

Fall 2012

# ipmba news

Newsletter of the International Police Mountain Bike Association



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

Vol. 21, No. 4

## Get Back to Baton Rouge

by Maureen Becker  
Executive Director

**I**n 2007, the 17th Annual IPMBA Conference was held in Baton Rouge, Louisiana. Attendees enjoyed world-class training, excellent trails, gracious hospitality, delicious Cajun cooking, and a little lagniappe\*.

Since that time, “when are we going back to Baton Rouge?” has become a frequently asked question. The answer? 2013!

Of course, going back to Baton Rouge does not mean that everything will be the same. The Baton Rouge River Center has expanded its meeting and gathering space. The Mississippi River levee trail has been further improved, and in 2009, Baton Rouge was named a Bronze-level Bicycle Friendly Community. The Downtown Baton Rouge Arts and Entertainment District has become more vibrant, and the selection of restaurants has gotten even better and more varied. And, most importantly, there are exciting new developments on the training front.

The IPMBA *Bicycle Response Team Training* is being expanded to include EMS Cyclists. As evidenced once again by their success during the 2012 NATO Summit in Chicago and the Democratic and Republican National Conventions, Bicycle Response Teams (BRTs) are the most effective front line when dealing with crowds. Integrating EMS Cyclists into BRTs can ensure prompt medical attention is rendered if a team member or bystander is injured. BRTs are not just for large agencies and high-profile events — even small agencies can mount teams or partner with other agencies to form a highly effective, mobile field force serving multiple communities.

After garnering rave reviews as a workshop, *Krav Maga for Public Safety Cyclists* will make its debut as a 24-hour pre-conference course. Krav Maga (Hebrew for contact combat) is a noncompetitive and eclectic self-defense system developed in Israel. It offers practical self-defense techniques that can bring resolution to use-of-force situations as well as non-lethal force tactics that may provide alternatives to deadly force. This course, designed specifically for public safety cyclists, will include defensive measures on and off the bike, weapon retention, hostage situations, and more.

That’s not all that’s new. IPMBA’s instructor cadre has proved again that there are no limits to their creativity when it comes to workshops. Defensive tactics, firearms, scenarios, event planning, search and rescue, airport and transit operations, EMS tactics, technical skill building...and lagniappe\*!

\**Lagniappe*: something given or obtained gratuitously or by way of good measure. American French, from American Spanish *la ñapa* the lagniappe, from *la + ñapa, yapa*, from Quechua *yapa* something added. First known use: 1844.

## Leaner, faster, friendly: how cops on bikes are good for cities

by Saira Peesker

This article appeared August 3, 2012, on [www.Openfile.ca](http://www.Openfile.ca).

**A**s an officer on Toronto Police’s bike squad, Lisa Ferris has one of the most coveted positions in the force.

Cruising the streets with Lisa Ferris is like taking a holiday from many of the stresses that normally come with cycling in Toronto’s downtown. While we still have to watch for streetcar doors and oblivious pedestrians, no one yells at us from car windows. No one blasts the horn because we’ve taken a lane. The police standing guard at construction sites wave cheerful hellos as we pass.

This friendlier world we’ve biked into, however, appears to hinge on one crucial element: Ferris is a bike cop. Part crime fighter and part cyclist, bicycle policing is a unique experience that stands apart from either category on its own. Seen as more approachable and less intimidating than cops who drive cruisers, yet with enough authority to prevent the harassment that the average cyclist takes for granted, it’s no wonder being on the bike squad is one of the most sought-after jobs in police forces across Canada.

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## Below 100 and Public Safety Cyclists



**B**ack in April 2010, during a conversation at the International Law Enforcement Educators and Trainers Association (ILEETA) conference, the question of what could be done now to reduce officer deaths arose. Capt. Travis Yates of the Tulsa (Okla.) Police Department was the first to respond, "Mandatory seatbelt wear."

This conversation was the impetus for the *Below 100* nationwide campaign to reduce line-of-duty deaths (LODDs) to below 100

per year, a number not seen in nearly 70 years. *Below 100* has identified five basic tenets designed to reduce LODDs. Inspired by this initiative and in keeping with IPMBA's commitment to safety, I have taken the liberty of adding a public safety cycling-specific tenet to each.

1. **Wear Your Belt – Seatbelts Save Lives.** Mandatory agency policies – that are enforced – are a necessity.
  - 1a. **Wear Your Helmet** – Your helmet should fit right, be worn properly, and be securely fastened *at all times* when on the bike.
2. **Wear Your Vest – Wear it Always.** No more lame excuses.
  - 2a. **Wear Body Armor** – Even when it is hot, and carry all of your intermediate weapons.
3. **Watch Your Speed** – Officers speed because they can, but far too often it is unnecessary and tragedy is the consequence.

**3a. Master Basic Skills** – Before trying more advanced ones, and don't ride beyond your abilities. Train for the next skill level.

4. **WIN – What's Important Now?** Prioritize what is most important at this moment and don't succumb to distraction.

**4a. Focus on Your Riding** – *Skilled and aware* is safer than just skilled.

5. **Complacency** is the reason we often fail to do all of the above, and the result continues to be tragically avoidable.

**5a. Cyclists lack the relative safety** of the motor vehicle on patrol; stealth and surprise can help reduce some dangers, but we must always try to anticipate other dangers that may arise.

Each of the original tenets is fully explained in an article on the website (<http://below100.com>), authored by some of the best and brightest minds in our industry. This is a grassroots effort to spread the word and accomplish a worthy mission, and I don't think it's a coincidence that we are seeing a reduction in LODDs from the disturbing number of deaths in 2011.

The website has training materials, posters, handouts and other resources to push this important message out to each and every officer in the nation. This is a goal that we *can* accomplish, maybe not this year, but next year and into the future. Let's get it done!

## BECOME AN IPMBA INSTRUCTOR



*Join the ranks of more than 1,000 of your fellow public safety bicyclists by becoming an IPMBA Instructor.*

**C**all 410-744-2400 or email [info@ipmba.org](mailto:info@ipmba.org) for an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses.

**Check out [www.ipmba.org](http://www.ipmba.org) for Instructor Course information.**

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

## ipmba news

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

IPMBA Membership is \$55.00 per year.

**Interested in submitting an article?**  
**Interested in advertising in IPMBA News?**  
 Email [Maureen@ipmba.org](mailto:Maureen@ipmba.org) for information.

# POLICE BIKE STORE

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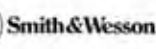
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Find Us On





IPMBA's governing board is comprised of nine individuals who volunteer their time and experience to ensure that IPMBA maintains its status as the premier organization for public safety cyclists. These dedicated instructors have been asked to come out from behind the scenes and share information about topics near and dear to their hearts. Asked only to write an article about the public safety cycling-related topic of their choice, they selected subjects that are as varied and interesting as the board members themselves! Read on! *Pages 5-15.*

## Why IPMBA?

by **Kurt Feavel, PCI #539**  
*Univ. of WI-Madison Police Department (Ret.)*  
*IPMBA Treasurer*

I was asked that very question back in 2001 when I was looking for an organization that would help me meet the goals I had set for our department's bike unit. At that time, I belonged to a different police mountain bike organization for which I had been an instructor since 1995. It was not always as helpful and harmonious as I wanted, so I decided that it was time to seek an organization that would better meet my needs.

So in 2001, I attended the IPMBA conference in Cincinnati, Ohio. My eyes were opened to so much that I was like the proverbial kid in a candy store. There was just so much to see and learn! I knew immediately that this was the place for me. Over the course of just three days, I met fellow bike officers from around the country as well as industry representatives who could provide me with more information and help than I was used to.

When I say that IPMBA was where I wanted to be, it is not something I take lightly. Even though I was an outsider (so to speak), I was warmly welcomed, even by the workshop instructors (thanks, Mitch). Kirby Beck took me under his wing and helped me through the Instructor Course application process, and, after my application was

approved, I traveled to Minneapolis to attend the IPMBA Instructor Course in July of 2001.

From the moment I became an instructor I felt like a valued member of the cadre. Anytime I had a question, I could call and get a response, and believe me, I called Maureen a lot back then. I decided that I wanted to take on a more active role in the organization as a whole. So I ran for the board in 2002.

Not being successful was ok because it gave me the opportunity to get involved in other areas. I served on the Industry Relations Committee and did some product testing and reviews. I tried again for the board in 2003 and once again did not get elected, but I persisted, and in

2004 I was elected to the board. Since then, I have done stints as both treasurer and conference coordinator. It has been a fantastic ride. I look forward to the conference each year with great joy even though it is a great deal of work. The friendships I have made over the past 11 years have been some of the best ever.

In 2013 we are heading back to Baton Rouge for the conference. I can't wait,

but I will attend with somewhat of a heavy heart. My term on the board will have been served and after nine years I will be leaving. I treasure the memories and the friends I have made, and I hope to see you all each year at the conference. IPMBA has been an integral part of me since 2001 and will stay with me forever. Serving on the board has been an incredibly rewarding experience, despite it requiring a lot of work at times. I will look with pride on how we have helped bring public safety cycling to where it is today.

So, why IPMBA? There is simply no better organization. IPMBA has come a long way in 20+ years, but the changes I have seen just since 2001 have been phenomenal. The 2<sup>nd</sup> Edition of the *Complete Guide to Public Safety Cycling*, the Instructor ToolKit CD-ROM (ITK), the *Fundamental Skills for Public Safety Cycling* DVD, just to name three big ones. Even though I have retired from police work, I still teach and stay involved and when someone asks me which police mountain bike organization they should join, I tell them with pride "IPMBA".

Why? Because no one does it better!

*Kurt was a founding member of the UW Madison Police Department in 1992. He became a LEBA Instructor in 1994 and taught classes throughout Wisconsin. In 2001, after attending the IPMBA Conference, he was certified as an IPMBA Instructor and continues to teach throughout the state. He joined "IPMBAARP" upon his retirement from UW in January 2011, and currently serves as Treasurer on the IPMBA Board. He can be reached at kdfeavel58@yahoo.com.*

IPMBA has been an integral part of me since 2001 and will stay with me forever. Serving on the board has been an incredibly rewarding experience ...

# The Board Issue

## Bicycling Resources on the Web

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

As a public safety cyclist, you may be the person your boss looks to when a bike-related issue arises. Maybe your agency is looking at ways to improve bike safety for kids, or maybe a serious crash involving a cyclist has resulted in an outcry to improve bike safety for all riders. Regardless of the type of concern, when this becomes your responsibility, where do you start?

Fortunately for you, you are not the first to tackle this task. We've found some great resources to make you look like to a master of the search engine.

Of course, the place to start is our website, [www.ipmba.org](http://www.ipmba.org). There you'll find information about the history of public safety cycling, training events, bike equipment merchant contacts as well as an extensive page of resources ([www.ipmba.org/resources.htm](http://www.ipmba.org/resources.htm)), including *The Complete Guide to Public Safety Cycling, 2<sup>nd</sup> Edition*, our *Fundamental Skills DVD*, a *Guide to Bike Rodeos* and *Bike Rodeo Kit*, NHTSA's (free) *Cycling Skills Clinic Guide*, and a bike unit start-up kit, to name just a few.

