



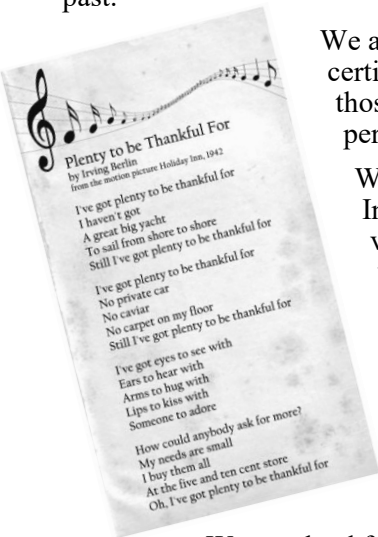
## Plenty to be Thankful For

by Maureen Becker  
Executive Director

In the 1942 movie *Holiday Inn*, Bing Crosby’s character, Jim Hardy, is feeling glum as he settles in for Thanksgiving dinner, lamenting the loss of his love to rival Ted Hanover (Fred Astaire). He begins to sing “I’ve Got Plenty to be Thankful For”, interspersing negative comments amongst the cheerful lyrics. But as he sings, his spirits lift and he comes to the realization that he does, in fact, have plenty to be thankful for.

Much like Jim Hardy, despite having lost our conference and more than half of our revenue, IPMBA has plenty to be thankful for. First and foremost, we are thankful for our members, new and renewing.

We are thankful for those who have provided support in excess of their membership fees, and at levels that exceed those of years past.



We are thankful for instructors who build certification fees into their tuition, and those agencies which maintain their personnel’s memberships.

We are thankful for our intrepid Instructor-Trainers, who not only volunteered their time and talent (as usual), but were willing to travel, despite COVID, to teach Instructor Courses in Colorado, Hawaii, and Maryland.

We are thankful for our host agencies, who opened their doors and allowed us to hold Instructor Courses at their locations.

We are thankful for the patience of those who have endured cancellations and transfers, some of whom have transferred up to three times without complaint.

We are thankful for those industry partners who did not distance themselves from their public safety customers.

We are thankful for hearing very few reports of COVID amongst our members, and that those who have contracted it have recovered.

We are thankful for the selflessness with which our members continue to serve and protect their communities, no matter what happens.

We truly do have plenty to be thankful for.

## IPMBA’s Response to the Removal of “Enforcement” from Bicycle Safety Programs

November 6, 2020

When IPMBA became aware of the decision by the League of American Bicyclists (the League) to remove “Enforcement” as one of the five pillars of the Bicycle Friendly America program, the initial reaction was one of shock and dismay. After all, IPMBA is a descendent of the League, we have members and instructors in common, and we support their mission to “create a Bicycle Friendly America for all.” As recently as 2011, the League was proclaiming enforcement as the “Final Frontier,” and suddenly, it seemed, they no longer saw a role for police officers in enhancing community bicycle safety.

It appeared as if the League was joining the ranks of those calling for the defunding and dismantling of police departments and stereotyping all police officers as racist, particularly in light of the earlier decision by the Safe Routes Partnership (SRP) to not

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# A Profession of Sacrifice



As public safety professionals, we know the expectations. We accept that we will forgo a lot to serve our communities and provide safety to the citizens entrusted to our care. We enter

this profession dedicated to fighting for the innocent, protecting the weak, and saving lives. We strive to do good for others while giving of ourselves.

## **We sacrifice a “normal” schedule.**

We enter the field of public safety knowing it is a 24-hour, 365-day profession. We accept that we will work long hours, different shifts, and go from idleness to pandemonium at a moment's notice. We understand (and sometimes embrace) the overtime hours required to complete an investigation, attend court, or perform life-saving measures.

## **We sacrifice sleep.**

With that ever-changing and expanding schedule comes a plethora of sleep disturbances. Long hours at work lead to little time to sleep at home, especially with the demands of family. Rotating shifts interrupt sleep patterns, and “side jobs” to supplement income further exacerbates their ability to make time to sleep.

## **We sacrifice family time.**

We work when our family is active in school events, attending parties, and participating in events with friends and family. We miss holidays and milestones. When we can join them, we run the risk of being called in. We work when our family is asleep, and sleep when they are awake.

## **We sacrifice a consistent and healthy diet.**

We eat in our squads and rigs too frequently. We miss meals due to call volume. We snack on junk food, or, even worse, survive on energy drinks and coffee.

## **We sacrifice the luxury of being lazy and out of shape.**

It is incumbent upon all of us to be fit and able to control an arrestee, protect our partner, defend the victim, and administer life-saving emergency care. We cannot be gasping for breath or experiencing muscle cramps when we arrive on scene.

## **We sacrifice safety and comfort.**

We face the unknown. We give up the luxurious safety of a temperature-controlled office building with clean restrooms. As public safety cyclists, we sacrifice the safety of a squad car or ambulance. We brace ourselves against the rigors of the environment and weather. We respond to emergencies with less safety equipment and tools than our counterparts in motor vehicles.

## **We sacrifice the ability to hunker down.**

When controversy exists and disasters strike, we are called on to act. We cannot refuse to respond. We rush towards danger while others flee. During these pandemic times, we cannot maintain physical distance and work from home. Instead, we must adapt, improvise, and overcome unfamiliar obstacles in

order to continue to provide essential public safety services to our citizens.

## **We sacrifice the liberty of taking sides.**

As government representatives, we must remain neutral. We cannot favor one complainant over another. We must remain impartial. We cannot provide better service to some, and refuse service to others. We cannot publicly support one discontented group over another when they lawfully assemble.

## **We sacrifice our First Amendment rights.**

It is our responsibility to remain neutral, allowing all citizens to find their voices and express their

We accept that we will forgo a lot to serve our community and provide safety to the citizens entrusted to our care.

opinions. When we are on duty, being paid to fulfill our professional obligations, we must not push any agendas, publish any personal

opinions, or carry/wear any indication or token promoting or disparaging any political beliefs.

Thank you for your continued sacrifice.

But more importantly, thank you for what you refuse to sacrifice.

Craig Lepkowski

**Next Issue: *What We Should Never Sacrifice.***



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# 2020 IPMBA BOARD ISSUE

IPMBA's Board of Directors 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. Once a year, we ask them to write an article about a topic of their choosing, either directly or indirectly related to public safety cycling. As always, they selected subjects that are as varied and interesting as they are. Perhaps as a sign of the times, several of them led off with questions. Are you ready to answer? Read on! *Pages 5-16.*

## Are You Truly Listening?

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

*I'm tired of social media.*

*I'm tired of the blame game.*

*I'm tired of there being no middle ground.*

*I'm tired of arguments using only memes.*

*I'm tired of inflammatory headlines when the complete story paints a different story.*

*I'm tired of extremism from both sides of the political aisle.*

*I'm tired of social media discourse and unfriending so that only supporters matter.*

*I'm tired.*

*So I'm out.*

How many people can relate to one or more of the above statements? I wrote them a few weeks ago in response to all the social media attacks I see on my timeline. I see over and over examples of people battling over candidates, or policies, or government programs, or patriotic gestures, or the "right" ways to express beliefs, the "right" ways to demonstrate, the "right" things to support.

At the same time I was undergoing the anguish of social media distress, I finished reading *You're Not Listening: What You're Missing and Why It Matters*, by Kate Murphy (Celadon Books, New York, 2019). While

many chapters are about in-person listening, the science of hearing, and the communication skills which people are losing, I gleaned information related to social media and the problems it causes for so many. Murphy argues that people do not engage in respectful discourse as much as in the past and that social media exacerbates the issue. She states,

government and the anarchists, the "law and order people" and the "socialists/communists", the flag-waving America-is-great crowd and the system-is-broken people. As Murphy explains, "social media has given everyone a virtual megaphone to broadcast every thought, along with the means to filter out any contrary view" (Murphy, p. 2).

ARE YOU REALLY LISTENING ...  
OR ARE YOU JUST WAITING FOR  
YOUR TURN TO TALK?

- Robert Montgomery

"there is a sense of isolation and emptiness, which leads people to swipe, tap, and click all the more. Digital distraction keeps the mind occupied, but does little to nurture it, much less cultivate depth of feeling, which requires the resonance of another's voice within our very bones and psyches." (Murphy, p. 2-3)

I have come to realize how disenfranchised everyone in the world seems to feel. Many social media posts are complaints or pro-this and anti-that, and the result is a huge chasm between the left and right, the rich and poor, the people in power and the citizens they serve, the pro-

In an article in the January/February 2019 issue of *The Atlantic* titled "The Real Roots of American Rage: The Untold Story of How Anger Became the Dominant Emotion in our Politics and Personal Lives – and What We Can Do About It", Charles Duhigg shares similar insights: "Facebook and Twitter don't create content; they've outsourced that work to their users, who have quickly noticed that extreme statements attract more attention. On social media, the old rewards of anger – recognition of our unhappiness, resolution of our complaints – are replaced with new ones: retweets, likes, more

*(Continued on page 6)*

(Continued from page 5)

followers, more influence. The targets of our rage, meanwhile, tend to be strangers less inclined to hear us out than to fire back. It's a vicious cycle for users, though a virtuous one for the social-media companies, which profit from our engagement."

The social media companies claim to be non-partisan and a democratic platform for all to discuss and share ideas and ideologies. However, with the positives of a system that allows everyone an equal voice comes the

is increasingly uncivil and extreme political and cultural debates that breed distrust, vitriol, and fear" (Murphy, p. 81).

No matter what side is represented, memes, posts, and 140-character tweets demonize the other side, deny them any response, attack anyone who questions the message, and humiliate anyone who proposes a different perspective. "People's posts are designed to generate interest and attention in the hopes of going viral. Neutral and non-controversial posts don't go viral and get quoted in the media. What generates interest is outrage, sarcasm, and embellishment." (Murphy, p. 14).

I sense dismay from my friends on both sides of any argument: disbelief that others don't think exactly how they do; outrage that they don't agree with every single comment; disgust that they don't show the same contempt towards the other side. The comments on posted stories are snide, disrespectful, and at times, offensive. Some people are overly dramatic and boastful; many vilify anyone who doesn't support the same arguments or profess the same beliefs.

People on all sides seem to be getting more and more extreme in their arguments, taking affront with others' posts and differences of opinion. The outrage is even more apparent during these turbulent political times. While there are humorous posts about how families are managing the pandemic, parents seeking information they missed in school emails, and items for sale in various marketplaces, there seem to be more and more partisan posts extolling their views of government successes or deprecating opposite party mishaps.

