

ipmba news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

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

VOL. 27, No. 3

Self-Care/Buddy-Care

by Maureen Becker
Executive Director

In 2017, more first responders died from suicide than were killed in the line of duty. In 2018, NYPD lost four officers to suicide in as many months, while Chicago lost three in less than three months.

As reported on page 36, IPMBA member Daniel Gagnon of Bowdoin College committed suicide in mid-2018. He was the fourth IPMBA member within the past several years known to have done so. His father made the decision to reveal the cause of his son’s death in an effort to raise awareness about the risk of suicide, particularly amongst members of the public safety profession. This courageous act was done with the goal of preventing future such tragedies.

According to a study by the Ruderman Family Foundation, 103 firefighters and 140 police officers took their own lives in 2017, while 93 firefighters and 129 police officers died in the line of duty. Most researchers believe these numbers are understated.

One of the authors, Miriam Heyman, noted there are several reasons for this. One is that unlike line-of-duty deaths, suicides amongst first responders are not widely covered by the press. The secrecy surrounding them reflects the societal stigma still associated with suicide. Not wanting to face the shame, neither departments nor families typically reveal if a death is a suicide. As a result, suicides are often misclassified as accidents or undetermined deaths – 17%, by one estimate. Victims of suicide are not afforded a hero’s funeral, and their families are often ineligible for death benefits.

The Ruderman study goes on to reveal that despite witnessing tragedy and horror on a regular basis and being at a heightened risk for depression, PTSD, and substance abuse, first responders often lack access to essential mental health services. Of the approximately 18,000 law enforcement agencies in the U.S., only 3-5% have suicide prevention programs. So even if a person were to overcome the misplaced shame and stigma associated with needing or seeking help, they may not know how and where to find it, and they may not be able to afford it.

In 2014, then-IACP President Craig Steckler said, “Officer mental health is an issue of officer safety, and we should treat it as such...we can all list a variety of measures available to ensure our officers’ physical safety. But what are we doing to actively protect and promote their mental and emotional health? Sadly, in many cases, not enough.” To change this, the IACP has published suicide prevention studies and resources at: <https://www.theiacp.org/resources/document/law-enforcement-suicide-prevention-and-awareness>.

Being a first responder carries with it a tremendous responsibility, not the least of which is responsibility to one’s self and one’s colleagues. Learn how to save a life in a different way. Visit the American Foundation for Suicide Prevention for a list of risk factors and warning signs (<https://afsp.org/about-suicide/risk-factors-and-warning-signs/>) as well as other resources.

For the full text of the Ruderman Study, visit http://rudermanfoundation.org/white_papers/police-officers-and-firefighters-are-more-likely-to-die-by-suicide-than-in-line-of-duty/. Share it with your department.

Finally, read Kim Colegrove’s article, *My Husband’s Suicide: Recognizing Predictors of Police Suicide*, at <https://inpublicsafety.com/2018/08/my-husbands-suicide-recognizing-predictors-of-police-suicide/>.

The topic of suicide prevention may be an uncomfortable one, but a little discomfort can go a very long way.



Bicyclists May Use Full Lane

by Carlton Reid
Forbes Magazine

This article appeared in the October 12, 2018, issue of Forbes Magazine.

Some motorists think roads were built for cars, and that people on bicycles are interlopers. Historically and legally, this is not the case: most global jurisdictions enshrine the right of bicyclists to enjoy the public highway – that is, to enjoy it in law if not always in reality. International traffic treaties also guarantee this basic right. Some bicycle advocates like to remind motorists that they and their motor vehicles are allowed on the road only *under license* while cyclists are allowed on the road by *right*.

As evidenced by the 2009 Manual on Uniform Traffic Control Devices, U.S. bicyclists “may use [the] full lane,” but this doesn’t stop some motorists shouting that cyclists do not belong on roads.

The explicit “may use full lane” permission has a parallel across the Atlantic: the

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Embrace Change

cases, light-years, better than what we started on more than 30 years ago. Better frames, wheels, gearing, suspension, and – I can't believe I'm saying this – hydraulic disc brakes.

Out in the garage is my old Colnago with Campy (Campagnolo) Super Record components. It's not as fast as it once was, but the fault lies with the aging engine, not the bike. I remember when Shimano introduced indexed shifting; one click of the downtube lever equaled one cog out back. I complained to anyone who would listen that indexed shifting and clipless pedals (introduced by a French ski binding manufacturer called LOOK) would ruin racing and cycling altogether.

It would bring people to cycling that didn't have the skill to friction shift a rear derailleur or have the forethought to loosen their Alfredo Binda toe straps before stopping; and that, according to me, was a "bad thing". There would be horrendous crashes in the racing pelotons because these people didn't want to learn to ride the "right way" or pay their dues as I had, with unintentional shifts during sprints or chains that got stuck between chainrings while a breakaway was going up the road.

If I've learned nothing else important in my life, this one thing is at the top: I didn't know what I didn't know. I succumbed to clipless pedals because, in a criterium race, if you aren't out front, there's a whole lot of sprinting to do because everybody except those at the front has to brake while cornering. Brake, sprint, brake, sprint; do that a couple hundred times and all you're going home with is a good workout and a little less tread on your tires. Indexed shifting and ultimately brake/shifter combos found their way onto my bikes because, without them, it was like using a muzzle-loading pistol against guys with machine guns. I hated it but I had to do it. I think what I hated the most was being wrong. The "new" stuff was better in every way. It performed better, it was lighter and it didn't fall apart as I proclaimed it would.

Mountain bikes, from the very beginning, broke from the traditional and focused solely on performance and aesthetics; history-be-damned. Were it not for that, I'm not certain that public safety cycling and IPMBA would even exist. I said all that to say this: don't fall into the same trap I did by limiting your thinking about technology as it relates to our bikes,

equipment or anything else that has the potential to make us more efficient or safer on the job. That could mean an e-bike, a new frame design, different wheel/tire sizes and/or anything else that isn't what we consider "traditional".

This applies to everything we touch; I mean, who wants to go back to a six-shot revolver with the spare rounds in loops on their belts? IPMBA was literally born because someone said, "let's do something different", in spite of what others in law enforcement thought about it. Those naysayers were wrong. We're still here nearly 30 years later, bigger and better than ever. When something new becomes available or things change, keep your eyes and mind open.

One last thing before I go. Many of the recent Police Cyclist Course graduates I had contact with will become lifelong cyclists. Long after their careers, they will continue to ride and reap the benefits of being healthy and alive. I think that's why IPMBA has a higher than average

... I mean, who wants to go back to a six-shot revolver with the spare rounds in loops on their belts? IPMBA was literally born because someone said, "let's do something different" ...

membership retention rate of people who aren't necessarily still riding bikes at work; because it goes beyond that. Take a moment to think about what bike patrol has done for your career and life in general.

If you think, as I do, that it's made your life richer, please consider a monetary gift to IPMBA. Everything in the world runs on money and IPMBA is no exception. Your generosity goes directly to making public safety cyclists safer in their jobs because of training, education and the exchange of ideas and methods at yearly conferences. I've lived in a world where those things didn't exist; just like the differences in our bikes, what we have now is light-years better.

I'm looking forward to seeing everyone in Fort Worth!

Allan

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



Photo Courtesy Gordon Cairns

Ed.'s Note: In this issue of IPMBA News, current IPMBA President Wren Nealy yields the "floor" to Allan Howard, who served as IPMBA's first President, from 1992-1997, shepherding the organization from its formation as a program of the League of American Bicyclists to the threshold of independence. We are thrilled to announce that the 30th Annual Conference will be held June 1-6, 2020, in the city Allan served for so many years: Dayton, Ohio.

It's Sunday morning and frost is on the ground. It's chilly, to say the least. The weather report promises accumulating snow next week and I have no reason to disbelieve it. The only ride I'll get today is on the rollers in my basement gym. This season of the year always gives me time for reflection. Just a couple of months ago, I was helping at one Police Cyclist Course and visiting another. Watching those officers, firefighters, paramedics and security personnel learning basic skills was invigorating. So invigorating that a few times I forgot that I was more than 30 years older than the students' average age. Quite literally, I rode with people who weren't even born when IPMBA was formed.

When I think about the younger people I rode with, I can put a name to some of their faces that isn't their own. Maybe it was a slight physical resemblance, something in their speech or mannerisms that reminded me of someone I worked with years ago. I literally got to see my replacement's replacement; indeed, IPMBA has come that far. This experience transported me back to one of the most rewarding times of my life, and I'm grateful that the Dayton Police Department and other local agencies were kind enough to include me.

While the quality and caliber of personnel seemed to be the same (very high), the equipment was vastly different. My mountain bike and the bikes ridden in class are literally decades and in some

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THE IPMBA BOARD

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

Winter: Time to Harness Your Inner Dire Wolf*

by Liz Bouchard, PCI #905-B/EMSCI #241-B
Univ. of Guelph (ON) Campus Community Police
IPMBA Treasurer

It's that time of year! Those of us in the North are preparing for snow – if we haven't gotten it already! If you live in a temperate location, this article is not for you, and please forgive my envious glares! However, if you're like me and live in a place where snow is a winter certainty, you're probably thinking about how you're going to stay in riding shape for the next four or five months. Here are a few suggestions.

Embrace The Cold And Keep Riding!

Except for the nastiest weather days, there is no reason why you can't ride throughout the winter. However, for many administrators, the costs associated with keeping a bike unit active in the snow outweigh the benefits. If you're among the unfortunate ones whose unit gets suspended during the winter, you might consider winterizing your personal bike and finding some time to ride on your off days. Just keep these tips in mind.

1) Winter weather creates its own set of hazards. There are unique surface hazards to contend with, like ice, snow, and salt, that affect traction

control and may necessitate different tires. Additionally, falling snow, increased periods of darkness, and high snow banks make it harder for motorists to detect cyclists. And never



Photo Courtesy: Liz Bouchard

forget that in the winter, there is less of an expectation that cyclists will be on the road, and motorists generally see what they expect to see.

2) Dress for the cold weather. Dress in layers. Pay particular attention to your hands and feet, which are generally more exposed to the cold and wind when locked on those pedals and handlebars. Take care that

whatever you choose to cover your hands with doesn't impact your ability to manipulate the brakes and shifters.

Bulky or dangling clothes risk getting caught up in the moving parts of your bike; for that reason, scarves are generally a winter riding no-no. You might consider a buff, which will protect your neck and can be pulled up to cover your face, or a balaclava. Most winter riders find that a thin winter hat, like a beanie, offers good head and ear warmth while still fitting under a cycling helmet. Finally, cleats and ice generally don't play well together, so it's a good time to switch to a pair of flat pedals with appropriate footwear.

3) Road salt and sand can be really hard on your bike, so you'll want to adapt and increase the frequency of your maintenance routines. Wipe your bike down after every ride and keep an eye on your bearings (repack as necessary). Pay particular attention to your drive train and switch to wet lube. Salt and sand will also wear your brakes out much faster, so increase the frequency of brake pad inspections.

4) With limited daylight, you'll want to invest in good quality lights and make sure they are kept free of road

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* Think dire wolves are a hundred percent fictional? You know nothing, Jon Snow. George R.R. Martin may have an epic imagination, but he didn't completely make up these *Game of Thrones* creatures. The powerful canines that we now call "dire wolves" (*Canis dirus*) did, in fact, patrol North America during Earth's last ice age. And though they would have been dwarfed by their counterparts in Westeros, the prehistoric predators were still formidable enough to scare the crud out of any Lannister. (Source: <http://mentalfloss.com/article/63309/10-fierce-facts-about-dire-wolves>).



THE IPMBA BOARD

(Continued from page 5)

grime. Remember that the cold weather will negatively impact the battery life of your lights, so you might want to keep some extras on hand and remember to charge them after every ride.

5) Consider investing in a fat bike; these are essentially bikes equipped with monster tires. The overlarge and over-wide tires increase traction on soft, unstable terrain and allow for much lower tire pressures. Fat bikes have exploded in popularity over the last five years in part because they OWN snow and enable cyclists to ride year-round. One of the biggest benefits of fat biking is that you can ride OFF-ROAD in the winter!!!

Can't Stand the Cold? Bring Your Riding Indoors!

