

ipmba



news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

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

VOL. 27, No. 2

IPMBA 2019: It's Worth It!

by Maureen Becker
Executive Director

The 2018 IPMBA Conference had barely drawn to a close before serious planning got underway for 2019. With just ten months between events, all of the logistics have to come together even more quickly than usual. Fortunately, the bid process requires a prospective host to submit a solid proposal that ultimately serves as the foundation upon which the event is built, and the Fort Worth team did just that.

The conference, now on the cusp of its 29th year, has undergone some evolution of late. This has been in the spirit of continuous improvement, and the overall level of satisfaction has been high. For those are unfamiliar with the current conference structure, here is a brief introduction.

The word "conference" is an encompassing one. All of the activities held in conjunction with the event are considered to be part of the conference. This includes multi-day training courses, workshops, the exhibit hall, recreational rides, the obstacle course competition, and other ancillary events. So if a person registers for the Instructor Course, for example, he or she is registering for the *Conference* and has selected the Instructor Course specifically. Likewise, if a person registers for the Workshops Only option, he or she is still registering for the *Conference*. The end result of the change is that now the majority of participants are able to take part more fully in the conference activities beyond their respective classes.

When registration opens for the 2019 Conference, participants will have several options. They can enroll in one of the certificate-level courses: Police/EMS/Security Cyclist, PESC II, Bicycle

Response Team Training, Maintenance Officer, and Instructor. Depending on the duration of the course, they may also attend workshops.

Alternatively, they can choose the Workshops Only option, which features short sessions driven by current events and the need for topic-specific skill development and information. While the program is still being finalized, this will include such options as *Advanced Suspect Contacts*, *Car Stops*, *Low-Light Firearms*, *Equipment Selection in an Evolving Industry*, *Creating and Managing a Full-Time Bike Team*, *Designing and Developing In-Service Training Programs*, and more. All of these are brought to the IPMBA Conference by members with recent field experience.

The 2017 and 2018 Conferences were held on university campuses, but 2019 will see a return to a headquarters hotel. History buffs will be thrilled to know that they will be staying in the very hotel in which President John F. Kennedy spent the final night of his too-brief life and delivered his final address. Built in the 1920's as "The Texas", the Hilton has witnessed Fort Worth's transformation from a rowdy cattle town to a city awash with culture and educational institutions like the Tarrant County College, which will serve as host to portions of the conference as well.

The 29th Annual IPMBA Conference: April 8-13, 2019, Fort Worth, Texas.

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A Day in the Life of a Bicycle Cop

Officers on patrol have the opportunity to engage with their communities and provide a humanizing presence to their departments.

by Evan Coward, PCI #1248-B/EMSCI #291-B
Asheville (NC) Police Department

This article appeared in the April 2018 issue of Police magazine.



Aspiring bicycle officers must pass written and on-bike tests.

As I walk into roll call at the Asheville (NC) Police Department, it is obvious that something sets me apart from many of my coworkers. I sit down in a room full of dark blue polyester while wearing a bright yellow shirt and zip-off shorts. My uniform may not be conventional, but I don't complain. I know that I have the best job in the department.

(Continued on page 41)

inside

Board of Directors.....	43
Corporate Members	21
Industry.....	22-28
Craft Bikes for Denver Health	26
Electric Bikes are Fun and Work	23-24
Freetown Roughneck and Revlr	25
Pedaling Innovations Catalyst	27-28
Product Purchase Program Updates.....	22
Issue Focus: Conference Highlights	5-18
A Note from "Number One"	14
Competition 2018.....	12-13
Exhibit Hall 2018.....	15-16
Exhibitors and Supporters	17-18
Instructor Course Graduates.....	9
Instructors and Presenters	7
Photo Montage	10-11
Member News	29-40
President's Column.....	2

As Summer Gives Way to Fall



Hopefully you did not miss the 2018 IPMBA Conference, held on the beautiful campus of Washington University in Saint Louis, this past June. I want

to thank the Saint Louis Metropolitan and Washington University Police Departments for co-hosting it. This was our second year using the compressed format on a university campus, and I think we have proof of concept that this model is successful. However, we remain flexible with respect to dates and venue type. Next year, we will be back in a hotel (the historic Hilton in downtown Fort Worth) in the springtime (April 8-13, 2019). We will also be back in TEXAS (I'm a little partial), the state with the third largest membership, so let's make it as BIG as Texas!

In Saint Louis, we welcomed two new board members: Elizabeth Bouchard (Guelph, Ontario) as Treasurer, and Rob Collett (Fort Collins, Colorado) as EMS Liaison.

I had the privilege of recognizing the service of outgoing board member Gary Strang, who recently retired from the London (ON) Police Service. Gary plans to start his retirement the right way, with travel

and family time. As our first Canadian board member, Gary was instrumental in expanding our membership within Ontario, and we look forward to increasing our representation in the other provinces as well. He promises to remain active as an IPMBA Instructor; hopefully, we will see him in Fort Worth next year.

I hope everyone was able to enjoy the summertime. Kids are out of school, and most folks seize the opportunity to vacation, travel the country, and visit family and friends. As the school year starts, please consider partnering with your local schools and businesses to promote Walk to School Day on October 10, 2018. Bike to School Day is officially held in May, but kids are welcome to walk or bike during both events. Bike/Walk to School Days are organized and promoted by the National Center for Safe Routes to School. To quote their website: *Safe Routes to School (SRTS) programs are sustained efforts by parents, school staff and administrators, representatives from law enforcement, public health and advocacy; community leaders; and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.*

My agency, Cypress Creek EMS, participated in this program last year.

(See <https://ccemsnews.com/2017/10/04/ccems-promotes-safe-ridewalk-to-school/2>.) It was a huge success! Working with our partner agencies, we served 26 campuses for the morning and afternoon routes to school. Local businesses sponsored it, and we issued "You Got Caught" citation coupons to those who demonstrated safe practices. It was a fantastic way for public safety cyclists to give back to the community and promote bike/ped safety. For information and resources about how to plan, promote, and implement a Walk (and Bike) to School Day event, visit <http://www.walkbiketoschool.org>.

These events also present opportunities to educate adults and our fellow public safety personnel who haven't had IPMBA training. Our colleagues at American Bicycling Education Association have a variety of excellent resources, including a page dedicated to law enforcement. Check it out at www.cyclingsavvy.org.

I challenge you to get involved and be a part of keeping IPMBA great! Take a class, become an Instructor, teach a workshop, obtain new Instructor ratings, network with colleagues and challenge yourself. I look forward to seeing you in Fort Worth, Texas, in 2019!



To offset the less-than-favorable US-Canadian exchange rate, former Board Member Gary Strang "works a shift" at the Tim Hortons during the 2017 Conference in Delaware, Ohio. Photos courtesy James Englert and Bernie Hogancamp.

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June 4-9, 2018. The 28th Annual IPMBA Conference returned to the “Gateway to the West”. Building on the success of the campus-based 2017 Conference, the event was held on the campus of Washington University in Saint Louis and co-hosted by the WUSTL Police and the Saint Louis Metropolitan Police Departments. Wash U proved an excellent venue for the conference, offering a plethora of stairs and other built-in features to ride as well as easy access to the nation’s seventh largest urban park. Participants enjoyed “living the college life”: staying in the residence halls, eating in the dining commons, and availing themselves of the outstanding athletic facilities. Nearly 300 participants from coast-to-coast in both the United States and Canada converged upon the Gateway City to train, network, and explore Saint Louis. *Pages 5-18.*

The IPMBA board, staff, members, and conference attendees extend their gratitude to the Saint Louis Metropolitan Police Department (SLMPD) and Washington University in Saint Louis Police Department (WUSTL PD) for co-hosting the 2018 IPMBA Conference. We appreciate the unwavering support of WUSTL PD Chief Mark Glenn and Colonel John Hayden, SLMPD Commissioner. With a mere 11 months’ notice, they pledged to provide the human and equipment resources necessary to ensure a safe and successful training experience.

The implementation of the conference was truly a team effort, bringing together personnel from SLMPD, WUSTL PD, Lake Saint Louis Police Department, Saint Louis County Police Department, and Missouri Baptist University Department of Public Safety.

WUSTL PD Lieutenant Frank Selvaggio and Sergeant Bob Wayne “rolled up their sleeves” and served as official members of the Command Staff, referred to less formally as the “Red Shirts”. Rounding out the WUSTL

conference staff were Corporals Chris Mintman and Mark Alexander, Police Officers Don Moore and Alshon Blunt, and Security Officer Blaine Hudson.

Saint Louis Metro Police personnel William Douglas, Nick Harbaugh, Dan Osorio, Joe Pierce, Jay Schroeder, Lou Wilson, Cristina Widbin and Sam Zouglaas proudly represented SLMPD and welcomed the attendees to the city they serve and protect.

Completing the Command Staff were IPMBA Instructors Susie Ochs of the Lake Saint Louis Police Department and Paul Gordon of the Saint Louis County Police Department.

This fine team was ably lead by conference host committee co-chairs Corporal Ed Bartelme of WUSTL PD and Sergeant Matt Karnowski of the SLMPD. Both dedicated IPMBA Instructors and veteran conference attendees, Matt and Ed proved to be a most complementary duo. Like co-instructors at an IPMBA course, they divided up the conference responsibilities according to each one’s skills, abilities, interests, and available resources. Working out of the Danforth University Center’s Goldberg Formal Lounge – the most palatial Command Post in IPMBA’s history – they orchestrated the myriad logistics into a cohesive whole. This feat was all the more impressive given the shortened planning horizon, the result of them having gamely agreed to host the 2018 Conference instead of the 2019 one when the original 2018 host location withdrew.

Thanks are also due the WUSTL Summer Programs and Conferences staff under the management of Sue Nickrent. The full-time and student staff members ably fielded the requests of several hundred public safety cyclists trying to navigate the campus for the first time.

We would like to thank the SLMPD Explorers for staffing the Bike Check, especially Bobby Redden, who seemed to be present almost as much as our conference host committee co-chairs! In recognition of his 56 hours of

(Continued on page 6)



Photo by Maureen Becker

Sgt. Bob Wayne and the “infamous” boxed water.

A Team Effort

(Continued from page 5)
service, he was presented with an official IPMBA Conference shirt and was declared an honorary member. He also gained 200 signatures on a petition supporting his promotion to Corporal.

Finally, we appreciate the members of the Gateway Off-Road Cyclists (GORC) for volunteering as trail guides for the off-road riding workshops. We are grateful to Eric Frazier for his efforts to fill all the shifts despite having been called out of town.

Last, but never least, we thank all of you who participated as attendees, instructors, exhibitors, and sponsors. We pride ourselves on offering the best, most complete training for

public safety cyclists, and appreciate you placing your confidence in us to deliver on that promise.



Photo by Matt Kamowski

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Instructors & Presenters



he premier training event for public safety cyclists owes its reputation in no small part to the caliber of instructors and presenters who volunteer their time and talent to the benefit of those who attend. IPMBA is grateful to these individuals for sharing their skills and experience to help ensure their colleagues are well-equipped to safely and effectively serve and protect their communities.

Certified IPMBA Instructors

Jon Almasy, New Hanover County Sheriff's Office, Castle Hayne NC

Scott Bixby, University of Buffalo Police Department, Buffalo NY

Edward F. Brown, Orange County Fire & Rescue (retired), Orlando FL

Jeffrey Brown, Dayton Police Department, Dayton OH

Ron Burkitt, Hilliard Police Department, Hilliard OH

Jacob Coyle, Castle Rock Police Department, Castle Rock CO

Edward T. Croissant, Tampa Police Department, Tampa FL

David Dager, University of Pennsylvania Police Department, Philadelphia PA

Allen Daniels, Bowdoin College Office of Safety and Security, Brunswick ME

Dwight Edwards, Cabell County EMS (ret.), Huntington WV

James Englert, Arapahoe County Sheriff's Office, Centennial CO

Adam Gaby, Five Rivers MetroParks Police Department, Dayton OH

Brian Gillman, Cypress Creek EMS, Spring TX

Artie L. Gonzales, Topeka Police Department (ret.), Topeka KS

Jayne Green, Topeka Police Department, Topeka KS

Thomas Harris, East Baton Rouge EMS, Baton Rouge LA

Mike Hudspeth, Guilford County EMS, Greensboro NC

Andrew Humes, College Station Police Department, College Station TX

Mohamed Ibrahim, Metropolitan Police Department, Washington DC

Nathan Keenan, Omaha Police Department, Omaha NE

Craig Lepkowski, Lake Forest Police Department, Lake Forest IL

Tristen Lopez, College Station Police Department, College Station TX

Daniel Lysholm, Minneapolis Police Department, Minneapolis MN

Scott Magee, Downers Grove Fire Department, Downers Grove IL

Erik Merlin, State University of New York at Cortland Police, Cortland NY

David Millican, Denton Police Department, Denton TX

Adam Moen, Minneapolis Police Department, Minneapolis MN

Wren Nealy, Jr., Cypress Creek EMS/Waller Co. Sheriff's Office, Spring TX

Stephen Nofzt, O'Bleness Hospital Safety & Security, Athens OH

Ranceford Okada, Westminster Police Department (ret.), Westminster CO

Murray Prust, Saint Paul Police Department, Saint Paul MN

Joe Ralston, Topeka Police Department, Topeka KS

Steven Ray, Fort Bend County EMS, Rosenberg TX

Trent E. Roach, Five Rivers MetroParks Police Department, Dayton OH

Bobby Sellers, Cypress Creek EMS, Spring TX

Gary Strang, London Police Service (ret.), London ON

Jeff Taylor, Waller County Precinct One Constables Office, Hempstead TX

Matt Tomlinson, Cypress Creek EMS, Spring TX

Mitch Trujillo, Boulder Police Department, Boulder CO

Michael A. Wear, Metropolitan Police Department (ret.), Washington DC

Matthew Worm, Omaha Police Department, Omaha NE

Guest Presenters

Gail Boxrud, Krav Maga of Minneapolis, Minneapolis MN

Guy Hoffman, Texas Department of Public Safety, Austin TX

Philip Karnowski, The City's Finest LLC, Saint Louis MO

Thomas Mandzak, Cleveland Division of Police, Cleveland OH

Derrick Maready, Bike Cycles, Wilmington NC

Dante Pastrano, Krav Maga of Minneapolis, Minneapolis MN

Joseph Rini, Cleveland Division of Police, Cleveland OH

Aaron Roesler, American Bike Patrol Services, Covina CA

Clint Sandusky, Riverside Community College Police (ret.), Riverside CA

Michael Telles, Texas Department of Public Safety, Austin TX

Lorne Tracy, Fort Worth Police Department, Fort Worth TX

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Congratulations



Photo by Matt Karnowski

Congratulations, New Instructors! 2018 IPMBA Conference Instructor Course Graduates