"...on both the left and the right, a visceral disdain for one's political opponents has become common, as have feelings of schadenfreude [the experience of pleasure, joy, or self-satisfaction that comes from learning

of or witnessing the troubles, failures, or humiliation of another] when the other side suffers a setback (Duhigg).

The on-going riots and looting that have developed from or alongside the protests are a symptom of the continued chasm in our nation. The divide between the haves and have-nots, those of the establishment and the disenfranchised, those in power and those feeling powerless widens almost on a daily basis. The flames of discontent are fanned by extreme statements from both sides and spread through social media.

"Student protestors in recent years have said listening to opposing views and opinions made them feel 'unsafe.' According to a nationwide survey of college and university students conducted by the Brookings Institution, more than half, 51 percent, thought it was 'acceptable' to shout down a speaker with whom they disagreed, and almost a fifth, 19 percent, supported using violence to prevent a speaker from delivering an address" (Murphy, p. 79).

People are expressing the pent-up frustrations and anger that have simmered and come to a rolling boil, intensified by the lockdown and loss of economic certainty as businesses fail and people lose their jobs. All of this is a perfect storm for uprisings and violence.

"The ways in which anger is constantly stoked from every side is new, and the partisan divide that such anger fosters may have pushed us further down a path toward widespread violence than we realize. One recent working paper found that the more partisan people become, the more likely they are to rationalize violence against those they don't agree with, to experience schadenfreude or moral disinterest when they see an opponent get attacked, and even to endorse physical assaults on other groups" (Duhigg).

No one person, or even one group, has all the right answers. Solutions to enormous problems – those of nations

(Continued on page 7)

### The Real Roots of American Rage

The untold story of how anger became the dominant emotion in our politics and personal lives—and what we can do about it.

Story by Charles Duhigg

JANUARY/FEBRUARY 2019 ISSUE

#### I, An Angry Little Town

SOON AFTER THE SNOWS OF 1977 began to thaw, the residents of Greenfield, Massachusetts, received a strange questionnaire in the mail. "Try to recall the number of times you became annoyed and/or angry during the past week," the survey instructed. "Describe the most angry of these experiences." One woman knew her answer: Recently, her husband had bought a new car. Then he had driven it to his mistress's house so she could admire the purchase. When the wife found out, she was livid. Furious. Her rage felt like an eruption she couldn't control.

The survey was interested in the particulars of respondents' anger. In its 14 pages, it sought an almost voyeuristic level of detail. It asked the woman to describe the stages of her fury, which words she had shouted, whether punches had been thrown. "In becoming angry, did you wish to get back at, or gain revenge?" the survey inquired. Afterward, did you feel "triumphant, confident and dominant" or "ashamed, embarrassed and guilty"? There were also questions for people like her husband, who had been on the receiving end: "Did the other person's anger come as a surprise to you, or did you expect that it would occur?"

Greenfield, population 18,000, was an unusual place to plumb these depths. It was a middle-class town with a prosperous tool-and-die factory, where churches outnumbered bars two to one. Citizens were private and humble, and—except for a few recent letters to the editor lamenting that the high-school hockey team had been robbed in the playoffs—the town showed little evidence of widespread resentment. In fact, this very placidity was why Greenfield had been chosen for the study.

negatives of anonymity and the ability to post unfiltered vitriol that may not have occurred if the communication was in person.

"[Social media] is democratic in that everyone can air an unmediated and unedited opinion. But it's undemocratic in that people selectively listen to only those who make them feel secure in their positions, which breeds insular thinking and so-called alternative facts...people on the right and the left can create their own realities online and drive their own unchallenged narratives – maligning, blocking, or deleting content and commentary they don't like. The result

(Continued from page 6)

that affect millions of people – are best discovered through collaboration and coordination. We must return to the times of fellowship and working towards policies that benefit the majority, if not all, citizens.

Throughout these next few months, or possibly years, my hope is that we can return to civil discourse, with respect for others and a willingness to listen to different opinions and ideas. As Murphy states, “To listen does not mean, or even imply, that you agree with someone. It simply means you accept the legitimacy of the other person’s point of view and that you might have something to learn from it. It also means that you embrace the possibility that there might be multiple truths and understanding them all might lead to a larger truth.” (Murphy, p. 88). “Listening helps us sort fact from fiction and deepens our understanding of the complex situations and personalities we encounter in life.” (Murphy, p. 152).

With the misinformation that spreads like wildfire on social media, it is incumbent upon all of us to take a step back, seek to understand the multiple truths, explore long-term solutions, and promote positive change for all. In short, we need to listen: to each other, to our inner selves, to opposing views, to new ideas, and to different proposals. Instigating, inviting, or condoning violence is not the solution.

Martin Luther King, Jr. believed, “violence brings only temporary victories; violence, by creating many more social problems than it solves, never brings permanent peace.” As we have seen over too many months of 2020, messages and arguments get lost in the shadow of looting, riots, and violence. It is incumbent upon those of us in public safety – the peacekeepers – to remain level-headed, impartial, and detached as we respond to public order incidents.

Do not react to the taunts, jeering, and insults shouted at demonstrations,

protests and riots. Do not allow the hatred that is spewed in print, news, and social media to affect your professionalism. We are better than that.

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*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. Craig was elected to the IPMBA Board in 2013 where he served seven years as Secretary. He is currently serving as President, and can be reached at lepkowsc@CityofLakeForest.com.*

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# At a Half-Step, Forward...

by Michael Wear, PCI #516T/EMSCI #059T  
Metropolitan (DC) Police (retired)  
IPMBA Vice President

**T**he public safety bicycle has a long history and is amazingly applicable to current societal problems. The ways in which public safety bicycles are used is affected by the commands which they serve, the members and teams that utilize them, and the view of the community in which the bicycles are deployed. The method of deployment varies dramatically from team to team, department to department, city to city, state to state and even country to country.

That said, each instance of public safety bicycle use displays its incredible functional versatility and the way it offers several options for deployment in direct support of a given situation and response area. Many communities have experienced a positive impact, which is based on the individual or group method of deployment.



Photo courtesy Bike Portland.

Media Depiction Then: Occupy Portland 2011.

The world has changed rapidly in 2020, and the question that we all must face is “What will I do?” Simple enough; stop and think about the question as it relates to your life. Your mind may have gone in many directions. What will I do to protect my family from the current health crisis? What will I do if the protest is against my beliefs? What will I do to ensure I have an income and can pay my bills? Yes, the world is changing for all.

To focus on public safety cycling, narrow the question to, “What can I do to keep riding my bike within my profession?” The political climate has directly impacted everyone serving the public. It is hard to determine the best way to “move”.

One specialty at our disposal is the Bicycle Response Team (BRT), which has many applications and can be deployed in missions ranging from small and peaceful to large and antagonistic. Public safety agencies must determine what use of the team will elicit the most positive response from the community yet still fulfill the mission.

In years past, the Bicycle Response Team was generally viewed in a positive light. In our bike uniforms rather than riot gear, we were more approachable and able to interact easily with crowds, often defusing any potential outbreaks. We were viewed in light of the Metropolitan Police Department’s slogan, “*We are Here to Help*”. However, societal reaction has been transformed, and the mere presence of uniformed public safety officials elicits a negative response. Simply using a bicycle in a public safety context may in and of itself be considered offensive. Many of us have observed even some of our industry partners’ negative reactions towards public safety personnel. Listen not to quick retorts, surprising changes to policy, and even denial of assistance for support; instead, view the challenge as an obstacle for us to overcome.

“Fuji said seeing its bicycles deployed in this manner during the George Floyd protests went against their intended use” (Long, 2020).

“As of this week, the League of American Bicyclists has officially and permanently removed ‘Enforcement’ as one of the pillars of the Bicycle Friendly America program’s ‘5 E’ framework.” (League of American Bicyclists, 2020).

There is much to say, opinions to offer, and for the public safety servant to endure within the emotional context in response to each of these statements. No doubt they will affect your plans with respect to how to continue the use of bicycles for public safety.

The media appears to be focused most directly on police as they relate to social justice. However, because EMS and security are sometimes integrated with police, sometimes on Bicycle Response Teams, they, too, are sometimes subjected to harsh responses from the public. We are truly all in it together.

Early this year, prior to many of the major protest events throughout the country, the Pacific Northwest Public Order Seminar was held outside of Seattle to discuss the changing climate and to share information related to public order. This was one of the first – or perhaps the first – meeting of its kind. Participants were there to present, share, and discuss the best actions and reactions for those tasked with public order.

Lieutenant James Dymont of the Seattle Police Department presented on the use of bicycles. He offered outstanding information related to continuing need for bicycles within public order and specific training for Bicycle Response Team members. As one of the driving forces behind the seminar, his information was acknowledged to be vital to future operations.

The event addressed many aspects of public order and emphasized that the all professions involved must work together, share ideas, and meet on a regular basis to focus on positive solutions to operational needs. This message is

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an important ingredient as you prepare your strategy for the continued the use of bicycles.

To attempt to summarize the seminar would be an injustice; instead I am highlighting a few issues. The overarching message was the need to continue sharing information. As the leader within public safety cycling, IPMBA encourages the expansion of bicycle use for public safety, including public order, and will continue to set the standards for Bicycle Response Team training and operations and engage our members in the process.

Some of the topics addressed during the PNC Order Seminar are as follows.

- Police authority
- Availability of staffing
- Indemnification of assisting teams
- Compatible basic training programs
- Liability support for litigation/insurance
- Determining the needs to conduct the operation:
  - ◊ Whom do you need to utilize?
  - ◊ What equipment will be needed?
  - ◊ What are the anticipated actions/reactions?
- Safety of all participants
- The development of communication teams
- Incident Command System (ICS) considerations

These are only a snapshot of what the public safety sector is facing. BRTs play a major role, but as we have seen, there is more to the answer. Given the information at hand, we must determine the best line of travel, keep pedaling over each obstacle, train for the unknown, and share our knowledge.

One crucial subject that was not discussed at the seminar, mostly because it had not evolved to a point of easy recognition, but needs to be acknowledged, is the emphasis on who and what is being protested. There has been a “swinging of the pendulum”. Over the past decade, protesters have been building momentum in their methods and expanding their targets at First Amendment events. Whereas the role of the “protester” is long established, the role of “counter protester” has only recently emerged. This has placed public safety personnel in between two groups; “pro” on one side and “counter” on the other. Public order teams are tasked with moving between the groups to maintain order; a two-sided battle, but the job is clear: ensure the First Amendment rights for all.

IPMBA BRT model continues to evolve, with the goal of devising techniques and strategies to quell the violence, keep the peace, and maintain public order.