Stationary bikes allow you to keep spinning throughout the winter without the frostbite. Bike trainers are relatively inexpensive (although highly sophisticated, expensive models that simulate actual riding are

Wintertime Fitness, Cont.

also available) and will allow you to adapt any bike to an indoor ride. Stationary biking is a great opportunity to practice pedaling technique, sprinting, climbing, and more. In addition to the abovementioned "ride simulators", there a lot of great internet resource to help you achieve training goals. Just make sure to work some interval training into your stationary bike routine to keep things real.

Another option is to focus on strength training and flexibility during the winter layover. While leg workouts are the obvious choice for cyclists, core training is equally important. Technical riders will also see improvements if they factor in some upper body workouts as well. Yoga is gaining popularity amongst cyclists as greater flexibility yields improved performance.

Don't Have Access to a Personal or Stationary Bike?

The winter months offer a whole host of great sporting and leisure opportunities. Skating and

snowshoeing are excellent low-impact workouts, and the snow allows for the mother of all aerobic workouts: cross-country skiing. The great thing about cross training is that it will increase your overall level of fitness while adding a variety to your routine.

Regardless of what you decide to do, it is essential to make an effort to remain in shape during the cold season. Not only will this help stave off the winter blahs, it will improve your work performance and help prevent injuries come spring.

Theroux says, "Winter is the season of recovery and preparation." Happy training, everyone!

Liz is a sergeant with the University of Guelph Campus Community Police where she supervises a platoon and oversees the organization's bike patrol unit. She has been both an IPMBA instructor and CCA CAN-Bike instructor since 2006 and is currently serving on IPMBA's board as treasurer. A good day for Liz involves a backcountry trail and a cold beer; when she's not enjoying either she can be reached at ebouchard@police.uoguelph.ca.



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My Commute: Electrified

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

I love to ride my bike. If there is ever an opportunity or excuse to ride instead of drive, I will. Commuting to work has always been a sore point for me. I live about 30-40 minutes away from my work. I know that isn't bad compared to other places, but I feel that time spent commuting is wasted time.

During the nicer times of the year – mostly April thru mid-October – I started commuting on bike whenever I could, depending on what I needed to take and how much time I had before and/or after work.

When I first started to commute by bike, I was riding my road bike. My commute was about 14 miles each way. It was a decent workout because I was usually wearing a big backpack. After a few months, I got tired of cleaning my road bike for afternoon and weekend rides.

I started thinking that I would like to have a bike just for commuting. I bought a cheaper single-speed bike that wasn't very light, but it got the job done. I definitely felt like I was getting a workout riding to and from work, almost to the point that I didn't want to ride on the weekends. But honestly, I got tired of not having gears for the hills I encountered along the way.

For various reasons, I stopped commuting by bike for several years. Recently I started again after discovering another option...an e-bike.

I'd been interested in e-bikes but stayed away from them, mainly because of the price. But with technological advances and increased interest (and more makes and models), the prices have come down. So I decided to investigate further.

I didn't intend for this to be a review but it may sound like one.

At our 2018 conference at Washington University in Saint Louis, I met Brain

Rinckenberger with RAD Power Bikes. When he told me that the average cost of a RAD Power Bike was around \$1700, I was surprised. In my mind, that is a reasonable price for a bike, especially an e-bike. My hopes of actually cycling to work again were now possible.

I was really interested in the RADWagon. My thinking was that I could use saddlebags on the back to carry extra equipment (like my lunch) to work, and other times I could use the bike to run errands or carry my kids around town.

I purchased a RADWagon in early July. The bike was shipped directly to my house. It took a little over an hour to assemble.

Here is the list of specs copied and pasted from the RAD website.

- Powerful 750W Shengyi direct drive hub motor with regen braking
- 48V 14Ah (672Wh) Lithium-Ion battery using Samsung cells (rated for 800 charge cycles)
- Total Payload Capacity: 350 lbs
- Running Boards: 40 lbs per side
- 20 mph top speed
- Estimated 25-45+ mile range
- Half twist throttle and intelligent five-level pedal assist
- Full LCD display including speedometer, wattmeter, and odometer
- Integrated headlight
- 28" cargo rack with wood panels (20 mm diameter tubing)
- 21-speed Shimano Altus drivetrain
- Dual-leg, spring-loaded kickstand
- 180 mm Tektro mechanical disc brakes
- 26" x 2.3" Kenda K-Rad Tires
- Bike Weight: 72 lbs

After riding the bike for several months and more than a thousand miles, I have to say I'm a big fan.

I really like the five levels of pedal assist. Depending how tired I am or how much of a workout I want, I change the levels of pedal assist. The throttle is nice to have, too, although I usually only use it when starting out at intersections.



I do have to say my new e-bike has made commuting by bike a lot easier. Depending on the traffic lights, it only takes me about 20-30 minutes longer to get to work or home.

RAD Power Bikes is only one of many e-bike companies out there, but to date I have not ridden any other brands.

If you feel like it just isn't possible to cover all the ground you need to on a bike, I encourage you to think about trying an e-bike for on- or off-duty use. It may just expand your cycling horizons.

James is a deputy with Arapahoe County Sheriff's Office. He has worked in the jail, as a patrol deputy, and has been a School Resource Officer (SRO) since 2005. He was certified as an IPMBA Police Cyclist in 2006 and as an IPMBA Instructor in 2008. He has raced as a category 2 in USCF and ACA and as an Expert in NORBA. He enjoys riding his bike whenever he can, including commuting to work, most recently on an e-bike. James was elected to the IPMBA Board in 2012 and currently serves as Industry Liaison. He can be reached at jenglert9926@yahoo.com.

Photos Courtesy RAD Power Bikes.

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Banana Benefits for Bikers

THE IPMBA BOARD

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

I recently attended a *Valor for Blue* training session on the subject of Officer Safety and Wellness. Among the topics presented were diet and exercise. For (hopefully) obvious reasons, IPMBA stresses the importance of a well-balanced diet and moderate exercise to public safety cyclists.

Part of the training involved a Train-the-Trainer session during which attendees were paired up and required to conduct a 10-minute presentation – much like the IPMBA Instructor Course. My partner and I chose to focus on the diet presentation from the previous day. We both agreed that it doesn't take a genius to understand why it is important for public safety personnel to maintain a healthy, physically fit lifestyle.

We attempted to “appeal” to our classmates and bring a little fun to the presentation by deviating from the same old lectures about improving our diets and increasing our exercise, instead focusing on one of America's favorite foods: the “humble” banana. Expanding on our presentation, I thought an article espousing the benefits of the most widely eaten fruit would help even the most nutrition-averse take a tiny step towards developing healthy dietary habits. Americans eat more bananas than apples and oranges combined – and for good reason!

You'll build lean muscle and recover faster.

Bananas are often referred to as the “perfect food” for athletes, mainly due to their mineral content and easily digested carbs. Eating bananas may help reduce exercise-related muscle cramps and soreness, which affect up to 95% of the general population. The reason for the cramps is basically unknown; however, studies have provided mixed findings about bananas and muscle cramps. Some athletes find them helpful, while others experience no benefit. That being said, bananas have been shown to provide excellent nutrition before, during, and after endurance exercise (Bjarnadottir).

You'll feel happier because you'll have less stress and anxiety and you'll sleep better.

According to Laura Flores, a San Diego-based nutritionist, bananas can be helpful in overcoming depression “due to high

levels of tryptophan, which the body converts to serotonin, the mood-elevating brain neurotransmitter” (Szalay). They contain Vitamin B6, which can also help you sleep well, and magnesium, which helps to relax muscles. The tryptophan in bananas is well-known for its sleep-inducing properties. Bananas aren't just shaped like smiles; they promote them, because they contain vitamin B9, a.k.a. folate, a nutrient that may fight depression by boosting a substrate that has antidepressant properties. Bananas also have norepinephrine, which regulates our ‘fight or flight’ response, which helps to regulate stress. They're an optimal, natural, real-food way to promote positive moods and help to prevent depression,” according to Cassie Bjork, RD, LD of Healthy Simple Life (Editors).

You'll look less bloated because you'll digest food more easily and you'll be more regular.

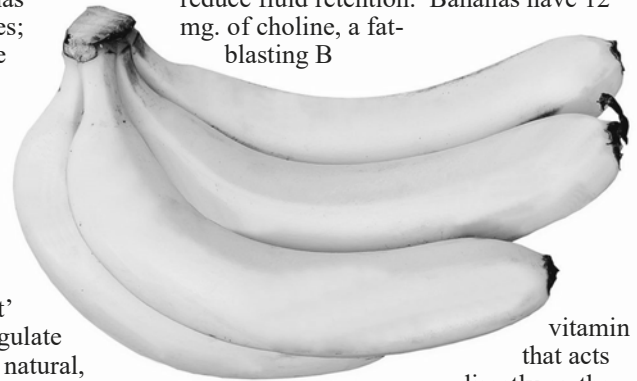
A 2017 meta-analysis published by Prilozi Section of Medical Sciences suggested that unripe green bananas offer some health benefits. They may help with controlling gastrointestinal problems such as diarrhea and ulcers, and may lower cholesterol and blood pressure (Szalay).

You'll lose weight because you'll start burning fat, have fewer cravings, and feel full faster.

Bananas may help with weight loss. They are low in calories, high in nutrients and fiber, and may have appetite-reducing effects. Each banana contains only about 90-110 calories and consists almost exclusively of water and carbs (“the most important nutrient for physical activity, including cycling” – *Complete Guide*, p. 139). Bananas contain very little protein and almost no fat. The carbs in unripe (green) bananas consist mostly of starch and resistant starch, but as the banana ripens, the starch turns into sugar (glucose, fructose and sucrose).

Bananas are loaded with fiber, both soluble and insoluble. The soluble fiber has the tendency to slow digestion and keep you feeling full for a longer time. This is why bananas are good for breakfast; you can start about your day without having to worry about your next meal. They may also reduce appetite by

slowing stomach emptying. One recent study found that women who ate one banana twice daily as a pre-meal snack for 60 days reported a 50% reduction in belly-bloat. The fruit increases bloat-fighting bacteria in the stomach, and it's also a good source of potassium, which can help reduce fluid retention. Bananas have 12 mg. of choline, a fat-blasting B



vitamin that acts directly on the genes that cause fat storage in the abdomen (Editors).

You'll have more energy.

For replenishing energy and electrolytes, bananas can be more effective than sports drinks. A 2012 study published in *PLOS ONE* looked at male athletes competing in long-distance cycling races. They compared athletes refueling with Gatorade every 15 minutes to athletes refueling with a banana and water. The athletes' performance times and body physiology were the same in both cases, but the banana's serotonin and dopamine improved the banana-consuming athletes' antioxidant capacity and helped with oxidative stress, improving their performance (Szalay).

Bananas contain three natural sugars – sucrose, fructose and glucose – and are a fat and cholesterol-free source of energy. As such, bananas are ideal, especially for children and athletes, for breakfast, as a midday snack, and before and after sports. There's a reason marathoners grab bananas before, during, and after the race: bananas are rich in glucose, the most easily digestible source of sugar. Eating one post-workout helps to quickly replenish energy stores that are depleted during a tough sweat session (Editors).

Your blood pressure lowers and your blood gets stronger.

Bananas are a good dietary source of potassium and magnesium, two nutrients that are essential for heart health. Research has shown that the nutrient levels rise in bananas as they ripen.

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Bananas with dark spots appear to be eight times more effective in enhancing the power of white blood cells than green-skin bananas, according to a 2009 study published in *Food Science and Technology Research*. White blood cells fight infections from bacteria, fungi, viruses, and other pathogens. A 2017 animal study conducted by researchers at the University of Alabama found that the potassium in bananas is also linked to arterial effectiveness; the more potassium you consume, the less likely your arteries are to harden (Szalay).

Your vision will improve.

Even though bananas don't have vitamin A (which is good for eye health), they contain three different types of carotenoids that the body converts into vitamin A. Like other fruits, bananas can help prevent macular degeneration, an incurable condition, which blurs central vision (Szalay).

Your body will fight disease and battle cancer.

