

Fall 2013
ipmba  **news**
 Newsletter of the International Police Mountain Bike Association

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

Vol. 22, No. 4

It's Here!

by **Maureen Becker**
Executive Director

IPMBA is thrilled to announce that the long-awaited, newly designed website has arrived! It will take frequent visitors to the previous site a little time to get oriented to the layout and to find their favorite resources, but it is safe to say that all will agree that IPMBA has taken a quantum leap forward in website technology.

As this newsletter goes to press, the site has been live for approximately two weeks. During this time, members have remarked on some of the features that have most impressed them; a few of these are highlighted below.

Membership/Memorial Page: This page is a tribute to public safety cyclists who have lost their lives while on bicycle duty as well as IPMBA members who have made the ultimate sacrifice. (Officer Down Memorial Page graciously provided the law enforcement information; National EMS Memorial Service is not aware of any line-of-duty deaths involving bike medics.)

Membership/Newsletter: This page contains scans and summaries of every issue of *IPMBA News* ever published. It is a reminder of the importance of institutional history and learning from the past.

News/Blog: This page will be used to post news stories about public safety cyclists as well as updates from IPMBA. The categorized articles will remain in a searchable archive for future reference. A "comment" function is available to invite interaction.

Training/Find an Instructor or Class: This page features tools for searching for both instructors and classes as a supplement to the **Training Calendar**, to which IPMBA Instructors can submit their course listings using an online form. Prospective students should use both tools as not all IPMBA Instructors submit their classes to the calendar, although they are welcome to do so at no charge.

Resources/Product Reviews: While the website has always contained product reviews, they are now categorized and dated.

Resources/Funding: While there are still no funding sources specifically for bikes, there are many opportunities for results-oriented funding. This page offers articles and websites for government, corporate, non-profit, and other resources related to fundraising.

This space does not suffice to list all of the resources and tools now available, so please take some time to browse around the site using the device of your choice*.

IPMBA thanks the web development team of Mary Ellen Slater, Elizabeth Kiker, and Rob Zverina for helping transform a grand vision into reality.

*Please note that if you use an older browser (e.g., Internet Explorer 8.0 or earlier), not all of the features will display as designed.

Bicycle Law Enforcement

Enforce Laws with Mutual Respect

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

America's roads were first paved in the late 1800's after extensive lobbying by bicyclists, then known as "wheelmen." Horse-drawn wagons and early motorcars could function on the rutted dirt roads of the era. But cyclists, balanced on their large-wheeled penny-farthings, had a difficult time functioning on the uneven surfaces. At that time, bicycles were often the fastest vehicles on the road.

As motorcar use increased, motorists found equitable, non-motorized use of the street to be a hindrance. While never codified, these perceptions regarding road use gradually came to be understood and accepted.

ROAD USE PERCEPTIONS

Roads are for motor vehicles: In fact, roads are still for moving people, and motor vehicles are but one type of conveyance by which people move.

Slow vehicles are unsafe: Most enforcement officers know that speed kills; however, a perception has developed that vehicles that are slower than other traffic create a hazard; in truth, slower is still safer.

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The Tactical Value of Being Nice



Those who become bike officers are often the more gregarious members of their agencies and have a tendency to be more outgoing and open to cordial public relations-oriented contacts. They tend to become more well-known in their communities and are often well-regarded by the citizens they serve.

There is no real mystery to this phenomenon. Positive encounters with citizens promote improved community relationships, just as repeated negative encounters can have the opposite effect. We all know officers who generate angry responses as soon as they open their mouths. These often lead to citizen complaints, resisting arrest incidents and plenty of distrust on both sides.

Considering these obvious examples of making a tough job even tougher, I'm suggesting that we look down that easier path even farther. Let's consider going beyond a cordial version of "professional" citizen contact and examine the consequences of actually being nice as often as we can.

As a veteran law enforcement instructor of use of force, with and without weapons, my student officers are often surprised to hear me talk about "being nice" to those we encounter in the course of our daily patrols.

I often use this humorous saying by an unknown author: "Be nice to everyone, and have a plan to kill them", but then I offer this as a philosophy for career survival:

For those whom we encounter who do *not* have murderous intent, being nice, at least at the start of a contact, can set the tone for the remainder of the contact. They are more likely to be open to our message and less likely to complain about our attitude afterwards.

For those that are more likely to have violent intentions, a cordial, relaxed attitude may delay or even deter a confrontation. Portraying relaxed confidence may make them unsure and uncertain about our intentions and abilities. This can also buy us the time we need for backup to arrive while we cordially converse, rather than command and confront.

All of this "niceness", however, must not dull our awareness of danger and cause us to be unprepared. Being able to go from cordial to lethal without a pause is a learned, trained skill that requires attention and practice. I call this "tactical niceness" and urge you all to stay safe by being nice when you can...and exercising lawful violence when you must.

Being able to go from cordial to lethal without a pause is a learned, trained skill

BECOME AN IPMBA INSTRUCTOR

Join the ranks of more than 1,300 of your fellow public safety bicyclists by becoming an IPMBA Instructor.

Call 410-744-2400 or email 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:
 May 16-20, 2014, Tampa FL
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Check out www.ipmba.org for more information.

**"I applaud IPMBA for upholding a strong standard for participating in the IC."
 "This is the best instructor course I have ever been involved in."
 "Challenging and rewarding...a hard-earned certificate!"**

ipmba news

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The International Police Mountain Bike Association promotes the use of bikes for public safety, provides resources and networking opportunities, and offers the best, most complete training for public safety cyclists.

IPMBA Membership is \$55.00 per year.

**Interested in submitting an article?
 Interested in advertising in IPMBA News?
 Email Maureen@ipmba.org for information.**

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PoliceBikeStore.com – Our name says it all. We are in business to fulfill all of your Police Bike Patrol needs. From bikes, lights and tools to eyewear, helmets, uniforms and much more. We outfit everyone from Individual Officers to large Federal Agency Fleets. **Quantity Discounts and Packaged Deals Available**



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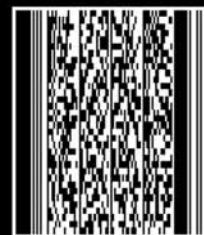
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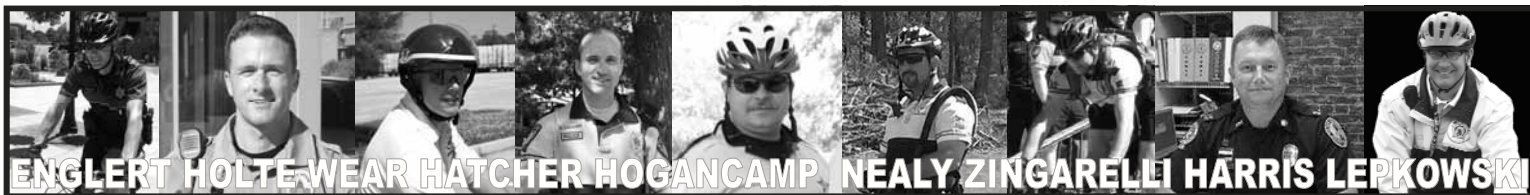
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509-427-8623

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IPMBA's governing board is comprised of nine individuals who volunteer their time and experience to ensure that IPMBA maintains its status as the premier organization for public safety cyclists. These dedicated instructors have been asked to come out from behind the scenes and share information about topics near and dear to their hearts. Asked only to write an article about the public safety cycling-related topic of their choice, they selected subjects that are as varied and interesting as the board members themselves! Read on! *Pages 5-16.*

Every Moment Counts

by **Tony Holte, PCI #1035/EMSCI #279**
Saint Paul (MN) Police Department
IPMBA Membership Coordinator

Whether you are a brand-new bike patrol officer, trying to create a bike team, or have years of saddle time, you've likely run into similar roadblocks. In talking with bike officers from around the world, I've detected a common theme in nearly every conversation: "We don't have a full-time bike patrol unit. I know we could make a huge difference for our department, but we can't get funding until we prove our value. How can I do that, when I only get to ride when there are enough of us on the street?"

The facts have already been laid out for us by our predecessors: getting officers out of their cars and face-to-face with civilians has a huge impact, whether they are on bikes or not. So I posed the question to myself, "how can I spend more time with the community I serve?" The few times a month I got to ride wasn't having the impact I knew it could, so I went to my Sergeant and explained my intent. I would drive my squad car with my patrol bike racked on the back during all of my shifts. It took a bit of convincing, not only of my Sergeant, but of other officers as well, but I was granted permission to do it. Now I had to prove myself!

I seized every opportunity to park my squad car and get out and ride. I parked in heavily trafficked areas (strip malls, gas stations, crime-ridden street corners, etc.), which allowed my squad to deter some crime with its presence alone.

Typically, I stayed within a 10-square block area, which enabled a quick response time to assist other officers when necessary. When I wasn't answering 911 calls, I was able to explore the neighborhoods.

I discovered shortcuts that I had passed by hundreds of times. I engaged face-to-face with residents whom I would typically only have encountered during a call for service. They pointed out various activities and individuals for me to investigate (I love nosy neighbors... at work). I had a blast, racing kids up and down the block, helping them adjust their seats, pumping up their tires, talking about my role as a police officer and getting their helmets strapped on correctly.

I was able to project a positive image for young children who might otherwise have a negative impression of the police. This was beneficial not only for the youth in the area, but for their parents as well. All these opportunities could have been easily missed had I just been rolling around in my squad car.

Finally, I was able to respond to certain calls for service from a different perspective. Once in the area of a call in progress with a suspect at large, I

could take my patrol bike off my squad and canvas the area in a non-traditional – or perhaps very traditional – way. Because the bike isn't limited to often-busy streets, I was able to hit the sidewalks and alleyways quickly, quietly and effectively. And guess what? It worked!

So please, don't let a lack of officers on your shift be a reason not to ride. Take every moment in your shift and use it to your advantage. Get to know your area, get face-to-face with the people you serve and let them know you're out there. Have some fun...and catch some bad guys while you're at it!



Tony is assigned to the Downtown Beat Bike Patrol for the Saint Paul Police Department in Minnesota. He has been riding bike patrol in since 1996 and became an IPMBA Instructor in 2007. He is currently serving as membership coordinator on the IPMBA board and can be reached at membership@ipmba.org.

IPMBA Training Enhances Mutual Aid

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

Ohio University (OU) in Athens, Ohio, is known as one of the top party schools in the nation. One major event that contributes to the University's reputation is their annual Halloween Party, which attracts between 20,000 and 30,000 party-goers each year. Athens Police and OU Police have only 25-30 officers each, so managing a party this size would be impossible without the help of police officers from other agencies. With the outside assistance requested by the Athens and OU Police Departments, the law enforcement presence during the annual party numbers more than 125 officers.