Octavio (TJ) Amparan, Jr., Chandler Police Department, Chandler AZ; Renaldo Arjona, Henrico Police Department, Henrico VA; Thomas Atkinson, Peel Regional Police, Brampton ON; Homar Bahena, Univ. of Texas Rio Grande Valley Police, Brownsville TX; Jesse Bartunek, Colorado State Patrol, Denver CO; Meggin Burts, Henrico County Division of Police, Henrico VA; Gary Cook, Georgia Tech Police Dept, Atlanta GA; Calvin Cook, Minneapolis Police Department, Minneapolis MN; Christopher Coots, Flower Mound Police Department, Flower Mound TX; Quentin Davie, Deerfield Police Department, Deerfield IL; James DeClaire, Aurora Police Department, Aurora CO; Lane Doty, Emporia Police Department, Emporia KS; Dwight Gerdes, Barnes-Jewish Hospital Department of Public Safety, Saint Louis MO; Lance Goddard, Raymore Police Department, Raymore MO; Jason Gray, Covington Police Department, Covington KY; Christopher Halstead, Yale Police Department, New Haven CT; Brian Hardin, Fort Worth Police Department, Fort Worth TX; Albert Jackson, Atlanta Downtown Improvement District, Atlanta GA; Ryan Kane, Denton Police Department, Denton TX; Joseph Kelsey, University of Wisconsin - Milwaukee Police Dept, Milwaukee WI; Andrew Kempe, Saint Paul Police Department, Saint Paul MN; Andrew Klett, University of Wisconsin - Milwaukee Police Dept., Milwaukee WI; John Lehman, Jefferson City Police Department, Jefferson City MO; Adam Lewis, Minneapolis Police Department, Minneapolis MN; Conor McDonough, Minneapolis Police Department, Minneapolis MN; Marcus Mendoza, Fort Worth Police Department, Fort Worth TX; Kristopher Meyers, Wayne County Airport Authority Police Department, Detroit MI; Greg Mudry, Laurier University Special Constable Service, Waterloo ON; Andrew Mueller, University of Cincinnati Police Department, Cincinnati OH; Stanley Newborn Jr., Anne Arundel County Police Department, Millersville MD; Collier Nichols, Jefferson City Police Department, Jefferson City MO; Jason Odean, Coppel Police Department, Coppel TX; Lewis Parker, York Regional Police, Aurora ON; Daniel Parrotte, US Federal Reserve Police - BOG, Washington DC; Nathan Peach, Monroe County Sheriff's Office, Bloomington IN; Shawn Philpott, Washington University Police Department, Clayton MO; Mark Pritchard, University of Rochester Public Safety, Rochester NY; Jason Rachal, Flower Mound Police Department, Flower Mound TX; Scott Rivkin, Escambia County Sheriff's Office, Pensacola FL; Torry Rogers, Barnes-Jewish Hospital Department of Public Safety, Saint Louis MO; Alex Rudenko, Pearland Police Department, Pearland TX; Ken Schwartz, Grand Prairie Police Department, Grand Prairie TX; Joe Scroggin, Erlanger Police Department, Erlanger KY; Theodore Spiller, Barnes-Jewish Hospital Department of Public Safety, Saint Louis MO; Ryan Turner, Hilliard Police Department, Hilliard OH; Michael Williams, Minneapolis Police Department, Minneapolis MN; Brian Wonderly, Lawrence Police Department, Lawrence KS; Long Xiong, University of Minnesota Police Department, Minneapolis MN; Kristin Zazelenchuk, Greater Sudbury Police Service, Sudbury ON.



1: Welcome to WashU; 2: Maintenance Officer Course; 3: Matthew Paris in the PESC II; 4: Jeff Rodriguez masters the Stair Carry; 5: Meggin Burts in the Instructor Course; 6: Future IPMBA Instructors; 7: PESC Instructors Jake Coyle and Scott Magee; 8: Joe Hernandez "kicks" Dante Pastrano in Krav Maga; 9: Sarah Euliss in the PESCII; 10: Lunch in the DUC; 11: BRT almost ready to roll; 12: Renfred "Mr. Aloha" Kapule "throwing up a shaka"; 13: Boxed Water is Better (just ask Matt K.); 14: Albert Jackson lighting the way; 15: Steven Melvin masters stair descents; 16: Barnes Jewish in a Box; 17: Bike Check Filling Up; 18: Murray Prust teaches Krav Maga

Photo by Rance Okada

Photo by Susie Ochs

Photo by Susie Ochs

Photo by Rance Okada

Photo by Rance Okada

Photo by Rance Okada

Photo by Susie Ochs

Photo by Rance Okada

Trained in Saint Louis



Photo by Maureen Becker

10



Photo by Maureen Becker



Photo by Rance Okada

12



Photo by Susie Ochts

14



Photo by Maureen Becker

13



Photo by Rance Okada

15



Photo by Rance Okada

16



Photo by Susie Ochts

17



Photo by Susie Ochts

18

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

*I like to dream, yes, yes
Right between the sound machine
On a cloud of sound I drift in the night
Any place it goes is right
Goes far, flies near
To the stars away from here...*

Funny. When I first heard the moniker given to one of the features in the 2018 Competition in Saint Louis this past June, it oddly reminded me of a Steppenwolf tune. The contraption, aptly named “Magic Carpet Ride”, was essentially a land barge floating on wheels that each rider would roll onto with enough forward inertia to carry them from one dock to the next. To my amusement, I pictured an obstacle with a name like that adorned with green shag carpet and a lava lamp. Groovy. As the competition began, the song became a pesky earworm, pairing in rhythm with each bike and rider.

This 2018 Competition was not to be a reboot though. Eight years ago, the competition was held just outside Saint Louis and, fortunately, none of the features prompted a catchy song. At that time, the competition was held in a somewhat removed hotel parking lot, and the weather was far cooler. A highlight was that the obstacle course contained 999 cones and several ramps, craftily laid out by IPMBA pioneers Tom Woods, Gary McLaughlin, and Mike Johnston, who, if I may be so bold, would have been around in 1968 for Steppenwolf’s release.

Flash forward to 2018. The competition course took on a far different mood in a very different setting, within Saint Louis on the campus of Washington University. This time, attendees and spectators – mostly students and staff members – lined the South 40 Bear’s Den Patio, a manicured swath of European-esque streetscape that normally serves as a walkway for connecting the north-south academic campus between residential buildings.

Taped off within the Bear’s Den, the course started off with the riders plummeting down stairs, only to be inconveniently interrupted by a sentinel cone they would be required to pass between front tire and downtube (alas, many struggled!). Then into a mini-lock-

to-lock they would go, followed by a rumble strip, a narrow boardwalk, a keyhole, a high-and-sketchy teeter totter, the aforementioned “magic carpet ride”, and a stair ascent. Then last but certainly not least, each gasping rider would snake their way up concrete switchbacks to the finish. And still in perfect stereo.



Stan Sedillo

Adding to the hum was the debut of the e-Bike category in response to the increasing number of public safety cyclists buzzing through their communities with pedal assist.

With the hot and humid torture test set to the melodious malady in my head, I took in a few other highlights: there was Stanley Sedillo’s inspirational snapped-chain-portage (1:39.73), the “unofficial protected-status-division” performance by Rance Okada (age 69; time 1:51.98), Jason Shiffer’s flawless exhibition (1:14.12), and a jaw-dropping backwards endo by one unidentified rider that still defies description. No jive.

Not all was hip, as the safety curmudgeons wouldn’t allow one team to ride the bike-share bikes in the competition. The teammate’s protests rang hollow. Although I’m sure it would have been entertaining, the bikes didn’t have the requisite pedal retention, the lime green on the frames didn’t qualify as shag carpet green, and above all, they surely wouldn’t have helped rid me of the nagging performance in my head.

Regardless, these and other dramatic moments would be replayed at the after party and would become the stuff of song.

While the 2018 Competition was not at all psychedelic, a land barge in a bruin’s abode was bound to be a trip. Look left for the official results.

The 2018 course was devilishly composed by Jeff Brown, and its “magic carpet ride” was orchestrated by Ed Bartelme. Props to unsung heroes Brian Gillman (course design/production assistant), Bobby Sellers (MC/carnival barker), Ron Burkitt (data & record keeping), and numerous others that served as spectators, marshals, spotters, photographers and cone wranglers.

What sort of competition can we expect in Fort Worth 2019?

Whatever it is, it will surely be a unique performance. Stay tuned.

Be safe. Ride, rest, repeat.



Rance Okada

Mitch is a law enforcement professional in Boulder, CO; IPMBA Instructor Trainer, a member of the IPMBA Education and Industry Relations Committees, former Education Director & Board Member, BMA Volunteer Bike Patroller, connoisseur of craft bikes and beer, and director of MTB Responder, LLC. He can be reached at 1x1mitch@gmail.com.

Competition Photos by Susie Ochs.

Carpet Ride in the Bear's Den



Jason Schiffer



Scott Bixby



Lisa Taube



Clint Sandusky

2018 Competition Results

— INDIVIDUAL COMPETITION —

Female under 30

No Competitors

Female 30+

Lisa Taube, Asheville (NC) Police: 1:46.95

Most Consistent (only 2 1/100^{ths} off last year's time)

Kristin Zazelenchuk, Greater Sudbury (ON) Police: 2:12.65

Male Under 30

Tyler Hofacker, Dayton (OH) Police: 1:35.08

Kyle Fisher, Lehigh University (PA) Police: 1:38.56

Male 30-39

Evan Coward, Asheville (NC) Police: 1:15.90

****Second Overall****

Allen Daniels, Bowdoin College (ME) Safety & Security: 1:20.63

****Third Overall****

Male 40-49

Jason Schiffer, Lehigh University (PA) Police: 1:14.12

****First Overall****

Scott Bixby, New York State University Police, University at

Buffalo: 1:26.73

Male 50+

Jim Reynolds, Maryland Heights (MO) Police: 1:30.26

Colby Lalli, Blue Springs (MO) Police: 1:32.51

— TEAM COMPETITION —

That's What She Said: 5:32.70

Jacob Coyle, Castle Rock (CO) Police: 1:23.70

Evan Coward, Asheville (NC) Police: 1:15.90

Allen Daniels, Bowdoin College (ME) Safety & Security: 1:20.63

Colby Lalli, Blue Springs (MO) Police: 1:32.51

3 Mechanics and a Ringer: 5:53.20

Michael Dragovich, Lehigh University (PA) Police: 1:30.10

Kyle Fisher, Lehigh University (PA) Police: 1:36.56

Joshua Rymon, Bethlehem (PA) Police: 1:30.30

Jason Schiffer, Lehigh University (PA) Police: 1:14.12

Beer and Bruises: 6:52.40

Adam Gaby, Five Rivers MetroParks (OH) Police: 1:33.90

Jim Reynolds, Maryland Heights (MO) Police: 1:30.26

Trent Roach, Five Rivers MetroParks (OH) Police: 1:58.70

Kyle Caldwell, Five Rivers MetroParks (OH) Police: 1:49.50

— OPEN CATEGORY —

Eric Kackley, Volcanic Bicycles, North Bonneville WA: 1:21.47

Mark Eumurian, Patrol Bike Systems, Saint Paul MN: 1:52.53

— E-BIKE CATEGORY —

Mike Hudspeth, Guilford County (NC) Emergency Services: 1:29.05

Clint Sandusky, Riverside College (CA) Police (retired): 1:37.38

A Note from “Number One”

Having traveled home from the conference in Saint Louis, caught up on all the chores around the house that needed doing, I’m sitting here waiting for the sun to come up so I can go out on a ride. IPMBA Conferences are special to me; they represent what a group of people wanted to see happen nearly 30 years ago. We wanted an organization that would bind public safety cyclists together and provide training resources/standards for ALL, not just a scant few who could afford the price of training “mercenaries”.

In some ways, it’s still unbelievable that the organization has become exactly what we wanted, and in other ways, it’s not surprising at all. If the original members can lay claim to anything, it is passion and wanting what we wanted for the right reasons. In lieu of personal glory, we wanted public safety cyclists’ numbers to grow, but most importantly we wanted them to be safe. By creating and setting the standard and spreading it around, we could ensure that someone from Small Town USA or Rwanda would have access to training that could prevent injury or save lives, including their own.

When I really think about it, it’s not surprising that IPMBA has become a success. Everyone who’s had a hand in

running the organization since the last founder stepped down has worked tirelessly at making IPMBA great. The current board, as well as all those preceding, have always had the best interest of public safety cyclists and IPMBA at the forefront of their minds and actions. In my estimation, the boards that followed the original are more important than the first one. Starting something from nothing is easy; do one thing and you have an improvement. Making something better that was already pretty good is more of a challenge. Sometimes a huge challenge.

Knowing what to change and what to leave alone is a balancing act that requires day-to-day management and direction. The IPMBA Board is not an every-day-of-the-week job, and consequently needs the oversight of a director, an Executive Director. That is the job title Maureen Becker holds and has earned over and over. Without Maureen, IPMBA would be a very powerful vehicle with no steering input. As my grandpa used to say, “For every

one mile of road, there’s two miles of ditch”. His point was that it is much easier to get down in the ditch on either side than stay on the road if you don’t pay attention to details. Without Maureen, we’d certainly be in the ditch. The next time you make contact with the IPMBA home office, keep in mind how much she does and how well she

does it. A thank you might be nice, too; as we all know what it’s like to do a job that people sometimes don’t appreciate.

There was a time when I spoke for the founding members of this organization, and while I’m no longer empowered to do so, I will. We are proud of you, IPMBA: the Executive Director, the Board, Committees, Instructors and Members.

In some ways, it’s still unbelievable that the organization has become exactly what we wanted, and in other ways, it’s not surprising at all.

YOU are what make IPMBA great. If you have yet to step forward and help move us along, think about it; if not you; then who?

Ride Safe,
Allan

Allan Howard, PCI #001
Dayton (OH) Police Department
(Retired)



Lora Martin



Jesse Bartunek



C. R. Stokes

Exhibit Hall 2018: A Transformational Experience



by Maureen Becker
IPMBA Executive Director

Washington University in Saint Louis, perched on the threshold of the magnificent Forest Park, was home to the 2018 IPMBA Conference. Every location creates opportunities and challenges, and WashU was no different. The meeting rooms in the Danforth University Center were a presenter's dream come true, and the inner campus was a veritable playground for bikes. The residence halls were light years removed from those recalled by anyone of a certain age, and the quality of the catering high. On the other hand, parking was at times inconvenient, the venues were further apart than preferred, and parts of campus were off-limits due to the inevitable summertime construction projects. None of this is surprising, as campuses are built first and foremost to serve the students, faculty, and staff, not conference attendees.

As a result, the planning team had to think very creatively about where and how to accommodate a very important aspect of the conference: the exhibit hall. This is

where attendees go to learn about the latest innovations in public safety cycling products and to develop relationships with the industry representatives on the show floor.

After a bit of brainstorming and a couple of site visits, it became evident that the best option would be to transform the Bear's Den dining facility into an exhibit hall. This, apparently, had never been done before, at least not to the scale intended by IPMBA. With the input of the Summer Conference team and the Bon Appetit food service staff, a plan began to emerge. This plan was sketched out and ultimately implemented by Scott Furda of Paramount Convention Services. It was a labor-intensive effort (especially for those who removed and replaced all the tables and chairs, to whom we are most grateful) that resulted in an attractive and functional, traditional yet unique, exhibit hall experience.



Also new to IPMBA were several representatives of the emerging e-Bike market. **Samson Electric Bikes** has consulted extensively with IPMBA founding member Gary Gallinot to design a bike specifically for public safety use. It was great to welcome both Samson and Gary to the conference. **Rad Power Bikes** has recently entered the public safety field, and had several models available for test and input. They partner with IPMBA Corporate Member **velofix** for in-the-field maintenance and repair. **Christini All-Wheel Drive Bicycles** bridge the gap, offering both conventional and e-Bikes equipped with their unique AWD system, available at the flip of a switch.

Once again demonstrating not only their commitment to IPMBA, but also their "staying power", were IPMBA Corporate Members **ISM Saddles**, **MOCEAN Tactical**, **Police Bike Store**, **Sound Uniform Solutions (Bratwear and Olympic Uniforms)**, and **Volcanic Bicycles**. As usual, **MOCEAN** outfitted the instructor cadre, while **Bratwear** took care of the "Red Shirts" (a.k.a., Command Staff). **MOCEAN** also sponsored one of the evening receptions (gooey butter bars,

Our repeat exhibitors seem to have grown accustomed to the varied venues used by IPMBA, and it is hoped our first-timers will feel the same.

