email:** membership@ipmba.org

**IPMBA Member Since:** 1999

**IPMBA Instructor Since:** 2007

**Conferences Attended:** 2000-2003, 2016

**Why I Became a Public Safety Cyclist:**

Like most kids growing up in Ohio, I rode my bike everywhere. I also wanted to be a Police Officer when I grew up. Being a bike cop combines the two things I love into a career. It is said that, "If you go to work every day loving what you do, you'll never work a day in your life."

**Advice to New Public Safety Cyclists:**

This job is hard enough. Have fun with it. Ride often.

## CONFERENCE COORDINATOR

**Brian Gillman**, EMSCI #189T-B

Cypress Creek EMS, Spring TX

**Email:** conferences@ipmba.org

**IPMBA Member Since:** 2005

**IPMBA Instructor Since:** 2007

## INDUSTRY LIAISON

**Greg Bowen**, PCI #1227

Tarrant County College Police, Arlington TX

**Email:** industry@ipmba.org

**IPMBA Member Since:** 2006

**IPMBA Instructor Since:** 2011

**Conferences Attended:** 2005-2007, 2009, 2011, 2016, 2018, 2019 (co-host)

**Why I Became a Public Safety Cyclist:**

Because I think it is the best way to keep in close contact with the community and because bikes make every day a good day.

**Advice to New Public Safety Cyclists:**

If you are going to be a bike cop, you have a responsibility to your fellow officers and to your community to train and to stay physically fit. Recognize your skill level, respond swiftly, but be able to arrive on scene capable of engaging. Be safe!



# DONATE TODAY!

This newsletter comes with our best wishes for peace as we emerge from the protests and defend against the media attack on the use of bicycles for public order operations. At times like these, it is even more important than ever for us to band together, not only for our own safety, but also for that of the communities we serve. The bicycle affords essential fresh air and exercise, a patrol vehicle that is easy to keep clean and sanitize as we continue to grapple with COVID-19, and an extraordinarily effective means of community engagement

We expected to be celebrating our **30th Annual Conference** this year, but alas! That is not meant to be. Instead, we will be redoubling our efforts to complete the third edition of the

**Complete Guide to Public Safety Cycling** and other ongoing projects. However, the loss of conference revenue and class cancellations will strain our finances and could hamper our ability to continue to provide you with the resources and support you expect and deserve.

Since 1991, IPMBA has been the driving force behind public safety cycling. Today, bikes are used in nearly every facet of public safety. IPMBA unites a diverse group of public safety cyclists to share knowledge and expertise, which in turn helps us to advance the profession of public safety cycling.

We produce the excellent, information-filled **IPMBA News**. We work closely with manufacturers to help ensure

that their products meet your needs and encourage them to enroll in our **Product Purchase Program**, through which our members are eligible for discounts on a variety of products for personal and professional use.

We author publications ranging from educational materials to model policies and our signature work, the **Complete Guide to Public Safety Cycling** and the accompanying curriculum. We usually offer the only **training conference and product exhibition** designed exclusively for public safety cyclists, and we'll be back in 2021!



We host a **resource-packed website** ([www.ipmba.org](http://www.ipmba.org)) and **FaceBook** page to help you keep pace with public safety cycling news from around the world. We offer outstanding **networking opportunities**, through our live events and via

IPMBA HQ, which serves as your **information clearinghouse** and referral point.

IPMBA has a lot of practice operating on a shoestring budget, but that string is going to be a little thinner for the foreseeable future. If you are in a position to do so, please make a **tax-deductible contribution\*** to help us keep those wheels turning!

*\*If you take the standard deduction on the 2020 tax return you file in 2021, you can claim an "above the line" deduction for up to \$300 in donations made to charity in 2020. Thank you for your support of IPMBA and public safety cycling!*

## Please remember IPMBA in your giving plan.

Your support will help us continue to develop world-class training and resources for public safety cyclists.

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

I support IPMBA's efforts to continue to offer resources and training for public safety cyclists in the wake of COVID-19 and the anti-police protests.

My tax-deductible contribution is enclosed:

\$100  \$75  \$50  \$25  \$ \_\_\_\_\_

## — We Thank —

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Brent Clark, Vanderbilt University (TN) Police  
Juan Colson, Los Angeles (CA) Fire  
Stephen Cotter, Univ. of Chicago (IL) Police  
Adrian Elem, Bridgeport (CT) Police  
Artie Gonzales, Topeka (KS) Police (retired)  
Michael Harris, Mill Creek (WA) Police (retired)  
Tom Harris, East Baton Rouge (LA) EMS  
Albert Jackson, Downtown Atlanta (GA) BID  
Matthew Karnowski, Saint Louis Metro (MO) Police  
Jason Kasper, Steamboat Springs (CO) Police  
Timothy Keaveney, Pennsylvania State Police (retired)  
Richard Marron, Metropolitan (DC) Police  
Wren Nealy, Cypress Creek (TX) EMS  
Daniel Nicolia, Ohio Support Services  
Mark Pritchard, Univ. of Rochester (NY) Public Safety  
Scott Ruddle, Middlesex-London (ON) Paramedic Service  
Ron Schlegel, Allentown (PA) Police  
Gary Strang, London (ON) Police (retired)  
Jon Thompson, DFW Airport (TX) Police  
Krishan Vadukul, Los Angeles (CA) Fire

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# CONFERENCE RETROSPECTIVE

## Conferences are the Glue that Binds

by Allan Howard, PCI #001T  
Dayton (OH) Police Department (ret.)

**A**s I sit here reminiscing about our organization’s history, I realize that the conferences are the glue that binds it all together. Memories of the last few are fresh in my mind, but the further back we go, the more help I need from those who were also there. Memory is a funny thing; some things get jumbled up or forgotten altogether, yet some things remain clear as a bell, frozen in time, if you will. I certainly remember the fun, the pranks, and the camaraderie, but mostly I remember the excitement of being around so many others who also served their communities on bikes.

It is absolutely true that public safety personnel who ride bicycles are more deeply engrained in their communities and more connected to the people who live there. The one-on-one, face-to-face connections are more personal and meaningful than exchanges through the rolled-down window of a car. Having served in a variety of assignments during my career, I attended a lot of training. None of those training classes or organizations has ever come close to the level of detail and quality that IPMBA offers; the primary reason for that is the people.

People in our line of work are good judges of character. In the beginning, the instant I met my contemporaries, I could tell they were more interested in the greater good than they were of their own station. It is no coincidence that I get that same feeling when I’m around current IPMBA members, Board members, and the Executive Director.

In difficult social times, it is important to surround ourselves with those who are equally willing to think of others first. No one can watch themselves as effectively as their brother or sister can, because as onlookers, they can see 360 degrees, whereas an individual can only see danger approaching from the front or sides. IPMBA binds us together by virtue of the special way we do our jobs.

Our co-workers who work from motor vehicles can never fully understand the depth of our vulnerability when we’ve threaded ourselves into places they can’t go, sometimes where it is more dangerous because of isolation. For that reason, we have to stick together to share our combined knowledge and resources. As the events that provide the setting for this sharing, the conferences are the glue that bind us together.

For me, the year 2020 will be remembered as the year without an IPMBA Conference, but 2021 will be upon us before you know it. So instead of regaling you with “stories” of past conferences, I submit to you, that for me, the “people” are what I remember most fondly.

Don’t let the opportunity to be part of something you’ll remember to the very end pass you by; together we are bigger and stronger than any of us as individuals could ever be. Be careful and mind your brothers’ and sisters’ sixes; no one else will.



Photos from top to bottom: Saint Paul 2012: Tony Holte, Bob Hatcher, Kurt Feavel, Jason Bain; The “Old Guard”: Stu Bracken, Gary Gallinot, Kirby Beck, Allan Howard, Gary McLaughlin, Joe Martin, Andy MacLellan, Tom Woods; Nashville 1997: Allan Howard, Tom Woods.

# CONFERENCE MEMORIES

The Ones I Attended and the One that Got Away

by **Bruce Jackson, PCI #239T/EMSCI #325T**  
*George Mason University (VA) Police Department (ret.)*

The year was 1993. If IPMBA was a human it would have been a newborn with no name yet; just the baby of the League of American Wheelmen (now the League of American Bicyclists). My bike unit was less than a year old at this point and police mountain bikes didn't know what front shocks were. My Sergeant had helped create our bike team and he somehow managed to convince the powers that be that four of us should go to this little hamlet known as Fort Lauderdale, Florida, to attend the Police on Bikes Conference and the first-ever Police Cyclist Course. I am this 20-something, snot-nosed brat and I'm getting told that I am being sent to Florida to learn how to ride bikes and – oh, by the way, I'm getting paid to do this. I couldn't pack my bags fast enough.

Seventeen hours later, a low-riding minivan stuffed full of gear and bikes arrives in sunny Fort Lauderdale and my mind was blown. First, let me say this was the first conference of any sort I had ever been sent to and I had no idea what I was in for. Secondly, we arrived just in time to witness the beginnings of an epic prank war between left coast and right coast. The pranks were hilarious and when we are all together again, telling war stories and lies, I will share some of these memories with a little plausible deniability.

Now the first thing to remember about the 1993 conference is that some of the veteran bike officers from the West Coast had been on bikes for several years and a lot of us on the East Coast had just started out. I soaked up every little tidbit I could from these guys because they had been at it for a while, and the most training I had been able to get so far was a two-day, weekend workshop conducted by an instructor from the League of American Wheelmen that focused on just riding in traffic. Workshops at the conference then were in their infancy and involved mostly technical riding. There

were a few workshops where they discussed plainclothes operations and targeted enforcement, but they mostly involved the presenters telling us what they had tried, what had worked and what hadn't.

My final memory of that conference was the obstacle course competition, which involved some epic successes and some even more epic failures. Mountain bike design and development were experiencing some difficult growing pains; I think the best example of that was seeing parts falling off a bike that weren't supposed to fall off. I'll leave it at that.

Fast forward 10 years to 2003 and beautiful Charleston, West Virginia. IPMBA was no longer a baby. We were in what I would consider some of our most formative years. One of my favorite workshops from that conference was the "Introduction to Intermediate Off Road". I'm thinking, "this doesn't sound too bad", but started having my doubts when my ears popped

brothers and sisters from Canada in attendance and I remember them walking around with full duty belts and no guns in their holsters because it is too much of a pain in the butt to bring them across the border. If I would have known they were coming, I would have brought extra hardware for them.