In 2012, the Delaware Police Department sent three bicycle patrol officers and a supervisor to Athens to assist with security for the party. Delaware saw this as an opportunity to offer assistance to OU in return for the support they have given during Delaware's bike patrol school. It was also an excellent training venue through which Delaware police officers could gain experience in crowd management techniques and patrolling a large event on bicycle.

Upon arrival, our three bike officers were assigned to teams with OU and Lancaster (OH) Police Department bicycle officers. I was assigned to a team that included OU Officer Kevin Frith and Lancaster PD Officer Noah Bookman. After a briefing and swearing-in by the city of Athens, we started patrol. Our assignment was to patrol the campus and off-campus housing areas. While the organized party takes place downtown, many private parties, initiated by students, occur in the off-campus housing. Throughout the chilly, damp night, we responded to numerous calls for service as well as engaged in self-initiated activity related to occurrences witnessed during patrol.

With fifteen minutes left in the detail, Frith, Bookman and I were riding down a hill. We saw a group of students ahead of us. Two other people were walking

between us and the larger group. One of the two was yelling "Don't walk by my house again." As we got closer, still unnoticed by any of the pedestrians, the person who was yelling drew a gun and pointed it at the group. He called out, "If you come by my house again, I'll shoot you." I whispered the obvious, "He's got a gun." The larger group ran down a set of stairs to escape.

Without having to discuss a plan, our team of bike officers reacted to the dangerous situation. We took advantage of the speed and quiet operation of our bicycles, dismounting only when we were close enough to take action. I drew my weapon and covered the subject as Frith moved closer, executing an impressive tackle over a table. While Frith worked to subdue the subject, I focused on the weapon in his hand. I holstered my weapon and grabbed the subject's weapon hand. While I controlled his gun hand, Frith pinned the subject to the ground. Bookman moved in to take the weapon, and the subject was handcuffed without further incident.

As we looked a bit closer, we realized that the semi-automatic handgun was a realistic-looking toy. The subject apologized repeatedly, explaining that he was dressed as a character from "Starsky and Hutch" for Halloween. He said he was just "messing with" the group ahead of him. The subject had been drinking and his inebriated condition had clearly interfered with his judgment. He was taken into custody.

An argument could be made for dismounting, finding cover, and calling out to the drunken college student who was holding the gun. My fear was that if we had called out to him, he might have turned, toy gun in hand, toward us, pointing what appeared to be a weapon in

our direction, a mistake that would have ended in tragedy. Due to the stealth and speed of our bikes, we were able to move in quickly, before the subject was aware of our presence, and gain control of a dangerous situation with minimal risk to ourselves and the student.



Good Guy-Bad Guy Costume Accessory Kit by AirSoft.

Perhaps the most impressive detail of this story is that our team consisted of three officers from three different departments, with different experiences and departmental training on which to draw.

What we had in common was our IPMBA training. Because IPMBA's curriculum is the same, whether it is being taught in central Ohio or in any other part of the world, we were able to work as a team from the first moments of our patrol duties. IPMBA training gave us the skills to respond to this incident using the bikes to our advantage, and a mutual understanding which enabled us to respond quickly and effectively to a very dangerous situation, bringing it to an end without anyone being hurt.

Robert is an officer for the city of Delaware in Ohio. He currently serves as a member of the department's bike patrol and is the lead bike instructor and bike mechanic. He holds the position of Vice President on the IPMBA Board. He can be reached at vp@ipmba.org.

The Board Issue

To Be or NOT to Be is Truly the Question!

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

Over the past few months I have had the opportunity to conduct IPMBA Police Cyclist Courses for several different agencies in the Baton Rouge area. I've taught everyone from state agencies to university police departments preparing for LSU and Southern University football, fall festivals, and the Mardi Gras season. One of the things I like to inquire about during these classes is *how* and *why* each person came to be both in the class and on their individual department's bike team. Their responses proved to be very interesting and something that I thought would be worth sharing. I am sure there will be some of you who can relate to the reasons that follow.

Answers to how they come they joined the bike team ranged from "This is what I always wanted to do", to "I was 'voluntold'", and "I am the rookie and the department needed to send someone to class." One of the most concerning was, "It is a condition of my employment." Somewhat taken aback by some of these responses, I explained that Baton Rouge EMS conducts a competitive application process for those who WANT to be on the bike team. This conversation made me wonder what other agencies in the public safety cycling world do to get members.

The cycling experience level for class attendees ranged from regular cycling (including daily) to not having been on a bicycle at all in 20-plus years. This obviously reflected greatly on the participant's overall performance and enthusiasm during the class. Those who rode on a regular basis and *wanted* to be on a team were enthusiastic and performed very well during the class. Those who were basically ordered to be at the class tended to do only what was required and just enough to pass the course in order to fulfill their obligations to and remain in good standing with their departments.

I have been in charge of the bike team at East Baton Rouge Parish EMS since 1996. The current application process has evolved over the years. In the early days, we were just glad to get the numbers up to help out with all the events the team was tasked to cover. After a few hard lessons in life it became clear to us that attracting quality members does more and goes further for the team than playing the numbers game.

In order to apply to for a position on our bike team, a candidate must be a paramedic off probation, and in good standing with the department (no disciplinary actions in the past six months). Prospective members must also complete an application, including a letter detailing why they would like to become a member and what they can bring to the

team, and a letter from their current supervisor outlining their current standing, paramedic skills, and general attitude towards the public.

Then prospective members go for a general

test ride to see if they possess basic cycling skills and the physical ability to be on the bike team. After clearing these hurdles, they attend a 32-hour IPMBA EMS Cyclist Course for certification at no cost to the member and are then placed with a senior member of the team for a period of time to ensure they are comfortable with functioning in that environment. This process sets them up for success, not failure.

Bike teams can be an excellent public relations tool, and the EBR EMS team truly is. Putting someone on a team who does not want to be there, or as a condition of their employment, or without imposing any criteria, could be detrimental to the individual members, the entire team, and/or the public.

It is my opinion, both from experience and this informal survey, that there should at least be some sort of application and/or screening process for future bike team members. Not all agencies/teams may have the luxury or desire to do so, but I truly believe that if a person **wants** to be on a team – SWAT, HAZMAT, CR or bike – he or she will be willing to go the extra mile to make the team.

This is a much wiser investment for the department. Careful personnel selection creates an environment that fosters positive public relations, maintains the quality of the team, and creates a great work environment. Putting someone on the team just to fill a spot can do quite the opposite.

Which will YOU choose?

Tom is the Special Operation Supervisor for East Baton Rouge Parish EMS and also a Deputy with the Livingston Parish Sheriff's Office. Tom supervises a 24 member bike team and a 20 member Special Operations Tactical Medic Team. He has been an IPMBA member since 1996, an instructor since 1999, and an Instructor Trainer since 2009. Tom has served on the IPMBA Board of Directors since 2010 and is currently the Conference Coordinator. He can be reached at conferences@ipmba.org.

Photo courtesy East Baton Rouge EMS.



IPMBA Joins the US State Department's Speaker and Specialist Program

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

In early April, I received a cryptic email from Maureen at the IPMBA headquarters: "you may get an email or call from Jody with the U.S. State Department. They are building a database of persons willing and able to assist them in guiding other countries through the process of creating and sustaining bicycle units...."

At first, all I read was "the State Department may be calling you to build their database" and I figured the game was up – I'd been accused of doing something as a kid growing up overseas and it had finally caught up with me! Then I re-read the email in its entirety and understood that the State Department had reached out to IPMBA as an expert organization in police cycling with the intention of creating a database of personnel who could be used to educate foreign countries on the topic.

public-private partnerships." The program "promotes approximately one thousand in-country or virtual conversations with foreign professionals, academia, civil society and youth annually. Participants are leaders in their fields and provide a range of opinions on U.S. culture, and foreign policy priorities through lectures, workshops, seminars, articles, and/or blogs."

Basically, the State Department had initiatives in some South American countries that were seeking information on developing police bicycle patrol units to address numerous issues facing their respective departments or municipalities. I was referred to the State Department IIP because I am an IPMBA instructor and Board Member who speaks Spanish. As I gained an understanding of the scope of the program and the possible travel and time commitment involved, I made sure to present it to my police chief for approval before I agreed to pledge my energies to the federal government.

and the U.S. Embassy in Lima, Peru. Ultimately, an internet-based conference was scheduled between the three entities.

There were about 25 attendees. I was not introduced to all of them, but I saw police personnel in uniform and government officials in suits and business attire. The Coordinator, Bruno Portillo, explained in advance that they represented the Metropolitan Municipality of Lima, which serves a population of eight million and coordinates with 42 district municipalities. The attendees included high-ranking police and government officials, and non-governmental and private stakeholders linked to sustainable mobility. Their interest was in improving and increasing cycling and walking modes of transportation and I was one presenter of many during the day who would address different aspects. If there was a technical term I did not understand, the Coordinator spoke perfect English and would translate or define the word in Spanish for me. I would then address the group with a response.

I gave a general overview of the pros and cons of a police bike unit and described the issues involved in starting and funding a bike unit. I referred the audience to the IPMBA website, promoted the video and *The Complete Guide to Public Safety Cycling*, and suggested they hold a course or two to train officers and then possibly send some for Instructor training.

I answered questions about police cycling in Lake Forest, and they tested my knowledge on police cycling in bigger departments and cities.

One issue we faced was the internet connection and quality to allow me to perform a virtual PowerPoint® presentation between my location and a meeting room in Lima. Another issue involved re-creating a presentation and ensuring the Spanish translations were accurate and pertinent. The internet connection was the biggest hurdle to overcome. The final solution involved Skyping over the internet and using the PowerPoint® to accompany the

(Continued on page 9)



Police Training in Lima. Photo by Maureen Becker.

Surprisingly, within a few minutes of reading the email from Maureen, I received a call from a representative of the U.S. State Department's Speaker and Specialist Program, part of the Bureau of International Information Programs (IIP), who explained the program: "The Bureau of International Programs Talent Management and Partnerships Office supports the Department's foreign policy initiatives by recruiting American experts and creating

restrictions that an embassy should know prior to travel". When my chief did grant approval, the IIP representative arranged for me to speak with a representative from an unknown South American country by phone so he could gauge the level and quality of my Spanish aptitude.

Apparently, I passed the initial verbal testing because the next few months were filled with countless emails between my city IT department, the State Department,

While I awaited the approval from my chief, I complied with the requests for a resume, condensed biography, work and home contact information, my "name as it appears on [my] passport" and "any

The Board Issue

(Speaker Program continued from page 8) video. Unfortunately the internet speed in Lima was very spotty at times, and I ended up having to verbalize my side of the presentation while their Documentation, Research and Cooperation Coordinator typed questions from the crowd. The event took about 45 minutes, but could have been shorter had it not been for the technical issues.