First-time exhibitors included our two newest Corporate Members: **American Bike Patrol Services (ABPS)** and **RZ Mask**. ABPS is a full-service bike patrol supplier out of Southern California who also provided rental bikes and on-site mechanical service. RZ Mask offers what they describe as the "world's most comfortable filtration mask." Marketed for civilian use as well, it is said to filter up to 99.9% of dust and particulate matter.



(Continued on page 16)



Bear's Den: Before



Bear's Den: After

A Transformational Experience

(Continued from page 15) anyone?), while Sound Uniform Solutions slaked attendees' thirst at the second. **Police Bike Store** sponsored the



PESC and IC Night Operations, offering C3Sports lighting system demos and giveaways to some lucky folks. It seemed like every water bottle cage sported the distinctive blue of the PBS water bottle



and every hand was wielding a PBS pen. Attendees were decked out with **Volcanic** lanyards holding their name badges and riding smoothly tuned bicycles thanks to Eric's mechanical skills.

4Bike-Police.com, Bellwether Technical Apparel, and Patrol Bike Systems rounded out the exhibit hall. Although they were not present, Corporate Members **Cycolite Bicycle Lighting Systems** and **R&B Fabrications** continued their sponsorships of the *Nightlife District Operations and Tactics* workshop and the welcome bags, respectively; while **iFORCE Patrol Bikes** and **Cera Products** maintained "virtual booths" on the IPMBA website, in addition to donating products for the Product Showcase Silent Auction. Newcomer **Airo Bike Seat** had a virtual booth as well. **TOGS** provided each instructor and one student in each class and workshop with a pair of thumb grips (TOGS), an alternative to bar ends.

Speaking of the auction, the generosity of the following entities, coupled with the bidders, enabled us to raise \$3422 in support of our programs: **A&M Bicycle, Adidas Outdoor, Bar Mitts, Bellwether Technical Apparel, Bern Unlimited, Borealis Fat Bikes, Bratwear, Cera Products, Cygolite, Dave Dager, Dick Kramer Studios, Dual Eyewear, Explore Saint Louis, Gary Strang, GQ-6, Haix USA, Hero Kit, IPMBA, ISM Saddles, London Police Service, MOCEAN, MRP/PowerGrips, Olympic Uniforms, Omaha Police Department, Patrol Bike Systems, Pedaling Innovations, Police Bike Store, Primal Wear, R&B Fabrications, Rance Okada, Rudy Project USA, RZ Mask, Saint Louis Bworks, Serfas, Sock Guy, Stat Packs, Street Crimes Seminars, Swagman, Tim Cisler, TOGS, and Visit Fort Worth.**

On the raffle front, Greg Mudry of Wilfred Laurier University (ON) Police Department purchased the winning ticket (the only one he bought) and went home with the Fuji Police



Bike donated by **Police Bike Store**. In the meantime, Matthew Hyman of Lehigh University (PA) Police Department was delighted to win the 9 mm Kimber Micro 9 Stainless so generously provided by the members of the **Saint Louis Metropolitan Police Department Downtown Bike Unit**.

Finally, helping to fill out the welcome bags were **EMS World, Law Enforcement Product News, Law Enforcement Technology, Nugo Nutrition, Police Magazine, and Whistles for Life**, all of which donated giveaway items for the welcome bags.

IPMBA thanks all of our industry partners for continuing to serve the intersecting public safety and cycling sectors. It is a niche market, which requires a solid commitment to the men and women who serve their communities from the seat of a bicycle.

We urge you to show your appreciation by patronizing these companies whenever possible for your on- and off-duty needs. As a reminder, many of them also participate in the IPMBA Product Purchase Program, offering discounts to our membership. Visit <http://ipmba.org/membership/product-purchase-program> for details and to start shopping!

Photos by Scott Furda.



Conference Exhibitors and Supporters



IPMBA thanks the exhibitors and other supporters of the 28th Annual IPMBA Conference. We appreciate those who were able to join us in Saint Louis and those who provided sponsorships and in-kind contributions. Please support those who support you by patronizing them for ALL your public safety cycling needs!

Exhibitors



American Bike Patrol Services

Contact: Aaron Roesler
Telephone: 800-488-9690
Email: abps@bikepatrol.info
Website: www.bikepatrol.info
Product/Service: Police Bikes and Custom e-Bikes, Specialty Lighting, Apparel and Accessories



ISM Saddles LLC

Contact: Laura Toll
Telephone: 813-909-1441
Email: laura@ismseat.com
Website: www.ismseat.com
Product/Service: Anatomically correct, comfortable bicycle saddles, meant to preserve blood flow, eliminate numbness, and improve performance.



MOCEAN Tactical

Contact: Bill Levitt
Telephone: 949-646-1701
Email: bill@moceantactical.com
Website: www.moceantactical.com
Product/Service: Manufacturers of Bike Patrol and Technical Law Enforcement Uniforms



Police Bike Store

Contact: Michael Espejo
Telephone: 973-366-5868
Email: info@policebikestore.com
Website: www.policebikestore.com
Product/Service: Fuji Police Bikes and C3Sports Lighting Products and Accessories



RZ Mask

Contact: Jim Hatzenbuhler
Telephone: 952-324-5474
Email: jimh@rzmask.com
Website: www.rzmask.com
Product/Service: RZMasks: The world's most comfortable filtration mask. Filters up to 99.9% of all dust and particulates from the air.



Sound Uniform Solutions

Bratwear

Contact: Sally Swanson
Phone: 253-625-7420
Email: sally@bratwear.com
Website: www.bratwear.com

Olympic Uniforms

Contact Name: Julie Cruise
Phone: 206-722-1412
Email: reps@olyuniforms.com
Website: www.olyuniforms.com

Product/Service: Bratwear and Olympic Uniforms: Stronger Together! Providing the best-fitting, functional, made-in-America uniforms!



Volcanic Bicycles

Contact: Jennifer Kackley
Telephone: 509-427-8623
Email: jennifer@volcanicbikes.com
Website: www.volcanicbikes.com
Product/Service: "Toughest Patrol Bikes on Earth"! New models in 27.5", 29" and Fat Tire Bikes. Parts, Accessories & More.

4Bike-Police.com

Contact: Mark Leonard
Telephone: 501-517-5338
Email: lcginc@sbcglobal.net
Website: www.4bike-police.com
Product/Service: Duty Bikes and Accessories.

Bellwether Technical Apparel

Contact: Timothy Coppock
Telephone: 310-884-7756
Email: tcoppock@profile-design.com
Website: www.bellwetheruniform.com
Product/Service: Since 1973, Bellwether has developed technical cycling apparel for serious cycling enthusiasts.

Blac-Rac Manufacturing

Contact: Kevin Pintar
Telephone: 208-855-9388
Email: kpintar@blac-rac.com
Website: www.blac-rac.com
Product/Service: Weapons Mount System for Mountain Bikes and Chase Bikes

Christini All-Wheel Drive Bicycles

Contact: Steven Christini
Telephone: 215-351-9895
Email: steve@christini.com
Website: www.Christinibicycles.com
Product/Service: Christini AWD Bicycles and E-Bikes produces the world's only AWD mountain bikes. Traction, control, and safety that is unmatched in the market.

Patrol Bike Systems

Contact: Mark Eumurian
Telephone: 651-773-8763
Email: mark@patrolbike.com
Website: www.ebiketools.com
Product/Service: Patrol cycling accessories, footwear, tools and clothing

Rad Power Bikes

Contact: Evan Douglas
Telephone: 800-939-0310 ext. 170
Email: evan@radpowerbikes.com
Website: www.radpowerbikes.com
Product/Service: Electric Bicycles

Samson Electric Bikes

Contact: Steve Hurst
Telephone: 805-402-1485
Email: steve@samsonebikes.com
Website: www.samsonebikes.com
Product/Service: Electric Bicycles and Bicycle Accessories

Virtual Booths



Cera Products

Contact: Jennifer Gurrola
Telephone: 706-221-1542
Email: jgurrola@ceraproducts.us

Website: www.ceraproducts.us
Product/Service: Rice-based Electrolyte Drinks



iFORCE Patrol Bikes

Contact: Skip Jones
Telephone: 724-431-2335

Email: info@iforcebikes.com
Website: www.iforcebikes.com
Product/Service: Custom U.S.-made patrol bicycles and vehicle-grade light/siren kits.

Airo Bike Seat

Contact: Jennifer Woolfall
Telephone: 250-575-1130
Email: jennifer@airobikeseat.com
Website: www.airobikeseat.com
Product/Service: Airo Bike Seat's patented design ensures superior comfort aiding enjoyment and supporting rider health

Supporters



Cygolite Bicycle Lighting Systems

Website: www.cygolite.com
Product/Service: Bicycle Lighting Systems



R&B Fabrications

Website: www.rbfab.com
Product/Service: Bicycle Panniers, Gear Bags, Safety Vests, and More

Adidas Outdoor

Website: www.adidasoutdoor.com
Product/Service: Apparel and Footwear

Adidas Outdoor - Five Ten

Website: www.adidasoutdoor.com/fiveten-brand
Product/Service: Cycling Shoes

Bar Mitts, Inc.

Website: www.barmitts.com
Product/Service: Bar-Mounted Mitts

Bern Unlimited

Website: www.bernunlimited.com
Product/Service: Helmets, including lighted helmets

Borealis Fat Bikes

Website: www.fatbike.com
Product/Service: Fat Bikes

Dick Kramer Studios

Website: www.dickkramer.com
Product/Service: Military and Law Enforcement Prints

Dual Eyewear

Website: www.dualeyewear.com
Product/Service: Eyewear

EMS World

Website: www.emsworld.com
Product/Service: Leading EMS Magazine, Website, and Expo

GQ-6

Website: www.gq-6.com
Product/Service: GQ-6 Nutritional and Hydration Products

Haix North America

Website: www.haix.com
Product/Service: Footwear

Hero Kit

Website: www.herokit.com
Product/Service: Equipment Repair Kits

Mountain Racing Products (MRP)

Website: www.mountainracingproducts.com; www.powergrips.com
Product/Service: Power Grips, Straps/Pedals, White Bros. Forks, Kreidler Rollers, Tamer Suspension Seatposts

NuGo Nutrition

Website: www.nugonutrition.com
Product/Service: Nutrition/Energy Bars

Pedaling Innovations

Website: www.pedalinginnovations.com
Product/Service: Pedals

Police Magazine

Website: www.policemag.com
Product/Service: Police Magazine

Primal Wear

Website: www.primalwear.com
Product/Service: Cycling Wear

Rudy Project USA

Website: http://bit.ly/rudy-IPMBA
Product/Service: Helmets, Sunglasses

Serfas

Website: www.serfas.com
Product/Service: Saddles, Shoes, Optics, Lights, Tires, Pumps, Accessories

SockGuy

Website: www.sockguy.com
Product/Service: Socks, Arm Warmers

SouthComm Law Enforcement Group

Website: www.officer.com
Product/Service: Law Enforcement Product News, Law Enforcement Technology

Stat Packs

Website: www.statpacks.com
Product/Service: EMS Backpacks, Vests, Equipment Carriers

Swagman

Website: www.swagman.net
Product/Service: Bicycle Racks

TOGS

Website: www.togs.com
Product/Service: Thumb-Over-Grip System

Visit Fort Worth

Website: www.fortworth.com
Product/Service: Fort Worth Information

Whistles for Life

Website: www.whistlesforlife.com
Product/Service: Safety Whistles

Contributing Members

- Dave Dager
- Matt Karnowski
- Rance Okada
- Gary Strang
- London Police Service
- Omaha Police Department

Local Supporters

- A&M Bicycle
- Anheuser-Busch
- Big Shark Bicycle Company
- Billy Goat Bicycle Company
- Bon Appetit at Wash U.
- Central West End Neighborhood Security Initiative
- Central West End North Business Community Improvement District
- Explore Saint Louis
- Gateway Off-Road Cyclists (GORC)
- Kraftig
- Main Street Brewing
- Mid-America Arms
- Mike's Bikes STL
- Saint Louis Fire Designs
- Schlafly Beer
- SLMPD Downtown Bike Unit
- The City's Finest LLC
- Urban Chestnut Brewing Company
- WUSTL Summer Programs and Conference Services

Partnering Agencies

- Saint Louis Metropolitan Police Department (host agency)
- Washington University Police Department (host agency)
- Lake Saint Louis Police Department
- Saint Louis County & Municipal Police Academy
- Saint Louis County Police Department

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Corporate Members

INDUSTRY

IPMBA thanks **Bicycle Patrol Outfitters** and **Cygolite Bicycle Lighting Systems** for their continued participation in the Corporate Membership Program. These companies have made a commitment to IPMBA and public safety cycling, and we urge you to patronize them and the other Corporate Members whenever possible.

The **Safariland Group** has discontinued their bicycle patrol program and are therefore no longer participating in the IPMBA Corporate Membership Program. They will continue to focus on products manufactured directly by Safariland, including holster gear, body armor, and less than lethal products. We appreciate their support of and participation with IPMBA during their time serving the public safety cycling market.



American Bike Patrol Services

Product: Police Bikes and Custom eBikes, Specialty Lighting, Apparel and Accessories

Phone: 800-488-9690

Website: www.bikepatrol.info



Bicycle Patrol Outfitters

Product: Bike Patrol Products

Phone: 951-318-7341

Website: www.police-bikes.com



NAEMT

Product: Association of EMS Practitioners

Phone: 601-924-7744

Website: www.naemt.org



Cera Products

Product: Rice-Based Hydration Products

Phone: 706-221-1542

Website: www.ceraproductsinc.com



Cygolite Bicycle Lighting Systems

Product: High-intensity lighting systems, designed and built in the USA

Phone: 949-297-4972

Website: www.cygolite.com



EMS World

Product: Leading EMS Magazine, Website, and Expo

Phone: 800-547-7377

Website: www.emsworld.com



iFORCE Patrol Bicycles

Product: iFORCE Patrol Bicycles and Accessories

Phone: 412-215-2983

Website: www.iforcebikes.com



ISM Saddles

Product: ISM Bike Seats

Phone: 813-909-1441

Website: www.ismseat.com



Jones & Bartlett Learning

Product: Educational Materials, Complete Guide to Public Safety Cycling

Phone: 800-832-0034

Website: www.jblearning.com



MOCEAN

Product: Technical Bike Patrol Uniforms

Phone: 949-646-1701/877-662-3680

Website: www.moceantactical.com



Police Bike Store

Product: Complete line of public safety bikes & accessories

Phone: 973-366-5868

Website: www.policebikestore.com



R & B Fabrications

Product: Panniers & Safety Vests

Phone: 800-553-1911

Website: www.rbfab.com



RZ Mask, LLC

Product: The World's Most Comfortable Air Filtration Mask

Phone: 952-324-54743

Website: <https://rzmask.com/pages/public-safety>



Sound Uniform Solutions

Product/Service: Bratwear and Olympic Uniforms

Bratwear

Phone: 253-625-7420

Website: www.bratwear.com

Olympic Uniforms

Phone: 206-722-1412

Website: www.olyuniforms.com



velofix

Product: Mobile bike shops, providing on-site service, builds and repairs, and fleet management

Phone: 443-791-9700

Website: www.velofix.com



Volcanic Bicycles

Product: Patrol Bicycles, Hand-Built in the USA

Phone: 509-427-8623

Website: www.volcanicbikes.com

Product Purchase Program

Visit <http://ipmba.org/membership/product-purchase-program> for the full IPMBA Product Purchase Program listings.

New Listing

Pedaling Innovations

Product: Bicycle Pedals/Catalyst Pedal
Discount/Cost to Members: 30% off purchase
Contact Name: Kiele Wilson
Phone: 970-589-6418
Email: support@pedalinginnovations.com
Website: www.pedalinginnovations.com
Notes: Email support@pedalinginnovations.com for coupon code.

