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ipmba news



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

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Reinventing the Wheel

by Maureen Becker
Executive Director

Conventional wisdom tells us that one should avoid reinventing the wheel. There are times, however, when doing so is necessary and appropriate. Take, for instance, the bicycle, also referred to at times as a “wheel.” One of the earliest versions of the bicycle was known as a “high-wheeler”, or “penny farthing.” While models varied, the front wheel measured about 53”, the rear about 18”, and it weighed about 36 pounds. It took considerable skill to mount and ride, and the danger of “taking a header” was omnipresent. And so the “wheel” was reinvented, and in the late 1880’s, the so-called “safety bicycle” began to emerge. While at first they were heavier and more expensive than their predecessors, the drastically reduced risk of taking a header opened the sport of cycling to a wider audience. It also made the bicycle a practical choice for police officers. Although the diamond-framed design is still the most common, bike manufacturers vie to be the first to “reinvent” the wheel yet

again—10-speeds, recumbents, mountain bikes, BMX, cyclocross, single-speeds, 26ers, 29ers, etc., all have their devotees.

So what does this have to do

with IPMBA? As alluded to in the last issue of *IPMBA News*, IPMBA has begun reinventing its website.

While the tendency is to think that anything on the web just happens, this is neither a quick nor an inexpensive undertaking. The impressive collection of resources that IPMBA has amassed over the years must be assessed, culled, rearranged—and reinvented. It must be compatible with the latest technology, be easy and intuitive to navigate, and be visually pleasing on a variety of platforms. IPMBA conference attendees were treated to a glimpse of the newly reinvented homepage (above), but a staggering amount of work remains. From design to web coding to data migration to creation of interactive tools, the number of person-hours involved will be impressive. So will the price tag. Your support, therefore, is more important than ever. Please turn to page 18 and send in your contribution to IPMBA’s future today!



The Future of Urban Policing? Inside Mid City’s Proactive Bike Unit

Submitted by Scott Spillane
San Diego Police Department

This article appeared in the April 2013 issue of the Informant, the official publication of the San Diego Police Officers Association. Reprinted with permission.

Consisting of only five officers and a sergeant, the Mid City Bike Unit may be lean, but what they lack in size and horsepower, they make up for in efficiency and mobility. In just a year and a half, this newly created squad has made a noticeably positive impact on neighborhood safety and community relations.

Their work definitely got *The Informant’s* attention, so I went down to speak with the team to learn more. After division redistricting, Western moved its bike unit to Hillcrest, which seriously concerned North Park business owners. In response, Mid City quickly assembled its own bike unit to fill this void. Officers of the new Bike Unit are the first to give credit to their predecessors for laying the groundwork for the constructive relationships they enjoy with the

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Training is Vital, but Safety is Paramount



The recent indictment of a training supervisor in Baltimore over the tragic wounding of a University of Maryland police recruit brought attention to a topic that I have lectured on in years past. While training, particularly in core skills that relate to officer safety and survival, is vital, we must not lose sight of the most

important facet of training preparation and performance – safety. Training that includes physical tactics, weapon skills, judgment and other essential components will always carry some risk. Bike handling is certainly no exception, and any experienced instructor will happily share their own scars and stories. But while that risk factor will always exist, we must do our due diligence to reduce those risks to acceptable levels.

I have conducted seminars on scenario training safety and have relied upon some of the strongest voices of reason in our industry to provide guidance. Leading the way is Ken Murray, the co-founder of SIMUNITIONS® and author of the definitive guide for training safety, *Training at the Speed of Life* (www.armiger.net). Another great resource is the International Association of Law Enforcement Firearms Instructors (www.ialefi.com), which offers a series of valuable guides at low cost (\$15) that offer

sensible advice for safe and effective weapons training.

Far too many officers have been injured and killed in training accidents, and I am sad to say that these types of accidents still occur. To reduce the risks, however, we need only look to reliable resources that offer guidance on how to make training both safe and effective. Safety standards – including IPMBA's – should not be considered an inconvenience, designed

The dangers that we face are real and they are not diminishing

to make training difficult to administer; they are there to prevent the worst case scenario: an unnecessary death or serious injury in training.

The dangers that we face are real and they are not diminishing. The one area in which the potential danger lies within our

control is training; we must all strive to diminish that danger by creating and maintaining strict safety standards and environments.

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Check out www.ipmba.org for Instructor Course information.

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IPMBA Membership is \$55.00 per year.

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May is for remembering. On Memorial Day (May 27, 2013), we remember those who have given their lives in service to their country as members of the Armed Services. During National Police Week (May 12-18, 2013), we remember law enforcement officers who have given their lives in service to their communities. During National EMS Week (May 19-25, 2013), we honor the men and women who deliver pre-hospital emergency medical care to those in need. In this issue of *IPMBA News*, we honor those public safety cyclists who have lost their lives while on bicycle duty. We also honor fallen IPMBA members. We are grateful to the Officer Down Memorial Page (www.odmp.org) for providing the information about U.S. line of duty deaths. If any readers are aware of any other public safety cyclists who have made the ultimate sacrifice while on bike duty who are not included in this memorial, please send the information to info@ipmba.org so they, too, can be honored in the pages of this publication. Any errors or omissions are sincerely regretted. *Pages 5-13.*



Patrolman Frederick H. Lincoln
New York City Police Department, New York

End of Watch: Tuesday, January 18, 1898

Biographical Info

Age: 22
Tour of Duty: 1 year
Badge Number: Not available

Incident Details

Cause of Death: Bicycle accident
Date of Incident: January 18, 1898

Patrolman Frederick Lincoln was killed on Madison Avenue when he hit a pedestrian with his bicycle and was thrown over the handle bars to the ground where he struck his head on the corner of the curb.

Patrolman Lincoln was attempting to catch up to a streetcar that he had just taken an aided report from because he omitted the address of the motorman.

Patrolman Lincoln had served with the New York City Police Department for one year. He was survived by his parents and brother.



Police Officer Charles J. Stewart
Detroit Police Department, Michigan

End of Watch: Saturday, September 16, 1899

Biographical Info

Age: 29
Tour of Duty: 6 years
Badge Number: Not available

Incident Details

Cause of Death: Struck by streetcar
Date of Incident: September 16, 1899

Officer Stewart was struck and killed by an electric streetcar at the intersection of Jefferson Avenue and Orleans Street while on bicycle patrol. He was waiting for another officer at the intersection when the accident occurred at 2025 hours.

Officer Stewart had served with the Detroit Police Department for six years and was survived by his wife and 3-year-old child.



Police Officer Charles Mayer
Saint Paul Police Department, Minnesota



End of Watch: Saturday, February 1, 1902

Biographical Info

Age: 41
Tour of Duty: 4 years
Badge Number: 28

Incident Details

Cause of Death: Gunfire
Date of Incident: February 1, 1902
Weapon Used: Handgun; .44 caliber
Suspect Info: Not available

Officer Charles Mayer was shot and killed while investigating a burglary at the intersection of University Avenue and Farrington Avenue at 0220 hours. He surprised the three burglars who were attempting to break into a butcher shop. Officer Mayer was shot in the groin with a .44 caliber handgun. He was able to return fire but did not strike the suspects.

All three suspects were eventually arrested in Kansas but had to be released due to lack of evidence and a key witness refusing to testify. One of the suspects shot and killed Officer Lafayette Smith of the Omaha, Nebraska, Police Department on January 14, 1909. He was later shot and killed by a Omaha police detective.

Officer Mayer had been with the agency for four years and was assigned to the Bicycle Squad. He was survived by his wife and five children.



IN MEMORIAM



Policeman Clyde A. May
Los Angeles
Police Department,
California



End of Watch:
Thursday,
February 28, 1907

Biographical Info
Age: 27
Tour of Duty: 1 year

Badge Number: Not available

Incident Details

Cause of Death: Gunfire
Date of Incident: February 3, 1907
Weapon Used: Gun; Unknown type
Suspect Info: Killed by another officer

Policeman May was shot and killed while attempting to arrest a robbery suspect at Adams and San Pedro Streets.

Policeman May and his partner had stopped and gotten off their bicycles to question a man they found out on the street after midnight. As Policeman May attempted to stop him from fleeing, the man jerked loose and fired a shot, hitting Policeman May. As he ran, he took aim at Policeman May's partner, who fired first, killing him.

Policeman May was survived by his wife of one month, his mother, and two brothers.



Town Marshal Hiram Smith Peterson
Mesa
Police Department,
Arizona



End of Watch:
Wednesday,
November 12, 1913

Biographical Info
Age: 53

Tour of Duty: 5 years
Badge Number: Not available

Incident Details

Cause of Death: Gunfire
Date of Incident: November 12, 1913

Weapon Used: Gun; Unknown type

Suspect Info: Apprehended
Marshal Hiram Peterson was shot and killed by a theft suspect while on duty. He observed two men attempting to steal a bicycle and he gave chase on his own bicycle. He was shot by the two men when he caught them at the edge of town. Both men were eventually apprehended.