On the civilian side, The League of American Bicyclists ("the League"), [www.bikeleague.org](http://www.bikeleague.org), is your one-stop source for education and advocacy. For mountain biking, the International Mountain Biking Association (IMBA), [www.imba.com](http://www.imba.com), has resources for trail management and design, events and everything for the off-roaders.

Adventure Cycling Association ([www.adventurecycling.org](http://www.adventurecycling.org)) will help satisfy the wanderlust of the cycle tourist.

The federal government has a wealth of free resources available through the National Highway Traffic Safety Administration (NHTSA) specific to cycling (<http://www.nhtsa.gov/Bicycles>) including a safety toolkit (<http://www.nhtsa.gov/parents/parents-bike.html>), the *Bike Safe, Bike Smart* video (see below) and many other free and downloadable publications, including ones in Spanish.

*Bicycling* magazine (your membership includes a subscription) has a "ride smart" page of useful information that can be found at <http://www.bicycling.com/training-nutrition/injury-prevention/ride-smart>. It also offers extensive equipment reviews, training plans, ride maps, and more. Off-road junkies will want to check out *Dirt Rag* at [www.dirtrag.com](http://www.dirtrag.com), and its sister publication, *Bicycle Times* ([www.bicycletimesmag.com](http://www.bicycletimesmag.com)), for those who live (or want to live) a bicycle lifestyle.

A variety of other public and private resources to make you look like the thorough researcher that you are, can be found below:

*Pedestrian & Bicycle Information Center:* <http://www.bicyclinginfo.org/> and [www.walkinginfo.org/](http://www.walkinginfo.org/)

*Bicycling Life:* <http://www.bicyclinglife.com/>

*Bike Safe, Bike Smart* video: <http://www.nhtsa.gov/Driving+Safety/Bicycles/Bike+Safe++Bike+Smart+> (25MB+and+146MB,+WMV+format)

*CyclingSavvy:* <http://cyclingsavvy.org/>

*Ideas to Promote Bike Safety:* <http://www.nhtsa.gov/DOT/NHTSA/NTI/SRTS/7505-01-PromoteBikeSafety.pdf>

*National Bicycle Safety Network:* <http://www.bicyclinginfo.org/network/>

*National Center for Safe Routes to School:* <http://www.saferoutesinfo.org/>

*USDOT Resources:* [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/resources/](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/)

*Youth Bike Safety Tips:* [http://www.nhtsa.gov/staticfiles/nti/bicycles/pdf/8024a\\_YouthTips.pdf](http://www.nhtsa.gov/staticfiles/nti/bicycles/pdf/8024a_YouthTips.pdf)



This is just a short list of the many cycling resources available, but we're confident that if you start with these, you will find most of what you need.

*Bernie retired after a 30-year career with the Homewood Police Dept., having served in many positions, including field training officer, in-house instructor, tactical officer, detective, detective supervisor, tactical supervisor and training coordinator. He became an IPMBA Police Cyclist in 1993 and an IPMBA Instructor in 2001. He currently serves as President on the IPMBA Board of Directors. He can be reached at [sgtbernie@live.com](mailto:sgtbernie@live.com).*

# The Board Issue

## EMS Equipment: What to Carry on Your Bike

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

One of the questions most frequently asked of IPMBA EMS Cyclist Instructors (and the EMS Coordinator) is what EMS equipment to carry on the bike. The answer is simply that there is no single answer.

While some departments have the staffing, support or fixed mission to equip all personnel the same way for each deployment, the rest of us may not be that lucky. In order to determine what to carry, you have to consider many factors, the first of which is the type of event or patrol mission you are working, and what you can expect. What that in mind, you must perform a needs assessment. This can be simple or elaborate, but you will need to determine staffing (and licensure), the type of service (ALS or BLS), what injuries/illnesses to expect, what kind of support you will have, and the average time it will take for the patient to get to a transport vehicle.

Consider festivals, for instance, which often hamper patient transportation. Such events cause transport delays because we need to get the ambulance to the patient or we have to rely on other forms of transportation to get the patient out to the ambulance. If we know it will not be easy to bring the transport and the patient together, we have to seriously consider the ALS bike. Collecting data during events will enable you to estimate the longest time it takes to extract a patient from the crowd. Add a cushion, and that's how long you will need to care for your patient. This is where two ALS bikes together shine. Fifteen minutes worth of cardiac arrest supplies translates into a lot of oxygen and drugs for one bike but, with two ALS-equipped bikes,

each rider only has to carry enough for 7-8 minutes. Don't have enough ALS personnel? Partner your ALS cyclist with a BLS cyclist and have them carry the second set of panniers. That's why all EMS cyclists have to pass the same test!

A simple 5K run with an ambulance following behind the pack may only require a couple of BLS cyclists who are capable of identifying and responding to an emergency, assessing runners and performing CPR until the truck can come from the rear. Don't have enough people? Staff the truck with one person and put a bike rack on it. This enables the EMS cyclists to also staff the truck.

A large-scale race, such as a marathon, will present different issues.

Depending on the number of spectators and runners and the ability to get an ambulance to the patient, you may need to consider all ALS bikes or a mix of ALS and BLS bikes. The amount of equipment you carry will depend on how long it takes you to get your patient to a transport vehicle. Again, your BLS bikes may have to carry ALS gear if you don't have enough ALS personnel. As a longer, more strenuous event, the chances of runner injuries are also higher.

Another factor to consider is how your EMS cyclists will resupply themselves. The easier it is to resupply, the less you have to carry. For the 5K run where the ambulance follows, plan to resupply off of the truck. The festival is a different story. Many departments stock a first

aid tent or trailer and keep extra supplies on hand there. This enables you to resupply your common expendables after each run, reducing the need for multiple doses/setups/expendables and saving room for items that you may need for a critical incident. A good example is ice packs. During the bee season, we go through a lot of them at an event. Without a place to resupply, I'd need to stock at least five on each bike (20 total!). With a resupply point, we carry just one or two, leaving room for other supplies and/or reducing the weight of the load the cyclist is carrying. The marathon will be altogether different because you may need trucks or first aid points along the route with extra supplies.

Determining what to carry on an EMS bicycle is unique to each department and, perhaps, to each mission. That said, don't be afraid to reach out to other departments that work similar events or have worked an event that is held in different locations. Their experience can be invaluable to your efforts and help you achieve a positive outcome. In short, a thorough needs assessment and careful planning can help you minimize weight while still providing maximum service.

*Marc, the founder of the Circleville Fire Department Bike Patrol, has nine years experience on bike duty. He was certified as an IPMBA Instructor in 2006 and is one of the creators of the EMS Cyclist II Course. He currently serves as EMS Coordinator on the IPMBA Board. He can be reached at marc.zingarelli@gmail.com.*

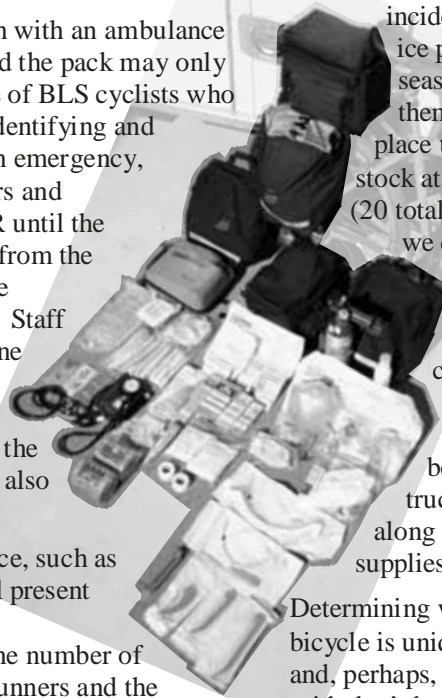


Photo by Greg Johnson

# The Board Issue

## How to Host an IPMBA Conference

by Tom Harris, EMSCI #030T/PCI #861T  
East Baton Rouge (LA) Parish EMS/Livingston  
Parish (LA) Sheriff's Department  
IPMBA Conference Coordinator

No one was any more surprised than I when Maureen advised me that I needed to write an article for the upcoming *IPMBA News*. I gave it some serious thought (I know, me being serious, really!) and decided to share with everyone what it takes to put on an IPMBA Conference and offer a glimpse behind the scenes.

I had the pleasure of hosting the 2007 conference in Baton Rouge, but before I decided to submit a bid, I never really knew what it took to host one. In 2013, the conference is returning to Baton Rouge, this time with the Baton Rouge Police Department as the lead host agency. But since it is all about teamwork, I find myself involved in planning yet another conference.

Many of us attend the conferences, enjoy the classes and workshops, meet new people, and visit with friends and colleagues we don't see on a regular basis. We benefit from the hospitality of the host agency and never really think about what is involved in hosting a conference or how the whole process works.

The process begins with the notion that it would really be a great idea to host a conference. Mine started in 2001 at the brewpub in Cincinnati. Two of my fellow bike team members and I were chatting about the conference when one of them made the statement that we (E. Baton Rouge EMS) should host a conference. Sitting at the very next table were some "old timers" and they

overheard this casual remark. They instantly chimed in, saying, "Yes, Tom, why doesn't E. Baton Rouge EMS host a conference? You could be the first EMS service to do so!"

I returned to Baton Rouge and talked to my bosses. Much to my total surprise, they agreed would be a really good idea. So I called Maureen and she instantly



IPMBA Command Post

Photo by John Brandt

sent me the "How To" information packet – or should I say book! I started looking at meeting facilities, hotels, riding areas, and all the logistics and supplies associated with the conference and classes. I quickly learned that IPMBA was responsible for recruiting instructors, arranging the classes and workshops, and handling the administrative aspects of marketing, processing registrations, etc. We (the host agency) were responsible for the logistics of making it happen.

Sounds simple, right?

After a short vacation to the Gulf War, courtesy of the US Air Force, I returned in the fall of 2003 and picked up where I had left off. We chose the Baton Rouge River Center and the closest hotel, explored our riding areas, and made sure all the necessary equipment and facilities were available for us to use. We then put together a "bid packet" with all the information the board needed to evaluate us and make a decision for the conference. I sent this to Maureen and she scheduled a site visit with Artie Gonzales, who was the conference coordinator at the time. They came to town and examined everything to make sure that the bid didn't just look good on paper.

They must have liked what they saw, because after their site visit, they invited us to continue the process.

We then put together a bid presentation and presented it to the board during the 2004 Conference in San Antonio. EMS was then awarded the pleasure of hosting the 2007 Conference.

Fast-forward to 2007. After almost three years of prepping and planning, including shadowing the host agencies in 2005 and 2006 to see what worked and what didn't, the time finally arrived for the conference. After countless emails, phone conferences, and planning meetings we felt that Baton Rouge was

ready. Maureen arrived and the work began. Moving in the necessary office



Volunteers Feed the Masses

Photo by John Brandt

Rouge was

(Continued on page 9)



# The Board Issue

## How to Host an IPMBA Conference

*(Continued from page 8)*

supplies, setting up the command post, and stuffing welcome bags was just the beginning. We had 700-plus cones, 30 new railroad ties, and numerous sturdy pallets available for training. With great help from the community, which donated food and other items, we had a well-stocked hospitality suite.