4Bike-Police is Going Mobile!

Starting on August 1, 2018, 4Bike-Police is going mobile. Owner Mark Leonard will be using his 6' x 12' trailer to bring bike repair, maintenance, and the full supply of products to his customers' doorsteps. 4Bike-Police has been providing a full line of bike patrol products since 2002, and he looks forward to enhancing his internet-based business with face-to-face customer service. Contact Mark at lcginc@sbcglobal.com or 501-517-5338 with questions and/or to schedule an appointment. Visit www.4bike-police.com for more details.

Updated Listings

HAIX North America

Product: HAIX Footwear
Discount/Cost to Members: 15% off + free shipping and returns over \$49.99
Contact Name: Sandy Longarzo
Phone: 866-344-HAIX (4249)
Email: service-hna@haix.com
Website: www.haixusa.com
Notes: Place orders at www.haixusa.com/ipmba.

Rudy Project Eyewear

Product: Sunglasses, Sport Eyewear, Helmets, Goggles, Prescription Eyewear
Discount/Cost to Members: 50% off Retail + additional 15% off closeouts and promotional items
Contact Name: Jay Weber - Sports Marketing Manager
Phone: 949-272-2468
Email: jay@gorace.pro
Website: <http://bit.ly/rudy-IPMBA>
Notes: Online: Go to <http://bit.ly/rudy-IPMBA> to view discounts. Includes prescription eyewear.

Ryan Leech Connection

Product: Online Mountain Bike Skills Coaching with Coach Support
Discount/Cost to Members: 50% off Monthly Subscription
Contact Name: Ryan Leech
Email: team@ryanleech.com
Website: learn.ryanleech.com
Notes: Use coupon code IPMBA at checkout.

"Improving your mountain bike skills takes time; it requires practice and dedication. It's a workout, and the sense of accomplishment once that invested time pays off is incredible. If my instruction can help IPMBA members improve their performance on duty, that's fantastic. However the true power of riding mountain bikes is potently available when out in nature, with friends, getting exercise and having fun. Mountain biking is a unique recreational activity during which I have seen my friends who are police officers shed the layers of stress and trauma that can accumulate as a first responders. Ride ON!" – Ryan Leech

RZ Mask

Product: Air Filtration Masks
Discount/Cost to Members: 20% off MSRP
Contact Name: Jim Hatzenbuhler
Phone: 952-324-5474
Email: jim@rzmask.com
Website: rzmask.com
Notes: Order online. Enter coupon code IPMBA20 at checkout.

SockGuy

Product: High Performance Cycling, Running, Hiking, and Lacrosse Socks
Discount/Cost to Members: 30% off on Police and Sheriff Socks
Contact Name: Michael Foley
Phone: 760-804-1344
Email: michael@sockguy.com
Website: www.sockguy.com
Notes: Online: Enter promo code SGPOLICE18 at checkout and click recalculate. Can be used up to 5 times per individual during the year.

XX2i Optics

Product: Prescription, Performance, and Casual Eyewear
Discount/Cost to Members: 60% off MSRP
Contact Name: Jay Weber - Sports Marketing Manager
Phone: 949-272-2468
Email: jay@gorace.pro
Website: www.xx2i.com
Notes: Go to www.xx2i.com and use coupon code IPMBA at checkout.

by Erik Pearce, PCI #1184
U. of Wisconsin at Madison Police Department

“Electric bikes are fun, but not for police work”. These were my sentiments a few years back. Fast forward to my experience with the new Trek Police E-Bike and we might have a game changer. The following article describes my experiences with e-bikes and policing, and a review of the new Trek offering. I hope you enjoy.

Two years ago, our agency was given two police specific e-bikes (from a company that is more commonly known for its snowmobiles). My impressions were not favorable. Some officers in my agency loved the bikes to get from point A to point B. However, A to B is only 90% of what we do on a bike. Our bikes need to perform equally well (if not better) the other 10% of the time. This 10% involves dynamic situations and extremely slow speed maneuvering.

To elaborate, the snowmobile bike was a whopping 70+ pounds, and handled as well as you'd expect from a 70-pound bicycle. The power was rear hub generated, and the bike felt unbalanced. However, the biggest concern was a poorly developed drive-train that would lurch at inopportune moments. These e-bikes operate by providing assist (power) to the drive train when you pedal. You pedal a quarter-turn, and it triggers the assist. The snowmobile bike would have a delay in the assist, and the bike would lurch. For instance, riding slow speed in crowds proved challenging, as you'd be constantly braking to counter the ill-timed assists. Riding dynamically (chases or cornering) was also a problem, as you can well imagine. Having the bike lurch while you're attempting a crossover dismount, or during a sharp turn, could have disastrous consequences.

You can imagine that when Trek came calling for me to test out their new police e-bike concept, I had a healthy bit of skepticism. However, determined to keep an open mind, I (along with a fellow IPMBA cyclist) headed out to Trek's world headquarters in Waterloo, Wisconsin, to meet with their development team.

[Full disclosure: I've been a fan of Trek bikes for a long time. In my many years of competitive road and off road cycling, I rode primarily Trek products. To say I was looking forward to the opportunity to tour their facility and see their exclusive MTB test trails is a major understatement.]

The e-bike movement is sweeping through Europe, and Trek (along with other manufacturers) is trying to promote the platform here in the U.S. During the initial meeting, the Trek development team seemed very interested in hearing about how bike officers spend their days, and what sort of demands we would place on their new bike. They wheeled out their prototype concept, which was a Frankenstein of a top-tier MTB frame, equipped with the latest in Bosch bicycle power assist, an integrated (welded) rear rack, and an array of emergency lights and siren. After a lengthy Q-and-A session, it was time to ride the bike.

The Bosch system has a bar-mounted display screen that shows your level of assist and the bike's remaining battery. The Bosch drive has four levels of assist (five if you count zero assist).

As the amount of assist increases, the range decreases. According to the Trek reps, the lowest level of assist (level 1) allows for 55+ miles, and the highest level (level 4 “turbo” mode) allows for a 23-mile range. These are approximates, and will vary due to various factors in riding style and terrain.

My initial impression of the Trek (without the assist) was that it was well-balanced and not overly cumbersome. Yes, it was still a 30+ pound bike, but I had no problems pedaling it around the parking lot. It didn't feel delicate, but I still asked the Trek staff if they minded if I did some stairs.

After receiving permission to try to break it, I hammered up and down the stairs at Trek's main entrance a few times with no assist. Going down the stairs, the bike handled just fine. Without the assist, going up was not for the faint of heart. It was possible for me, but I would hate to ask a Police Cyclist Course

student to ride up any stairs with a 30+ pound bike. Lofting any heavy bike isn't particularly easy. Now, riding up stairs using the assist is a different story. Even at the lowest setting, the Trek muscled up the stairs far more easily than any non-assisted bike I've ridden.

Let's talk about the assist drive. This was my main concern with the snowmobile bike, but the Trek completely won me over. The drive feels very intuitive. When you pedal, it offers an almost instantaneous assist. The assist was seamless, and I felt no hint of the “lurching” issues I'd previously experienced. The power unit is contained in the bottom bracket area, and the remote thumb-actuated electronic selector was placed such that I didn't have to search for the controls. Make no mistake, this is not a moped. It will not power itself. You need to pedal to move the bike's 29” wheels. Overall, it feels (and handles) like a bicycle.

After the initial test ride, Trek allowed our agency to ride the prototype for a few months. We provided a lot of feedback on the design. Trek listened, and a good number of months after we tested the prototype, they provided us with a production model to test. I spent a few weeks riding the production bike on patrol, and found that both the prototype and production bikes handled and performed equally.

I work in downtown Madison, Wisconsin. We have an extremely diverse variety of terrain, including busy city streets, gravel running trails, monster hills, and natural areas. In my experience, our bike officers will ride anywhere from 10-20 miles per 10 hour shift, depending on calls. On average, I believe I doubled the mileage I



(Continued on page 24)

Electric Bikes are Fun...and for Police Work

(Continued from page 23)

would have ridden by using the e-bike, and never ran into a battery that didn't last. I also found that days I would have normally taken a car, for instance, when assigned to a more remote patrol district, I took the e-bike instead.

Officers often take squads equipped with bike racks and bring their bikes along. The e-bike's ability to take me further and faster boosted my confidence in my ability to quickly respond to more remote calls without staging a squad in my district. We also have those days when our legs are fried, and we dread having to ride up some monster hills, or it's windy out, so we take a car instead. With the e-bike, I simply rode more (hills...wind... meh...).

There were a few minor negatives. The bolt-on kickstand performed extremely well at first, but later failed (blew apart) during testing. I am hoping that a beefier kickstand is in the works. We'd also like to see some form of optional add-on integrated lighting system, something that could be bolted on and plugged into the existing power supply. Trek tells me these issues that are being looked into.

Overall, Trek did a great job on bringing a viable workhorse of a bike to market. Trek lists a retail price just shy of \$3500, which is more than our typical bikes cost, but then this isn't really your typical bicycle.

In conclusion, we need to first discuss whether e-bikes have a place in police work. There is certainly debate amongst cycling purists about the platform. There

is even push-back from various jurisdictions on whether to allow e-bikes on bike paths, trails, etc. For some agencies, policing on bicycles is still a niche or a novelty. I think we've come a long way in promoting bicycle patrol, and it's more mainstream than ever. However, convincing agencies to adopt e-bikes, could be an uphill battle. They cost 2-3 times as much as a typical police bike, and let's face it, there are a lot of people who resist change.

But that said, it's hard not to fall in love with the concept of these e-bikes. They allow you to go further, faster, and with less effort. You still get exercise, but you're not wasted at the end of your shift.

They also maintain all the advantages of bicycling: the stealth, the approachability, the ability to get places a car (or even a motorcycle) simply can't go. I think e-bikes have an uphill battle in becoming mainstream in policing, but I hope those leading the way will continue to push forward.

Erik is a 16-year veteran of the UW Madison Police Department. He has taught numerous Police Cyclist Courses as well as at several IPMBA Conferences. Erik's involvement with bicycles has spanned 30+ years of riding, racing, and wrenching on bicycles. His



Erik getting his first look at the e-bike prototype during a visit to the Trek World HQ in Waterloo, Wisconsin.

experience also includes nine years as a full-time bike patrol officer, and teaching 2-3 Police Cyclist courses each year. He can be reached at empearce@uw.edu.

Photos courtesy Erik Pearce.



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Freetown Roughneck and Revlr: Not all Helmets are Created Equal

by John Bending, PCI #1683-B
Hoffman Estates (IL) Police Department

If your department does not have a full time bike patrol unit, like mine, and if officers have limited opportunities to ride, bike equipment isn't something they think about on a regular basis. I am fortunate to be assigned to our Community Relations division, which enables me to ride more frequently than our patrol shifts. It also makes me the department's "bike guy." I love when officers come to me with questions, but I don't love it when they come to me thinking I'm the quartermaster and have new gear for them every time they ride. One of their most commonly asked questions is, "Hey, do you have a spare helmet I can use?" I'm sure many of you have run into that situation.

Thankfully, I have had the opportunity to review two helmets, which enables me to give "those officers" more options when it comes to a new helmet purchase. These two helmets are the Freetown Roughneck (at right, top) and the Freetown Revlr (at right, bottom). I had the opportunity to wear the helmets on- and off-the-job, during bike patrol and Bicycle Response Team training/ callouts, and while casually riding in my local area as well as on some trails. After wearing both of these helmets, I can honestly say all helmets are not created equal!

Both helmets are available in a matte black finish and have a very professional look. I was initially skeptical about the Fidloc magnetic buckles (right). I thought these "new-fangled" buckles would be a problem. I envisioned them unclipping very easily and having to make adjustment after adjustment. Freetown did their homework on this one because, as much as I tried, it just didn't happen. However, as someone

used to the standard type buckle, there was a learning curve. I found myself trying to unclip it the old way. It didn't take long to get used to it and after time, I found it easy to clip and unclip with one fluid movement.

They also have an incorporated chin pad that provides a barrier between

the chin and the buckle. The pad was helpful, but I found myself adjusting it regularly.

Like most helmets, these are easily adjustable.



I had no trouble dialing in the retention system (the size range on both is 58-62 cm) or adjusting the straps. The Revlr came with yellow straps, as opposed to the black straps on the Roughneck, which I preferred.

The Roughneck sat lower on my head than the Revlr and had a "molded" feel to it. It seemed it would provide more protection in the event of a fall. The retention system pinched the back of my head behind my ears, which was annoying but not unbearable. The Roughneck is a bit heavier than the Revlr (advertised at 330 grams as opposed to the Revlr at 260 grams). I could definitely feel the extra weight on my neck after an eight-hour

shift. The 18 air holes provided plenty of ventilation and kept my head as cool as possible.



The Revlr sat higher on my head, more like I am accustomed to. Even though it sat higher, it didn't slip or become a problem at all. It stayed right where it was supposed to and provided plenty of protection. At the advertised weight of 260 grams, it was noticeably the lightest helmet I have ever worn. I didn't experience any pinching or discomfort at all. This helmet has 23 airflow vents which, like the Roughneck, did their job perfectly. The only thing I didn't like about the Revlr were the yellow straps, which is only an aesthetic issue, not a functional issue.

The way a helmet feels on your head is as individualized as the way you set up your bike...everyone does it differently and you can quickly tell when someone has messed with your equipment. Both the Revlr and Roughneck fit very well and were

comfortable to ride with for an extended period of time. If I had to choose between the two, I would opt for the Revlr because of the lighter weight and the more open design. However, I will continue to wear both,

depending on the type of riding that I will be doing.

The price point on both of these helmets is also a plus. I was able to find the Revlr at \$49.99 and the Roughneck at \$59.99. Discounts are also available through the IPMBA Product Purchase Program.

Photos courtesy John Bending.

John has been a police officer for 20 years and an IPMBA-trained police cyclist for 12 years. As a member of the Hoffman Estates (IL) Police Department, he is assigned to the department's Community Relations Unit and the NIPAS MFF (Northern Illinois Police Alarm System Mobile Field Force.) As a member of the Mobile Field Force, John acts as Team Leader for the Bicycle Response Team and Protector Device Extraction Team. He can be reached at john.bending@hoffmanestates.org.

by Simon Crittle
Denver Health

This article was published on
www.emsworld.com on May 21, 2018.

It doesn't get more rugged: custom-made mountain bikes, manufactured in a brewery, used by paramedics for the first time at a major league baseball game.

That's how they roll at Denver Health, a major public health network that provides paramedic services for the city and county of Denver, Colo. Denver Health recently took possession of a fleet of the new bikes, made by the boutique bike company Proudfoot Cycles, which has a small assembly line in the back of a craft beer brewery at the foot of the Rocky Mountains.

The bikes were specially designed by the company to provide their riders with the best possible tool to do their job. Denver Health paramedics use the bikes at big public events, such as Rockies and Broncos games, park concerts, and the Mile High 420, Denver's annual cannabis festival, where conventional ambulances can't get close enough to patients.

Painted white and bearing Denver Health's distinctive blue-and-orange logo, the bikes have a shorter frame than regular mountain bikes, meaning the paramedics sit higher, giving them a more comfortable riding position. Moreover, the center of balance is set so the rider, along with their heavy saddlebags of equipment, can move through large crowds at low speeds.

"They give us better visibility, it's a lot safer riding position in a crowd, and it allows us to identify patients that much sooner," says Kyle Roodberg, assistant chief of operations for Denver Health.

The new bikes were road-tested by Denver Health paramedics on a cold day in April at the Colorado Rockies' home opener at Coors Field in downtown Denver.