Bananas are chock-full of all kinds of nutrition. They are loaded with essential vitamins and minerals such as potassium, calcium, manganese, magnesium, iron, folate, niacin, riboflavin, and B6. These all contribute to the proper functioning of the body. Eating a banana several times a week may reduce the risk of kidney disease by up to 50%. Some evidence suggests that moderate consumption of bananas may be protective against kidney cancer. A 2005 Swedish study found that women who ate more than 75 servings of fruits and vegetables a month cut their risk of kidney cancer by 40 percent, and that bananas were especially effective. Women eating four to six bananas a week halved their risk of developing kidney cancer.

Bananas may be helpful in preventing kidney cancer because of their high levels of antioxidant phenolic compounds (Szalay).

Bananas are one of the best fruit sources of vitamin B6.

Vitamin B6 from bananas is easily absorbed by your body, and a medium-sized banana can provide about a quarter of your daily vitamin B6 needs. Vitamin B6 helps your body produce red blood cells, metabolize carbohydrates and fat (turning them into energy), metabolize amino acids, remove unwanted chemicals

from your liver and kidneys, and maintain a healthy nervous system (Jasni).

Bananas are respectable sources of vitamin C.

You may not associate bananas with vitamin C but a medium-sized banana will provide about 10% of your daily vitamin C needs. Vitamin C helps your body protect against cell and tissue damage, absorb iron, and produce collagen (the protein which holds your skin, bones and body together). It also supports brain health by producing serotonin, a hormone that affects our sleep cycle, moods, and experiences of stress and pain (Jasni).

Nutritional Information

One medium-sized banana (118 grams) contains:

Calories.....	110
Calories from Fat.....	0
Total Carbohydrates.....	30g
Cholesterol.....	0mg
Dietary Fiber.....	3g
Sodium.....	0mg
Sugars.....	19g
Potassium.....	450mg
Vitamin B6.....	33%
Vitamin C.....	11%
Magnesium.....	8%
Copper.....	10%
Manganese.....	14%
Net carbs.....	24 grams
Fiber.....	3.1 grams
Protein.....	1.3 grams
Fat.....	0.4 grams

Source: Bjarnadottir

Bananas are good sources of manganese and magnesium.

Manganese is good for your skin. One medium-sized banana provides approximately 13% of your daily manganese needs. Manganese helps your body make collagen and protects your skin and other cells against damage. Also, as a good source of magnesium, bananas can help with muscle contraction and relaxation as well as protein synthesis, which increases lean muscle mass. Magnesium intake helps boost

lipolysis, a process by which your body releases fat from its stores – another way bananas may assist in weight loss (Jasni).

Potassium in bananas is good for your blood pressure, heart, and muscle health.

A medium-sized banana provides 320-400 mg of potassium, which meets about 10% of your daily potassium needs. Potassium helps your body maintain a healthy heart and blood pressure. Bananas have low salt content and high potassium content, properties which are ideal for those trying to maintain a healthy blood pressure. The low sodium and high potassium combination helps to control high blood pressure and regulate your heartbeat (Jasni). A potassium-rich diet can help lower blood pressure, and people who eat plenty of potassium have up to a 27% lower risk of heart disease. As an electrolyte, potassium helps your muscles recover from a workout, strengthens their development, and allows you to work out more (Bjarnadottir).

Bananas contain carotenoids.

Even though bananas have no vitamin A, they can still help alleviate vitamin A deficiency. They're rich in three different types of carotenoids (pro-vitamin A carotenoids, beta-carotene and alpha-carotene) that the body converts into vitamin A. According to an article in the *Food and Nutrition Bulletin*, foods containing high levels of carotenoids have been shown to protect against chronic disease, including certain cancers, cardiovascular disease, and diabetes (Editors).

Bananas are good for the gut.

Bananas can aid digestion and help alleviate gastrointestinal issues. Bananas can ease constipation, stomach ulcers, and heartburn. A medium banana provides about 3 grams (10-12%) of your daily fiber needs. Soluble and insoluble fibers play an important role in your health. Soluble fiber helps your body control your blood sugar level and get rid of fatty substances such as cholesterol. Insoluble fiber adds weight and softness to stools, making it easier for you to have regular bowel movements. This helps to keep your gut healthy and safe from harmful bacteria.

Bananas contain two types of fiber: pectin and resistant starch, which is found in unripe and newly-ripened bananas. Resistant starch escapes digestion and

(Continued on page 11)

(Continued from page 10)

ends up in the large intestine, where it becomes food for the beneficial gut bacteria. Some cell studies propose that pectin may help protect against colon cancer (Bjarnadottir).

They're an excellent source of prebiotics, non-digestible carbohydrates that act as food for good gut bacteria (probiotics), and improve digestion – because they contain the unpronounceable fructooligosaccharides, a cluster of fructose molecules that lead to better gastrointestinal health (Szalay).

There are some risks associated with banana consumption.

In general, when eaten in moderation, there are no significant side effects associated with eating bananas. However, there are some possible risks that need to be mentioned. Some people are allergic to bananas and may experience symptoms in the mouth and throat such as itching, hives, swelling and wheezing (Ware).

Bananas may trigger migraines in some people. People who often experience migraines are advised to eat no more than half a banana daily (Ware). Eating the fruits in excess may trigger headaches and sleepiness, Flores said. She said that such headaches are caused by “the amino acids in bananas that dilate blood vessels.” Overripe bananas contain more of these amino acids than other bananas. “Bananas can also contribute to sleepiness when eaten in excess due to the high amount of tryptophan found in them.”

she said. Magnesium also relaxes the muscles – another sometimes-benefit, sometimes-risk (Szalay).

Bananas are a sugary fruit, so eating too many and not maintaining proper dental hygiene practices can lead to tooth decay. They also do not contain enough fat or protein to be a healthy meal on their own, or an effective post-workout snack.

Eating bananas becomes significantly risky only if you eat too many. The USDA recommends that adults eat about two cups of fruit a day, or about two bananas. If you eat dozens of bananas every day, there may be a risk of excessively high vitamin and mineral levels. And eating too much fiber can lead to bloating, gas, and stomach cramps.

The University of Maryland Medical Center reported that potassium overconsumption can lead to hyperkalemia, which is characterized by muscle weakness, temporary paralysis and an irregular heartbeat. It can have serious consequences, but you would have to eat about 43 bananas in a short time for any symptoms of hyperkalemia to occur.

According to the NIH, consuming more than 500 milligrams of vitamin B6 daily can possibly lead to nerve damage in the arms and legs. You would have to eat thousands of bananas to reach that level of vitamin B6 (Szalay).

Bananas are easy to add to your diet.

Not only are bananas incredibly healthy, they are also one of the most convenient

snack foods. Bananas make a great addition to your breakfast yogurt, cereal or smoothie. They can replace sugar in some baking and cooking (Bjarnadottir).

Like applesauce, ripe mashed bananas can be used in baked goods to replace oil or butter. Mashed bananas lend a moist, naturally sweet flavor to muffins, cookies and cakes (Ware).

Furthermore, bananas rarely contain any pesticides or pollutants, due to their thick protective peel. Bananas are incredibly easy to eat and transport. They are usually well tolerated and easily digested, and simply have to be peeled and eaten (Bjarnadottir).

Alternate Uses for Bananas

- Rub bug bites or hives with the inside of the banana peel to relieve itching and irritation.
- Remove a wart by placing the inside of a piece of banana peel against the wart and taping it in place.
- Rub the inside of a banana peel on your leather shoes or handbag and polish with a dry cloth for a quick shine.
- Eat a banana to lower the body temperature and cool you during a fever or on a hot day.
- Quitting smoking? Bananas contain high levels of B-vitamins as well as potassium and magnesium to speed recovery from the effects of withdrawal (Colquhoun).

(Continued on page 12)

How does one transport a banana?

The ongoing relationship between athletes and cyclists with the super fruit can be seen in the development of specialized carriers for bananas. Although the banana fits well in the typical bike jersey, I have uncovered two specific carriers: **The Biken Banana Holder** (first four pictures, left to right; <https://www.treehugger.com/bikes/biken-banana-holder-ultimate-must-have-cycling-accessory.html>) offers more options because it can easily be affixed to the handlebars, the top tube, saddle, or your belt. Talk about an “apeeling” product! **The 3D-printed BaNanaBotCage** (last picture, far right; <https://www.thingiverse.com/thing:678170>), a bike-mounted holder with slots for a bottle and pair of bananas. It was designed by Franc Falco after a cyclist colleague complained of squashed snacks.



Photos, left to right, taken from: CoolThings.com, TreeHugger.com, Etsy.com, CoolThings.com, and CoolThings.com.

(Continued from page 11)

Miscellaneous Banana Facts

- Bananas may have been the world's first cultivated fruit. Archaeologists have found evidence of banana cultivation in New Guinea as far back as 8000 B.C.
- The banana plant is classified as an arborescent (tree-like) perennial herb, and the banana itself is considered a berry. A bunch of bananas is called a hand; a single banana is a finger.
- There are almost 1,000 varieties of bananas, according to the Food and Agriculture Organization of the United Nations (FAO). Nearly all the bananas sold in stores are cloned from just one variety, the Cavendish

banana plant, originally native to Southeast Asia. The Cavendish replaced the Gros Michel after that variety was wiped out by fungus in the 1950s. The Gros Michel reportedly was bigger, had a longer shelf life and tasted better. The Cavendish are resistant to the fungus that killed off the Gros Michel, but they are susceptible to another fungus and may face the same fate within the next 20 years, botanists say.

- Botanically, there is no difference between plantains and bananas. But in general use, "banana" refers to the sweeter form of the fruit, which is often eaten uncooked, while "plantain" refers to a starchier fruit that is often cooked before eating.

- Ecuador is the leading producer of bananas worldwide, followed by the Philippines. Bananas are produced in other tropical and subtropical areas of Asia, Africa, and the Americas, as well as the Canary Islands and Australia (Szalay).

Craig has enjoyed riding at his department for many years and was honored to assist with the development of the department's bike unit. Impressed with the IPMBA Course he attended in 2009, he attended the Instructor Course in 2010 and has enjoyed teaching bike skills ever since. Never one to say "no", Craig was elected to the IPMBA Board in 2013 and is currently serving as Secretary. He can be reached at lepkowsc@cityoflakeforest.com.

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Bicycle Response Team Uniforms: To Viz or Not to Viz?

by Jason Bain, PCI #1046-B/EMSCI #278-B
Saint Paul (MN) Police Department
IPMBA Membership Coordinator

I have been around bikes since about 2002 and have been teaching the Police Cyclist Course since 2007. I have been involved with Bicycle Response Teams (BRT) since then as well. The question that always arises when we have a training class is: "What uniforms do you wear or should we wear?" I have personally gone around and around with this question.

Since I became involved with bike patrol, I have seen and worn many different styles of bike uniforms. I have also worn several different styles of BRT-specific uniforms.

From a standard patrol uniform without any added equipment or extra High-Viz material, to a standard patrol uniform with department-issued traffic vest topped off with a gas mask and a large can of OC in a thigh rig, I've worn them all.

This past year, we have been wearing our traffic vests on every BRT deployment. I have experienced some difficulties while wearing the traffic vest while riding in BRT deployments, including the vest not fitting properly and/or getting hooked or snagged on objects as I rode by. In addition, the traffic vest adds another layer of clothing, which prevents air flow and subsequently the natural body cooling afforded to us by high-performance uniform shirts.

That said, I personally like wearing High-Viz during BRT deployments, especially when inside large crowds. Wearing High-Viz enables us to be seen more easily by the crowds and by other officers if they are coming to our support. This can be accomplished by wearing one of the two-tone uniform shirts that are out on the market. In addition, several uniform companies will make the uniform shirts with matching exterior vest carriers. I believe this would be the best of both worlds: you reap the safety benefit of the High-Viz, but you gain the ability to remove your body armor to cool off when in a safe location.

I have heard several arguments against wearing High-Viz uniforms; the main one being that we are just "sitting ducks", standing out from the crowd. However, as law enforcement officers, we have no choice but to look like we are from the Police/Sheriff's department.



Photo Courtesy: Visit Saint Paul

I have read in a couple of After Action Reports, that "during large scale detail or special events, all officers will wear High-Viz traffic vests or High-Viz uniforms until that uniform possesses a risk to their safety". The main scenario I can think of is an elevated active shooter who is specifically targeting public safety officials. This would be an instance in which wearing High-Viz would be a huge detriment.