Marshal Peterson had been the town marshal for five years. He was survived by his wife and children and is buried in the City of Mesa Cemetery, Mesa, Maricopa County, Arizona.



Officer Willie R. Gawen
Metropolitan
Police Department,
District of Columbia

End of Watch: Tuesday,
March 2, 1915

Biographical Info

Age: 31
Tour of Duty: 4 years
Badge Number: Not available

Incident Details

Cause of Death: Bicycle accident
Date of Incident: March 2, 1915

Officer Willie Gawen was killed in a bicycle accident while on patrol with a fellow officer near 7th and Q Streets, NW. Officer Gawen's partner heard a noise and when he turned around he discovered Officer Gawen laying in the street unconscious. The exact cause of the fall was not known but thought to be caused by road debris.

Officer Gawen had served with the Metropolitan Police Department for four years.



Policeman Luther McMahill
Denver Police
Department,
Colorado



End of Watch:
Saturday,
September 14, 1918

Biographical Info
Age: Not available
Tour of Duty: Not

available

Badge Number: Not available

Incident Details

Cause of Death: Gunfire
Date of Incident: September 14, 1918

Weapon Used: Gun; Unknown type

Suspect Info: Two shot and killed

Policeman Luther McMahill was shot and killed when he encountered a group of robbers.

He had just finished his shift and was riding his bicycle home when he observed the men. As he shined his flashlight at them, the suspects opened fire, striking Policeman McMahill in the chest. It is thought that the killers may have been the same suspects who shot and killed Colorado Springs, Colorado, Chief of Detectives John Rowan the previous day.

Two of the suspects were shot and killed in Los Angeles County, California, following a shootout in which Deputy Michael Van Vliet, of the Los Angeles County Sheriff's Department, was shot and killed.



Patrolman John Sheridan
New York City
Police Department, New
York

End of Watch: Monday, February
14, 1921

Biographical Info

Age: Not available
Tour of Duty: Not available
Badge Number: 1648



Incident Details

Cause of Death: Vehicular assault
Date of Incident: February 14, 1921

Weapon Used: Automobile
Suspect Info: Apprehended

Patrolman Sheridan was killed by a hit and run driver while on bicycle patrol. He was struck by an automobile near the corner of Cropsy Avenue and Stryker Street, Brooklyn. The driver fled, abandoning his vehicle. He was later apprehended after detectives were able to trace the car to its owner.

Sheridan was assigned to the 70th Precinct. He was survived by his wife and five-year-old daughter.



Sergeant Peter J. McIntyre
New York City
Police Department, New York

End of Watch: Tuesday, October 10, 1922

Biographical Info

Age: 44
Tour of Duty: Not available
Badge Number: 747

Incident Details

Cause of Death: Bicycle accident
Date of Incident: October 10, 1922

Sergeant Peter McIntyre was killed when he was thrown from his department bicycle while on patrol.



Patrolman Philip Endress
New York City
Police Department, New York

End of Watch: Tuesday, April 24, 1923

Biographical Info

Age: 41
Tour of Duty: 16 years
Badge Number: 7098

Incident Details

Cause of Death: Bicycle accident
Date of Incident: April 23, 1923

Patrolman Philip Endress died of injuries he received when the department bicycle he was riding struck a car. Patrolman Endress was on post, riding his bicycle on Bedford Avenue between Lenox Road and Clarkson Avenue when, at approximately 10:30pm, an automobile made a quick turn in front of him. His bicycle struck the rear mud guard of the car and he was thrown to the ground, hitting his head on the pavement.

He was driven in a private car by a citizen to Kings County Hospital. He succumbed to his injuries at approximately 9:30am.

Patrolman Endress had served with the New York City Police Department for 16 years and was assigned to the 82nd Precinct (modern day 67th Precinct) in Brooklyn. He was survived by his wife and 13-year-old son.



Patrolman Joseph Pelosi
New York City
Police Department, New York

End of Watch: Thursday, December 11, 1924

Biographical Info

Age: Not available
Tour of Duty: 4 days
Badge Number: 12174

Incident Details

Cause of Death: Bicycle accident
Date of Incident: December 4, 1924

Patrolman Joseph Pelosi struck and killed by a car while riding his police bicycle.

He was escorting an ambulance on Queens Boulevard when he was struck and fatally injured. He was transported to St. John's Hospital, where he succumbed to his injuries one week later.

Patrolman Pelosi was assigned to the Newton Station (modern day 60th Precinct) and had only served with the agency for four days. He was survived by his wife and two sons.



Officer Bertram F. Brewster
Fort Worth
Police
Department,
Texas



End of Watch: Tuesday, January 13, 1925

Biographical Info

Age: 26

Tour of Duty: 4 years

Badge Number: Not available

Incident Details

Cause of Death: Gunfire (Accidental)

Date of Incident: January 13, 1925

Weapon Used: Officer's handgun

Officer Brewster succumbed to injuries sustained approximately 18 hours earlier when he was accidentally shot. He and his partner were on bicycle patrol at approximately 0130 hours when they stopped at a local church at the intersection of Hemphill and West Berry to take their lunch break. As the two were eating, they observed a car drive down the street towards a grocery store that had recently been burglarized several times.

The two officers quickly got up and grabbed their coats so they could hurry out the door. As Officer Brewster grabbed his coat, he knocked his service revolver out of its holster. The gun struck the floor and discharged. The round struck Officer Brewster in the leg and traveled to the middle of his back. He was taken to All Saints Hospital where he remained until succumbing to his



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wound at approximately 1950 that evening.

Officer Bertram had served with the Fort Worth Police Department for four years. He was buried at Mount Olivet Cemetery.



Officer George Turner
Fort Worth Police Department, Texas



End of Watch: Sunday, May 20, 1928
Biographical Info
Age: 33
Tour of Duty: 7 months
Badge Number: Not available

available

Incident Details

Cause of Death: Gunfire
Date of Incident: May 20, 1928
Weapon Used: Handgun; .45 caliber
Suspect Info: Pardoned after 20 years

Officer George Turner was shot and killed while attempting to stop a suspect who had tried to run him down in a car several days before.

Officer Turner, a bicycle officer, was assigned to a patrol car with two other officers on the night he was shot. He spotted a vehicle that had almost run him off the road a couple of days before. Giving chase in the patrol car and overtaking the vehicle, the three officers approached the vehicle with two men and a woman inside. Officer Turner was shot point blank with a .45 automatic pistol by one of the male occupants and managed to fire one shot that missed the suspect before falling to the ground. He died 30 minutes later.

The suspect fled on foot, and the other two officers fired shots

and gave chase after one officer first spoke with Officer Turner. After months of searching and the offer of a \$500 reward, the suspect was found in Chicago and brought back to stand trial. He was sentenced to life in prison but pardoned after serving only 20 years.

Officer Turner had served with the agency for only seven months. He was survived by his wife, daughter, parents, and siblings.



Private William J. Grissam
United States Department of the Interior - United States Park Police, District of Columbia



End of Watch: Sunday, March 20, 1932
Biographical Info

Age: 54
Tour of Duty: 16 years
Badge Number: Not available

Incident Details

Cause of Death: Bicycle accident
Date of Incident: March 20, 1932
Private William Grissam was killed while on patrol after his bicycle struck a parked car on John Marshall Place, near Pennsylvania Avenue.

A taxi driver found Private Grissam lying unconscious in the roadway and took him to the Emergency Hospital shortly after 5:00 am. He died at the hospital approximately one hour later.

Private Grissam had served with the United States Park Police for 16 years. He was survived by his wife and two daughters.



Officer Roy J. Carney
Wilmington Police Department, North Carolina



End of Watch: Thursday, April 1, 1937

Biographical Info
Age: 27

Tour of Duty: 1 year
Badge Number: Not available

Incident Details

Cause of Death: Vehicular assault
Date of Incident: April 1, 1937
Weapon Used: Automobile; Alcohol involved
Suspect Info: Charged with murder

Officer Roy Carney was struck and killed by a drunk driver while he and his partner pushed their bicycles up a hill on Third Street at the beginning of their shift. The drunk driver was arrested by Officer Carney's partner at the scene and was charged with murder.

Officer Carney had been with the agency for 13 months. He was survived by a wife and son.



