



## Revolution or Evolution?

by Maureen Becker  
Executive Director

Anyone who follows the cycling press – even a little bit – will have noticed that hardly a day goes by without an article about e-Bikes. Some are positive; some are negative; many are about e-Bikes being purchased by and/or donated to public safety agencies. Although it may look like a revolution, it has actually been an evolution. Here’s a look back at e-Bikes and the IPMBA Conference. *[Disclaimer: this information is drawn from memories and archival materials, so there may be gaps and inaccuracies.]*

**Rochester 1996, Nashville 1997, Chicago 1999:** Zap Power Bikes mark the first appearance of e-Bikes at an IPMBA conference.

**Cincinnati 2001:** Police E-Bikes, Inc., displays the EV Global Electric-Assist Police Bicycle, a brainchild of Lee Iacocca.

*You say you want  
a revolution;  
Well, you know;  
We all want to  
change the world;  
You tell me that  
it’s evolution;  
Well, you know;  
We all want to  
change the  
world...*

— The Beatles,  
Revolution

**Ogden 2002, Charleston 2003:** Electric Vehicle Technologies makes the mistake of challenging John Washington to break a bike. Guess what?

**Charleston 2003, San Antonio 2004:** Wavecrest/Tidal Force. Equipped with motors in both hubs, the Tidal Force earns a big smile and a “that was fun” from e-Bike skeptic T.J. Richardson.

**Baton Rouge 2007:** Elektrik Motion offers various makes and models, including the short-lived Tidal Force.

**Albuquerque 2009:** OptiBike (\$10K), takes a chance on the public safety sector. Volcanic equips some display bikes with the BionX conversion kit.

**Chesterfield/Saint Louis 2010:** EPS/BionX has their own booth. Pedego displays a model more like a beach cruiser than a mountain bike.

**Baton Rouge 2013:** Currie Tech displays IZIP hybrid electric bicycles; Seattle E-Bike offers a wide range of makes and models.

**Chandler 2015:** E-Cat Bikes and Bosch exhibit; Bosch goes on to become the motor of choice for many bike brands. E-Cat appears to go away.

**Asheville 2016:** EVantage offers the Polaris e-Bike, which, at 60 pounds and \$3K, is still a hefty investment for most agencies.

**Saint Louis 2018:** Rad Power Bikes offers various cargo-style models, while Samson focuses on police models (thanks, Gary Gallinot).

**Fort Worth 2019:** E-Bikes outnumber conventional bikes in the exhibit hall as Benelli, MOD, Pedego (now with a police MTB), and GeoOrbital provide demo units for the first IPMBA e-Bike workshops.

**Dayton 2022:** Benelli and Pedego return; RECON debuts; and crossing over, Volcanic displays the prototype of their forthcoming e-Bike. The first conference IPMBA E-Bike Training Module is offered.

More than 25 years after their debut, e-Bikes designed specifically for public safety use are truly emerging, expanding the breadth and depth of the field of public safety cycling, creating new opportunities for IPMBA and our members.

The revolution will not be motorized, but the evolution will! *(Apologies to Gill Scott Heron.)*

## Growing Bicyclists in a Traffic Garden

by Ellen Drogin Rodgers, Ph.D., Fionnuala Quinn, B.E., and Rick Holt, M.S.

This article appeared in the December 2022 issue of *Parks & Recreation*, the magazine of the National Recreation and Parks Association ([www.nrpa.org](http://www.nrpa.org)).

*Ed.’s Note: IPMBA Instructor and former board member Mike Wear attended several workshops pertaining to traffic gardens during the 2023 National Bike Summit, including an on-bike session. Mike stated:*

*“In my opinion, the 2023 National Bike Summit’s number one contribution to public safety was, without a doubt, the Traffic Garden. The featured event was the “Tour de Traffic Garden,” a 10-mile, on-bike tour of three traffic gardens located in Alexandria, Virginia. You may be wondering, “what IS a Traffic Garden?” The answer is: a facility designed to teach budding cyclists how to maneuver through a system of streets and traffic patterns while at the same time capturing their imaginations.*

*A Traffic Garden can be a permanent facility or a pop-up. It can be stand-alone or incorporated into a Safety Town. Ideally, it will be custom-designed to reflect actual locations, streets,*

*(Continued on page 38)*

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# What Legacy Will You Leave



While I was thinking about a topic for this column, my wife suggested writing about the memorial service for former IPMBA board member Neil Blackington, which we attended in March. Why was her comment of such significance? Because all that she knew of this man were the stories his family and friends shared during the service. That says a lot about him as a person and his legacy.

I knew him only for a brief moment in time, so I, too, learned a lot about a man about whom I knew very little. A man of mystery, a man of intrigue. The most significant memory I had of him was his presentation about the Boston Marathon Bombing during the 2014 IPMBA Conference in Tampa, Florida. The pride he had in his community and his profession, and his passion for public safety cycling, exuded from him.

While in the Boston area, we spent some time visiting the local sites. Boston loves its history, from the birth of our country to the great American pastime of baseball and the legendary Fenway Park. I actually got to sit atop the big green wall!

We walked along the Freedom Trail and relived the lives and times of the founders of the United States of America. The sacrifices they made were a matter of life and death for them and their families. However, none of them really ever knew the ramifications their actions would have for millions and millions of Americans for centuries to come. The names of the signers of the Declaration of Independence are immortalized in our history books, but thousands of others were in the background, fighting the fight for our independence.

The story of our organization is very similar, although much less dramatic. IPMBA has founding members and agencies to which we pay homage. And IPMBA would not be where it is today if not for our illustrious Executive Director.

However, the true foundation of this organization are the tens of thousands of members who have supported our mission, our staff, and our board, for more than three decades.

What is the historical significance of knowing where we came from, as a country or as an organization? Knowing where we came from and what we have been through shows us the importance of continuing to grow and thrive together.

Our history not only offers a glimpse of where we have been, but it also gives a look at where we are headed.

What does our future hold? Well, that is up to you! What is the value of our accomplishments without our passion, sacrifices, and drive for success? What is life without compassion and understanding for the needs of others? Whether it be in our professional, private, or volunteer life, we need to feel these things for continued success in life. We need to put our “best foot forward”. We need to make a “difference” in the lives of others.

By all accounts, the world needs more folks like Neil Blackington!

As I write these sentiments, I call out to you, our members, to step forward and become more active and passionate about who we are as an organization and as public safety cyclists.

Volunteer, teach, engage with your communities,

and maybe even show off your own town by hosting a conference.

I ask you this: What legacy are you going to leave?

David Millican



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# 2023 PRODUCT GUIDE

Welcome to the 22nd Annual Product Guide! Public safety cyclists will always need products and services that are designed or modified to fill the niche in which cycling meets public safety. Those products are not always easy to ferret out, so this issue of *IPMBA News* is dedicated to our industry partners and celebrates the wide array of products, services, and technologies which they offer. We are grateful to those companies which have continued to support our organization, our members, and the public safety cycling profession as a whole. Vote with your wallet! Whenever possible, purchase from companies that truly value your business and support your efforts to protect and serve your community. Put IPMBA's industry partners at the top of your shopping list! Pages 5-20.

## CABDA EAST: A Bicycle Rider's Heaven

by John Barbour, PCI #1206  
Princeton University (NJ) Police Department (ret.)

**O**n March 8<sup>th</sup> and 9<sup>th</sup>, I attended the Chicagoland Area Bike Dealers Association (CABDA)'s East Coast Expo. It is a bicycle rider's heaven. They have everything a bicyclist could want: tools, locks, helmets, mechanical bikes, e-Bikes, workshops, educational seminars, and even a small track for test riding different equipment!

One of the many things I learned when I arrived at the event, which was held at the Meadowlands Exposition Center, located in Secaucus, New Jersey, is that the event was not open the public; attendance is limited to bike dealers/retailers/manufacturers, professional mechanics,

professional bike fitters, businesses that organize bike tours, and other bicycling professionals. CABDA organizers include IPMBA amongst that group, for which we are grateful. Once I entered the event, I was blown away by the size of the expo center and how many vendors were in attendance.

After getting my initial sensory overload under control – from the sight of all the vendors, the sound of all the conversations, and the smell of the food from the concession stand – I began my initial lap around the expo center. I said to myself as I began walking around, “just walk up and down each aisle to see what vendors are here, and to get an idea of which booths you may not need to focus on, and which ones



Courtesy Paul Dalzovi

you will want to come back to and learn more about.” It turned out to be an effective strategy.

One of the first vendors that grabbed my attention was the **XACT Company** (<https://us.xactnutrition.com/>). They are a nutrition company that can help active people recover, hydrate, and fuel up, before and during activity. They have energy gels, protein bars (including a plant-based option), and sports hydration tabs that come in three different flavors. I was able to sample the “Lightly Lemon” electrolyte drink.

*(Continued on page 6)*



Courtesy John Barbour

(Continued from page 5)

It tasted exactly how the name suggests, like water with a slight lemon taste. It would definitely be a good option for long days on the bike, whether recreational or on duty.



Courtesy Paul DalZovi

The next company that caught my eye was **Lezyne** (<https://ride.lezyne.com/>), a bike accessories company that offers both mechanical and electronic products. The main product I want to focus on is the Matrix Bike Tagger. This product would be beneficial to the security of public safety bike fleets. This tag can be concealed under the bike seat or behind the water bottle cage. The Matrix Tagger is also waterproof, and can be used with the Apple "FindMy" network to track a missing bike.

Another vendor I spoke with was a familiar name, **Kryptonite** ([www.kryptonitelock.com](http://www.kryptonitelock.com)), known for bike locks. I was shown a lock that I thought would be useful to the public safety cycling community: the Evolution 790 Folding Lock. The design and compact size make it ideal for patrol bags, or it can be mounted on the bike. The lock has many

features that make it easy to use and differentiates it from other folding locks on the market. Visit <https://youtu.be/PfIkXETMvEg> for a demonstration of how the lock works.

The next vendor was another familiar name, **Wahoo** (<https://www.wahoofitness.com/>), which makes indoor trainers and bike computers. The product that I want to mention is the KICKRrollr. It is an indoor trainer. I have always wanted to use indoor training rollers, but have been afraid to try. But with the KICKRrollr, it may be worth the attempt! The KICKRrollr has what Wahoo calls the safety tire gripper, which holds the front tire stable on the rollers for a more normal-feeling ride. Indoor trainers are great way to keep the bicycling muscles in riding form during the cold winter days, and the KICKRrollr looks like it will be easy set up and use.



Courtesy Paul DalZovi

The final company I would like to mention is **BiKASE** (<https://bikase.com/>). This company offers a wide variety of phone holders, bike bags, and bottle and

beverage wraps. I know first-hand how important it is to have the necessary storage on your patrol bike and or your personal recreational bike. They even have bike carriers for pets!



Courtesy Paul DalZovi

I have only mentioned a few of the hundreds of vendors that exhibited at the CABDA Expo, but it was an awesome experience and I am grateful to Maureen and IPMBA for the chance to attend the event.

If I attend CABDA expo again, I will be more familiar with the event and will plan to attend some of the many seminars given during the expo. It was a great learning experience, and I discovered that there are many new and exciting products being launched in the world of cycling.

For a full list of CABDA East exhibitors, visit <https://cabdashow.com/eastexhibitors>.

*John is a retired police sergeant from Princeton University Department of Public Safety. He is the owner-operator of BK Bike Training and is actively seeking opportunities to teach IPMBA courses. He can be reached at [Bkbikettraining@gmail.com](mailto:Bkbikettraining@gmail.com).*



# CABDA MIDWEST: A Sight to See!

## 2023 PRODUCT GUIDE

by Paul DaiZovi  
Lake Forest (IL) Police Department

The 2023 Midwest CABDA show in Schaumburg, Illinois, was a sight to see! It was loaded with hundreds of vendors and attendees, all wanting to share their knowledge on everything bike, nutrition, equipment, and safety-related. Where do I even begin?! As I took an initial lap around the expo hall, I was surrounded by people bustling around, talking, selling, and sharing information. I decided to just dive in!



Courtesy Paul DaiZovi

I spoke with representatives of multiple bicycle vendors, including Seven Peaks, Yamaha, Jamis, DOST, Haro, GoCycle, Bianchi, Dynalio, BikeList, KTM, TREK, and many more.

Everyone I spoke to in the bike manufacturing world wanted to sell me their e-Bike. As a sergeant for Northern Illinois Police Alarm System (NIPAS) Mobile Field Force's Bike Response Team, I see a bike as being highly mobile, transportable, defensive, and shield-like. Even as a former collegiate offensive lineman, I cannot imagine lifting an e-Bike as a defensive and shield-like tool. Since the weight averages 40-50 lbs (18-22 kg), I have to bow out of the e-Bike world for work applications.