Even with the technical difficulties and a few language struggles on my part, I believe the presentation was widely useful and appreciated by the participants.

Mr. Portillo followed up afterwards to commend me on the presentation and information I shared, and we facilitated the purchase of the *The Complete Guide to Public Safety Cycling* and the *Fundamental Skills* video. Afterwards, the State Department contacted me to advise that the presentation was a success and to address the \$200 honorarium they owed me (my department) that had not been processed for some reason.

In my opinion, the experience was a positive in many ways: I was able to practice my Spanish and share my love for police biking with a foreign entity; IPMBA may gain more international recognition; IPMBA and the Lake Forest Police Department will hopefully benefit from a developing relationship with the State Department; and I may get to visit Lima as an IPMBA Police Cyclist Instructor someday.

Commander Craig Lepkowski is an administrative supervisor for the Lake Forest (IL) Police Department. He is an IPMBA Police and EMS Cyclist Instructor and oversees the department's part-time bike unit. Craig was recently elected to the IPMBA Board and serves as the Secretary. He enjoys biking as often as possible with his children and fiancée. He can be reached at secretary@ipmba.org.



BUREAU OF INTERNATIONAL INFORMATION PROGRAMS U.S. DEPARTMENT OF STATE

Talent Management & Partnerships

IIP's Talent Management and Partnerships Office supports the Department's foreign policy initiatives by recruiting American Experts, and creating public-private partnerships. The U.S. Experts program promotes approximately 1,000 in-country or virtual conversations with foreign professionals, academia, civil society and youth annually. Participants are leaders in their fields and provide a range of opinions on U.S. culture and foreign policy priorities through lectures, workshops, seminars, articles, and/or blogs.



Justice Elena Kagan

Traveling Speakers

Supreme Court Justices, renowned authors, innovators, scholars, entrepreneurs, journalists, artists, and sports figures meet directly with foreign publics through lectures, workshops and seminars to discuss American policies, society and culture.



Actress Phylicia Rashad in a digital video conference with audiences in Buenos Aires and Vilnius.

Virtual Speakers & Video Conferences

From urban centers to remote villages, we connect U.S. experts and people around the world through digital video conferences, web chats, webcasts and blogs, in English and other languages.



Public-Private Partnerships

By partnering with civil society and the private sector, the Smithsonian Institution, the Library of Congress, Science societies, and media/entertainment companies, we help advance the Department's public diplomacy and foreign policy goals by bringing the best of America to foreign audiences.

CONTACT Information

Regional Bureaus & Posts: IIP_Regional_Coordination@state.gov

Functional Bureaus: IIP_Policy@state.gov

Talent Management & Partnerships: IIP_TalentManagement@state.gov

IIP The Bureau of International Information Programs

- Creates and supports the **ways and places** for the U.S. to have sustained conversations with foreign audiences.
- Provides the **products** that enable our posts to have those conversations.
- Manages the **infrastructure** to support it all.

U.S. Department of State | Bureau of International Information Programs <http://iip.state.gov/Pages>



If you are interested in serving as a subject matter expert for the formation of police and/or EMS bike units, please send the following information to Maureen@ipmba.org, with IIP in the subject line: name, instructor number(s), department name, number of years on bike duty, role/rank within the bike unit, email address, phone number, and languages spoken and/or specific countries/regions of interest. Instructor certification is preferred but not required. IPMBA certification is required.

Bicycle Response Team Training Now Available to EMS

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

As your EMS Coordinator, I want to discuss an exciting new opportunity for our EMS Cyclist members. For the past two years, I have had the pleasure of working with a team to revamp the IPMBA Bicycle Response Team (BRT) Course. The course is rooted in the LAPD Bicycle Rapid Response Team (BRRT) founded for the 2000 Democratic National Convention, in large part by then-IPMBA board member Don Hudson. Mike Goetz, lead bike instructor for Seattle Police at the time, followed LAPD's model, bringing the BRRT tactics to Seattle. Hudson and his LAPD cohorts introduced the training to IPMBA during the 2002 IPMBA Conference in Ogden, Utah, and it has been a frequent topic at the IPMBA Conference ever since.

The concept is simple: use police bike units, trained in Mobile Field Force tactics, to help manage and ultimately control large crowds. On bikes, the officers can help guide/control the movement of the crowd by using a combination of moving and static formations. They can also rapidly respond to assist foot officers making arrests, as demonstrated by the

Seattle Police BRRT unit during the May Day Riot earlier this year.

I was first introduced to BRRT at the 2007 conference by the late, great, Mike Goetz. As I listened to Mike describe the course, I was instantly hooked. As a tactical medic for Cypress Creek EMS, I had worked several events in support of our State Police riot team so I was instantly intrigued with how this could be accomplished on a bike. The next day I went out to meet Mike and his class to observe the field training exercise. Mike explained that the class members would approach in formation and, based on the scenario, would change formations, don gas masks, and ride in formation while negotiating the various obstacles that awaited them.

I still remember his enthusiasm as he handed me several tennis balls and said, "You're not just going to watch, you're going to have to earn your keep".

I joined several others who had volunteered to throw tennis balls at the students as they rode through the obstacles in a cloud of smoke, which is used to simulate CS gas.

The students made their approach and masked up, the smoke was deployed and the

sirens activated. The group formed and proceeded to ride through the smoke, negotiating the obstacles that had been laid



A traditional Mobile Field Force—Saint Paul, MN

out in their path. Then Mike gave the signal to start throwing. The team regrouped and rode out of the simulated dangerous environment. The exercise was a success. I asked Mike what would happen if one of the officers was injured, and he pointed out the bike medic sitting on the sidelines. Although this was good for the training class, this wasn't an option for a real incident.

At the 2010 conference in Chesterfield-Saint Louis, I decided to take the course. This was only an option to me because I am also a police cyclist. Two officers from Saint Paul Police Department had stepped into the role of instructors. In addition to their IPMBA BRT training, Officers Jason Bain and Tony Holte had real-world experiences to pull from, having trained hundreds of officers and participated in numerous incidents surrounding the various demonstrations during the 2008 Republican National Convention.

I instantly saw the need to incorporate medics into this program using the same model as tactical medics working in support of SWAT teams. Jason and Tony

(Continued on page 11)



Seattle Police BRRT Unit during the May Day Riot early 2013.

The Board Issue

(Bicycle Response continued from page 10)

both agreed. The riding skill was not above that of an IPMBA-trained EMS cyclist, and with some minor tweaks, the officers could provide some protection for the medics.

This model provides immediate access to "Point of Wounding Care". Think about it. The BRT unit is designed to work in low- to medium-risk crowd control



Photo courtesy Cypress Creek EMS

EMS on bikes engage in crowd management during parade.

environments, serving as a very mobile and agile Quick Reaction Force. Because they are not wearing typical riot gear, they are replaced by a traditional Mobile Field Force when the crowd demeanor escalates. Departments across the country have added this skill set to their bike teams to successfully manage everything from overzealous sports fans to major political events.

It only makes sense that these officers have access to medical care, without delay. A conventional EMS response will result in delayed patient care since EMS will stage (not go in) until police can secure the incident location. By the time EMS make their way to the patient or police move the patient out to EMS, valuable time is lost. This directly parallels tactical medicine, in the sense that only critical life-saving interventions are performed in this hostile environment. It is very similar to Care Under Fire, a phase of Tactical Combat Casualty Care (TCCC) which is the military and law enforcement standard for combat medicine. A priority is placed on extractions to cover and controlling life-

threatening hemorrhage. Once behind cover, a BRT Medic is likely to perform gross decontamination from unknown fluid/chemical agent exposures and treat patients for chemical agent exposure, trauma from blunt force and specialty impact munitions.

The BRT model incorporating medics was piloted at CCEMS in 2012 and put to the test at the nation's fourth largest Saint

Patrick's Day Parade. It worked far better than anything else we have used in the past and showed us how effective the bike can be in crowd management.

It was only fitting that the first official IPMBA BRT (named changed to Bicycle Response Team) course

available to EMS Cyclists was offered in 2013 at the Baton Rouge conference; the place where this journey began. Four medics from across the country participated in the first offering to EMS Cyclists. It was easy for them to discuss how they could make use of the riding formations at typical mass gathering events to facilitate movements through the crowd. They were trained in the use of gas masks (APR's), chemical agents, and shown extraction techniques, often utilized by tactical medics. They performed in scenarios that required them to conduct officer and civilian rescues as well as treat a member of their team. One of the best parts of this class are the exercises conducted with live role players and, yes, you guessed it, the role players throw tennis balls.

All of the participants agreed that it is important for EMS Cyclists to have this type of training to enhance their skill sets and prepare them to work in that environment to support their law enforcement counterparts.

I wish to thank Maureen Becker, Jason Bain, Tom Harris, Bernie Hogancamp, Tony Holte, and Mike Wear for their roles in making this a reality. It is just one example of the many different opportunities that are available to EMS Cyclists.

So challenge yourself to something new and exciting. Join us in Tampa in May 2014 and learn how to bring good medicine to bad places.

The BRT, Instructor, EMSC, and EMSCII Courses are eligible for CECBEMS credit through a partnership between IPMBA and Cypress Creek EMS.

Wren is the Director of Special Operations for Cypress Creek EMS, managing the tactical and bike medic programs. He is a tactical paramedic, PHTLS/TCCC Instructor, and director of the Tactical Operational Medical Support training program. He is also a reserve Lt/Asst. SWAT Commander for the Waller County Sheriff's Office and founded the department's first bike patrol team. He is an EMS and Police Cyclist Instructor and serves as EMS Coordinator on the IPMBA Board. He can be reached at emsc@ipmba.org.



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The Board Issue

Four Simple Tools

by Marc Zingarelli, EMSCI #179/SCI #002
Circleville (OH) Fire Department
IPMBA Secretary



Over the years I've learned some tricks from experience and other instructors that have become indispensable when I instruct a class and during our team trainings. They're really simple and inexpensive and take little to no effort to find.

When I first started doing bike patrol, I was shocked that people would throw their inner tubes away whenever they got a flat. I was used to buying my own tubes and couldn't imagine throwing away five dollars when the tube could easily be repaired for less than a dollar.

Naturally I started taking them off their hands and repairing them, and before long I had a crate full of spare tubes. There always seems to be that one bike in a class or at an event that keeps getting flats. Suddenly, I had a solution that had cost me pennies.

Speaking of flats, if you have ever had to use one of those little hand pumps to inflate your bike tire, you've probably already bought a CO2 inflator. If you haven't, you're missing out. If you are an instructor, keeping a bag of cartridges and an inflator on hand can shorten repair times for a student who is missing

out on key training. Replacement cartridges can be found in bulk for as little as 75 cents each.