Patrolman Carl W. Cox
Bradenton Police Department, Florida

End of Watch:

Saturday, August 8, 1970

Biographical Info

Age: 59
Tour of Duty: 14 years
Badge Number: Not available

Incident Details

Cause of Death: Bicycle accident
Date of Incident: August 8, 1970

Patrolman Carl Cox was struck and killed by a vehicle while on bicycle patrol in downtown Bradenton.

Cox had served with the Bradenton Police for 14 years.

IN MEMORIAM



Police Officer Joe Rios
Los Angeles Police Department,
California



End of Watch:
Wednesday,
January 20, 1993

Biographical Info
Age: 39
Tour of Duty: 10 years

Badge Number: 24216

Incident Details

Cause of Death: Bicycle accident
Date of Incident: May 27, 1992
Officer Joe Rios succumbed to injuries sustained eight months earlier while on bicycle patrol on Sunset Boulevard.

The accident occurred on May 27, 1992, when an automobile exited a parking lot into his path. Officer Rios was able to return to duty six months later, but suffered a cerebral concussion which contributed to his death on January 20, 1993.

Officer Rios had served with the agency for 10 years. He was survived by his wife and two children.



Detective Danny Valenzuela
Brea Police Department,
California



End of Watch:
Tuesday, May 23,
1995

Biographical Info
Age: 39

Tour of Duty: 15 years
Badge Number: Not available

Incident Details

Cause of Death: Heart attack
Date of Incident: May 23, 1995
Detective Valenzuela suffered a fatal heart attack while on a

bike patrol training exercise. He had served with the agency for 15 years.



Sergeant Holger Beck
New York State Police,
New York



End of Watch:
Friday, June 23,
1995

Biographical Info
Age: 56
Tour of Duty: 27 years

Badge Number: Not available

Incident Details

Cause of Death: Bicycle accident
Date of Incident: March 8, 1988

Sergeant Holger Beck succumbed to injuries received in 1988 when he struck a dog while riding his bicycle to work. The collision caused a fall to the ground where he struck his head. He then reported to work where he lost consciousness. He remained in a coma until his death seven years later. Sergeant Beck was already on duty at the time of the accident.

Sergeant Beck had served with the New York State Police for 27 years. He was survived by his wife and three children.



Private First Class Frank M. Fidazzo
Morgantown Police Department,
West Virginia



End of Watch:
Saturday, June 10,
2000

Biographical Info
Age: 44

Tour of Duty: 11 years
Badge Number: Not available

Incident Details

Cause of Death: Bicycle accident
Date of Incident: June 9, 2000

PFC Frank Fidazzo died one day after being involved in a bicycle accident while training with his agency's bicycle unit.

He and other bike officers from several agencies were finishing a one week training series and were riding on a path in a city park when PFC Fidazzo's bike hit a hump, throwing him over the handlebars. He received serious head injuries and was transported to a local hospital, where he died the next day.

PFC Fidazzo had served with the Morgantown Police Department for 11 years and was assigned to the Bicycle Unit. He is survived by his wife and two children.



Police Officer Michael J. Dunman
Salt Lake City Police Department,
Utah



End of Watch:
Monday, July 17,
2000

Biographical Info
Age: 30
Tour of Duty: 5 years

Badge Number: Not available

Incident Details

Cause of Death: Bicycle accident
Date of Incident: July 17, 2000

Weapon Used: Automobile
Suspect Info: Charged with negligent homicide

Officer Michael Dunman was killed after his bicycle was struck by an automobile.

Officer Dunman was on bicycle patrol in downtown Salt Lake City. A car veered across three lanes of traffic, hopped a curb, and struck him from behind. He suffered severe head injuries in



IN MEMORIAM

the accident and died shortly after being transported to a local hospital.

The driver of the vehicle, an illegal immigrant, was arrested and charged with negligent homicide. He later jumped bail and fled to Mexico.

Officer Dunman had served with the Salt Lake City Police Department for five years. He is survived by his wife and three young daughters.

participated in several of the department's major events and programs.

On January 2, 2004, Officer Smith suffered a heart attack while on bike patrol duty. Officer Smith was taken to a local hospital, where he passed away on January 6, 2004.

Officer Smith is survived by his wife, two adult children, his stepson, his parents, and his two brothers.

and Garland Court. Following a five hour manhunt, the driver was arrested and charged. His spouse was also charged for her involvement in reporting the vehicle stolen.

Officer Walsh was a three and one-half year veteran of the Joliet Police Department. He was a certified member of the Bicycle Patrol and also served on the Gang Violence Suppression Unit. He was a founder and member of the Joliet Police Department Softball Team, and a member of the International Police Mountain Bike Association.

During his career with the Joliet Police Department, he was the recipient of numerous commendations and awards of merit. Officer Walsh was a very enthusiastic, compassionate, and friendly individual. Prior to joining the Joliet Police Department, Walsh served with the Burr Ridge, Palos Heights, and Chicago Ridge Police Departments.

On Wednesday, July 27, 2005, the offender entered a guilty plea on charges of failure to stop after an accident and driving on a revoked license.

On Wednesday, December 21, 2005, the driver was sentenced to six months in jail and was taken into custody after sentencing. The sentence also included 48 months of probation.

Officer Walsh is survived by his father, a retired Worth police officer, his mother, and two sisters.



Police Officer Stephen Smith
University of California Irvine Police Department, CA



End of Watch:
Tuesday, January 6, 2004

Biographical Info

Age: 48

Tour of Duty: 10 years

Badge Number: Not available

Incident Details

Cause of Death: Heart attack

Date of Incident: Friday, January 2, 2004

Officer Stephen Smith joined the UC Riverside Police Department in 1994, where he remained for seven years. He played a major role in the department's bike patrol unit, not only as a member but also as an instructor and mechanic. He was also a member of the University Neighborhood Enhancement Team. Officer Smith was promoted to the rank of Corporal, was a Field Training Officer, and later worked with the Detective Unit.

In 2001, Officer Smith transferred to the UC Irvine Police Department. While at UCIPD, Officer Smith continued as a bike team officer and



Police Officer Jonathan Edward Walsh
Joliet Police Department, Illinois



End of Watch:
Friday, August 20, 2004

Biographical Info

Age: 27

Tour of Duty: 3

years, 6 months

Badge Number: 305

Incident Details

Cause of Death: Vehicular assault

Date of Incident: August 20, 2004

Weapon Used: Automobile

Suspect Info: Guilty plea

Officer Jonathan Walsh was killed when his patrol car was involved in an accident with a hit-and-run driver. He was responding to a burglar alarm at the Pilcher Park Nature Center.

Officer Walsh was pronounced dead at Silver Cross Hospital. He suffered massive injuries when he collided with a Chevrolet Blazer and then crashed into an unoccupied lift crane parked on the side of Maple Road just east of Briggs Street.

Police located the Blazer abandoned near McKay Street



Police Officer James C. McBride

Metropolitan Police Department, District of Columbia

End of Watch:
Wednesday, August 10, 2005



Biographical Info

*Age: 25
Tour of Duty: 2 years
Badge Number: 4347*

Incident Details

*Cause of Death: Duty related illness
Date of Incident: August 10, 2005*

Officer James McBride died as a result of hyponatremia (over-hydration as the result of drinking too much water) while participating in a strenuous bicycle patrol training course. During a 12-mile training ride on the second day of the course, Officer McBride drank as much as three gallons of water. After the ride, Officer McBride complained about feeling ill. Thinking that he was dehydrated, he sat out the next portion of training.

Paramedics were summoned to the academy after another officer was injured. One of the paramedics noticed that Officer McBride was vomiting and convulsing. He was transported to Washington Hospital Center, where he died.

Officer McBride had served with the Metropolitan Police Department for two years. He had been awarded the 1st District's Rookie of the Year the previous year.



Police Officer Brian Steven Gregg

Newtown Borough Police Department, Pennsylvania

End of Watch:
Thursday, September 29, 2005



Biographical Info

*Age: 46
Tour of Duty: 1 year
Badge Number: 5103*

Incident Details

*Cause of Death: Gunfire
Date of Incident: Thursday, September 29, 2005
Weapon Used: Officer's handgun
Suspect Info: Charged with capital murder*

Officer Brian Gregg was shot and killed after a prisoner was able to gain possession of his partner's service weapon at St. Mary's Medical Center.

Officer Gregg and his partner were guarding a suspect who had been arrested earlier in the evening for drunk driving and had been taken to the hospital to undergo blood and urine tests. While in the emergency room, the prisoner began to struggle with Officer Gregg and a second officer. He gained control of the second officer's service weapon and opened fire, striking Officer Gregg in the chest. The prisoner also shot the second officer in the chest and wounded a hospital technician. The prisoner then shot Officer Gregg, who was on the ground, in the head, killing him.

The prisoner fled the emergency room and was located approximately one hour later hiding in a car in the hospital parking garage. He

was taken into custody and charged with one count of capital murder and two counts of attempted murder.