It took me eight more years to get back to a conference and this time I was close to home with it being only three hours away, in Richmond, Virginia. I had been doing the instructor gig for quite a while and decided it was time to up my game and become an Instructor Trainer (IT). In order to do that, I needed to teach and/or present at a conference, and Richmond was the perfect spot. I scored a place on the cadre for the Police Cyclist Course.

My fondest memories of Richmond were the instructors and presenters. I got to work with and learn from some truly amazing people. Artie Gonzales, Matt Worm, and Pat Hernandez all took me under their wings and helped make my little contribution work. This was the

conference that I think I finally realized I was beginning to become a bit of an "old salt" when I watched some of the younger officers just shred the obstacle course. Attending Hans Rey's presentation and meeting him on the rooftop deck at the Richmond City Hall was pretty cool, too.

By far my favorite conference was 2013, in Baton Rouge, Louisiana. It was an amazing experience with the food, the sites and the awards ceremony and dinner in LSU's Tiger Stadium. I also got to work with some of those previously

mentioned mentors who were now friends. Riding through downtown and along the river was just awesome. Add in the fact that I got to taste some frickin' amazing

*(Continued on page 11)*



Photo by John Brandt.

Charleston WV 2003: Bruce at the competition site.

going up the mountain we were going to be riding down. I think I fell down the mountain more than rode down it. This was also my first conference that had our



(Continued from page 10)

delicacies. I never knew there were so many recipes for Nutria rat!

Department whom I had met in Richmond in 2011 (the conference that inspired them to host one). Riding through the city, climbing the hill back to the conference center every day, and the nightly swapping of lies around the bar were memories I will cherish forever. I also got to meet one of our founding members – Allan Howard, PCI #001. When he rolled in, it was like everything stopped because the man, the myth and the legend had all arrived at once.

If you have survived my ramblings to this point, you can surmise that a little gray has begun to set in. I have gotten to witness the birth and growth of our organization that will soon turn 30. I have had the great fortune to meet and work with some terrific people who have since become close friends. As I wrap this up, I have thought about one conference in particular that I wish I

could have attended and didn't. Ogden, Utah, 2002, will always be the one that got away. I would have loved to ride Moab.

*Bruce began his law enforcement career in 1989 and served 27 years with the George Mason University Police Department. He co-founded the department's bike unit in 1992 and continued to serve the bike unit throughout his career. Retiring at the rank of Lieutenant in 2016, he joined the Northern Virginia Criminal Justice Training Academy staff. He serves as manager of the Professional Development Unit, which coordinates all continuing law enforcement education and training for 17 agencies and more than 3,000 officers and deputies. He continues to serve as an auxiliary officer with the Town of Occoquan Police Department, where he gets to ride bikes as much as he wants. Bruce became an IPMBA instructor in 1997 and an Instructor Trainer in 2011. He also is certified as an EMSCI and teaches firearms for both basic and advanced students. He can be reached at [bjackso13@gmail.com](mailto:bjackso13@gmail.com).*



Photos courtesy Bruce Jackson

Richmond 2011: Hans Rey and Bruce

2016 brought me to the last conference I was able to attend, in Asheville, North Carolina. Having spent time in Asheville in 2004, I already had a love of the area and the city. I also got to see some friends with the Asheville Police

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# I REMEMBER WHEN ...

by **Artie Gonzales, PCI #141**  
*Topeka (KS) Police Department (ret.)*

Just the other day, my partner, sergeant and I were heading to San Antonio, Texas, for the IPMBA conference. No, not the one in 2004, the one in 1994! Our bike unit had hit the bricks in April of 1993, after a weekend “shake and bake” course the three of us had attended in Omaha. This was not a certified course, but it ignited a fire within us all about this new idea of police on bikes. We were fortunate that we had a major who was 100% supportive. In fact, he had read an article about police on bikes and got the ball rolling. There were naysayers in the administration who felt this was a waste of time and a poor utilization of manpower. We had to take our own vacation time and pay our own way, but we were determined to go.

We would all say later that it was well worth the cost. When we arrived, there were bikes of all makes, models, colors and sizes. And, bike cops all over the place. We had truly died and gone to bike heaven! At that time, the conference was only a long weekend.

The class we had attended in Omaha was great, but this was off the scale. One of the on-bike classes I attended was bike-handling skills. I was very impressed with the lead instructor of this class, Tom Woods, of the Denton (TX) Police Department. He was professional, attentive, and definitely knew what he was doing. I thought to myself, “If this man represents this association, I want to be a part of it.” In later years, I would see Tom at conferences and listen to everything he had to say. He not only was a member of the IPMBA Board of Directors, but he later became its president.

In the fall of 1994, our department hosted an IPMBA Police Cyclist Course, which I attended. In 1996, I attended the Police Cyclist Instructor Development course (now the Instructor Course) in Rochester, New York. Wanting to do more for IPMBA, I ran for and was elected to a position on the Board of Directors at the 1999 conference in Chicago. Being on the board gave me an entirely different perspective. As an instructor during the conference, I showed up and taught. Being on the board, I

saw the goings-on behind the scene with preparations and such. It is a real daunting task for our host agencies. One gets to see all the things that can go wrong and how hard everyone works.

We (IPMBA) started simple with the Police Cyclist Course and expanded from there. Realizing that there had to be another level, we developed the Advanced Course. Seeing that there was a need for something in between, we next invented the Intermediate Course. The Intermediate

Course morphed into the Police Cyclist II class and then the PESC II after merging with the EMSC II Course, and the Advanced Course had a few name changes – STARS and NOFATS come to mind.

The name changes actually benefitted some members by enabling them to continue coming to the conference. A group from New York Presbyterian Hospital came every year and lamented that they had taken every course available and their supervisor said that they had done it all.

*(Continued on page 14)*



Photo by Al Simpson.

Indianapolis 2008: Tom Harris (l) and “Safety God” Artie on the competition course.

We attended as many workshops as we could handle. It was amazing to have been a part of all this! The workshops were all informative, and the on-bike exercises were eye-opening. We learned things about equipment, uniforms, nutrition, bike-handling, suspect contact, obstacles and how to do – and not do – stuff.

Learning from officers from around the country about how they operate and what works for them turned out to be priceless.

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I told them that we were changing the name of the Intermediate Course to Police Cyclist II the following year. Well, they ran that through their chain of command with the name change and they were approved. They all showed up at the registration counter the next year with big smiles on their faces. And, when the Advanced class went through a name change, they did the same thing!

If the association was to maintain its position as the premier bike trainer, we had to keep up with changes. Security personnel were now riding bikes and we took them into the fold. And, then along came e-Bikes! Yikes! Now, I have mellowed out in my old age and will go on the record to say that years ago I did indeed make a public statement, “No self-respecting cyclist would put a motor on his bike!”

Times and technology have changed, and so has my opinion. Not that I want to get on an e-Bike, but if that is the wave of the future, so be it. If it will keep public safety personnel on bikes, I’m all for them. Actually, e-Bikes have been around longer than many people think.

Back in the mid 90’s, our bike unit was approached by a company that was making rechargeable bikes and wanted our unit to test one out and give them our input. I remember the bikes were quite heavy and the motor was so bulky that one rode the bike kind of bow-legged. They would get up to 20 mph. But, the faster one went, the shorter the battery charge. They did okay on the street, but one day we took it off road. Not a good thing. The front wheel was bent (taco style) and a slight crack appeared on the frame. We trashed it! The company thanked us for our input, and we never heard from them again. Later, we learned that the bikes were being manufactured and sent overseas to the Asian market.

Serving on the Board of Directors as the Conference Coordinator for several years gave me an all-around perspective of the conferences. My helmet is off to all past and future host departments; they have all done – and will do – a great job. As Conference Coordinator, I took over the duties as registration coordinator. I get to be the first person (other than the bellhop or valet) you see at the conference, and I don’t even expect to be tipped!

I put the welcome bags together, fold your conference tee shirt, and tell you where to go (classroom)! Working the

registration in Tucson by myself, I was in my element — taking paperwork, handing out tee shirts and welcome bags, answering questions, and giving directions to classrooms/training venues. A female officer approached the counter as I was hustling and bustling. Trying to do four things at once, I turned to her and tapped my chest and said to her, “What size?” She stood up straight with

her shoulders back, and with a smile said, “Thirty-six!” This look immediately came over her face as she turned bright red and said, “Oh, you mean my tee shirt size!” After I gave her a tee shirt and welcome bag, she left, only to return a short time later with a beer. Handing the beer to me, she said,

“Here you go, you look like you can use it”. And then there was Eppie, the volunteer in San Antonio (2004) who insisted on fattening me up with homemade tortillas. Such are the hazards of working registration.

I can honestly say that that first conference so many years ago must have stoked the fire as I have attended every conference since then, until COVID-19 caused 2020 to be cancelled.

Branching out from the initial Police Cyclist Course, IPMBA has shown itself to be at the forefront of public safety personnel bicycle training. The best bicycle training on the planet, I like to say. For those of you, who may have not attended one of our conferences, put that on your bucket list. And, for those who continue to attend, remember we are always evolving with our training. And, like that wise Instructor Trainer, Al Simpson, used to say, “When you’re through training, you’re through.” Or was that Ed Brown? Whoever it was, it is true, and we hope to be back in action in 2021.

*Mr. Artie retired from the Topeka (KS) Police Department in 2006, after 36 years of service. He assisted with the development of the TPD Bike Unit, which was founded in April 1993, and was assigned to it for the last 13 years of his career. He joined IPMBA in 1993, and attended his first conference in 1994. He was certified as an IPMBA Instructor in 1995 and has since taught at every conference. He served six years on IPMBA’s Board of Directors, primarily as conference coordinator. He has assisted in the development and implementation of bicycle-specific firearms training sessions for both IPMBA and the Topeka Police Department. He can be reached at [artieobo@att.net](mailto:artieobo@att.net).*



San Antonio 2004: Eppie and Artie at the registration desk.



# THE LIGHTER SIDE OF THIRTY YEARS

by Tom “The Elder” Woods, PCI #010T/EMSCI #117T  
Denton (TX) Police Department (ret.)

Thirty years down the road, and I’m attempting to write an article on what I remember about the twenty-five IPMBA conferences I’ve attended. There’s enough material on the topic from my perspective and recollections for a lengthy paperback. And it might start off something like this: “It seems like an eternity, awash in a sea of faces, places, and events....”. But I’ll opt for the KISS principle and hit the highlights of a few of the early conferences, as best I can remember.