This year the pendulum swung to the other side, not to the right or the left, but to the keepers of order. This has created a more urgent need to identify and understand who, what, and why participants are motivated to express

their messages. The task is to protect First Amendment rights and prevent events from escalating to violent outcomes. The glaring problem is that currently, those tasked with keeping public order are now frequently the target of the demonstration. Public safety personnel must continue to educate themselves and develop new, more productive responses to the ancient problem of inequality. Public safety cyclists have helped bridge the gap to the public, yet the bicycle, which has helped forge bonds, has evolved into a new symbol, one of disparity.



Photo by Eva Marie UZCATEGUI / AFP

Media Depiction Now: Miami, Florida, May 31, 2020.

As you work to deploy your unit, team, and agency responses in order to keep riding, focus on the important role of service and believe the majority will and do support the public safety professionals who serve their communities.

“The secret of change is to focus all of your energy, not on fighting the old, but on building the new.” — Socrates

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Mike retired in as a sergeant after 28 years with the Metropolitan Police Department in Washington DC. 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. He was certified as an IPMBA Instructor in 2001 and an Instructor Trainer in 2008. He is one of the primary authors of the IPMBA Bicycle Response Team Training (BRTT) curriculum and is currently serving as Vice President on the IPMBA Board. His motto is, “Ride Hard, Ride Safe, and Thanks for Coming Out!” He can be reached at [sgtwear@msn.com](mailto:sgtwear@msn.com).

# What Drives You?

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

I have been in law enforcement for almost 22 years. Within my department, I have worked in several different areas such as detentions, patrol, and school resource officer (SRO). The majority of my time has been spent as an SRO (my current assignment), which I truly enjoy. With the multiple events that have happened over the last six years, I had been looking at how much longer I need to work before I can retire or do something else. I realized that I have several more years before I can make any big changes. My point is, I am not new to this work.

Around the first of this school year, the cross-country coach at my school sent out an e-mail asking for volunteers to help with the cross-country meet at our school. Because of the COVID restrictions, they had to limit the number of runners, and they couldn't have parent volunteers. It sounded like fun, so I told the coach I would help at one of the meets.

Since she knows that I like to ride my bike around campus, the coach suggested that I ride my bike at the meet and either lead a race or follow behind the runners to ensure runners don't need help.

When I arrived at the meet, I volunteered to ride behind the runners. The boys group went first, followed by the girls. In each race, the faster group went first and the slower group went second. Among the bike volunteers, I said I would follow the slower group.

In both races, the students started in a group but quickly spread apart. I followed the very last runner. In each group, there were about four to five runners at the very back; after the first mile or so, there were usually only one or two people at the end, and it stayed that way to the finish.

I'm sure the last few runners didn't start the race thinking they were going to win. They probably had some idea that they were not the fastest.

Yet, as I followed the runners, I was impressed to see how hard those students were running. They appeared to be putting in 110% effort. It was awesome to hear their

parents and friends cheer them on as they ran. I tried to do all I could to support the last runners by yelling, "You're doing great!", "Just one more corner!", and "You're almost there!"

Watching these students work so hard and seeing the looks on their faces gave me chills.

Toward the finish line, it was very cool to see that the runners who had already finished and their friends were cheering the last runners on as they crossed the line.

Even though it has been a couple of months since the race, I still think of how hard the runners were running and how much effort they put in for those 3.1 miles. There are a couple of things that stick out to me from that day.

**My first point:** There will be a finish line. Sometimes we complain when things are difficult or what we think is difficult. We have all worked hard to get where we are; none of us were just handed the jobs we are doing. We put in a lot of effort, and most days are hard. Like when the runners were running so hard they were definitely feeling the pain, but it was worth it at the finish, being cheered on by family and friends.

**My second point:** Sometimes we focus too much the end. There is nothing wrong with that, but when we are doing a job just to get to the finish line, it takes the enjoyment out of the work.

Like the runners running, it can be difficult sometimes, but we have to take the time to enjoy the positive moments, like the cheering from their parents and friends

I know these not words of wisdom that will change your life forever. I believe that in difficult times, you need to think about what drives you. What drives me is thinking that some days may be difficult, but eventually you will get to the finish line. Just don't forget to have fun getting there.

*James has been a deputy with Arapahoe County Sheriff's Office since 1999. He has worked in the jail and on the road. He became a School Resource Officer (SRO) in 2006. He was certified as an IPMBA Police Cyclist in 2006 and as an IPMBA Instructor in 2008. In addition to IPMBA, James teaches Alive @ 25 and is an instructor for NASRO. He received the ACSO Award of Valor and the NASRO National Award of Valor in 2014 for his role in the December 2013 school shooting. James was elected to the IPMBA Board in 2012 and currently serves as Treasurer. He can be reached at [jenglert9926@gmail.com](mailto:jenglert9926@gmail.com).*



Photo credit: Centennial Citizen, August 2008.

by Greg Bowen, PCI #1227  
Tarrant County College (TX) Police Department  
IPMBA Industry Liaison

**A**s public safety personnel, we are often subjected to long days with little or no physical activity. We respond to calls that get us stuck at a desk, completing paperwork. We get into the habit of frequenting the local fast food restaurant because it is convenient. We encounter incidents that can wear on us over time. We intervene in other people's problems while being exposed to hazardous environments, viruses, verbal/physical assaults, and other threats. We are expected to respond swiftly, think clearly, run, jump, duck, dodge, and predict the actions of others, all while never making a mistake and always at risk of being criticized or judged.

Police officers have one of the poorest cardiovascular disease (CVD) health profiles of any occupation (Hartley, 2011). Our heart rates can go from "0 to 100" without warning. Policing is an occupation that requires unpredictable and stressful bursts of intense and strenuous physical activity, which places high demand on the cardiovascular system (Hartley, 2011 as cited in Kales, Tsismenakis, Zhang & Soteriades, 2009).

According to the Officer Down Memorial Page ([www.odmp.org](http://www.odmp.org)), 147 police officers died in the line of duty in 2019. Out of those 147, twenty-one died of heart attacks. I have tracked these statistics for the past few years and the number that have succumbed to heart attacks has remained fairly constant. I did not mention the 2020 count because I believe the numbers will be a bit skewed because of COVID-19.

Let's look at what these officers were doing before they suffered their heart attacks.

**Deputy U.S. Marshall Norman D. Merkel**, U.S. D.O.J. U.S. Marshal's Service: Died of a heart attack after participating in the department's wellness program.

**Deputy Sheriff Ray Elwin Horn III**, Comal County SO, TX: Died of a heart attack after participating in his agency's mandatory physical fitness testing.

**Lieutenant Daniel Duane Hinton**, Florida Highway Patrol, FL: Died of a heart attack while participating in a defensive tactics training exercise.

**Sgt. Brian Keith Crain**, Jenks PD, OK: Died of a heart attack after responding to several priority call of service during his shift. One call involved a domestic dispute with an uncooperative suspect.

**Deputy Sheriff II Spencer Allen Englett**, Forsyth County SO, GA: Suffered a traumatic medical event while participating in a training exercise.

**Special Agent Liquat Ali "Leo" Khan**, U.S. Army Criminal Inv. Division: Died of a heart attack while participating in his agency's physical fitness test.

**Officer Anthony Neri**, Sanibel PD, FL: Died of a heart attack while participating in his agency's physical agility testing.

**Chief Wayne Mark Neidenberg**, Lakeshire PD, MO: Died of a heart attack after assisting at the scene of a rollover vehicle accident.

**Sgt. David Jones Fitzpatrick**, The Colony PD, TX: Died of a heart attack after participating in the department's wellness program.

**Officer Steven James Brown**, Port St. Lucie PD, FL: Died of a heart attack after completing a third day of leading the department's Police Athletic League's Police Camp.

**Detective April Eleanor Bird**, Asbury Park PD, NJ: Died of a heart attack while conducting a shooting investigation.

**Conservation Officer Shannon Lee "Opie" Barron**, Red Lake Nat. Conv., MN: Died of a heart attack while investigating an illegal harvesting call.

**Deputy Sheriff Carlos Cammon**, Orange County SO, CA: Died of a "duty related illness". He collapsed during a SWAT training exercise.

**Deputy Sheriff Jose Luis Blancarte**, Kinney County SO, TX: Died of a heart attack at the scene of a vehicle fire.

**Deputy Sheriff Christopher Michael Hulsey**, Meade County SO, KY: Died of a heart attack after a struggle with a suspect while executing a search warrant.

**Border Patrol Agent Robert Mark Hotten**, U.S. Customs and Border Protection: Died of a heart attack while attempting to locate a group of suspected illegal aliens.

**Capt. Albert E. Torres**, Los Angeles Dept. of Recreation and Parks, CA: Died of a heart attack after completing a fourteen-hour shift patrolling the areas affected by the Saddleridge Fire.

**Sgt. Joseph Brian Mantijo**, Chattanooga PD, TX: Died of a heart attack as a complication of heat exhaustion after processing a crime scene.

**Officer Kenneth Dale Foley**, Lakeland PD, FL: Died of a heart attack after responding to a robbery and taking a suicidal suspect with a knife into custody. Officer Foley was later found unconscious in his patrol vehicle by his fellow officers, who were unable to revive him.

**Chief Deputy Bobby Wayne Jacobs**, Knott County SO, KY: Died of a heart attack after handling a call for service. This was the day after he served a warrant on a barricaded subject.

**Officer Jose Humberto Meza**, Burnett PD, TX: Died of a heart attack after extensive training with his K-9 partner, Kuso.

This is only a list of those who died of heart attacks in the line of duty. It does not include those law

(Continued on page 13)

*(Continued from page 12)*

enforcement officers who had heart attacks after going on a bike ride, playing catch with their kids in the back yard, fishing, climbing a flight of stairs, or watching the Dallas Cowboys lose another game. I have not found any statistics on off-duty heart attack deaths, but I imagine these numbers would be quite high.

I was surprised at how many law enforcement officers died of heart attacks during or after physical fitness testing or department training. IPMBA Instructors and other trainers: please use some form of pre-physical activity evaluation such as the Get Active Questionnaire (GAQ; formerly the Physical Activity Readiness Questionnaire, or PAR-Q). Pay attention to your trainees and watch for signs of distress. You know cops; they don't want to admit they are hurting.

Just because you are a bike patrol officer doesn't automatically mean you are getting adequate exercise. Yes, it is better than doing nothing, but we can all do more. Maintaining a healthy diet is just as important as exercise.

Let's learn something from these twenty-one law enforcement officers. You do not have to have the fitness or the discipline of an Olympic athlete to do this job, but you can't be sedentary. Recognize the health challenges of our profession and combat these challenges by participating in a healthier lifestyle.