Humble Beginnings

Denver's paramedics have had a bike team since 1989. Says Roodberg, "We were the first official EMS bike team in the country."

Back then Denver's paramedics had just a handful of bikes and riders. These days, Denver Health certifies about 20 paramedics—about 10% of those on staff—to ride the bikes every year.

Over the years the team has worn out a number of fleets. The previous bikes were standard workhorses and after 10 years of use had been ridden thousands of times on long, sometimes grueling shifts. So when it came to replacing them, Lt. Jesse Trudel, who was in charge of sourcing new bikes, decided Denver Health needed something custom made.

"We decided we were going to look locally," says Trudel, "because we knew there were a bunch of bike builders around here."

One of his fellow paramedics knew of Proudfoot, which had a reputation for producing one-off bikes for discerning customers.

A meeting was arranged, and a deal was eventually struck to make 22 bikes.

Jon Acuff, owner of Proudfoot Cycles, works out of the New Terrain Brewery in Golden, Colo., which happens to be owned by a family member. The wide-open warehouse space gives him plenty of room to spread out his equipment.

A mechanical engineer by trade, Acuff is a direct descendant of the Wright brothers. "You could say I'm hardwired to make things," he says. "Engineering and manufacturing run through my veins." He designs all his custom bikes on a computer and makes the frames from scratch using American-made steel tubing.

Acuff says the brief he was given was to create a bike that would allow the riders to have a good sense of their surroundings.

"I adapted the geometry to be more upright," he says. "That provides good visibility for slow-speed handling and a tight turning radius. We use very strong steel in the tubes—it's a little sturdier than a standard mountain bike in case you knock it against something. And the rack mounts are welded on, which is something we don't usually do."

The frame tubes are cut using precision equipment, then welded together by hand. Instead of regular paint, they are powder-coated and baked.

The bikes cost around \$2,000 each—relatively inexpensive for a high-end bike—and were paid for by the Denver Health Foundation with proceeds raised from an annual gala.

Community Relations

In their saddlebags the bikes carry much of the advanced life support equipment found on an ambulance, including an AED; oxygen; intubation, intravenous, and splinting equipment; and narcotics. "We're able to treat anything from a nosebleed to cardiac arrest," says Trudel.

The bike paramedics also take part in regular training sessions that include classroom work, drills, and group riding on the street. "Obviously, most people know how to ride a bike," Trudel says. "But it's slow-speed riding, and it's unlike anything you've ever done. You're constantly on alert. You're riding in a balanced position, and you're doing it with 40 pounds of gear. It's tricky."

Trudel adds that paramedics are sometimes overwhelmed at the responses they get from passersby: "Paramedics aren't used to getting any sort of gratitude from people, because they're in the ambulance most of the time, and there's not a lot of interaction unless they're on a 9-1-1 call.

"The great thing is, we kind of double as a community relations unit, as we're focused on providing quality customer service and interacting with people in a positive way."

Simon Crittle is the communications director for Denver Health. He's spent 25 years working in print journalism, government, and international development. He was press secretary to the Australian health minister; a correspondent for Time Magazine in New York; and a spokesman for the United Nations World Food Program in Sudan. He is also the author of a bestselling biography on a mafia boss, The Last Godfather.



by Scott Bixby, PCI #1684
 NY State University Police, University at Buffalo

In May of 2016, IPMBA published a position paper entitled *Use of Flat Pedals by Public Safety Cyclists* (<http://ipmba.org/blog/comments/use-of-flat-pedals-by-public-safety-cyclists-board-position-statement-2016>). Former IPMBA board member Mike Harris researched and wrote the paper, and, as far as I'm concerned (and this is my opinion only), it relegated plastic toe clips and straps to permanent obsolescence in the world of public safety cycling!

While reading the paper, you will notice that Mike quoted James Wilson several times and cited some of his work in the references. Since then, James has designed the Catalyst pedal, he and his wife, Kiele, have formed Pedaling Innovations, and they have brought the Catalyst to the market.

I've been riding bike patrol since 2005 as part of my duties with the NY State University Police at the University at Buffalo. The Catalyst pedals represent the single best upgrade I've made to my patrol bike in that time, and I'd like to tell you why.

Full disclosure: Before I delve further into this review, I need to tell you that I have been working for Pedaling Innovations in a part-time capacity since May of 2018. The



#26aintdead

business has been steadily growing, so James and Kiele brought me on to help with customer service issues.

With that out in the open, let me also add that I paid full retail price for my first three pairs of Catalyst pedals. That includes the pair that are currently installed on my agency-issued patrol bike.

To be completely honest, I've been riding on flat pedals at work since 2013, when I switched to flats on my personal mountain bikes. I had learned of James and his company, MTB Strength Training Systems (<https://www.bikejames.com/>), through a friend. His "no BS" style and mountain bike-specific training philosophy really resonated with me, so I bought a couple of his training programs. In all his programs, he advocated for flat pedals while riding. After reading his "flat pedal manifesto" (<http://www.bikejames.com/strength/the-flat->

[pedal-revolution-manifesto-how-to-improve-your-riding-with-flat-pedals/](#)), I made the decision to switch to flat pedals.

I had been riding clipless pedals on my personal bike since 1999, based on advice from my brother. I abandoned toe clips and straps on my duty bike in 2008, mainly because I hated plastic toe clips. As I got more involved with teaching, the disadvantages of clipless pedals in public safety cycling became more and more apparent. They made my back and hips hurt when I had to walk a lot. The dismounts that I practiced and taught were more difficult when trying to incorporate an "unclip". And running after dismounting could also be tricky, depending on the surface.

After all those years riding clipless, you can imagine what those first few rides on flat pedals in 2013 were like. It wasn't pretty! It was literally like learning how to ride a bike all over again. James acknowledges in his material that the transition is going to be difficult, but he encourages riders to stick with the flat pedals for ten rides. I stuck it out and in the process learned that I had no idea how to lift the rear wheel, or bunny hop, without my feet clipped to the pedals. It took three years to really get comfortable with them.

While this is a pedal review and not an article about skills progression, it is worth mentioning that the boost in confidence from riding flats changed the way I ride and enabled my skills to progress in ways I never would have imagined.



Standard pedal with toe clip vs the Catalyst

pedals I've ever seen", or a variation on that theme.

Typically, I'll respond by asking them if they've ever done any squats or dead lifts in the gym. If they respond affirmatively, I ask if they squat or dead lift while standing only on the balls of their feet, with their heels off the ground. Of

course, you don't perform those movements on the balls of your feet; you'd only be able to produce limited power that way!

Head over to <https://pedalinginnovations.com/> to read about the design process in great detail. I'll confirm that the Catalyst does allow me to pedal with more power. But for me, it's all about the support the pedal provides under both ends of the arches in my feet and the foot comfort that results during a long shift on the bike.

When I first switched to flats, I bought or tested the following flat pedals: Nashbar (unknown model); Shimano MX80 Saint; Spank Spike; Nukeproof Horizon Sam Hill; Wellgo B087; Sun Ringle ZuZu.

After the Catalyst was released, just a few back-to-back comparison rides convinced me that it delivered all the benefits that James had outlined when he released the pedals.

This past spring, I broke my patrol bike. While it was out of service awaiting replacement parts, I decided to ride one of the other bikes in our fleet. I was feeling lazy that day, so when I looked at the plastic toe clips installed in the fleet bike, I decided I didn't feel like going to get the pedal wrench to swap in my Catalyst pedals. What a mistake! I rode for fifteen minutes and my feet and lower legs started to ache so badly that I turned around, went back to HQ, and immediately installed my Catalyst pedals.

Another aspect of the Catalyst that I really like is the ability to pedal comfortably in any shoe. When I'm out actively patrolling, I wear canvas Five Ten



Five Ten rubber and the Catalyst pedal, a perfect match!

Freeriders. The Freeriders are slightly narrow on my wide feet, so if I'm at work and I know I have a pile of administrative work to do and only a few short patrol rides, I'll wear my wide-width New Balance cross trainer/trail run shoes. They are more comfortable for standing and walking than the Freeriders, but I can still pedal comfortably thanks to the support of the Catalyst pedals. *[Note: IPMBA's guidelines call for use of purpose-built, sticky-soled shoes with flat pedals.]*

I've reached the point in the review where I feel as if I have to say something

(Continued on page 28)

(Continued from page 27)

negative about the Catalyst, so here goes! I like grip on the pedals. With the 6mm traction pins that come standard in the Catalyst, I have always felt like the grip was lacking just a little, even when wearing the sticky Five Ten's.

Fortunately, the Catalyst comes with a bag of 8mm traction pins. Just a few minutes with a 2mm Allen wrench yields grip that rivals that of clipless pedals. Through trial and error, I have discovered that if I install the long pins in the ends and leave the short pins in the middle, the shoe sole will assume a slightly concave profile that amplifies the grip even more.

If I haven't convinced you yet that you need Catalyst pedals for your police/security/EMS bike, I'll point out that Pedaling Innovations supports IPMBA and can now be found in the IPMBA Product Purchase

Program, offering 30% off MSRP. Visit <http://ipmba.org/membership/product-purchase-program> for their listing and others, including one for 50% off Five Ten Outdoor.



Pro tip: if you routinely smash into rocks, leave short shoes via Adidas pins in the corners.

When I started working for James and Kiele, I asked them if they would be interested in participating and they agreed without hesitation. James felt so strongly about supporting IPMBA that he published the accompanying post on the Pedaling Innovations blog.

Thanks for taking the time to read this review!

I can be reached at scbixby@buffalo.edu if you have more questions or just want to hear me ramble on about mountain bikes.

Maybe I'll see you in Fort Worth next April? Stay safe out there!

Photos courtesy Scott Bixby.

Scott is a Lieutenant with the New York State University Police at the University of Buffalo. He has been a member of the bike patrol unit since 2005 and currently serves as its supervisor. He has also been the lead instructor for the UB Police Bike Patrol School since 2017. Scott is an expert level mountain biker and has been riding and racing mountain bikes since 1999. He also runs a bicycle wheel building and bike repair business that can be found at www.bluelinebicyclerepair.com. He can be reached at scbixby@buffalo.edu.

Why We Support Our Officers on Bikes

by James Wilson, *Pedaling Innovations*

This post was published on the Pedaling Innovations blog, found at <https://pedalinginnovations.com/why-we-support-our-officers-on-bikes/>.

Once a relatively rare sight, it is getting more and more common to spot an officer riding a bike through a crowded urban setting. And while you may not think about it, this is because they can be a very valuable asset to their department and the public they serve.

One of the most obvious areas that they help is in their environmental impact and cost to operate. A car that requires gas and maintenance while contributing to air pollution is a necessary evil that bikes have helped cut back on the need for.

However, besides these benefits, a bike can actually be a better choice in some environments. Places like college campuses and urban settings often have a lot of foot traffic and closely packed buildings, making it tough for a car to navigate and respond.

In fact, Lt. Scott Bixby (whom I spoke with for this post) told me about how he was able to respond to an alarm 90 seconds before a car showed up because he was able to ride straight to it rather than have to take the roads and deal with traffic.

Something else that being on a bike provides is the ability to see, hear and smell things that you would miss from a patrol car. A bike also provides a stealth element that allows officers to "blend in" with their surroundings in a way a car never could.

This connection with their surroundings also allows them to connect better with the people around them. An officer on a bike is usually less intimidating than one in a patrol car, which makes it easier for people to approach them and lets them become more a part of the community.

However, these advantages come with a few trade-offs.

First, officers are more exposed to certain dangers than they would be in a car. Responding to a situation that might involve a gun or someone behind the wheel of a vehicle requires a different type of awareness when you are on a bike.

Second, you have to learn how to navigate a bike wearing 30+ pounds of gear and body armor. This extra gear also means that you will have to deal with a higher heart rate when you arrive on a call, which also requires training and awareness.

This is why officers have to go through a certification course before being able to become a bike cop. While it varies from state to state, Lt. Bixby said that in New York it is a 40 hour course that ends with a live action drill, during which officers have to race to a spot, dismount and fire their weapons...which is shockingly tough to do for a lot of them.

One of organizations that helps support our officers on bikes is the International Police Mountain Bike Association (IPMBA). Founded in 1992, the IPMBA has become the premier organization for training and supporting Public Safety Cyclists.

Among the resources they provide are position papers (including one on the use of flat pedals for officers on bikes) and discounts on products they need through their Product Purchase Program.

We are proud to announce that Pedaling Innovations is now a part of the IPMBA Product Purchase Program. We know that the Catalyst Pedal can provide a unique level of performance and comfort that will be especially beneficial for Public Safety Cyclists and we're excited to be able to offer a discount to them through this program.

So, if you are a Public Safety Cyclist, be sure to check out the Catalyst Pedals next time you need a new set of pedals or if you just want to upgrade to a higher performance flat pedal. We've had several officers contact us to tell us how much they love them for the power and comfort they provide, and we're excited to get more officers on them.

I'd also like to encourage you to think about supporting the IPMBA in some way. Whether it is through a donation or setting up a Corporate Partnership between them and your company, looking out for the people who look out for us is always a good way to keep the karma wheel turning in your direction...plus they fight crime on a bike, which is pretty cool.

Oh, and next time you see an officer on a bike say hi and tell them thanks. They are serving a valuable role while also exposing themselves to some unique dangers. Showing a little appreciation can make a tough job a little easier.

Troy Gielish: Road to Recovery

On January 17, 2018, Troy Gielish (PCI #1136-B/EMSCI #269-B) was out doing what he loved — riding his bike with a friend — when tragedy struck. He was on a gravel ride in Blackstar Canyon when his front wheel unexpectedly washed out, causing him to lose control of his bike. Troy crashed headfirst, which caused severe trauma to his neck and several fractures in his back.

"This situation has helped me to remember that it's the little things that we often take for granted, that are most important. When everything is suddenly taken from you, you begin to realize just how important family, and good friends are. I am thankful to be home and have the ability to work on my recovery. I am truly thankful for all the love and prayers I have received. It has made all the difference during this difficult period of my life. I am hopeful that I can rejoin my IPMBA brothers and sisters and a future conference in some capacity." — *Troy Gielish*

Prior to the accident, he had an undiagnosed stenosis in his spinal column which magnified the injury greatly. This, combined with the forceful impact to his neck during the crash, caused his spinal column to compress and subsequent partial paralysis. This left him with a condition referred to as Central Cord Syndrome (CCS). Essentially, the center of the spine received the most damage, affecting motor function to Troy's upper extremities to a greater degree than his lower body. Typical patients with CCS regain use of their legs and can often walk, but cannot effectively use their arms and hands. The degree at which his

body heals cannot be predicted at this point.

Since the accident, Troy has kept up his positive spirit and recognition that God is working through this situation, despite having a number of setbacks. He was in ICU for nearly two weeks, during which time he developed a life-threatening case of pneumonia. After being sedated and put on a respirator, he recovered over the course of several days. Then he underwent spinal surgery to relieve pressure from fluid build-up in his spine and the compression from the injury. Afterwards, he was transferred to an acute rehabilitation facility, where his condition and health declined rapidly. Over the course of a month, he lost more than 40 pounds and had to be transferred to another hospital to have a feeding tube placed. He was then transferred to a convalescent home where he began slowly progressing and gaining weight.

On top of the damage to the use of his arms and legs, Troy is now challenged with difficulty swallowing (dysphagia) and speaking (dysarthria). These are symptoms of a previous neurological condition Troy was diagnosed with before the injury; currently believed to be Parkinson's.