While I muse these fond memories, let me say that at each conference, we made many strides in furtherance of our organizational goals and objectives. For that detailed account, please read our history under “About IPMBA” on our website.

Some conferences were better than others for me for a variety of reasons, so if I don’t mention a conference you may have enjoyed, it may have been because I forgot to bring my favorite Pearl Izumis or my Allman Brothers *Live At Fillmore East* CD (no download back in those days!); or because we spent almost two hours in Chicago traffic in a never-ending loop of construction and closed exits; or maybe the hotel sucked, like the time Dave Hildebrand and I chased and trapped a two-inch-one-pound roach in the mini-fridge before it ate our munchies. Yeah, it could have been anything.

So, here we go.

The first one in Tucson (1991) was a game-changer for me. Up until that time, I’d just been a guy wanting to adapt my mountain biking fanaticism to patrolling my city of Denton, Texas, on a mountain bike (knobbies and all). In Tucson, I met officers from across the country who had like minds on patrolling by bike and possessed the enthusiasm to let the League of American Wheelmen (L.A.W., now the League of American Bicyclists) guide us in an effort to educate and include as many jurisdictions willing to give it a go.

We all were eager to put together some sort of training that fit a law enforcement version of the League’s *Effective Cycling*. Still, after hour after hour of breakout sessions, glad-handing, and gab fests, all I really wanted to do in Tucson was hit the trails just off the edge of town. We finally did. And that’s where this whole thing started for me.

We determined that a second conference was needed, but with a wider regional representation of officers and greater presence of cycling equipment manufacturers and vendors. The L.A.W. set it up for us for Las Vegas in 1992: Done deal. Wait, Vegas? What police administrator in their right mind is going to approve three days in Vegas for a “bicycle conference”?! And who are these Wheelmen anyway? Harleys?

Las Vegas was interesting, having never been there before. It seemed people were either just lighting up a cigarette or putting one out, only to light another one. Entering the hotel from the street was like walking into a giant ashtray.

During a marathon, four-hour meeting – that would become the norm – and many pizzas and cold beverages, our first governing board was established. Note: Don’t go to the men’s room during that part of the meeting, because upon your return you’ll learn of your new assignment as board secretary. Wait, no! Secretary? I just wanted to be the ride guide!

The conference turned out fun, though. It rained most of the time we’d set aside for on-bike activities, so the Vegas hosts got us into the Caesar’s Palace giant tent, where all the major boxing events took place. We

quickly learned to ride up and down bleachers! I had my picture taken squaring off with Brian Lee in the very ring where Mohammad Ali, George Foreman, and Sugar Ray Leonard made boxing history.

Third time around, we hit Fort Lauderdale. We thought we had it all dialed in, maybe, except for a few loose ends that we could probably handle on site. Great hotel, great town: what could go wrong? Refer to the famous Super Bowl video “Cat Herding” on YouTube to get an idea of what the new governing board dealt with in sunny Florida. Let’s just call it a blend of pranks, mischievous acts, egos, and a weird act of deception. To wit: lobby piano and furniture in the elevators; squad car covered in beautiful, multi-colored shave cream; instructor’s seat post and saddle missing; a couple of wheels off that west coast agency’s van in the canal; a civilian posing as a police officer to attend the breakout sessions. Oh, there’s more. Ask me about it next time we meet. Cat Herding.

I think I read somewhere that a statue of T.J. Richardson was being installed in San Antonio near the Alamo. No? Well, maybe they should. T.J. knocked it out of the park with his team of San Antonio officers for our fourth conference. He organized



Indianapolis 2008: Tom on the Indianapolis Motor Speedway Track.

Photo courtesy Tom Woods.

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a parade of IPMBA members in uniform, on bikes, through downtown SA. His surprise to us was that he'd arranged for a couple dozen young kids to bring their bicycles and pick out an officer they'd like to ride with in the parade!

All the kids finished the ride and had a blast. Citizens cheered us along the route and waved flags – it was all very cool. Thanks, T.J.! Allan even mentioned to the San Antonio dignitaries in his opening ceremony remarks that year how nice it was that everyone waved at us with all five fingers. Surprisingly, no cat herding.

Well, it seemed that a wily inspector in Milwaukee heard we were a fun-loving organization and thought he had the answer to transportation issues and finding things for us to do around town, since the hotel was somewhat far removed from downtown. He set up a couple of hospitality rooms in the hotel that stayed open until midnight every night. Why leave the hotel when there's free beer and brats for the troops?

It worked! It was great! The rooms were full, and the Aussies kept us entertained with their stories and comedy routines. Everyone had a good time until the next morning. You can't imagine the odor in the hallways of the hotel after a couple hundred guests consumed beer and brats all night the night before. "Going down for breakfast?" "Uh no, on second thought...".

And, before Simunitions®, there was the inventive mind of Gary McLaughlin at work in our on-bike Night Ops course. Foam ear plugs cut and stuffed into .357 cases with primers! They worked well and added a sense of realism to those exercises. (Yes, yes...we had safety officers, and everyone wore protective gear).

In 1996, Rochester, New York, was our first attempt to bring the conference to either of the coasts. Killer rides along the Erie Canal, lots of history in that city. Another great parade through town with cheering citizens, flags on front porches, kids high-fiving us as we rode by to the competition site.

At first it was a little chilly. Then came the rain, followed by the sleet. Not everyone carried rain gear or warmer jackets, particularly those who had never before seen snow. A vote was taken, and as the temperature hovered in the low thirties, it was unanimous: the competition would be held, rain or shine! I think Allan may have

influenced the vote by mentioning buses back to the hotel. Buses? There were no buses!

We staged with our bikes inside empty tractor-trailers to stay warm and dry, and modified some of the events to shorten our time in the elements. I don't remember who won, but it was probably Jim Roy from Topeka. He always wins, doesn't he? The guy is amazing.

Nashville was an easy drive from Texas, and we found Corky's Ribs restaurants along the way. (We'll go out of our way for Corky's Ribs, anywhere, anytime). The music city did not disappoint, with just about any kind of country music you'd care to listen or line dance to. And I think it was in Nashville where we first learned the New York alphabet from Eddy Croissant. Funny guy!



Chandler AZ 2015: Stu Bracken, Joe Martin, Allan Howard, Gary Gallinot, Kirby Beck and Tom Woods.

Jumping ahead to 1998, and we're in Tacoma, WA. This was a big one. We (the governing board) had been discussing a split from the League but were hesitant to take the leap until then. We wondered if we would anger or disappoint the League board after all they'd done for us. Would they disown us completely? Sue us? Then what?

As IPMBA chair at the time, it was my duty to arrange the meeting with the League's Executive Director, Jody Newman, who was in town for the conference. We had an outdoor meeting, you know, in case of fisticuffs or a melee, we wouldn't break any furniture. Jody's response to my proclamation was, "Really? Well, what the hell took you so long?" We were totally caught off guard. I guess she really was impressed when that Tacoma Police car rolled up onto the tarmac when she stepped off the plane.

Later that evening, I was tricked into going to the Tacoma Rainiers ballpark with Stu Bracken and Gene Miller so they could pick up some O-T checks they had coming. I sat by myself in an office under the stadium for about an hour, wondering where they went. Then an elderly, grumpy, gentleman came in and growled at me, "Are you Woods?" I acknowledged that I was. He handed me a baseball and said, "You only get one shot. No practice. Let's go." Surprised the heck out me! I got to throw out the first pitch of the game that night! Bounced it front of the plate, catcher ran it out to me at the mound and said, "Don't feel bad, everyone does that." Thrill of a lifetime!

Anyway, I guess you could say Tacoma was the birthplace of the independent IPMBA.

Chicago 1999 was a blast! I'm manning my department's tee-shirt table and reading up on my workshop notes while classes were in session. Out of the corner of my eye, I notice a guy checking out the tees. He says "How much vil you take for ze shirt?" I realize it's Hans Rey, and I'm ready to give him all the tees if he'll just show me how to jump a three-foot wall on my bike! I settled for an autographed tee and an invite to his workshop the next day. I had a hard time side hopping a 4x4. Save the wall jump for next year, Tom.

Then there was the legendary wet napkin fight at Chicago's Dick's Last Resort involving about ten of us and the wedding party that started it. No safety officers, and no one wore protective gear. And I thought Hans was such a laid-back guy. He's deadly accurate and very sneaky.

Ogden, Utah, 2002. An on-bike class chased and caught a thief after he grabbed a merchant's goods and took off running. He couldn't believe that that many cops were necessary to make his arrest! Baton Rouge 2007! Say no more. Tom Harris rallied the city to host a fantastic conference. And the food! A pirogue (bayou boat) filled with crawfish, corn, potatoes, Andouille sausage, and boudin balls in the hotel's atrium. Jeff Prevost shaking his little tush on the catwalk. And Phil Brady's Blues Bar turned out to be a great music venue, showcasing some of the best blues players around.

(Continued on page 21)



# THE IPMBA CONFERENCE: A LOOK BACK



## FORT WORTH, TEXAS 2019

Kicking it in Krav Maga. Photo by Scott Parr.



## LAS VEGAS, NEVADA 1992

Bike training in the boxing arena at Caesar's Palace. Photo courtesy Allan Howard.



## BATON ROUGE, LOUISIANA 2007

Corne, Sjef, and Wout show Al Simpson their SPD-equipped wooden shoes. Photo by Chris Menton.



## OGDEN, UTAH 2002

Roger Pfister aces the limbo. Photo by Jim Bowell.



## NASHVILLE, TENNESSEE 1997

TJ Richardson goes for the "gold" (cone).



## CINCINNATI, OHIO 2001

Topeka Jim Roy and Cincinnati Flying Pig. Photo by Maureen Becker.



## SCOTTSDALE, ARIZONA 2005

Instructor Course Graduates and Instructor Trainers. Photo courtesy Al Simpson.



# THE IPMBA CONFERENCE:



## FORT LAUDERDALE, FLORIDA 1993

Dennis Maurey goes airborne-and breaks a wrist. Video clips courtesy Kirby Beck.



## BATON ROUGE, LOUISIANA 2013

Host agency team takes a well-deserved break. Photo by Scott Picquet.



## CHANDLER, ARIZONA 2015

Tennis Balls and Water Bottles, Oh My!  
Photo courtesy Chandler PD.