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*Greg has been in law enforcement for 26 years and is currently serving as a Captain with the Tarrant County College District Police Department in Fort Worth, Texas. He was co-host for the 2019 IPMBA Conference in Fort Worth. Greg is his department's bike unit coordinator, a member of the TCC Special Response Unit, and Advanced SWAT, TCOLE, and firearms instructor. He has been an IPMBA member since 2006 and was certified as IPMBA PCI #1227 in 2011. He was elected to the IPMBA Board in 2020 and appointed to the position of Industry Liaison. He is an avid cyclist, a home brewer, and enjoys wood-working and just being outside. He can be reached at [gbowen185@yahoo.com](mailto:gbowen185@yahoo.com).*



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by Alan Beadle, PCI #484/EMSCI #076  
City of Sylvania (OH) Police Division  
IPMBA Membership Coordinator

In July 2020, during some of the most difficult and challenging times of our lives, I had the honor of being elected to the IPMBA Board of Directors. During my interview, I suggested that one of the ways we might better serve our membership is through an increased use of social media.

Public safety personnel today use different social media platforms while performing their duties as first responders. It may be as part of an investigation using open source investigation techniques, researching products to use while on patrol, or communicating critical information during an emergency. As a first responder's tool, social media is here to stay.

Shortly after I was appointed Membership Coordinator, the board tasked me with expanding IPMBA's social media footprint, starting with LinkedIn. LinkedIn is similar to Facebook, but it has a more business-focused image and attracts professionals who may not be on Facebook. While IPMBA has a presence on LinkedIn, we are currently only truly active on Facebook, which we use to broadcast news and updates. We also have a YouTube channel with a series of playlists. IPMBA will continue to use both Facebook and YouTube, but will strive to expand our presence on LinkedIn.

LinkedIn is listed as one of the top 20 social media sites. It is the number one professional social media resource. It currently has close to 700 million users and continues to grow. 60% of the audience is between the ages of 25 and 34 years old (Statista). While it began as a job search site, it has evolved into a platform on which industry experts share content, network, and build their personal brands. It is also used by businesses and organizations to establish themselves as authorities within their fields and attract talent as well as customers.

Thanks to Jason Schiffer, who created the IPMBA Group in 2008, IPMBA is on LinkedIn; however, we have not actively cultivated a community. I intend to start.

The IPMBA LinkedIn group currently has nearly 600 members. It is a closed, "request only" group for public safety cyclists and related businesses. The LinkedIn group provides IPMBA members and associated individuals with an online forum in which to ask questions and share information related to bike patrol. At this point, IPMBA is restricting users to first responders and relevant industry representatives. We believe that this will keep the group focused on public safety cycling while limiting outside influence and excessive marketing.



LinkedIn has a number of features to help pass along content related to IPMBA's mission. SlideShare is LinkedIn's built-in professional content sharing tool used to upload PDFs, PowerPoint presentations, and OpenDocument files to share with IPMBA group followers. 90% of professionals rank LinkedIn as their preferred platform for professional content sharing (Hootsuite).

The ultimate goal of using LinkedIn is to provide content to the IPMBA community quickly and efficiently, supplement our use of Facebook, and reach members who are on LinkedIn but not on Facebook.

If you are on LinkedIn, look for our group (International Police Mountain Bike Association, <https://www.linkedin.com/groups/66176/>) and ask to join it. And if you are a group member, please initiate and contribute to conversations. We cannot have a dialogue without you.

As Membership Coordinator for IPMBA, my responsibility is to attract and retain members. I look to the IPMBA instructors to be the organization's ambassadors in this cause. When you teach Basic Cyclist Courses, Bicycle Response Team Training, and the E-bike Training Module,

emphasize the importance and benefits of becoming a member. Beyond the obvious (certification), membership provides access to resources, discounts, and advanced training. It also enables us to better fulfill our mission and counter

calls to defund bike police with information about the many positive ways in which public safety cyclists engage their communities.

As we make progress on our pending projects and programs, we will be making announcements to our membership via our social media platforms. Stay informed! Get active on LinkedIn (<https://www.linkedin.com/groups/66176/>) and follow us on Facebook (<https://www.facebook.com/IPMBA.org>) for updates.

And remember: keep riding and stay safe during these challenging times.

*Alan has been with the City of Sylvania Police Division since 1996 and is currently working at Sylvania Southview High School (Ohio) as a School Resource Officer. He joined the Bike Patrol Unit in 1997 and has been an active IPMBA member ever since. In 2001, at the IPMBA Conference in Cincinnati, Alan became an IPMBA Instructor and has taught Police and EMS Cyclist Courses to hundreds of officers. He has taught at past IPMBA Conferences, including his workshop, Simunition® for Bike Patrol. Alan was elected to the IPMBA Board in 2020 and currently serves as Membership Coordinator. He can be reached at southviewsro@gmail.com.*

# You're an Instructor. Now What?

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

**Y**ou have been cycling on duty for several years and it has become engrained in your daily public safety activities. It has become part of your lifestyle and an enjoyable aspect of your employment. You have proven your skills and abilities, and been asked by your administration to become a cycling instructor. They see having an in-house instructor as a benefit to them, but you can also use the opportunity to challenge yourself and expand your career limits.

Every year, IPMBA has nearly a hundred new instructors join the instructor cadre and enter into a new dimension of their careers. Indeed, this is a great accomplishment, and many say it is hands-down the best and most challenging course of their career. They also say it is not a typical public safety training course. It is very time-intensive and demanding. Those who successfully earn their IPMBA Instructor certificates should be very proud of their accomplishment.

You have reached the pinnacle, the peak, the ultimate level of public safety cycling; you are an IPMBA Instructor, but now what? When you return to your home agency, you begin reviewing and studying the lecture outlines, the PowerPoints, and the skill stations. That is an excellent place to start, but you should also add to your knowledge by seeking out additional resources, such as articles from fellow instructors on the Instructor Resources page on the IPMBA website. Don't just rest on what you learned in the 40+ hour Instructor Course; expand your knowledge base.

IPMBA's vision is that by developing comprehensive training programs, strengthening its instructor network, and embracing new technologies, it will continue to be the premier public safety cycling training organization. IPMBA cannot achieve this vision without its instructor cadre, of which you are now a part.

In many agencies, instructors have only occasional opportunities to teach, and that is often to just a few of their own personnel. However, I challenge you to incorporate IPMBA's vision into your training. Invite members of other agencies to your course and learn from one another. Prepare yourself for teaching; for many, it doesn't come naturally. Develop the enthusiasm and passion you've seen in other instructors that comes from passing your knowledge onto others. Everyone has something they can pass on.

Prepare for teaching the skill stations by reviewing the teaching points for each skill and put them on cue cards. Practice and rehearse the lectures without students being present. Instructor Trainers often tell students to practice their presentations in the mirror. I have a vivid memory of a regional Instructor

Course during which an older Instructor Trainer was sitting out on the balcony of our hotel room, talking to himself. Oh wait, he was just rehearsing.

Teach outside of the IPMBA course as much as possible. Collaborate with other organizations that support the recruitment and education of cyclists. Get certified as a civilian cycling instructor through the League of American Bicyclists, Cycling Savvy, or CAN-BIKE. Teach in bicycle rodeos and to school children.

Attracting a diverse membership is necessary in order to follow innovative trends and approaches to technology within instructing and cycling. The cadre of IPMBA instructors is as unique as individuals that comprise it. Each instructor has their own style, and brings a set of skills and abilities that others may not possess. Don't be selfish; share your knowledge with the rest of us. Think outside the box with how bicycles could be utilized in other areas of public safety. An interesting workshop proposed for the 2020 IPMBA Conference brought together swift water rescue and public safety cyclists. Who knew?

*(Continued on page 16)*



Photo courtesy Scott Picquet.

*(Continued from page 15)*

What is your specialty? Develop lesson plans for topics and courses close to your heart. This will bring passion and enthusiasm into your instruction. Think about how your unique skills, knowledge, and experience can be translated into an article, workshop, or in-service training module. For starters, a workshop can be a one-hour lecture. Later you can build and expand upon it into multiple hours or even ultimately incorporate it into other training classes.

Introduce our members, the board and even the public to new innovative approaches to public safety cycling. The potential is endless. Challenge your limits and plumb the depths of your creativity. Step outside your comfort zone. I did this in 2008, just one year after becoming an instructor, with a lecture called "Introduction to Mountain Bike Use in Search and Rescue". This evolved into a four-hour workshop with a practical exercise, which was later incorporated as a block of instruction in the PESC II course.

I recall a workshop taught by another instructor in 2007 called "Drafting for Speed and Endurance". This concept is taken from professional cycling and the drafting techniques utilized within a peloton. Drafting occurs when a cyclist moves into an area of low pressure behind another cyclist, reducing the wind resistance and the amount of energy required to pedal. Practicing drafting can decrease your response time to calls and increase your physiological ability to handle the call once you arrive.

**Think about how your unique skills, knowledge, and experience can be incorporated into an article, workshop, or in-service training module.**

In a typical fall, IPMBA puts out a call for instructors and workshop proposals for the following year's conference. This is the opportunity for IPMBA Instructors to request to teach a course at the conference and/or submit a workshop for consideration. One of the responsibilities of the Education Coordinator is to review these proposals and make recommendations. This isn't a typical fall, but I suspect we will see one on "Teaching during a Pandemic" in the future.

Developing a workshop is an effective way to showcase your skills, knowledge and unique training abilities. Conducting workshops can also put you on the path to being selected to teach a course and becoming an Instructor Trainer. We welcome, encourage, and enjoy seeing new approaches and topics each year. While we do not yet know what 2021 will hold, do not let that stop you. Be creative and innovative. At the very least, you will end up with an in-service training module for the agencies you teach as well as a proposal for a future IPMBA training event, or perhaps an article for the *IPMBA News*.

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



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### Upcoming Courses:

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# Industry News

**Volcanic** has a new frame bag! When Revelate Designs decided to cease sales to law enforcement officers, Volcanic reacted quickly and has filled the void! Visit [www.VolcanicBikes.com](http://www.VolcanicBikes.com) for details and to purchase.



**Police Bike Store** has launched a new brand of bikes! When Fuji decided to cease sales to law enforcement officers, Police Bike Store seized the opportunity to launch a new public safety bicycle! The CODE brand will soon debut at [www.policebikestore.com](http://www.policebikestore.com).



The IPMBA **Expert Voice** Team is relaunching! Expert Voice members are eligible for discounts on a wide array of products from hundreds of brands, including Oakley, WTB, G-Form, Garmin, Blackhawk, SOG Knives, Tifosi Optics, Fisher Space Pen, Skratch Labs, and Zensah Compression Wear. IPMBA members saved an average of \$195.41 on purchases in 2020, more than twice the cost of membership! Instead of entering a team code, members will now need to log in and apply to join the IPMBA team. Once the status of your IPMBA membership has been verified, you will be permitted to join the team. This will ensure that the benefits remain exclusive to IPMBA members. Visit [www.expertvoice.com](http://www.expertvoice.com) to enroll so you'll be ready to apply when the IPMBA team launches.