Volunteers and staff were scheduled and briefed. Scheduling of shuttles for everyone flying in was complete. The competition was designed and ready to assemble. On Friday, attendees began arriving for the pre-conference classes which started on Saturday. The first day of the pre-con it decided to rain. Plan B was activated, and the Instructor Course cone courses were moved inside the convention center.

Now the fun begins, and I truly do mean the fun. The host agency puts its best foot forward to provide the best possible conference. They are showcasing their city, department, and community as a whole, as well as their dedication to the community and IPMBA. There are countless hours and manpower put forth to accomplish everything and attend to the myriad details. At seven days, it is one of the longest conferences

around and it takes a lot of logistics to make it successful. Bike check, shuttles, hospitality...and the man

named “Murphy” who always chooses to make an appearance.

After a long week of pre-con courses and the conference comes the competition on Friday afternoon. This is one of the best days of the event. The host agency has the option of designing the competition course, and they like to make it one of the “signature” events of the conference. In Saint Paul, for instance, they built a patch grabber with cut-out letters spelling “IPMBA”. Long hours of building and painting all the obstacles, often working into the early morning hours, finally come to an end. It is competition time. No sooner than the obstacles are assembled it seems like it is time to dismantle them.

Finally, one of the conference highlights – the awards ceremony, where medals and bragging rights are handed out while everyone enjoys the local flavors.

Attendees pack up and head home, hopefully with fond memories and a newly-honed set of skills, and maybe some new friends and contacts, not to

mention some swag. Members of the host agency dismantle and pack the remnants of the conference, and return to normal duty.

This is just a snapshot of what it takes to host a conference and an inkling of the hard work and very long hours the



Cones A-Plenty!

Photo by John Brandt

host agencies and the IPMBA board, staff, and instructors invest to make the conference the best it can be.

So the next time you attend a conference – whether it is IPMBA or not – please be sure to thank the host, staff, and volunteers for their dedication and hard work.

**Get back to Baton Rouge!**

*Tom is the Special Operations Supervisor for E. Baton Rouge Parish EMS, where he oversees a 26-member bike team and a 24-member tactical medical team. He is also a deputy for the Livingston Parish Sheriffs Department, where he is a member of the Special Response Team and River Patrol. Tom joined IPMBA in 1996, was certified as an Instructor in 1999, and became an Instructor Trainer in 2009. He organized the 2007 IPMBA Conference, the first to be hosted by an EMS agency. He was elected to the IPMBA Board in 2010 and is currently serving as Conference Coordinator. He can be reached at [tharris@brgov.com](mailto:tharris@brgov.com).*



Behind the Scenes with Jason Bain Photo by Scott Picquet

# The Board Issue

## Building Up Your Bike School

by Robert Hatcher, PCI #629/EMSCI #103

Delaware (OH) Police Department  
IPMBA Vice President

*Ed's Note: Brenda Noftz, JD, PhD, will present "So, You Want to Run Your Own Bike School: Factors to Consider" at the 23<sup>rd</sup> Annual IPMBA Conference, May 2-4, 2013, in Baton Rouge LA. This session is a must for any instructor considering teaching independently of his/her department, and valuable for those who teach for their departments as well.*



The Delaware Police Department has been offering IPMBA Courses since 2003. To date, these courses have grossed more than \$50,000. The funds are used to finance the bike program, including the school and the department's bike patrol. Our bike school has an excellent reputation in the region and subsequently has been filled to capacity for several years. The department has done many things to ensure the success of our bike school. This article will highlight a few key elements in creating an effective program.

*First and foremost, obtain support from your agency's administration.* The supervisors must understand all that goes into offering a bike school, and they must be willing to dedicate the necessary resources.

*Next, set the price.* Define a price per attendee, keeping it reasonable to attract students. It is ideal to include IPMBA Certification as part of the tuition. Department heads like to see certification with successful course completion, and it is easy to justify the expense when it is built into the tuition. Develop a plan to properly manage the bike school funds. For example, our department has a designated amount in the budget specifically for the bike school and patrol program. Anything related to the bike program comes out of that fund.

*Schedule the course at a time that is conducive for bike training.* In Ohio, most bike teams do not start riding until spring, and then ride all summer. Once summer hits, departments are typically short-staffed, which limits training opportunities. When we started our bike school, we held a course in July, but the turnout was sparse. Since then, we have offered the course in May, and attendance has been consistently high.

*Advertise.* As with any business, marketing the course is very important. If no-one knows about it, no-one will register. Pay attention to the quality of your marketing; this is the first impression that agencies will have of the program. Design a brochure that describes the training, lists the prices, and outlines the requirements. Be sure to highlight the certifications that will accompany successful program completion. The brochure can be mailed directly to departments (attention: Training Supervisor), posted on the department's website, emailed to prospective students, sent by teletype, distributed to chiefs' associations and listed on various online training calendars (including the IPMBA website). There are costs involved with some of these options but these are typically nominal and could be covered by a single registration fee.

*Follow up promptly.* After you start advertising, be sure to respond to all requests and questions in a timely manner. As participants register, confirm them quickly with high-quality, comprehensive confirmation material. Prepare a detailed letter containing all of the important information for the course, including dates and location, an equipment list, and the Physical Activity Readiness Questionnaire (PAR-Q).

*Enhance the course.* IPMBA courses are very thorough and produce the best-trained public safety cyclists in the world. To make your course even more intriguing, devise ways to enhance it. One of our best enhancements has been to develop partnerships with area businesses and Ohio Wesleyan University. The university is located within Delaware and provides abundant riding terrain and on-bike training venues. They also provide complimentary classroom space and dorm rooms. The dorm rooms enable out-of-town attendees the opportunity to stay in town free of charge. This cost savings is very attractive to administrators. We have also partnered with the university's catering service. They offer discounted lunches each day, and the nominal lunch fee is included in the tuition. Approaching area businesses for donated goods will also make the course attractive. Our department has partnered with grocery stores, bakeries, and coffee shops to provide daily continental breakfasts and snacks. Area bike shops and bike patrol-related vendors have donated prizes for raffles and contests.

*Make learning fun.* Use drills that are enjoyable but also teach skill and increase confidence. Create small competitions that attendees will enjoy. A firearms practical is not required during the Police Cyclist Course, but I strongly recommend it. Introducing live-fire drills makes the

(Continued on page 11)

# The Board Issue

## Is Your Bike Safe to Ride? Be On The Alert for Industry Recalls

by **Charlie Summers, PCI #512**  
*Illinois State University Police Department*  
*IPMBA Industry Liaison*

**A**s public safety cyclists, it is important for us to know if our bikes are safe to ride. How do we know and where do we find out if they are? Well, as I was researching a topic for this article, I found *Bicycling Retailer and Industry News*. I came across the product/tech section, and the “Recalls” section jumped out at me.

As I started reviewing the different recalls around the industry, I couldn’t help but notice that some of the leading brands which many of us use have issued recalls on various products and components which could break and cause a falling hazard. I’m not going to list these recalls by manufacturer; that is not the purpose of this article. The purpose of this article is to call your attention to the need to know about the recalls and let you know how to find information about them.

When is the last time you heard about a recall of a bike or component? Chances are you won’t. Hopefully you won’t be one of those unfortunate ones who find out the hard way when the bike or the component breaks. You will find out about the recall when you take it to the shop to get it fixed.

So how do we find out about these recalls ahead of time? I have already mentioned one method. You can go to the *Bicycle Retailer and Industry News* website ([www.bicycleretailer.com](http://www.bicycleretailer.com)), pull down the “Product/Tech”

**As public safety cyclists, it is important for us to know if our bikes are safe to ride.**

menu and click on “Recalls” (or go directly to <http://www.bicycleretailer.com/recalls-0>). This will allow you to review the various recalls around the industry to find out if you or anyone else you know is affected.

Another source of information about recalls is the U.S. Consumer Product Safety Commission ([www.cpsc.gov](http://www.cpsc.gov)). They report recalls on a wide range of products and include articles relating to the specifics of the recall. The recall tab is right on the homepage.

Another site I came across was [www.saferproducts.gov](http://www.saferproducts.gov). On this site, you can search for a specific product category (try entering “bicycles”) to generate a list of recent recalls. You can also report an unsafe product.

The recent recalls reported ran the gamut of components, from forks, brakes, cables, and quick releases to stems, handlebars, seat posts, frames, and even some of food products we use to fuel ourselves during a ride!

As you read this article, please take the time to visit these websites to ensure that you are riding a safe bike with safe components so you can keep the rubber side down!

*Charlie is the sergeant responsible for ILSTU Police Department’s bike patrol. He was certified as an IPMBA Police Cyclist in 1998 and as an IPMBA Instructor in 2001. He currently serves as Industry Liaison on the IPMBA Board of Directors. He can be reached at [cesumme@ilstu.edu](mailto:cesumme@ilstu.edu).*

*Bike School (Continued from page 10)*

course more exciting and memorable, while providing essential survival skills. IPMBA Courses have a segment for scenario training. We have implemented RedMan gear in the scenarios, which enables students to be more hands-on and learn how to use the bike as a defensive tool. It is another segment that receives many good reviews.

*Take pictures and videos.* Pictures help document the course and provide attendees with a great parting gift. We typically send a CD after the course or use one of the online photo sharing sites.

*Involve the local media.* Having television and newspaper interviews provides good press for the department. We can never get enough press about the positive impact of our police departments and, specifically, our bike officers. Bike

courses give the media and the public a great story along with exciting visuals. In addition, cops, medics, and security personnel watch the news and/or read the paper, which means free advertising for future courses.

These are just a few helpful suggestions. The sky is the limit for building up your bike school. The IPMBA curriculum is the foundation of your bike program, but by using your imagination and tapping your local resources, you can make your bike school something special.

*Robert is currently a patrol officer with the Delaware City Police Department. He has been assigned to the bike unit since 2000 and has been an IPMBA Instructor since 2002. He serves as the department’s bike team coordinator, bike instructor, and bike mechanic. He is also an instructor for the League of American Bicyclists. He is currently serving as Vice President on the IPMBA Board of Directors. He can be reached at [rhatcher@delawareohio.net](mailto:rhatcher@delawareohio.net).*

# The Board Issue

## Putting Your Explorers on Bikes

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

*Ed.'s Note: James will present the workshop "Putting Your Explorers on Bikes" at the 23rd Annual IPMBA Conference, May 2-4, 2013, in Baton Rouge, Louisiana.*

### Recipe for Success

Promote the course to your supervisors and the Explorers to get as much support as possible. Cite ways that Explorers on bikes can meet your department's needs and further involve them in events and other activities.

Be flexible with time. Even if you advise the students that they need to attend every class, there are going to be those who miss a class. Have a plan for how those students can make up the missed classes, but set a deadline for make-ups, and don't let it linger.