However, many vendors are making some great e-Bikes. I was pleased to hear from Nate Espinosa of Yamaha that they have been there since day one, having made the first-ever electricity powered bicycle, way back in 1989. Their 30+ years of experience can be seen in the Yamaha CrossCore RC.

Here a few highlights of my visits with the bicycle manufacturers and suppliers. This is only a fraction of the companies present, but as far as bicycle manufacturers, these are the ones that intrigued me the most.

**Seven Peaks:** I met with Vincent, who shared their philosophy of forging personal connections with their clients when building bikes and personalizing their line for whatever purpose when creating custom bikes. Their goal is a true customer satisfaction experience when working with our mounted friends from the True North. Vincent advised all of their bikes are produced in Montreal and shipped locally. They also offer a wide array of winter sports gear, including downhill and cross-country skis and snowboards.

**Jamis:** Tom shared the history of Jamis and their reputation for building strong frames, designing good bikes, and offering great deals. Founded in 1937, Jamis is the oldest bicycle company in the United States under original family ownership.

**DOST:** Hailing from Vancouver, Canada, Sam explained how they're focusing on long-range bikes for everyday life, commuting, fun, and ease. By no means is the bike light (65-75 lbs/29-34 kg), but it certainly is a competitor for your personal life. The bike is said to have a range of 120 miles (193 km) and can be configured as Class 1, 2, or 3.



Courtesy Paul DaiZovi

**Haro:** Not just another mainstream bike, Haro was built amongst the BMX culture and is prepared to be ridden hard and get back to work. Rickey sold me on the budget-friendly hardtail MTB with competitive pricing and packed features. Clamp or disc brakes, find what fits you with a wide array of sizes to outfit your agency. Haro offers a model built for public safety use (<https://harobikes.com/collections/police>).

**GoCycle:** One of the premier travel e-Bikes in the industry, Eric peddled (pun intended) a narrative of "go anywhere without limitations". Talk about a bike I can pick up and go with! I certainly felt comfortable on this travel bike, even with its foldable frame.



Courtesy Paul DaiZovi

(Continued on page 8)

(Continued from page 7)

**Bianchi:** A longtime name in cycling, performance, and tradition (since 1885!), Bianchi is for those seeking a great-performing ride for personal use. Look to Bianchi for a high-performance road, gravel, mountain, or urban bike. Bianchi bikes are instantly recognizable by their distinctive green-blue color, known as Celeste (sky). For an interesting history of the color, visit <https://www.bianchi.com/celeste/>.

**Dynalion:** An affordable leisure and travel e-Bike, Dynalion is equipped with fat tires to get you anywhere you may need to go! It features a very nice large trunk for transporting, accessorizing, and fitting your ride to your needs.

Of course, CABDA is about more than the bicycles. There were plenty of accessories, helmets, carriers, and other bike-related merchandise on display.

Of all these, I would like to share a few with you.

**Kuat:** Tom presented the Piston Pro X bike rack so well that I will inevitably go out and get one for myself. It is a bit pricey; however, the features, design, and engineering all show why its priced at over \$1,000. With easy wheel locks, taillights, and foldability, you have to get your hands on it to really understand. You're going to want this rack.

**LEATT:** I spent far too much time looking for good police wearable gear. Evan with LEATT showed me some of their AirFlex Pro knee/shin pads, elbow pads, and chest pads, all of which would have a great application for riot/protest situations. AirFlex Pro technology is soft and pliable, yet hard when struck with something or if the wearer hits the ground. LEATT also makes a beautiful full-face helmet with a removable chin guard. The helmet

offers total cranial protection with a removable chin guard to make it practical for multiple applications.

This is just a sample of some of the amazing gear I was able to get my hands on and only a portion of the countless people with whom I spoke. I found real potential in a only a percentage of items; those are which I chose to share with you. Please do your own research as what works for me may not be the best for you.

*Paul is a NIPAS Mobile Field Force Bike Response Team Sergeant, FTO, Firearms Instructor, Defensive Tactics Instructor, and patrol officer. He responded to more than 87 BRT call-outs through the summer of 2020. He has experienced numerous bicycle protest/riot deployments and is also an avid cyclist at home and on patrol. He can be reached at DaizoviP@cityoflakeforest.com.*

Below is a list of all the vendors that attended CABDA Midwest 2023. Visit <https://cabdashow.com/midwest-exhibitors> for links to all of them.

ABUS Mobile Security	Eunorau E-Mobility	Lucidity	Skratch Labs
Alta Cycling Group	Favorite Bikes	Magnum Bicycles	Serfas
American Bicycle Racing	Gazelle Bikes	Magura Components	Serial 1 E-Bikes
American Classic	Gerten Outdoors	Marin Bicycles	Seven Peaks
Bagibike USA	GOCYCLE	Merlin Metalworks	Sha-Dar Co.
Bianchi Bicycles	Go Power Bike	Midway Bicycle Supply	Shimano
BiKASE	Haro Bicycles	Muc-Off	Side Street Golf
Bike Flights	HONBIKE	MTB Tune	Speedplay
Biria Bikes	Hope Technology	National Bicycle Dealers	SR Suntour
Blaupunkt	Hoss ActiveSports	Association	Stromer
Blivet Sports	Hovsco Bikes	National MS Society	Sylvanoo Wooden Bikes
Boeshield T-9	Infinity Bike Seat	NAVEE E-Bikes & E-Scooters	Tektro
BP Associates	Innovative Sports	North America Cycles	TerraTrike
BTI	International Women's Day	OKAI E-Bikes and E-Scooters	Tifosi Optics, Inc.
Bulls Bikes USA	ISM Saddles	Olympic Supply Co	Token Products Tri-Tech
Cateye America	G. Joannou Cycles	Pampro Bamboo Bikes	Trivel
Catrike	JBIBIKE	Peak Designs	Troxus Bikes
Challenge Tires	Kali Protectives	Pedro's North America	TRP
Chapter 2	Kenda Tires	Pillar Spoke	Two Wheel Dirt School
Ciclista America	KHS Bicycles	Planet Bike	12 Speed Products
Cirrus Cycles	Kids Ride Shotgun	Po Campo	United Bicycle Institute
Citrus-Lime POS	KOM Cycling	Podiumwear	United Wheels
Coast 2 Coast Distribution	Kool Stop	Pritchard E-Bikes	UnTapped
Colnago Bicycles	Kryptonite	Prestacycle	Urban Arrow
CRC Industries Inc.	Kuat Innovations	PRVL R.I.D.E.S	USA Cycling
Day 6 Bicycles	Laba 7	Reid Bicycles	Velocity USA
Delta Cycle	Lake Cycling	Risse Racing Tech	Velowave
Denago Electric	Leatt	Roemheld North America	VIAIR Corporation
Dirwin Bikes	LeumTech	Rudy Rack	Voltour Bikes
DÖST Bikes	Lezyne	Ryno Power	Wahoo Fitness
Dynalion	Life Behind Bars Custom	Samox	XACT NUTRITION
Embark Maple Energy	Apparel	Saris Cycling Group	Yakima Products



## E-Bike Safety at the Forefront

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



At the 2023 CABDA West Expo, held in Ontario (CA) this past January, there were various important and informative sessions pertaining to safety of e-Bikes. Topics included cheap and possibly dangerous e-Bikes, the importance of the UL 2849 Standard (which provides fire safety certification by examining the electrical drive train, battery, and charger system combination), and the shipping, storage, assembly, service, and proper recycling of e-Bike batteries (<https://www.call2recycle.org/>). You can read many articles addressing these topics and more at <https://www.bicycleretailer.com/>.

Of equal importance – in my view and that of my fellow cycling educators – is the need for high-quality, relevant, safety education and training for people who ride these faster, heavier, and less nimble e-Bikes, especially our youth! From what I have seen so far, IPMBA is way ahead of the cycling industry in this area due to our e-Bike resources, e-Bike Training Module, and the e-Bike unit of instruction in the updated curricula.

Through my presentation, *E-Bike Safety: How Retailers are the “First Line of Defense,”* and the California Association of Bicycle Organizations (CABO) booth, I addressed the topic of safety education and training for e-Bike riders. To learn more about this topic, go to:

<https://www.bicycleretailer.com/opinion-analysis/2021/02/26/e-bike-safety-how-ibds-are-first-line-defense>.

But don't just take my word for it. E-Bike manufacturer Pedego, which offers a range of models, including one for public safety use, has partnered with American Bicycling Education Association (<https://abea.bike>) to make e-Bike training available to customers through Pedego dealers (<https://www.bicycleretailer.com/announcements/2023/01/11/american-bicycling-education-association-abea-and-pedego-electric-bikes>). This is part of an effort to enhance their dealers' and customers' safety. In the 1970s, the motorcycle industry saw the need for safety education and training; now it is the cycling industry's turn!

As my fellow CABO/CyclingSavvy (CS) representatives observed, our booth was well received by expo attendees – especially Pedego retailers who are excited about the collaboration with ABEA/CyclingSavvy. Based on my past experience, bicycle safety education booths are often passed by, so the interest was heartening.

We provided attendees with resources to teach and encourage safe, legal, and successful cycling in traffic. This included CyclingSavvy's "10 Tips for Safe & Easy Bicycling Around Town" and an e-Bike flyer which is part of CyclingSavvy's "PowerSavvy" e-Bike content. This flyer is a MUST for everyone riding and/or selling e-Bikes! As CyclingSavvy says, "With Great Speed Comes Great Responsibility"; the faster you go, the faster you can get into trouble!

I am optimistic that a real shift is taking place in the cycling industry and community – driven by the explosion (no pun intended) of e-Bike acceptance and use – in recognizing the importance of e-Bike safety education and training, especially for cycling in traffic.

I continue to believe that it is going to take all of us working together (public safety personnel, especially public safety cyclists; retailers, manufacturers, and distributors; cycling educators, advocates, clubs, and organizations; parents, teachers, and other educators; the cycling and mainstream media; and

beyond) to ensure e-Bike use becomes increasingly safe, legal, responsible, and subsequently more enjoyable. **As public safety cyclists and instructors, be prepared to aid in this effort within the communities you serve!**

To learn more about Cycling Savvy training and gain access to their e-Bike and other resources, visit <https://cyclingsavvy.org/>.

Photo courtesy Clint Sandusky.

**Ebike riders don't look fast**  
Many riders, after a casual upright riding position, ride in a crouch in front of a casual upright riding position. Riders are often viewed as being slower and less visible. Motorists already expect bicycles to be slow—they certainly aren't expecting someone on a bicycle to be traveling at 20 mph!

**More SPEED Requires MORE SPACE**  
Ahead: You claim a 10' of ground in a given time as an adult. Make sure you have the right amount of space. If there are obstacles, adjust your position. Looking for your size of safe space and distance. Use space or more left. If you are on a road, use the shoulder. If you are on a trail, don't accelerate from a green light without checking for tight corners. Behind: Many riders are on the high side. Stay away from the door. Don't get ahead. If you are on a road, use the shoulder. If you are on a trail, don't accelerate from a green light without checking for tight corners.

**More AWARENESS**  
Heads up! Road bikers come in fast. The road bikers are often a threat. Know your risk areas. Most crashes happen at intersections. Motorists make predictable mistakes. It only takes one person to generate a crash, regardless of fault. In the past, Drive Out: Drive a quiet car, over a 20 mph bicyclist (unnoticed by both). Left Lane: Drive a quiet car, over a 20 mph bicyclist (unnoticed by both). Right Lane: Drive a quiet car, over a 20 mph bicyclist (unnoticed by both). Right Hook: Drive a quiet car, over a 20 mph bicyclist (unnoticed by both). These aren't. They'll get to the intersection at the same time.

**Ebike rider's Guide to Safety & Etiquette**  
With Great Speed Comes Great Responsibility

**STREETS & SIDE PATHS**  
The key to safe operation is reduced speed. High speed levels are not appropriate on most sidewalks, side paths, or cycle tracks. Slower may not have a specified speed limit, but their design speed is usually lower than the sidewalk.

**Slow, Scan, Stop.**  
Every intersection and driveway presents an opportunity for a crash with motorists and motor vehicles. Only cyclists are able to see in all directions, and stop if necessary.

**Be a Good Citizen.**  
Sidewalks are for pedestrians. If you find that using a sidewalk is the best option for you, yield the right-of-way to pedestrians. Treat them as you would like to be treated when you use the road. Slow down, clearly announce your presence, and pass when it is safe for both of you.