Officer Gregg had just started as a full-time officer after serving part-time with the four-person department for one year.

Officer Gregg attended an IPMBA Police Cyclist Course taught by John F. Washington, in March 2004. He is survived by his wife and four-year old son.



Officer Michael Leland Briggs

Manchester Police Department, New Hampshire

End of Watch:
Tuesday, October 17, 2006

Biographical Info

*Age: 35
Tour of Duty: 11 years
Badge Number: 83*



Incident Details

*Cause of Death: Gunfire
Date of Incident: October 16, 2006
Weapon Used: Gun; Unknown type
Suspect Info: Convicted of capital murder*

Officer Michael Briggs succumbed to a gunshot wound inflicted the previous morning when he and his partner responded to a domestic disturbance call.

Both officers were on bicycle patrol and they located one of the participants in an alley at the corner of Lake and Lincoln Streets. Officer Briggs was shot in the head as he was questioning the male subject.



IN MEMORIAM

Officer Briggs was transported to Elliott Hospital, where he remained until succumbing to the wound.

The suspect fled the state but was arrested later in the day while hiding in his grandmother's home in Dorchester, Massachusetts. In an odd twist, it was discovered that the suspect was the same man whose life Officer Briggs had saved in 2003 following a shooting. The suspect was convicted in November 2008 of capital murder.

Officer Briggs was a U.S. Marine Corps veteran and had served with the Manchester Police Department for five years. He had previously served as a correctional officer for the Hillsborough County Department of Corrections for six years. During his time as a correctional officer, he had also served as a part-time officer with the Epsom Police Department.

Officer Briggs is survived by his wife, two sons, parents, and three sisters.

Roads in Hindley Green, Wigan, at 10am. He suffered massive head injuries and died at the scene. The lorry - which was carrying waste - was turning left at the time.

Chris joined GMP as a PCSO in January 2007 and was stationed at Bamfurlong Police Station, Wigan. He is survived by his father, a retired Merseyside police officer, his mother, three brothers, and his fiancé.

burglary, stealing, and resisting arrest by fleeing police.

Officer Haynes was a U.S. Marine Corps veteran and had served with the St. Louis Police Department for only one year. He completed the IPMBA Police Cyclist Course on March 4, 2010. He is survived by his wife.



Police Officer David Haynes

St. Louis Metropolitan Police Department, Missouri



End of Watch: Wednesday, March 24, 2010

Biographical Info

Age: 27
Tour of Duty: 1 year
Badge Number: 1856

Incident Details

Cause of Death: Vehicular pursuit
Date of Incident: March 24, 2010
Weapon Used: Automobile
Suspect Info: Convicted of murder

Officer David Haynes was killed in an automobile accident while involved in a vehicle pursuit of a burglary suspect.

The pursuit was traveling down Kings Highway when another car pulled out of Oleatha Street and collided with Officer Haynes' patrol car.

Haynes was transported to a local hospital, where he succumbed to his injuries.

The driver, who was fleeing the pursuit, was subsequently captured and confessed.

In September 2011, the subject pleaded guilty of second-degree murder, first-degree



Police Officer William "Will" Edward Phillips, III

Greenfield Police Department, Indiana



End of Watch: Thursday, September 30, 2010

Biographical Info

Age: 32
Tour of Duty: 4 years, 5 months
Badge Number: 251

Incident Details

Cause of Death: Vehicular assault
Date of Incident: September 30, 2010

Weapon Used: Automobile
Suspect Info: Sentenced to two years home confinement

Officer William Phillips was struck and killed by a hit-and-run driver while on bike patrol training at approximately 12:45 am in Henry County.

Officer Phillips and two other members of the bike patrol team had just finished their shift and were conducting a training ride on department-issued bicycles. While they were riding westbound on U.S. 40 near the Knightstown High School, he was struck from behind by the driver of a vehicle, who then fled the scene. All of the officers were wearing helmets and had lights on their bicycles.

The 59-year-old female suspect driver later surrendered and was charged with failure to



Police Community Support Officer Christopher David Maclure

Greater Manchester Police Department (UK)

End of Watch: September 10, 2007

Biographical Info

Age: 21
Tour of Duty: Eight months
Badge Number: unknown

Incident Details

Cause of Death: Bike accident
Date of Incident: September 10, 2007

PCSO Christopher Maclure was on bicycle duty when he was involved in a collision involving a lorry at the traffic lights at the junction of Atherton and Leigh



stop after a fatal accident. She was subsequently sentenced to two years of home confinement.

Officer Phillips was a U.S. Marine Corps veteran and had served with the Greenfield Police Department for nearly 4½ years. He had previously served with the McCordsville Police Department. He is survived by his wife, two- and five-year-old sons, two sisters, and his parents.



Police Officer Nick Armstrong
Rapid City Police

Department,
South Dakota

End of Watch:
Sunday, August 7, 2011

Biographical Info
Age: 27

Tour of Duty: 4 years
Badge Number: 577

Incident Details

Cause of Death: Gunfire
Date of Incident: August 2, 2011
Weapon Used: Gun; Unknown type

Suspect Info: Shot and killed
Officer Nick Armstrong and Officer J. Ryan McCandless were shot and killed as they and another officer questioned four suspicious subjects at the intersection of East Anamosa and Greenbriar Streets at about 4:30 pm.

After several minutes, a male subject in the group pulled out a concealed handgun and opened fire, striking all three officers before being wounded by return fire. The subject was shot and fatally wounded.

All three officers were transported to a local hospital in critical condition. Officer

McCandless was pronounced dead shortly after arrival at the hospital, and Officer Nick Armstrong succumbed to his wounds five days later.

Officer Armstrong had served with the Rapid City Police Department for two years and had previously served two years with the Spearfish Police Department.

Officer Armstrong completed the IPMBA Police Cyclist Course in May 2011. IPMBA Instructor Jason Amdahl, PCI #990, described him as an inspirational officer who took to the bike like a pro.



Sergeant Michael Boehm

United States Department of the Interior - United States Park Police, District of Columbia

End of Watch: Friday, December 16, 2011



Biographical Info

Age: 46
Tour of Duty: 19 years
Badge Number: 892

Incident Details

Cause of Death: Heart attack
Date of Incident: December 16, 2011

Sergeant Michael Boehm suffered a fatal heart attack while responding to a call involving a person who had jumped from the Key Bridge in Washington, DC. The person was found critically injured on the C&O Canal towpath underneath the bridge near 34th Street.

Sergeant Boehm collapsed moments after responding to the

scene. He was immediately transported to Georgetown University Hospital, where he passed away. The person who jumped from the bridge also died.

Boehm was certified as an IPMBA Police Cyclist in 1994, while stationed at the Golden Gate National Recreational Area in San Francisco. His certifying instructor was Joe Martin, PCI #006. He attended the 1997 IPMBA Conference in Nashville and the H&K Survival Skills for the Mountain Bike Officer course in June 1997. He was certified as IPMBA Police Cyclist Instructor #381 in December 1999, while assigned to the U.S. Park Police Central District Bike Patrol in Washington DC.

Although he taught his last IPMBA course in April 2001, he remained active in the bicycle program and enjoyed riding both on- and off-duty.

Sergeant Boehm was a U.S. Army veteran and had served with the United States Park Police for 19 years. He is survived by his wife and son.



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Get More Space on Your Handlebar

by David Kumhyr
Travis County (TX) Sheriff's Office

I suspect like most riders your handlebars are already fully taken up by accessories, and you're looking for space to mount one more trick gizmo.

My bike is outfitted with an Alerte Trailblazer III light, which leaves only a small bit of bar space on the right side for something else. I wanted to add a second, smaller light as both a backup and a lower profile light, one that doesn't announce my presence and role quite so obviously as the big, bright square Alerte light. I also wanted some space for my cycle computer. There was not enough handlebar space left to mount all this gear, so I started looking for ways to resolve the situation.

At the same time, I wanted to address another issue. The Alerte has a lightweight mounting system and it has taken a beating from a year on some pretty rough terrain. It wasn't going to be up to the strain of adding even the few ounces that the accessories would add. Therefore, I decided to create a new mount that would be stronger as well as add more mounting space. As the photo illustrates (see "The Finished Product" at right), the new mount accommodates the cycle computer and the extra bike light. And there is still room in the center for a phone or GPS mount.

While this article is specific to the Alerte light, the general process of adding a second stub bar for mounting accessories can be adapted for most police bikes and lighting combinations.