Do a lot of review. Particularly if your class does not take place over consecutive days, you will have to refresh their memories with questions at the beginning, end, and during each class.

Don't extend the class over too many weeks. My class was spread out over five days and a little more than a month. I could see that in the last couple of classes, the Explorers were getting tired and wanted to get it done.

Keep the class moving, and keep the students occupied. If you are working one-on-one with a student, have games or bike-related activities to keep the other students engaged. Just like any class, there are going to be those students who really excel and those who need a little extra help.

As a school resource officer, I try to involve our Explorers as much as possible. They participate in events around the school and in the community. Many police departments and sheriff's offices have Explorers or similar programs. As IPMBA instructors and members, we should ask ourselves if we are effectively utilizing this resource.

Last year, I had what I thought was a brilliant idea – instructing Explorers how to operate bikes for public safety. (I learned later that some IPMBA

instructors have been teaching Explorers for years). I approached the board and asked for their suggestions and help on developing a class intended for Explorers. It was decided that it made sense to follow the 24-hour Security Cyclist outline, including the same cone courses and written test.

I approached my department and the Explorers with my intentions and my views on how this program would benefit the department and Explorers. Both were fully supportive.

Having gained approval to conduct the class, I told the Explorers what

was expected of them. Of the 15 Explorers, there were about eight that I thought were dependable. I figured my biggest obstacle was going to be scheduling and getting them to show up, since they are students who are in school, work, or both. The Explorers understood that they needed to attend all the training sessions and take both written and on-bike tests in order to pass the class. The training would be held on Tuesday nights for four hours and a couple of Saturdays for about eight hours.

We held our first Tuesday night class in March, after a snow storm. We planned to meet the following Saturday for eight hours of classroom time and some bike riding. On that first day of riding, I was impressed that all the Explorers came prepared to ride in cold weather, had brought helmets and eye protection, and were very interested on getting on the bikes. We would meet again on a Tuesday about two weeks later and then again on the following Saturday.

Nine Explorers finished the class successfully and were awarded certificates of completion.

If you decide to put your Explorers on bikes, here are some things to consider while planning the class.

### What are the Explorers going to wear?

My Explorers just wore a polo-type shirts and black shorts, not uniforms.

**Is the instructor going to get paid?** I was lucky that my department paid me for my time. Other instructors who have taught

Explorer cyclist courses have done so on their own time.

**What bikes are available for the Explorers?** Is your department going to let you use the department's bikes or do the Explorers have to bring their bikes? If they are supplying their own, they need high-quality mountain bikes, from reputable manufacturers, equipped with pedal retention and other safety equipment, such as lights. It is your responsibility to ensure their bikes are suitable and safe to ride.

If you have any suggestions or experiences to share, please email me at [jenglert@co.arapahoe.co.us](mailto:jenglert@co.arapahoe.co.us).

*James has been a deputy with Arapahoe County Sheriff's Office for 14 years and a school resource officer for the past five. He was certified as an IPMBA Police Cyclist in 2006 and as an IPMBA Instructor in 2008. He is currently serving as Membership Coordinator on the IPMBA Board. He can be reached at [jenglert@co.arapahoe.co.us](mailto:jenglert@co.arapahoe.co.us).*

*Photo courtesy James Englert*



# The Board Issue

## Conquer Your Dirt Demons

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

It's becoming more of a short ride to the trail. Yes, in many places, unpaved paths are becoming more common and accessible. There's a philosophy spreading – that trails and features can be constructed (even in metropolitan areas) to encourage easy access and trail use.

But who to monitor the users in this ever growing network of dirt pathways? We know. Bikes continue to be the best tool to serve (access) these areas and the standard is the mountain bike, with its wide, stable, upright geometry, and fat tires. The industry is constantly developing this tool, and it's becoming more important to understand its potential and your role.

Whether you're an expert or novice, these tips could save your assets in the dirt. Read on.

### The Down & Dirty

Before you go out to patrol, know your weapon and its capabilities. Is your bike up to the job? A bike from a reputable bike manufacturer that fits the rider and is properly tuned is only part of the equation. The bike needs to be built to withstand the rigors and demands of the terrain. From the ground up.

Let's start with the skinny, and I'm not talking about tire width. In fact, air pressure, tire volume and tread can make all the difference. Are your tires properly inflated? If you've been riding in the urban environment, you may have to let out some air. Most mountain tires used off-road perform best inflated to less than 40psi. Check the markings on the sides of the tires and inflate to 5psi less than the listed max. Do your tires have enough volume? If you're riding less than a 2.0" tire, you risk breaking loose. The tires need to conform to terra firma, so the tire cleats can provide traction. If you're using semi-slicks on loose surfaces, slow way down and pick your lines wisely.

What about the wheels? Generally, a properly built mid- to upper-level wheelset will perform and last longer. Opt for a higher spoke count; if you're a bigger rider, or if you're carrying a lot of equipment, go for straight gauge 36 count stainless spokes to disperse some of the load. A wider rim will accommodate and spread the larger volume tires. Go tubeless if your department can afford it. Less rubber means lower tire pressure means better control. Use large diameter wheels if it's your thing, but make sure the bike is designed around them and the bike works for you. Finally, ensure the

wheels (including hubs) are cared for by a qualified mechanic. Your wheels will roll better when they are built well and cared for.

Sag, preload, compression – your suspension is important. When was the last time your fork was overhauled? Are the sag and settings right for you? Most public safety cyclists don't use full suspension, but if you do, you'll have better control over the big stuff. If your bike lacks suspension travel or is mid-level or less, you'll need to slow down in the rough. Check the air pressure routinely, in both rear shock and/or forks. Learn how to work on and adjust your suspension, or find a trusted mechanic.

Brake performance is crucial. Duh. If your brake pads need replacing, do it. Now. Disc brakes provide better stopping power in extreme conditions, but properly maintained and adjusted sidepull calipers ("V-brakes") can do the job. Either way, lube or replace your cables, and check your brake pads for excessive wear. You never know when you'll need to stop on a dime.

A last bit of advice; lower your saddle height for technical downhills. A dropper seatpost is expensive, but well worth the investment. Either option allows you to assume that attack position, which allows you to drop your center low. This is more stable and efficient, particularly on downhills.

We could cover the other bits and pieces of a mountain bike and how they could yield better performance off-road, but there are vast sources for that. If any of the terms above sound foreign, go online, talk to a mechanic, study *Zinn and the Art of Bike Maintenance*, attend an IPMBA Maintenance Officer Course (April 27-May 1, 2013, in Baton Rouge), practice. Remember, your bike is a tool for a complex job, but it's also a weapon against the dirt demons. Pick and set up your weapon carefully.

Hope this is helpful. Ride safe, rest, repeat.

Mitch is an IPMBA Instructor Trainer, serves as Education Director on your IPMBA Board, and has a penchant for singlespeeds. He can be reached at [trujillom@bouldercolorado.gov](mailto:trujillom@bouldercolorado.gov).



Photo by Scott Picquet

# The Board Issue

## Warrior Aid for Bike Cops

by Wren Nealy, EMSCI #154/PCI #860

Cypress Creek (TX) EMS/Waller County (TX) Sheriff's Office  
IPMBA Secretary

**B**ike officers are used to working on two wheels and being creative in their approach to scenes and suspects. They know how to use their bikes to their advantage, and when to disengage the bike to seek cover. What they may lack is a set of basic skills that can save their lives in a lethal encounter, after the fight has been won.

### Do you have a plan for the day you get injured in the line of duty?

The military studied all deaths from Vietnam and identified three types of preventable causes of death on the battlefield, accounting for 15% of all deaths in Vietnam: bleeding from extremity wounds (9%), breathing complications from a tension pneumothorax (5%), and airway blockage (1%). 15% may seem minimal, but not when they were all preventable. The researchers also recognized that 75-90% of all deaths occurred before the casualty could reach a medical treatment facility.

*"The fate of the wounded lies in the hands of the one who provides the first care to the casualty."*

As a result, the military began training all soldiers how to apply tourniquets (to stop the bleeding from extremity wounds), apply chest seals over open chest wounds (to prevent tension pneumothorax), and position the casualty to open the airway (to address airway blockage). This put these lifesaving interventions in the hands of the wounded and those at the point of wounding. This type of training is referred to as "Combat Lifesaver" or "Self-Aid/Buddy-Aid (SABA)" training and is designed for non-medically trained personnel.

In more recent conflicts, such as Iraq and Afghanistan, the military has seen a dramatic decrease in preventable deaths on the battlefield, which continues to validate the Vietnam study and subsequent implementation of SABA training.

But wait a minute; we're not fighting on a battlefield. Or are we? **If you wear a badge and a gun to work, this pertains directly to you.** "Battlefield" can be defined as the location of any lethal force encounter in which you find yourself fighting for your life or the life of another person. Surviving a lethal force encounter begins with a combat mindset and doesn't end when the threat is gone. This article will focus on what to do after you win the fight and will address one of the three preventable causes of death on the battlefield.

One of many differences between bike officers and regular patrol officers is that bike officers are limited to what can be

carried on their person or in their rack bag. They do not have a patrol car with a trunk full of extra gear and equipment. This is important to mention because the lifesaving tool featured in this article must be carried on the officer, where it is instantly accessible. What is this tool, and how can it be the difference between life and death? Consider the following scenario.

You and your partner are on bike patrol when you receive a call for a possible disturbance outside of Lou's Liquor store. You are only a couple of blocks away and arrive on scene before dispatch has time to give you any additional information. As you approach the store, you see a male pacing in the parking lot. You call out to the male, identify yourself and begin to dismount. Suddenly the male turns toward you with a pistol and begins shooting. You disengage the bike, draw your weapon, and return fire. The male drops to the ground.

You've just won the fight of your life, but you've been injured in the process. The suspect is down hard and no longer moving. As the adrenaline rush that helped you win the battle begins to wear off, you feel a sharp, burning pain in your left arm. You attempt to call for assistance on your handheld radio, but you cannot move your left arm. You look down at your arm and notice your hand is covered in blood. You holster your weapon and use your right hand to work the radio and call for help, "603 shots fired, shots fired, officer needs assistance". As the pain increases, so does the amount of blood you are losing.

You can hear the sounds of units responding to your "Officer Assist" both on the radio and you know help is coming. The sound of sirens in the distance and all the radio chatter is quickly drowned out by the sound of blood pouring onto the pavement. You advise dispatch that you've been shot and need EMS. Your partner is cuffing the suspect and appears to be ok. You take another look at your arm and realize you have multiple open wounds in both your lower and upper arm. What do you do next?

Help is coming, right? Can you hold on until EMS arrives? How long do you have until you lose enough blood that you lose consciousness? These are all important issues that you need to fully understand.

On average, you can bleed out and DIE in four minutes or less if the bleeding is not controlled. Four minutes. It will take, on average, eight minutes for EMS to respond and arrive on scene.