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Clint joined IPMBA in 1994. He has conducted various workshops at the 2006, 2007, 2018, 2019, and 2022 IPMBA Conferences. He serves as a member of IPMBA's E-Bike Task Force and assisted PCI Erik Pearce with instructing the E-Bike Training Module Course at the 2022 Conference. Clint remains an active CA POST Bike Patrol Instructor, 28 years and counting. He has taught, presented, authored, and consulted on e-Bike content and training to law enforcement and governmental officials, and the cycling community and industry both in California and nationally. He runs errands, trains, instructs, patrols, and races on e-Bikes (e-MTBs). He can be reached at [clint.sandusky@gmail.com](mailto:clint.sandusky@gmail.com).



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**PUSH BAR  
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# Grab-and-Go Bicycle Carriers: An Alternative to Rear Racks

by Steve Hitchon, Chief of Police  
Rural Municipality of Springfield (MB, Canada)  
Police Service

The Springfield Police Service, which is located directly adjacent to the City of Winnipeg, started a bike patrol program in the summer of 2022. The Rural Municipality of Springfield is



The Grab-and-Go Bicycle Carrier does not interfere with push bumper mounted equipment such as licence plate readers or siren boxes.

spread out over 1,096 square kilometers (423 square miles). This may not be an issue while utilizing a patrol vehicle; however, attempting to transport a bike 30 kms (19 miles) over rough terrain can be a little difficult if you do not have the proper equipment, tools, and knowledge.

Therefore, the Springfield Police contacted Push Bar Solutions, which is headquartered in Winnipeg, for assistance. Subsequently, we ordered their Grab-and-Go Bicycle Carriers, which attach to the front of the patrol vehicle (in our case, Ford Explorers and Dodge Durangos), utilizing the vehicle's push bar. With a load capacity of 22 kg (50 pounds), these bicycle carriers can be used to transport numerous styles of bikes from racing bikes to mountain bikes, but not e-Bikes, which are significantly heavier than conventional bikes.

The Grab-and-Go Bicycle Carrier is simple to install and takes approximately three to four minutes to attach. Once the rack is attached to the vehicle's push bar, the bike mounts easily to the carrier and is ready to go. It enables us to transport our bicycles

in a safe manner that does not damage either the vehicle or the bike itself.

Not only does the bike stay secure at highway speeds, it also remains secure on gravel roads. Furthermore, the bike is not a distraction to the driver, as it is low enough and out of the driver's line of sight and tight up against the vehicle's push bar.

The Grab-and-Go Bicycle

Carrier also does not interfere with the Automatic Licence Plate Readers (ALPR) that are installed on the front of each patrol vehicle. When not in use, the carrier can be stored easily in the vehicle's trunk.

In our experience, Push Bar Solutions provided exceptional service. Not only did they come out to the office in a timely manner and provide a full demonstration, they also ensured that we fully understood the process of correctly installing the Grab-and-Go Bicycle Carrier on the vehicle's push bar and mounting the bike on the carrier.

I would highly recommend the Push Bar Solutions Grab-and-Go Bicycle Carrier to your Police Service/Department.

Push Bar Solutions was founded in 2019 by former Winnipeg Police Service bike officer Marcus Hutton, who, during his 20-year career, witnessed some time-consuming and unsafe bicycle transportation practices. For more information about Push Bar Solutions and the Grab-and-Go Bicycle Carrier, visit <https://www.pushbarsolutions.com/> or email [info@pushbarsolutions.com](mailto:info@pushbarsolutions.com).

*Chief Steve Hitchon came to the Springfield Police Service in May 2020 after spending 32 years with the Canadian Armed Forces Military Police. Initially from Southern Ontario and a die-hard Toronto Maple Leafs fan, Steve has served throughout Canada and across seas with the Military Police. For five years, Steve was assigned to 1 Canadian Air Division at 17 Wing Winnipeg, where he was responsible for conducting Security and Force Protection evaluations for all Royal Canadian Air Force and NORAD locations in Canada. Furthermore, he was a Taceval Evaluator for NATO, where he conducted evaluations of Security, Force Protection and Policing within various NATO countries around the world. He can be reached at [SHitchon@rmofspringfield.ca](mailto:SHitchon@rmofspringfield.ca).*



The bicycle carrier takes up minimal space in the cargo area of the police vehicle.





# THE BEST VALUE IN A PUBLIC SERVICE E-BIKE



Comfortable Saddle



Intuitive Controls



2400 Lumen LED Headlight



Integrated Front and Rear Flashers



110dB Horn



Saddlebag w/Panniers Included



500 Watt Rear Hub Motor



Heavy Duty Pedals



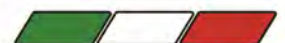
203mm Disc Brakes

FULLY LOADED	FULLY INTEGRATED	10.4AH BATTERY	40 MILE RANGE
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Benelli North America 1920 Hutton Court Suite 400 Farmers Branch, TX 75234  
214-390-3376 | [usasales@benellipolicebike.com](mailto:usasales@benellipolicebike.com)



P U R A P A S S I O N E D A L 1 9 1 1





# Benelli E-Bike: Best for the Job

by Felix Cauhape  
Allen (TX) Police Department

In 2020, my department was looking to reorganize our bike unit. This included replacing the old, worn-out bikes in our fleet. Benelli provided us with a police e-Bike to test out. All the members of the unit were given the opportunity to ride the bike and offer their opinions.

If I wasn't actually responding to a call, I would find areas in which I could hypothetically think of a reason I would need to ride, and off I went.

The Benelli extended the range of my patrol. I easily responded to calls that normally I would have been worried about how long it was going to take me to get there and what condition I was going to be in once there.

Some of my fellow team members did find the limit of the battery during an eight-hour bike unit training day in which we rode to the far end of a neighboring city.

I never had an issue navigating crowded areas or working protests. I never had to lift the bike around during those incidents, which I was thankful for, since the weight would have made it a serious workout!

Considering how much you get for the price, the Benelli couldn't be beat. It was less than half the cost of other e-Bikes and about the same as a conventional bike, plus Benelli was actually able to deliver the bike not long after we ordered them.

If there is a downside, it seems Benelli may have saved some money with their manufacturing and parts. I was able to make the crank make a repeating cracking noise. Benelli apparently has decided to make up for any manufacturing issues with customer service. Our Benelli rep has come by and fixed any of the issues we have had. I do worry that this is a testament to our rep and not Benelli.

After months of using the bike, responding to all types of calls, and working special events, I was asked by my supervisor which bike I wanted. Though I really wanted to tell him I wanted a traditional bike, I knew the Benelli e-Bike was the best for the job. Six out of the eight members on the team chose the Benelli. The other two indicated the reason was the weight; they opted for traditional bikes.

*Felix has been a member of the Allen Police Department's bike unit since 2020. His primary duty is to serve as a patrol officer who has the additional capability of a police bike carried on his patrol vehicle. With the exception of inclement weather days or other special circumstances, he has had his police bike with him every day of work since his IPMBA certification. He can be reached at [fcauhape@cityofallen.org](mailto:fcauhape@cityofallen.org).*



Courtesy Felix Cauhape

On my first walk around the Benelli, I noticed it came equipped with integrated red and blue lights, a horn, a siren, and a bag. The only thing we wanted to add was an odometer. The medium frame seemed tall and there isn't much difference between the medium and large frame. I was able to adjust the stem and sit upright, without my magazines and other equipment on my belt pushing into my stomach. The bag is expandable and I was able to fit all the paperwork and necessary equipment for a call in it. The weight is significant and had me worried about the 100-yard (90-meter) bike carry we do in our bike PT test.

When I took the Benelli out, my goal was to find its limit. The city I serve has an outlet mall, shopping centers with parking garages, lots of walking trails, and some fields.

The assist from the electric motor made being on the streets with traffic a much easier task, especially when negotiating intersections. I even successfully stopped vehicles speeding in a school zone.

The big, wide tires of the Benelli made crossing wet fields easy. Plus, the assist from the motor helped me keep my momentum. I did discover that on the single-track dirt trails, I wasn't able to get to the top of a hill like I would have with a traditional bike. However, the walk-assist function on the bike made my "walk of shame" to the top easier.

I rode with battery off just to test how it felt. The heavier weight was definitely noticeable; however, it wasn't a showstopper. I never completely drained the battery during patrol, which included a 10-hour day on the bike, working special events.

<b>Benelli Public Service E-Bike</b>		
Frameset	Frame	29" Benelli Frame, Aluminum Alloy 6061, Tapered Head Tube with Internal Wire and Cable Routing, Built in Rear Rack (Medium or Large Frame Size)
	Fork	Suntour XCT 29x100mm, Preload with Lockout
Wheels	Front Hub	DK 27.5", 36 Hole, 12 Gauge Spokes
	Rear Hub	500W Brushless Rear Hub Motor, 36 Hole, 12 Gauge Spokes
	Rims	Double walled, 36 spoke
	Tires	CST Patrol, 27.5 x 2.8" with Schrader valve
Drivetrain	Shifters	Shimano SL-M3000-R, Acera, 9-Speed, Rapidfire Plus, W/ Optical Gear Display
	Front derailleur	N/A (1x9 Transmission)
	Rear derailleur	Shimano Acera
	Crank	Prowheel Ounce, with Guarded Chainwheel
	Bottom Bracket	High Sensitivity Torque Sensor, Sealed Cartridge
	Cassette	Shimano HG300-9, 11-32T, 9 Speed
	Chain	X9
	Pedals	Wellgo, B087DU
Components	Saddle	Selle Royal, Freedom w/ royal gel
	Seatpost	SP-C207 Ø30.9*350mm aluminum alloy
	Handlebar	Aluminum Alloy 6061 T6 Tapered bars, 1.25" Mount to 7/8, 26.75" wide (680mm)
	Grips	Ergonomic Lock On Grips
	Stem	Adjustable stem angle, -10 to +50 degree
	Headset	NECO H383E, Semi-integrated, Cartridge, 1-1/8" Top, 1.5" Bottom, ACB Sealed
	Brakeset	Tektro Vela hydraulic disc, 203mm
	Electrical Key Features	Max Assisted Speed:
Range @ full charge:		Up to 40 Miles
Power Assist:		3 Levels
Charge Time (max):		4hrs
Battery:		36V/10.4AH Lithium Ion
Controls:		Motorcycle style: Fully Integrated with System Battery
Headlight:		2400 Lumen, 4 LED
Flashers (F/R):		Red/Blue LED Flashers
Stoplight (R):		Red LED
Horn:		110dB Motorcycle Style
Additional Features:		
		Rock Bros Bags w/Panniers
		Rear Mounted Side Stand
		Multi-tone Siren

## Input from the Manufacturer

We try to strike a solid balance between construction costs and value delivered. Lower specification components like the Acera derailleur (as opposed to Deore, for instance) are in place to reduce cost; however, they still provide excellent service life as the assist reduces wear and tear on the drivetrain overall. We also invest the savings into items like the derailleur guards to help keep everything out of harm's way. We can certainly build using higher spec equipment if desired; the trade-off is an increased cost to the department.

We always look for opportunities to make our products better. By servicing our customers, we are better able to identify areas that need adjustment/improvement. For example, through feedback from our customers, we have already revised assist-mapping and further optimized overall performance as these situations have not been encountered in typical consumer use. In essence, when something gets broken, we take care of our customer and look at how to improve production at the same time.

With regard to the crank noise, Allen Police Department has encountered this twice. One was due to a crank arm working loose, the other was a crank shell that had loosened up. Since we use sealed bearings, nothing was found as defective in the crank. We replaced one of the crank arms, the other we checked the torque sensor and re-secured the bearing shell.

*Spec sheet courtesy Benelli E-Bikes.*



# Do the Hustle: Avery REMTech MTB Pedal System

by Cameron Newton, PCI #1994-B  
Denton (TX) Police Department

I was approached by Greg Bowen, IPMBA Industry Liaison, and Craig Payne, owner of Hustle Bike Labs, to test the company's Avery REMTech MTB Pedal system for public safety use. As an officer assigned to a bicycle patrol unit, I spend approximately 80% of my shift riding a mountain bike. The pedal was designed from a background in mountain bike racing; however, it had yet to be field-tested within the context of public safety.

The Avery REMTech MTB Pedal is an anodized aluminum alloy flat pedal with rare earth neodymium magnet technology. There does not seem to be a simple definition of a rare earth magnet, so suffice to say that they are "strong permanent magnets made from alloys of rare-earth elements. They are the strongest type of permanent magnets made, producing significantly stronger magnetic fields than other types such as ferrite or alnico magnets." (Wikipedia).