One of my co-workers is currently putting together a proposal for our department to adopt a two-toned uniform shirt with a matching exterior vest carrier in High ViZ for special events and BRT deployments, paired with a royal blue top and dark blue bottom for our everyday bike patrol uniform. I believe this would give us both the UNIFORM look we as a department want and the safety features we need.

If you are interested in joining an online discussion on this topic or any other related to BRTs, send an FB message to the IPMBA page with a request to join the IPMBA BRT Group.

Jason has been a police officer since 1995 and a bike officer since 2002. He became a member of IPMBA in 2007 and was also certified as an Instructor. He has since earned EMSCI and BRTT Instructor status. He has been instrumental in starting his department's bike officer community engagement unit, the Saint Paul "Bike Cops for Kids". He has recently been assigned to his department's Special Operations unit in charge of the bike units and special events. He is currently the Membership Coordinator for your Board of Directors. His email is Jbain7004@msn.com and he would welcome emails regarding this topic as well as any other.



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

What is IPMBA to you and your agency: an answer to your training needs, a tool, a guide, a resource or a means to reduce liability? Hopefully there are many ways IPMBA assists you and your agency. Ultimately, individual goals revolve around promoting and serving your agency, specifically, your bike program and the ideals of IPMBA training.

I have enjoyed more than 30 years of public safety service, along with 21 years of military service. I am proud of my accomplishments and am always seeking new adventures. Bikes have been a huge part of my professional and personal being. I believe cycling is a lifestyle and my personal mission is to include it in several facets of my life. Here are a few examples: a bike tour of Berlin while on a family vacation; cycling to support traffic control and first aid for road marches while serving as a drill sergeant; as a Boy Scouts Cycling Merit Badge Counselor; and, to honor my profession, organizer of and participant in the Metropolitan Police Officers' Memorial Rides.

In 1998, I joined IPMBA and accepted what has since become our official mission: *to promote the use of bikes for public safety, provide resources and networking opportunities, and offer the best, most complete training for public safety cyclists.*

An example of how I implemented the mission within my own agency was first to create the training requirement that bike team members must complete and pass the IPMBA Police Cyclist course. I constantly promoted IPMBA and the benefits of training meeting with success eight "short years" later. Next I pushed our Mountain Bike Training Team to endorse and encourage the agency to use bikes in new ways, such as Tactical Teams, Community Events, Civil Disturbance, and Active Shooter Response.

I personally became heavily involved with not only my agency's bike unit training and development of bike usage, but I also began teaching at the IPMBA Conference as well as overseas. I became involved with the Education Committee and contributed to the development of new and updated public safety cyclist course curricula.



Ghana 2002-National Police Force Training

Through IPMBA, I have had the great pleasure to meet and work with many who share the same passion to promote our mission. Most recently, I had the opportunity participate in the COPSWEST Conference in Sacramento, California. This was an excellent experience that opened my eyes to the need to focus attention on and respond to the growing usage of the E-bike within public safety circles. This is not a brand-new concept, but one that is emerging and clearly evolving.

Assigned to the IPMBA Booth, I joined dedicated member Clint Sandusky, retired from the Riverside Community College (CA) Police Department. Clint is the "powering" voice of the IPMBA "E-Bike Task Force", voluntarily supporting our efforts in researching this topic with unrelenting energy. If you want to know more about him, visit <http://ipmba.org/blog/comments/retired-police-deputy-enjoys-ebikes>.



Photo Courtesy Clint Sandusky
Mike, Clint, and Expo Director Cindi Williams at COPSWEST 2018.

The role is simple enough, but we need more of you to accept the Mission, and it is not impossible. This past fall, I had an incredible opportunity to be involved in a symposium on Bicycle Response Teams held in Columbia, South Carolina. I was invited to participate by Corporal Joseph Dupree, an IPMBA Instructor with the University of South Carolina Division of Law Enforcement and Safety. It was an amazing event from start to finish, highlighted by the support of local families and a spectacular lunch (unbelievably delicious southern fried chicken, with all the trimmings).

Similar to the roundtable held at the Annual IPMBA Conference (April 8-13, 2019, in Fort Worth, Texas), the purpose of the event was to discuss the role of the Bicycle Response Team within public safety cycling. The Director of the Public Safety Chaplaincy, Sean Thomas Smith, Cpl. Dupree and their fellow collaborators, created and completed an event which absolutely projected a positive image of bike usage, emphasized the need for bike training



Photo Courtesy: Sean Thomas Smith

Sean Thomas Smith presents the "Bike Officer's Prayer" to Mike Wear.

and explored the opportunities for growth and development of bike programs. I was proud to have represented IPMBA at the event.

The most successful bike programs have a "champion"; one who supports the mission and has a significant leadership role within their agencies. The roundtable was well-attended by such leaders, including Sheriff Leon Lott of Richland County, Chief John Hancock of the

Bureau of Protective Services, Chief Don Perry of Irmo Police, and Deputy Director Joe Lipshetz of the Public Safety Chaplaincy, amongst others. Their involvement bodes well for the future of public safety cycling.

IPMBA's call to support the "Mission" is answered every day by our membership. We have members who ride their patrols, helping others in need; instructors who teach the fundamental courses; Instructor-Trainers who develop and certify new instructors; and Administrative Directors who facilitate the growth of our organization and promote our accomplishments.

We must capture recent developments in the bike industry (like the E-bike), continue to develop realistic and relevant applications, including tactical ones (like BRT), and seek organizational resources to educate our dedicated brothers and sisters bound together by public services like the Public Safety Chaplaincy.

Borrowing a phrase from Chaplain Smith, I challenge each of you in our IPMBA family, to **"Support the Mission"**.

Mike recently "un-retired" and returned to the Metropolitan Police Department in Washington DC, which he has served for nearly 30 years. He was one of the first members of the MPD Mountain Bike Unit in 1992 and was on the first Civil Disturbance Squad on July 4, 1995. In 1997, he became the first city-wide mountain bike coordinator and training supervisor. He discovered IPMBA in 1998 and has been a dedicated member ever since. Employing his experience and knowledge into the professional cycle training offered by IPMBA enabled him to be certified as an Instructor in 2001 and an Instructor Trainer in 2008. He also teaches EVOC, MC, Segway, firearms, marksmanship, CIO, patrol rifle, and CDU. He serves as Education Director on the IPMBA Board. His motto is, "Ride Hard, Ride Safe, and Thanks for Coming Out!" He can be reached at sgtwear@msn.com.



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by Lieutenant Robert Palermo
Mashpee (MA) Police Department

The Town of Mashpee, Massachusetts, located on Cape Cod, is a seacoast community heavily impacted by summer tourism. The Mashpee Police Department was one of the agencies selected by GeoOrbital to participate in their 2017 Public Safety Electric Wheel Beta trials, based on our department's reputation for having an active bicycle patrol with a community-oriented approach to policing. Mashpee has had a bike patrol since before the early 90's, when I began working in Mashpee. Our department is in the "People Business". We believe that bike patrol make officers more human and is an extremely valuable tool that supports our philosophy of community policing.

The purpose of the Beta trial was to test the first generation GeoOrbital Wheel (model 700C) for several months. Our mission was to determine if the technology was useful for law enforcement and, if so, to document our unbiased feedback and recommendations for improvements. Upon completion of the test period, a lengthy survey was completed, accompanied by interviews with participating officers.

Prior to the trials, we knew that many departments were successfully integrating e-bikes into their bike patrols, but we were concerned about the high initial startup costs and the potential long-term future costs. We replace our patrol bikes every 5-6 years. If we purchased e-bikes, would the department be locked into much higher replacement costs every time we needed to replace a bike? E-bikes are more complex than conventional patrol pedal bikes. What are the maintenance costs and logistics involved with having them serviced? If we made this investment, would the officers be more or less interested in riding? As it was, filling bike patrol shifts had become more difficult in recent years.

In March 2018, after a very successful Beta trial, the Mashpee Police Department purchased new Second Generation GeoOrbital Electric Wheels Model PS29. Twelve officers began actively patrolling with them. The new PS29 was designed specifically with public safety needs in mind. GeoOrbital

must be commended as all our recommendations were incorporated into the new design such as a wider tire, increased battery strength, a more powerful motor, an emergency lights package and an easily-accessible USB port for charging cell phones and tablets.

Administration immediately recognized that the wheel provided officer safety benefits. On average, our bicycle patrol shifts are scheduled for eight hours, but can be as long as 14 hours, depending on the needs of the community or when policing special events. Those long days can lead to officer fatigue, which the PS29 can alleviate.

Our bike officers typically patrol the Mashpee Commons, a large commercial and retail venue with numerous shopping and dining options, as well as parking lots that attract heavy vehicle and pedestrian traffic. The GeoOrbital wheel enables the officers to patrol within proximity to the public at low speeds and in confined, crowded spaces.

The electric wheels are also used in support for the neighboring Town of Falmouth for their annual Falmouth Road Race, which attracts 100,000 people. Events with a large footprint, such as the annual 4th of July Fireworks Celebration, Oktoberfest, and numerous bicycle and road races are other ideal uses. The boost provided by the wheel expands the officers' patrol zones without the burden and costs of additional manpower.

This past summer, the Administration received positive feedback from community leaders and the public because the bicycle officers are even more visible and approachable than before. The eye-catching wheels whose centers do not turn (only the tire spins) pique people's curiosity and encourages conversation.

We no longer need to transport our bicycles by patrol cars to the beachheads where we patrol; we now ride our bikes

directly from the station. The community now welcomes and benefits from patrols in areas seldom patrolled on bicycles previously.

While the wheels are not perfect (nothing is), the positives far exceed the negatives. It took a little time for the officers to adjust to this "new-fangled" wheel, but the GeoOrbital soon proved to be a valuable tool that boosted our patrol. We have been hard on the equipment, and it has withstood the test.

Curbs, stairs, potholes, gravel roads, and inclement weather have been no problem. Our

GeoOrbital wheels have not required any service or maintenance during our first season of use.

Positives

Enhanced Officer Safety. The

GeoOrbital guards against over-exertion and dehydration in the heat, especially when longer shifts are required. It

also affords officers strength and stamina after responding to a call for service that requires a hands-on approach.

Expanded Patrol Zones. Our officers are able to patrol larger areas with increased visibility and productivity when compared to our standard patrol bikes.

Purchase Cost. GeoOrbital wheels are significantly less expensive than a good quality e-bike, yet deliver excellent performance.

Future Upgrade Savings. All GeoOrbital wheels are rebuildable. The next time we upgrade our bikes, we will transfer our electric wheels to the new patrol pedal bikes. If needed, GeoOrbital will refurbish our electric wheels for a much lower cost than purchasing new e-bikes or new electric wheels.

Easy Upgrade. Having our existing bicycles equipped with GeoOrbital wheels makes for an easy transition. Officers ride familiar bicycles that are equipped just the way they want them.

(Continued on page 22)



GeoOrbital Electric Wheel

(Continued from page 21)

Freedom of Choice. Officers determine when to solely pedal and when – and how much – to use the variable electric assist, which is operated by a simple throttle.

Low Maintenance. If a problem occurs, the electric wheel can be replaced with the original bicycle wheel or a spare GeoOrbital wheel. The GeoOrbital wheels are made in the U.S.A., and repairs are factory direct. They are

hours. Plugging into a wall outlet for just 30 minutes (e.g., on a meal break) allows a significant charge to be added. A green L.E.D. indicates when fully charged. The GeoOrbital Smartcharger enables batteries to be plugged in for extended periods without the risk of overcharging and damaging the Panasonic cells.

Range. The projected range of 25 miles with moderate pedaling throughout the shift is accurate, though will vary slightly +/- based on environmental conditions and the weight of rider. With additional pedaling, many officers achieve 30-36 mile range or more.

Speed. The top speed of 20mph is ideal for patrol response on urgent calls and can be sustained for longer distances.

Stealth. Officers patrol and respond to calls quickly and

quietly because the wheel is virtually silent

mounted motors), the ride is smooth and stable, especially at low speed. Lifting the bike for any distance or carrying it as a defensive shield is prohibitive. For transport, the battery is easily removed from the wheel, resulting in a more manageable 12-pound weight increase.

Learning Curve. The rider must adjust to the new technology. However, the learning curve is not steep and riders soon become familiar with the ways the wheel affects the way the bike handles.