A set of lightweight motorcycle handguard brackets (below) is the basis for the new mounting system. These



brackets clamp securely to the handlebar and provide a platform for mounting the headlight. The motorcycle brackets increase the rigidity and security of the whole assembly

quite a bit and are much less vulnerable to breakage when the bike falls. The new mounts are substantially smaller and mount closer to the bars than the original Alerte bar clamps. I used the small mounting plate that came with the Alerte light, which needed to be trimmed to fit well (right). I cut off the plate at the slots and rounded the edges where it was cut.



The next part is a short piece of aluminum tube to provide a handlebar stub on which the accessories will be mounted. Cut a length that will extend far enough beyond the mounting brackets for your accessories. I kept mine pretty short since the two accessories I was mounting are small. Drill mounting holes through the tube into the brackets. Tap the holes in the bracket for screws to attach the tube to the mounts. Position the mount assembly on the shortened Alerte plate and drill holes in the front to mount the plate to attach it.



Here you can see the bottom view of the completed mounting bracket (right). The accessory tube is mounted to the brackets using screws inserted through the holes in the tube. In the bottom center, you can see a larger hole cut for clearance of the stem mounting. This is to allow the mount to rotate up or down to aim the headlight in close proximity to the steering stem head.



The Finished Product

If you aren't mounting an Alerte light, the center of the bar can be used to mount items that normally attach to a round handlebar as well.

David's introduction to bike patrol was as a patrolman with the Fuquay-Varina (NC) Police Department in 1982 – with a found property bike with a basket and a bell. Now working as a reserve deputy in Travis County, Texas, he was certified as an IPMBA Police Cyclist in 2011. He can be reached at david_kumhyr@yahoo.com.

Toronto International BICYCLE SHOW

by Scott Elliott, PCI #915/EMSCI #198
Niagara Regional (ON) Police Service



For those of you who have read my annual Toronto Bicycle Show articles in the past (both of you), you may find my approach a little different this year.

No, I was not greeted by my beloved “eau de dirt”. Must be the odd year; I’ve kind of lost track.

Yes, I purchased my usual share of bike porn and was just as excited to do so as I usually am.

The difference is that I actually manned a booth this year during the March 1st to 3rd show. You see, I am the police representative for a local bicycle advocacy group called the Regional Niagara Bicycling Committee (cyclingniagara.ca). I was appointed to this committee by our Chief five years ago. Our role is to advocate safe cycling in our region as part of a healthy lifestyle, a means of active transportation, and a way to attract tourists.

The booth, which displayed maps and brochures about cycling in the region, just happened to be located right across from the Gran Fondo Niagara booth. I had met the organizers of this event at a bike summit a few months prior, and one of them recognized me and came over to chat. For those of you who are not familiar with the term “Gran Fondo”, it translates loosely from Italian as “big ride”. These rides

have exploded in popularity in the last few years, and 5000 riders are expected to ride in the inaugural Niagara 125 km (78 mile) event (granfondocanada.com) on September 14, 2013.

My connection to this event is that it takes place on the exact day I turn 50. I couldn’t think of a better way to celebrate my half-century milestone, so I signed up to ride with a team of friends. Unfortunately, I think I made a grave error by mentioning the significance of this date during my chat with the organizer. He seemed quite interested and said he would have to do something to recognize this. I now cringe at the thought of what might be done to thoroughly embarrass me at the event. I long for the anonymity of just being one of the multitudes of riders. Guess that’s gone!

I did spend some time wandering the show after completing my shift in the booth. The marketplace, where Toronto-area bike shops sell their wares, was as full of amazing deals as usual, but I spent more time on the other side. This is where our booth was located and is home to many cycle-tourism and event displays as well as exhibits by well-known manufacturers such as Shimano, Yama, Bianchi, Opus, Pearl Izumi and Louis Garneau, most promoting new product lines. One of the event booths was for another Gran Fondo, this one being organized by legendary Canadian cyclist Steve Bauer. I used to work for him when he operated a bicycle/wine touring company in Niagara. His event takes place just outside of the Niagara region, one week before the Niagara event. Check out www.canfondo.com for more info.

I also watched some BMX trick riding. It is amazing what these guys can make their

bikes do without the use of ramps or rails. The BMX trick jumping area would make IPMBA conference obstacle course designers and riders pee their pants. There was also an indoor mountain bike race track.

My favourite area, which gave me an idea for an activity during the Police Cyclist Course, was a bike polo tournament. These guys used mallets to hit a ball around an area that resembled a hockey rink without the ice. It just seems so Canadian, and the bike-handling skills required for slow speed balance and quick acceleration were phenomenal. I can see it as an alternative to the “battle box” for developing these skills.

And so my annual pilgrimage to the Mecca of cycling has done its job once again. I am reinvigorated for the upcoming cycling season and long for the temperatures to warm so I can ride the roads and trails of Niagara without having to spend an hour getting dressed first. Oh, you lucky inhabitants of southern climes. I hope you realize how wonderful you have it!



Scott Elliott is a Patrol Supervisor and Bicycle Patrol Coordinator with the Niagara Regional Police Service in Canada. He is LEBA- and IPMBA-trained and has been an IPMBA Police Cyclist Instructor since 2006 and an EMS Cyclist Instructor since 2007. Scott is also qualified as a CanBike instructor and enjoys both road and mountain biking. He can be reached at bikeman2962@gmail.com.

Empty Space No More!

By **Ray McCahery, EMSCI #221**
Philadelphia (PA) Fire Department

In the past few years more police departments and EMS agencies have been turning to bike teams as an alternative to traditional patrols in motorized vehicles. Many with existing bike programs have expanded the size and scope of their teams. These situations often lead to a logistical problem...how and where to store all these bikes. Fortunately, bike stores found the solution years ago: aerial bicycle storage.

Lift & Storage Systems, Inc., makes an excellent product that many departments can take advantage of. The Aerial Bicycle Storage is a bike lift that can handle anywhere from 12 to 60 bikes at once. Lifting your bikes into the air allows you more floor and storage space. No more stacking bikes on the floor or worse, standing on ladders to store bikes. You also enjoy the added knowledge that your bikes are more secure from theft by being suspended in the air, out of reach of crimes of opportunity. The lift comes with an optional keypad that you can program with a numerical code to prevent unauthorized users from operating the lift.

The lifts come in five sizes and hold a maximum of 12, 14, 24, 48 or 60 bikes. This variety allows you to mix and match based on the various ceiling spaces you have available.

The lifts are big and are shipped by a trucking company, so you must be prepared to unload the lift. A forklift will make your life much easier. The lift requires some assembly: installing the hooks that hold the bikes, the belt assembly unit that raises and lowers the bikes, and

finally the motor to the belts and frame. It is easier to actually assemble the lift in the air as you attach everything to the ceiling. A forklift again will substantially make attaching the lift much easier. If you don't have a forklift, you can either rent a scissor lift or Lift & Storage can recommend a local installer you can hire. Lastly, if possible, have an electrician run a dedicated outlet to the ceiling next to the motor to avoid using extension cords to power the lift.

Some tips to remember:

If not placing the maximum number bikes on the lift, don't place all of them on one side; balance out your bikes throughout the lift.



Just as you would alternate loading bikes on a car bike rack, do the same on the lift to prevent rear derailleurs from being damaged.

When getting ready to raise the lift, make sure no bikes are in danger of

getting stuck on something while being raised; it is a strong motor; if a bike gets snagged, the motor will keep raising the bikes until something gives...usually either the hook or the part of the bike that is caught, resulting in the bike falling off the rack.

The Aerial Bicycle Storage unit can be purchased directly from Lift & Storage (www.liftnstore.com), which participates in the IPMBA Product Purchase Program. The cost ranges from \$4,750 for a 12-bike lift to \$8,650 for a 60-bike lift, before the IPMBA discount. Shipping is not included. All Lift & Storage products are made in the U.S.

The Lift & Storage Aerial Bike Storage will cost you a few bucks and time setting it up, but the rewards of storing all your bikes in the air is well worth it and highly recommended.

Ray McCahery has been with the Philadelphia Fire Department EMS for 23 years and is currently the Special Event Response Team Captain. He was certified as an IPMBA EMS Cyclist in 2006 and as IPMBA EMSCI #221 in 2008. He can be reached at ray.mccahery@phila.gov.

CALL FOR INSTRUCTORS AND WORKSHOP PROPOSALS

The 24th Annual IPMBA Conference will be held Friday, May 16-Friday, May 23, 2014, in Tampa, FL. Pre-conference courses will be scheduled May 16-20, and the conference workshops will take place May 21-23. **NOTE NEW DAY PATTERN!**

If you are an active, IPMBA-certified instructor and are interested in teaching at the conference or pre-conference, you must submit a **Call for Instructors and Workshops** form, which will be available from the IPMBA office shortly after the 2013 IPMBA Conference.

You will be asked to outline your bicycling, work, and teaching experience, *including non-bicycling-related expertise and/or instructor certifications.*

Instructors will be selected for the pre-conference training courses as well as the core conference workshops.