Many of us don't have an abundance of traffic cones for training, and finding storage for 100 or more cones can be a problem, too. Thankfully the chief didn't bat an eye when I gave him the bill for 100 soccer cones. As a bonus, they're stacked on top of my filing cabinet! One of the other benefits of soccer cones is that I can fit 25 or so in my rack bag. We can set them up wherever we are operating or incorporate them into existing obstacles. Instructors can even set up a box or two to keep the class entertained when a student gets a flat or has a mechanical or there are other delays.

Finally, invest in a can of marking paint. I laid out all of the cone courses on our back lot and marked the pavement. Now when we want to train, it's a matter of putting cones on a spot. If your chief doesn't want red, yellow or orange spots on his asphalt, use black paint. This is also a time-saver if you use the same venue — you only have to set your course once. Most of these paints wear off, so you'll have to renew the markings occasionally. And if you can't use paint then sidewalk chalk can work for a day or two.

Captain Marc Zingarelli is the EMS Coordinator for the Circleville Fire Department and the founder of their EMS bike team. He currently serves as treasurer on the IPMBA Board and can be reached at treasurer@ipmba.org.

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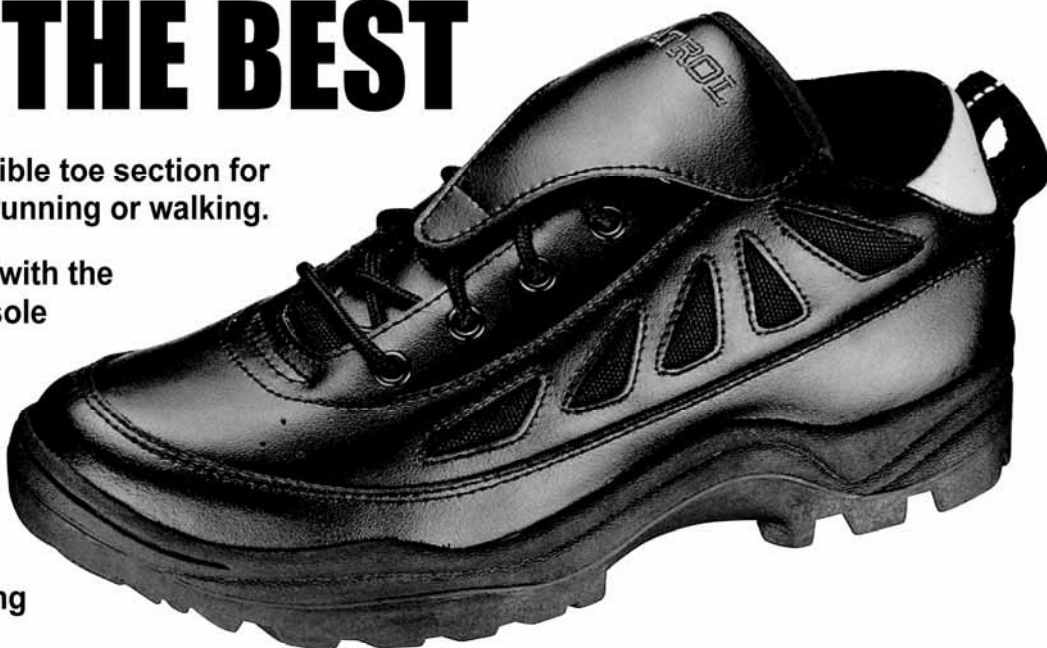
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Vulnerability on Bike Patrol

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

As enthusiastic supporters of bike patrol, we are often predisposed to focus on the many advantages that patrolling on a bike has to offer over other patrol methods. In order to make bike patrol as safe as we can, it is also important to look at some obvious vulnerability. While not surrounded by the protective cocoon of a motor vehicle, we must take extra care to be aware of available cover as we pedal through our neighborhoods.

It is essential to note that our patrol path is likely to put us in closer proximity to dangerous people more often than if we were in a vehicle. The stealthy, unexpected nature of bike patrol can perhaps offset this risk to some degree, but not so much that we can safely ignore it.

Once we have worked to improve our awareness of available cover while on bike patrol, we can now look to the next concern: anticipation and preparation for the unexpected violent encounter.

I am a big proponent of Brian Willis and his W.I.N. (*What's Important Now*) philosophy (www.winningmindtraining.com) that helps us to focus on the moment that we face the danger and what needs to be done to succeed. The fact that we are on a bike when the violence occurs is just *one* feature of the environment of the event. There remain only two rational responses: escape from the danger or overcome the attacker.

Promptly and successfully escaping from the danger is dependent upon myriad factors involving the nature of the attack and the environment in which it occurs. Since these are impossible to reliably predict, let's focus on the simpler path, overcoming the attacker.

The first task is to change focus from the bike to the attacker. This may sound simple, but our startle response may initially cause us to focus our concern on loss of balance and fear of falling from the bike. The danger posed by the offender behind the attack needs to be the center of our attention rather than avoiding or preparing to fall. The moment we are aware of the attack, we must forget about the bike and deal with the attack.

With both of our hands on the handlebars, our body leaned forward, and our attention generally to the front, we are particularly vulnerable to gun grab attempts. Our first response to a gun grab should be no different than if we were *not* on the bike; use the strong hand to briefly hold the gun in the holster. If we are using dual retention (or better) duty holsters (as well we should), this strong hand hold should prevent the gun from leaving the holster long enough for the next response...to defeat the attack.

The key here is to remember that the most expedient way to defeat the attack is to defeat the *attacker*. The level of violence of our defensive tactics must be sufficient to overcome the danger posed by the attack. An attempt to disarm an officer represents a *very* high level of immediate danger and our strikes should focus on targets that will quickly cause the attacker to forget about taking the gun. Head and body targets that affect vision and breathing are examples of such targets.



Photo Courtesy Gail Boxrud

We have been fortunate to have several fine KravMaga instructors from Krav Maga Minneapolis (Murray Prust of Saint Paul Police, Dante Pastrano, and Gail Boxrud) demonstrating and teaching defensive skills like these at our conferences in Saint Paul and Baton Rouge. They regret that they will not be in Tampa as they will be in Israel for recertification, but we hope to have them return to future conferences.

In the meantime, if you remember that the priorities of responding to an attack are the same whether you are on a bike or off, you will be a safer and more prepared bike officer.

Bernie Hogancamp retired as a sergeant from the Homewood (IL) Police Department after serving more than 30 years. He currently is a part-time officer on several departments as a trainer and he teaches all around the Chicago region for both the regional training organization and Northwestern College. He is in his second term on the IPMBA board and currently serves as the president. He can be reached at president@ipmba.org.

Bikes in Schools

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



Photo courtesy Arapahoe County Sheriff's Office

I am all about bikes. If I could ride my bike to work every day and ride it at work every day I would be happy. Unfortunately, life and work get in the way, so I have to settle for riding to work a couple days a week and riding my bike at work as a School Resource Officer (SRO) whenever I can. Bikes are great tools for use in schools.

In July, I was accepted to do a workshop called *Effectively Using Bikes in Schools* at the NASRO Conference (National Association of School Resource Officers) in Orlando, Florida. For an hour and half, I talked about how great bikes are and what a tremendous resource they for schools. If you're reading this, I doubt I need to convince you what a great tool a bike can be.

I also helped staff the IPMBA booth at the show, which gave me an opportunity to talk to SROs from all around the country. Many said they had been to an IPMBA Police Cyclist Course, but the majority of those said that while they ride bikes on duty, they do so only during summer.

I asked why. Some said their supervisors didn't want the bikes at the school. Many said they have the option to have bikes at their schools but hadn't considered using them during the school year. As we talked, many discovered ways they could use bikes in their schools and began to agree it was a good idea.

As an SRO, a big part of the job is building relationships with students in your school.

The bike is ideal for that. Some students who may not talk to you in the school might be more likely to talk to you outside, in a different environment and in your less-formal bike uniform.

I understand some SROs have to stay inside their schools all day and rarely leave the building.

However, the majority of SROs are responsible for not only the building, but also the surrounding campus and sometimes adjacent areas. Even if

you patrol just that area, the bike is a great tool because you can patrol more efficiently and be more mobile and visible than when you are on foot. Because a lot of school campuses are not fully accessible by car, the bike is a more flexible and viable tool. It's even better if you are able to actually ride the bike *in* the school.

In my workshop, I offered some suggestions on starting a bike patrol in the school environment. Some of my suggestions were to propose it to the school administration, explaining the advantages of bike patrol around the school and how it benefits both the school and the department. Outline the times of day during which the bike could be best utilized. Examples of such times include the morning, when the students are arriving; lunch time, when the students are outside or off campus; and after school, when students are leaving.

Of course, you will need to get your department's approval as well by discussing with your supervisors how bikes can benefit the department as well as the schools. A big part of the process is also getting support from the community, including the business owners and residents around the school. Consider programs like *Safe Routes to School* to enhance your proposal and as a way to get the community and younger students involved.

Other considerations include making sure you have the appropriate gear and training for using a bike in a school. In addition to your regular gear, you should carry a school radio (if you use one) and contact numbers for key personnel, like the principal and counselors.

Also, consider how your patrol will be different on a bike as opposed to in a car. For example, you will likely be alone while on bike patrol at the school. While the Police Cyclist Course emphasizes two-officer contacts, the majority of contacts at a school will be single-officer contacts. On medium and high-risk contacts, use the bike to your advantage until your cover arrives by putting it between you and the person you are contacting.

If you are one of those SROs who only rides your bike during summer, consider using them at the school all year long. If you are an instructor, encourage your SRO students to use their bikes in their schools, and ask them what you can do to enhance their ability to operate safely in a school environment.

This article only barely covers the use of bikes in schools. There are many advantages for bike patrol and using the bikes at schools. If you have ideas about other advantages of bikes in schools, school-specific tactics, or other tools to carry in the school, please send them my way. If you have some good stories involving bikes at schools, I'd really like to hear those as well.

If you want to learn more, please come to the 2014 IPMBA Conference, May 21-23, 2014, in Tampa, and attend my workshop.

James Englert is a School Resource Officer in Centennial CO. He is training to become an instructor with NASRO (National Association of School Resource Officers). He was certified as an IPMBA Instructor in 2008 and currently serves as the Industry Liaison on the IPMBA board. He can be reached at industry@ipmba.org.

The Board Issue

What's Next? Are YOU Ready?

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

Public safety cyclists report to work ready to manage unexpected events and situations encountered while performing their sworn duty. From the earliest days of your respective training institution, instructors have preached the message “Be Prepared” (Boy Scouts of America). As the years pass, it becomes more and more clear that this motto must become part of every public safety cyclist’s mantra.