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2020 Board Issue

## ipmba news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

IPMBA: PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS. VOL. 29, No. 3

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# Bontrager SSR Multisport Bike Shoe: The Best Bike Shoes I've Worn on Patrol

by Clint Sandusky, former PCI #849/EMSCI #159  
Riverside (CA) Community College District Police Dept. (ret.)

Perhaps the most important item a public safety cyclist should carefully consider, after PPE, is footwear. What kind of footwear will be of high quality, functional, comfortable, *and* meet the needs of a public safety cyclist? We all need to keep our feet happy and protected, especially as we get older and when working long shifts.

Throughout my career (23 years on bike), and as I continue teaching and serving as a bike-mounted usher, I have worn many different types and brands of footwear. From cross trainers and multisport shoes to various bike patrol-specific shoes, it seems I have worn them all. It has been a long journey to finding the “Best Bike Shoe I’ve Worn on Patrol.” I am sure at least some of you can relate to this sentiment.



After my last pair of beloved bike patrol-specific shoes finally gave out, I began an intensive search for a suitable replacement. I went to all of my favorite websites,

including IPMBA’s Product Purchase Program page.

Nothing quite caught my eye, so I decided to check out Bontrager’s website, as I wear their road, mountain, and flat pedal shoes for recreational cycling and racing. While scrolling down their shoe lineup, I encountered an interesting bike shoe I had never noticed before, the Bontrager SSR Multisport Bike Shoe (now revised and on sale for 2021).

Their website describes the shoe as “a versatile bike-riding shoe that delivers sneaker-like comfort while pedaling, walking, and adventuring.”

As I write this, I have worn the SSR shoes for more than three months in a variety of capacities, including patrolling on my duty bike in my role as an usher at my church. I find them wonderfully comfortable, protective and supportive to the feet, functional both on and off the bike, well-constructed, and fashionable (that is, sporty).

The all-important outsole is described as a “glass-reinforced nylon plate with textured rubber outsole for great grip.”

Although not specifically made for flat pedals, Trek states that “plugs are available for better flat pedal use when installed into cleat box.” The shoe plugs have a retail price of \$7.99.

I wear these shoes, with no shoe plugs installed, when I ride my 2018 Trek Police Electric model eMTB, which is equipped with appropriate flat pedals. The shoes, in conjunction with my flat pedals, keep my feet on the pedals fairly well. They also provide good off-bike traction in loose conditions, which is an important consideration.

I find that true flat pedal shoes, including Bontrager’s Flatline Mountain Shoes, flat pedal shoes I have used during eMTB races, do not provide any real off-bike traction, which is necessary when on patrol.

The SSR shoe has a classic lace closure system, with a convenient elastic lace keeper, which makes securing your laces easy. However, the elastic will eventually stretch out.

For those of you who use clipless pedals, these shoes are SPD-style cleat compatible (2-bolt). They also make a women’s model. And, they come in black.

As far as sizing, they start at men’s US 6 and women’s US 7.5. As we all know, sizing differs from brand to brand. In the case of Bontrager, I wear an EU 44 or US 11. That is a ½ size larger than my everyday US 10.5 footwear. Others say the shoes are “true to size.”

For those of you that are into specs, here you go:

## Specifications

Gender	Men
Cleat compatibility	SPD 2-bolt
Includes cleat covers	Yes
Closure type	Laces
Sole fiber content	100% Rubber
Upper fiber content	60.9% Polyester / 37.1% PU / 2% TPU
Liner fiber content	100% Polyester
Bag included	No

Bontrager has a “30-Day Unconditional Guarantee” which states, “If for any reason you’re not satisfied with a Bontrager aftermarket purchase, return the item, along with the original sales receipt, to the original place of purchase within 30 days for an exchange or refund. Think of it as a 30-day test ride.”

(Continued on page 20)

by David Cohen

Maryland National Capital Park Police Reserve Unit

**S**loppy shifting derailleurs and brakes that do not engage or release smoothly are two of the more frustrating things we experience while riding our bikes. We often think the culprit is in the mechanism of the derailleurs or brakes. However, many times it is the humble piece of stainless-steel cable that connects the shifters or brake levers that is causing the problem. If you are experiencing these symptoms, try cleaning and lubricating the cables before ordering replacement components. It will likely save you both time and money.

**Please note that these mechanical tips are for stainless steel cables ONLY.** If your cables have a Teflon™ coating, do not attempt to lubricate them. Adding lubrication to a Teflon-coated cable will degrade the coating and make the cable more susceptible to poor performance. If you're not sure, Teflon cables are generally black and stainless-steel cables tend to be silvery in appearance, although over time, they begin to look grey.

### Derailleur Cables

The first thing you may notice is that there is little slack on the cables. The lack of slack makes it quite tough to do little more than place a drop of oil at each end of the cable housing, which isn't going to make a huge difference. To get the cables to slacken up, you need to expose the part of the cable that goes inside the housing. Your first instinct may be to loosen up the cable bolts on the derailleurs to

obtain the slack. **DON'T DO THAT!** You'll end up spending a ton of time trying to readjust your derailleurs once the cable is retightened. Here is a pretty neat trick to get slack on the derailleurs without undoing any bolts.

### Front Derailleur

With the bike on the repair stand, turn the pedals and shift to the largest chainring. Now, stop turning the pedals. With everything stopped, click down to the smallest chainring. The derailleur will remain on the large chainring, but now you should have enough slack that you can remove the cable housing from the cable stops on the frame and slide the housing around the cable.



### Rear Derailleur

Repeat the process as above; shift to the largest chainring on the rear, stop the pedals, and then shift all the way to the smallest chainring. This will develop slack on the chain.

Slack on the cable

(Continued on page 21)

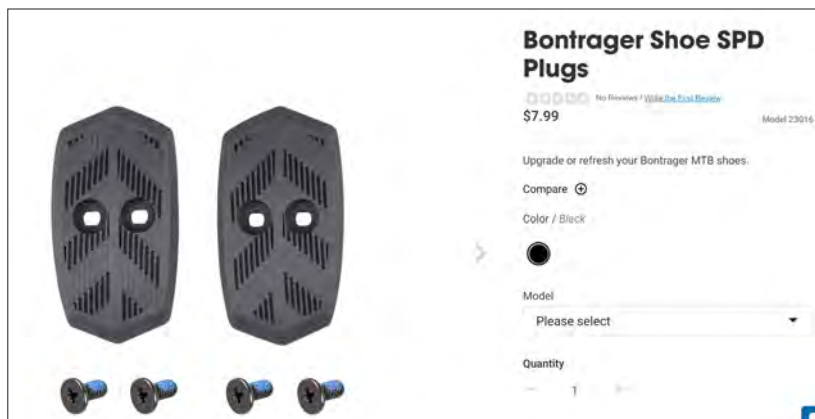
(Continued from page 19)

They also have a two year, "limited warranty that covers defects in workmanship and materials for Bontrager and Trek branded products." Nice for peace of mind!

I believe I've covered the "Pros" of this shoe pretty well, so here are the "Cons":

**Price:** The listed retail price of \$99.00 is rather high, but I believe it is worth it! I just hope you have a good relationship with your local bike shop.

**Retro-reflective materials:** There are no retro-reflective materials on the shoes. However, a Trek Bicycle Corporation representative told me that the Bontrager logos on the heels of the shoes have a lesser reflective material ("refractive-reflective") within them. Not ideal, but at least it is something.



### The Bottom Line

Although not designed as a public safety cyclist shoe, the SSR checks off pretty much all my boxes. I would recommend them to anyone who appreciates a quality and all-around bike shoe, suitable for bike duty use.

In fact, after drafting this review, I learned from Erik Pearce (PCI #1184 & my e-Bike partner in crime) has been using an earlier version of the SSR Bike Shoe for 1.5 years on duty. He told me they are the best duty bike shoes he has worn; he finds them comfortable, durable, and true to size.

For more information on Bontrager and all its wide-ranging products, guarantees, and warranties, go to: [https://www.trekbikes.com/us/en\\_US/bontrager/](https://www.trekbikes.com/us/en_US/bontrager/).

*Clint joined IPMBA in 1994, completed the Advanced Police Cyclist Course in 2000, and the IPMBA Instructor Course in 2005. He taught at the 2006, 2007, 2018, and 2019 IPMBA Conferences. He is currently a member of IPMBA's e-Bike Task Force and presents e-Bike workshops at the Conferences and beyond. He can be reached at [clint.sandusky@gmail.com](mailto:clint.sandusky@gmail.com).*

# The Cable Guy, Part 1

(Continued from page 20)

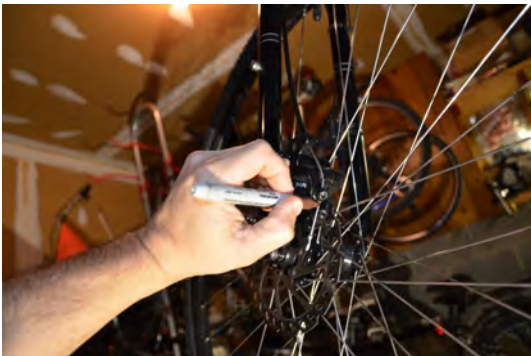
Lubricate one set of cables at a time. The last thing you need is a bunch of cables and cable housings dangling from the bike.

## Brake Cables

Brakes can be a bit trickier. With cable-actuated disc brakes, the only way to develop enough slack to lubricate the part of the cable that goes inside the housing is to release the cable bolts on the brakes. If this is something you do not feel comfortable with, the alternative is to lubricate the cable at the housing points only, which is better than no lubrication at all. If you do feel comfortable, before loosening any bolts, mark the cable with a Sharpie; this will show you where the cable has to be placed to return to adjustment. Once you loosen the cable, the caliper on disc brakes is going to go to the wide-open setting.

With rim brakes, you can release the slack by opening the brakes, much as you would when changing a tire. This should give you sufficient slack, but not always, depending on how tightly the brakes are set up. If you find that opening the brakes does not provide sufficient slack, you can follow the directions above for cable-operated disc brakes by marking the cable with a Sharpie before loosening the brake cable. As with the disc brakes, loosening the cable will cause the brake arms to open fully.