It's easy – just follow these steps!

STEP ONE: Contact IPMBA HQ at Maureen@ipmba.org or 410-744-2400. Ask for a Call for Instructors and Workshops form. (available after the 2013 conference).

STEP TWO: Select a Topic. Stop hoarding your in-service training ideas.

STEP THREE: Write your Proposal. Follow the guidelines carefully.

STEP FOUR: Submit your proposal to IPMBA HQ by **June 30, 2013.**

STEP FIVE: You will be notified of the Education Committee's decision in early fall.

Note: *Even if your workshop has been offered at past conferences, you must still submit the form. Past inclusion does not guarantee future acceptance. If you wish to teach at the conference or pre-conference you **must** submit a form, even if you have done so in the past. No exceptions!*

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IPMBA thanks the following members and friends for their generous support during these challenging economic times. With their support – and yours – we can help keep world-class public safety cycling training accessible and affordable.

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

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by Ashley Sweetland MBE
St John Ambulance,
London, England

We were all deeply saddened and shocked to hear about the Boston attacks – and stand united with all those who responded on scene, and who are charged with investigating the atrocities. Those who were injured or lost their lives, and their families, are in our thoughts.

From the United Kingdom, and my office in London, it seems 2013 is as busy as ever. The momentum during the first quarter and since my last update for *IPMBA News* has been kept up.

The funeral of the late British Prime Minister Baroness Margaret Thatcher and the London Marathon were the two “signature” events of the period from a public safety cycling perspective.

The challenge for emergency services professionals was not only that both events fell in the same week, but that the London Marathon – the largest in the world – was to follow so quickly after the tragic Boston bombings.

We deployed ten Cycle Responders for “Operation True Blue”. The funeral arrangements had been in planning stages since 2008, so when the time came and plans were activated, the Cycle Response Units from the London Ambulance Service NHS Trust and St John Ambulance were briefed. Nuno Alves led the CRU operation, which provided EMS bikes across the ceremonial footprint throughout the morning of the event.

Supported by Kirsty Hutcheon, I was responsible for the deployment of 30 Cycle Responders for the London Marathon on 21 April. St John Ambulance worked with a dozen LAS Cycle Responders in a deployment of EMS bikes. More than 5,000 runners needed some form of medical attention. EMS cyclists responded to over sixty 999 calls (911 emergency calls). Police cyclists from the City of London Police Cycle Squad were also deployed within the area of the route that passed through the City’s Square Mile.

Standards and planning continue to be critical work areas for cycle team managers in the NHS and St John Ambulance – the latest meeting of the NHS

CRU Group took place in Exeter, South West England in April. As efficiencies continue to be sought after for planners and service commissioners, it is vital for cycle teams to “show their worth” at every opportunity.

As we look forward to the summer months, we’ll be providing EMS cyclists to cover a wide range of State, ceremonial and ongoing event deployments, including the new RideLondon event on 3-4 August 2013, a legacy event from the London Olympics. We also look forward to the Queen Elizabeth

Olympic Park opening its doors again this summer.

As ever, if you’re planning a visit to the U.K., please do get in touch. We’d be delighted to welcome you!

—Ashley



St John Ambulance London - Cycle Response Unit -
Virgin London Marathon 2013

162 [Bike Patrol Patches] and Counting!

by Lieutenant John "Ski" Stasiowski, PCI #481
Northern Virginia Community College Police Department
Town of Haymarket (VA) Police Department

Patch collecting by law enforcement officers goes back as long as patches have been worn, and I am no exception. I started collecting police patches in 1985, well before my current 20-year run as a police officer, and over time, I have managed to compile a collection of more than 8,000 shoulder patches.

As with most collectors, once I had hundreds of patches, I started focusing my efforts on certain types. Being a member of my agency's bike team since 1999 and an IPMBA Instructor since 2000, I became interested in police bike patrol patches.

A lot of agencies have bike patrol units, but not a lot of agencies have bike patrol patches, which makes the collection pretty unique. My own agency (Northern Virginia Community College Police) had a bike patrol unit for years before I was able to talk our then-Chief into allowing me to create a special unit patch to be worn on our bike uniforms (below).

The first bike patrol patch I acquired was from the Rehoboth Beach (DE) Police Department. From there, the hunt was on. Several years later, my collection boasts bike patrol patches from Altoona (PA) to Albuquerque (NM), Hastings (NE) to Ketchikan (AK), and University of Pennsylvania to Northern Virginia Community College. I'm often asked which one is my favorite.

While I like them all, I have to say the Salt River, Pima-Maricopa (AZ) Police Bicycle Patrol Unit patch is right up there (along with our own College Police patch, of course).

I also have to mention the Milton (WA) Police Department patch; if you look closely you might see a

slight resemblance between the bike

officer in the center of their patch and the one in the center of our patch. To date, 162 bike patrol patches comprise the collection, which grows just about monthly.

After so many years of collecting patches but never displaying them, I finally decided to make my debut with my bike patrol collection. I regularly attend a few patch collector shows in the Mid-Atlantic region, and in the spring of 2012, I finally assembled and entered a display. Attendees at shows in Riverdale, Maryland, and Latrobe, Pennsylvania, were the first to see the collection. The response was overwhelming. While many of the attendees knew I collected bike patrol patches, it wasn't until they saw them on display that they could appreciate what I have been able to compile.

Those in attendance at both shows quickly dubbed the collection the "Largest Bike Patrol Patch Collection Ever Assembled", and it received excellent reviews.

Since then, the collection has been mentioned in the September 2012 edition of the Rappahannock Regional Criminal Justice Academy's newsletter, has won "Best Display of Show" at the Mid-Atlantic Regional Police Collector's Extravaganza in Riverdale, Maryland, and was featured in the January/February 2013 edition of the *Police Collectors News*.

As mentioned, to date the collection is at 162 and counting. I have identified at least 35 more agencies which have bike patrol patches that are not part of my collection, so I am looking for leads to follow up on and make a great trade. To see if your department patch is part of my collection, for photos of specific patches, or to trade bike patrol patches (I have over 200 to trade), please e-mail me at mountainbikecop@netscape.net. I hope to have a website up and running with the entire collection available for online viewing in the near future.

I would like to thank everyone who has provided me with bike patrol patches (and regular shoulder patches) through the years, be it personal trades when I am passing through town (you never know where I will end up), the collectors with far-reaching contacts who look out for me, the friends I have made at the IPMBA conferences, and the IPMBA staff.

John "Ski" Stasiowski is a Commander with the Northern Virginia Community College Police Department and serves as an Auxiliary Police Officer with the Town of Haymarket (VA) Police Department. He serves as the Bike Patrol Coordinator at both agencies. He began mountain biking in 1985, joined IPMBA in 1999, and was certified as an IPMBA Police Cyclist Instructor in 2000. He serves as the Police Cyclist Instructor at the Middletown (VA) Campus of the Rappahannock Regional Criminal Justice Academy, a position which he has held since its first year of operation. He can be reached at mountainbikecop@netscape.net.



On March 10, 2013, two members of the Baltimore City Fire Department's Paramedic Bike Team were on duty for the Saint Patrick's Day Parade. They were not originally assigned to work the event on bikes, but IPMBA was filming a video in partnership with three students from the Towson University Electronic Media & Film Department, and requested the opportunity to film the bike team in action. Fortunately, permission was granted. As bike team members Jeffrey McCarthy and Neil Holmes were preparing to make their "film debut", a cry for help rang out from the parade reviewing stand. McCarthy and Holmes sprang into action to render aid to a woman who had fallen. Later that day, they were first on scene to attend to a spectator who suffered an ankle injury on the crowded Inner Harbor Promenade. The woman they assisted at the reviewing stand was kind enough to send these thank you notes to Jeff, Neil, and, most importantly, Chief Alan Clack.

March 10, 2013

Dear Bike Team 31 Members,

Thank you for coming to my aid on Sunday March 10 when I fell on the sidewalk while watching the St. Patrick's Day Parade. I didn't learn each of your names; not even did I have the wherewithall to meet each of you, but please accept my appreciation for your prompt attention. Baltimore is better off, safer and more enjoyable as a result of your contributions.

With appreciation,
 Bonnie Burton, Pittsfield, MA
 Artist: Stephen Mackey

March 13, 2013

Bonnie J. Burton

Chief Clack
 Baltimore City Fire Department
 401 E. Fayette Street
 Baltimore, MD 21202

Dear Chief Clack,

Last Sunday, March 10, I had an accidental fall on the sidewalk while watching the St. Patrick's Day Parade in downtown Baltimore. I was in town to attend a conference at the Four Seasons Hotel and stepped out prior to the seminar's check-in for a round of downtown activities and to enjoy a bright, sunny day, when I tripped, fell and was unable to walk.