My team is a bike-mounted burglary tact team. They were on their assigned beats on Monday, September 16, 2013, when the call for “Sound of Gun Shots” came over the radio. As soon as Sgt. Jeff Newbold, (another bike patrol sergeant) and I exited the station and got onto the road, we could see a flood of emergency vehicles pouring toward the Navy Yard. The call was for “Active Shooter.”

We were on bike and the road was heavy with traffic, so we alternated using the sidewalks and the gridlocked road, but we kept moving. The gates into the Navy Yard were on lockdown. Weaving through the maze of cars, I could see one of the gates was just starting to open as I reached the front of the line of cars. I had only been 1½ -2 miles away from the Navy Yard; my team was further out.

As we approached, Sgt. Newbold saw a huge problem. No emergency vehicles could get onto the base! He scooped my team up and quickly set up traffic control points to allow for clear passage. Arriving EMS and Tactical Teams needed to get into proper position to begin operations. Shortly after my team, he made his way in to take a team into the building.

I had managed to get out in front of the cars responding inside. Many of us are Active Shooter trained and the current philosophy is to form a team and go in. Many of us went in that day, and on that day, the bike team did their job. We would not have made it to the Navy Yard and on to the scene as quickly as we did



Police cyclists have been in the world’s eye. Did you see them? Navy Yard, September 16, 2013.

had we not been on bike. When you look at the photos from the incident, you see many, many emergency vehicles. Tucked deep in the scene and on the perimeter are the police cyclists doing their jobs in the world’s eye.

Incidents like this help dispel the myth that bikes are only useful for community outreach, community policing, special events, and the like. They prove that this is not the case!

The bicycle has become mainstream in most branches of public safety, and has quickly gained ground in tactical operations. The Bicycle Response Team (BRT) is a rapidly growing discipline in both police and EMS bicycle operations. The BRT missions are expanding and evolving as a new priority for public safety operations. Many Special Operations/ Events Divisions and Units have dedicated teams of public safety cyclists assigned or detailed on a regular basis to cover functions ranging from small block parties to major protests.

Bicycle response teams are not just for large agencies. Smaller agencies have created joint operational bicycle response

teams to supplement their manpower and work seamlessly together. Bicycles and BRTs are increasingly integrated into Mobile Field Forces (MFF) and Civil Disturbance Units (CDU) around the country and throughout the world.

That the bicycle is an effective tool for crowd management and control was proven early in 2000 by LAPD during the Democratic National Convention and by Philadelphia Police Department during the Republican National Convention. The concept of BRT has grown considerably in the last decade.

Perhaps the seeds of success were lying and waiting for the opportunity to grow from the concept of multiple assets in one squad. The Metropolitan Police Department in Washington DC had an early model that dates back to July 4, 1995, when a CDU incorporated the use of a combined squad of bicycles and 250cc motorcycles. No doubt there were many other agencies that had used bicycles with crowd management and control, but few were as organized or visible as the LAPD team in 2000.

(Continued on page 16)

The Board Issue

(Are You Ready? Continued from page 15)

While the concept was still rare, IPMBA recognized the potential of Bicycle Response Teams and invited the LAPD instructor cadre to conduct the first Bicycle Rapid Response Team (BRRT) Training at the 2002 IPMBA Conference in Ogden, Utah. It was attended by a group of police officers from forward-thinking agencies which saw the potential for their own communities. These individuals returned to their agencies and developed similar programs to supplement their existing MFF and CDU. In the meantime, IPMBA has continued to offer BRT training at the conferences while working towards a standardized curriculum and concept that meets the needs of various types of agencies.

One of the more recent concepts in Bicycle Response Teams is to incorporate them into teams with additional assets. This

idea stemmed from the success of MFF and CDU that utilized combined assets of foot patrol officers, motorcycle units, mounted patrol, and other vehicles. Hence the IPMBA BRT model, while focused on the bicycle officer, promotes both interoperability and the ability to act independently.

In addition, the IPMBA BRT model is not limited to MFF and CDU operations. Because the concept allows for embedded team positions with specialized training to work as part of the squad, the techniques can be adapted to other types of tactical teams, such as burglary/robbery bicycle tactical teams, protective service details, traffic enforcement, and active shooter teams. They can even include EMS personnel (see *Bicycle Response Team Training, Now Available to EMS*, elsewhere in this issue).

The BRT has developed into more than a one-time event response and has helped propel police cycling far beyond a mere public relations activity. It has infused itself into the long-time traditions of Mobile Field Force and Tactical Teams.

The potential applications for specially trained Bicycle Response Team members are limited only by our imaginations, experience and commitment to excellence.

Mike Wear is a 21-year veteran of the Metropolitan Police Department, Washington DC. He joined the MPD mountain bike unit in 1992 and in 1997 became the first city-wide mountain bike coordinator and training supervisor. He was certified as an IPMBA Police Cyclist in 1998, an instructor in 2001, and an instructor trainer in 2008. He is currently serving as Education Director on the IPMBA Board and can be reached at education@ipmba.org.



Photo Courtesy: LAPD

DNC 2000 Central Division Bicycle Rapid Response Team

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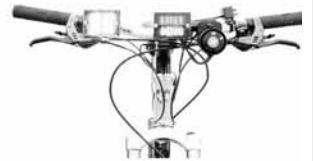
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- William Gabrielski, Orange County (FL) Sheriffs Office
- Brian Gillman, Cypress Creek (TX) EMS
- Alex Gorme, Los Angeles (CA) Fire Department
- Margaret Hopkins, Elmhurst (IL) Police Department
- Michael Langdon, Brisbane Police, Queensland AU
- Alan Sigafos, Pennel (PA) Police
- Al Simpson, Pompano Beach (FL) Police (Retired)
- Ken Stowe, Cameron University (OK) Public Safety
- Tony Valdes, Miami-Dade (FL) Police (Retired)

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

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

Name _____

Membership Number _____

Address _____

Email _____

Phone Number (_____) _____ Amount of contribution: \$ _____

My check is enclosed (payable to Police on Bikes, Inc.).

Charge my MC/Visa:

_____|_____|_____|_____

EXP ___/___ CVV Code: _____

Mail to: International Police Mountain Bike Association
583 Frederick Rd., Suite 5B, Baltimore MD 21228

The 2013-2014 Industry Relations Committee

Industry

Congratulations and thanks to the members of the 2013-2014 IPMBA Industry Relations Committee. Under the leadership of Industry Liaison James Englert, the individuals pictured below will conduct field tests, test products, research the new product scene, and write articles for your enlightenment and enjoyment. They are a dedicated group of cyclists, both on- and off-duty, and they are eager to share their knowledge and experience with you.

The mission of the Industry Relations Committee is to develop positive working relationships with public safety cycling-related industry professionals, advance the development of products and technologies that will assist the Public Safety Cyclist, and educate the IPMBA membership on products that will have positive impact on their daily duties.

If you have any suggestions for product tests and/or research, email James at industry@ipmba.org.



Englert



Britton



Collett



Dunivin



Fults



Hernandez



Ochs



O'Roake

Chairperson:

James Englert, PCI #1081

Arapahoe County Sheriffs Office,
Centennial CO

First Bike: Red Line

Favorite Place to Ride: Buffalo Creek
Wilderness, 45 miles outside of Denver

Members:

Jeff Britton, PCI #1205

Central Point Police Department,
Central Point OR

First Bike: Schwinn Stingray

Favorite Place to Ride: Lake Tahoe NV;
Ashland OR; Whistler BC

Rob Collett, EMSCI #263

Poudre Valley Hospital EMS, Fort Collins CO

First Bike: He-Man 16" kid's bike

Favorite Place to Ride: Timber Trail, Lory
State Park/Burro Pass, Moab UT

Robert Dunivin, EMSCI # 205

Los Angeles Fire Department, Los Angeles CA

First Bike: Schwinn StingRay,
fire engine red.

Favorite Place to Ride: Jet Propulsion
Laboratory Grounds, Pasadena CA

Michael Fults

Spa Resort and Casino Palm Springs,
Palm Springs CA

First Bike: GT Outback

Favorite Place to Ride: Perimeter Road
around the Rose Bowl, Pasadena CA

Pat Hernandez, PCI #834/EMSCI #161

Albuquerque Police Department,
Albuquerque NM

First Bike: Schwinn Scrambler BMX

Favorite Place to Ride: Off-duty - Angel
Fire Mountain Bike Park; On-duty -
Downtown Albuquerque

Susie Ochs, PCI #1183

Lake Saint Louis Police Department,
Lake Saint Louis MO

First Bike: Raleigh BMX

Favorite Place to Ride: Any of the St.
Charles County Parks.

Charles O'Roake, PCI #1201

Federal Reserve Bank Police, Houston TX

First bike: A little red K-Mart bike I got on
my 5th birthday. The first two weeks I could
only ride it on our enclosed front porch
because I woke up with chicken pox.

Favorite Place to Ride: Big Bend State Park
in South Texas; locally, Memorial Park in
downtown Houston TX

Sean Regan, EMSCI #267

Lynchburg Fire Department,
Lynchburg VA

First Bike: Schwinn High
Sierra

Favorite Place to Ride:
Falling Creek Trail System,
Bedford VA

Mitch Trujillo, PCI # 244T/EMSCI #248T

Boulder Police Department, Boulder CO

First Bike: An abused Huffly

Favorite Place to Ride: Hmm, too many to
choose from; there is no shortage of epic
riding around here.

Jared Williams, PCI #1214

Tacoma Police Department, Tacoma WA

First Bike: Road Bike - Lemond Nevada City;
Mountain Bike - Klein Palomino

Favorite Place to Ride: Banner Forest, Kitsap
County WA; the UW-Tacoma staircase

Matthew Worm, PCI #946/EMSCI #276

Omaha Police Department, Omaha NE

First Bike: Huffly dirt bike; first "real" bike:
Bianchi Grizzly

Favorite Place to Ride: Any of the local
trails



Regan



Trujillo



Williams



Worm

by Jared Williams, PCI #1214
Tacoma (WA) Police Department
Industry Relations Committee

I recently tested two products from Fenix Lighting: the PD30 flashlight and the AF02 mount.

PD30 Flashlight

Technical details: The PD 30 is an LED light powered by two 3V Lithium CR123 batteries, which is fairly standard for most tactical flashlights. The body is constructed of high-quality aircraft grade aluminum. It is compact and very bright. It is simple to use and has multiple light features, including 220-lumen high output, five-lumen low output, several in-between lumen outputs, strobe, and an SOS signal setting. The flashlight has a rubberized tail-cap, and is sealed from the elements with internal O-rings.