This innovation creates a hybrid pedal that can utilize M4 pins or the specialized magnet technology. The pedal body is anodized aluminum that is milled for up to fifteen M4 pedal pins, which provide the rider with varying cleat engagement and retention. The cleat is made of neodymium magnets that are affixed to the outer sole using two T25 cleat screws. The magnets are cased within opposing sides of plastic housing in the center of the pedal body. The pedals can be used with flat shoes; however, to receive the full effect of the retention, SPD 2-hole shoes are necessary so that the company's proprietary cleat can be installed.

During this 30 day "initial impression" test of the Avery REMTech MTB Pedal system, I considered the design, fit, and function of this product. I installed the magnet cleats onto a pair of ION Rascal shoes that I typically wear while riding my personal bike. The company designed a low-profile magnet cleat that bolts into nearly any 2-hole outer sole, including the industry standard SPD for off-road cycling shoes. The low-profile design of the cleat enabled me to walk normally, with only minimal noise. The pedal interface kept my shoes engaged and I could easily perform skills both in real-world situations and in controlled training environments. The approximate one kg (two lbs) weight of the pedal system was barely noticeable as the sealed bearings spun smoothly as would any high-end flat pedal on the market today.

In my experience as an IPMBA Instructor, I have found that students often struggle with pedal retention while wearing common athletic shoes. Prior to utilizing this system, their options were to replace the standard nylon flat pedals with donations from the "parts bin" or return the following day with another form of pedal retention. This pedal creates a seamless transition into clipless

technology and provides the required retention needed for deployments and training. This pedal is a suitable option for riders that are still novices, have not ridden in years, or have never used a clipless system.

Hustle Bike Labs is veteran owned and operated and partners with organizations like IPMBA to offer its members a suitable pedal retention option.

Some reviews I have read are neutral, stating "the idea has always seemed to have some merit, but up until now, the products have never caught on. Maybe this time will be different." Others are more favorable, highlighting the "solid connection, easy breakaway and perfect placement." See the Hustle Bike Labs website for further reviews.

According to Payne, the version of the pedal I tested was considered the company's initial version. The company has since redesigned some of the aesthetics and features of the pedal from its initial design. Based on the iteration I tested, I believe these pedals can be a great option for pedal retention within public safety use.

Currently advertised at \$220 USD, it is on the top end of current market options. This could be a deterrent for some riders. The pedal is heavier than comparable high-end flat pedal options, another deterrent for some who value product weight in their decision making. Furthermore, the size of the cleat is much larger than other cleat designs. Despite these concerns, I believe the Avery REMTech pedal satisfies the need for a durable pedal that provides adequate retention, walkability with reduced noise, and a clipless feel.

Photos courtesy Cameron Newton.

*Cam started cycling ten years ago and now races for a local cycling team, Trinity Cycling DFW. He is currently training for the 2023 World Police and Fire Games to be held in Winnipeg, Manitoba. He is currently assigned as the Bicycle Coordinator for Denton Police Department and is on full-time bicycle patrol for the Downtown Unit. He attended the Police Cyclist Course in 2017 and was certified as an IPMBA Instructor in 2021. He can be reached at [Cameron.newton@cityofdenton.com](mailto:Cameron.newton@cityofdenton.com).*



**WELCOME TO THE IPMBA PRODUCT PURCHASE PROGRAM!** In an effort to make your shopping experience more focused and productive, participating companies are listed by category. Each company appears in the category that best represents the nature of their product line and/or discounted items. There may be some overlap, so be sure to check out all the categories and listings. We know you have many choices when you shop, but we urge you to support those who support you. Visit <http://ipmba.org/product-purchase-program> and start shopping today! *The ones marked with a shield are also IPMBA Corporate Members. The IPMBA PPP was updated February 2023. IPMBA cannot guarantee the accuracy of the information. Listings are subject to change without notice.*

## Bicycles

### Strider Sports International, Inc.

*Product:* Balance Bikes and Accessories  
*Discount/Cost to Members:* 35-45% off MSRP  
*Contact Name:* Customer Service  
*Phone:* 605-342-0266  
*Email:* [customerservice@striderbikes.com](mailto:customerservice@striderbikes.com)  
*Website:* [www.striderbikes.com](http://www.striderbikes.com)  
*Notes:* Available in two sizes (12", 14"). To order, email [customerservice@striderbikes.com](mailto:customerservice@striderbikes.com) for an order form. Mention your IPMBA number in the email.

## Bicycle Accessories and Components

### ISM Saddles, LLC

*Product:* ISM Bicycle Saddles  
*Discount/Cost to Members:* 50% off Retail + Free Shipping in the US on sales of at least \$100, post-discount  
*Contact Name:* Laura Toll  
*Phone:* 813-909-1441  
*Email:* [orders@ismseat.com](mailto:orders@ismseat.com)  
*Website:* [www.ismseat.com](http://www.ismseat.com)  
*Notes:* Click on PRODUCTS, choose your saddle, enter discount code IPMBA50 at checkout.

### Volcanic Bicycles

*Product:* Bicycles and Accessories  
*Discount/Cost to Members:* 20% off MSRP on accessories, replacement parts, and tools  
*Contact Name:* Nathan Keenan  
*Phone:* 509-427-8623  
*Email:* [sales@volcanicbikes.com](mailto:sales@volcanicbikes.com)  
*Website:* [www.volcanicbikes.com](http://www.volcanicbikes.com)

### Arkel, Inc.

*Product:* Bicycle Panniers, Trunk Bags, Racks  
*Discount/Cost to Members:* 20% off MSRP  
*Contact Name:* Yves Cadieux  
*Phone:* 888-592-7535  
*Email:* [info@arkel-od.com](mailto:info@arkel-od.com)  
*Website:* [www.arkel-od.com](http://www.arkel-od.com)  
*Notes:* Send email with name, member number, item(s), and quantity. An invoice will be sent for payment via credit card or PayPal.

### Bar Mitts, Inc.

*Product:* Bar Mitts  
*Discount/Cost to Members:* 20% off MSRP  
*Contact Name:* Ward or Patti Graham  
*Phone:* 775-622-8048  
*Email:* [barmittsinc@gmail.com](mailto:barmittsinc@gmail.com)  
*Website:* [www.barmitts.com](http://www.barmitts.com)  
*Notes:* Use coupon code IPMBA20% at checkout.

### Cane Creek Cycling Components

*Product:* Forks, Shocks, Cranks, Seatposts, Headsets, Brakes, Handlebar Accessories, etc.  
*Discount/Cost to Members:* 20% off all non-sale/promotional items  
*Contact Name:* Colin Reis  
*Phone:* 828-641-9560  
*Email:* [support@canecreek.com](mailto:support@canecreek.com)  
*Website:* [www.canecreek.com](http://www.canecreek.com)  
*Notes:* Visit <https://canecreek.com/heroes-program/>, complete the application, and submit with your IPMBA membership card or public safety credentials.

### HydraPak/Polar Bottle

*Product:* Water Reservoirs, Bottles, Containers  
*Discount/Cost to Members:* 30% off Retail  
*Contact Name:* Rodger Bradford  
*Phone:* 720-738-9637  
*Email:* [rodger@hydrapak.com](mailto:rodger@hydrapak.com)  
*Website:* [www.hydrapak.com](http://www.hydrapak.com) and [www.polarbottle.com](http://www.polarbottle.com)  
*Notes:* Use coupon code IPMBA30HP (HydraPak) or IPMBA30PB (Polar Bottle)

### Kenda USA

*Product:* Premium Bicycle Tires & Tubes  
*Discount/Cost to Members:* 30% off MSRP  
*Contact Name:* Bicycle Customer Service  
*Phone:* 614-866-9803  
*Email:* [bicycle@kendausa.com](mailto:bicycle@kendausa.com)  
*Website:* <http://shop.kendatire.com>  
*Notes:* Available through Kenda's consumer direct platform using the discount code IPMBA2022.

### Pedaling Innovations

*Product:* Bicycle Pedals - Catalyst 1  
*Discount/Cost to Members:* 30% off MSRP (Catalyst 1 only)  
*Contact Name:* Kiele Wilson  
*Phone:* 970-589-6418  
*Email:* [support@pedalinginnovations.com](mailto:support@pedalinginnovations.com)  
*Website:* [www.pedalinginnovations.com](http://www.pedalinginnovations.com)  
*Notes:* Email [support@pedalinginnovations.com](mailto:support@pedalinginnovations.com) for coupon code. Discount applies only to the Catalyst 1.

### Rock Bar Cycling

*Product:* Rock Gear and Rock Bar Storage Cases  
*Discount/Cost to Members:* 20% off MSRP  
*Contact Name:* Mark Connelly  
*Phone:* 818-745-2068  
*Email:* [moreinfo@rockbarcycling.com](mailto:moreinfo@rockbarcycling.com)  
*Website:* [www.rockbarcycling.com](http://www.rockbarcycling.com)  
*Notes:* Use discount code at checkout: ipmba.

### SKS USA

*Product:* Fenders, Tools, Pumps, Bags, Bottles & Holders, Lubes & Cleaners  
*Discount/Cost to Members:* 20% off to members / wholesale pricing for departments  
*Contact Name:* Corey Steber  
*Phone:* 618-395-2400  
*Email:* [sks.sales@sks-usa.com](mailto:sks.sales@sks-usa.com)  
*Website:* [www.sks-us.com](http://www.sks-us.com)  
*Notes:* Online discount code: 20IPMBA2023

### Team Cycling and Fitness

*Product:* Accessories, Components, Tools (Trek, Shimano, Bontrager, Pearl Izumi, etc.)  
*Discount/Cost to Members:* 15% off MSRP  
*Contact Name:* Geoff or Greg Thielmeyer  
*Phone:* 513-522-1551  
*Email:* [info@teamcyclingandfitness.com](mailto:info@teamcyclingandfitness.com)  
*Website:* [www.teamcyclingandfitness.com](http://www.teamcyclingandfitness.com)  
*Notes:* Online: Use discount code IPMBA in promo box at checkout. Discount does not apply to bicycles.

### TOGS

*Product:* TOGS Thumb-Over-Grip Systems  
*Discount/Cost to Members:* 30% off MSRP  
*Contact Name:* Neil Harvey  
*Phone:* 801-891-7739  
*Email:* [cs@togs.com](mailto:cs@togs.com)  
*Website:* [www.togs.com](http://www.togs.com)  
*Notes:* Enter discount code IPMBA30 at checkout.

## Bicycle Storage and Transport

### VeloGrip

*Product:* Bicycle Storage for the Home, Apartment, and Commercial Settings  
*Discount/Cost to Members:* 25% off MSRP  
*Contact Name:* Eric Anderson or Sean O'Rourke  
*Phone:* 972-824-9633  
*Email:* [support@velogrip.com](mailto:support@velogrip.com)  
*Website:* [www.velogrip.com](http://www.velogrip.com)  
*Notes:* Email [support@velogrip.com](mailto:support@velogrip.com) with quantity and rack model choices. Include name and address for shipping. VeloGrip will send payment link and invoice.

(Continued on page 17)



## Bike Patrol Supply

### Companies

#### Police Bike Store

*Product:* Bicycles, Patrol Lights/Sirens, E-Bikes, Bags, Accessories, Uniforms, C3Sports, Code Bikes, and More

*Discount/Cost to Members:* Additional 5-10% off on accessories

*Contact Name:* Michael Espejo

*Phone:* 973-366-5868

*Email:* info@policebikestore.com

*Website:* www.policebikestore.com

#### 4Bike-Police.com

*Product:* Police Bikes and First Responder Bicycle Duty Accessories; Complete "Head-to-Toe" Outfitting; Mobile Services

*Discount/Cost to Members:* 10% or more off MSRP

*Contact Name:* Mike Otts

*Phone:* 501-840-4482

*Email:* mikeotts46@gmail.com

*Website:* www.4bike-police.com

*Notes:* When ordering online, use coupon code IPMBA 10 for 10% discount.

#### Patrol Bike Systems

*Product:* Bikes, Uniforms, Equipment, Park Tools, Patrol Cycle Shoes

*Discount/Cost to Members:* Contact for Pricing

*Contact Name:* Mark Eumurian

*Phone:* 651-773-8763

*Email:* patrolbikesystems@gmail.com

*Website:* www.biketools.com

## Clothing and Accessories

#### Bike Rags Apparel

*Product:* Custom Cycling Apparel, T-Shirts, Hats, and More

*Discount/Cost to Members:* 10% off total order; free design (limits apply)

*Contact Name:* Tony Burnett

*Phone:* 319-640-8920

*Email:* info@bikeragsapparel.com

*Website:* www.bikeragsapparel.com

*Notes:* Mention the IPMBA PPP in your initial email.