## ASHEVILLE, NORTH CAROLINA 2016

Evan Coward, Lisa Taube, and Team APD kick off the bike parade. Photo by Maureen Becker.



## DELAWARE, OHIO 2017

The other reason to wear a bike helmet!  
Photo courtesy Gary Strang.



## RICHMOND, VIRGINIA 2011

Hans Rey and Gary McLaughlin.  
Photo by Scott Picquet.



## CHESTERFIELD-SAINT LOUIS, MISSOURI 2010

IPMBA amongst the Awakening. Photo by Dennis Hufford.



## TUCSON, ARIZONA 2000

Celebrating IPMBA's 10th Anniversary with cake!

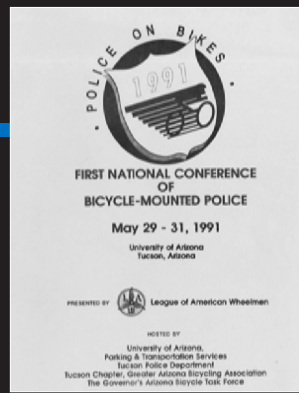


# A LOOK BACK



## ROCHESTER, NEW YORK 1996

Dave Leibold and John Brandt "just riding in the rain".



## TAMPA, FLORIDA 2014

Awesome Explorers in the Bike Check. Photo by Scott Picquet.



## SAN ANTONIO, TEXAS 2004

Gas masks at the Alamo.



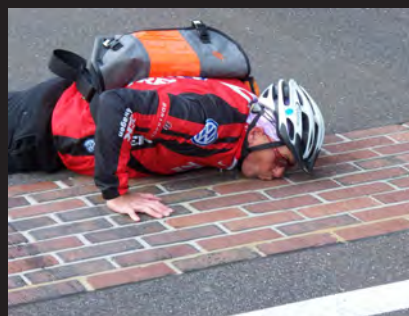
## ALBUQUERQUE, NEW MEXICO 2009

Five Rivers runs "the Gauntlet". Photo by Kyle Callihan.



## SAN ANTONIO, TEXAS 1994

IPMBA-SAPD Ride with the Kids. Photo by Donald Tighe.



## INDIANAPOLIS, INDIANA 2008

Mike Johnston kissing the bricks. Photo by Brian Copenheaver.



## SAINT PAUL, MINNESOTA 2012

Ron Chilton's epic, yet injury-free, endo. Photo by Scott Picquet.



# THE IPMBA CONFERENCE: A LOOK BACK



## DAYTON, OHIO 2006

Brian Cantele rides circles around Orville Wright.  
Photo by John Brandt.



## TUCSON, ARIZONA 1991

Mike and Rick of Dallas Police waiting for a ride in the first IPMBA trail security vehicle. Photo courtesy Tom Woods.



## CHARLESTON, WEST VIRGINIA 2003

Rose and the Rodeo. Photo by Jim Bowell.



## CHICAGO, ILLINOIS 1999

Hans Rey doing what he does.



## SAINT LOUIS, MISSOURI 2018

Chain? Who needs a chain? Photo by Susie Ochs.



## MILWAUKEE, WISCONSIN 1995

Bike Parade across the "no bikes allowed" Hoen Bridge.



## TACOMA, WASHINGTON 1998

The dreaded obstacle course kit debuts!



(Continued from page 16)

The highlight of Indianapolis 2008 was the ride out to the Indianapolis Motor Speedway, where we were permitted to ride the famous racecourse on our bikes and kiss the bricks at the finish line – no milk allowed. Our hotel, the Crowne Plaza, was the former Union Railroad Station, and some of the rooms were actual Pullman cars on tracks. Scattered about, there were life-sized mannequins representing passengers and conductors that seemed eerily alive in a “Twilight Zone” sort of way. Quite startling after celebrating with your colleagues at the Slippery Noodle around the block. The Slippery Noodle, now there’s a story!

Among the other conferences that stand out for me is 2010, in Chesterfield, Missouri. For it was there, during the opening ceremonies, I had the honor of delivering the eulogy for a longtime friend and IPMBA stalwart, Seattle Police Department Officer Mike Goetz.

I rehearsed my speech over and over the night before. I was worried. Was I saying enough about what a great guy he was? What would he want me to say in his remembrance? Most importantly, would Mike’s wife Kris,

who entrusted the governing board with this honor, find it satisfactory and fitting?

I’m no stranger to public speaking, but each time I read my notes I struggled to hold back the tears, and my voice cracked. How could I do this in front of a couple hundred people without blabbering and choking up?

During my morning rehearsal in our room, Dave Hildebrand called me over to watch an infomercial on TV that he couldn’t stop laughing about. In no mood for a laugh, I begrudgingly watched and realized what was so funny. It was an exercise tool called the Shake Weight, and the actress in the ad shook it in a motion that we found hard to believe was allowed on TV

(YouTube it for clarity). It really was quite funny!

Well, we quickly surmised that Mike Goetz was reaching out with a way to keep me from crumbling during the eulogy! This was so Mike Goetz! At the opening ceremonies, Dave and Mitch Trujillo strategically sat near the front. During the eulogy, if I felt like I was going to lose it, I’d make eye contact with them and they’d make that motion from the TV ad while trying to keep straight faces, which brought me back to even keel. It worked, and I’m sure Mike loved it!



Charleston WV 2003: Mike Goetz

As I mentioned previously, the thirty years of IPMBA conferences, and the many Instructor Courses I’ve taught, are truly a blur at this point. As current and past board members can attest, there are times when you never had to time to visit the host city aside from the hotel and the remote locations for the on-bike activities. In retrospect, the way they all occurred, I wouldn’t have it any other way.

I’ve met so many great people over those years. It would be impossible to name everyone I’ve encountered and befriended these past three decades. Many are still close friends; others are like family. Allan, Kirby, Stu, Andy, Sally, T.J., Joe, the Garys, Mitch, Maureen: they all know

I’m just a phone call away, and on the next flight if ever they need help. Family.

Which reminds me of a story....

Tom Tanner and I were lounging on a hill by the Baton Rouge Convention Center while watching the competition, talking about how physically exhausting the conferences can be (just ask Lady Maureen), yet that the reward of organizational accomplishments and making new friends each year was worth it. Seeing “regulars” each year afforded us the opportunity to catch up and spend time with the many characters among our membership. Cat Herding.

I said to Tom, “You know, it’s like Christmas, when the family gets together again after a long year away...” Tom finished my thought by saying, “Yeah, then you can’t wait until they leave.” I guess that says it all.

Hey, did I mention the outing to a Chicago baseball game when we jumped into this IPMBA member’s department van for the trip? When we got there and contacted the officer on security who’d let us in for free, we piled out and he said he’d take care of the van for us. Wow, cool! Then we noticed he handed the keys to a homeless guy who he told to park it for us and bring the

keys back! Lots more to that story, too!

See you at the next conference!

*Tom’s career with Denton PD spanned 35 years. He started Denton’s bike unit in 1990. He is a founding member and past president of IPMBA and contributing author to the Complete Guide to Police Cycling and the Complete Guide to Public Safety Cycling. He taught and introduced the concept of police bike patrols in the former Soviet Union, Rwanda, and the Republic of Georgia. He once aspired to teach classes on the history of rock and roll, but he is now content to be known by his daughters as the Professor of Interesting Stuff”. He can be reached at tomwoods15@gmail.com.*



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# Take the Albert Jackson Challenge!

by Albert Jackson, SCI# 038

Atlanta (GA) Downtown Improvement District



Hello, my fellow public safety cyclists and members of IPMBA! I hope that all of you are staying safe while we work our way through these unforeseen and uncharted waters of service coupled with surviving in a time of risk and commitment. Like you, I am still on the front line of service to the community as “essential personnel”, helping to maintain our district and continuing to live up to our mission statement: Keeping Downtown Atlanta Safer, Cleaner and More Hospitable.

In this time of service, I challenge all of you to help make sure that IPMBA remains at the forefront of training, information and leadership of public safety cycling. As you have heard, the 2020 IPMBA Conference has been cancelled. This will have a significant impact on the organization’s financial situation. To help ensure another year of the service that we expect, I am asking each member who can to join me in an effort that is both grassroots and basic.

I am pledging to contribute \$100 each month for as many months as it takes to equal the amount that I would have spent for classes, workshops, and maybe even SOME of what I would have spent on the silent auction AND in the exhibit hall. (The

hotel costs and meals just “ain’t happnin’”. My wife does look at the bank statement on occasion.) Just imagine how much it would benefit the organization to have these funds coming in without subtracting the overhead of paying our vendors first!

And if you could take some of the items leftover from previous conferences off their hands, that would help with cash flow also since these items have been paid for and are still in inventory. I know that some members may have cash flow problems, but those of us who are still essential, handling overtime and getting hazard pay may be able to spare a little bit to help the greater good. And it doesn’t have to be in bulk.

If you can, I know the office and executive board would be grateful, and we as an organization would be stronger for your efforts. So, “Come on people! You didn’t wake up this morning to be mediocre!” Join me in this challenge to sustain and grow IPMBA.

Be sure to renew your membership for 2020. Make the pledge to contribute to the organization each month for awhile. Get that conference jersey, hoodie, polo and that extra pair of socks that would not fit in your luggage going back home the last couple of years. I challenge you, and I pledge to see you next year on two wheels!

IPMBA Executive Director Maureen Becker has risen to the challenge and pledged to match my challenge up to \$500. Are you in?

## ≡ IPMBA Members on the Move

Reggie Ducree, Los Angeles County (CA) Sheriff’s Department – retired

Neil Gallivan, New York State Police – retired

Will Gardner, Bentonville (AR) Police Department – retired

Rod Goshorn, Jefferson County (CO) Sheriff’s Office – retired

Michael Pitman, Carmel (IN) Police Department – retired

Murray Prust, Saint Paul (MN) Police Department – retired

John Rohkohl, Glendale (AZ) Police Department – retired

Patrick Taylor, Shippensburg (PA) Police Department – retired

## Happy Retirement!

Cpl. Will Gardner of the Bentonville (AR) Police Department retired on May 29, 2020, with more than 20 years of law enforcement experience. Over his tenure in law enforcement he worked as a K-9 handler, Bike Patrol Officer, and Honor Guard Member. He completed his duties as an SRO with the Bentonville School District. He was extremely dedicated and will be missed by all his brothers and sisters in blue.