The current model is now the PD32. Fenix is preparing to release the newest version, the PD35, which boasts a whopping 860 lumens and runs on 3V CR123 batteries. This review is about the version I own, the PD30. Retail prices for the current model (PD32) are in the \$80 range.

I have owned a Fenix PD30 flashlight for several years, and use it as a backup light on duty. It has come in handy on several occasions when my primary light went dead. It provides very sufficient light, even for dark building searches. I have also used it several times on camping trips. It is small enough to slip into my pocket, yet powerful enough for me to see where I'm going on dark campgrounds.

My thoughts: The water-tight seal has proven itself on multiple occasions. I have accidentally put this light through a washing machine cycle on two separate occasions after forgetting to remove it from my uniform pocket. My PD30 I has a smooth body, but the new R5 appears to have a better gripping surface and a brighter output of 257 lumens.

Overall, the construction is sleek but durable, and I would put this light up against any other well-known tactical light brand. In addition, I found the PD30 to be brighter than any bicycle-specific light our department currently has on any of our bicycles, and far less expensive to boot.

Fenix Lighting: AF02 Flashlight Bike Mount and PD30 Flashlight

AF02 Flashlight Bike Mount

Fenix recently released an updated version of the AF02 flashlight bicycle handlebar mount. After a quick call to my local Fenix dealer (Surplus Ammo & Arms in Tacoma), I had one in my hands within a week.



Technical details: The mount features a rotating 360 degree design, making it adjustable to any angle; high quality rubber mats to provide shock resistance and slip-resistance; and it fits flashlights with a diameter of 18mm-28mm.

My thoughts: This mount is hard to beat for the price, particularly if you already have a good-quality flashlight that will fit the diameter range. The mount is made of durable plastic, and contains rubber grips on both the handlebar mount and the flashlight mount. The two halves swivel a full 360 degrees, which is great for fine-tuning where the light is pointing. Both sides use thumb-screws for tightening.

I was able to easily mount this light to several different bars, including both 27.2mm and 31.8mm diameter bars. The mount held securely on both size of bars. I tested a few different flashlights,

including the Fenix PD30. I tested the mount with the PD30 during an IPMBA Police Cyclist course. I don't know about other instructors, but here in Tacoma, we love our stairs. We went up and down countless stairs during the course, and the mount stayed put the entire time. I was able to squeeze (barely) my primary duty flashlight into it as well, though it was larger than the 28mm limit of the mount. Even with the larger light, the mount stayed where I wanted it.

While the mount is durable, it is also a bit on the bulky side. It takes up a fair amount of handlebar space, which on a patrol bike is often already at a premium. I would like to see a quick-release type feature instead of the thumb-screws, but that's just a personal preference.

However, at the price of just \$20, it's really hard to complain about these minor details.

I will continue to use this light mount on my patrol bike, and I'll probably even take it out on some night rides on my personal mountain bike to see how it holds up on rough trails.

Fenix Lighting, headquartered in Shenzhen, China, distributes their products through numerous US dealers. Although they aren't "Made in the United States", they are still a quality product worth considering. Although I look for U.S.-made products, I don't discount products of any origin if they are high quality. If you aren't familiar with Fenix, you owe it to yourself to at least check them out at <http://www.fenixlighting.com>, or visit your local Fenix dealer.

Jared has been with the Tacoma Police Department for nine years, all on patrol. Prior to police work, he was a professional bicycle mechanic at a local bike shop. He is currently assigned part-time to the TPD's Bicycle Rapid Response Team (BRRT). He joined IPMBA in 2007, and earned his instructor certification in 2010. He is in charge of the upkeep and maintenance of his department's bicycle fleet, and has a hand in selecting equipment. He is a self-described "gear junky" and is always willing to test and evaluate the "latest and greatest" to see if any benefit can be had. He posts reviews at www.facebook.com/PiggiesOnWheels and can be reached at jared.williams@ci.tacoma.wa.us.

Tifosi Veloce Sunglasses

by Jeff Britton, PCI #1205
 Central Point (OR) Police Department
 Industry Relations Committee

As a bike patrol officer, supervisor and IPMBA Instructor, I am constantly trying to find eye protection that looks professional, meets IPMBA standards for impact resistance, and has interchangeable lenses that filter UVA rays. We try to outfit our bike officers with the same make and model of sunglasses for uniformity, but finding a good pair of sunglasses can be tough sometimes despite the wide selection, in part due to our limited budget.

In the past, our team has tried inexpensive, interchangeable lens glasses from chain bike stores. They worked fine, but the quality was sub-par, and they broke easily. On the other end of the spectrum, there are the glasses in the \$150 to \$250 range that are just too expensive to outfit a bike team and for most officers to afford to purchase on their own.

This is where Tifosi Optics has found the perfect balance between affordability, quality, and design.

Tifosi markets its sunglasses for the outdoor enthusiast, especially those involved in cycling, golf, tennis and other sports for which sharp vision is

important. For these activities, sunglasses need three key features: quality of optics; fit/comfort; and durability.

Tifosi Veloce

I had the opportunity to work directly with Erin Dahlquist, Director of Marketing of Tifosi Optics. After I explained our bike patrol needs for eye protection, she recommended the Veloce model.

The Veloce comes with interchangeable lenses that are described by Tifosi Optics as “de-centered shatterproof polycarbonate lenses that virtually eliminate distortion, give sharp peripheral vision, and offer 100% protection from harmful UVA/UVB rays, bugs, rocks, or whatever comes your way.” Lens installation/removal is fast and easy. The lenses tints that come with the Veloce are smoke, clear, and AC (All Conditions) Red. The lenses on the Veloce also have vents that help with air flow which limits or eliminates fogging.

The frame material is nylon with high bending strength and high resistance to chemical and UV damage. The rubber



ear and nose pieces have a no-slip fit and are both adjustable for customizable fit.

I have worn these glasses for about a month and I can easily say they are now my favorite glasses for bike riding and everyday patrol use. The adjustable ear pieces have allowed me to mold them to my head so that they are comfortable while wearing my

helmet without pinching my temple, and they have limited slip.

The lenses also seem to repel water and sweat better than any other pair of glasses I have worn. Some members of our bike team have also had the opportunity to try them out and they agreed that they are outstanding and professional glasses, perfect for bike patrol.

I have ridden single-track trails and dropped them a few times and have seen no scratches from the impact with the ground. I haven't noticed any weaknesses with these glasses and with a suggested retail price of \$60 to \$80, you get a lifetime warranty, a hard-shell storage case, and a microfiber cleaning bag, making them a great bang-for-the-buck package.

Visit www.tifosioptics.com for more details and to find a local retailer.

Lt. Jeff Britton is an IPMBA Instructor and bike patrol supervisor with the Central Point Police department in Central Point Oregon. Jeff is a 24-year veteran of the force and has been a bike patrol officer for the last 10 years. He currently serves on the IPMBA Industry Relations Committee. He can be reached at bikesgt@hotmail.com.

24th Annual IPMBA Conference and Expo

www.ipmba.org
 410-744-2400
info@ipmba.org

Extraordinary training for public safety cyclists

IPMBA
 International Police Mountain Bike Association

Tampa, Florida - May 16-23, 2014

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Get Yours Today

IPMBA is currently seeking motivated instructors to serve on the IPMBA Education Committee

Committee members must be active, certified IPMBA Instructors.

The committee needs highly motivated members who are willing to work on projects throughout the year.

The committee shall be comprised of representatives from all branches of public safety cycling in order to ensure all have a voice in IPMBA's training development process.

The committee will strive for instructional and experiential diversity. A maximum of three certified IPMBA instructors representing any one discipline will be invited to join the committee. Disciplines include, but are not limited to: federal, state, and local law enforcement agencies and sheriffs departments; public, private, fire-based, and third service EMS; proprietary and contractual security providers; and search and rescue teams.

Selected members will serve a one-year term.

IPMBA Instructors interested in serving on the Education Committee may apply by sending a letter of interest and resume to info@ipmba.org. Hard copies will not be accepted.

Please include the following information in your letter and resume:

1. Agency name and type
2. Branch of public safety
3. Agency size
4. Number of bike-trained personnel
5. Your public safety cycling experience
6. Your public safety cycling instructional experience
7. Your involvement in IPMBA activities and events
8. Other public safety/instructor certifications
9. Why you would be an asset to the IPMBA Education Committee

Questions about the Education Committee can be directed to Education Director Michael Wear at education@ipmba.org.

IPMBA EDUCATION COMMITTEE

Mission: The mission of the Education Committee is to develop effective policies, programs, and guidelines for the training of public safety cyclists. Its primary purpose is to provide information and tools to properly prepare police, EMS and security personnel for mountain bike duty.

Goals & Objectives: The goals of the Education Committee are to develop world class training materials, set standards, and establish policies pertaining to bicycle training for public safety personnel. These objectives are attained through:

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

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

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

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

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

→ IPMBA Board Openings Announcement

Three seats on the IPMBA Board of Directors will be up for election/re-election at the 2014 IPMBA Conference in Tampa, Florida. This is the official notice for those who may be interested in serving on the IPMBA Board.

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

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

- a. Submitting a letter of interest to the Executive Director after the official notice and no later than 45 days prior to the first day of the Annual IPMBA Conference (last day to submit letter and resume will be **April 2, 2014**).
- b. A resume or C.V. (curriculum vitae) must accompany the letter of interest. If a resume or C.V. is not submitted, the candidate's name will be deleted from the list of potential candidates.

If you are interested in serving on the IPMBA Board, you may submit your letter of interest and resume to the Executive Director at any time before **April 2, 2014**.

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

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

If you have questions about board member responsibilities, please contact Maureen at 410-744-2400 or maureen@ipmba.org or any current board member.

Contact information for current board members can be found at <http://ipmba.org/about/ipmba/board-and-staff>.

At the conclusion of each IPMBA Course, the lead instructor (or designee) must complete and submit both the Course Record (the page on which you list the course dates, location, instructors, aides, etc.), and the Course Roster (the page on which you list the students and their information).

For the Course Record:

- ⇒ List yourself and your co-instructors, including instructor numbers.
- ⇒ List aides (non-IPMBA instructors who assisted); these do not count towards the student:instructor ratio of 10:1.
- ⇒ Fill in the number who started the class in the “Number Enrolled” section and the number who passed the class in the “Number Passed” section.
 - 76% is the minimum passing grade on the written test.

For the Course Roster:

- ⇒ List all students who started, regardless of whether they finished or passed.
 - Do not cross out people who did not pass or complete the class.
 - Do not exclude people who did not pass or complete the class.
- ⇒ Fill in the written test scores.
 - If someone did not take the written test, enter “DNF”.
- ⇒ Fill out practical test scores.
 - If someone failed the practical test, enter “F”.
 - If someone withdrew at any time and did not take the practical test, enter “DNF”.
- ⇒ Fill in the students’ contact information legibly, preferably using the tab-through feature on the course roster. We use this to invite them to join as certified members and communicate upcoming training opportunities.