#### Temperature Tee

*Product:* Undershirt with a chest pocket for ice packs

*Discount/Cost to Members:* \$5 off retail

*Contact Name:* Jay Carnes

*Phone:* 303-895-9004

*Email:* jay@temperaturetee.com

*Website:* www.temperaturetee.com

*Notes:* Enter IPMBA as the coupon code on the website.

## Duty Gear

#### R & B Fabrications

*Product:* Panniers, Equipment Bags, & Safety Vests

*Discount/Cost to Members:* 15% off Retail

*Contact Name:* Dan or Judy Eakins

*Phone:* 800-553-1911

*Email:* info@rbfab.com

*Website:* www.rbfab.com

#### Portage Notebooks

*Product:* Professional Notebooks for Law Enforcement, EMS, Health & Fitness, Media and Business

*Discount/Cost to Members:* 40% off retail (customer pays shipping)

*Contact Name:* William Thompson

*Phone:* 877-907-6397

*Email:* william@portagenotebooks.com

*Website:* https://portagenotebooks.com

*Notes:* When ordering online, enter coupon code IPMBA at checkout.

## Electronics and Lighting

#### Cygolite

*Product:* High-Intensity Lighting Systems, Designed and Built in the USA

*Discount/Cost to Members:* 35% off Retail

*Contact Name:* Andrew Ibanez

*Phone:* 949-297-4972

*Email:* patrol@cygolite.com

*Website:* www.cygolite.com

*Notes:* Contact Andrew for discount.

#### C3Sports Bike Patrol Solutions

*Product:* MaxPatrol-600 Police Light System, Siren, Cycling Lights, Gloves, Bags

*Discount/Cost to Members:* 10% off online prices

*Contact Name:* Michael Espejo

*Phone:* 973-631-9839

*Email:* info@c3sports.com

*Website:* www.c3sports.com

*Notes:* Enter discount code IPMBA10 at checkout.

#### Cateye Bicycle Electronics

*Product:* Cycling Computers, Lights, and Accessories

*Discount/Cost to Members:* 50% off all items on website

*Contact Name:* Jim Blattner

*Phone:* 303-501-1317

*Email:* jim@cateye.com

*Website:* www.cateyeamerica.com

*Notes:* Order via www.cateyeamerica.com. Email Jim for one-time discount.

#### Night Provision

*Product:* Bicycle Lights/Tactical Flashlights

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

*Contact Name:* Evan Hsieh

*Phone:* 800-592-0319

*Email:* support@nightprovision.com

*Website:* www.nightprovision.com

*Notes:* Online: During checkout, use coupon code IPMBA15 and include your IPMBA membership number under "Comments and Notes".

## EMS

#### EMS World

*Product:* EMS World Digital Magazine/EMS World Expo

*Discount/Cost to Members:* Free/\$100 off a three-day pass

*Contact Name:* Customer Service

*Phone:* 610-560-0500

*Email:* registration@hmpglobal.com (EMS World Expo only)

*Website:* www.emsworld.com

*Notes:* Magazine: https://

www.hmpgloballearningnetwork.com/site/emsworld/subscribe-ems-world-digital-products. Expo: use coupon code IPMBA at https://www.emsworldexpo.com/rates.

#### Stat Packs

*Product:* Trauma Bags & Accessories

*Discount/Cost to Members:* 25% off MSRP

*Contact Name:* Andrew Tepper

*Phone:* 435-627-2265

*Email:* atepper@statpacks.com

*Website:* www.statpacks.com

*Notes:* Enter coupon code IPMBA25 online during checkout or reference when placing phone orders.

## Eyewear

#### Endurance Enterprises, d/b/a Enjoy Summer

*Product:* Bliz sunglasses, KinetiXx gloves

*Discount/Cost to Members:* 35% off MSRP

*Contact Name:* Andrew Gerlach

*Phone:* 406-585-2660

*Email:* sales@enjoywinter.com

*Website:* www.enjoysummer.com

*Notes:* Enter promo code IPMBA at checkout.

#### Rudy Project USA

*Product:* Performance and Casual Eyewear, Helmets

*Discount/Cost to Members:* 35% off eyewear; 35% off helmets

*Contact Name:* Mike Buenting

*Phone:* 949-272-2468

*Email:* mbuenting@gorace.pro

*Website:* www.rudyprojectna.com/vip

*Notes:* Online: Go to the Rudy Project IPMBA VIP page to create an account. Log into the account to access the regular discount and specials.

(Continued on page 18)

## Maintenance & Tools

### Blimp City Bike and Hike

*Product:* Bicycle Maintenance and Repairs  
*Discount/Cost to Members:* Minimum 10% off MSRP

*Contact Name:* Michael J. Purdy

*Phone:* 330-836-6600

*Email:* info@blimpcitybikeandhike.com

*Website:* www.blimpcitybikeandhike.com

### EcoSheep (Midwest Natural Products, LLC)

*Product:* All-natural Bicycle Lubricants, Cleaner, EZ Clean Commuter Lube, Household Spray

*Discount/Cost to Members:* 20% off pricing (customer pays shipping)

*Contact Name:* Seamus Malley

*Phone:* 216-236-4770

*Email:* info@ecosheep.com

*Website:* https://www.ecosheep.com

*Notes:* When ordering online, enter coupon code IPMBA at checkout.

### HGNR/Dumonde Tech

*Product:* Bicycle Lubricants

*Discount/Cost to Members:* 10% off dealer pricing (customer pays shipping)

*Contact Name:* Maria Schur

*Phone:* 888-609-4467

*Email:* maria@hgnr.com

*Website:* https://www.hgnr.com

*Notes:* Minimum 12 pieces. Credit cards only. Call to order and reference IPMBA member number.

### United Bicycle Supply

*Product:* Bicycle Tools and Parts

*Discount/Cost to Members:* Wholesale Pricing to Departments

*Contact Name:* Erik Larsen or Mark Super

*Phone:* 541-482-1750

*Email:* ubs@bisp.net

*Website:* www.unitedbicyclesupply.com

*Notes:* Call to establish an account for your department to be eligible for wholesale pricing on all products.

## Nutrition

### ATAQ Fuel

*Product:* Electrolyte Hydration Drink Mix (Powder), Protein Drink Mix (Powder), Carb Booster Drink Mix (Powder)

*Discount/Cost to Members:* 25% off MSRP

*Contact Name:* Jeff Brown

*Phone:* 949-274-9948

*Email:* support@ATAQfuel.com

*Website:* https://ataqfuel.com/

*Notes:* Enter promo code IPMBA at checkout.

### NuGo Nutrition

*Product:* Nutrition/Energy Bars

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

*Contact Name:* Alyssa Nard

*Phone:* 888-421-2032

*Email:* anard@nugonutrition.com

*Website:* www.nugonutrition.com

*Notes:* Enter coupon code IPMBA20 at checkout.

### Skratch Labs

*Product:* All-Natural Sports Nutrition (Hydration Mixes, Energy Bars, etc.)

*Discount/Cost to Members:* 20%-40% off MSRP

*Contact Name:* Annie Dwyer

*Phone:* 800-735-8904

*Email:* info@skratchlabs.com

*Website:* www.skratchlabs.com

*Notes:* Visit https://www.skratchlabs.com/pages/skratch-industry-pro-application to apply for an account.

## Specialty Suppliers

### Expert Voice

*Product:* Outdoor-Bike-Action Sports Gear

*Discount/Cost to Members:* Promotional Pricing

*Contact Name:* Customer Service

*Phone:* 866-376-4685

*Email:* Submit request via website.

*Website:* www.expertvoice.com

*Notes:* Visit https://www.expertvoice.com/ipmba/ to enroll and apply. If you already belong to Expert Voice, apply to join the IPMBA team. You must be a current member in order for your application to be accepted.

## Training

### American Cycling Education Association, Inc. (ABEA)

*Product:* *Bicycling Street Smarts - CyclingSavvy Edition*

*Discount/Cost to Members:* 50% off case orders (168 booklets per case)

*Contact Name:* Monika Emerson

*Phone:* 321-578-0492

*Email:* info@abea.bike

*Website:* www.cyclingsavvy.org

*Notes:* Go to the webpage. Under quantity, select case. Go to the cart in the upper green block. Use promo code IPMBA\_BSS50 at checkout to receive the discount. Shipping is not included. Florida sales are subject to sales tax. Tax exempt organizations MUST contact Monika prior to placing an order to avoid having tax applied to their order.

### Street Crimes Training

*Product:* Street Crimes Training

*Discount/Cost to Members:* \$350 (regular rate \$450)

*Contact Name:* Natalie Walsh

*Phone:* 773-595-0945

*Email:* streetcrimesinfo@gmail.com

*Website:* www.streetcrimes.com

*Notes:* Call and mention IPMBA and the \$100 discount when registering.

## Uniforms

### Sound Uniform Solutions

*Product:* Bratwear and Olympic Uniforms

*Discount/Cost to Members:* 10% off Standard List Price

*Contact Name:* Julie Cruise

*Phone:* 253-328-5724

*Email:* info@sounduniforms.com

*Website:* www.sounduniforms.com

### Bellwether Clothing

*Product:* Uniforms

*Discount/Cost to Members:* 30% off MSRP

*Contact Name:* Joel Gurga

*Phone:* 888-800-5999 ext. 182

*Email:* jgurga@gallopcorp.com

*Website:* www.bellwetherclothing.com

*Notes:* Contact Joel for a list of participating dealers.

# IPMBA.ORG



The Supplier Listing is a compilation of companies which have shown their commitment to public safety cyclists over the course of the past year through their active participation with IPMBA as Corporate Members, sponsors, Product Purchase Program participants, and advertisers. Please show your gratitude for their support by giving them your business whenever possible.

## Bicycles



### Benelli North America

Website: [www.benellibike.com](http://www.benellibike.com)



### Recon Power Bikes

Website: [www.policepowerbikes.com](http://www.policepowerbikes.com)



### Volcanic Bicycles

Website: [www.volcanicbikes.com](http://www.volcanicbikes.com)

### Blimp City Bike and Hike

Website: [www.blimpcitybikeandhike.com](http://www.blimpcitybikeandhike.com)

### DuraBike

Website: [www.durabike.us](http://www.durabike.us)

### Enabled Enterprises LLC

Website: [www.enabled.vet](http://www.enabled.vet)

### Pedego Electric Bikes

Website: [www.pedegoelectricbikes.com](http://www.pedegoelectricbikes.com)

### PWR Bike

Website: [www.pwrbike.com](http://www.pwrbike.com)

### Strider Sports International, Inc.

Website: [www.striderbikes.com](http://www.striderbikes.com)

## Bicycle Accessories and Components



### ISM Saddles

Website: [www.ismseat.com](http://www.ismseat.com)

### Arkel

Website: [www.arkel-od.com](http://www.arkel-od.com)

### Bar Mitts, Inc.

Website: [www.barmitts.com](http://www.barmitts.com)

### BiSaddle

Website: [www.bisaddle.com](http://www.bisaddle.com)

### Cane Creek Cycling Components

Website: [www.canecreek.com](http://www.canecreek.com)

### Fidlock USA

Website: [www.fidlock-bike.us](http://www.fidlock-bike.us)

### GeoOrbital

Website: <https://geoo.com/public-safety/>

### HydraPak/Polar Bottle

Website: [www.hydrapak.com](http://www.hydrapak.com)

### Kenda USA

Website: <http://shop.kendatire.com>

### Pedaling Innovations

Website: [www.pedalinginnovations.com](http://www.pedalinginnovations.com)

### Rock Bar Cycling

Website: [www.rockbarcycling.com](http://www.rockbarcycling.com)

### SQLab Ergonomic Products

Website: [www.sqlab-us.com](http://www.sqlab-us.com)

### Team Cycling and Fitness

Website: [www.teamcyclingandfitness.com](http://www.teamcyclingandfitness.com)

### The Galeo Group

Website: [www.findgaleo.com](http://www.findgaleo.com)

### Tiger Eye

Website: [www.teamtigereye.com](http://www.teamtigereye.com)

### TOGS

Website: [www.togs.com](http://www.togs.com)

## Bicycle Storage and Transport



### Setina Manufacturing

Website: [www.setina.com](http://www.setina.com)