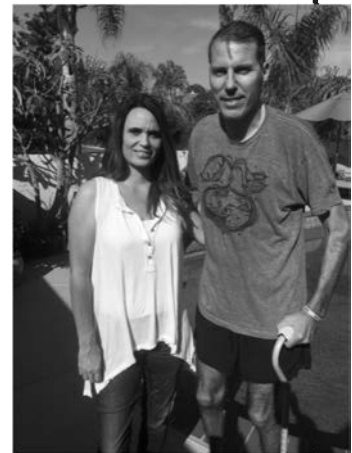
In June, Troy moved home and began outpatient therapy. Though his hands are compromised and he has limited sensation in all of his limbs, he is making progress with walking and continues to gain weight.

Troy worked for several Southern California police departments, including the Hawthorne Police Department from 1992 to 1995, and the Irvine Police Department from 1996 until his retirement in 2017. Among his other career accomplishments, Troy received the Medal of Valor for saving a woman from committing suicide; served on a

DEA Task Force and on Irvine's SWAT team; taught drug identification courses nationwide; and with his love of cycling, taught bike patrol throughout California and in Malaysia. He also taught at several IPMBA Conferences.

Although he has moved back home, Troy's journey continues. He requires home health care, medical transportation, and therapies that are not covered by insurance. His home required expensive retrofitting to accommodate his wheelchair, and it may be necessary to purchase additional equipment, up to and including an accessible vehicle. To this end a Go Fund Me account has been established. To donate and for updates, visit <https://www.gofundme.com/troy-gielish-road-to-recovery>.

Photos courtesy Troy and Mechelle Geilish.



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Photo by Rance Okada

Paul in Moab 2013

In March 2018, Paul Newton, IPMBA PCI #245, announced his retirement from teaching IPMBA Police Cyclist Courses, three years after retiring from the Westminster (CO) Police Department. Paul was one of

IPMBA's longest-serving instructors, having been first certified in 1997 under the "practice teach" method. He was recertified in 2001 upon the launch of the Instructor Course, which replaced the practice teach as the standard.

In his initial application, he stated, "I was very impressed by the training program presented by the IPMBA. My police department would like me to instruct this program to the other members of our bicycle patrol unit. I would also like to teach this program to other Denver Metropolitan Police Departments. I am very enthusiastic about this program."

His words would be prophetic. Paul went on to teach the 32-hour IPMBA Course to 548 public safety cyclists, mostly with his teaching partner, Rance Okada, PCI #246T. Of those 548 students, 15 went on to successfully complete the IPMBA Instructor Course.

Paul's mentor, Steve McCauley, PCI #014, included a letter in his application that reads: "I was recently contacted by Officer Paul Newton of the Westminster Police Department, requesting a letter of recommendation for his IPMBA Instructor certification application. Since I had suggested to Paul earlier in the year when he attended a 32-hour IPMBA Course hosted in Boulder that he pursue his instructor certification, I am more than pleased to provide this letter. Paul is not only extremely outgoing and personable, but an excellent cyclist as well. I believe Paul will make an excellent Police Cyclist Instructor, and I will do anything I can to assist him in that process."

Thank you, Steve, for urging Paul to follow this path, and thank you, Paul, for your role in training and educating several generations of IPMBA Police Cyclists. You will be missed, but your legacy will live on in those you have trained so well.



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Retired Police Deputy Enjoys eBikes

By Jennifer Mitchell, *Yucaipa Times Mirror*

This article appeared in the June 2, 2018, edition of the Yucaipa Times Mirror.

As a child, Clint Sandusky of Yucaipa, enjoyed riding his bike to school. At such a young age, he had not realized the love that would grow from it.

“I have been riding bikes most of my life, first as a child enjoying riding my bike to elementary school and then as a *Press Enterprise* newspaper boy on my bike,” said Sandusky. “I eventually bought my first mountain bike and immediately fell in love with it.”

Sandusky served as a law enforcement officer for 24 years with both the Los Angeles County Sheriff’s Department and Riverside Community College District Police Department. While working with the college, Sandusky served as the department’s bike team coordinator.

He has been a member of the International Police Mountain Bike Association since 1994 and is even a former instructor. “I have been a California POST-certified Bike Patrol Instructor since 1994 as well and I currently help teach bike patrol courses for the Riverside County Sheriff’s Department,” he said.

Beginning in 1999, Sandusky has competed in the USA Cycling amateur cross-country mountain bike races and is now a Category 2 amateur mountain bike racer. He travels and races all around the western United States.

Also, in 1999, he began competing in the Police and Fire Games. He competes in the mountain bike cross-country events and has taken part in two World Police and Fire Games. “The first World Games I attended was in 2001, in New York City,



and then I participated again in Los Angeles in 2017,” said Sandusky.

Currently, you can find Sandusky volunteering his time as a coach for the Yucaipa High School Mountain Bike Team. “I have been coaching since 2016, helping when I can,” said Sandusky.

His latest passion is eBikes. He has ridden various eBikes at Interbike trade shows, at home and at a 2017 Sheriff’s Bike Patrol Course. “I have read countless articles on eBike use, both for the general public and law enforcement.” In case you do not know what an eBike is, “It is an electric bicycle that is equipped with fully operable pedals and an electric motor. In simple terms, an eBike with its electric motor is meant to augment human power, not replace it,” he continued.

These bikes are becoming more well-known as they are being ridden for recreation, races and now even by some public safety agencies. The eBikes come in different varieties, depending on what one’s purpose for it is.

When asked what he thought the future of eBikes might be, Sandusky said, “As Europe, China, Israel and beyond have already experienced, eBike use in the U.S. is increasing and I believe will continue to do so. They are fun to ride, and more and more people are using them to run errands, commute, train on and even race with. With the increased speed and range these eBikes offer, I strongly believe, more cycling in traffic education and training needs to take place to keep all users of the road and off road safe.”

Photo courtesy Clint Sandusky.

IPMBA Members on the Move

IPMBA thanks the following members for their support of IPMBA and wishes them well as they move on to new phases in their careers and lives.

Jerry Bradley, Vanderbilt University (TN) Police – retired

Steve Forbes, University of Guelph (ON) Police – now director of security at Blue Mountain Resort

Bruce Fowler, Dallas-Fort Worth (TX) Airport Police – retired

Michael Glaubach, George Washington University (DC) Police – now with D. Stafford & Associates

Matt Grimes, Indianapolis Metro (IN) Police – retired, now with Butler University Police

Ron Kalomeris, Englewood (NJ) Police – retired

Orlando Matthews, New Orleans Police – retired, now with New Iberia Police

Gary Strang, London (ON) Police – retired

Dirt Jumps and Donuts

IPMBA Instructor Jake Coyle proving that bike cops are cool.



The Castle Rock (CO) Police Department has been hosting a series of evening events dubbed "Dirt Jumps and Donuts".

Members of the community are invited to Rhyolite Regional Park several times a month for an evening of mountain biking with the cops while enjoying views of Castle Rock. The Police Department provides water, donuts and music. Could this become the next "Coffee with a Cop"? Visit the City of Castle Rock's Facebook page for more information and for upcoming events.

Jake Coyle and Austen Schlecht will be presenting about this and the CRPD's other community outreach programs at the 2019 IPMBA Conference, April 8-13, in Fort Worth.



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Photo by Chuck Sanders

Robert Franklin Peterson passed away, at the age of 56, on May 23, 2018, surrounded by family and a multitude of friends and his brothers in blue. Rob was born in El Paso, Texas, and was adopted by Franklin G. Peterson (Bud) and Joan Peterson. Their family grew with the adoption of his sister Rebecca L. Peterson when Rob was a little over two years old. His father served in the Air Force, so Rob moved around a lot. Some of his fondest school memories were from the time he spent at AFCENT International High School in the Netherlands,

where he made lifelong friendships. Rob graduated from Mayfield High School in 1980 and went on to serve in the Air Force and Army Reserves.

He worked with Las Cruces Courts for a while then took the leap into joining the Las Cruces Police Department. While with the LCPD, Rob found his true calling in community policing. He was a founding member of LCPD's TNT Unit (Targeting Neighborhood Threats) where he honored the community with his ability to relate to people on every level. He took enormous pride in serving and protecting the Las Cruces community he called home.

Rob's motto was to the make the most of the time you have and always be kind to each other. This man exemplified that to the fullest and his smile was as contagious as his laugh. His sense of humor and goof-ball antics were guaranteed to leave a lasting impression.

Rob was a talented athlete who played league softball and enjoyed golfing with friends and family alike. He was an avid Chicago Cubs fan and loved to hate his beloved Cowboys.

Rob was certified as an IPMBA Police Cyclist in 2003 and as an IPMBA Instructor (PCI #765/EMSCI #199) in 2004. He attended several IPMBA Conferences and was an enthusiastic participant in the obstacle course competition. Individually and as a member of Team Dezert Ratz, Rob earned at least six medals.

He graduated from a mountain bike to a Harley Davidson in 2014 and never looked back. He rode the Texas hill country and to Sturgis alongside his motorcycle crew with the wind in his face. He loved every minute of the open road and who he shared it with. Rob marked events with new tattoos whenever he got the chance. They all had special meanings for moments in his life.

He was blessed to have been able to checkoff some bucket list items late in life. Meeting his biological mother and half siblings was a highlight.

Rob retired from LCPD in 2011 to start living the "good life." Cancer knocked on his door in early 2014. Maurice, as he named his tumor, wreaked havoc on his body and tested the limits of his spirit, but he never lost faith or let the diseases' progression stop him from living life to the fullest. His attitude and devotion to life, family, friends and the Lord was an inspiration to all who knew him.

He is survived by his soulmate and wife, AnneMarie Peterson, his daughters, Alexandra Peterson of Colorado and Cassidy Peterson of Las Cruces, NM, his step-daughters, Emma Lindsey, Hannah Lindsey and Elizabeth Lindsey; his sister Rebecca Peterson of Oregon; his niece Sara Bales and a multitude of aunts, uncles and cousins whom he cherished greatly.

Bennington patrol officer dead at 24

by Christie Wisniewski, Bennington Banner

This article appeared in the July 16, 2018, edition of the Bennington (VT) Banner.

The Bennington Police Department is mourning the death of a patrol officer.

Patrol Officer Dustin H. Lynds, 24, died Friday morning in Westport, N.Y., said Trooper Jennifer Fleishman, public information officer for the Ray Brook division of the New York State Police Barracks. According to Bennington Police Chief Paul Doucette, the cause of his death is under investigation by New York State Police but is not considered suspicious.

Lynds, who had been with the department just over a year, was a well-liked and motivated officer who worked hard to please his supervisors. "He fit right in here," Doucette said. "He was just such a hard worker." Lynds was in the Vermont Army National Guard, enjoyed his hobby of building firearms, and "was all about law enforcement," according to the chief. Doucette said Lynds was a genuine person who was always happy to take on overtime or fill in for another officer who needed it. "He always said yes," Doucette said. "His performance was outstanding."

Doucette is grateful for the outpouring of community support after Lynds' unexpected passing. "There's a lot of people who want to know what they can do to help the Bennington Police Department," he said. "It's needed. This is a complete blow to the law enforcement community." "Dustin had a lot of friends here," Doucette said. "He was just a nice young man with a heart of gold. My heart goes out to his family."

Ed.'s Note: Dustin attended the IPMBA Police Cyclist Course held May 17-20, 2018, in Bennington, Vermont. He successfully completed the course, taught by William Laramée, PCI #1000, and had recently joined IPMBA as a certified member.



Photo by Holly Peiczynski, Bennington Banner

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Appellate Court of Illinois, Fourth District

SHAWNA GILLIAM, Plaintiff-Appellee, v. THE BOARD OF TRUSTEES OF THE CITY OF PONTIAC POLICE PENSION FUND and THE CITY OF PONTIAC, a Municipal Corporation, Defendants-Appellants.

NO. 4-17-0232 (<https://caselaw.findlaw.com/il-court-of-appeals/1893287.html>)

Decided: April 05, 2018

OPINION

Defendants, the Board of Trustees of the City of Pontiac Police Pension Fund (Board) and the City of Pontiac (City), appeal from the circuit court’s decision reversing the Board’s decision to deny plaintiff, Shawna Gilliam, “line-of-duty” disability benefits. Defendants insist plaintiff failed to prove she was injured during an “act of duty.” We disagree and affirm the decision of the circuit court.

I. BACKGROUND

On April 3, 2012, plaintiff, a Pontiac police officer, was injured during a voluntary bicycle-patrol training session. As a result of this injury, three years later, on June 2, 2015, plaintiff filed an application with the Board requesting a “line-of-duty” disability pension pursuant to section 3-114.1(a) of the Illinois Pension Code (40 ILCS 5/3-114.1(a) (West 2010)). In the alternative, plaintiff requested a “non-duty” disability pension. In December 2015, the City filed a motion to intervene in plaintiff’s application. Without objection, the Board allowed the City’s motion.

A. The Administrative Hearing

In May 2016, the Board conducted a hearing on

plaintiff’s application. The Board heard testimony from plaintiff, the instructor of the bicycle-patrol training session, and the police chief and reviewed approximately 20 exhibits, most of which consisted of plaintiff’s medical records.

Plaintiff testified she became a Pontiac police officer on January 1, 2002, and throughout her tenure, she was employed as a patrol officer. On April 2, 2012, she participated in a training program taught by Charlie Summers, an International Police Mountain Bike Association (IPMBA) instructor. Two other Pontiac police officers participated as well. The City provided the bicycle she used during training. Plaintiff was on duty and wore her bicycle-patrol uniform, equipped with her vest, duty belt, and service weapon during the course. According to plaintiff, she was participating in the training in order to be certified for police bicycle-patrol duties. Although she knew how to ride a bicycle, this course was intended to teach “tactics” specifically used by police officers while responding to calls and conducting traffic stops. On the day of her injury, plaintiff was being trained on how to conduct a felony pursuit. Specifically, she was engaged in a maneuver called “parallel curb ascending.” She had successfully performed the maneuver approximately six times before she fell onto her right arm, injuring her forearm and wrist. She testified that her arm was smashed between the butt of her service weapon and the street.

Plaintiff, with Summers’s assistance, immediately completed an injury report, but plaintiff participated in the remainder of the four day training session. After the training, plaintiff sought medical treatment on April 5, 2012, and was diagnosed with a triangular fibrocartilage complex (TFCC) tear requiring three surgeries. The treating and examining physicians all agreed she was unable to carry out her duties as a patrol officer due to the injury. In December 2015, the Pontiac Police Department notified her she was being placed on nonpay status of employment.

Charlie Summers, a sergeant with the Illinois State University Police Department, testified on the City’s behalf. He said while he was teaching the IPMBA basic course, he saw plaintiff fall while attempting a parallel curb ascent. He described the maneuver as one

used to “rapidly get out of the roadway to get up on the curb. It can be a defensive movement or an offensive movement depending on what your role is at that time, but most of the time it’s used to divert from getting into an accident with a car or something like that. It’s a diversive action.” He said he does not teach civilians this technique; he only teaches the “police part of it.”

Chief James Woolford testified on behalf of the City. He explained that in order to become a bicycle-patrol officer, an officer can either request to attend the training class or wait until information about an upcoming training class is disseminated. Woolford said becoming a bicycle-patrol officer was entirely voluntary. The following exchange occurred:

“Q. And describe the nature of the class for us.

A. The nature of the class is a four-day class to learn basic police officer bicycle skills, to patrol in uniform and handle calls within your designated patrol area on a bicycle.

Q. Okay. Are there any educational or experience prerequisites before an officer can attend the class?

A. We don’t have anything set in stone, but it’s typically an officer off of probation, so we want an officer who is no longer overwhelmed by just learning their patrol job, so—

Q. Does there have to be any extensive pre-bicycle riding experience before they take the course?

A. We’ve—no, we’ve never said anything like that. It’s useful to be a bike enthusiast or willing to do it, but we have never set any hard rules or any requisites.

Q. Okay. And have you taken the class?

A. I have.

Q. All right. Currently right now on the department, how many officers are there that have taken the class and that are available to actually patrol the streets on a bike?