You have the most fabulous team of service providers who attended me!!

Bike Team 31 responded immediately as well as Firefighter Paramedic Jeff Mc Carthy and Paramedic Neil Holmes. They summoned an ambulance handled by Medic 22 Shift with Paramedic Tanya Williams and Firefighter/Paramedic Heather Franklin.

Everyone who assisted me was friendly, professional and expedient in getting me care and transporting me to U of MD ER. I could not have been more pleased by the welcoming feeling I got as a visitor to Baltimore and been more comfortable as a single traveler with no contacts in town. You can be very pleased with the expert performance of each member of this elite group and I hope you commended each on my behalf. Please apologize if I've failed to note others who I've omitted in error.

Thank you all for ongoing contributions to the well-being of a great American City.

With appreciation, Bonnie Burton

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Congratulations on 40 Years of Service



IPMBA congratulates Lt. Michael Anderson, PCI #273/EMSCI #022, on his 40 years of service to the citizens of Saint Louis, Missouri. Mike was recognized for his dedication in a ceremony held on February 28, 2013.

IPMBA congratulates Mike and thanks him for his many years of service to IPMBA, including hosting the 2010 IPMBA Conference.

Lt. Col. Al Adkins, Lt. Mike Anderson, Chief Sam Dotson

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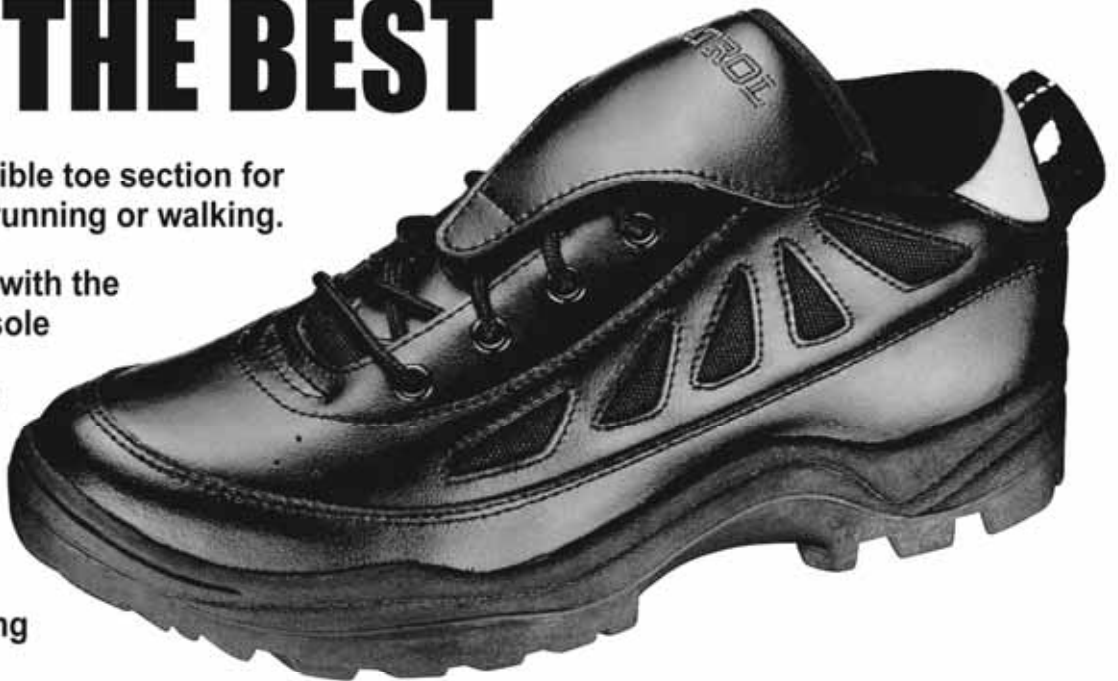
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Volunteers on Bikes

by David Cohen

Maryland National Capital Park
Police Volunteer Patrol

Many police departments have instituted civilian volunteer programs to help augment their departmental resources. It is a good idea, especially in these times when many departments are asked to do more with less. Volunteers can perform many of the more mundane duties, such as traffic control at community events, which allows the officers to stick to what they do best: going after the bad guys.

The Maryland-National Capital Park Police (M-NCPP), Montgomery County Division, located in Montgomery County, Maryland, a suburb of Washington, DC, is no exception. The Park Police Volunteer program has been in existence for more than 20 years and has proven to be an invaluable tool for the department. The 40 volunteers help with community events and patrol some of the 400 park properties that are entrusted to the Park Police. Volunteers, who represent a large cross section of the community, range in age from 18 to 80, and patrol on foot, car, horse and bicycle.

The department's volunteer S.O.P. is to be educational and non-confrontational. For example, if a volunteer sees a park patron throw a piece of trash on the ground, the volunteer cannot order the patron to pick it up. The volunteer can, however, direct the patron to the nearest trash receptacle and explain the importance of keeping the park trash free so everyone can enjoy its beauty. If the patron still is resistant (and they are usually not), the volunteer has the option of contacting dispatch via the radio or phone and having an officer summoned.

The safety of the volunteer is the primary concern; if the volunteer believes that advising the patron

would be unsafe, they are expected to immediately contact dispatch.

Before any volunteer is allowed to patrol the parks, they must complete a Volunteer Academy, which consists of 24 hours of classroom instruction, communications training and scenario training. This is followed by 12 hours of field training with an experienced volunteer. Once the field training is successfully completed, volunteers may then qualify for car patrol, horse-mounted patrol and/or bicycle patrol by completing a training/qualification session for each specialty.

Volunteers are not limited to any one particular specialty, and several are qualified in all three.

The primary purpose of Volunteer Patrol riding is observation; consequently, it is far less demanding than other forms of public safety riding. However, there are still some basic minimums that have to be met, including the ability to ride ten miles over varied terrain and handle a bicycle with some degree of proficiency.

Just as the volunteer program attracts a wide range of people, the bicycle patrol unit attracts individuals with varying skill levels, ranging from casual riders to hardcore mountain bikers and road racers. Finding training programs that are as fun for the novice as they are for the expert can be a challenge.

Perhaps the most popular of the training programs are the cone courses, both the slalom course and turning around within a box. Other

parts of the training include jumping curbs and maximum braking.

While the expert riders tend to have these skills, it never hurts to continue to practice them.

After the handling proficiency training, trainees are taken out on a paved hiker-biker trail for a training ride. We are fortunate to have the Matthew Henson Trail located in close proximity to the station. It is an ideal location, as its surface varies between smooth asphalt, wooden boardwalk and some uneven pavement. It also has some fairly undulating terrain to challenge the overall fitness of the riders as well as at-grade intersections crossing major roadways. Riders are also exposed to park patrons and their unpredictable natures, particularly those wearing headphones and completely unaware that a bicycle is closing them.



Bike mounted volunteer assists a foot patrol volunteer at a checkpoint (Nowruz Festival 2012)

Once a volunteer has passed their cycling certification, they can patrol any of the parks or the nearly 100 miles of trails that are administered by the M-NCPP.

Patrolling with others is encouraged; most bike patrols operate with two to three patrollers. A typical volunteer patrol tour lasts two to three hours and covers 10 to 15 miles.

The hiker-biker trails tend to be one of the more popular features of the park system, attracting a wide variety of users from families out on a stroll to running clubs to cyclists of all ages, abilities and speeds. The

(Continued on page 24)

Volunteers on Bikes

volunteer's duties are to educate the park patrons if they are operating outside of park regulations, and, if necessary, summon uniformed patrol officers if patrons choose to continue their behavior. Volunteers are trained in first aid and CPR so they can assist any patrons injured while on the trails, and they also assist with rudimentary bike repairs such as flat tires and broken chains.

The two most common occurrences on the hiker-biker trails are dogs off lead and children riding bikes without helmets. These two occurrences can usually be handled by simply educating the patron about the park rules. Volunteers are ideal, as they are able to handle these kinds of incidents while leaving uniformed officers free to perform their regular patrol duties.

Volunteers are also trained observers and can report park maintenance issues, such as trees down on the trail, as well as suspicious and potentially criminal activity. Volunteers do not directly address suspicious behavior; in these cases, a patrol officer is summoned. Volunteers may keep the activity under observation from a safe distance, or they may be instructed to clear the area if further observation may be a risk to their safety.

Volunteers in general, and volunteers on bikes, in particular, have proven to be an invaluable aid for large

and manning checkpoints. Each one of these duties would have to be handled by an officer if volunteers weren't available, so they save the department a considerable amount of money in overtime and help keep officers where they belong, on patrol.