*(Continued on page 15)*



Combat Application Tourniquet



Combat Application Tourniquet Kydex holder for duty belt

# The Board Issue

## Warrior Aid for Bike Cops

*(Continued from page 14)*

This answers the second question: can you hold on until EMS arrives? You and/or your partner will need to take immediate action. The bleeding **MUST** be stopped and the only way to stop bleeding from an extremity wound is to apply a tourniquet. Yes, a tourniquet. Direct pressure and other more traditional methods will not be effective and will not work in less than four minutes. If only you had one of these devices and knew how to use it. Lucky for you, your partner does and is able to apply a tourniquet to your upper arm and stop the bleeding.

Did you ever think that life or death could come down to having a \$25 tourniquet and the knowledge of how to use it? This applies to all officers regardless of their job function. It is even more important to bike officers because they have less equipment and lack the protection of a 2000-pound vehicle. The above scenario described a lethal force encounter with a violent suspect. Don't let this fool you; there are other ways a bike officer could be injured, like being struck by a motor vehicle, or falling instead of successfully negotiating a flight of stairs. These situations – and others – could result in a serious open wound to an extremity.

If it happens, you will not have time to retrieve a tourniquet from your bike bag. If you have dismounted your bike to seek cover, retrieving the tourniquet from your bike bag will be difficult, if not impossible. The tourniquet **MUST** be carried on your person. It is compact enough to carry in a cargo pocket, a concealed uniform pocket, or a single magazine holder on your duty belt.

The average officer can be trained in how to apply the tourniquet in less than an hour. Your department's tactical team medic can be a resource for this type of training. Don't wait for this training to work its way into every law enforcement academy or for your department to offer it. It is **YOUR** responsibility to seek out and obtain this lifesaving training. Purchase a CAT tourniquet for \$25 and spend an hour learning how to use it. Your life and the life of your partner may depend on it!

*Wren has 17 years of experience as a paramedic, police officer, tactical officer, and tactical medic. He is the special operations director for Cypress Creek EMS and reserve deputy and SWAT assistant team leader with Waller County Sheriffs Office. Wren has been an IPMBA Police and EMS Cyclist Instructor since 2005 and currently serves as Secretary on the IPMBA Board. He can be reached at [wnealy@ccems.com](mailto:wnealy@ccems.com).*

## WEAR THE BEST

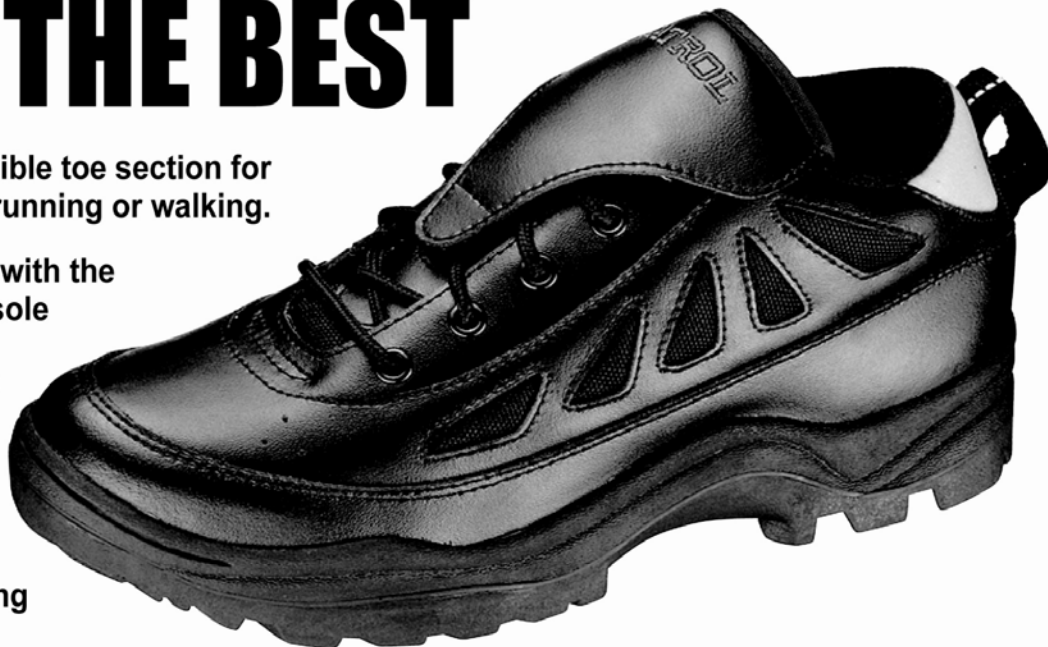
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by Ben

*Somewhere in California*

I am a volunteer mountain bike patrol officer for a local regional park system. The regional park that I usually patrol is considered an expert-level mountain bike park. From rocks and ruts to smooth, fast fire road conditions, I subject my mountain bike equipment to a complete workout. This is my experience with the Code 3 Maxpatrol-600 after about a week.

Build quality is first rate. The light is very bright. I used my light meter and the light is totally underrated. Low beam is around 400 lumens and high beam is around 1000 lumens. The flashing red/blue lights can be very easily seen, even in daylight. I had people comment that the lights can be easily seen more than 1/8<sup>th</sup> of a mile away. This light is very effective. A driver of a speeding car immediately stopped when I used the flashing lights in the daytime. I never had this response with any other light, including the ones made by Lightman and Niterider. At night, this light is amazing. On high, I have been in pursuit going in excess of 30 mph downhill and never felt that I could outrun this light. It puts my current Cygolite TridenX 600 lumen light to shame. The beam pattern is excellent. Great hotspot with plenty of spill to easily light a fire road and take tight turns with confidence. My helmet light didn't seem to be that effective even though it is a 350 lumen light that I use for tight turns.

Weight of the overall system I measured out to be 484 grams. That is just barely over one pound. Installation was a breeze. The headlight uses a solid adjustable screw mount. The light switch uses a rubber O-ring and can be easily mounted anywhere on the handlebar or stem. The battery pack uses a heavy-duty case which has a Velcro strap for frame attachment.

Overall, this is, by far, the best lighting system for law enforcement and special patrols that I have ever used. The others either cost more, weigh more, or take up quite a bit of room on your handlebars. This one only takes up room of one typical bike light but offers both a high output bike light and flashing lights in one small package. I highly recommend it anyone seeking a compact, but very effective bike/pursuit light package.

The Code 3 Maxpatrol-600 is available from IPMBA Corporate Member Police Bike Store ([www.policebikestore.com](http://www.policebikestore.com)). Enter coupon code *maxipmba* at checkout for 10% off. Police Bike Store also participates in the IPMBA Product Purchase Program, offering 5-10% off published prices. Contact Michael at [info@policebikestore.com](mailto:info@policebikestore.com) or 973-366-5868.

*Ben is a volunteer patrol officer in the State of California who has asked that his identity and agency be kept confidential.*

## WELL LIT RESCUE

Not long after I shared my initial comments with you, I was involved in a major medical rescue. Someone accidentally fell into a gully that was 20 feet deep. I used your Maxpatrol light to quickly come to the aid of the victim. Everyone got out of my way and the bystanders aiding the victim were glad to see me. I had to call in for medical support. The lights were so bright that the first responders commented that they saw me from a distance to determine where the victim was. The two helicopter units in the sky commented that they saw my blinking lights. Yes, even several hundred feet in the air at around 5:30pm, they saw the lights. Two of my officers commented that they were impressed with your lights; they, too, saw me from a distance. I just wanted to let you know that your lights have really made my job much easier and how really helpful they have been.

## BIKE PATROL SIREN

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# SUPPORT OUR CORPORATE MEMBERS



## Welcome: Trail Rail



TRAILRAIL

Trail Rail® is a "Made in the U.S.A." company of mountain bike/off road enthusiasts who design and manufacture mounting systems to attach accessories to

their rides. Our RAIL mounts offer modular interchangeability, allowing the user to adapt the system in more than one location and on demand, thus increasing the ROI. Trail Rail's approach evolved out of 20 years of OEM (original equipment manufacturing) commercial crossover and defense mounting accessory technologies.

Our mounting system is made to exceed the demands of today's public safety cyclists and outdoor enthusiasts. Machined from solid 6061-T6 Aluminum billet, our product is nearly indestructible. It is also coated with a MIL-STD finish, adding to its high-quality, military-like appeal. Trail Rail's mounting system has been field-tested and proven to last, which is important for customers who are looking for sustainable products that don't need to be replaced time and again.

Backed with 30,000 square feet of state-of-the-art design/manufacturing capability, Trail Rail's quality, fit, finish and versatility set a new standard for mounting accessories to recreational vehicles and more. Trail Rail's desire is to deliver a quality U.S.A. manufactured/assembled product that is unsurpassed.

Trail Rail has joined the IPMBA Product Purchase Program, offering 10% off MSRP when ordered via [www.trail-rail.com](http://www.trail-rail.com) (enter IPMBATR at checkout). For more information about Trail Rail's accessory mounting systems, contact Trail Rail at 413-529-2530 or [info@trail-rail.com](mailto:info@trail-rail.com).

## Renewed Corporate Members

IPMBA appreciates the continued support of **EMS World** (joined 2009), **Jones & Bartlett Learning** (joined 2008), **iFORCE Bicycles** (joined 2009), **Safariland** (joined 2011), and **Volcanic Bicycles** (joined 2006). We are grateful to these fine companies for their commitment to IPMBA and to all public safety cyclists.

Please demonstrate your support for IPMBA's Corporate Members and other suppliers by patronizing them at every opportunity.

To become a Corporate Member, contact IPMBA at 410-744-2400 or [Maureen@ipmba.org](mailto:Maureen@ipmba.org).