- ⇒ To view this sheet in landscape (horizontal) mode, which makes it much easier to complete:
 - Click “View” on the toolbar.
 - Click “Rotate View” and select “Clockwise”

Submit the required paperwork (course record and roster, evaluations, waivers/liability releases, incident report forms if applicable, certification applications if submitting on behalf of the students) as soon as possible after the course, preferably within two weeks.

In case of loss or damage, keep one copy for yourself and one for your department in addition to submitting one copy to IPMBA.

Thank you!

Congratulations, New Instructors! August 19, 23, 2013, Indianapolis, Indiana



Ron Blumenberg, Evanston Police Department, Evanston IL; **Adam Chappell**, Indianapolis Metropolitan Police Department, Indianapolis IN; **Matthew Cover**, Pennsylvania State University Police, University Park PA; **Martin Day**, Fairfield City Police, Fairfield OH; **Mike Dunn**, Riley County Police Dept., Manhattan KS; **Russell H. Echols**, Atlanta Police Department, Atlanta GA; **Robert Fekkes**, Speedway Police Department, Speedway IN; **Adrian Foust**, Delaware Police Department, Delaware OH; **David Gempler**, Whitewater Police Dept., Whitewater WI; **Charles Hamilton**, State College Police, State College PA; **William Kennedy**, Butler University Police Department, Indianapolis IN; **Thomas Kopczyk**, Oshkosh Police Department, Oshkosh WI; **Jeremy Lindauer**, Fishers Police Department, Fishers IN; **Seth Scobee**, Riley County

Police Department, Manhattan KS; **Ryan D. Skaggs**, Indiana University Police Department, Bloomington IN; **Steven Smith**, Paducah Police Department, Paducah KY; **Craig Matthew Sutter**, Western Kentucky University Police, Bowling Green KY; **Antwan Suttle**, Memphis Police Department, Memphis TN; **Fredrick Worthy**, Memphis Police Department, Memphis TN. *Photo courtesy Al Simpson.*

Retirement News

Michael Anderson



On October 6, 2013, Lt. Michael Anderson retired from the Saint Louis Metropolitan (MO) Police Department after 41 years of service. Mike began patrolling by bike in 1992 and was certified as an IPMBA

Police Cyclist in February 1997. He was subsequently certified as PCI #273 in 1998 and EMSCI #022 in 2000. He has shared his belief in the enthusiasm for police cycling and belief in the IPMBA program with hundreds of officers throughout the years and has mentored a number of other instructors.

Mike stated, "I have greatly enjoyed my association with the organization, the highlight for me being the 2010 conference held in Saint Louis/ Chesterfield MO. I will continue in the organization because I believe in the cause and will always act as a proponent of police cycling."

IPMBA thanks Mike for his years of support and wishes him a long and happy, cycling-filled retirement.

Photo by Dennis Hufford

Kevin Gibbons

IPMBA member Kevin Gibbons has retired from the Murrysville (PA) Police Department. Kevin joined IPMBA after completing the IPMBA Police Cyclist Course in April 2001 and has since remained a loyal member. For the past three years, Kevin has participated in the Special Olympics Law Enforcement Torch Run, helping pass the torch 150 miles from Pittsburgh to State College.

Kevin was quoted in the Tribune-Review as saying, "This is one of the greatest things you can do as a police officer because you give back to the community", which clearly reflected his commitment to community policing and police cycling. IPMBA thanks Kevin for his years of support and wishes him all the best for his retirement years.

Charlie Irvine



In October 2013, Charlie Irvine completed 25 years of service with the Metropolitan Police Force in London, England. Charlie attended one of the earliest IPMBA Police Cyclist Courses

conducted in London, in March 2004. He traveled to San Antonio for the 2004 IPMBA Conference and to attend the IPMBA Instructor Course. He was certified as both a PCI and an EMSCI during the event.

Charlie was one of the founding members of the UK-based Public Safety Cycling organization and was on the organizing committee for the UK Public Safety Cycling Seminars held in London in 2006-2007. He was one of the recipients of the 2005 999 London Cycling Awards, sponsored by Transport for London.

During the build-up to the London Olympics, he was assigned to provide security for several Olympic venues, and he had the great pleasure of providing protection for the Olympic Village and its athlete-residents during the Games, and has a few autographs to prove it. IPMBA thanks Charlie for his pioneering role with London's cycle team and wishes him many happy retirement years.

Photo courtesy Charlie Irvine

Jason Schiffer



In August 2013, Jason Schiffer retired from the Bethlehem (PA) Police Department after 20 years of service, including two as Chief of Police.

Jason was certified as an IPMBA Police Cyclist in June 1999, as PCI #483 in 2001, and as EMSCI #302

in 2013. Jason attended many IPMBA conferences and amassed an impressive collection of first-place medals (and a few second-place ones) for his individual and team performance in the annual mountain bike competition.

Throughout his career, Jason remained dedicated to the principles of community oriented policing. He continued riding on patrol even as chief, using his bicycle to connect with adults and youths alike. The bicycle officers continue to enjoy the respect and support of the citizens of Bethlehem as a result of Jason's actions and those of his fellow bike officers.

Jason is currently employed as an attorney specializing in civil litigation at the law firm of Cohen, Feeley, Altemose & Rambo in Bethlehem PA. IPMBA wishes Jason the best of luck in his new career.

Photo by Dean Hawkey

M. Craig Wainman



On behalf of IPMBA, I offer hearty congratulations to Craig Wainman, PCI #258, as he retires from the Freeport (IL) Police

Department. He retires after 25 years of police service, the last 20 with Freeport and the first five with Sherwood. Craig was certified as an IPMBA Police Cyclist in 1996 and as an IPMBA Instructor in 1998. He has trained hundreds of officers over the years, always remaining faithful to IPMBA's curriculum, as he promised in his initial application. He has exemplified the spirit of bike patrol since his initial certification, even riding during the harsh winter months.

On a personal note, I am deeply grateful to Craig for taking me under his wing as a new PCI more than a decade ago and setting me on the right path as a new instructor.

Welcome to the ranks of the honorably retired, thank you for your service and may your next adventure surpass your last!

*Submitted by IPMBA President
Bernie Hogancamp
Photo courtesy Craig Wainman*

Redline Technology Innovation Collaboration

EXECUTIVE SUMMIT

March 6-7 / Rosen Centre / Orlando, FL By EMS World

Benefits of attending:

The Redline Executive Summit provides EMS and technology executives with a relaxed but creative environment to exchange ideas and connect with thought leaders, suppliers and other members.

The convergence of visionaries and business managers stimulates creative solutions to common challenges using tech-driven efficiencies.

The Collaboration & Business Development track offers proven strategies designed to improve client satisfaction, increase revenue and satisfy stakeholders. Technology tracks showcase cutting edge innovations that are revolutionizing the way patient care and transportation is provided and managed.

Strong bonds are formed that last well beyond the conference and facilitate continued support and collaboration.

For more information visit: www.redlinesummit.com.



What is the EMS Redline Association?

The EMS Redline Association was founded in 2010 as a performance improvement alliance of patient transport and EMS agencies collaborating to optimize the delivery of patient care. Cost effective technology solutions are a primary focus of the coalition.

The growing nationwide network of more than 80 EMS and interfacility transport providers averaging over 40 ambulances each, work together to set benchmarks and establish new standards that help advance the patient transport process. All size agencies are welcome and will benefit.

GPO

A Group Purchasing Organization (GPO) program was created to assure the lowest price possible on EMS and patient transport supplies. Leading suppliers to the industry are already onboard with new vendors coming in monthly.

For more information visit: www.emsredline.com.



PARTIAL LIST OF MEMBERS

| | | |
|---|------------------|----|
| AAA Transport (All American Ambulance) | Lothian | MD |
| Able Medical Transportation, Inc. | Farmingdale | NJ |
| Action Ambulance Service, Inc. | Wilmington | MA |
| Advance Ambulance (Midwest Medical) | Chicago | IL |
| Advanced Medical Transport of Central Illinois | Peoria | IL |
| Alert Ambulance Service, Inc. | Lakewood | NJ |
| AmeriCare Ambulance Service | Carson | CA |
| Armstrong Ambulance | Arlington | MA |
| A-Tec Ambulance Service, Inc. | Elgin | IL |
| ATS Medical Services | Loves Park | IL |
| Bangs Ambulance, Inc. | Ithaca | NY |
| Bayshore Ambulance, Inc. | Foster City | CA |
| Blairstown Ambulance Corps | Blairstown | NJ |
| Capital City Ambulance, Inc. | North Augusta | SC |
| Cataldo Ambulance Service | Somerville | MA |
| Cranberry Twp EMS | Cranberry Twp | PA |
| Dwight EMS | Dwight | IL |
| EasCare Ambulance | Dorchester | MA |
| East Coast Ambulance Service | Parkville | MD |
| Exceptional Medical Transportation | West Berlin | NJ |
| Exeter Ambulance Association | Reading | PA |
| First Call Ambulance Service, Inc. | Nashville | TN |
| First Responder Emergency Medical Services, Inc. | Chico | CA |
| First Med EMS | Wilmington | NC |
| Greater Valley EMS | Sayre | PA |
| Hart to Heart Transportation | Forest Hill | MD |
| Jan-Care Ambulance | Beckley | WV |
| JeffSTAT | Philadelphia | PA |
| Kurtz Ambulance Services, Inc. | New Lenox | IL |
| Life Line Ambulance Service, Inc. (AZ) | Prescott | AZ |
| LifeCare Medical Transports, Inc. | Fredericksburg | VA |
| Lower Kiski Ambulance | Leechburg | PA |
| Lyons Ambulance Service, LLC | Danvers | MA |
| Marlboro Hudson Ambulance / Community EMS Inc. | Hudson | MA |
| Med-Van Transport | Northern Cambria | PA |
| Medic One | Jonesboro | AR |
| Medical Express Ambulance Service | Skokie | IL |
| MedicOne Medical Response | Farmers BranchTX | |
| MedShore Ambulance Service, Inc. | Anderson | SC |
| Mid-Atlantic Regional Ambulance | Virginia Beach | VA |
| Millville Rescue Squad | Millville | NJ |
| Monmouth Ocean Hospital Service Corporation | Neptune | NJ |
| Monroe Ambulance | Rochester | NY |
| Nature Coast EMS | Lecanto | FL |
| North East Mobile Health Service | Scarborough | ME |
| Northeast Regional Ambulance | Middleton | MA |
| NorthStar EMS, Inc. (AL) | Tuscaloosa | AL |
| NorthStar EMS, LP (TX) | Humble | TX |
| On Time Transport | Roselle | NJ |
| Palmetto Ambulance | Augusta | GA |
| Paramedic Services of Illinois, Inc. | Schiller Park | IL |

Cover Story

(Continued from page 1)

The “right of speed”: Many people believe that you can’t use the road if you can’t “keep up.” If a heavily loaded truck is unable to accelerate from an intersection or up a hill, most motorists understand and merely tolerate it or pass it when they are able. Yet if the vehicle is a bicycle, intolerance and outrage develops in some drivers. As with all slow-moving vehicles, bikes must use the right lane unless they are preparing for a left turn, but despite common misconceptions, they still have a right to the roadway.

unexpectedly passing slower traffic on the right. When cyclists are forced to ride on the edge of the roadway, conflicts arise at intersections and driveways – the most common location of bicycle/motorist crashes. There the cyclist’s position conflicts with turning cars – thru cyclists are to the right of right-turning vehicles and are often screened from the view of drivers who are turning left.