### Lift and Store, LLC

Website: [www.liftnstore.com](http://www.liftnstore.com)

### Push Bar Solutions

Website: [www.pushbarsolutions.com](http://www.pushbarsolutions.com)

### VeloGrip

Website: [www.velogrip.com](http://www.velogrip.com)

## Bike Patrol Supply



### Police Bike Store

Website: [www.policebikestore.com](http://www.policebikestore.com)

### 4Bike-Police.com

Website: [www.4bike-police.com](http://www.4bike-police.com)

### American Bike Patrol Services

Website: [www.bikepatrol.info](http://www.bikepatrol.info)

### Bicycle Patrol Outfitters

Website: [www.police-bikes.com](http://www.police-bikes.com)

### Patrol Bike Systems

Website: [www.biketools.com](http://www.biketools.com)

## Clothing and Accessories

### ArroWhere

Website: [www.arrowhere.com](http://www.arrowhere.com)

### Bern Helmets

Website: [www.bernhelmets.com](http://www.bernhelmets.com)

### Bike Rags Apparel

Website: [www.bikeragsapparel.com](http://www.bikeragsapparel.com)

### Endurance Enterprises dba EnjoySummer

Website: [www.enjoysummer.com](http://www.enjoysummer.com)

### Maxit Designs

Website: [www.maxit-inc.com](http://www.maxit-inc.com),  
[www.headgator.com](http://www.headgator.com)

### Temperature Tee

Website: [www.temperaturetee.com](http://www.temperaturetee.com)

## Duty Gear



### R & B Fabrications

Website: [www.rbfab.com](http://www.rbfab.com)

### Earmolds Direct

Website: [www.earmoldsdirect.net](http://www.earmoldsdirect.net)

### Haven Gear

Website: [www.havengear.com](http://www.havengear.com)

### Portage Notebooks

Website: <https://portagenotebooks.com>

## Electronics and Lighting



### Cygolite

Website: [www.cygolite.com](http://www.cygolite.com)

### C3Sports Bike Patrol Solutions

Website: [www.c3sports.com](http://www.c3sports.com)

### Cateye Bicycle Electronics

Website: [www.cateyeamerica.com](http://www.cateyeamerica.com)

### Night Provision

Website: [www.nightprovision.com](http://www.nightprovision.com)

**EMS****Pax USA**

Website: [www.paxbags-us.com](http://www.paxbags-us.com)

**Rescue Essentials**

Website: [www.rescue-essentials.com](http://www.rescue-essentials.com)

**Stat Packs**

Website: [www.statpacks.com](http://www.statpacks.com)

**Eyewear****Rudy Project USA**

Website: [www.rudyprojectna.com/vip](http://www.rudyprojectna.com/vip)

**SMITH Optics**

Website: [www.smithoptics.com](http://www.smithoptics.com)

**XX2i Optics**

Website: [www.xx2i.com](http://www.xx2i.com)

**Maintenance and Tools****Eco Sheep**

Website: [www.ecosheep.com](http://www.ecosheep.com)

**HGNR/Dumonde Tech**

Website: [www.hgnr.com](http://www.hgnr.com)

**SKS USA**

Website: [www.sks-us.com](http://www.sks-us.com)

**United Bicycle Supply**

Website: [www.unitedbicyclesupply.com](http://www.unitedbicyclesupply.com)

**Nutrition****Cera Products, Inc.**

Website: [www.ceraproductsinc.com](http://www.ceraproductsinc.com)

**ATAQ Fuel**

Website: <https://ataqfuel.com/>

**NuGo Nutrition**

Website: [www.nugonutrition.com](http://www.nugonutrition.com)

**Skratch Labs**

Website: [www.skratchlabs.com](http://www.skratchlabs.com)

**Organizations,  
Associations, and  
Publications****California Police Officers Association**

Website: [www.cpoa.org](http://www.cpoa.org)

**Code Green Campaign**

Website: [www.codegreencampaign.org](http://www.codegreencampaign.org)

**EMS World**

Website: [www.emsworld.com](http://www.emsworld.com)

**IACP/IACPNet**

Website: [www.theiacp.org/](http://www.theiacp.org/)  
[www.iacpnet.com](http://www.iacpnet.com)

**League of American Bicyclists**

Website: [www.bikeleague.org](http://www.bikeleague.org)

**National Association of School Resource  
Officers**

Website: [www.nasro.org](http://www.nasro.org)

**National Interscholastic Cycling  
Association**

Website: [www.nationalmtb.org](http://www.nationalmtb.org)

**National Ski Patrol Bike Patrol Program**

Website: <https://nspserver.org/bikes/>

**National Law Enforcement Officers  
Memorial Fund**

Website: [www.nleomf.org](http://www.nleomf.org)

**Officer Down Memorial Page**

Website: [www.odmp.org](http://www.odmp.org)

**Officer Media Group**

Website: [www.officer.com](http://www.officer.com)

**Wilderness Medical Society**

Website: <https://wms.org/>

**Specialty Items****Dick Kramer Studios**

Website: [www.dickkramer.com](http://www.dickkramer.com)

**Expert Voice**

Website: [www.expertvoice.com](http://www.expertvoice.com)

**Training****Jones & Bartlett Public Safety  
Group**

Website: [www.psglearning.com](http://www.psglearning.com)

**NAEMT Tactical Emergency  
Casualty Care for Law  
Enforcement Officers and First  
Responders (TECC-LEO)**

Website: [www.naemt.org/education/tecc/  
tecc-courses](http://www.naemt.org/education/tecc/tecc-courses)

**American Bicycling Education  
Association**

Website: [www.cyclingsavvy.org](http://www.cyclingsavvy.org)

**APB Consulting Solutions**

Website: [www.apbconsultingsolutions.com](http://www.apbconsultingsolutions.com)

**National Institute for Occupational  
Safety and Health**

Website: [www.cdc.gov/niosh/  
homepage.html](http://www.cdc.gov/niosh/homepage.html)

**NHTSA Safety Countermeasures**

Website: [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)

**Street Crimes Training**

Website: [www.streetcrimes.com](http://www.streetcrimes.com)

**UNC Highway Safety Research Center**

Website: [www.hsrc.unc.edu](http://www.hsrc.unc.edu)

**Wilderness Medicine Institute**

Website: [www.nols.edu/wmi](http://www.nols.edu/wmi)

**Uniforms****MOCEAN Tactical**

Website: [www.moceantactical.com](http://www.moceantactical.com)

**Sound Uniform Solutions**

Website: [www.sounduniforms.com](http://www.sounduniforms.com)

**Bellwether Clothing**

Website: [www.bellwetherclothing.com](http://www.bellwetherclothing.com)



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IPMBA thanks **Cera Products, EMS World, Jones & Bartlett Learning, MOCEAN Tactical, R&B Fabrications, Recon Power Bikes, Setina Manufacturing, Sound Uniform Solutions** for their continued participation in the IPMBA Corporate Member Program.



**Benelli**  
*Product:* E-Bikes Developed Specifically for Public Service Use  
*Phone:* 800-832-2966  
*Website:* www.benellipolicebike.com



**Cera Products**  
*Product:* Rice-Based Hydration Products  
*Phone:* 706-221-1542  
*Website:* www.ceraproductsinc.com



**Cygolite Bicycle Lighting Systems**  
*Product:* High-Intensity Lighting Systems, Designed and Built in the USA  
*Phone:* 949-297-4972  
*Website:* www.cygolite.com



**EMS World**  
*Product:* Leading EMS Magazine, Website, and Expo  
*Phone:* 800-547-7377  
*Website:* www.emsworld.com



**ISM Saddles**  
*Product:* ISM Bike Seats  
*Phone:* 813-909-1441  
*Website:* www.ismseat.com



**Jones & Bartlett Public Safety Group**  
*Product:* Educational Materials, Complete Guide to Public Safety Cycling  
*Phone:* 800-832-0034  
*Website:* www.psglearning.com



**MOCEAN Tactical**  
*Product:* Technical Bike Patrol Uniforms  
*Phone:* 336-582-0757  
*Website:* www.moccantactical.com



**NAEMT**  
*Product:* Association of EMS Practitioners  
*Phone:* 601-924-7744  
*Website:* www.naemt.org



**Police Bike Store**  
*Product:* Complete Line of Public Safety Bikes & Accessories  
*Phone:* 973-366-5868  
*Website:* www.policebikestore.com



**RECON**  
*Product:* Law Enforcement E-Bikes  
*Phone:* 888-485-2589  
*Website:* www.policepowerbikes.com



**R & B Fabrications**  
*Product:* Panniers, Duty Bags & Safety Vests  
*Phone:* 800-553-1911  
*Website:* www.rbfab.com



**Setina**  
*Product/Service:* Vehicle Safety Equipment  
*Phone:* 800-426-2627  
*Website:* https://setina.com



**Sound Uniform Solutions**  
*Product/Service:* Bratwear and Olympic Uniforms  
*Phone:* 253-625-7420  
*Website:* www.sounduniforms.com



**Volcanic Bicycles**  
*Product:* Patrol Bicycles, Hand-Built in the USA  
*Phone:* 509-427-8623  
*Website:* www.volcanicbikes.com



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Call 410-744-2400, email [info@ipmba.org](mailto:info@ipmba.org), or visit [www.ipmba.org](http://www.ipmba.org) for an instructor application packet. In simple 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.

### Upcoming Courses 2023:

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- September 25-29 | Hershey PA
- September 25-29 | Aurora CO
- October 16-20 | Norman OK
- November 13-17 | Wilmington NC





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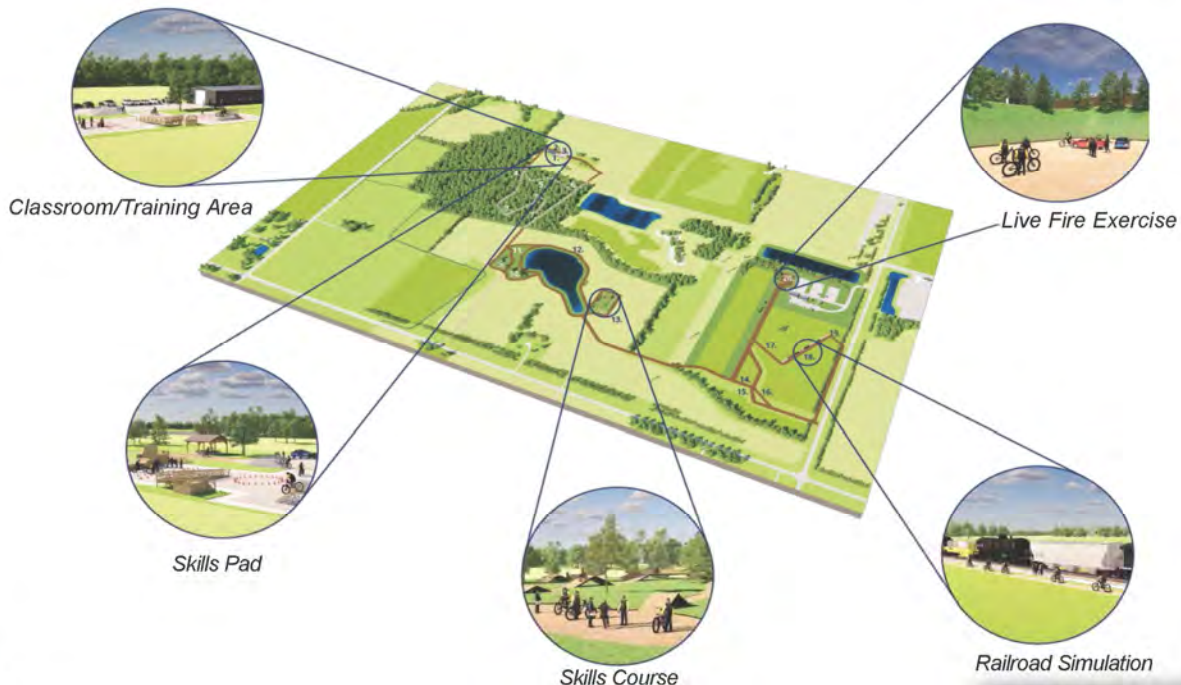
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## GPS Watches: Track Every Stat

by David Cohen

Maryland National Capital Park Police Reserve Unit

Growing up, I used to follow the Dick Tracy cartoons in the newspaper and found myself mesmerized by the wristwatch two-way radio first, and then by the

TV, which came later. I'm old enough to remember a world before digital watches, let alone ones with multiple functions. It didn't seem possible that a watch could be capable of so much.