While I'm certain this goes without saying, if your bike is equipped with hydraulic disc brakes, there are no cables to lubricate. Please do NOT attempt to loosen up the brake lines



Marking the brake cable with a sharpie.

or remove them from the caliper. You will end up with a huge mess and a bicycle that is out of service.

## Lubricating

The key to lubricating the cable is to use just enough to make the surfaces slick. If you over-lubricate, it will attract dirt and other kinds of gunk, which will cause the cable performance to deteriorate. My preferred lubricant for cables is ProGold's ProLink Gold. I usually don a pair of rubber gloves, put a drop or two of oil on the cable, and run my thumb and forefinger along the various cable sections to lubricate them. On the brake cables, make sure you do not lubricate the section you marked with the Sharpie. The oil will remove the markings and you will have to adjust the brakes from scratch.

While you are running your thumb and forefinger over the cable, keep an eye out for any fraying. If the cable is frayed, it is time for a new cable. Riding with a fraying cable is like riding atop a time bomb. It is a question not IF the cable is going to fail, but WHEN. And, as I've learned, cables tend to snap at the most inopportune times. Riding a road bike over hilly terrain with only the 11-tooth sprocket available because the shifter cable snapped is not something I'd recommend!

If you can only lubricate at the housing points, I'd recommend getting a needle oiler. This will apply a very small drop of oil at the point where the cable emerges from the housing. Using a typical chain lube bottle may result in putting too much oil at the housing points. The needle oiler is great for lubricating derailleur pivot points as well.

Once you have lubed the cables, put the cable housings back in place. Shift the derailleurs back to their original settings on the large chainring, if possible, to take up the slack. With brakes, pull the brake caliper or brake arm so that the Sharpie marking is in its original position, and then tighten the cable bolt.

As usual, always do a quick check of your work, first on the repair stand by running through the gears and checking the brakes, followed by a test ride to make sure everything is working the way it should. If you did it correctly, you should notice smoother shifting, particularly when going from the small chainrings to the larger ones, and smoother brake engagement and modulation.

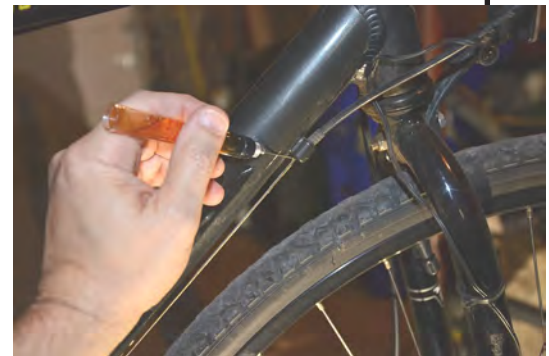
In the next *Gears & Gadgets*, we will explore what happens if you do need to replace a cable, or cable housing. Hint: It's not as difficult as it sounds.

Photos courtesy David Cohen.

*Gears & Gadgets* features various repair tips and tricks picked up in nearly 25 years of cycling. The advice and opinions in this column are solely the author's and should not be interpreted as IPMBA mandates or recommendations unless explicitly stated. David Cohen is a 12-year volunteer with the Maryland-National Capital Park Police. He can be reached at onyx@sax@aol.com.



Rubbing the drop of oil along the length of the cable.



Using a needle oiler at the housing.

# DONATE TODAY!

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

We expected to be celebrating our **30th Annual Conference** this year, but alas! That was not meant to be. Instead, we will be redoubling our efforts to complete the third edition of the **Complete Guide to Public Safety Cycling** and other ongoing projects. However, the loss of conference revenue and class cancellations will strain our finances and could hamper our ability to continue to provide you with the resources and support you expect and deserve.

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

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

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

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



We host a **resource-packed website**, **FaceBook** page, and **LinkedIn** group to help you keep pace with public safety cycling news from around the world. We offer outstanding **networking opportunities**, through our live events and via

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

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

*\*If you take the standard deduction on the 2020 tax return you file in 2021, you can claim an "above the line" deduction for up to \$300 in donations made to charity in 2020.*

Thank you for your support of IPMBA and public safety cycling!

## Please remember IPMBA in your giving plan.

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

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

### — We Thank —

- Maureen Becker, International Police Mountain Bike Assn.
- Christopher Davala, Maryland State Police
- Dwight Edwards, Cabell County (WV) EMS (ret.)
- Donald Erb, Tactical Wear Online
- Robert Ferguson, Howard County (MD) Fire/Rescue
- Joseph Gagliardi, Univ. of Mary Washington (VA) Police
- Brian Gillman, Cypress Creek (TX) EMS
- Jeffrey Glaude, Farmington (CT) Police
- Artie Gonzales, Topeka (KS) Police (ret.)
- Allan Howard, Dayton (OH) Police (ret.)
- Albert Jackson, Downtown Atlanta (GA) BID
- Eric Kackley, Volcanic Bicycles
- Robert Moore, Portland (IN) Police (ret.)
- Dallas Phillips, Shelbyville (IN) Police
- Martin Martinez, Albuquerque (NM) School Police
- Steven Noftz, O'Bleness Hospital (OH) Security
- Richard Sulfsted, Cincinnati (OH) Police
- Michael Wear, Metropolitan (DC) Police (ret.)
- Steven Williams, Los Angeles (CA) Fire
- Tom Woods, Denton (TX) Police (ret.)

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

My tax-deductible contribution is enclosed:

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Donate online at [www.ipmba.org](http://www.ipmba.org)!



# Happy Retirement!

## *James Reif Retires with 32 Years of Service*

James Reif retired in May 2020 as a Captain after more than 32 years of service to the Upper Darby (PA) Police Department.



Photo courtesy James Reif's LinkedIn page.

He was raised in Clifton Heights and the Penn Pines section of Upper Darby. A Navy veteran, he was hired by the Upper Darby Police Department in 1988. He attended the Pennsylvania State Police Academy and over the years, worked in the patrol and detective divisions, as

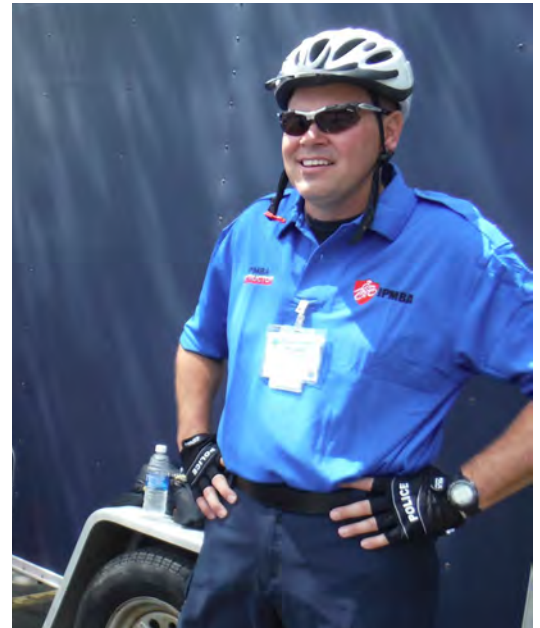
well as mountain bike, plain clothes, anti-graffiti units. He was promoted to Sergeant in 1995, Lieutenant in 2013, and Captain in 2016.

He founded and supervised the Mountain Bike Unit, which has had a positive impact on the lives of many young people in the Upper Darby community. Reif trained more than 400 police bicycle officers from the tri-state area for the International Police Mountain Bike Association (IPMBA). He also founded and supervised the Upper Darby Honor Guard Unit and the Fifth Grade Mentoring Program in the Upper Darby School District.

Jim was certified as an IPMBA Police Cyclist in 1996 and an IPMBA Instructor in 1998. He attended the Police Cyclist Instructor Development Course (PCID) at the 2000 IPMBA Conference in Tucson, Arizona. IPMBA wishes him a retirement filled with rides!

## *Michael Pitman Steps Down as Instructor-Trainer*

Michael Pitman, PCI #1186T/EMSCI #250T, is stepping down from his role as one of IPMBA's Instructor-Trainers. Mike retired from the Carmel (IN) Police Department earlier in the year and resumed his home remodeling business. The current "building boom" leaves him without sufficient time to devote to teaching. We thank Mike for his decade of service as an instructor and his four years as an Instructor-Trainer and wish him all the best in his new endeavors.



## *≡ IPMBA Members on the Move*

Brian Cantele, Hartford (CT) Police Department, retired

Todd Myers, Hartford (CT) Police Department, retired

Shane Nelson, Everett (WA) Police Department, pursuing a new career

James Reif, Upper Darby (PA) Police Department, retired

## Brian Cantele and Todd Myers Ride Into Retirement

**I**PMBA Instructors Brian Cantele (PCI #909) and Todd Myers (PCI #1118) have retired from the West Hartford Police Department after more than 20 years of service. Throughout their tenure as IPMBA Instructors, they have trained hundreds of police cyclists, holding them all to IPMBA's high standards.

Brian attended the IPMBA Police Cyclist Course in 2002 and was certified as an IPMBA Instructor in 2006. He attended the 2006 and 2019 IPMBA Conferences, earning medals in the IPMBA Competition both years. The 2006 photo of him riding circles around Orville Wright in Dayton has graced IPMBA publications throughout the years.

Todd attended the IPMBA Police Cyclist Course in 2004 and was certified as an IPMBA Instructor in 2008. He attended the 2008 and 2019 IPMBA Conferences. Todd was awarded a 2005-2006 Bureau of Justice Assistance Public Safety Officer Medal of Valor for his heroic actions during a crash involving 20 vehicles. He was also the recipient of the 2014 Polygraph of the

Year Award from the Connecticut Polygraph Association.

In the words of fellow IPMBA Instructor Kevin Harrison, PCI #1497, "Both these instructors made the [IPMBA] Police Cyclist Course well known across Connecticut and beyond, and truly took pride in every aspect of the course. I personally have learned a lot from both these

Throughout their tenure as IPMBA Instructors, they have trained hundreds of police cyclists, holding them all to IPMBA's high standards.

men and hope to keep the bike program going strong despite their departure."

West Hartford Police Department has had a longstanding relationship with IPMBA established by IPMBA Instructors Scott (Brad) Welton (PCI

#009, retired), Jeffrey Glaude (PCI #047, now with Farmington Police), Stephen Estes (PCI #048, retired), and Paul Melanson (PCI #077, now with Farmington Police). We look forward to welcoming the "next generation" of IPMBA Instructors from West Hartford Police Department.

### 2005-2006 BJA Public Safety Officer Medal of Valor Awardee Todd Myers

On July 29, 2005, Officer Todd M. Myers of the West Hartford Police Department in Connecticut was off-duty and on his way to work when he witnessed a dump truck lose control, speed downhill, and veer into oncoming traffic. The truck overturned and slid on its side, destroying many vehicles, before it burst into flames.