Bicycle paths are safest for cyclists: Since paths fall outside the scope of traffic laws, behavior on them is unregulated, unpredictable and unenforceable. Conflicts and crashes increase at intersections. Unlike roads, paths don’t always go everywhere people need or want to go.

Cyclists riding in the middle of the traffic lane will impede traffic: Where “impeding” laws exist, nearly all clearly state that only drivers of motor vehicles can illegally impede. In the six states where the law does not specifically exclude non-motorized vehicles, it provides for the reasonable speed of the vehicle in question, thus accommodating farm tractors, horse carriages and bicycles. Why is it cyclists are being

not mean as close as possible to the right-hand curb or edge of the roadway. Moreover, it is up to each cyclist to decide where he/she believes is safest. After all, the cyclist not only has the least protection, but also is passed with the highest speed differential.

Many statutes list specific reasons why cyclists need to ride farther left within a lane. These include avoiding road hazards, preparing for a left turn, passing another vehicle, and avoiding objects such as parked cars, pedestrians and animals. The most significant reason given is a “substandard width lane”, within which a cyclist and motorist cannot pass safely side-by-side. This last reason is the most misunderstood, largely because it applies to the majority of traffic lanes on today’s roadways – making the exception the rule. Anywhere bicyclists choose to ride in such a lane is legal.

More experienced cyclists choose to “control the lane.” By using a large portion of the lane, cyclists send a clear message to motorists that they must change lanes to pass when safe and legal to do so. Cyclists legally controlling a narrow lane cannot by definition “impede traffic” even though they are moving substantially slower than surrounding traffic. It is important to remember that a traffic lane is a public utility there for the purpose of moving *people*, not merely vehicles.

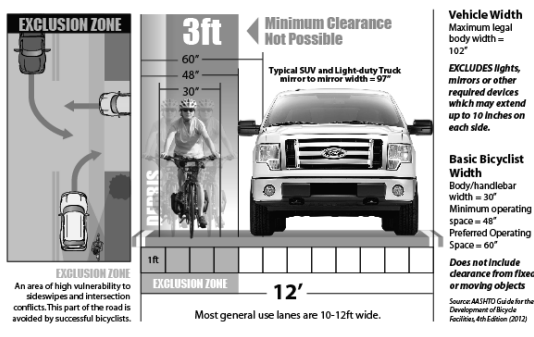
SUBSTANDARD WIDTH LANES

It may shock many to learn that a 12-foot wide lane is considered a “substandard width” for the purpose of these statutes. Federal roadway design standards suggest a cyclist needs a minimum of four feet of operating space. The typical cyclist is roughly 30 inches wide, but requires some lateral “wobble” space. Even four-wheel vehicles don’t track a perfectly straight line. Realistically, many cyclists need five feet or more of space to operate safely, due to the type of bike and accessories and/or the cyclist’s experience level.

All states require safe passing clearance between vehicles of any type. Some require a three-foot minimum clearance for passing bicyclists. While nearly impossible to enforce unless a cyclist is struck, it does give the motorist a general idea that they need to move over. With

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Why 12 Feet is Not Enough Space to Share



Images courtesy CyclingSavvy.

It’s safest for bicyclists to stay out of the way: This myth has sadly contributed to the majority of crashes and near-misses cyclists experience. Hugging the edge of the road is actually dangerous for a number of reasons. Most traffic lanes are too narrow to safely accommodate a motor vehicle and cyclist side by side. Cyclists who keep right so motorists can pass them without changing lanes actually encourage close passes and side-swipes. Cyclists who ride farther left and control the lane report no such problems. Motorists pass them in an adjacent lane. If they have to slow down and wait for an opportunity to pass, that’s OK. Empirical evidence shows that any delays motorists experience waiting to pass are usually 30 seconds or less.

Bike lanes make cycling safer: In fact, bike lanes were created because of the myth listed above and the desire for a separate space. Bike lanes force cyclists to ride on the edge, sometimes even in the “door zone” of parked cars, where they might be directly hit or startled into swerving in front of traffic. Channeling bicyclists to the right of other traffic encourages them to be unpredictable –

cited for “impeding” when they are actually driving defensively and in a manner reasonable for their vehicle?

THE LAW

In every state, bicycles are either defined in statutes as vehicles *or* cyclists are given the same rights and responsibilities as other vehicle drivers. Cyclists have the right to use most roadways, which means the fog line to the centerline. The term “roadway” does not include the shoulder. In many non-snow states, shoulders may be non-existent or too narrow to be rideable. While most states forbid bicycles on freeways, some western states – with vast open space and fewer roads – allow cyclists to ride the shoulder of controlled access highways. Only New York, Hawaii and Alaska mandate shoulder use if it is safely usable.

Most states require cyclists to ride “as far to the right (FTR) as practicable to the right-hand curb or edge of the roadway.” This sentence is often misunderstood.

For purposes of the statute language, “practicable” means as close the right edge as is *safe and reasonable under existing or probable conditions*. It does

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the three-foot minimum, the cyclist's operating space, and the passing space, have already accounted for more than half of a 12-foot lane.

Most passenger cars are roughly six feet wide, with mirrors adding another foot. As we'd expect, a car takes up more than half of a 12-foot lane, too. The problem is that many motorists don't realize how wide their cars are, or how close the right side is to something they are passing. This is why it is safest for a bicyclist to control the lane in a way that sends a clear message that overtaking motorists must pass them in an adjacent lane. This action by the bicyclist prevents crashes.

Today's traffic includes a high percentage of large vehicles, like pickups and SUVs, that are even wider than conventional passenger cars.

WHAT LAWS SHOULD YOU ENFORCE?

Traffic laws reflect the rules of safe and predictable movement. These apply to cyclists as they do to motorists. Traffic controls such as stop signs and traffic signals certainly apply. So do destination lanes such as turn-only lanes. Use of headlights, and, in many states, taillights, is required at night.

Cyclists are required to travel the same direction as traffic, yet many cyclists are commonly seen riding facing traffic. Due to its unpredictable nature, this is a leading cause of motorist/bicycle crashes. Wrong way cycling is dangerous and illegal behavior in all 50 states.

The major violations which cyclist should be stopped and ticketed for are:

- ✓ Riding against traffic
- ✓ Failure to yield right of way at stop or yield signs
- ✓ Running red lights
- ✓ Riding without required nighttime lighting

We need to stop cyclists for disobeying traffic controls. Many cyclists ride through red lights because they have no fear of being ticketed. This obvious lawlessness by some cyclists further increases the animosity felt by many motorists. If the police won't enforce traffic laws for bicyclists, who will? Isn't that part of the police role in enhancing traffic safety and promoting voluntary compliance with the law?

The major violations by motorists that endanger bicyclists are:

- ✓ Failure to yield right of way
- ✓ Unsafe passing
- ✓ Harassment or assault
- ✓ Inattentive or impaired driving

By law, cyclists always have the right of first-come, first-served in the lane that they are occupying. Vehicles can't legally intrude into their path, or pass them, unless it is safe to do so. Most right-of-way conflicts occur at intersections. There, motorists pull out or make turns across the path of cyclists.

Violations also occur when a motorist passes a cyclist just prior to turning right and then turns across the cyclist's path. This can happen if the cyclist is riding too far right or is in a bike lane, sidewalk or path. These right-of-way violations account for many collisions between motorists and bicyclists. Officers should be watchful to cite these violators and understand them when working crashes.

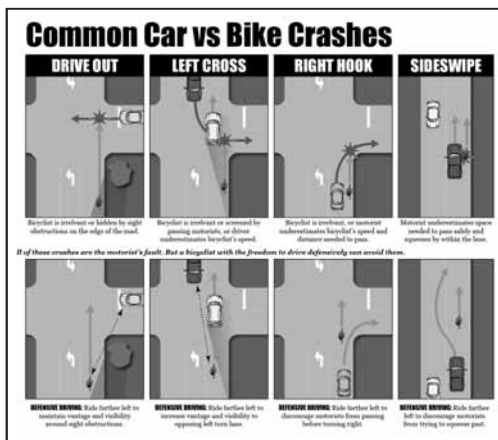
CONCLUSION

Seeing and treating cyclists as an expected and respected part of traffic will undoubtedly be a new idea for many police officers and their administrators. Some have even exhibited a bias against cyclists in traffic. That's likely the result of conditioning that cyclists are neither a traditional or legal part of the traffic mix. Both of those assumptions are historically and legally wrong.

While educators have a lot of work to teach cyclists young and old to ride lawfully and responsibly, it is the role of law enforcement to reinforce those lessons with appropriate enforcement and mutual respect.

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The Case for Bicycle Enforcement

Bicycling in the United States and many other countries is on the rise. The number of bicycle-motor vehicle conflicts is increasing as well.

A combination of factors is needed to help reduce these conflicts: education, engineering, encouragement, and enforcement.

While all of these are important, IPMBA Police Cyclists are uniquely positioned to make an impact in the area of enforcement. Many of our members can – and do – engage in both education and enforcement efforts. However, many of their fellow officers do not possess the knowledge or incentive to do the same.

For the benefit of both IPMBA members and their colleagues, the new IPMBA website features a page dedicated to bicycle advocacy, education, and enforcement. On this page, visitors can read a variety of articles pertaining to this subject.

They can also link to the Bicycle Enforcement playlist on IPMBA's YouTube channel (IPMBAvid), which contains training videos posted by Portland Police, San Francisco Bicycle Coalition in partnership with the San Francisco Police, Chicago Police, and the latest addition from Maryland State Police (narrated by IPMBA's own John Brandt). Also included is the classic "The Law is for All", in which IPMBA founding father Kirby Beck makes the original case for enforcing bicycle law.

To access these resources and more, visit <http://ipmba.org/resources/bike-education-enforcement>.

The Board Issue



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