Fast-forward more than 40 years and not only have watches evolved, but also

watches like the Apple watch and FitBit have changed the perception of what exactly a watch is and what it can do. The capabilities of the watches made today would make even Dick Tracy jealous!

Personally, I have been a bit skeptical about these modern watches. As many regular readers of this column can attest, I have one foot firmly planted in old-school thinking: if it wasn't broken, why are we trying to fix it? But there comes a time when one has to bite the bullet. For me, that time came when my trusty Garmin Edge 205 finally gave up the ghost and I needed a different way to track my rides, other than using my cell phone. I decided I'd give one of these GPS watches a try.

Having used Garmin products for almost 20 years, I am familiar with their build quality and reliability, so naturally, I checked out Garmin first. Garmin sells a wide range of GPS watches with prices from \$79 to \$1950, depending on the number and type of bells and whistles you want. I chose to purchase a reconditioned Garmin Vivoactive 3. The Vivoactive 3 typically retails around \$150, but the reconditioned model was only about \$100.

The Vivoactive 3 is loaded with features and is capable of tracking 16 different activities, such as running, swimming, cycling, indoor cycling, and weightlifting. If you can't find the

activity you want on the watch, you can download more. It tracks your heart rate and your stress level. There's no clumsy band to wrap around your chest like the older heart rate monitors. Just put the watch on and it starts measuring your heart rate. It's that simple.

When you input your fitness data (age, height, weight, etc.), it sets up your heart rate zones as Easy, Aerobic, Threshold, and Maximum. It also sounds an alarm if you exceed your maximum heart rate.

The cycling feature works well. Pick the cycling activity, wait for the GPS to lock, and then press start. While you are riding, the display shows the elapsed time, and, more importantly, your heart rate. The heart rate monitor was a game-changer for me. Being able to track my heart rate in real time allows me to know when my body is starting to go anaerobic and when I should back off. It totally changed my approach to cycling. I now use the heart rate monitor instead of the speedometer. This had a good effect during this past summer when I participated in the "Bike to the Beach" charity ride across the Delmarva Peninsula from Centreville, Maryland, to Rehoboth Beach, Delaware, a distance of about 75 miles (120 km). By keeping my heart rate in my "Aerobic zone" of about 130 – 135 bpm, I avoided "blowing up" like I did the previous year, and still had some gas in the tank by the end of the ride.

While the Vivoactive 3 doesn't display a map on its watch face, it will give you your GPS coordinates. This is a useful function when riding on hiker/biker trails where landmarks may not be readily available. It enables you to save locations and navigate back to them via the use of a compass, something which has been standard with Garmin products since they were first made available.

Like any other smart watch with a fitness bent, it has the usual share of widgets such as tracking the number of steps you take in each day and the number of flights of stairs you climb in a given day. I found the pedometer could get spoofed fairly easily by various arm motions. For instance,

even when I'm playing piano, the pedometer records some of my motions as steps. That works for me!

It also measures your current stress and average stress for the day. If you've been sitting idle, it will remind you to "Move" every so often. If you are stressed, it will encourage you to relax.

The Vivoactive 3 has the typical smart watch features, being able to sync just about any notification imaginable from your phone: calls, texts, social media notifications, etc. It also has a touchless pay feature called "Garmin Pay", which is Garmin's equivalent of Apple Pay or Google Pay. It's a feature I don't use, so I can't comment on its effectiveness. Through Garmin Connect, there is access to a dizzying array of apps such as Strava, various fitness apps, workout dashboards, mapping apps, weather apps, calculators, etc., etc., and it seems like the number of apps available increases with each passing week. I haven't really delved into the apps as I am pretty satisfied with the options that come standard with the watch.



Garmin claims a run time of seven days in regular mode and 13 hours in GPS mode before the watch needs recharging. Recharging is accomplished via a USB cable and is very quick. In my experience, it takes less than an hour to get to 100% when using a computer's USB port.

The Vivoactive 3 is definitely a nifty little gadget. Should a GPS watch be part of the public safety cyclist's toolbox? I'm going to say yes. Some features, such as the heart rate monitor, would undoubtedly make a difference from Day One. My opinion is the usefulness of smart watch technology to the public safety rider is still in its infancy, but its potential is tremendous. Perhaps even Dick Tracy's two-way radio will eventually find its way into smart watch technology!





by David Cohen  
Maryland National Capital Park Police Reserve Unit

There comes a time in every cyclist's life where no matter how much they love riding a particular bike, it's time to move on. For me, 2022 was that year. I purchased a 4-year-old road bike secondhand back in 2008. Over the intervening years, I literally rode the wheels off it. I found, though, as I continued to get older (not to mention carrying some extra pounds on my own frame), the hills on the undulating terrain where I live were getting steeper with each passing year. The 39 front/32 rear combination on the easiest gear on my road bike just wasn't getting me to the top of the hills without risk of me blowing up.

I contemplated getting a larger rear gear or changing out the front chainring for something smaller, but in my experience, when you start making changes like that, the bike seldom ends up being the sum of its parts. It was time to say goodbye to my 18-year old road bike and replace it with something new. After chatting with my local bike store staff, deciding which attributes I wanted, such as disc brakes and, of course, lower gears, and considering the types of roads I ride on, going the gravel bike route seemed to make the most sense.

I purchased a Trek Checkpoint ALR5. The ALR5 is Trek's top-of-the-line aluminum frame gravel bike. Once you get past the ALR5, you start getting into carbon fiber frames. I chose aluminum instead of comparative carbon fiber offerings for the additional ruggedness aluminum has over carbon fiber.

The Checkpoint comes equipped with Shimano's new GRX group. The GRX is the gravel bike equivalent of the Shimano 105 group for road bike. A two-ring front chainring of 46/30 combined with an 11-speed, 11/34 rear cassette gives you a wide range of gearing that will handle just about any condition except bombing down a long, paved hill. Shimano's hydraulic disc brakes engage smoothly and have tremendous stopping power. The bike comes stock with 700 x 40 tubeless tires, but it can accommodate a wide variety of tires, ranging from 28 to 45 mm. The bike tips the scales at around 21.5 pounds (9.75 kg) for the 56 cm frame.

What sets the Checkpoint apart from road bikes, mountain bikes, and even other gravel bikes are the number of attachment points for storage bags, panniers and racks. Mounts are located on the front

fork, top of the top tube, underside of the top tube, down tube, seat tube, and seat stays. Theoretically, you could mount three or four water bottles on the bike. Trek also makes custom packs to take advantage of these mounts. The total all-up maximum capacity for the Checkpoint is 275 pounds (125 kg), which includes rider and equipment. That's an impressive load.

The 46/30 chainring takes some getting used to compared to the standard 52/39 on a road bike, or the 22/33/44 triple on many mountain bikes. With the latter two, the "double shift" – shifting the front and rear derailleurs simultaneously with a larger front/larger rear or smaller front/smaller rear combination – tends to yield a gear that is comparable to the gear you were in without a significant change in your pedal cadence. If you try a double shift on the gravel bike, you'll either find yourself spinning out in a smaller front/smaller rear combination or suddenly having to use a lot more effort in a larger front/larger rear combination.

What I found was you need to either go up or go down two or three gears when shifting the front chainrings to maintain a relatively steady cadence. It's a bit annoying at first, but once you get used to it, it becomes second nature.

Out on the road, the Checkpoint is very stable. It is responsive and can be pushed into turns with confidence. Overall, it rides like a dream. You would not believe you are riding on a full aluminum-frame bike. Most of that cushiness is due to the 40mm tubeless tires, which have a maximum tire pressure of 50 psi. This is considerably softer than the 120+ psi you find on 23mm road bike tires. Of course, the trade-off with wider and softer tires is a significantly increased rolling resistance. You do not want to try to best your PR on Strava with this bike! On average, I've found that my average speed is about one mile (1.6 km) per hour slower than on my road bike. However, the reduction in speed is well worth the superior stability.

As good as the Checkpoint is on pavement, it really comes into its own when you take it off the road. The bike glides easily across gravel surfaces with almost the same level of comfort as if you were riding on pavement. It is probably not the best choice for singletrack trails, but it can handle them should the situation arise. My gravel times were almost neck-and-neck with my pavement times, and considerably faster than on the converted



mountain bikes that I have ridden on gravel in the past. It was also faster than my road bike as I would have to ride much more gingerly over rough surfaces than I can with the Checkpoint.

My opinion is the gravel bike is not a passing fad. It is here to stay. It is simply way too versatile of a package to be ignored. It may not be as quick as a road bike, or beefy enough to take on serious off-road riding, but it can handle a wider variety of conditions more efficiently than either type. I also believe that gravel bikes could represent the future of the public safety bicycle. The only modification the Checkpoint would need to be an outstanding public safety bike is the incorporation of a flat handlebar instead of the drop bar.

A gravel bike as a public safety bike? On first blush, the statement may seem preposterous. However, when considering all the features a public safety cyclist needs from their bicycle, the Checkpoint has them all: practical frame geometry, rugged construction, heavy load carrying capacity, wide range of usable gears with an emphasis on the lower gears, and hydraulic disc brakes. And, it is comfortable over the course of long hours in the saddle.

While the mountain bike has always been the basic platform for the public safety bicycle, we continue to see the specifications and design of mountain bikes deviating further away from the type of bicycle that is needed by public safety riders. We're seeing bicycle geometry changing to accommodate long travel forks that are virtually impractical in the public safety role and gearing that is optimized for off-road riding, but not necessarily the best gear choices for the environment in which public safety cyclists typically operate.

Gravel bikes have far more in common with what is considered a "typical" public safety bicycle than many of the current mountain bike offerings. Except for the

*(Continued on page 27)*



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## Bicycles Belong in Disaster Response

by **Alain Gagnon, PCI #1342**  
Fort Myers (FL) Police Department

*Ed.'s Note: IPMBA was asked to assist with a study for Federal Highway Administration (FHWA) evaluating the use of bicycles for disaster response to include in a report to Congress. The following is an example of how bicycles continue to prove effective in the wake of a natural disaster.*

Following Hurricane Ian, we learned that the Sanibel Causeway had failed, and the only road connecting Saint James City, Pine Island, Bokeelia, and Matlacha had also suffered catastrophic damages. The only access to those areas was restricted to boats and helicopters.

We took our only boat first to Saint James City to help the Lee County Sheriff's Office with rescue and to bring in supplies. Later we were tasked with securing Sanibel Island at night.

One night we docked our boat in Sanibel. To our surprise, we noticed dozens of bicycles littering the parking lot near a boat ramp. We realized the bikes were left behind by residents who had been rescued following the storm. We met a Sanibel Police Department officer who was in a vehicle he had commandeered somewhere on the island. He told us that all emergency vehicles on the island had been flooded and rendered useless. My partner and I grabbed bicycles and went on patrol on the island. It was the fastest way to get around.

I realized in this situation that bikes were the most reliable and fastest to deploy. It took days to get vehicles into the island by barges and, later, the military arrived with Chinook helicopters. Bikes can be quickly loaded onto boats and deployed for search and rescue only hours following a storm.

*Alain is a 20-year veteran of the Fort Myers Police Department. He has served as a bike officer and on the marine unit for 14 years. He was certified as an IPMBA Police Cyclist in 2009 and as an IPMBA Instructor in 2012. He can be reached at [agagnon@fmpolice.com](mailto:agagnon@fmpolice.com).*

## Panama City Police Department Uses Bikes to Check on Residents Post Hurricane Michael

by **Megan Bell, WJHG/WECP Channel 7 News**  
November 8, 2018

*Ed.'s Note: Jon Constantino, PCI # 1872, was certified as an IPMBA Police Cyclist in 2006 and as an IPMBA Instructor in 2019. He is currently employed by the Panama City Airport Police Department and can be reached at [cliveneo@gmail.com](mailto:cliveneo@gmail.com).*

Some Panama City Police Officers opened up about the first few hours after Hurricane Michael.

Many roadways were impassible by car and that's why officers say they turned to their bicycles to check on residents.

Officer Jon Constantino and Sergeant Dusty Patterson say it was a rocky ride but they were determined to make it to the Cove and Glenwood areas.

They say as soon as the wind calmed down, they biked for hours going door-to-door, but it wasn't just police officers helping residents, it was people helping people.

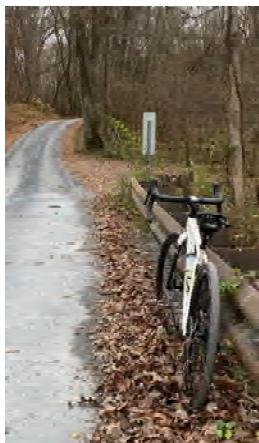
"We had people come out to us offering us to come inside, 'hey you want something to drink, some water, do you want something to eat'," Panama City Police Officer Jon Constantino said.