Battery Life. Officers must be attentive to the battery life. If the battery runs low, power output and speed will diminish. However, the battery doesn't just quit at the end of a charge; it empties slowly, maintaining a minimal assist even after many miles in the "red". At red, officers usually have enough power to return to the station to recharge. The light indicators on the throttle give ample warning, changing from green to yellow to red. If the battery is 100% emptied, GeoOrbital tells us pedaling in a low gear is possible but there will be some resistance. We have never experienced this as there has always been at least minimal assist available – though at lower speeds.

Summary

Transitioning the Mashpee Police Department patrol bikes from regular wheels to GeoOrbital electric wheels was seamless and a positive experience.

The GeoOrbital wheels have renewed our officers' enthusiasm for bike patrolling, improved community relations, and enhanced officer visibility and safety. The GeoOrbital Wheel offered a way for our department to "go electric" while minimizing current and future costs and contributing to a safer environment.

Lieutenant Palermo is a 23 year law enforcement veteran, serving the last 21 years with the Mashpee Police Department. He started out his law enforcement career with the Broward County Sheriff's Office in Fort Lauderdale, Florida. Since joining the Mashpee Police, he has been involved with the department's bike team as a member, supervisor and coordinator. Lt. Palermo believes in the fundamentals of community policing, combining high officer visibility with new age, "outside the box" technology to provide the very best in public service to the residents of Mashpee. He can be reached at rpalermo@marshpeema.gov.

quietly because the wheel is virtually silent

Performance. The GeoOrbital wheel is equipped with a "No Flat" tire, which is a standard tire with a special foam core. We have reduced the number and frequency of flats since installing GeoOrbital wheels.

The electric wheels provide superior traction (compared to other bikes) in slippery conditions and while driving up hills. The patrol bike essentially has All-Wheel drive when the rider is pedaling and driving the rear wheel.

Public Relations. Our officers interact with more citizens more frequently. And many of our constituents are aware of and appreciate the use of green technologies by the department.

Negatives

Weight. The GeoOrbital adds approximately 18 pounds of weight to the front of the bicycle when you subtract the weight of the wheel being replaced. However, because the motor is mounted low at the bottom of the wheel (as compared to e-bikes with axle-

much easier and cheaper to ship for repair when compared to a complete e-bike. GeoOrbital provides a small box and shipping label should a repair be necessary.

Self-Charging Lights. The L.E.D. light package runs off the existing battery, eliminating the need to charge lights independently. This guarantees that both emergency and running lights will work if and when needed. Both lights operate with a simple On/Off button.

Integrated USB Port. This affords officers the ability to charge cell phones or tablets while on patrol, reducing downtime.

Battery Features. Changing out the battery takes seconds. If preferred, spare batteries are available. They weigh six pounds so are best carried in a supervisor's vehicle or on the bike itself.

The battery can be charged in the wheel or when removed from the wheel. Charging a battery to a full charges takes a maximum of five hours, but will vary based on the remaining charge level. The battery charges to 80% in only 2.5



Photo Courtesy Mashpee Police Department

Haix Black Eagle Athletic 2.0 T Low

INDUSTRY

by Tyler Hofacker, PCI #1700-B
Dayton (OH) Police Department

When I pulled the shoes out of the box I could feel a weight difference compared to the shoe that I had been wearing for work. This was not a bad thing; the Black Eagle has a very sturdy build and more of a boot sole. It strikes a happy medium between the weight of a running shoe and a boot, but with the complex design of a boot.

I knew immediately I would be very pleased with that just for the everyday use at work. There have been plenty of times I wished the soles of my bike shoes were a little thicker.

It's a bonus that the Black Eagle Low is one of the best-looking shoes in a bike shoe category.

The Black Eagle features a "smart" lacing system, so you do not actually have to tie them. I like this feature, but it took some time and experimentation to get the right tightness for my comfort. That is the only negative thing I could find about the shoe.

I had laced them too tightly, which began to cause pain on the top of my foot. This was easily corrected, and I have not had any pain since.

The sole of the shoe is made from a special slip-resistant rubber. It certainly feels slip-resistant! I haven't walked through a puddle of oil, but I have run in them on some wet surfaces and I stayed up on my two feet for once!

After a good week of riding while teaching an IPMBA class, I was very pleased with the comfort of the shoe.

I currently ride with toe clips, and since the shoe has a thicker toe, I had to loosen my straps up a little to get the right fit on my pedal and in my

clip. This was by no means a problem!

I tried the shoes out on a flat pedal and they did much better than expected. They are not "best" shoe for a flat pedal, but they certainly worked. Since they do not have a flat, gummy sole, they do not give you the full pedal retention on a flat pedal as a shoe designed for flats (such as Five Ten) would. I rode

them on my flats off-road at a local mountain bike trail system and I did not experience a lot of slippage off the pedals as I would with just a normal running shoe. I am sure this has something to do with the slip-resistant feature.

I have worn the shoes consistently for almost four months and they do not show any signs of wear and tear; therefore, I think they will last

me a while. The shoe features a non-marking and self-cleaning tread, which keeps them looking new and professional.

Towards the end of my initial trial period, I did run into an issue.

I was starting to experience pain on my right ankle, which I believe it may be caused by a bone rubbing against the inner structure of the shoe. Since the shoe is sturdier than a running

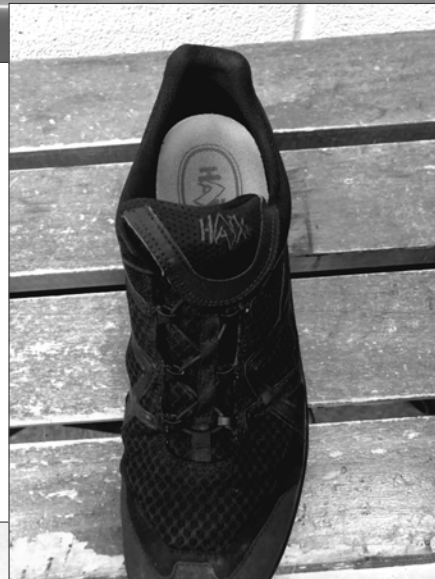
shoe, the stiffer material appears to be contributing to the pain. I do not think this is the fault of the shoe, however. I have experienced this before and believe it is the result of a past ankle injury.

So with all of that being said, I would still recommend these shoes.

The Black Eagle Low retails at \$139, but with the IPMBA

Product Purchase Program, you can get them for \$118. They are worth the price and I do not think that you would be disappointed in your investment.

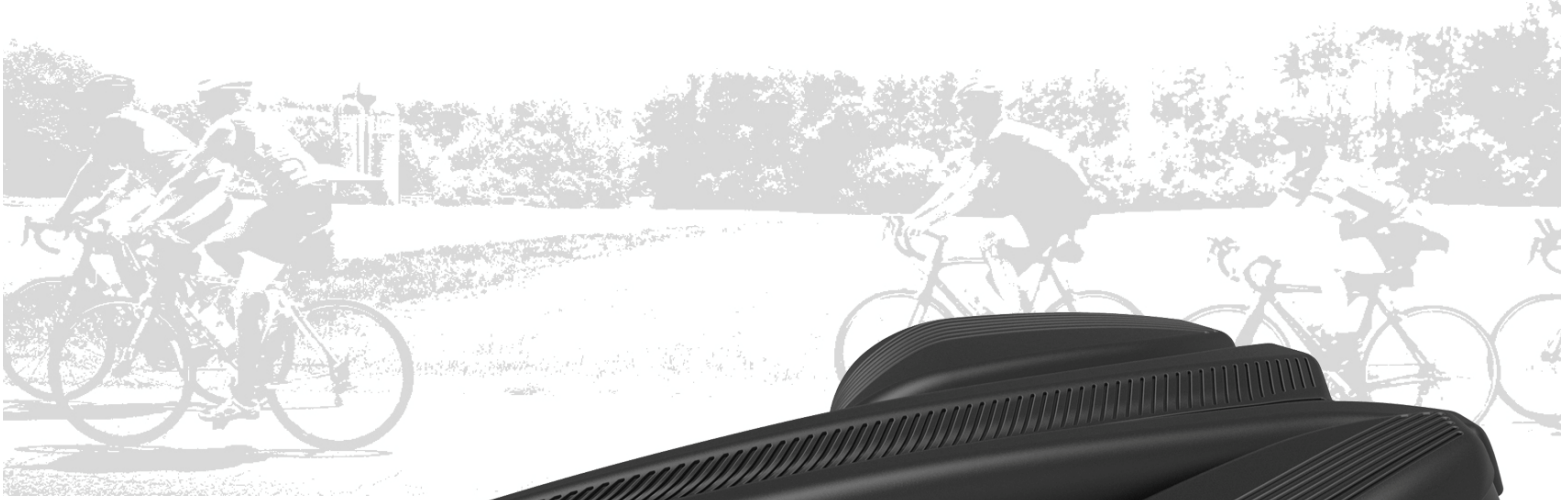
Tyler was certified as an IPMBA Police Cyclist in 2016 and as an IPMBA Instructor in 2017. He attended the Bicycle Response Team Training and BRT Instructor Seminar in 2018. He also attended the Maintenance Officer Course. He is looking forward to being part of the IPMBA 2020 Host Agency Committee. He can be reached at tyler.hofacker@daytonohio.gov.



Photos Courtesy Tyler Hofacker.

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One-by-One: Not Just a Hipster Drivetrain

by Austen Schlecht
Castle Rock (CO) Police Department

Ed.'s Note: Austen and his partner, Jake Coyle, will present 1x1 Policing: New Approaches to Community-Oriented Policing at the 2019 IPMBA Conference, April 8-13, 2019, in Fort Worth, Texas.

Law enforcement officers around the country are familiar with Community-Oriented Policing (C.O.P.) and the various models associated with it (SARA, CPTED, etc.); but as bicycle officers, we have other ways to serve the community that fall into the category of what Chief Jack Cauley of the Castle Rock Police Department has dubbed “One-by-One Policing”.

One-by-One Policing is a way of policing that takes C.O.P. to a new level of personal service. “By serving people one by one, together, we can create safe and secure environments where people can thrive,” Chief Cauley recently remarked at a department training. “One-by-One Policing is Castle Rock Police Department’s unique way of leading and serving people that is central to our mission of providing a safe and secure community. It is why we do what we do.”

Photo Courtesy: Austen Schlecht



One-by-One Policing encourages officers to address each citizen interaction individually, assessing the needs of the citizen and how best the police department can serve them. Sometimes that service can be based on a criminal event; other times it can be based on a quality of life issue. Chief Cauley believes there is a third dimension that has become even more important as of late: serving the community on a relatable level.

get very creative with how they interact with the public.

He has said, “One-by-One Policing starts within our organization. We focus on creating safe and secure environments for our employees so they are better equipped to serve the community. In order for the department to provide the best possible service to our community, we, as leaders, must serve our employees individually and create an environment where team members feel safe, secure and can thrive. Trust is then earned and exists between the leadership team and the rest of the organization.”

The Chief encourages his supervisors to enable their unit members to develop community programs that cater to the individual officers’ strengths as well as serve the public on a very personal level. Here in Castle Rock, my partner on the Bike Unit, Officer Jacob Coyle, and I have developed several unique programs, including *Dirt Jumps and Donuts*, *Splashmob* and *AdaptABILITY Cycling*.

Effecting change in departmental ethos must come from the top down. Chief Cauley has established an ethos at the Castle Rock Police Department that encourages supervisors to give their officers the freedom to think “outside the box” and

(Continued on page 26)

**IPMBA 2019:
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www.ipmba.org

Not Just a Hipster Drivetrain

(Continued from page 25)

Now I know none of those programs sound familiar to you because they aren't; they are completely unique to our community. However, all three engage the police department with the community on a very personal level. So how did they come to fruition? Let's take a look at an example of what this looks like when applied.

The bicycle unit at CRPD is a full-time unit over the summer months, which means we have four months of bicycling awesomeness before we return to a black-and-whites over the fall, winter and spring months.

We are tasked with patrolling our open spaces (singletrack mountain bike trails), bike paths, neighborhoods, retail areas and special events.

If all we did was ride the trails, neighborhoods and retail areas, pass out some stickers, and attend a few concerts, we'd get a pat on the back and a "well-done" from our supervisor.