Will attended the IPMBA Police Cyclist Course taught by Joseph Falcon in May 2013. He was an IPMBA member for seven years and attended the IPMBA Bicycle Response Team Training at the 2018 IPMBA Conference in Saint Louis, Missouri. IPMBA wishes Will many happy, healthy years of retirement!

Photo courtesy Andrew Albers.



Will Gardner and Andrew Albers

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# Doug Johnson Receives IUPD Life Saving Award

by Caroline Dwyer Gilley  
Indiana University, News at IUPUI

This article appeared on the Indiana University website (<https://news.iu.edu>) on December 12, 2019.

Imagine you're sitting across the table from a longtime friend, having lunch. You're chatting and catching up, enjoying the meal and conversation, and things suddenly take a frightening turn.

Your friend starts to choke on their food. And not the kind of choking that happens when a bite goes down the wrong way, you start coughing and after a short time you're OK. This is choking that indicates an obstructed airway.

Your friend reflexively brings their hands to their throat and can't breathe – it's a life-and-death situation.

Doug Johnson, chief of the Indiana University Police Department at IUPUI, knows exactly what it's like to be in that position. And in his case, that confluence of circumstances happened twice in one month – once on August 21, 2019, in South Korea while on military deployment as an Army Reserve soldier, and again August 30, 2019, right here at IUPUI, while having lunch with a friend.

Chief Johnson will receive IUPD's Life Saving Award on December 13, 2019, as a result of his actions on those two days in August; in each case, saving a person's life by performing the Heimlich maneuver to dislodge food that was blocking their airway.

Johnson's actions are a testament to the fact that being in the right place at exactly the right moment with the right training – and, crucially, the impulse to act – during this type of emergency can prove to be the difference between life and death.

His lunch companion at IUPUI, a retired military officer, told him there were three times in his life when he thought he might die: twice during the Vietnam War, and the third time on August 30.

"When you see someone truly choking, it's an intense experience," Johnson recalled. "The whole episode lasts from 10 to 15 seconds. If you are trained and can recognize what's happening, you know what you need to do to provide effective care. You have the opportunity to save a life. And you never know when the circumstances will present themselves."

Ben Hunter, associate vice president for IU Public Safety and Institutional Assurance and superintendent for public safety, wasn't at all surprised when he learned Johnson would receive the award.

"The fact that Doug stepped in to help people and is credited with saving their lives is completely in line with who I know him

to be," Hunter said. "He takes his administrative role as chief of police seriously while never losing sight that he is there to help in any situation."

When asked what it means to him to receive the Life Saving Award, Johnson didn't skip a beat. "That's easy," he replied. "It's a reflection of the fact that there are two people here who wouldn't be otherwise. When I see the award December 13, that's what it will represent.



I'm just thankful I was there to do that."

"Each of these events lasted no longer than 15 seconds," he added. "The key to being able to provide effective care is to be CPR-trained. If you're trained and can recognize what is happening, you'll be in a position to potentially save someone's life."

The Office of Insurance, Loss Control & Claims offers first aid training on all of IU's campuses.

Photo of IUPD Chief Doug Johnson by Liz Kaye, IU.

## David Layne Wins "Well-Dressed Bike Officer" Contest

Congratulations to IPMBA member David Layne of the Avon (OH) Police Department!

David was selected as the winner of *Police* magazine's annual "Well-Dressed Bike Officer" contest. David will soon be the proud owner of a Recon e-Bike, a C3Sports Max Patrol light, a MOCEAN uniform, and a pair of Gargoyles glasses. And best of all, he will be able to attend the 2021 IPMBA Conference free of charge – COVID-willing, of course.

David has been a police officer with the City of Avon Police Department for 17 years. In 2017, he and a fellow officer presented the department with a proposal to form a bicycle unit. They met with success, and in 2018, a four-person bicycle unit was established. The officers, including David, attended the IPMBA Police Cyclist Course, taught by Jim Ruma, in South Euclid, Ohio.

When on duty, the bicycle unit is utilized for large outdoor events, targeted stealth patrols, in the retail district, and for community policing. David is also a School Resource Officer and uses his bicycle in their Safety Town program and at the middle school for bicycle safety and awareness.

David is married to Victoria and has two children, Sebastiano, a sophomore in college, and Giovanna, a senior in high school. In his spare time, David enjoys riding with his son as much as possible.

David will be sporting his "new look" in the next issue of *IPMBA News*!

Photo courtesy David Layne.



# Goodbye to *Bicycling*



As many members know, IPMBA has been offering a subscription to *Bicycling* magazine to our members for at least the past two decades. This agreement was forged between IPMBA and Rodale, and over the years, IPMBA members have enjoyed reading not only *Bicycling*, but also *Mountain Bike* magazine, until the two publications were blended into one at the end of 2010.

In November 2017, the Rodale portfolio of publications was sold to Hearst. Hearst initially maintained the partnerships established by their predecessor but has reached the point at which it is no longer practical for them to do so.

Effective immediately, new and renewing IPMBA members will no longer be added to *Bicycling*'s subscriber list. Existing subscriptions will continue through their expiration dates. Subscribers will receive renewal invoices when their subscriptions expire. Those who wish to continue to receive the magazine will be responsible for submitting their own renewals.

IPMBA is sorry to no longer be able to offer this benefit. While not all members have found the content relevant, many have looked forward to flipping through the pages while dreaming of riding amazing equipment in awe-inspiring places.

The IPMBA membership team looks forward to finding new ways to serve you and to filling this gap in our list of benefits with something even better!

## Marking Milestones



Life is filled with milestones. Whether they be birthdays, anniversaries, graduations, achievements, or retirements, people enjoy marking them – and appreciate when others acknowledge them, too.

Public safety personnel often mark such occasions with coins, pins, tokens, and other items that find their way into shadowboxes reflecting the highlights of a long career.

For public safety cyclists, career highlights include such occasions as completing an IPMBA Police, EMS, or Security Cyclist Course, and being certified as an Instructor through IPMBA's rigorous Instructor Course.

IPMBA Instructors Jim Ruma and Steven Kensinger offer the ideal memento – IPMBA shields! Available flat for a wallet or curved with a pin, IPMBA badges can be ordered with the IPMBA seal or the applicable state seal, and inscribed "Instructor" or "Member".

These high-quality shields are produced by SymbolArts and will be a treasured

addition to any collection and/or shadowbox.

Instructors and Instructor-Trainers: tell your students about them at graduation so they will know to drop hints to the gift-givers in their lives or reward themselves for their accomplishment.

For more information or to place an order, contact Jim at 216-392-6633 or [cfdpd19@hotmail.com](mailto:cfdpd19@hotmail.com). The order form can be found on the IPMBA website's Training Materials and Merchandise page (<http://ipmba.org/resources/merchandise>).

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Conference Retrospective 2020

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## ipmba news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

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**Maureen Becker** | Executive Director; Managing Editor  
**Jennifer Horan** | Design and Layout

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Interested in submitting an article?  
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# The New Normal?

by David Millican, PCI #1006T/EMSCI #343T  
Denton (TX) Police Department  
IPMBA Education Coordinator

As this year passes by, each month throws us a new curve ball. 2020 is bringing continuous change and with each change comes the “New Normal”. But what is the “New Normal”? It keeps changing. What it was in March is not what it is now and what it is now is not what it will be in December. Social/physical distancing, self-quarantine, stay-at-home and safer-at-home orders, COVID, and mask mandates, along with all the new phrases associated with protesting, the “new normal” is still undefined and maybe never will be.

IPMBA has attempted to stay at the forefront of the many changes happening in the world today. One of IPMBA’s goals – and the cornerstone of our mission – is to offer the best, most complete training for public safety cyclists. In order to achieve this goal, our instructors must conduct courses in a safe and effective manner. To assist them in doing so, IPMBA has developed a wealth of resources to provide guidance to instructors on a wide variety of subjects. Interestingly enough, they can be found on the IPMBA website ([www.ipmba.org](http://www.ipmba.org)), under the Resources tab.

Many of the items listed on the Resources tab can assist instructors with putting on a successful course, particularly the ones included under “Instructor Resources”. A new page added under this tab is related to COVID-19 and how to safely conduct an IPMBA course during these challenging times. If you are anticipating hosting, coordinating, or teaching a course this year, I would recommend taking a look at these. You can also find quick reference links to the CDC, WHO, the Public Health Agency of Canada, IACP, NAEMT, and the IAFF.

*Guidance for Instructing IPMBA Courses during COVID-19* is a must-read. It is packed with valuable information. Each instructor must first abide by their individual department’s policies as well as local and state/provincial mandates. This document supplements those mandates and provides you with valuable information about the need for PPE and the implementation of universal safety

precautions while instructing a very hands-on and interactive course. It also provides invaluable recommendations pertaining to class size, bike-specific training considerations, personnel, PPE, cleaning, and disinfecting.

As with any IPMBA or other course involving physical activity and skill-building, there will always be some type of risk. Our goal is to mitigate those risks as much as possible. While we have always sought ways to mitigate the risk of injury, we must now also seek



ways to mitigate the risk of the transmission of infectious diseases, including, but not limited to, COVID-19. These are described in the above-mentioned article. To assist you in your efforts to monitor participant health, a COVID-19 Symptom Recording/Reporting chart has been added to the page; thanks to Eddy Croissant for the inspiration.

In addition, although waivers and liability releases are obviously not preventive, they are informative in that they advise participants about the

potential risks involved in a specific activity. We encourage you to incorporate wording for infectious diseases into your course liability release forms. An updated sample waiver has been posted on the COVID-19 resource page for this purpose.

Please feel confident that IPMBA will continue to draw upon the experience of our members as well as collaborate with other organizations in order to provide the safest and most comprehensive training program for public safety cyclists. Check the resource pages regularly; instructor and other resources continue to be added.

As noted on the previous page, *Bicycling* magazine has ended its partnership with IPMBA, which means the certification applications have been updated. Visit <http://ipmba.org/membership/join-renew> to download them.

Which leads me to throw in a word from the home office: “Always use the most current paperwork when you submit your course documents”. Hint, Hint!