A. Probably four or five officers that are bicycle certified, and a number of those hold rank or are about to hold rank, so actually able to perform bike patrol, I probably have two officers that are—that would be patrol officers that would be able to do it.

Q. Okay. Back in April of 2012, was there any state law or regulation that required an officer to obtain a certification or go through this training course before performing bicycle patrol duties?

A. No.

Q. Once a city officer takes the bicycle class and actually becomes part of the bicycle program, are they required to continue participating in the program?

A. No.

Q. Can an officer voluntarily withdraw from the program and no longer patrol?

(Continued on page 38)



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(Continued from page 37)

A. They have.

Q. Explain to us the process of how that would occur.

A. Well, there's only one example that I can think of. It was an officer who's a corporal who did not enjoy doing bicycle patrol and asked to be removed from the bicycle patrol unit, so he was granted that.

Q. Okay. Would an officer suffer any adverse employment action or other impact on their terms or conditions of employment if they voluntarily chose not to participate in the program anymore?

A. No."

According to Woolford, plaintiff had expressed interest in the training class, so he asked her to find a bicycle that would fit her properly. She found one. Woolford arranged for the training program, which consisted of classroom and hands-on sessions. The classroom portion was conducted in the Pontiac Police Department training room. Woolford said two other Pontiac police officers attended the class with plaintiff. Although the program was voluntary, once the officer decided to volunteer for the bicycle-patrol position, the officer was expected to perform the duties properly and in accordance with the department's regulations and subject to Woolford's command. Woolford agreed that, once plaintiff accepted the bicycle-patrol training, she was expected to do as her instructor said; otherwise, Woolford would have disciplined her.

Woolford testified plaintiff could not officially become a bicycle-patrol officer until she successfully completed the police cyclist course. Plaintiff did so and became a "bike officer."

B. The Board's Findings

After considering the evidence, the Board voted 3-2 to deny plaintiff's request for a "line-of-duty" disability pension. The Board found the plaintiff's disability was not incurred by or a result from the performance of an "act of duty" because (1) the April 2012 accident did not involve an act that inherently involved a special risk and (2) the mandatory nature of the bicycle training course did not mean she was engaged in an "act of duty." In another vote, the Board unanimously voted to award her a "non-duty" disability pension.

C. The Circuit Court Proceedings

Plaintiff appealed the decision of the Board by filing a complaint for administrative review in the circuit court. After a December 2016 hearing, the circuit court (1) reversed the Board's order, finding its decision to be clearly erroneous, and (2) granted plaintiff's "line-of-duty" disability pension. In a written order explaining its finding, the circuit court held plaintiff was injured while performing an "act of duty involving special risk" and her disability was caused by the injuries she sustained in the April 2012 bicycle-training accident during the mandated training.

This appeal followed.

II. ANALYSIS

On appeal, the Board claims plaintiff's injury was not incurred in the performance of an "act of duty" as defined by section 3-114.1 of the Pension Code (40 ILCS 5/3-114.1 (West 2014)) so as to entitle her to receive a "line-of-duty" disability pension. We disagree with the Board and affirm the circuit court's judgment.

A. Standard of Review

In administrative review cases, this court's role is to review the decision of the administrative agency, not the decision of the circuit court. *Provena Covenant Medical Center v. Department of Revenue*, 236 Ill. 2d 368, 386 (2010). In reviewing the decision of an administrative agency, "[t]he applicable standard of review depends upon whether the question presented is one of fact, one of law, or a mixed question of fact and law." *Cinkus v. Village of Stickney Municipal Officers Electoral Board*, 228 Ill. 2d 200, 210 (2008) (quoting *American Federation of State, County & Municipal Employees, Council 31 v. Illinois State Labor Relations Board*, State Panel, 216 Ill. 2d 569, 577 (2005)). This court will reverse a ruling on a question of fact only if it is against the manifest weight of the evidence. *Marconi v. Chicago Heights Police Pension Board*, 225 Ill. 2d 497, 532 (2006). Questions of law are reviewed de novo. *Marconi*, 225 Ill. 2d at 532. Mixed questions of law and fact are reviewed under the clearly erroneous standard. *Marconi*, 225 Ill. 2d at 532.

The Illinois Supreme Court has recognized the clearly erroneous standard of review as appropriate when review of an administrative agency's decision "involves an examination of the legal effect of a given set of facts" such that it constitutes "a mixed question of fact and law." *City of Belvidere v. Illinois State Labor Relations Board*, 181 Ill. 2d 191, 205 (1998). That case involved a collective-bargaining dispute between the city and the firefighters union. *City of Belvidere*, 181 Ill. 2d at 193. According to the Illinois Public Labor Relations Act, to bargain collectively meant "to negotiate in good faith with respect to wages, hours and other conditions of employment." *City of Belvidere*, 181 Ill. 2d at 203 (quoting 5 ILCS 315/7 (West 1994)). The Illinois State Labor Relations Board examined whether, in the collective-bargaining context, the city's decision to contract out for paramedic services affected the "wages, hours and other conditions" of the firefighters' employment. *City of Belvidere*, 181 Ill. 2d at 205. The supreme court characterized this inquiry as a question of fact. *City of Belvidere*, 181 Ill. 2d at 205. The court further determined that the board's analysis involved a question of law because the phrase "wages, hours and other conditions of employment" is "a legal term that requires interpretation." *City of Belvidere*, 181 Ill. 2d at 205. The court therein adopted the "clearly erroneous" standard to address such mixed questions of law and fact. *City of Belvidere*, 181 Ill. 2d at 205.

A few years later, the supreme court reviewed a decision of the Department of Employment

Security (Department) to determine if it had erred in finding that AFM Messenger Service delivery drivers were "independent contractors" within the meaning of section 212 of the Unemployment Insurance Act (Act) (820 ILCS 405/212 (West 2000)). *AFM Messenger Service, Inc. v. Department of Employment Security*, 198 Ill. 2d 380, 381 (2001). In finding the clearly erroneous standard of review to be appropriate, the court stated, in part, the following:

"In the present case, the Department's decision also presents a mixed question of law and fact. Its decision is, in part, factual because it involves considering whether the facts support the agency's finding that the AFM drivers are employees and not independent contractors under section 212. Nevertheless, the Department's decision also concerns a question of law because the three statutory requirements for independent contractor status set forth in section 212 (freedom from control and direction, performance of services outside the usual course or places of business, and establishment of an independent business) are comprised of legal terms and concepts requiring interpretation." *AFM Messenger Service, Inc.*, 198 Ill. 2d at 392.

In the present case, the Board was tasked with determining whether plaintiff was injured in the performance of an "act of duty" as that term is defined in section 5-113 of the Pension Code (40 ILCS 5/5-113 (West 2014)). In that context, "act of duty" was a legal term, which required the Board's interpretation. Therefore, part of its inquiry necessarily involved a question of law. However, the Board's decision also involved a factual determination because it was required to examine whether, under the particular facts, plaintiff's participation in a bicycle-patrol training program was an act of police duty involving "special risk" such that it constituted an "act of duty."

Because the Board's decision in this case finding plaintiff was not injured in the performance of an "act of duty" presents a mixed question of law and fact, we conclude that our review is governed by the clearly erroneous standard. See also *Merlo v. Orland Hills Police Pension Board*, 383 Ill. App. 3d 97, 100 (2008) (pension board's determination that the petitioner was injured while performing an "act of duty" properly reviewed under the clearly erroneous standard); *Jones v. Board of Trustees of the Police Pension Fund*, 384 Ill. App. 3d 1064, 1068 (2008) ("This court tends to agree with the Merlo court, that an examination of the legal effect of a given set of facts presents a mixed question of fact and law, requiring the clearly erroneous standard of review."). But see *White v. City of Aurora*, 323 Ill. App. 3d 733, 735 (2001) (pension board's denial of "line-of-duty" benefits is reviewed de novo); *Alm v. Lincolnshire Police Pension Board*, 352 Ill. App. 3d 595, 598 (2004) (pension board's denial of "line-of-duty" benefits is reviewed de novo). Under the clearly erroneous standard, we afford a degree of deference to the Board's decision and will reverse only upon a finding

(Continued on page 39)

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Michael Wear, Metropolitan (DC) Police (ret.)
Thomas Young, Shippensburg (PA) Police

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(Continued from page 38)

that a definite mistake was committed. See AFM Messenger Service, Inc., 198 Ill. 2d at 395 (“[T]he agency decision will be deemed ‘clearly erroneous’ only where the reviewing court, on the entire record, is ‘left with the definite and firm conviction that a mistake has been committed.’” (quoting United States v. United States Gypsum Co., 333 U.S. 364, 395 (1948))).

B. The Pension Code and the Act of Duty Standard

Section 3-114.1(a) of the Pension Code provides as follows: “If a police officer as the result of sickness, accident or injury incurred in or resulting from the performance of an act of duty, is found to be physically or mentally disabled for service in the police department, so as to render necessary his or her suspension or retirement from the police service, the police officer shall be entitled to a disability retirement pension ***.

A police officer shall be considered ‘on duty’ while on any assignment approved by the chief of the police department of the municipality he or she serves, whether the assignment is within or outside the municipality.” 40 ILCS 5/3-114.1 (a) (West 2014).

The Pension Code defines an “act of duty” as follows:

“Any act of police duty inherently involving special risk, not ordinarily assumed by a citizen in the ordinary walks of life, imposed on a

policeman by the statutes of this State or by the ordinances or police regulations of the city in which this Article is in effect or by a special assignment; or any act of heroism performed in the city having for its direct purpose the saving of the life or property of a person other than the policeman.” 40 ILCS 5/5-113 (West 2014).

C. Special Risk

It is well settled that to qualify for line-of-duty disability benefits it is not enough that a police officer was injured while on duty. *Morgan v. Retirement Board of the Policemen’s Annuity & Benefit Fund*, 172 Ill. App. 3d 273, 276 (1988). Rather, she must be performing an act involving a special risk not shared by ordinary citizens. See 40 ILCS 5/5-113 (West 2014); *Johnson v. Retirement Board of the Policemen’s Annuity & Benefit Fund*, 114 Ill. 2d 518, 522 (1986). Not all police functions involve “special risk.” *Jones*, 384 Ill. App. 3d at 1070.

The seminal case interpreting “act of duty” and “special risk” is *Johnson*. There, the supreme court considered whether a police officer on traffic patrol who slipped and fell while crossing the street in an effort to respond to a citizen’s request for help was performing an “act of duty.” *Johnson*, 114 Ill. 2d at 522. The court noted “[w]hen a policeman is called upon to respond to a citizen, he must have his attention and energies directed towards being prepared to deal with any eventuality.” *Johnson*, 114 Ill. 2d at 522. The court held the officer’s conduct constituted an “act of duty” as defined in the Pension Code.

Johnson, 114 Ill. 2d at 522-23. The court noted that conduct involving a “special risk” is not limited to “inherently dangerous” activities.” *Johnson*, 114 Ill. 2d at 521. The crux of the inquiry is not whether the officer was injured “by [the] act of duty” but instead whether the injury occurred “‘in the performance of an act of duty.’” (Emphasis in original.) *Johnson*, 114 Ill. 2d at 522 (quoting Ill. Rev. Stat. 1983, ch. 1081/2, ¶ 5-154). The capacity in which the police officer was acting is the ultimate inquiry. *Johnson*, 114 Ill. 2d at 522.

Since *Johnson*, many courts have relied on the supreme court’s findings therein to analyze whether an officer’s conduct qualified for “line-of-duty” pension benefits. For example, the First District determined that a police officer was not entitled to line-of-duty benefits after he became disabled while attempting to sit down at a desk to fill out a police report. *Morgan*, 172 Ill. App. 3d at 274. In that case, the chair rolled out from under the police officer, and he was injured. *Morgan*, 172 Ill. App. 3d at 274. The court reasoned that filling out police reports did not involve any “special risk not ordinarily assumed by a citizen in the ordinary walks of life.” *Morgan*, 172 Ill. App. 3d at 276-77.

Likewise, the Second District determined that a police officer was not entitled to line-of-duty benefits after he became disabled while exiting his police car to place a traffic ticket on a windshield. *White*, 323 Ill. App. 3d at 736. The

(Continued on page 40)

court found the policeman's act did not involve any special risk not ordinarily assumed by civilians. *White*, 323 Ill. App. 3d at 737.

Other courts have determined that certain conduct constitutes an "act of duty" involving a special risk. For example, this court has previously determined that an officer on routine patrol, who was injured as a result of a traffic accident, was entitled to line-of-duty benefits because he faced "special risk" while on patrol. *Jones*, 384 Ill. App. 3d at 1074. Under similar circumstances, the First District also found a police officer, who was responding to a call of juveniles stacking concrete blocks, was performing an "act of duty" when he was injured while attempting to remove the hazard by unstacking the blocks. *Merlo*, 383 Ill. App. 3d at 10203.

Other courts have likewise relied on *Johnson* and found that an officer injured in the performance of an act of duty was entitled to line-of-duty disability benefits. See *Wagner v. Board of Trustees of the Police Pension Fund*, 208 Ill. App. 3d 25, 29 (1991) (officer suffered multiple injuries to his knee while on duty); *Alm*, 352 Ill. App. 3d at 601 (officer riding a bicycle on patrol); and *Sarkis v. City of Des Plaines*, 378 Ill. App. 3d 833, 841 (2008) (officer injured his shoulder while raising a railroad crossing gate). Of these, we find the facts and pertinent analysis in *Alm* particularly helpful to our analysis in the case before us.

In *Alm*, the officer injured his knee while pedaling a bicycle on bicycle patrol. *Alm*, 352 Ill. App. 3d at 601. The court emphatically rejected the Board's argument that the officer was simply riding a bicycle, noting the "Board misse[d] the point." *Alm*, 352 Ill. App. 3d at 602. The court stated, relying on *Johnson*, the focus should not be on the officer's "precise physical act at the moment of the injury" but on "the capacity in which the officer [was] acting." (Emphasis in original.) *Alm*, 352 Ill. App. 3d at 602 (citing *Johnson*, 114 Ill. 2d at 522). That is, a bicycle-patrol officer does not merely ride a bicycle as any ordinary citizen can and often does. Instead, the bicycle-patrol officer faces special risks not faced by ordinary citizens, including riding at night, remaining diligent on patrol while watching out for his own safety, and carrying additional weight with his service-oriented equipment. *Alm*, 352 Ill. App. 3d at 601. The court stated:

"Under these conditions, risks include falls and collisions as well as dangerous encounters with unsavory elements of society. This particular duty has no clear counterpart in civilian life. Therefore, we find that the bicycle patrol performed by plaintiff involved special risk. Consequently, he was performing in a capacity that amounted to an act of duty such that he was entitled to line-of-duty benefits." *Alm*, 352 Ill. App. 3d at 601.

In this case, plaintiff was engaged in officer training for bicycle patrol at the time she was injured. According to the instructor, the training consisted of classroom training and hands-on techniques, both specifically designed for police officers. During the hands-on portion, the instructor taught the officers "slow speed skills, *** front wheel lifts, *** braking techniques,

*** curb ascents and descents, dismounts, various dismounts." This particular training course was intended only for police officers and was designed to train the officers on the techniques to be utilized while on patrol. On cross-examination by plaintiff's counsel, the instructor agreed that the following description found on the IPMBA's website accurately summarized the course.

"Be prepared for the street! This essential training combines Emergency Vehicle Operations for bike officers with patrol procedures, tactics, night operations, scenarios, and basic bike maintenance and on-the-road repairs. Learn to ride like a pro, avoid crashes and use your bike to foil the bad guys every time. Off-road riding and bike-specific live-fire exercises may be added at the instructor's discretion." IPMBA Training: About the Courses, Int'l Police Mountain Biking Ass'n, <http://ipmba.org/training/about-the-courses> (last visited Apr. 4, 2018).