But the ethos of the department, as professed and demonstrated by Chief Cauley, is to be creative and think of unique ways to serve the community. That is what we did. We did not ask for permission to create these programs; however, we made sure we were within policy and checked with the Town's legal department to be sure the Town was protected legally. We then waited for the outcome. As it turned out, the outcome was a tremendous success!

One example of the type of program we devised has been dubbed *AdaptABILITY Cycling*. This is an adaptive cycling program for special needs adults. Its purpose is to provide transportation independence to an otherwise dependent segment of our community.

We noticed that special needs adults tend to depend on their parents, chartered shuttles or other fee-based means of transportation.

However, Castle Rock has an extensive paved bicycle path network which we thought could be safe and suitable for this population.

And so we embarked on an incredible journey with six special needs adult riders, some of whom had never before ridden a bike on two wheels.

Over the course of two months, we built a foundation of basic riding skills, moved on to vehicular cycling, and concluded with navigating the bicycle paths to get to their desired destinations.

By the end of the program, four of the

riders were pedaling independently on two wheels, and three reported riding their bikes every day as their sole means of transport. They use their bikes to ride to and from their school and work, to run errands, and for recreation.

Jake and I agree that we have never experienced a greater sense of true service to our community than we have through this program.

As Chief Cauley said, "Providing safety and security is important to our community, but we are inspired to take our service to the community a step further. Many times this involves helping people with problems or concerns that are not specifically related to crime, yet are areas of concerns related to quality of life."

As a line level officer, I have witnessed the positive power of One-by-One Policing.

Through the encouragement of our superiors and a little creative thinking, we now have several regular community programs the community loves.

Through the encouragement of our superiors and a little creative thinking, we now have several regular community programs the community loves. To the community, the police department is a little more relatable; to our leadership, we meet the unique needs of our community.

I encourage you to look around your community and find a need that you can meet; it only takes burning a few calories on the part of the officer and (pardon the pun) shifting gears to create a One-by-One Policing program or event to meet that need.

For more information on the myriad programs that we have implemented at CRPD and for inspiration to implement programs that are unique to the community you serve, I invite you to join us for our One-by-One Policing workshop at the 2019 IPMBA Conference!

In the meantime, please visit the following links to learn more about our programs and how they have positively impacted the community.

<https://kdvr.com/2018/09/16/signature-stories-castle-rock-police-bike-unit-continues-giving-back-to-community>
https://youtu.be/mMeh7z_h6Gc

<https://kdvr.com/2018/06/29/castle-rock-police-and-fire-departments-host-splash-mob-to-connect-with-kids/>

Austen has served on bike teams at multiple agencies in Colorado and California. He is currently assigned to the CRPD Bike Unit and can be reached at aschlecht@crgov.com.



100,000 Miles or Bust!

by Officer Tom Shuler, *Badge #525*
Boise (ID) Police Department

I am one of the lucky ones. I have been a police officer for 23 years. The last nineteen of those have been on our department's year-round bike patrol unit. My first day was 9/9/1999. I rode 12 miles and worked a Boise State football game. On my second day, September 10, I rode 33 miles. I'm not sure why I started doing it, but I have logged every day I have been on the bike since that first day. There have been lots of zeros: training, too much snow, too cold (usually 4 degrees Fahrenheit), deployments, etc. The most miles in a day was 80 on September 9, 2012, when I worked an Ironman competition. As of today, December 5, on which I logged 39 miles, I have totaled 96,404 bike patrol miles.

Boise is a unique city; it is perfect for bike patrol operations. We have roughly 26 miles of



Tom Shuler

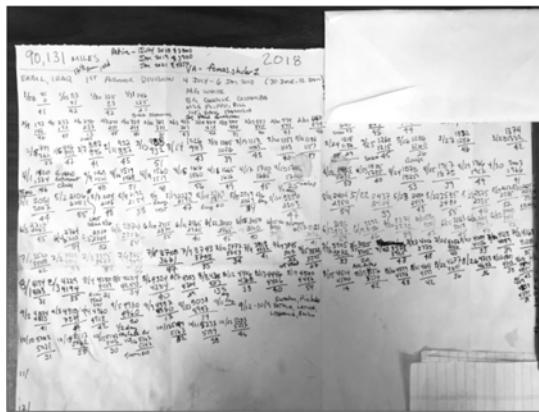
greenbelt on both sides of the Boise River, which bisects the city. There are six large parks branching off from the greenbelt. There are numerous biking and hiking trails which originate within the city limits and climb the foothills to our north.

These all create an environment which cannot be policed by motor vehicles; this task falls on our eight-

member bike patrol unit. It also means if you work in Boise, you're going to do a lot of pedaling.

Smart people who came before me set this unit up for success in several ways. We lease our bikes for two years with a full maintenance package. Each officer is assigned their own bike. We take care of the ABC's, but each bike gets a quick check-up once a month. This keeps us on newer, well-maintained bikes, and we don't spend excessive officer hours on maintenance. Plus after two years, we get a new bike without having to fight the city of the matter. We currently ride Surly Karate Monkeys and really love them.

We work out of our own sub-stations. This is important because you cannot spend ten hours in the saddle without eating and taking a break or two. The sub-stations are located in or very near our greenbelt so we are not pedaling miles on city streets to get to and from where we patrol. They also have showers and a washer and dryer in case you get soaked, frozen or worse.



Tom's Low-Tech Bike Mileage Log

Making us a year-round unit created continuity and established a constant presence in our parks, downtown and along the river. This inspires confidence in our many users and gives them a sense of ownership. We don't have any areas where, if asked, I would tell people not to go. Not too many cops can say that.

We in Idaho are unique in that we have the "Idaho Stop" Law. A cyclist can proceed through a red light after stopping if the intersection is clear. A stop sign is treated like a yield sign, as is a red light for a right turn. This works for us and bike commuters love it. I can't remember ever hearing of a bike versus vehicle accident which was a result of the cyclist stopping, proceeding through a red and being struck.

My goal now is to reach 100,000 miles before I retire. That should happen in about six months or so. I'm not sure if I want to work six more months, but I keep telling myself, "I am one of the lucky ones".

Officer Tom Shuler was born and raised in Boise, Idaho. After graduating from West Point in 1988, he served as an Infantry officer. He later returned to Idaho as a navigator in the Idaho Air Guard flying F-4G and C-130 aircraft and served as an Air Liaison Officer supporting the Army in Afghanistan and Iraq. He joined the Boise Police Department in 1995 and has been a bike patrol officer since 1999. He can be reached at TShuler@cityofboise.org, at least for the next six months or so.



Year-Round Bike Patrol

After receiving these impressive statistics from Tom, IPMBA asked other bike officers to share their mileage superlatives. Here are a few of their replies.

William Gish, Columbus (OH) Airport Police: 15,743 miles logged from May 2016 through October 24, 2018.

Rick Seconds, Indianapolis Airport Police: averages about 2500 miles per year; estimated 25,000 career.

Jason Weilein, agency unknown: once rode a 61-mile shift.

Joseph DuPree, University of SC Division of Law Enf. & Safety: has destroyed at least ten cycling computers and two bikes over 22.5 years.

Rob Wallschlaeger, Appleton (WI) Police: averaged 7,000 per year for five years until staffing shortages forced him off the bike.

Travis Nichols, Bentonville (AR) Police: 1,000 per year for four years on a conventional bike; one year on an e-bike (the "equivalent" of five miles, he remarked with a wink).

Terry McAninch, Las Vegas (NV) Police: assigned to a high school campus and rides 25-40 miles per week.

How Cycling Saved My Life

by Ed Bartelme, PCI #584-B
Washington University in Saint Louis (MO)
Police Department

I want to share with you a story of how cycling likely saved my life. Just prior to the start of the 2018 IPMBA Conference, I was experiencing pressure in the center of my chest upon exertion when biking or hiking. It would subside with rest, so being a typical male, I “managed” it and didn’t tell anyone. Over the next few weeks, the pressure evolved into straight-up pain...enough to scare me into telling my wife.

Staci set me up with a cardiologist, who called me in for a stress test. I failed said test. Miserably. From watching my heart on the ultrasound monitor during the stress test, Dr. Groll theorized I had at least 75% blockage of an artery. Next up: cardiac catheter to find the blockage.

On August 14th, I went to Missouri Baptist Medical Center for the cardiac cath. Dr. Groll was stunned to find that a portion of the coronary artery commonly referred to as “the widow-maker” was 99% blocked. *Ninety nine percent.* It was a holy s**t moment for all of us in the procedure room. He installed a stent, I had three hours of bed rest in the hospital, and was sent home that evening.

Dr. Groll said that I have very strong heart muscle which was able to power through the build-up until it just got to be too much. He was baffled by the fact that I had been out trail riding, patrolling, and teaching on a bike just a few weeks earlier. His exact words were “I don’t have any idea how you were out doing what you were doing.”

That, coming from a 30-year veteran. He blamed the blockage on bad genes, and said that cycling made my heart strong. He credited that strong heart with preventing me from having a heart attack – even though I was dangerously close to it.

I made a full recovery in a relatively short time span. I’m no longer tired all the time, I just plain feel better overall, and I’m back to riding a mountain bike in true “Special Ed” fashion. I feel like I walked up to the Grim Reaper, flipped him the bird, and then jumped on my new [Acid Mint Green 2019 Specialized Stumpjumper Alloy Comp] bike and rode away laughing...maniacally.

Please share my unexpected little story with your friends and colleagues. Everyone who hears it reacts with the same shocked disbelief, exclaiming, “But you ride your bike all the time!” Indeed. And that’s precisely why I’m still here.

Ed is a Corporal with the WUSTL Police Department. He has been a bike officer since his IPMBA Police Cyclist Course in 1997. He was certified as an IPMBA Instructor in 2002, attended the IPMBA Maintenance Officer Course in 2010, and the IPMBA Bicycle Response Team Training and BRT Instructor Seminar in 2017. He was co-chair of the 2018 IPMBA Conference Host Committee. He is an avid cyclist on- and off-duty. On campus, he specializes in riding down stairs most sane people would describe as “impossible” and keeping students guessing. He can be reached at erbartelme@wustl.edu.

Photo by Carla Jennings.



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\$0-\$100: \$10.00	\$101-\$250: \$20.00	Shipping & Handling - <input type="text"/>
\$251-\$500: \$35.00	\$501-\$1000: \$50.00	GRAND TOTAL : <input type="text"/>
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Unit Profile:

Baton Rouge General Hospital

Baton Rouge General Hospital Department boasts a full-time, 10-officer team of IPMBA-trained bike officers. Under the leadership of Sgt. David D. Griess, CHSS, they patrol the hospital's two campuses, one of which is located in the inner city. They also patrol the surrounding neighborhoods and work alongside the local police and sheriff's departments during events such as parades, runs, fairs, and festivals.

IPMBA is pleased to have recently welcomed the team members as IPMBA-certified members and thanks Baton Rouge General Hospital for their support and commitment to IPMBA training.

Photos Courtesy Baton Rouge General Hospital.



— Bike Patrol Officer's Prayer —

Lord, I ask that you watch over me as I pedal down the road.

Protect me as I travel the trails and narrow streets or anywhere else I may go.

I ask for the strength to endure the heat of the summer days and the cold winter air that chills my face along the way.

As I start my bike patrol, keep me from harm and close to thee every day.

For you alone know the road ahead of me and the obstacles I may face.

Amen

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.

Doug Johnson – formerly with Indiana University at Bloomington Police; promoted to Chief of IUPUI Police

Michael Wear – “un-retired”; returned to Metropolitan (DC) Police

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The Great British Menu: “It’s a Sinch for Lynch”

by Maureen Becker
IPMBA Executive Director

It is main course day and with only two spots remaining on the banquet menu, the competition is fierce. Both chefs and judges alike are amazed at the high standard of cooking and an incredible number of tens are dished out as the chefs serve up venison, rabbit, duck, beef, lamb and pork for scrutiny.

The judges are joined by guest judge Tom Lynch MBE – a former BMX world champion turned healthcare hero who founded the Ambulance Cycle Response Unit. As a trained paramedic Tom pioneered a groundbreaking scheme that uses bicycles to respond to medical emergencies and is believed to have helped over 76,000 patients.