*David has been with the Denton Police Department since 1999 and on the bike team since 2002. He is currently working as a detective in the Criminal Investigations Division. He has completed the Police Cyclist, Public Safety Cyclist II, NO-FATs, MOCC, and MMR-IPMBA Core Skills and Scenarios Clinic. He was certified as an IPMBA Instructor in 2007 and earned the status of Instructor-Trainer in 2017. He is also a TCOLE defensive tactics and firearms instructor and has served as an FTO. He holds a BA in Biology from the University of North Texas and attended paramedic school at North Central Texas College. He has held certifications as a paramedic, swift water rescue, and NASAR SAR Tech II. He was elected to the IPMBA Board of Directors in April 2019 and currently serves as Education Coordinator.*

Photo courtesy Mike Wear.



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by **Rossman J. Shaffer, PCI #1914**  
 Temple University (PA) Police Department

While millions of Americans are rightfully quarantined or confined to their homes due to the dangers of COVID-19, law enforcement agencies have been confronted with another problem. It has been increasingly difficult to maintain consistent training for police officers while also adhering to CDC guidelines. The dangers of COVID-19 (and other infectious diseases) may be present for quite some time, but law enforcement agencies need to continue to train their personnel safely despite the ongoing pandemic.



Photo courtesy Scott Malloy

The Temple University Police Department confronted this very situation while trying to organize an IPMBA Police Cyclist Course to train 11 police officers. The course requires in-classroom lectures and a significant amount of outdoor, on-bike instruction.

First and foremost, all officers and instructors were to adhere to a strict face mask policy that required everyone to wear some sort of protective mask at all times. To mitigate the risk to officers taking the course, Temple Police Department opted to cut the class in half in order to make each class as small as possible. The result was one class of five officers with one instructor and another class of six officers with one instructor. Normally, we would have had one class with multiple instructors, as well as aides, assisting with the course. With an on-going pandemic, however, keeping groups as small as possible is vital.

Being close together inside a classroom was a concern during the lectures and the written testing as well. To mitigate this, a very large room was provided so that there would be more than six feet (1.82 meters) of distance between students while indoors.

While outdoors on the bicycles, Temple provided one entire floor of an open-air parking garage that was closed to the public. This ensured that officers in training would not come into contact with the public, students, or staff during their training.

The cone courses for slow-speed bike handling were spaced out significantly to allow students plenty of room to practice on their own. Only one student was permitted at each cone course at a time.

The IPMBA Course also includes hours of vehicular cycling “road rides” to practice gear shifting, braking, hand signaling, navigating traffic and road features, etc. Under normal circumstances, it would be acceptable to make multiple stops

along the way, frequenting areas with lots of people and initiating conversations, but this time the road rides were designed to avoid crowded areas to ensure minimal interaction with the public while still affording the necessary cycling skill practice.

Although planning and conducting an IPMBA Course during the COVID-19 pandemic may seem daunting, a safe class can effectively be completed if the right precautions are taken. Instructors and police department command staff can ensure a safe training environment by providing the proper venues and equipment.

In summary, here are some suggested precautions and practices for instructing an IPMBA Cyclist Course during a pandemic:

- ▶ Keep the classes as small as possible, 10 students or less, even if you have multiple instructors. IPMBA has long recommended 5-6 for a solo instructor to maintain instructional quality, anyway.
- ▶ Provide a large enough classroom to enable students to maintain physical distancing.
- ▶ Clean and sanitize the classroom after each day of training.
- ▶ Require all participants to adhere to a strict facemask policy and have extra personal protective equipment available for those who forget it.
- ▶ Designate an outdoor training location away from other people to prevent close human interaction.
- ▶ Strategically plan road ride routes to limit exposure to the public.
- ▶ Space out the on-bike skill stations to ensure students are not training in close proximity.

With the above precautions in place, an IPMBA Cyclist Course can be conducted safely and effectively, despite the on-going pandemic.

*Rossman is a police officer with the Temple University Police Department in Philadelphia, Pennsylvania. He completed the IPMBA Police Cyclist Course in 2015, during his rookie year. In 2019, he completed the IPMBA Instructor Course in Grand Rapids, Michigan. Rossman holds a Master's degree in crime analysis and utilizes bike patrols as a community policing and a crime prevention tool. He can be reached at [tue68312@temple.edu](mailto:tue68312@temple.edu).*



Photo courtesy Mike Wear



# IPMBA E-Bike Training Module Debuts!



Contrary to popular belief, e-Bikes are not new; nor are they new to the public safety sector. As early as 2001, e-Bikes started appearing the IPMBA Conference Exhibit Hall. They were not well-received. This was in large part because the technology at the time resulted in very heavy, difficult to maneuver, easily damaged bicycles with limited battery range. As technology improved, the bikes and batteries got lighter and the models sleeker, but the technology was still expensive, putting e-

Bikes into the “budget-breaker” category for most public safety agencies. While they were deemed “fun to ride” by at least some IPMBA members, they were not viewed as a practical choice for patrol.

All that has changed. As is the case with most technology, e-Bike electronics have gotten smaller, lighter, more powerful, and less expensive. Public safety agencies of all types are starting to realize that there are benefits associated with adding e-Bikes to their fleets. While they are not likely to replace conventional bicycles altogether, they have been recognized as yet another tool in the public safety cyclist’s toolbox.

While e-Bikes are similar to conventional bicycles in many respects, they are heavier, less maneuverable, and capable of achieving higher speeds. Therefore, specialized training is essential to minimize the risk of injury and/or property damage.

As the entity that sets the standards for public safety cycling training and operations, IPMBA has developed an e-Bike Training Module that is available for purchase by active IPMBA Instructors through the IPMBA website.

The IPMBA e-Bike Training Module represents the collective effort of a group of IPMBA Instructors and members who dedicated countless hours to ensure that instructors are equipped with the best possible educational resources. Special thanks to Clint Sandusky, who spearheaded the effort to build the module, Eric Barnes and Robert Hatcher for creating and refining the PowerPoint presentations, the Bentonville (AR) and Lehigh University (PA) Police Departments for pilot testing it, and e-Bike Task Force chairperson Brian Gillman for overseeing the initiative.



The IPMBA e-Bike Training Module is intended for public safety cyclists who have already successfully completed the applicable IPMBA Public Safety Cycling Course. The purpose is to transition fundamental public safety cycling skills from conventional bicycles to e-Bikes, not teach the fundamentals. In keeping with best practices, IPMBA recommends that public safety cyclists master the necessary skills on conventional bicycles prior to being issued e-Bikes, and that they be required to complete this training module prior to riding e-Bikes on duty. The training module is not to be used to teach riders how to operate out-of-class electric vehicles (OCEVs) that exceed the applicable maximum legal speed limit for electric-assisted bicycles.

This IPMBA E-Bike Training Module includes a “Read Me First” document, a Curriculum Packet, IPMBA E-Bike Training Module lesson plans, PowerPoint® presentations, a combination roster and skills assessment check-off sheet, and the IPMBA Position Statement on the *Use of E-Bikes for Public Safety*. There are no video presentations included with this training module.

Because this is not a certificate-level course, IPMBA will not issue certificates to those who complete this Training Module. Certificates of completion may be issued by the instructor, agency, or training facility.

**On a final and very important note, it is the instructor’s responsibility to become familiar with e-Bikes and their operation, differences, advantages, and**

**disadvantages.** Those with little or no experience with e-Bikes are advised and encouraged to schedule demos and test rides through local bicycle shops, attend industry demo days, and participate in e-Bike training sessions offered at the annual IPMBA Conference.

We also recommend that you visit the extensive video library available on the **Electric Mountain Bike Network (EMBN)** YouTube channel and review the other resources listed on IPMBA’s e-Bike Resource Page.

Information about how to purchase the e-Bike Training Module will be provided to instructors via email and on the Training Materials & Merchandise page (<http://ipmba.org/resources/merchandise>) on the

IPMBA website. Please email IPMBA at [info@ipmba.org](mailto:info@ipmba.org) with questions.

Photos courtesy Lehigh University (PA) Police Department.





# Long-Standing Instructors



Richmond 2011: David, Dwight, Mike, Mitch, Ed, Kirby  
Photo by Brian Talty.

Shortly after IPMBA's official formation in 1992, founding members Allan Howard and Kirby Beck assembled a team of bike officers from around the country to create the first standardized training program for police cyclists. That program, which would become known as the IPMBA Police Cyclist (PC) Course, was launched at the 1993 Police on Bikes Conference in Fort Lauderdale, Florida.

The authors of the program were designated as Police Cyclist Instructors (PCIs) and were assigned PCI numbers 1-10, following the method used by the League's *Effective Cycling* program. Those pioneering instructors – Allan Howard, Kirby Beck, Stuart Bracken, Gary Gallinot, Gary McLaughlin, Joseph Martin, Gene Miller, Scott Virdun, Brad Welton, and Tom Woods – probably never imagined that 28 years later, IPMBA would have issued nearly 2,000 PCI numbers, 500 EMSCI numbers, and 50 SCI numbers.

Every so often a long-standing instructor, mindful of the fact that his or her instructor number is comparatively low, will enquire about how many other instructors have stood the test of time in a profession when instructor certifications tend to follow changes in rank, assignment, and area of responsibility. Here is the answer to that question.

As of last count (a count that constantly changes), out of 650 active PCIs, seven have numbers lower than 100; 34 have

numbers between 100 and 499, and 54 have numbers between 500 and 999. EMSCIs did not arrive on the scene until 1996, when Jim Bowell and Ed Brown lobbied hard and successfully for an EMS-specific course. It is hardly a fair comparison as there are far fewer EMS bike teams than there are police ones, but out of 80 active EMSCIs, two have numbers lower than 100, and the remaining 78 naturally have numbers lower than 500. Finally, in the SCI category, added in 2004, all 22 active SCIs of course have numbers lower than 50.

While all of our instructors are worthy of recognition for their service and support, below are listed all those instructors whose numbers, though they all begin with zero, a convention that was adopted as the numbers exceeded double-digits, are lower than 100 in their instructor category (lower than 10 for security). Please note that some instructors are dual-certified and have more than one number, and the category used reflects their primary public safety category of police, EMS, or security.