### Bicycle Patrol Outfitters

Product: Bike Patrol Products  
Phone: 951-318-7341  
Website: [www.bpopatrol.com](http://www.bpopatrol.com)



### Bratwear

Product: Uniforms  
Phone: 253-517-4000  
Website: [www.bratwear.com](http://www.bratwear.com)



### Brite-Strike Technologies

Product: Tactical Illumination Products and Lighting Solutions  
Phone: 508-746-8701  
Website: [www.brite-strike.com](http://www.brite-strike.com)



### Convergent Cycling & Performance Products

Product: G-Form Impact Protection Products, Kitanica Tactical Apparel  
Phone: 310-470-7300  
Website: [www.convergentcycling.com](http://www.convergentcycling.com)



### EMS World

Product: Leading EMS Magazine, Website, and Expo  
Phone: 800-547-7377  
Website: [www.emsworld.com](http://www.emsworld.com)



### iFORCE Bikes

Product: iForce Patrol Bikes and Accessories  
Phone: 724-431-2276  
Website: [www.iforcebikes.com](http://www.iforcebikes.com)



### Jones & Bartlett Learning

Product: Educational Materials, *Complete Guide to Public Safety Cycling*  
Phone: 800-832-0034  
Website: [www.jblearning.com](http://www.jblearning.com)



### Mocean

Product: Technical Bike Patrol Uniforms  
Phone: 949-646-1701/877-662-3680  
Website: [www.mocean.net](http://www.mocean.net)



### Police Bike Store

Product: Complete line of police bikes & accessories  
Phone: 973-366-5868  
Website: [www.policebikestore.com](http://www.policebikestore.com)



### R & B Fabrications

Product: Panniers & Safety Vests  
Phone: 800-553-1911  
Website: [www.rbfab.com](http://www.rbfab.com)



### Safariland

Product: Body Armor, Duty Gear, Firearms Accessories  
Phone: 909-923-7300/800-347-1200  
Website: [www.safariland.com](http://www.safariland.com)



### Trail Rail

Product: Accessory Mounting Systems for Bikes/ATVs/Boats/Etc.  
Phone: 413-529-2530  
Website: [www.trail-rail.com](http://www.trail-rail.com)



### Volcanic Bicycles

Product: Custom Police Bicycles  
Phone: 360-943-8613  
Website: [www.volcanicbikes.com](http://www.volcanicbikes.com)

## PRODUCT PURCHASE PROGRAM UPDATES



### NEW! TRAIL RAIL

**Product:** Accessory (GPS/Camera/Lights/Phone) Mounting Devices for Bikes/Boats/ATVs/Etc.

**Regular Cost:** See Website for Products and Pricing

**Cost to Members:** 10% off MSRP

**Form of Payment:** AX, D, MC, V

**Ordering Options:** Website

**Contact Name:** Jennifer Basile

**Phone:** 413-529-2530 x 108

**Fax:** 413-529-2531

**Website:** www.trail-rail.com

**Email:** info@trail-rail.com

### Trail Rail

16 Industrial Pkwy, Easthampton, MA 01027

**Notes:** Enter IPMBATR at checkout.

### NEW! G-FORM, LLC

**Product:** RPT Impact Protection Pads for Elbow, Knee, Shin; Impact Covers for iPhone, iPad, Laptops

**Regular Cost:** RPT Pads: \$49.95/pair; iPhone Cover: \$39.95; iPad & Laptop Cases: \$39.95 and up

**Cost to Members:** 15% off MSRP

**Form of Payment:** AX, D, MC, V

**Ordering Options:** Phone, Website

**Contact Name:** Bill Robbins

**Phone:** 310-470-7300

**Website:** www.g-form.com

**Email:** billr@convergencycling.com

### G-Form, LLC

1 Davol Square, Providence, RI 02903

**Notes:** Contact Bill Robbins for Pro Purchase code; apply code at G-Form.com to receive discount.

### REJOINING! MOUNTAIN RACING PRODUCTS

**Product:** Power Grip Straps - Regular or Fixie

**Regular Cost:** \$25.95

**Cost to Members:** 20% off MSRP

**Form of Payment:** D, MC, V

**Ordering Options:** Phone, Fax, Email, Website

**Contact Name:** Billie Uriguen

**Phone:** 970-241-3518

**Fax:** 970-241-3529

**Website:** www.mountainracingproducts.com

**Email:** info@mrpbike.com

### Mountain Racing Products

580 North Westgate Dr., Grand Junction, CO 81505

**Notes:** Contact Billie for order form.

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# CYGOLITE LIGHTS THE WAY

Industry

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

Three years ago when I was selected to attend the IPMBA Instructor Course, I decided to buy and outfit my own police bike. I had nothing against the bikes my department provided the bike unit; I just didn't feel like sharing a bike with accessories that were purchased with budgeting always at the forefront. Therefore, I bought myself a Trek Police package bike and decided I'd outfit it myself with the best equipment, no matter the cost. With that in mind, and knowing I was assigned the overnight shift for an entire year, I went in search of a good light.

There were certain characteristics I was seeking in a patrol bike light. I did not want the low cost lights that took everyday batteries – those seemed to light up well for a short time and then dim until you replaced the batteries. I knew I wanted a rechargeable battery pack, but not one of the old heavy water-bottle shaped packs of yesteryear. Those never seemed to hold a charge long and were expensive to replace. I knew enough to realize that technology had advanced and better, smarter batteries were on the market. Capacity and run-time came into play as well; despite the fact that my department did not have a full-time bike unit, there were times I might be assigned to ride the entire shift.

A light with different settings, like the flashlights that were coming on the market, would be good to have. Since different riding situations depend on various lighting options, a simple light with on/off was out of the question. I also wanted a light that was bright enough to illuminate the dark streets of my town, which is notorious for its curved roads, wooded ravines and dim (or non-existent) street lights. At night in my jurisdiction, your spotlight becomes your most commonly used piece of equipment in locating addresses, lighting up cars during traffic stops, or looking into businesses. But I knew I also wanted to be incognito at times, so a light that could dim or turn off immediately was important.

I researched all kinds of lights on the market: cheap lights that met the IPMBA minimum standard of 42 lumens at 10 feet, lights that didn't describe how many lumens they generated, ones that combined the head light and taillight, lights with wires and others with all sorts of

battery sizes to save space and weight. Finally, I went to the IPMBA Product Purchase Program ([www.ipmba.org/ppp.htm](http://www.ipmba.org/ppp.htm)) and looked through all the vendors that might sell lights. After examining all the options, I settled on Cygolite. They had what appeared to be a great product, and the video demonstrations on their website sold me on the effectiveness of the light. The price was higher than I had hoped for, but the IPMBA discount helped make it a little easier on the wallet.

Thanks to IPMBA, I had stumbled upon one of the best lights I had ever seen – the Cygolite Centauri 1000 OSP. It was a brand new model and the brightest option they offered. They had less expensive possibilities, but I was really intrigued by the idea of a 1000-lumen light with programmable features. It met all my qualifications, and then some. It was a programmable LED light, so runtime varied depending on the output, but I've verified their claims of 2.75 hours on high-brightness and have never seen the low-brightness setting run out, even after an 8-hour night ride. They claim a 12-hour run time on the



lowest setting, and I have no reason to doubt them. The rechargeable battery, cord and light all weigh 430 grams which makes the system suitable for handlebar or helmet mounting (with a quick release extension cord). I've had mine mounted on my handlebars for regular patrol, teaching class and personal use for three years and have never encountered a single hitch in recharging the battery or programming of the light.

The Li-Ion battery mounts very easily to the bike frame and the light has indicators to advise the rider of the setting and remaining battery life. The smart rapid charger takes seven hours to fully charge the battery. The indicator light changes from red to green when the charging is done. The smart charger will not overcharge the battery and is compatible with 100 – 240 volts, so it can be used around the world. The aluminum case with protective seals makes the unit strong but light, and weather tight. I've ridden in the rain, and left my bike out in a storm or two (breaking my rule of always storing my bike) and the light has always functioned perfectly.

The OSP (On-Site Programming) programmable light allows the rider to pre-set or set while riding (hence, OSP) the level of lumens that the two LED lights generate. They have a narrow beam collimator to throw

*(Continued on page 20)*

# CYGOLITE LIGHTS THE WAY

*(Continued from page 19)*

the light far ahead of the bike, and a wide beam reflector to spread the light peripherally. Riding at night with this light is like having a car headlight on high-beam on the front of the bike. Having 1000 lumens may seem like overload, but believe me, there are times I've truly appreciated the ability to light up a scene like daylight, and I'm never worried that oncoming traffic won't see me.

## A simple press of the program button brightens the light to its highest setting

The programmable function comes in handy for regular patrol or personal riding when you don't want to call too much attention to yourself, or you are conserving battery life. A simple press of the program button brightens the light to its highest setting immediately for those times on patrol you need to light someone or something up.

Otherwise there are four settings that can be programmed at whatever level of brightness the user requires. The programmable light also has settings built in for fast flash, slow flash, walking and SOS modes. Since my department doesn't use red and blue lights or sirens on our bikes, I've used the fast-flash function to get cars to pull

over at night. The functions are all controlled through the power button, so I simply have to hold and press for two seconds to turn off my steady high beam, and then press and hold for an additional two seconds to get the fast-flash mode – and the driver's attention!

At retail prices around \$400, the Cygolite Centauri 1000 is not for the casual rider. The discount they provided to IPMBA members cut a third of the price, but I don't currently see them on the vendor pages of the Product Purchase Program. The light is currently advertised on Amazon for \$279.95, which is a reasonable price for the functionality and programmability of one of the brightest lights out there. Cygolite offers other less expensive models with the OSP functionality, but in my opinion, the lumens generated by the Centauri 1000 outshine all the others. Check out [www.cygolite.com](http://www.cygolite.com) for more details and a video demonstration. Ride often and be safe!

*Commander Craig Lepkowski is a patrol supervisor for the Lake Forest (IL) Police Department. He is an IPMBA Police and EMS Cyclist Instructor and oversees the department's part-time bike unit. He enjoys biking as often as possible with his son and daughter, and can be reached at [lepkowsc@cityoflakeforest.com](mailto:lepkowsc@cityoflakeforest.com).*

# TAX-DEDUCTIBLE!



Send Your Year-End Donation Today!

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

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

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

- Dwight Edwards, Cabell**  
*County (WV) EMS*
- Robert Ferguson, Howard**  
*County (MD) Fire & Rescue*
- William Gabrielski, Orange**  
*County (FL) Sheriff's Office*
- Artie Gonzales, Topeka (KS)**  
*Police Dept. (retired)*
- Neal Mitchell, San Antonio**  
*(TX) Police Dept. (retired)*
- Robert Pustay, Ridgeville,**  
*Ohio*
- Al Simpson, Pompano Beach**  
*(FL) Police Dept. (retired)*

Name _____	
Membership Number _____	
Address _____ _____	
Email _____	
Phone Number (____) _____	Amount of contribution: \$ _____
<input type="checkbox"/> My check is enclosed ( <i>payable to Police on Bikes, Inc.</i> ).	
<input type="checkbox"/> Charge my MC/Visa: _____   _____   _____   _____	
EXP ___/___	Mail to: International Police Mountain Bike Association 583 Frederick Rd., Suite 5B, Baltimore MD 21228

**B**ethlehem (PA) Police Chief Jason Schiffer was patrolling the 2012 Musikfest on his bicycle when he encountered a group of teenagers. One of them yelled, “Hey cop, ride a wheelie!” Little did they know they had just challenged a former BMX champion and six-time winner (and eight-time medalist) of the International Police Mountain Bike Association (IPMBA) competition. Without skipping a gear, Chief Schiffer popped a wheelie and rode the length of a city block, with a group of local BMXers giving chase.

As his front wheel finally returned to earth, he stopped to spend some time with the teens. When they asked about his skills, he explained that he started riding as a kid and

just kept on practicing until he was the best he could be, and that he never passes up an opportunity to learn from others. He demonstrated a few other tricks before continuing his two-wheel patrol, leaving smiles in his slipstream.



Jason demonstrates a few tricks.