Officer Myers, 100 yards away in his personal vehicle, ran toward the scene as gas tanks from cars around him began to explode. At risk to his own personal safety, he was able to cut a trapped female driver from one of the burning vehicles. He suffered first and second degree burns on his right arm as he dragged her to safety.

Officer Myers then returned to direct responding units, pulling other victims from their vehicles, and assisted in the care of other victims until paramedics could arrive.

Overall, this 20-vehicle traffic crash, which caused four fatalities and many injuries, would have been much worse if not for the heroic actions of Officer Todd Myers.

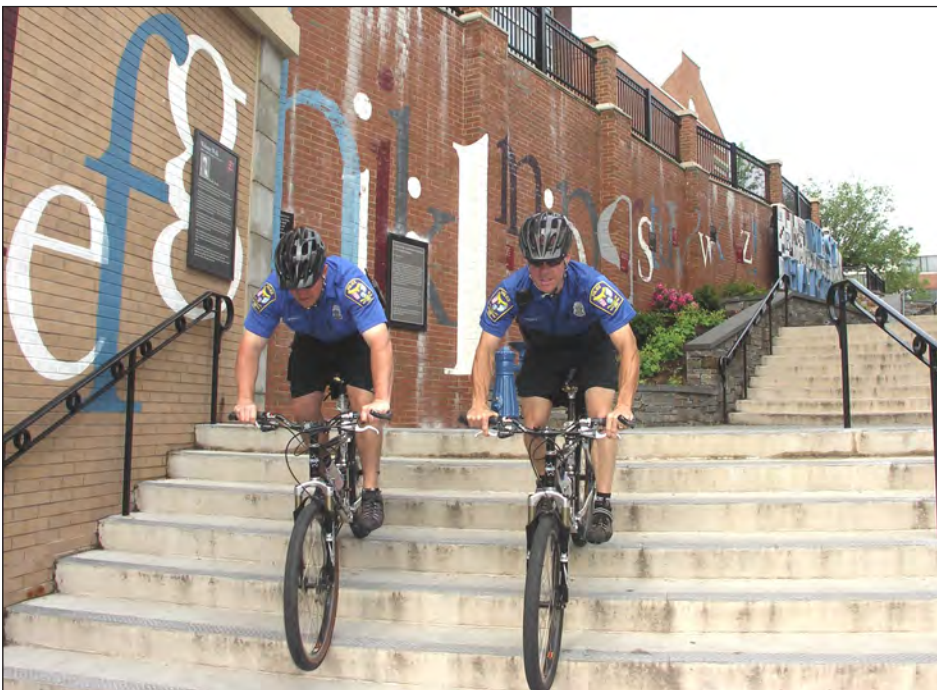


Photo courtesy Kevin Harrison.



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Michael Alvin Shaw, age 43, of Springfield Township, Ohio, passed away on Saturday, October 3, 2020. He was born on March 14, 1977, in Toledo, Ohio, to Gerald and Marlene (Lovejoy) Shaw. Mike pursued excellence in law enforcement, following in the footsteps of his grandfather, Charles Edwin Lovejoy, as a police officer. He served with both the Findlay and Sylvania Police Departments and was with the Special Response Team (SRT) from 2002 to 2017. Mike was an advocate for education and

instructed many officers on accident investigating, radar/laser measuring, and field training. Mike will be remembered most by his family and friends for his dedicated fatherhood to his two children, Michael and Lauren, and as a wonderful husband to his wife of 16 years, Sara (Shanks), who is a school resource officer for the Oregon Police Department. Those who knew Mike best will remember his sense of humor, his love of camping with family, and as an esteemed colleague respected by his police brotherhood. His pillar of strength, and ability to lend a helping hand, made his family very proud. He will be deeply missed.

Mike was certified as an IPMBA Police Cyclist by Alan Beadle, PCI #484, in May 2004. He subsequently attended the 2005 and 2007 IPMBA Conferences in Scottsdale and Baton Rouge, respectively.

The cause of Mike's death was a self-inflicted gunshot. According to Blue H.E.L.P., the number of officers taking their own lives is increasing. In 2019, 228 officers died by suicide, more than the number killed in the line of duty.

If you are contemplating suicide, or know anyone who is or may be, there is no shame or stigma in seeking help. For information and resources, visit the Suicide Prevention and Awareness page on the IPMBA website (<https://ipmba.org/resources/suicide-prevention-and-awareness>). The life you save could be your own or that of your partner or colleague.



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## Putting the Brass on Bikes...Reprise\*

by Austen Schlecht, PCI #1944  
Castle Rock (CO) Police Department

I earned my IPMBA Instructor certification in September and, in October, taught my first IPMBA Police Cyclist Course with my fellow instructor, Jake Coyle. There were five students in that class – and one of them was my chief. Talk about a potentially awkward situation!

I was asked several times by line level officers and command staff, “How is it, teaching the chief?” My answer was always, “I can see why he is the chief. He is attentive and engaging, and works harder than any of the other students”.

Teaching my chief was an incredible opportunity. I got to know the person who leads my department in an entirely different capacity. My chief, on the other hand, got to

experience what we do on a daily basis. We each left the class feeling inspired by the other, and more importantly, with a better understanding of one another’s roles in the department.

I encourage all command staff to take the IPMBA course to gain a greater appreciation of what it takes to be a public safety cyclist. It also helps those of us on the front lines to better understand our leaders. I would be remiss if I neglected to mention that, since having successfully completed the IPMBA Course, the chief has remarked several times that he wants the life of a bike officer – no greater compliment than that!

*\*On June 26, 2001, IPMBA Instructor Bob Ricciardi of the Palm Beach County (FL) Sheriff's Office conducted an "Executive Bike Class" for then-Sheriff Ed Bieluch and other members of the management team. As he reported in the Summer 2001 issue of IPMBA News, the class gave Bob "a unique opportunity to help them to understand what a bike officer has to deal with, and what it takes to become one. It also netted them more suitable uniforms and full-time bike technician. It is rare for a chief to take the time to attend even an abbreviated class, much less a full 32-hour one. We commend Chief Jack Cauley on his willingness to get into the saddle and discover the challenges and rewards of policing by bicycle.*



Photo courtesy Castle Rock Police Department.

Jake Coyle, Chief Cauley, Austen Schlecht



*Wishing you strength,  
safety, and good health  
this holiday season and  
throughout 2021.*

*May it be far better  
than 2020!*

# Welcome New Instructor-Trainer!

IPMBA congratulates Jacob “Jake” Coyle of the Castle Rock (CO) Police Department on having attained the status of Instructor-Trainer.

Jake completed his student teach during the Instructor Course in Castle Rock, Colorado, September 14-18, 2020. He attended the IPMBA Police Cyclist Course in May 2014 and the IPMBA Instructor Course at the 2016 IPMBA Conference in Asheville, North Carolina. He obtained his EMSCI rating in June 2018 at the IPMBA Conference in Saint Louis. In his Instructor-Trainer application, Jake stated, “IPMBA requires precise planning, coordinating, and documentation of training. As a lifelong cyclist with a passion for bicycles and teaching others, it is my

hope to join the ranks of the Instructor Trainer cadre to help IPMBA continue to take its training to the next level.”

In addition to the usual responsibilities of an Instructor-Trainer candidate, Jake was assigned the role of “COVID Compliance Officer”, handling daily screenings and cleanings to protect the health and well-being of all involved. Guided by veteran ITs Rance Okada and Mitch Trujillo, Jake has demonstrated his skills and commitment to ensuring the quality of IPMBA training into the future.

We thank Jake and the rest of the Instructor-Trainers who volunteer their time and talent for this purpose. Congratulations and welcome to the cadre!



Photo courtesy Jake Coyle.

## Congratulations, New Instructors!

Instructor Course Graduates | September 14-18, 2020 | Castle Rock, Colorado

**Mark Adams**, Douglas County Sheriff’s Office, Castle Rock CO; **Steven Aldredge**, Bernalillo County Sheriff’s Office, Albuquerque NM; **Wade Beattie**, Old Orchard Beach Police Department, Old Orchard Beach ME; **Paul “Billy” Brooks**, Jefferson County Sheriff’s Office, Golden CO; **Mark Brownell**, Spokane Police Department, Spokane WA; **Jeff Cislo**, Douglas County Sheriff’s Office, Castle Rock CO; **Joe Fuller**, Prosper Police Department, Prosper TX; **Anthony Rose**, Colorado State University Police Department, Fort Collins CO; **Ashleigh Rose**, Colorado State University Police Department, Fort Collins CO; **Austen Schlecht**, Castle Rock Police Department, Castle Rock

CO; **Paul Shannon**, Greeley Police Department, Greeley CO; **Luke Shrader**, Virginia Commonwealth University Police, Richmond VA; **Chris Starr**, Bernalillo County Sheriff’s Office, Albuquerque NM; **Ryan Storm**, Metro Nashville Police, Nashville TN; **Rachel Warren**, Fort Worth Police Department, Fort Worth TX; **Frederic Wiggins**, Virginia Commonwealth University Police, Richmond VA; **Koree Zagala**, Denver Health Paramedics, Denver CO.



Photo courtesy Amanda Lane, Castle Rock Police Department.

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# IPMBA's Response to the Removal of "Enforcement" from Bicycle Safety Programs

(Continued from page 1)

only remove enforcement as one of their "Six E's", but also to actively discourage organizers from involving law enforcement in Safe Routes initiatives.

## League of American Bicyclists

Out of respect for the relationship IPMBA has with the League, and with the goal of gaining an understanding of the reasoning behind the decision, IPMBA Executive Director Maureen Becker engaged League Executive Director Bill Nesper in a dialogue. He was very honest in acknowledging that the League had not included any law enforcement officers in the change process and apologized for the omission. He explained that the intention was not to exclude police officers, but rather to reframe their role as more than enforcement alone. Once relegated to the enforcement aspect of the "Traffic Safety Triangle" (Engineering, Education, and Enforcement), police officers in many communities have taken on more active roles in Education, Engineering, Encouragement, and Evaluation as well.

To that end, the League did not eradicate the functions previously classified under "Enforcement"; rather, they moved them into other categories that better reflect the fact that, in most instances, law enforcement is just one of the partners involved in a collective effort to improve bicycle safety. Unfortunately, rather than emphasizing the Frequently Asked Questions (FAQs) that acknowledge the role of police officers, their announcement gives the appearance they have joined the chorus of voices alleging that all police are inherently racist and act as barriers to the freedom and mobility offered by bicycling.

Like the League, IPMBA believes that police officers – particularly bike officers – should play an active part in the remaining "E's", but also equitably

enforce the laws that enhance bicycle safety.