## Police Cyclist Instructors

Kirby J. Beck, #002T, Coon Rapids (MN) Police Department, retired  
Gary McLaughlin, #005T, Sacramento (CA) Police Department, retired  
Kathleen Vonk, #042T, Nevada Highway Patrol  
Jeffrey Glaude, #047, Farmington (CT) Police Department  
John Koelsch, #068, Lyon County (KS) Sheriff's Office  
Chad McDaniel, #070T, Seminole County (FL) Sheriff's Office  
Daniel Ganzel, #097-B, Palm Beach County (FL) Sheriff's Office, retired

## EMS Cyclist Instructors

Edward F. Brown, #002T, Orange County (FL) Fire & Rescue, retired  
Thomas Harris, #030T-B, East Baton Rouge (FL) EMS

## Security Cyclist Instructors

Kelly Goebel, #004 Las Vegas (NV) CVA Security Department  
Bill Mack, #006, Pierce Transit (WA) Department of Public Safety  
Brandon Brown, #008, Choctaw Tribal (OK) Security

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# FTR: The Most Misunderstood Traffic Law in History?

by Clint Sandusky

Riverside (CA) Community College District (ret.)

Before reading this article, I encourage everyone to first read Kirby Beck's excellent and informative article, *Did History & the Law Really Intend Cyclists To Ride Far To The Right?* on the Bicycle Advocacy, Enforcement, and Education page on IPMBA's website (<http://ipmba.org/resources/bike-education-enforcement>).

I had a 24-year career in law enforcement, including 23 years as a bike cop. As of 2014, I had been teaching bike patrol courses and involved in bicycle safety education for 19+ years. I thought I knew just about everything about how to ride a bicycle safely, legally, and effectively on the roadway.

In 2014, while taking a two-day CyclingSavvy (CS) course, I discovered I was wrong and that I had more to learn. CS is the educational program of ABEA (American Bicycling Education Association), a 501(c)(3) non-profit educational organization.

I was under the belief, like many bicyclists and motorists – and law enforcement officers – that bicycles, as slower, narrow vehicles, should and/or must be ridden on the far-right edge of the roadway much of the time.

This is sometimes referred to as the “Far to the Right” or FTR law. Does the law require it? Is that the safest place for bicyclists to ride? I will attempt to answer these questions.

## Legality of Defensive Driving

The following material is attributable to CyclingSavvy.

Bicycle-specific laws vary from state to state. A few states have no law governing bicyclists' position within a lane. Others have a variation of a law known as “FTR” or “far to the right” law. The language may vary slightly from state to state, but most are similar to the original UVC (Uniform Vehicle Code) version:

### UVC 11-1205: Position on the Roadway

a) Any person operating a bicycle or a moped upon a roadway at less than the normal speed of traffic ... shall ride as close as practicable to the right-hand curb or edge of the roadway...

[CS note: If we stopped reading now, it would seem clear bicyclists must ride on the far-right edge of the roadway. But let's keep reading.]

...“except under any of the following conditions:

1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. When preparing for a left turn at an intersection or driveway.
3. When reasonably necessary to avoid conditions including, but not limited to: fixed or moving objects; parked or moving vehicles; bicycles; pedestrians; animals; surface hazards; or substandard width lanes that make it unsafe to continue along the right-hand curb or edge.  
For the purpose of this section, a “substandard width lane” is a lane that is too narrow for a bicycle and motor vehicle to travel safely side by side within the lane.
4. When riding in a right-turn-only lane.

b) Any person operating a bicycle or a moped upon a one-way highway with two or more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable. Same exceptions apply.”

California, under CVC 21202(a)(4), has added an exception to the UVC's FTR: “When approaching a place where a right turn is authorized.”

As an example, in California, similar exceptions to FTR also apply to the use of Bike Lanes, under CVC 21208 (a). To see where states stand on FTR, MBL (Mandatory Bike Lanes), TAR (Two-Abreast Riding), and several others, visit the “Cycling & The Law/U.S. Bicycle Laws Overview” page on the CS website (Figure 1). It is an excellent resource for law enforcement officers.

If, when reading the UVC language, you compare the number of words in the exceptions (106) to those in the law itself (53), you will notice there are twice as many dedicated to when the law does not apply. What does that tell us? That it is rarely practicable to ride on the far-right edge of the roadway; therefore, the law rarely requires bicyclists to do so.

The many exceptions to the FTR requirement make it clear that bicycling on

the far-right edge of the roadway is normally not the safest place to operate. Instead, controlling a traffic lane enables bicyclists to avoid common edge hazards, makes them more visible and relevant to other vehicle operators, and provides the best view of other traffic (Figure 2).

## FTR & Wide Lanes

If we look at this FTR law carefully, we see it only applies on roads with wide lanes and those with bike lanes. Other factors to consider are:

Is the lane wide enough to safely share – including any minimum legal passing clearance – with another vehicle, whether a Honda Civic, Ford F-150, bus, or semi?

Are there parked vehicles and, if so, will the bicyclist be able to operate outside of the “Door Zone”, which includes both the “Strike Zone” and “Startle Zone”?

Are there edge hazards?

Are there intersections, driveways, or other areas from which vehicles will be entering the roadway?

Are there turn lanes?

## The Most Important Way to Communicate with Motorists

I'm often asked by my savvy cycling friend Gary Cziko (CS Instructor and ABEA board member), “What is the most important way a bicyclist communicates with motorists?” The answer is “lane position”. Lane position allows a bicyclist to control the traffic lane when needed and release traffic from

behind when it is safe to do so (Figure 3).

Using hand signals, wearing Hi-Viz/retro-reflective materials and employing active and passive lighting are likewise important, but lane positioning is the most important.

## Controlling the Traffic Lane

It may take a while for some bicyclists to feel comfortable and safe controlling the traffic lane in manner that is legal, appropriate, and respectful to all roadway users, but it will come with time and practice. The increased posting of “BICYCLES MAY USE FULL LANE” signs and painted bicycle “Sharrow” (Shared Lane Markings) on



Figure 1



Figure 2



Figure 3

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

Since its inception, IPMBA's public safety cyclist courses have been, first and foremost, about teaching students how to cycle safely, comfortably and legally in traffic. The Police Cyclist Course, launched at the 1993 IPMBA Conference in Fort Lauderdale, was based upon *Effective Cycling*, created by the late John Forester. It was taught and coordinated through what is now known as the League of American Bicyclists (the League) when IPMBA was still one of the League's programs. It was essentially a driver's training course for cyclists. As many readers will recognize, the basic tenet of *Effective Cycling* is "Cyclists fare best when they act and are treated as drivers of vehicles." That tenet is as true today as ever. This type of riding is also known as "Vehicular Cycling."

Vehicular cycling was not – and in many instances is still not – instinctive to many bicyclists. Cyclists were unaccustomed to the idea of sharing a lane with motorists. They'd been conditioned to see themselves as inferior to motorized traffic and therefore had to ride far enough to the right of the traffic lane to make room for cars to pass them. Many of us were taught by our parents and teachers to make pedestrian-type turns at intersections with crosswalks and to stay on the sidewalk if traffic was too fast or too busy. We were conditioned to believe that riding on the road near traffic was just plain dangerous. When we were taught to



ride on the roads, we were (and many still are) told to ride against, rather than with, the flow of traffic.

The goal of IPMBA training has always been to get students comfortable riding as part of traffic, because that is often the safest and most expedient way to respond to calls for service or reach anywhere else they need to go. Downtown areas with heavy traffic are some of the areas in most need of police and other public safety services. Officers in police cars often cannot get through traffic as quickly as police cyclists can. That is one of the many reasons police mountain bikes became such a valuable patrol option.

Learning to be comfortable riding visibly, predictably, and relevantly, while communicating clearly with other drivers, is essential for cycling in traffic. It starts in the classroom with definitions,

explanations, examples, and diagrams that illustrate correct lane position for riding in traffic. We discuss what is known as the "rule of thirds", what "as far to the right as practicable" really means, and other lane use principles. Students are taught how traffic and traffic laws work together with other components of traffic – both motorized and non-motorized. Prior to entering "hard-core" traffic, basic skills such as regular and maximum braking, instant turns, rear scans, and shifting are taught in a parking lot. All of these skills are essential for competence and safety.

The most important traffic skills are those taught and practiced while actually riding in complex traffic. This is where students learn that the techniques and principles they have been taught in the classroom and parking lots really do work. They learn to overcome some of the stereotypes and ideas they may have had since childhood. Most of all they learn that they can ride, survive, and even thrive in an urban traffic environment.

During IPMBA Courses, students are taught a unit of instruction entitled "Group Riding". The purpose, primarily, is to teach students how to ride together in a group so they can get safely and efficiently to and from various training venues. They are taught how to ride both single- and double-file, and transition between the two. They do so to shorten groups at intersections, narrow the group when necessary, and ride predictably in traffic.

These groups are often used while doing "road rides" for traffic cycling training and practice. Here groups of 10 to 20 or more cyclists – many wearing uniforms saying POLICE across their backs – ride clustered together through traffic, "simulating" what it is like to cycle in traffic. These groups can be intimidating and overwhelming to surrounding drivers, causing them to behave much differently than they would if there wasn't a platoon of uniformed public safety bicyclists controlling traffic. In addition, these group rides are often escorted by patrol cars or motorcyclists, sometimes even blocking intersections.

It is imperative, however, that students be trained to function in the manner they will

(Continued on page 33)

(Continued from page 31)

roadways is also helping to educate both bicyclists and motorists about the importance of sharing the road equally.

Most IPMBA-trained cyclists have mastered traffic cycling skills and are able to ride comfortably and confidently amongst motorists or they would not be able to patrol safely or effectively. To read more about how fear of traffic affects cyclists and how to overcome it, read "Freedom from Fear" by Mighk Wilson (CS co-founder and former ABEA Executive Director & President) at <https://www.floridabicycle.org/freedomfromfear.html>.

There is a wealth of resources on the Bicycle Advocacy, Education, Enforcement page on the IPMBA website (<http://ipmba.org/resources/bike-education>)

-enforcement), including one of my favorites, John Allen's "Bicycling Street Smarts" booklet, now available in a CS Edition (2019). For more information on CS's online and in-person courses, resources and videos, visit <https://cyclingsavvy.org/>.

I encourage all IPMBA instructors and members to never stop learning and practicing when it comes to safe and savvy cycling in traffic, so you can pass on that knowledge and experience to the communities you serve and your fellow public safety personnel. Only by this can we help to dispel the enduring myth of FTR.