Photo by Jeff Depew

It wasn't long before photos were posted on Facebook. Within a matter of hours, it had been viewed by nearly 2,000 users and shared 43 times. The comments it garnered reflected the positive nature of the interaction, such as: “*The Bethlehem Police Department’s bike patrol guys totally rock.*” “*You go, Chopper Popper Copper!!!*” “*If this is our Police Chief—we all have something to brag about.*” And the one Chief Schiffer likes the best, “*This is how community oriented policing is supposed to work! Right on, officer!*”

Musikfest, a ten-day music festival featuring the likes of Sheryl Crow, the Goo Goo Dolls, and Jane’s Addiction, usually attracts one million concertgoers, who are generally more interested in watching the performances of headliners than hanging out with their local police chief. But for at least a hundred yards, Chief Schiffer stole the show!

*This article appeared in the COPS Dispatch, the online newsletter of the Office of Community Oriented Policing Services.*



Jason pops a wheelie.

Photo courtesy Dean Hawkey Photography

## Corrections from IPMBA News, Summer 2012:

A caption was omitted from one of the photos in the conference retrospective. That is Sally Swanson and an unidentified friend in the Bratwear booth at the 1996 IPMBA Conference in Rochester, New York. If you know the identity of the officer in the photo, please send it to [info@ipmba.org](mailto:info@ipmba.org).

Shaums March finished second overall in the 2012 IPMBA Competition, with a time of 1:17.69. Calvin Cook finished third overall with a time of 1:17.78, and was first in the public safety category.

by Bikes Belong  
([www.bikesbelong.org](http://www.bikesbelong.org))

**M**AP-21, the new two-year federal transportation bill [that took effect on October 1], is likely to reduce the federal investment in bicycling and walking. To take full advantage of the new law, Bikes Belong and the bike industry will work closely with our state and local partners to maximize federal funds to build and improve bicycling and walking infrastructure.

Four questions loom:

1. How much funding will be cut?
2. How will these cuts affect bicycling and all types of transportation?
3. Why did this happen...and what are the lessons?
4. What can supporters of a cost-effective federal investment in bicycling do to minimize the cuts and rebuild a beneficial long-term federal program?

During the next two fiscal years, states will no longer be required to dedicate a percentage of federal transportation dollars to bike infrastructure and related programs. Programs that used to receive guaranteed funding—Transportation Enhancements (TE), Safe Routes to School and Recreational Trails—have been revised, consolidated, or weakened. While bicycling projects traditionally funded by these programs remain eligible for support, they must compete with a variety of other projects—some of them new, and many of them costly.

The overall effect of these changes is difficult to estimate and may not be noticeable at first. Several hundred million dollars remain in the pipeline from the previous federal legislation, SAFETEA-LU—much of it for projects that have been approved but not yet built. We need to make sure states spend all remaining funds for

these worthy projects from the Transportation Enhancements, Safe Routes to School, and Recreational Trails programs.

The new transportation bill also creates a promising new way for cities and metropolitan areas to draw on federal funds for bike/ped projects through a new program called Transportation Alternatives (TA). The good news here is that cities and counties generally see great value and multiple benefits in bike projects and are likely to take full advantage of TA. We have momentum on our side.

The bad news is that MAP-21 gives states unprecedented flexibility to reallocate (or completely opt-out of spending) money that was previously dedicated to make bicycling and walking safer, more appealing and more convenient. In the states where highway construction is seen as the only priority, funding for bike projects will likely be cut. The damage will be compounded by the fact that the overall pool of money available for bike-ped projects in MAP-21 is less than the previous bill.

#### Moving Forward

The annual federal bike/ped investment has hovered around \$800 million in each of the last four years. We expect the sum to be roughly the same for the fiscal year that ends September 30, 2012. What happens in the next two fiscal years will depend, in part, on how effective bike advocates and the bike industry are in influencing state and local decisions. Bikes Belong and our key advocacy group partners will provide steady advice in the coming months on achieving this important strategic goal.

Why was bike/ped the one category to take a big hit? Cutting or eliminating dedicated transportation funding for bicycling was a top 2012 goal for some members of Congress. They see it as a low-priority—even wasteful—investment for the federal government. Our response? Bicycling infrastructure investments rank among the best of all: they're low-cost, quick-to-implement, increasingly popular, and beneficial not only in moving people efficiently, but also in reducing road congestion, obesity, and air pollution. Bike riding saves individuals and government money. We have learned that we must build a stronger grassroots network to help convey this message to lawmakers.

The battle to preserve critical federal funding for biking now moves to the states and local communities. While the Transportation Alternatives program is smaller than its predecessors, TA and the larger, core transportation and safety programs still

The battle to preserve critical federal funding for biking now moves to the states and local communities.

present significant opportunities for federal funding for biking. Bikes Belong is working with our advocacy partners to ensure that states and local governments use every opportunity in the new law to make bicycling safer and more convenient.

The continuation of a modest, results-oriented

federal investment in bike infrastructure is essential to making bicycling better for all Americans. It is important to the bike business and our economy. As better bikeway networks become available, Americans will bike more and our nation will benefit. Stay tuned to learn how you can help.

For more information, visit <http://www.advocacyadvance.org/MAP21>.

# Keep An Eye on Your Bike!

by **Tommy Hamelink**

*Politie Haaglanden (The Netherlands)*

It can happen to any of us – your bicycle is stolen. But it is even crazier if your police mountain bike is stolen on a ferry. That happened to a police bike patrol officer in March 2012.

He was enjoying the 15-minute ferry trip from Den Helder to the island of Texel, with his bicycle on the deck. He was called and walked to a higher deck to properly understand the call. When he returned to his bike, it was missing. He immediately contacted his colleagues on Texel and the ferry crew. They checked all the traffic coming from the ferry but unfortunately, without results.

There were only two conclusions: the bike was loaded into a van or was thrown overboard.

There you have a cyclist without bicycle. And then you go like everyone else, and make a report to the police.

Four months later a beachcomber was walking on the Razende Bol, a sandbank in the North Sea, directly west of Texel. This beachcomber saw a steerer sticking out of the sand.

When he took a closer look, he discovered that it was a complete mountain bike. That is not a common place to find a bicycle.

The beachcomber took the bicycle in his boat to Texel. Everything that he finds has to be reported to the Mayor.

He had checked the frame ID number, and soon found out it was a stolen bicycle, and not only that, but it was a stolen police bicycle!

Because of the light weight of the bicycle and the air in the tubes, the current was strong enough to wash the bicycle up on the sandbank “de Razende Bol”. Thanks to the Rohloff speed hub, the hydraulic rim brakes and the strong frame, the bicycle survived its strange swimming trip.

The supplier loved the story enough that he exchanged the bicycle for a new one and put the swimming bicycle on display in the showroom.

Lesson learned: always keep an eye on your bicycle...even on a ferry!

*Tommy was certified as an IPMBA Police Cyclist in February 2005 and as an IPMBA Instructor in June 2005. He is the founder of the Bike Patrol Study Day for the Netherlands, and he created and maintains [www.bikepatrol.nl](http://www.bikepatrol.nl). He can be reached at [info@bikepatrol.nl](mailto:info@bikepatrol.nl).*



## First IPMBA Police Cyclist Course in Malaysia

The first IPMBA Police Cyclist Course in Malaysia was conducted for members of the Royal Malaysia Police Force by IPMBA Instructor Troy Gielish, PCI #1136. The course, which took place September 27-29, 2012, was

organized and sponsored by Nichimen Resources Sdn Bhd, exclusive distributors of Smith & Wesson Bicycles in Malaysia.

Congratulations to the following officers for successfully completing the course: Nor Fazlin Bt. Mohd Zamri, Ishak Bin Fudzil, Mohd Khairie Bin Salleh, Azizi Bin Zainal Abidin, Muhamad Firdaus Bin Idris, Khairul Fazli Bin Mohd Rostam, Safnizar Bin Salleh, Mohd Hafizi Bin Abdul Wahab, and Marie Heather Edmond Beatie.

IPMBA looks forward to providing world-class training and resources to additional members of the Royal Malaysia Police Force and other agencies as they adopt and integrate bicycles into their everyday police operations.



Photo courtesy Nichimen Resources

# Duluth Data Collection

by Rob Hurst, PCI #1286  
Duluth (MN) Police Department

The Summer 2012 issue of *IPMBA News* referenced the data collected by the Duluth Police Department bike officers. In order to generate this information, each member of the Duluth Police Department bike patrol is “strongly encouraged” to enter his/her activity into a daily log.

The spreadsheet-based log is a Google tool, free to anyone with a Google account, and relatively easy to set up after you decide which questions to ask. Once you create an account and log in, you go to the top of the page and select “drive.” From there you select “create” and then “form.” A “wizard” will guide you through the form creation process, so have your questions handy. Once you have created the form, Google basically gives you a web link you can share with everyone you want to participate. It can be placed on a desktop or laptop, a smart phone, and similar devices.

As you can see from the screenshot, we enter the day and date, select the shift from a drop-down menu, and check off our patrol area(s). After selecting your name from the drop-down menu, you fill in your mileage and the number of citizen contacts, arrests, citations, traffic stops, etc. There is also a space for comments. When you hit “submit”, the data is transmitted to the creator of the form (the administrator). At any point, the administrator can log in and view the data everyone has been entering in the form of an Excel spreadsheet. Because all users cannot see the aggregate data, the administrator reports the results to the rest of the bike team.

One thing to be aware of is the potential for double-counting. For instance, if bike officers patrol in teams, both members might enter the same data at the end of their shifts. The simple fix for this is to assign responsibility for entering data to one of the officers, which will give a more accurate picture of the bike unit activity. If you take this approach, you might want to add a field for the reporting officer to select his/her partner’s name from a drop-down menu so both officers’ involvement is noted. If, however, you are interested in tracking the performance of individual officers, having all officers track their own statistics might make more sense.

This simple tool has enabled us to track our stats, which helps us justify our existence and maintain the support of the department as well as the community at large. Try it...it works great, and the key is, it’s EASY!

*Rob is a Community Officer in downtown Duluth. He was certified as an IPMBA Instructor at the 2012 IPMBA Conference in Saint Paul, Minnesota. He can be reached at rhurst@duluthmn.gov.*

This is a representation of the DPD Bike Patrol Log provided for illustrative purposes. The actual log has drop-down menus for all fields except date, area of focus, and “anything else you feel is notable.” Some fields, such as number of contacts, display a range of numbers.

**2012 DPD Bike Patrol Log**

We have acquired tools and new bikes with the help of this log. It is not required but if you do not participate, then you cannot complain about the state of the equipment.  
*\*Required*

**Date \***  
MM/DD/YY - Please keep in this date format

**Shift \***  
Pick Most Appropriate Timeframe

**Area of Focus \***  
Check all appropriate  
 Superior St and 1st St  
 Lakeplace and Lakewalk  
 Canal Park / Park Point  
 Central Hillside (above 2nd St)  
 East Hillside  
 Lakeside / Lester Park  
 West End  
 West Duluth  
 Mall Area  
 Special Event

**Miles Traveled \***

**Officer \***

**Time Spent On Bike Patrol \***

**# of Contacts \***

**Total # of Custodial Arrests \***

**# of Felony Arrests**

**# of Citations \***

**# to Detox \***

**# Traffic Stops Made On Bike**

**Anything else you feel is notable:**

## Instructor Corner

# ATTENTION IPMBA INSTRUCTORS!

### New Membership & Certification Application Available Online

Effective January 1, 2012, IPMBA membership and certification fees were increased for the first time since 2003. Dues are now \$55 and certification is now \$15. The updated tab-through certification application is available at <http://www.ipmba.org/printables/IPMBA-Mem-Cert-App.pdf>. (Or go to [www.ipmba.org/becomeamember.htm](http://www.ipmba.org/becomeamember.htm) and follow the links). Please download it now and replace the one on your version of the ITK.