This description of the course alone reveals the special risks associated with bicycle patrol—risks specific to officers and not encountered by ordinary citizens.

The fact plaintiff was injured during a training exercise rather than on actual patrol is of no consequence. See, e.g., *Gaffney v. Board of Trustees of the Orland Fire Protection District*, 2012 IL 110012, ¶ 54 (not disputed that an injury to a fireman that occurred during a training exercise constituted an injury entitling the fireman to a line-of-duty disability). See also *Carr v. Ward*, 506 N.Y.S.2d 338, 340 (App. Div. 1986) (New York police officer entitled to line-of-duty disability when he was injured while boxing in a training exercise); *Warner v. Wurm*, 254 S.W.3d 148, 153 (Mo. Ct. App. 2008) (Missouri police officer injured during police training was entitled to service-related disability benefits). Indeed, at oral arguments, defendants acknowledged that line-of-duty benefits could be awarded to an officer injured during certain types of training. For example, counsel agreed that an officer injured during firearms training or special weapons and tactics (SWAT) training could potentially receive line-of-duty pension benefits. Thus, counsel agreed the fact that plaintiff here was injured during a training exercise was not dispositive of the issue. Rather, defendants claim, the dispositive issue is that plaintiff was injured while attempting a bicycle maneuver that did not involve a special risk. We disagree.

It is clear, from this court's review of the line of cases interpreting the pertinent section of the Pension Code, the courts analyze the various capacities in which the individual officers are acting at the time of their injury. Following *Johnson*, it appears the courts focus on the circumstances involved and the overall risk associated with those circumstances. Having a chair roll out from underneath the officer as he attempted to sit in the chair involved no activity or risk unique to the police profession. See *Morgan*, 172 Ill. App. 3d at 277. Likewise, exiting a vehicle to place a citation on another vehicle involved no activity or risk unique to the police profession. See *White*, 323 Ill. App. 3d at 736. Further, lifting weights as part of a fitness

test involved no activity or risk unique to the police profession. See *Swoboda v. Board of Trustees of the Village of Sugar Grove Police Pension Fund*, 2015 IL App (2d) 150265, ¶ 19.

It is true that ordinary citizens may at some point utilize the "parallel curb ascent" maneuver while riding a bicycle. This particular, precise, and individual move is certainly not unique to police officers. However, what is unique to police officers, and in particular in this case, bicycle-patrol officers, is that the officers must perform this maneuver while on patrol. This means the officer must use the learned skill as a safety maneuver, a diversive maneuver, or as an assertive maneuver in a felony pursuit. Regardless, the officer would be performing the maneuver while experiencing the associated risks and dangers unique to the police profession. Plaintiff was learning how to perform the maneuver in the capacity of a bicycle-patrol officer.

Based on the facts regarding the nature of the training, we conclude plaintiff was injured while acting in a capacity that involved special risk. Plaintiff was performing or learning to perform the duties of a bicycle-patrol officer at the time of the injury. She was learning to keep her "attention and energies directed towards being prepared to deal with any eventuality." See *Johnson*, 114 Ill. 2d at 522. With that mindset, she faced special risks not assumed by ordinary citizens riding a bicycle. See *Fedorski v. Board of Trustees of the Aurora Police Pension Fund*, 375 Ill. App. 3d 371, 375 (2007) (noting the fact the injury could have befallen anybody traveling in an automobile does not by itself foreclose a line-of-duty disability pension; the focus is not on the precise mechanism of the injury but on the capacity in which the officer was acting when injured and, in particular, the special risks a police officer faces when acting in such a capacity). Even though any ordinary citizen could realistically perform a "parallel curb ascent," plaintiff did so in the capacity of a bicycle-patrol officer, facing the associated risks of police patrol. Accordingly, we conclude that the record before us, the pertinent common-law authority, and the Pension Code support the circuit court's finding that the Board's decision to deny plaintiff line-of-duty disability pension benefits was clearly erroneous.

III. CONCLUSION

For the reasons stated, we affirm the circuit court's judgment reversing the Board.

Affirmed.

JUSTICE STEIGMANN delivered the judgment of the court, with opinion.

Presiding Justice Harris and Justice Turner concurred in the judgment and opinion.

A Day in the Life of a Bicycle Cop

(Continued from page 1)

Asheville, North Carolina

The Asheville Police Department Downtown Unit operates in two 10-hour shifts, patrolling everything from back alleys to public squares, from 8:00 a.m. until 3:00 a.m., Tuesday through Saturday. We work concerts, community outreach events, national holidays, festivals, parades, and free speech demonstrations. We are our department's most visible unit.

Being Prepared

Physical fitness is a huge part of the job. Asheville is blessed to be a mountain community, with plenty of hills in every direction. With that being said, it's important to remain fit when your ability to respond to emergencies directly relies on turning the pedals. I use my meal break to exercise first thing in the morning. Then I complete paperwork

until the city starts to stir. Downtown doesn't really come alive until lunch. The calls start coming in; time to ride. Helmet, riding gloves, sunglasses, citation

book, notepad, bicycle lock, water bottle, nitrile gloves, hand sanitizer...you get the idea. All of it has to travel with me. I pack a jacket, too, and stuff it all in the bag on the back of my bicycle.

My pre-ride routine includes the tried-and-true "ABC Quick Check," a bicycle safety and equipment inspection that I learned in my International Police Mountain Bike Association (IPMBA) Police Cyclist course years ago. I now teach the Police Cyclist course through IPMBA for officers at the Asheville Police Department, as well as surrounding agencies. All of the bicycle officers at the Asheville Police Department must complete a 32-hour course and pass a series of written and on-bike tests. The skills learned include slow speed maneuvering, fitness and nutrition, equipment fitting and nomenclature, and officer safety tactics.

Maintaining Visibility

Riding through town on a bicycle, I am exposed. My senses pick up more than

they would from inside a car. Also, I am much more visible and easily identifiable by business owners, residents, and tourists. I am stopped frequently by tourists asking for directions or a parking meter tutorial. Community members recognize me as a member of the Downtown Unit by my bright yellow shirt.

Even when taking enforcement action, I often interview offenders and look at ways the same situation can be avoided in the future. That involves inquiring where people sit on the list for public housing assistance, who their mental health or substance abuse case workers are, or whether they are having trouble staying on their prescribed medication.

My unit takes a comprehensive approach to problem solving with the goal of reducing the need for enforcement.

My yellow uniform shirt serves a secondary purpose. The hills and curves characteristic of downtown Asheville contribute to the threat presented by its ever-increasing traffic density. My visibility helps drivers see me in the roadway. It also helps other officers find me when I need assistance.

Working Demonstrations

Many times during my shift, I ride up to the center of downtown, marked by the Vance Monument, a 65-foot-tall granite obelisk. The sidewalks are wide there, making the square popular for street performers and pedestrians. This is where most free speech assemblies happen in the city. On any given afternoon, there is likely to be a demonstration comprised of anywhere from five to 100 people, sometimes much more.

In January of 2017, 10,000 people marched through Asheville's downtown in support of women's rights. The Downtown Unit is the front line for maintaining a safe atmosphere during these events. Keeping participants out of traffic and providing safe passage is all part of the job. Asheville's demonstrations rarely turn violent, but can attract counter demonstrations, causing tension to run high.

The Downtown Unit presents a more approachable, humanizing solution to crowd management while utilizing their bicycles and training to employ safe rolling barricades. We have several officers on the unit who have attended the IPMBA Bicycle Response Team training and we are planning to send another large group to training this summer. This training demonstrates the sheer



On bicycles, officers can easily maneuver and ride for miles at a time.

effectiveness of an organized, well-trained bicycle response team in civil disturbance operations. It is impressive to watch.

Taking Chase

Occasionally someone suspected of committing a crime will run from one of our bicycle officers. When this happens, initial instinct is to sprint to catch up with the fleeing suspect. In my eight years riding a bicycle on duty, I have learned that mechanical advantage is my greatest asset when pursuing someone. On a bicycle I can ride up and down stairs, turn on a dime, pedal through mud and grass, and do it all for miles at a time. The suspect can only run for so long before losing steam. There is no need for a physical confrontation. I am still fresh and able to perform; the suspect is not.

Dangers of the Job

One of the dangers of being a bicycle officer is being without the protection and security of a patrol vehicle, as they provide physical safety from a host of dangers. Squad cars provide plenty of space to carry patrol rifles, vests, bullets, food, water, and medical supplies. They also keep you warm in the winter and cool in the summer.

Riding a bicycle exposes you to distracted or intoxicated drivers that can run into you; surface hazards that can crash you; and weather that can bake, drench, or freeze you. Hydration and nutrition are huge considerations that most patrol officers take for granted. As a bicycle officer, it is essential to time your meals and gauge your water intake if you plan to last until the end of your shift.

Consensual Encounters

The secret of the bicycle officer's success is the consensual encounter. One bicycle officer can come into contact with more citizens in a shift than a squad of officers

(Continued on page 42)



Community members recognize members of the Asheville Downtown Unit by their bright yellow shirts

A Day in the Life of a Bicycle Cop

(Continued from page 41)

in vehicles. This is simply because bicycle officers are not enclosed in glass and steel.

We are constantly being stopped with requests for directions, questions about criminal charges, public safety concerns,

What it Means

So, what does it mean to be a bicycle officer in Asheville, North Carolina? It means riding miles up and over unrelenting hills from call to call. It means standing with both hands on your bike ready to push an agitated crowd of demonstrators out of traffic. It means spending hours with mental health consumers and substance abusers in crisis in order to get them the help they need.

It means closing down bars at 2:30am that can't handle their own security and safety needs. It means visiting businesses and residences downtown to be sure their concerns are heard. It means enforcing what some may see as minor laws in order to maintain public order and safety in a city that doubles in size every day and hosts an extremely diverse population. It means working large concerts, conducting surveillance, protecting demonstrators from antagonists, and teaching children how to ride safely in the street. This is a day in the life of a bicycle officer in Asheville, North Carolina.

Photos Courtesy South Carolina Department of Public Safety.

Sgt. Evan Coward is an 11-year veteran of the Asheville (NC) Police Department who is currently a supervisor and bicycle officer on the Downtown Unit. He can be reached at ecoward@ashevillenc.gov.



The Downtown Unit is the front line for maintaining a safe atmosphere during public demonstrations in Asheville.

complaints, and even the occasional, and welcome, "thank you." My unit conducts a staggering amount of mental health and substance abuse crisis intervention which coincides with our enforcement efforts. Being a bicycle officer means being more accessible to the community I serve and yields a stronger ability to solve problems. This is the essence of community policing.



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President

Wren Nealy, Jr., EMSCI#154-B/
PCI#860-B
Cypress Creek EMS/Waller County
Sheriff's Office
Spring, Texas
Email: President@ipmba.org
**Number of Years in Public
Safety:** 29
Number of Years on Bike Duty: 19
IPMBA Member Since: 2000
IPMBA Instructor Since: 2002
Duty Bike: Cannondale
Personal Bike: Cannondale
Dream Bike: None
Best Part about Being on a Bike:
Being seen, without being seen.

Vice President

Tom Harris, PCI #861T-B/
EMSCI #030T-B
East Baton Rouge Parish EMS/
Livingston Parish Sheriff's
Department
Baton Rouge, Louisiana
Email: VP@ipmba.org
**Number of Years in Public
Safety:** 41
Number of Years on Bike Duty: 22
IPMBA Member Since: 1996
IPMBA Instructor Since: 1999
Duty Bike: Volcanic
Personal Bike: Volcanic
Dream Bike: I have it already!
Best Part about Being on a Bike:
Being accessible to the public. The
interaction with the kids and public on
a bike makes a world of difference in
the perception of public safety.

Secretary

Craig Lepkowski, PCI #1180-B/
EMSCI #272-B
Lake Forest Police Department
Lake Forest, Illinois
Email: Secretary@ipmba.org
**Number of Years in Public
Safety:** 26
Number of Years on Bike Duty: 16
IPMBA Member Since: 2009
IPMBA Instructor Since: 2010
Duty Bike: Trek Police Edition
Personal Bike: Trek Police Edition
Dream Bike: None
Best Part about Being on a Bike:
Getting out in the fresh air and making
community contacts.

Treasurer

Elizabeth Bouchard, PCI #905-B/
EMSCI #214-B
University of Guelph Campus
Community Police Guelph, Ontario
Email: treasurer@ipmba.org
**Number of Years in Public
Safety:** 19
Number of Years on Bike Duty: 15
IPMBA Member Since: 2006
IPMBA Instructor Since: 2006
Duty Bike: Volcanic
Personal Bike: Specialized Epic
Dream Bike: Liv Hail Advanced
Best Part about Being on a Bike:
I get to ride a bike for a living, enough
said!

Education Director

Mike Wear, PCI #516T-B/
EMSCI #059T-B
Metropolitan Police Department
(Retired)
Washington DC
Email: education@ipmba.org
**Number of Years in Public
Safety:** 30+
Number of Years on Bike Duty: 25
IPMBA Member Since: 1998
IPMBA Instructor Since: 2001
Duty Bike: Volcanic
Personal Bike: Volcanic
Dream Bike: Custom-built Volcanic
for bike camping; steel blue with an
ISM saddle
Best Part about Being on a Bike:
I love the opportunity to cruise the
streets, having positive interactions
with the public while doing the job I
love.

Conference Coordinator

Brian Gillman, EMSCI #189T-B
Cypress Creek EMS
Spring, Texas
Email: conferences@ipmba.org
**Number of Years in Public
Safety:** 22
Number of Years on Bike Duty: 13
IPMBA Member Since: 2005
IPMBA Instructor Since: 2007
Duty Bike: Cannondale LE2
Personal Bike: Volcanic
Dream Bike: I do not have one.
Best Part about Being on a Bike:
I enjoy the events we work and the
opportunity to interact with the public.

Industry Liaison

James Englert, PCI #1081
Arapahoe County Sheriff's Office
Centennial, Colorado
Email: industry@ipmba.org
**Number of Years in Public
Safety:** 19
Number of Years on Bike Duty: 13
IPMBA Member Since: 2006
IPMBA Instructor Since: 2008
Duty Bike: Volcanic
Personal Bike: Walt Works
Dream Bike: I don't really have one.
Best Part about Being on a Bike:
Being outside and on the bike.

EMS Coordinator

Rob Collett, EMSCI #263
UC Health EMS
Fort Collins, Colorado
Email: emsc@ipmba.org
**Number of Years in Public
Safety:** 15
Number of Years on Bike Duty: 11
IPMBA Member Since: 2012
IPMBA Instructor Since: 2012
Duty Bike: Trek XCaliber 8
Personal Bike: Niner RKT RDO,
Giant Defy Advanced 1
Dream Bike: Kona Honzo CR Trail
DL, Yeti SB 5
**Best Part about Being on a
Bike:** The ability to interact and
engage with the community on a more
personal, approachable level; blending
my hobby with my profession in a
meaningful way; and training others to
enhance their bike response teams.

Membership Director

Jason Bain, PCI #1046-B/EMSCI
#278-B
Saint Paul Police Department
Saint Paul, Minnesota
Email: membership@ipmba.org
**Number of Years in Public
Safety:** 23
Number of Years on Bike Duty: 12
IPMBA Member Since: 2007
IPMBA Instructor Since: 2007
Duty Bike: Volcanic
Personal Bike: Trek 1500
Dream Bike: One that I don't have to
wrench on.
**Best Part about Being on a
Bike:** Being able to connect with the
public more easily, and coming to
work in shorts.

2018 CONFERENCE HIGHLIGHTS



IPMBA

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