I leave you with two final thoughts. First, the phrase coined decades ago by John Forester and still relevant today: "**Cyclists fare best when they act and are treated**

**as drivers of vehicles."** Second, a more recent phrase, part of CyclingSavvy's vision: "**We Imagine...our communities as places where the drivers of human-powered vehicles are expected and respected as a normal part of traffic."**

Clint joined IPMBA in 1994, completed the Advanced Police Cyclist Course in 2000, and the IPMBA Instructor Course in 2005. He has conducted workshops at the 2006, 2007, 2018, and 2019 IPMBA Conferences. He serves as a member of IPMBA's E-Bike Task Force and has presented E-Bike workshops at the past two conferences. Clint also coordinates and assists with adult bicycle safety presentations and training classes conducted by ABEA and CyclingSavvy instructors and funded by a Caltrans Active Transportation Program grant. He can be reached at [clint.sandusky@gmail.com](mailto:clint.sandusky@gmail.com).

Graphics courtesy CyclingSavvy.



# Relevant and Realistic?

(Continued from page 32)

be riding most often: either solo or with a partner. Unless that public safety cyclist is a member of a large bike patrol unit or Bicycle Response Team, they may never ride as a part of large group again, unless it is part of another training or a recreational group road ride.

Practicing traffic riding skills only in a large group will not prepare public safety cyclists to think for themselves, to observe and anticipate traffic features, to make decisions, or to be comfortable riding on their own. They need to be trained how to function outside of the safety “bubble” created by a group of uniformed riders surrounding them. They must be trained to observe for themselves, to think for themselves, and to succeed for themselves. If all or most of our students’ “traffic cycling” training is conducted using group rides, they will not receive the most realistic and relevant training. I will admit to having done it this way many times myself, because it is much faster and much easier, especially for the instructor(s).

The job of the instructor includes planning and becoming intimately familiar with training venues, including the public streets and roadways upon which their rides will be conducted. Instead of just going for a ride and making haphazard or convenient lane changes or turns, the instructor really should have a distinct route, planned in advance.

If the instructor works or lives in the community where the training is being conducted, they have an advantage. If the instructor is providing training in an unfamiliar venue, their job will be harder. Fortunately, using satellite resources like Google Earth, they can look for features such as complex intersections, specialized lanes, and unique street designs when planning their training routes. They should plan out the lane changes, turns, merges, and diverges they want their students to perform or experience. They need to go out and ride the route prior to the class. Closures, road construction, or other unexpected problems could all cause uncomfortable surprises. Instructors must understand, going into each feature, the interaction students should have with other roadway users, through lane position and communication. A pre-ride will help with that, too.

There is certainly nothing wrong with riding from the area of one feature to the next in a group, but several blocks before reaching that specific feature, the instructor should pull the group off to the

side, out of traffic, to discuss the upcoming feature and how best to approach it.

Some cycling instructors I’ve seen carry sidewalk chalk and have the talent to diagram each feature on the sidewalk, using them to inform the discussion of the upcoming maneuver and how best to perform it. Others carry a small dry erase board or a roll of dry erase material to accomplish the same thing. I imagine that carrying quality printouts of satellite images would work, too. These visual aids help clarify what is expected. Instructors may need to use a pannier to carry some of these training aids.

The instructor then leaves the group and rides to a position near the feature where the students’ cycling behavior can be observed and critiqued. The instructor also designates a location to which all of the students ride to regroup after completing the feature.

How the instructor communicates to the group for an individual or pair to begin riding depends on the communication devices available to everyone. Even something as simple as a mobile phone call or text to a co-instructor, a helper, or the last member of the group can work. That person will be the “starter” for the others. Let your imagination and available technology be your guide when it comes to communication. Regardless, the goal of these exercises is to enable the individual students, or pairs of student cyclists, to perform these maneuvers in real traffic using the techniques and principles they’ve been taught. It requires more much awareness of the traffic and the roadway on their part. It also builds greater confidence and experience than riding in a large group ever would.

Ideally the instructor should try to design their training route to include simpler features first, and then build up to more complex, unique, or difficult ones later. The route should include single lane and multiple lane roadways with differing speed limits. It should include single and multiple turn lane scenarios. If a diagonal railroad track is located nearby, that should be ridden, too. If possible, it should include one-way streets in addition to specialized bike facilities.

Admittedly, this will likely require more time built into the schedule for traffic cycling, or road ride training, than is typical. However, based on the goals and priorities of a “cycling class”, it makes sense that practicing traffic cycling skills and building competence should be allocated sufficient time.

It is always a good idea to try to involve the students in a discussion before having them navigate unfamiliar traffic features. Ask things like: 1) What is the best lane position? 2) What hazards do we need to watch out for? 3) What does the law require? 4) What are the options, and what are advantages and disadvantages of each?

These are merely some ideas and suggestions for providing personalized and individualized training. I’m betting there are more and probably even better ideas for accomplishing these goals among the IPMBA instructor cadre. This is where your skills and creativity as an IPMBA Instructor can really shine. If you come up with some, please share them with everyone in an *IPMBA News* article, a blog or Facebook post, or let Maureen or the IPMBA Education Coordinator ([education@ipmba.org](mailto:education@ipmba.org)) know that you’ve found something that works well.

IPMBA has always strived to offer state-of-the-art in training for public safety cyclists. If we want to make IPMBA training even more relevant and realistic for students, we must ensure our training reflects the type of riding they will be actually doing when they complete the class, whether their cycling is on-duty or just for fun. In other words, make it the “Three R’s”: realistic, relevant, and recent.

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

Images courtesy CyclingSavvy.org.



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# A Tribute to John Forester

(Continued from page 1)

The *Effective Cycling* program was created by John Forester based on the book he wrote in 1976, also titled *Effective Cycling*. The basic tenet of the book and program were that cyclists should ride on the road and conduct



themselves as they would in/ on any other vehicle.

To say that John wasn't a fan of separating cyclists from other traffic by any means (e.g., sidewalks, bike paths, or

dedicated cycle lanes) would be a massive understatement. The L.A.W., which was primarily a cycling advocacy organization, adopted the program in an effort to promote the idea that bicycles belong on the road. In my opinion, this was a watershed moment for cycling in the United States.

Unlike European countries, the modern United States road system was designed for cars, not walking or riding bicycles, though it should be noted that roads were first paved to make travel by bicycle easier, an initiative known as the "Good Roads Movement" that was begun by the L.A.W. in 1892. John realized that if he was to further the cause for cycling in the U.S., there was no other viable way to go.

With the help of Jerry and Carl, I became an *Effective Cycling* Instructor (ECI) and immediately began teaching the course to our officers, adding in urban obstacles and police tactics training. Little did I know there was another police officer/ECI doing the same thing in Coon Rapids, Minnesota: a guy by the name of Kirby Beck. The L.A.W. saw the value of police bicycle patrols and held a conference in 1991 in Tucson, Arizona. It was dubbed the "First Annual Conference of Bicycle-Mounted Police", also known as the Police on Bikes Conference. They knew having public safety personnel out on bikes would tacitly advocate to the non-cycling public that bikes belong on the road. They dedicated a staff member to manage this new area of interest, Susie Jones, who set about laying the foundation for what would become IPMBA – the International Police Mountain Bike Association.

The first thing we agreed on during the first two conferences (Tucson and Las Vegas) was that training would and should always be IPMBA's top priority. When I first met Kirby Beck at the L.A.W. Rally in River Falls, Wisconsin, he was teaching a class on police bike patrol. I had been elected to the position of chairman of the newly formed IPMBA Board in Las Vegas and by default held a position on the regular L.A.W. Board as well. Kirby and I talked after his class and we agreed that using *Effective Cycling* as the foundation for an IPMBA training program was the easiest and smartest thing to do. It was at that conference I formed my friendship and bond with Kirby, something I'm grateful for to this day.

During the process of becoming an ECI, I also became good friends with my mentor, Jerry Hopfengardner. Jerry probably took pity on this uneducated beat cop because he had a son in the business as well, by then my good friend and later, fellow Police Cyclist Instructor (PCI) Bruce Hopfengardner. Jerry had a connection with John Forester and got me invited to a dinner party he was attending. Jerry gave me important background information about John so I might better understand how to approach him with our request to use the copyrighted *Effective Cycling* materials in the development of the IPMBA Police Cyclist Course.

As I mentioned, the L.A.W. was an advocacy organization; John wasn't an advocate, he was an activist. Activists often come in contact with law enforcement and they aren't always touchy-feely situations. John was passionate about cycling and his cause; consequently, he'd had some experiences with LEOs that leaned him a little more toward the "question authority" side. When I was introduced to him, I could tell I needed to overcome his perception of LEOs if I wanted to essentially plagiarize his life's work.

I had two things going for me; one, I was a life-long cyclist and current bicycle racer, and John was/had been both. The second "in" was that you never needed to ask what I was thinking, it just came out (mostly to my own detriment), and John

was afflicted with same problem. After dinner, John queried me on hypothetical situations involving cycling activists and LEOs that I later learned were based on his actual experiences; I suppose it was some sort of test. He laid out several scenarios and wanted to know how I would handle them, each one being more confrontational than the last. The last situation we discussed involved a cyclist pushing things to the point of arrest and not being willing to submit to it. I was at a crossroads. As we sat there with him staring at me, I knew my answer would make or break my hope to use his material. Should I lie and say I'd have empathy for someone who was passionate about their cause, or tell the real truth? I wish I could tell you I debated for what seemed like an eternity, but I didn't. I looked him square in the eye and told him anyone who had pushed a situation to the point of arrest and then physically resisted it would "get a rap on the beak and be put in handcuffs". He smiled, said he thought I was an honest man, and granted permission for IPMBA to use any of his material for our training course, free of charge.

The core group of founding IPMBA board members would go on to create the Police Cyclist/Instructor Courses from *Effective Cycling* and that put IPMBA on the map. Our training continues to be our primary focus and has saved who knows how many public safety cyclists' lives. Over the course of IPMBA's development, I

continued to see John at L.A.W. meetings/rallies; he was very interested in seeing us succeed. Eventually, it became time for IPMBA to become its own entity and we did so successfully, primarily because of the Police Cyclist Course. Many people in our

organization don't know what the L.A.W. and John Forester did for us, but without them, we wouldn't exist.

John was a polarizing figure; some claim his theories set cycling back and stunted the development of bike lanes, bike paths and other areas set aside for cycling. One thing is certain; he brought cycling as a form of transportation to the forefront with his work. He believed in what he said, wrote about it and practiced it, even when it wasn't popular. That takes courage. IPMBA owes you debt of gratitude, John. R.I.P., ECI #1, Godspeed.



# CONFERENCE RETROSPECTIVE 2020



**IPMBA**

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**THANK YOU  
FROM**



your membership is  
**APPRECIATED**