# Congratulations, New Instructors!

## October 1-5, 2012 – Washington DC



**Ruben Agosto**, Metropolitan Police Department, Washington DC; **John Bowers III**, City of Manassas Fire & Rescue, Manassas VA; **Melvin Brown**, Cottage City Police Department, Cottage City MD; **Christopher Brown**, George Washington Univ. Police Department, Washington DC; **Joseph Camp**, Temple University Police Department, Philadelphia PA; **Julio Caserio**, Temple University Police Department, Philadelphia PA; **Raymond Cogan III**, Winslow Township Police Department, Braddock NJ; **Matthew Devere**, US Park Police - National Mall, Washington DC; **Ryan Dobbs**, US Government Printing Office Police, Washington DC; **Gregory Dodd**, Roanoke Police Department, Roanoke VA; **Ryan Ervin**, Metropolitan Police Department, Washington DC; **Patrick Foley**, Bethany Beach Police Department, Bethany Beach DE; **James Hansbrough III**, George Washington University Police Dept., Washington DC; **Matthew Hopkins**, US Park Police - National Mall, Washington DC; **Mohamed Ibrahim**, Metropolitan Police Department, Washington DC; **Matthew Immekus**, Ross Township Police Department, Pittsburgh PA; **Edward J. Johnson**, Metro Washington Airports Authority Police, Washington DC; **Timothy Keaveney**, Pennsylvania State Police, Media PA; **Shawn Krebsbach**, Moorhead Police Department, Moorhead MN; **Vincent Laddaga**, US Park Police - Greenbelt Park, Greenbelt MD; **Keith Miles**, Pittsburgh Bureau of Police, Pittsburgh PA; **Michael Molchan**, Grandview Medical Center Police Dept., Dayton OH; **Dustin Moricle**, Roanoke Police Department, Roanoke VA; **Steven Schmid**, City of Manassas Fire & Rescue, Manassas VA; **Michael Sigrist**, Bridgeport Police Dept., Bridgeport CT; **Paul J. Solo Jr.**, Metro Washington Airports Authority Police, Washington DC; **Aaron Walizer**, Metropolitan Police Department, Washington DC; **Joseph M. Washinski**, University of Pittsburgh Police Dept., Pittsburgh PA.



Photo by Chuck Sanders

## October 15-19, 2012 – Orlando FL

**Jon Almasy**, New Hanover County Sheriffs Office, Castle Hayne NC; **Joseph Anthony Cina**, New Hanover County Sheriffs Office, Castle Hayne NC; **Alain Gagnon**, Fort Myers Police Department, Fort Myers FL; **Gilvicmar Galindez Monge**, San Juan Police Department, San Juan PR; **Robert Hall**, Orange County Sheriffs Office, Orlando FL; **Gina Heath**, Jacksonville Sheriffs Office, Jacksonville FL; **Christopher Johns**, Springfield Police Department, Springfield MO; **Carlos Kerley**, Springfield Police Department, Springfield MO; **Emir Moises**, Coral Gables Police Department, Coral Gables FL; **Bobby Moses**, Chattanooga Police Department, Chattanooga TN; **Eric Perez**, Orange County Sheriffs Office, Orlando FL; **Rick Serra**, Pinellas County Sheriffs Office, Largo FL; **Rob Simmons**, Chattanooga Police Department, Chattanooga TN; **Christopher Tibbets**, Fort Collins Police Department, Fort Collins CO; **William Timson**, Lavergne Police Department, Lavergne TN; **Luther Yap**, G4S Secure Solutions (Canada) Inc., Mississauga ON.

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In Toronto, says Sgt. Ferris, loads of officers often vie for the few open spots on the bike squad, seeing it as a way to have closer interaction with the public while developing the thighs of steel that come with eight or nine daily hours on a bike. In Calgary as well, bike gigs are far from posts for peons—they are “very sought-after,” says program coordinator Sgt. Todd McNutt.

“Whenever a spot comes up, I get lots and lots of applications,” he says. “It’s the mobility, it’s the work...If you’re active at all, who wouldn’t want that?”

While not all urban police forces in Canada have dedicated bike units, almost all use cycling officers for crowd control at public events, at the absolute least. Vancouver is one of the cities without a dedicated bike team—the squad was phased out during cutbacks in the early 2000s—but according to former two-wheeled officer Sgt. Randy Fincham, it too was once a top pick among force members.

“It was a desirable job, for sure,” says Fincham, from one of Canada’s few cities where bicycling doesn’t take on a miserable edge in winter. “I had to put myself on a list to wait for a position to open up.”

The officers in Ferris’ 14 Division satellite station, nestled away from the city’s hustle and bustle on the lake-front

fairgrounds, seem to share a keen sense of the privilege they enjoy. Tasked with creating their own work plans, Toronto bike squad officers can choose to focus their attentions on areas in their division that have been giving them trouble, or those where troublemakers are hanging out. They aren’t required to respond to radio calls, but often do if they’re in the neighbourhood, Ferris says.

It’s a jovial atmosphere in the cramped station as she and a colleague banter about the sweat-induced salt-stains on their bulletproof vests, close calls between wheels and streetcar tracks and their relief that I wasn’t from their newspaper nemesis, *The Toronto Star*. And it all happens under the dim light of a banker’s lamp with a stuffed crow on top.

“If you were writing for The Toronto Star, we’d probably ask you to leave. Just kidding. Or am I?” says the mouthy-but-pleasant Const. Cameron Ross, working the desk at the station that day. I’ve come to join Ferris on a ride-along, a notion Ross quickly dismisses as unlikely to give me the inside look I’m hoping for.

“If I was doing a ride-along with you, I probably wouldn’t take you to some areas for your safety,” he says, something Ferris later confirms. Instead, we ride leisurely along downtown streets and graffiti-covered alleyways, often side-by-side unless busy traffic dictates otherwise. I

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## Instructor Corner

# IPMBA Board Openings Announcement

Three seats on the IPMBA Board of Directors will be up for election/re-election at the 2013 IPMBA Conference in Baton Rouge. This is the official notice for those who may be interested in serving on the IPMBA Board.

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

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

- a. Submitting a letter of interest to the Executive Director after the official notice and no later than 45 days prior to the first day of the Annual IPMBA Conference (last day to submit letter and resume will be **March 17, 2013**).
- b. A resume or C.V. (curriculum vitae) must accompany the letter of interest. If a resume or C.V. is not submitted, the candidate’s name will be deleted from the list of potential candidates.

If you are interested in serving on the IPMBA Board, you may submit your letter of interest and resume to the Executive Director at any time before **March 17, 2013**. Please email your letter of interest and resume to [maureen@ipmba.org](mailto:maureen@ipmba.org). You will be expected to address the board during its pre-conference meeting; date and time to be determined.

If you have questions about board member responsibilities, please contact Maureen at 410-744-2400 or any current board member. Contact information for current board members can be found at <http://www.ipmba.org/board.htm>.

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don't get to see her stop anyone, let alone witness any arrests, but I do get a sense for how tiring it can be to spend all day on the proverbial treadmill while stopping at every single stop sign.

A recent transfer to the bike squad who hasn't yet braved the winter, Ferris tells me she loves the job because of the interaction with the community. She says bike officers see things you'd miss in a car, and get to know people along their routes in a way they never would behind a steering wheel. Plus, it's way easier to bust pot smokers: you can smell them from a mile away, and can get really close to them before they even notice you.

Halifax Regional Police Const. Brian Palmetter says he's seen similar benefits in his city, where officers who have had bicycle training can choose to ride their beats.

"You can do checks of parks; you can do a quicker check of backyards if you're chasing someone; you are covert," says the public information officer, who rode in a previous position.

"You can go up to people in full uniform, and nobody really recognizes you're an officer until you come right up to them."

Palmetter also voiced a sentiment shared by nearly every officer who spoke with OpenFile for this story: Members of the public feel inherently more comfortable around bicycle police officers than those in cars. They want to know how much they bike in a day, how hard it is to get in shape, and many other questions an average cyclist might think to ask a peer.

"If I am pulled up on the side of the road in a cruiser with my window down, people are hesitant to talk to you," he says, adding that to do effective police work, "you want people to talk to you."

When asked if more bike officers in Toronto's priority areas would be a better gang-intervention solution than adding more cruisers, Ferris deflects the question with a definite maybe. But in Calgary, McNutt says he believes a drastic increase in bicycle police is largely accountable for a huge reduction of crime in that city's downtown.

"About five to eight years ago, our downtown core was really an issue," he says. "There were places people just wouldn't go. The chief decided to bring back beat officers and bike officers, and...almost overnight that community has gone 180 degrees. We're victims of our own success downtown because now we're always looking for new things to do.

"My bike guys, it's amazing how many people they know downtown," he said, describing an incident where

some cycling officers had cornered a bank robber in an alley before the suspect had even noticed they were there. "They'll have a suspect before (a crime) is even over."

In a town still scarred by what many see as police brutality during the G20 Summit of June 2010, Sgt. Ferris seems like a perfect antidote to the anti-authority sentiment that remains in some corners. She's the type of multi-layered individual who has bravely arrested robbers in the act, but who also worries hockey might be too dangerous for her young child.

## The true desire to work with the community, not against them, is a necessity for a good bicycle officer,

The true desire to work with the community, not against them, is a necessity for a good bicycle officer, says Palmetter. Fortunately, it's also the type of person who often seeks out this kind of work, he adds.

Fincham says he actually looks forward to talking to the people who interrupted his breaks he would take on park benches, mid-way through his shift. And Calgary's McNutt sounds almost religious about the changes in both his city and in the officers who end up policing it by bike, describing the job as a "life-changing experience" that has made many healthier, better cops. The funny thing is, he says, his department had no idea they'd see so many benefits when they first put officers on bikes.

"It's a softer approach, and it just kind of happened by accident," he says.

"Those guys are capable of doing anything a car crew could do... and it breaks down a lot of barriers.

"I'm convinced you could effectively police the downtown core with 75 per cent bikes."

*OpenFile is a community-powered news organization operating in six Canadian cities: Vancouver, Calgary, Toronto, Ottawa, Montreal and Halifax. Saira Peesker is an OpenFile reporter based in Toronto, covering everything from local weirdness to federal politics. Her work has also appeared in NOW Magazine and the Peterborough Examiner; and on Torontoist, CTVNews.ca and Proud FM. In her spare time, she skates in counter-clockwise circles with Toronto Roller Derby, and writes "Jammer Time", The AV Club Toronto's monthly roller derby column.*

# The Board Issue



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