Source: <https://www.bbc.co.uk/mediacentre/proginfo/2018/41/great-british-menu-wed>

Tom Lynch must have a fascinating resume. Those who attended the 2003 IPMBA Conference in Charleston, West Virginia, will remember him as one of the “first wave” of British public safety cyclists to attend several years’ worth of IPMBA Conferences. Tom was accompanied by Paul Davies (London Ambulance Service), Andy Burnham (Hampshire Constabulary), Mark Cockram (City of London Police), and Anthony Moore, David Parfitt, Eddie Stevens, and Jon Walters (Metropolitan Police London).

Many of these would go on to become IPMBA’s first UK-based instructors and pioneers in public safety cycling in the UK. Ultimately, the responsibility of training bike officers and medics would shift to the UK-based Public Safety Cycling (PSC) group (started by Tom), but IPMBA is proud to have been the foundation upon which it was built.

Tom came to IPMBA as the founder of the London Ambulance Service (LAS) Cycle Response Unit (CRU), which had been launched as a pilot program in 2000. The LAS CRU is widely recognized as the first full-time unit on which bicycle-mounted paramedics patrol the city streets and respond to calls for service. In an increasingly congested London, it is often the quickest way for paramedics to reach a scene.

What was little-known at that time was the fact that one of the reasons Tom pushed for a bike-mounted paramedic service was his own background in cycling. He started riding at age seven, entered the emerging BMX racing scene at age 11, and started winning races. Throughout his career (1982-1994), he was National Champion, British Champion, European Champion, number three in the world and a World Team Trophy winner.

He retired at age 22 and joined the London Ambulance Service. Growing frustrated with the inability to respond



Tom with *Logan’s Run* crush Jenny Agutter

quickly in a conventional ambulance, he cajoled his supervisors into giving the CRU a chance, and it has far exceeded even Tom’s most optimistic expectations.

In recognition of his contribution to BMX and his role as the founder of both the LAS CRU and PSC, amongst other accomplishments, he was named a Member of the British Empire (MBE) in 2007, an honor presented by HRH Prince Charles. To date, the LAS CRU is credited with assisting some 76,000 patients, many of whom may not have survived without the swift response times and dedicated personnel.

So when the BBC production team for *The Great British Menu* went looking for guest judges for the 2018 season – which celebrated the 70th Anniversary of the National Health Service – one might say that Tom was a “shoo-in” for one of the five positions.

When asked how he was selected, Tom replied, in his typical modest fashion: “I was honoured to be selected as a guest on this special 70th Year NHS Anniversary. The judging was real, so the pressure was on. I

(Continued on page 32)



BBC Photo

Judges Oliver Peyton, Tom Lynch, Andi Oliver and Matthew Fort

(Continued from page 31)

was interviewed by a researcher; there must have been other potentials. I think when I said I used to go hunting with my dad for haggis in the Highlands of Scotland, then that sort of did it.”

He was selected as the guest judge for the “Mains” category, a.k.a., the meat course. Watching the episode, one cannot help but marvel at the creativity, courage, and talent of the competing chefs. Perhaps even more awe-inspiring is the stamina of the judges. They are presented with course after course of beautifully plated, edible works of art that simply exude decadence: venison, rabbit, duck, beef, lamb and pork.

To hear him describe it, one gets the impression that judging celebrity chefs can be as taxing as a BMX race!

“12 hours of meat! I was ill; I had to lie down, but I was taking it for the team so cracked on. I had two ambulance Christmas dinner parties the night before (didn’t finish); no breakfast, and then got into some pretty rare meat at 09.00hrs. No alcohol all day. It was great, although my body got slow.

“The food was delicious and I tried to eat as much as possible. In fact, with the camera close-ups, there were way more meals, about 13. It sure did beat NHS canteen food!

“I was being beaten up with the food so they took exception and fed me a cup of brandy!”

In keeping with the 70th Anniversary of the NHS theme, the final banquet was held in the Grand Hall of Saint Bartholomew’s Hospital which, at 300 years old, is Britain’s oldest working hospital. The Grand Hall is situated next to the chapel where portions of *Shakespeare in Love* was filmed. Sherlock Holmes was filmed outside, jumping out of a window, and James Bond was filmed driving into an underground HQ.

Tom helpfully adds that it is also where William Wallace was hanged, disemboweled, drawn and quartered. To this day, someone leaves Scottish Heather on the memorial. (Sir William Wallace was born c. 1270, probably near Paisley, Renfrew, Scotland, and died August 23, 1305, in London, England. He was one of Scotland’s greatest national heroes, leader of the Scottish resistance forces during the first years of the long and ultimately successful struggle to free Scotland from English rule.)

(Continued on page 33)

About the Great British Menu, Season 13

The programme will pay tribute to 70 years of the NHS with a culinary feast to say “thank you”.

Great British Menu is back on BBC Two this summer, and this year – for the first time ever – one outstanding chef will be crowned the champion of champions when banquet diners vote on their favourite dish in the final episode.

This series will celebrate the 70th anniversary of the National Health Service (NHS), with chefs cooking celebratory and heartfelt dishes in tribute to the heroic staff of the NHS. Once again in charge of picking the perfect four-course menu are judges Andi Oliver, Oliver Peyton OBE and Matthew Fort.

Helping the judges to select the winning dishes are guest judges who represent the incredible NHS heroes who treat more than a million patients every 24 hours. They include Dan Smith, one of the first paramedics at the MEN bombing; Aneira Thomas, the first baby born on the NHS; Jenny Turner, Britain’s longest-serving nurse; Dr Rangan Chatterjee from BBC One’s *Doctor In The House* and Tom Lynch MBE from the London Ambulance Service, who pioneered emergency cycling paramedics in the UK.

The competition challenges 24 of the nation’s top chefs to create exceptional dishes to be prescribed at this year’s banquet, held in the beautiful Great Hall of St Bartholomew’s Hospital, Britain’s oldest working hospital. Their creations must give the ultimate thank you to NHS heroes from around the country, with tastes unlike anything they’ve experienced before – even in the finest of restaurants.

The competing chefs include returning finalists, a previous banquet chef and ambitious first-time competitors, renowned for their skill and flair in the kitchen. In each weekly regional heat, three chefs must first battle it out to impress a formidable veteran judge whose identity won’t be revealed until they walk through the door. Representing some of the biggest names in the UK restaurant scene they include Michael O’Hare, Angela Hartnett, Daniel Clifford, Tom Aikens, and in his first year as a judge, Paul Ainsworth.

Only two chefs will make it through to the Friday regional final where they’ll need to convince the expert panel of judges that their dishes deserve a coveted place in the national finals – and a potential spot on the final banquet menu.

Andi Oliver says: “I am so absolutely thrilled to be returning to GBM and when I heard that this year we would be celebrating the extraordinary people who work in our beloved NHS I jumped for joy! The combination of culinary excellence from our incredible chefs and the hugely emotional and personal connection that we all have to the NHS means that this will be an exceptional year for the competition.”

Oliver Peyton says: “The joy in everyone’s hearts involved in this competition was amazing. All the chefs wanted to be at the final banquet because like everybody else we owe the people who work in the NHS a huge debt of gratitude.”

Matthew Fort says: “I can’t think of a better group of people to celebrate series 13 with than the heroes of the NHS, and luckily for us judges, the standard of the food is higher than ever. Stupendous!”

Source: <https://www.bbc.co.uk/mediacentre/latestnews/2018/great-british-menu-champion-of-champions>.

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The Great British Menu

(Continued from page 32)

“The hospital still has bomb and shrapnel marks all over the outside walls from WW2 Blitz. Ah, I love this stuff. The first surgeons were the butchers from across the road, called Mister, not Doctor, still to this day. The Smithfield Meat Market is across the road; it was the ‘Smooth Field’ to which all the animals were brought. The Museum of London is moving to the site and it is believed they are moving some of the old Roman walls. I mean, what did the Romans ever do for us?”

“More importantly, it was the site of the only IPMBA Competition to date held outside of the United States.”

Add “history and movie buff” to Tom’s resume. Oh, and yes, he is a proud Scot.

And the winner in the Main Course category? Chef Tom Brown of the Cornerstone Restaurant in London.

“His ‘Poor Man’s Goose’ is inspired by a sausage recipe from a 1940’s study into dietetics. Brown’s version includes pork, chicken, minced duck livers and pistachios, which he serves sliced with glazed baby carrots, potato croquettes made with duck fat and Cornish cheddar on a spoonful of

carrot puree spiced with ras el hanout. However, the main attraction is still the glisteningly glorious glazed duck that shimmers with sesame and honey and proudly rests on its laurel wreath of thyme.” (<https://www.greatbritishchefs.com/features/great-british-menu-2018-final-banquet>).

As for Tom Lynch? “Apart from all that I sat with my 70’s *Logan’s Run* crush Jenny Agutter, and we talked about the weather.”

Visit <https://hdclump.com/great-british-menu-episode-43-2018-finals-main/> to watch Tom taste and judge his way through a veritable mountain of meat.



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- Michael Wear, Metropolitan (DC) Police



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IPMBA Remembers Daniel J. Gagnon

Daniel James Gagnon, 26, formerly of Boothbay Harbor, died unexpectedly in Brunswick, Maine. He was born April 6, 1992, in Damariscotta to Danny Gagnon and Susan Stockwell. Daniel grew up in Boothbay Harbor. He graduated from Boothbay Region High School in 2010. He loved playing baseball on the high school team.

He worked at several jobs in the Boothbay area after high school, and joined the Boothbay Harbor Fire Department. Daniel had an unshakable passion for being a fireman, and was promoted to Lieutenant with four years of faithful service to the Boothbay Harbor community. Daniel moved to Brunswick two years ago to begin work as a security officer at Bowdoin College. He loved his job at Bowdoin, and was recently promoted for his exemplary service.

Daniel was well known for his incredible sense of humor and his uncanny ability to bring joy to those around him. He had a selfless

outlook and always thought of others before himself.

He lived to make other people happy and believed in paying it forward. Daniel loved his family and friends, fishing, being on the ocean and the Red Sox. He will be deeply missed by his family, friends and all who knew him.



“He was a valued colleague and was considered by those who worked with him in security as a top officer, a good man, and a great friend,” said Bowdoin College spokesman Doug Cook.

Gagnon had recently earned a promotion to security officer first-class that was to have taken effect July 1, according to Cook.

“His work as a firefighter and as a security officer demonstrated his care for the welfare and safety of others, and all of us at the college benefited from Dan’s dedicated service,” Cook said.

He added, “Many at the College came to know Dan’s family and friends as staff in security and dining assisted in the search this past week, and our hearts go out to them as they and we mourn his passing.”

Daniel attended the IPMBA Security Cyclist Course conducted by Allen Daniels, SCI #032, at Bowdoin College in July 2017, and became a certified member of IPMBA shortly thereafter.

Father of Suicide Victim Speaks out about the Need for More Awareness

by Vivien Leigh, *NEWS Center Maine*
June 8, 2018

BOOTHBAY (NEWS CENTER Maine) — The father of a 26-year-old Brunswick man who recently took his life says more awareness is needed to spot the warning signs when someone is at risk.

Daniel Gagnon went missing from his Brunswick home May 30. His body was discovered by search teams in a wooded area near River Road Wednesday. Police say there was no foul play involved, his father says he died by suicide. Danny Gagnon says his son struggled on and off with alcohol and depression since he was a teenager – hitting rock bottom this past winter experiencing suicidal thoughts.

Daniel was in treatment and told his father that he was feeling good about his life. But experts say an elevated

“It saddens me that families have to go through what I have been through in the past week.”

mood and time of year can be cause for concern. June is the time of year when the largest number of suicides take place in US; several factors include warmer temperatures, change

of season and the person in crisis may have more energy.

“Sometimes people feel like they come to peace with their plan and that means they have energy to take action,” said Jenna Mehnert, executive director of NAMI.

“It’s also a time to keep an eye on a loved one now they have energy to commit an act of suicide,” Gagnon said.

Experts recommended having a safety plan in place when a loved one is at risk for suicide. The plan should involve family members, friends and mental health workers.

I-Team: Nearly 1 in 5 Cops Has Considered Suicide Amid Stigma Around Mental Health Issues

by David Ushery,
David Manney and Evan Stulberger
News 4 New York, November 21, 2018

Amid rising concerns about police officer suicides, an unprecedented survey by the News 4 New York I-Team has found there's a startling need for mental health services that's not being met.