Bicycle mounted volunteers are very versatile in that they can move about the parks fairly quickly to get to the points where manpower is most needed. They also handle errands such as bringing officers and volunteers bottled water on warmer days.

Two of the largest community details our department does are the Nowruz Festival in April and the Fourth of July Fireworks. Bicycle-mounted volunteers are part of the overall plan to help ensure that all patrons have a safe and positive experience while in our parks.

The Nowruz Festival is held at Black Hill Regional Park. For this festival, the entire park is rented out by Iramerica, an Iranian-American group, which brings more than 2,000 patrons to the park. Entry to the park is by permit only.

Bike mounted volunteers patrol through the most crowded areas of the park far less obtrusively than horse



Bike mounted volunteers at July 4th detail

patrol volunteers who are manning checkpoints, as well as control traffic, survey parking lots for open spaces and ensure patrons follow the park rules.

At a past event, a lookout was called for a subject involved in domestic dispute that occurred outside the park, but who was headed to the festival. A check of the license plates that were admitted revealed no match, but we were asked to double check the lots, just in case. Two bicycle-mounted volunteers working together were able to survey four separate parking lots in a matter of minutes and found several vehicles matching the suspect vehicle, but the tag numbers did not match.

The subject never did get to the Festival, but this incident demonstrates how quickly and efficiently bike-mounted volunteers can cover ground and help weed out a potential problem.

The largest community event handled by our department is the Fourth of July Fireworks at the Maryland Soccerplex in Germantown, MD. As its

name implies, the Soccerplex is a sprawling, 695-acre complex with 24



Bike training class, led by Officer Donald Brew. The author is 5th from the left.

community events. Volunteers handle such duties as parking, traffic direction

mounted or motor units. The bicycle volunteers help relieve the car and foot

Volunteers on Bikes

soccer fields, stadium, pool, tennis courts, playgrounds, picnic areas and various other facilities. It is far too large to be patrolled on foot, and cars only have limited access to certain points of the park. The entire park is linked together by over six miles of interlacing multi-use trails; in other words, is it a perfect environment for bicycle patrol.

The bicycle volunteer assumes dual roles for this detail. From the 5:00pm call time until 9:00pm, the volunteers patrol the park, much as if they were on a regular patrol. They observe the patrons, making sure that the park regulations are being followed and keeping an eye out for any suspicious activity. At 9:00pm, the volunteers take their positions in their designated parking lots prior to the beginning of



Riders training on the cone courses

the fireworks. All traffic within the park is stopped. At the conclusion of the fireworks, the volunteers help direct traffic.

There is only one exit from the Soccerplex. It and surrounding local roads quickly get overwhelmed by the outflow of vehicles. Traffic usually backs up and patience begins to wear thin. The bicycle-mounted volunteers ride down the line of stopped cars, passing along the latest information to the drivers. Even though they may still be stuck in traffic, patrons usually appreciate being kept abreast of the latest happenings.

Once a volunteer's designated post is clear, he or she is then sent to any "hot spots" where additional assistance may

be needed. Again, the bicycle's mobility in these situations is advantageous, as the bike-mounted volunteer is able to reach any point in the park far faster than any other mode of patrol given the gridlock on the roads. Eventually, the traffic does die down, and typically by 11:00pm, the volunteer is able to secure from the detail.

The value of volunteers to a police department cannot be underestimated. Over the last decade, volunteers have provided with Park Police with nearly 24,000 hours of support. That is the equivalent of hiring 11 full-time police officers for one year. Volunteers have handled hundreds, if not thousands, of maintenance requests. They have handled "nuisance" calls that would have required an officer to respond if

they weren't available, and have reported many crimes in progress.

There is no way of calculating the number of crimes that

were never committed because the volunteers' presence serves as a deterrent. In today's lean fiscal times, well-trained volunteers are a good way to stretch the department's dollars and help improve community safety. And putting those volunteers on bicycles maximizes their impact.

David Cohen has been a volunteer with the Maryland-National Capital Police since 2007. In his "real life", he is the CFO for Washington Talent Agency and plays keyboards in the band Onyx. He can be reached at onyx.sax@aol.com.

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Mid City's Proactive Bike Unit, Cont.

(Continued from page 1)

residents and businesses in the community and the tremendous success they have had in improving public safety in the neighborhoods they patrol.

In 2010, North Park registered the highest number of violent crime incidents of any neighborhood in San Diego. With their high visibility and superior ability to proactively prevent or dissuade criminal activity in dense urban areas, the Mid City Bike Unit should take some

well-deserved credit for the 21% drop in violent crimes reported in North Park by the end of 2012.

One of the many keys to the unit's success is the ease with which the bikes are able to navigate in and out of alleyways, parks and other terrain that patrol cars simply cannot negotiate. Typically working "C" squad hours (5 p.m.

to 3 a.m.), it is in the shadows that these stealthy bike officers are the most dangerous to criminals. "Most gang members never see or hear us coming," stated one member of the team. Laughing, he

went on to say, "You wouldn't believe how many times we hear, '[expletive], they have bikes, too?!'"

The bikes' maneuverability and speed also enable the officers to apprehend running suspects easily. "No one gets away," said another officer with

a grin. When they are not sneaking up on suspicious activity, the officers use their presence on busy street corners, in public parks, and near schools as a deterrent.

I spoke with Patrick Edwards, one of the founders of the North Park Business Improvement District and a bike enthusiast, and he wants more bike cops – a lot more.

"Officers on bikes are far more approachable and 'human' compared to cops behind glass and steel. It makes a big impact on the feeling of community here," he said.

Not restricted just to North Park, the officers can be spotted patrolling an impressively large territory. On an average night, each officer may travel 15 to 18 miles in one shift. "It's the best job in the division. Where else can you get this kind of action and get exercise at the same time?" noted one officer.

Understandably, not all officers who take the two-day bike certification course pass. "It's quite an ordeal. If you're not a rider, you come off those two days seriously hurtin' for sure," he said, with his team nodding in agreement. These officers certainly enjoy being active on duty, but, as bicyclists know, that kind of wear and tear on a bike means constant repairs. Coping with their shoestring budget, the officers have become experts on

(Continued on page 27)

Being possibly the only full-time bike unit in the country assigned to an area with this much violent crime, the Mid City Bike Unit should serve as a model for the future of urban policing

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Mid City's Proactive Bike Unit, Cont.

(Continued from page 26)

fixing their vehicles. In fact, the members of this squad are actually quite the machinists. The Sergeant was responsible for torching and welding one of their bike racks (donated by a team member) to a patrol car, while one officer invented a specialized flashlight mount, which he and his family have patented and are currently selling to other bike units around the country. Of course, the entire Mid City Bike Unit is outfitted with his invention.

The bike unit has also been fortunate to benefit from the generosity of community members. Recently, they were able to purchase two much-needed bicycles along with repair tools from a local shop, courtesy of Mark Kassab, owner of Murphy's Market. The donation was a huge help to this budget-strapped squad.

"We're operating on a near zero budget, so community support such as this really enables us to be more effective," said one officer. The neighborhood's eagerness to help demonstrates the noticeable benefits of having an official, localized bike patrol, especially in Mid City's tougher neighborhoods.

When finally asked what resources the unit was missing, aside from funding, the response was immediate and resounding: "A way to look up people during field interviews." As many cops can imagine, not having easy access to a computer to run background checks is a major hassle. As tablet technology improves and becomes cheaper, members of the unit are hopeful that the department will eventually outfit them with a means

to access vital information.

The bikes also lack lighting systems that designate them as police, which makes it hard to lock down a crime scene or alert traffic of their presence when conducting interviews. Such lights cost approximately \$400-\$500 apiece. Perhaps another good Samaritan in the neighborhood will come to their assistance in the near future by offering to purchase this much-needed equipment.

Fortunately, one invaluable resource the bike unit will be

opposed to being in a car. His answer surprised me. "I feel much safer on a bike," he responded. He went on to explain that his senses were much more heightened on a bike. "In a car, you have blind spots, and it's hard to hear people approaching over the engine noise. On a bike, you have the benefits of seeing all around you. You can hear conversations around a corner, plus you can smell everything too, which comes in handy when we're proactively patrolling."

Being possibly the only full-time bike unit in the country assigned to



getting soon is another officer, following shift change in mid-April. The team is anxiously awaiting this welcome addition because he or she will allow the unit to split off into three groups of two (they never work alone on bikes), allowing them to cover more ground per shift.

As we wrapped up the interview, I asked the Sergeant whether he felt more vulnerable on a bike as

an area with this much violent crime, the Mid City Bike Unit should serve as a model for the future of urban policing for other major cities. Given more personnel, funding and resources, the sky appears to be the limit for this burgeoning squad.

In Memoriam



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