Police officers, like all public safety servants, are invested in their communities and constantly strive to improve the ways in which people interact and conduct themselves. While only one of the ways the public sector fulfills its responsibility

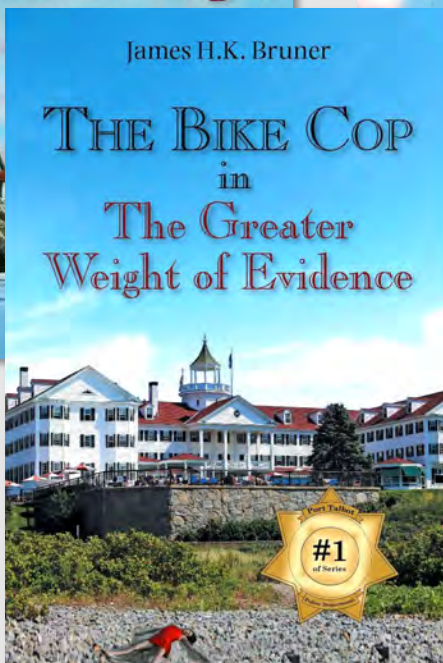
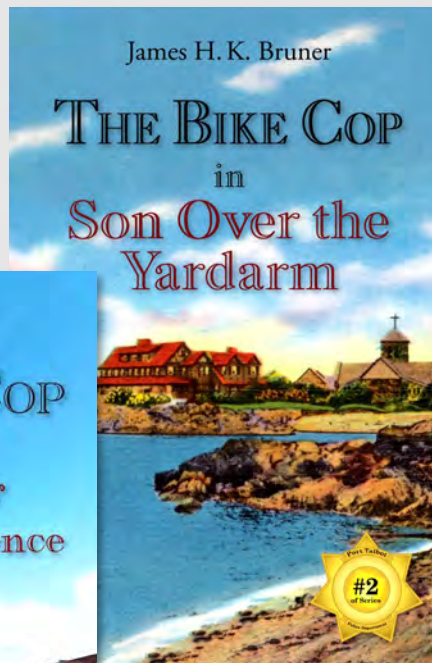
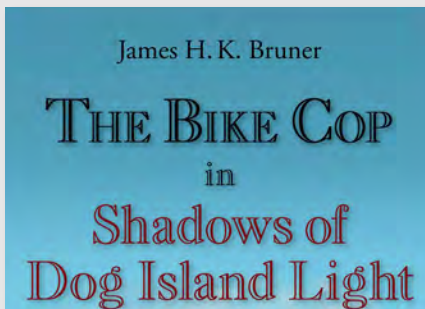
to promote community well-being, law enforcement's primary role is to maintain public safety by protecting and defending the targets and victims of crime.

According to the 2020 National Highway Safety Transportation Administration (NHTSA) publication, *The Role of Law Enforcement in Supporting Pedestrian*

*and Bicyclist Safety: An Idea Book*, "In 2018, pedestrians and bicyclists accounted for 19 percent of all traffic crash fatalities

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**... police officers can and should continue to take an active role in enhancing bicycle safety ...**



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in the United States. This report shares examples and ideas of how law enforcement can address pedestrian and bicyclist safety, including real-world examples and resources. Law enforcement officers bring unique strengths to road safety and injury prevention programs. As first responders, they often witness the results of pedestrian and bicyclist safety problems firsthand, build contacts, gain information, and influence policy.”

While some may initially view the removal of “Enforcement” as one of the League’s pillars of a Bicycle Friendly America as a rejection of law enforcement, it is IPMBA’s opinion that the paradigm has shifted. Police officers can and should continue to take an active role in enhancing bicycle safety through partnering with other stakeholders to devise long-term strategies to effect change.

Here are just a few examples of how law enforcement officers serve their communities, echoing the framework established by the League and the SRP:

**Engineering:** Many police bicycle units encourage their governments to implement and improve bicycle facilities for an array of cyclists, through which they inspire more people to ride. This may include identifying and reporting traffic safety problems that can be corrected through

**Education:** Law enforcement has a long history of educating the public on many topics, including personal safety, crime prevention, distracted and impaired driving, drug abuse, and domestic violence. Specific to bike and pedestrian safety, they conduct bike rodeos and other bike safety education programs, including the League’s *Smart Cycling Program*. Bike officers educate their peers, who may not be as familiar with traffic law as it pertains to cycling, and model safe and legal cycling behavior. They implement education through enforcement, such as using the C3-FT device to educate motorists about safe passing distance. They participate in multi-pronged programs such as the Baltimore Metropolitan Council’s *Look Alive* campaign, and education for special needs children and adults, such as Bike



Photo courtesy Castle Rock Police Department.  
AdaptABILITY Cycling participants with CRPD officers (2018 photo).

Advocates for Annapolis and Anne Arundel County (MD)’s *RISE for Autism’s iCan! Shine Bike Camp*, and Castle Rock (CO) Police Department’s *AdaptABILITY Cycling*. They advise on ways in which CPTED can reduce both the reality and the perception of crime on trails and other transportation facilities.

**Equity:** Law enforcement personnel strive to provide impartiality during incidents of heightened discourse and violent encounters. The overarching goal of law enforcement is to bring offenders to justice and restore a sense of well-being to victims and other affected persons. Bicycle officers are much more mobile and adept at reaching areas of communities inaccessible to squad cars. The highly visible presence of bike officers in these neighborhoods affords the opportunity to develop trust, reduce crime, and improve quality of life. In many cases, bicycle units are specifically deployed to at-risk neighborhoods in an attempt to respond in a more personal way to the needs and expectations of all citizens.

needs children and adults, such as Bike

**Encouragement:** Police personnel encourage good citizenship and treating others

well. Bike officers encourage others to ride – and ride safely – through such programs as Minneapolis and Saint Paul’s *Bike Cops for Kids* programs, Castle Rock Police Department’s 1 x 1 Policing programs, such as *Dirt Jumps and Donuts*; *Bike with a Cop* events (held in various locations, including Bergenfield NJ, Little Rock AR, Wood Dale IL, Benton Harbor MI, and Anne Arundel County MD); and the Front Rangers Cycling Club in Denver CO.



Photo courtesy Codaxus.  
C3Ft Device

changes to the built environment as well as advising engineers about the importance of reducing the potential of crime through application of the principles of Crime Prevention through Environmental Design (CPTED).

## “Enforcement” from Bicycle Safety Programs

**Engagement.** To effect positive change, law enforcement personnel must engage with the citizens they serve. One of the most endearing qualities of police cyclists is their ability to interact with the public due to their approachability and accessibility. Bike officers engage people in conversations and develop relationships of trust with their constituents. Many of the programs listed above under *Education* and *Encouragement* also provide avenues through which bike officers engage low income residents, people of color, the developmentally disabled, and more.

### Safe Routes Partnership

As noted above, the Safe Route Partnership (SRP) was the first to announce the removal of Enforcement as one of their “Six E’s” of Safe Routes to School (SRTS). Unlike the League, the SRP has taken a much firmer stance against law enforcement. In a conversation with IPMBA member Clint Sandusky, Executive Director Cass Isidro made it clear that their preference is to exclude law enforcement from involvement with Safe Routes programs, including “Engagement,” which has replaced “Enforcement.”

In *Dropping Enforcement from the Safe Routes to School Six E’s Framework*, a blog post dated June 9, 2020, Isidro states: “We have shifted our communications and guidance away from promoting law enforcement as a critical part of traffic safety initiatives, helped highlight the inequitable impacts of law enforcement on people of color, and promoted traffic and public safety strategies that do not involve police...we recognize that there may be healthy, community-driven relationships with law enforcement that support some programs across the nation; however, we will no longer recommend such partnerships as foundational to the start, maintenance, or growth of a successful Safe Routes to School program.”

Natasha Riveron, in July 7’s blog, *Protecting Black Lives in Parks and Public Spaces*, notes “depending on police for community safety is not a sustainable or equitable solution. It actively puts Black lives at risk and perpetuates white supremacy culture...the Safe Routes Partnership rejects reliance on police as the primary strategy for promoting safety in public spaces – in parks, while social distancing, at protests, and in general.”

These statements are an affront to all law enforcement officers who dedicate themselves to enforcing traffic laws to encourage safety on the roadway, providing essential services and programs to people of color, and taking an active role in developing and enacting public safety strategies for the betterment of society. To state that enforcing rules and laws is antithetical to advancing social justice and racial equality is offensive to those professionals who have taken and uphold an oath to safeguard their communities.



Photo courtesy Bike Cops for Kids.

Bike Cops for Kids Minneapolis (2011 photo).

In the abovementioned June 9 blog, Isidro also states that SRTS is a “community-driven initiative with support from teachers, parents, extended families, school administrators, transportation professionals, and many, many more,” but that claim of inclusiveness is undermined by the rejection of police officers, who are community members, parents, educators, transportation professionals, safety experts, and people of all races, religions, ethnic backgrounds, and gender identification.

While the July 1 blog, *Safe Routes to School and the Path Forward: Engagement*, authored by Marguax Mennesson, Marisa Jones, Michelle Lieberman, Margo Pedrosa, and Cass Isidro, offers many valuable insights, including the distinction between outreach and engagement, it also comes across as hypocritical. A quote from SRP’s Kori

Johnson reads: “Community engagement is about relationship-building. How can we create opportunities to authentically connect with one another? Be curious. Be open. Be a listener. Be authentic. Be creative.” The blog speaks of the need to listen to people with different experiences.

They list the benefits of true community engagement in Safe Routes to School. They state that “engagement thrives on diversity and inclusion; values all voices and perspectives; and builds long-term relationships that lead to mutual support for shared goals.” They ask, “is your stakeholder team missing any key representatives from the community?” Yet, they seek to exclude certain members of the community based solely on their profession.

While it is unfortunate that SRP has chosen to exclude police officers from their efforts to promote and pursue inclusion and engagement, IPMBA would never discourage bike officers from participating with Safe Routes initiatives if they are already engaged in a productive relationship or to get involved if invited. This would be short-sighted and reactionary, and would fail to recognize the many successful initiatives that have made police officers full partners in the quest for safer streets.

In summary, IPMBA encourages its members to continue to uphold the pillars of safe cycling, engage with their local cycling communities, participate in a wide array of cycling initiatives, and equitably enforce the laws that help protect the most vulnerable users of the transportation systems.

Comments to the League of American Bicyclists can be addressed to [bfa@bikeleague.org](mailto:bfa@bikeleague.org).

Comments to the Safe Routes Partnership can be addressed to [info@saferroutespartnership.org](mailto:info@saferroutespartnership.org).

# THE BOARD ISSUE



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