In cooperation with Fraternal Order of Police (FOP), News 4 New York sent a confidential online survey to thousands of police officers to hear directly from them about the impact of post-traumatic stress on their lives, and to learn what services are available when they need help.

From across the U.S., nearly 8,000 police officers responded, overwhelmingly reporting that stressful or traumatic experiences on the job have impacted their mental health.

Among the struggles they say are directly connected to the job: 16 percent have had thoughts of suicide, 15 percent have struggled with substance abuse, 52 percent have experienced family and relationship

problems and 61 percent are haunted by recurring or unwanted memories of incidents.

The FOP says the survey is unprecedented and highlights a critical need.

... more police officers commit suicide in a year than are killed in the line of duty...

"The sad reality is more police officers commit suicide in a year than are killed in the line of duty and that's consistently the same year after year," said Sherri Martin, chairperson of the FOP's National Officer Wellness Committee. "Police officers don't want to admit that they need help, because it's often seen unfortunately as they aren't able to do the job."

But police officers say getting mental health assistance can be tricky. Of those who responded to the survey, 90 percent said there is a stigma in law enforcement that creates a barrier to seeking help for emotional or behavioral health issues. Seventy six percent were concerned about putting their job at risk if they asked for mental health assistance and 85 percent worried about being seen as weak or unfit for duty.

Additionally, 80 percent say they have not used services provided by their department's employee assistance program (EAP) for mental health issues related to their job. Of those who did use their EAP, 59 percent did not find it helpful.

"There are some departments across the country unfortunately that still don't really offer a lot of mental health services or wellness services to their police officers," said Martin. "And that's where the survey is going to bring light to those vacancies and bring light to those shortcomings and help us develop better programs and resources."



Newsletter of the

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583 Frederick Road, Suite 5B | Baltimore, MD 21228

Phone: 410-744-2400 | Fax: 410-744-5504

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Wren Nealy | IPMBA President

Maureen Becker | Executive Director; Managing Editor

Jennifer Horan | Design and Layout

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SUPPORT FOR ANYONE THAT NEEDS HELP

IPMBA member and public safety cyclist Sean Thomas Smith of the South Carolina Public Safety Chaplaincy: "The Chaplaincy is always here to listen and support anyone that needs help. Our number is 803-271-1826. We will help or point you in the right direction to get the support you need."

Critical Components of Officer Mental Wellness and Resiliency

Information for Family and Friends of Law Enforcement



The importance of mental wellness

Mental health issues are not signs of weakness or low levels of resilience. Law enforcement officers have very important jobs—jobs that potentially require them to experience stressful and traumatic situations daily. Even law enforcement officers who are trained to handle distressing events can be affected by the long-term buildup of emotions. Mental wellness is a vital part of an officer's general well-being and needs to be addressed with the same level of importance as physical health and safety.

How family members, friends, and loved ones can help

Having the right work-life balance—as well as support from family, friends, and loved ones—will help ensure an officer's professional success. Family, friends, and loved ones of law enforcement officers play an integral role in an officer's mental health. Family members can be the first to notice when an officer is struggling and can be a critical support for an officer experiencing mental health issues. Relatives can help the officer realize how important it is to get support and can encourage them to access that help. If family members know who to call and what steps to take, they can make a difference.

Understanding responses to trauma

Trauma is a person's physical and psychological response to experiencing, witnessing, or being confronted with events that involve actual or threatened death, serious injury, or threats of bodily harm to self or others.¹ The effects of trauma can also be cumulative. Repetitive exposure to trauma can

1. "Psychological Trauma and First Responders," American Mental Health Foundation, April 3, 2015, <http://americanmentalhealthfoundation.org/2015/04/psychological-trauma-and-first-responders/>

have a cumulative effect over one's lifetime.² If an officer experiences a particularly traumatic event, some of the symptoms referenced here may be part of a normal recovery. Each person is unique and will cope with trauma differently. By establishing an open dialogue with members of the department—a supervisor, human resources specialist, psychologist, peer support member, or chaplain—family members will gain a greater understanding of these reactions and know when normal coping crosses into an area of greater concern.

It is important for family and loved ones to understand how long these symptoms can last, how to best support the individual experiencing trauma, and when to engage professionals or notify the department of these issues. It is also not uncommon to see symptoms emerge after time has passed—sometimes even months or years later—as new situations or events can trigger memories of trauma.

Warning signs

The following warning signs may indicate that an officer is experiencing a severe life stress or mental health issue:

- Acting reckless or engaging in risky activities
- Feeling trapped
- Withdrawing from family, friends, or society
- Dramatic mood changes
- Anxiety, agitation, inability to sleep, or sleeping to excess
- Rage, anger, or seeking revenge

2. "Trauma Awareness" in *Trauma-Informed Care in Behavioral Health Services*, Treatment Improvement Protocol (TIP) series, no. 57 (Substance Abuse and Mental Health Services Administration, 2014), <https://www.ncbi.nlm.nih.gov/books/NBK207203/>

- Constricted thinking—seeing issues as all or nothing, black and white
- Increased consumption of alcohol or drugs
- Emotionlessness or numbness
- Irritability or increased conflict with others
- Hopelessness
- Disturbance in appetite and weight

These feelings or behaviors can indicate that an individual is facing deeper challenges. If unresolved, they can potentially lead the individual to cause harm to others or him- or herself or to engage in problematic coping strategies, such as alcohol and substance abuse and risky behavior. While experiencing a few of these feelings or behaviors by themselves may not be overly concerning, these behaviors can vary in intensity and each situation should be treated individually.

Resources: Whom to contact for help

If a family member, friend, or other loved one is concerned about an officer's behavior, it is important they express these concerns and encourage the officer to seek out professional support. Resources are available for both law enforcement officers and their families.

Safe Call Now

Safe Call Now is a confidential, comprehensive, 24-hour crisis referral service for all public safety employees, all emergency services personnel, and their family members nationwide

206-459-3020
<https://www.safeallnow.org>

International Critical Incident Stress Foundation, Inc.

The International Critical Incident Stress Foundation, Inc., provides leadership, education, training, consultation, and support services in comprehensive crisis intervention and disaster behavioral health services to the emergency response professions, other organizations, and communities worldwide.

410-313-2473 (Emergency Hotline)
<https://www.icisf.org>

First Responder Support Network

The First Responder Support Network provides first responders and their families with tools to reduce personal and family stress, encourage appropriate career decisions, and reduce the effects of traumatic incident stress on an individual's life.

415-721-9789
<http://www.frnsn.org>

National Alliance on Mental Illness (NAMI)

NAMI, the National Alliance on Mental Illness, is the nation's largest grassroots mental health organization, dedicated to building better lives for the millions of Americans affected by mental illness.

800-950-6264 (NAMI Helpline) or info@nami.org

<http://www.nami.org/Find-Support/Family-Members-and-Caregivers>

Substance Abuse and Mental Health Services Administration (SAMHSA)

Behavioral Health Treatment Services Locator

Behavioral Health Treatment Services Locator is a confidential and anonymous source of information for persons seeking treatment facilities in the United States or U.S. territories for substance abuse, addiction, or mental health problems.

1-800-662-HELP (4357)
<https://findtreatment.samhsa.gov>

Local resources

It is important that family members of law enforcement officers know who within the agency they or their law enforcement officer can reach out to for professional support. Resources are available for both law enforcement officers and their families locally and within the department. Police agencies should include contact information for their local support opportunities, such as the department's Employee Assistance Program, the department's psychologist, the department's mental health-related programs, or trusted mental health providers in the officer and family member's local area.

Bicyclists May Use Full Lane, Cont.

(Continued from page 1)

UK's Department for Transport frequently tweets a graphic advising cyclists to "ride central on narrow roads."

The simple answer to why cyclists ride in the middle of "traffic lanes" is because they are allowed and advised to take such actions. Here "traffic" means *all* traffic, not just motor traffic.



Photo by Carlton Reid

British cyclist "taking the lane", as advised in poster (inset) by UK Department for Transportation

British academic John Parkin's new international design guide *Designing for Cycle Traffic* uses the phrase "cycle traffic" in the title and throughout, and he stresses that, in countries with high bicycle usage, similar terms are commonly used. So, for Danes, it's *cykeltrafik* and Dutch people use the identical *fietsverkeer*.

But, given the antipathy that often results, why would cyclists *want* to ride in the center of the lane? It's not to rile or delay motorists; it's simple self-preservation, says Professor Parkin.

"Riding prominently in the lane indicates to a driver approaching from behind that, for good reason, they should not overtake at that time. It could be that the cyclist is about to alter course to avoid something that the motorist cannot see."

Additionally, he points out that gutter cycling can be problematic because of "rough surfaces, grates and debris."

The gutter may also harbor potholes. These gouges may damage your car, but to bicyclists, they're not just inconvenient, they're potentially lethal.

Cyclists are expert pothole-spotters – watch where they wiggle to take evasive

action of your own, preventing costly damage to your car's suspension.

What about bicyclists "blocking" the road even when the asphalt is butter-smooth? Take a look ahead. See any refuges placed smack bang in the middle of the road, and placed there to protect pedestrians? Every keen bicyclist knows that these islands can be death traps. Some motorists accelerate to

overtake cyclists before these refuges, cutting in at the last second. To defend their space, some UK cyclists therefore take what's known as the "primary position" in cyclist training parlance.

In the U.S. this lane-control manoeuvre is known as "taking the lane." It is cyclists' semaphore for "don't pass me; there's an obstacle ahead." Watch what cyclists do when they've passed the island: ninety-nine times out of a hundred they tuck back in, and the motorist can then safely overtake. When a cyclist "takes

the lane" before such an upcoming obstacle it's not a mark of arrogance, it's a (risky) tactic to keep everyone safe.

Cyclists will also adopt the "primary position" to avoid being hit by motorists opening their car doors without looking, an affliction known as "dooring."

Protected Cycleways

"Cycle tracks will abound in Utopia," wrote the *War of the Worlds* author H.G. Wells in 1905. Many Dutch cities and even some North American ones, such as Vancouver, are getting close to such pedaling perfection, but most other places lag far behind and cyclists can't yet ride to every desired location on protected cycleways. Instead, they often share roads with motorists who may feel that cyclists, if they are to be allowed on at all, should cling to the curb.

Bill Schultheiss, director of sustainable safety at Toole Design Group of Maryland, says the "vast majority of bicyclists do not want to ride in the lane with motor traffic, but by failing to provide safe, separated bikeways society has left them no choice."

The co-author of the new *Guide for the Development of Bicycle Facilities* for the American Association of State

Highway and Transportation Officials, adds: "The reality is many roads are too narrow for a motorist to pass a bicyclist in the lane – motorists must partially or fully change lanes to pass bicyclists safely. Many cyclists are hit when motorists pass too close and most motorists have no understanding for how dangerous it is to pass a bicyclist closely or how aggressive and hostile that feels to the bicyclist, who is not protected by a steel cage."

Despite a headline in yesterday's *Daily Telegraph* of the UK, bicyclists do not "hog the road" – almost always, and quite sensibly, they allow drivers to pass when it is safe to do so because that's the most courteous thing to do.

OK, so how about those cyclists who ride two abreast? That's generally also perfectly legal. It's allowed in the UK's Highway Code, and there are similar statutes in state vehicle codes in the U.S.

Motorists – unless their automobiles concertina like Autobots from the *Transformers* movie – ride two abreast all of the time, even when driving solo.

"It is ironic that our road system is designed for the socialization of people in cars who sit side-by-side, yet our design manuals and codes try to force bicyclists to operate in single file," argues Schultheiss. "This is against human socialization instincts. Of course, people will ride side-by-side – who would ever walk single file with their friend, spouse or child?"

Club cyclists, who often ride in groups, will ride two abreast to chat and will thin out when necessary, but two riders will often "take the lane" before road curves. It should be reasonably obvious why. Far too many motorists take bends, even blind ones, fast, and cyclists risk becoming roadkill when an overtaking driver realizes they've overcooked the corner and has to dive back in to avoid a head-on smash.

Cyclists often "take the lane" to save their lives, and possibly yours, too.

Carlton Reid is the Transport Journalist of the Year in the Press Gazette British Journalism Awards For Specialist Media 2018. He writes about bicycles and researches transport history books.

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