"The people that typically avoid us were stopping in the road and offering us water and you know, we were trying to offer them water," Panama City Police Sergeant Dusty Patterson said.

Both Constantino and Patterson rode the storm out at the police department which sustained heavy damage.

If the need ever arises again, they say they won't hesitate to grab their two wheels and roll through local neighborhoods to make sure residents are safe.

Watch the video: <https://www.wjhg.com/content/news/PCPD-turns-to-bikes-to-check-on-residents-post-Hurricane-Michael-500094662.html?jwsourc=cl>.



## Gravel Bikes: The Future of Public Safety Cycling?

*(Continued from page 25)*

drop bar, every component on a gravel bike meets what is generally considered the standard for public safety bicycles. To that end, I've shared my ideas with the public safety representative at Trek. IPMBA industry partners and members, if you're interested in pursuing it, contact me at [onyxsax@aol.com](mailto:onyxsax@aol.com).

Only time will tell if my prediction about gravel bikes being utilized in a public safety role comes true. In the meantime, if you're looking for a great off-duty ride, gravel bikes are most certainly worth considering. I'm having an absolute blast with mine.

*Gears & Gadgets is a blog written by David Cohen #1116. The advice and opinions in this column are solely the author's and should not be interpreted as IPMBA mandates or recommendations unless explicitly stated. About the author: David Cohen is a 15-year volunteer with the Maryland-National Capital Park Police. When he isn't riding or tinkering with bicycles, David can be found tinkering with vintage cars or his collection of 19th and early 20th century musical instruments. An avid historian, David enjoys researching and writing as well. He can be reached at [onyxsax@aol.com](mailto:onyxsax@aol.com).*

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# IPMBA Remembers

## CHRISTOPHER D. FITZGERALD

Temple University Police Department, Pennsylvania

End of Watch: Saturday, February 18, 2023

### BIOGRAPHICAL INFO

Age: 31

Tour of Duty: 11 years, 9 months

Badge Number: 2362

Sergeant Chris Fitzgerald was shot and killed while struggling with a suspect near 1700 W Montgomery Street in Philadelphia at about 7:30 pm.

Sergeant Fitzgerald was patrolling the area when he saw three masked individuals in dark clothing standing in an area where several robberies had recently occurred. As he exited his patrol car to speak to them, all three fled on foot. He pursued one of the subjects and began to struggle with him in the 1700 block of W Montgomery Street. The man produced a handgun and shot Sergeant Fitzgerald multiple times.

The subject then attempted to steal Sergeant Fitzgerald's duty weapon, belongings, and patrol car before carjacking a citizen several blocks away. Sergeant Fitzgerald was transported to Temple University Hospital where he succumbed to his wounds.

The man who shot him was arrested at his home in Bucks County early the next morning. He

### INCIDENT DETAILS

Cause: Gunfire

Weapon: Handgun

Offender: Charged with murder

was charged with the murder of a law enforcement officer, robbery, carjacking, and several other offenses.

Sergeant Fitzgerald had served with the Temple University Police Department for 16 months and previously served with the Philadelphia County Sheriff's Office for two and a half years. He also served with the Sugar Land Police Department (Texas) and as a Lehigh County Corrections Officer. He is survived by his wife, four children, mother, father, sister, and brother.

Sergeant Fitzgerald attended the IPMBA Police Cyclist Course in Philadelphia in June 2022. Instructor Dave Dager described him as "one of the best", and Instructor Rossman Shaffer called him "an extremely skilled Police Cyclist". In the words of Temple Lt. Russell Moody, he was "an extraordinary individual".

He was posthumously promoted to the rank of Sergeant.

Source: *Officer Down Memorial Page* ([www.odmp.org](http://www.odmp.org))



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# IPMBA Remembers

## NEIL PYNE BLACKINGTON

November 5, 1954 - February 7, 2023



*Ed. 's Note: Neil was certified as an IPMBA EMS Cyclist in 1999 and as an EMS Cyclist Instructor in 2000. He served on the IPMBA Board of Directors from 2005-2010, as EMS Coordinator and Vice President. He taught at every IPMBA Conference from 2001 through 2010. He returned in 2014 to deliver the keynote address about the Boston Marathon Bombings, with an emphasis on the Boston EMS Bike Team response.*

*Neil taught IPMBA Courses throughout New England, assisting other agencies with establishing bike teams and mentoring future instructors. He gave generously of his time and energy to IPMBA and its members, and we are grateful.*

**T**oss a rock into a body of water and it will create countless ripples of impact. Neil Pyne Blackington, 68, of Boston, Massachusetts, was a “rock.” The ripples of his life as a husband, father, and First Responder will continue to impact those he knew and many he will never meet because of his drive to aid, train, and protect others.

Neil passed away in the early hours of Tuesday, February 7, 2023, in Columbia, Missouri, away from his beloved city of Boston. He was born on November 5, 1954, in Boston, Massachusetts, to Chandler and Dorcas Blackington, who preceded him in death. He graduated from Concord Carlisle High School in 1973 and went on to a life dedicated to public safety and service. After he retired from Boston EMS in 2017, he and his wife, Angela Blackington, moved to Poland, Maine. A short time later, he was diagnosed with Lewy Body Dementia, a disease whose grasp quickly robbed him of retirement travel, volunteer ski patrol in the mountains of Maine, and growing old with his family. Neil and Angela relocated to Missouri to be near her family for his support and care.

Neil’s public safety career began in high school serving at the First Aid Station for Walden Pond in Concord, MA. His first ambulance job was with Corcoran Ambulance Service. Neil transitioned to a career in Public Safety for the next 40 years. Neil’s father, Chandler, was a role model of sacrifice and service to his son. The father and son duo served as American Red Cross Volunteers and Volunteer firefighters in Vinalhaven, where he worked alongside the Vinalhaven Ambulance Service.

Neil’s primary concentration and contribution as a public service worker were his 38+ years with the City of Boston’s Emergency Medical Service.

After a lifelong commitment to the Brown and Gold, Neil retired in 2017 as Deputy Superintendent for Boston EMS. In addition to his regular duties, Neil served as the Aero-Medical Officer for the International Olympic Committee at the XXI Olympic Winter Games in Vancouver BC (2010), and XIX Olympic Winter Games in Salt Lake City UT (2002).

Neil also performed duties at numerous Boston celebrations, which included Super Bowl parades for the New England Patriots (2002, 2004, 2005, 2015, 2017), the World Series Parade for the Boston Red Sox (2004), and the Boston Bruins Stanley Cup Parade (2011). Neil also served as the Lead Emergency Medical System Liaison Officer to the United States Secret Service Multi-Agency Command Center during the Democratic Party National Convention in 2004.

Neil was a consummate learner dedicated to receiving training and passing along his knowledge as a certified instructor. He presented at international, national, state, and regional EMS and law enforcement conferences in various disciplines. His mastery in multiple areas allowed him to lend his voice to different papers, authorships, and presentations. He was an official reviewer of Homeland Security-Principals and Practice of Terrorism Response, American College of Emergency Physicians Tactical Medical Essentials, American College of Orthopedic Surgeons Behavioral Emergencies and Crisis, National Ski Patrol Outdoor Emergency Care textbook, 5th edition. He also published writings in many other Police, EMS, and Homeland Security and trade magazines.

The International Police Mountain Bike Association was extended family for Neil. He served as a certified instructor, a member of the Board of

*(Continued on page 32)*

# IPMBA Remembers



*(Continued from page 31)*

Directors, and Vice President of the Association from 2008-2010. He was presented with the award for Best Overall Student in his Instructor Course in 2000.

He utilized his knowledge to establish the Boston EMS Bike Team and served as its Technical Advisor.

As a zone commander during the Boston Marathon in 2013, Neil was onsite at the tragic Boston Marathon Bombing. In 2014, dressed in full uniform before the International Police Mountain Bike Association, Neil delivered the keynote address about the Boston Marathon Bombings, emphasizing the Boston EMS bike response.

On the slopes, Neil served as part of the National Ski Patrol. In Massachusetts, he was part of the ski patrol at Nashoba Valley, Crotchet Mountain, Bradford, and the Blue Hills Ski Area. Neil was a nationally certified instructor for Outdoor Emergency Care with various Ski Patrol programs.

Neil served as an Adjunct Faculty Member and Consultant for the New Britain CT Emergency Medical Services. Neil's relationship with New Britain EMS began in 1999 when he stepped into a role to develop a big brother-little brother relationship between Boston EMS and New Britain EMS. He quickly became a

highly regarded colleague to the entire New Britain organization. His knowledge and Human Resource skills in reading people helped them learn in a non-threatening manner.

Bruce Baxter of the New Britain EMS said, "He endeared himself as a trusted colleague with his master of knowledge, dry sense of humor, and judicious use of body language to

communicate select points. Our team appreciated that Neil was down-to-earth, professional, inquisitive, humble, balanced, and a fair leader. He was a quiet guy who did his job without fanfare, shied away from the media, gave credit where credit was due, and a man who truly cared when talking to a person."

Neil was a member of the International Tactical Emergency Medical Services Association and provided knowledge as an instructor, evaluator, and consultant. Neil and Angela volunteered their time to plan and facilitate multiple events. They enjoyed meeting teams from around the world and gathering with them each year to reconnect. Neil met Angela at an APCO-sponsored Advanced Fire Dispatcher Instructor course and it was their passion to serve together where their skill sets could be used.

When Neil was not working or volunteering, he enjoyed traveling, photography, and his beloved Vinalhaven Island, where he spent every summer as a child. He enjoyed introducing his family to the island and sharing it with his children every summer. He always checked in with the Vinalhaven Fire & Rescue to pick up a pager and respond to calls on vacation. He loved the local camaraderie of folks "from away" assisting those who handled the scene year-round.

He helped with many outdoor events for Eldercare, his Pleasant River Chapel, and for many years participated or guided participants in the Biathlon "Around the Island," raising funds for the Emergency Service Teams. Most of all, he loved connecting with people at the restaurants and diners where cell service didn't interrupt his meals.

Neil and Angela loved searching for hidden gold at barn sales, yard sales, and the random roadside sale that caught their eye. They dreamed of doing the longest yard sale excursion from Michigan down to Alabama when he retired from Boston EMS. They often laughed about the size of the truck they would need to rent for the treasures they would find. Neil enjoyed traveling for work and pleasure.

Neil is survived by his wife Angela Blackington, former wife Elizabeth Friedlander, daughter Lauren Blackington and husband Keegan Hellweg, son Jordan Blackington and fiance Emmerly Bates, and daughter Jordawn Moses. He also leaves behind three granddaughters, Amelia Hellweg, Nina Hellweg, and Milly Moses. He is predeceased by his parents Chandler and Dorcas Blackington.

In lieu of flowers, the family requests donations for the Vinalhaven Ambulance Service in Neil's honor. A Go-Fund Me link has been established: <https://gofund.me/d4c87045> or checks can be directed to Vinalhaven Ambulance Service, 19 Washington School Road, Vinalhaven ME 04863.





# IPMBA Remembers

## ROBERT FRANCIS (BOB) CARSON

April 5, 1934 - January 14, 2023

**R**obert Frances (Bob) Carson, 88, of Towson, Maryland, passed away on January 14.

Bob was born on April 5, 1934, in Buffalo, New York, to his parents Harold and Louise Carson.

Bob grew up in Buffalo and graduated from the University of Buffalo with a teaching degree and served in the U.S. Army as a medic. He also earned his Master's degree from Niagara University in Lewiston, New York. He spent most of his career teaching physical education in Baltimore County, Maryland.

Truly passionate about fitness and the outdoors, Bob dedicated much of his free time to cycling, hiking, canoeing, skiing and traveling. He was a long-time member and served as president of both Mountain Club of Maryland and the Baltimore Bicycling Club. He was also the route planner for Cycle Across Maryland and other rides, strewing his

green-and-orange arrows all over the state of Maryland and into Pennsylvania. He was well known in the community as the man with the white beard who rode his recumbent bike all around Baltimore County.

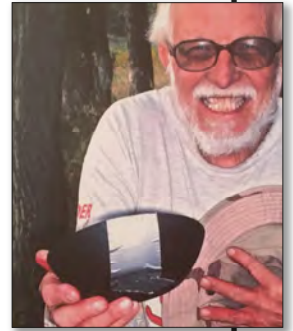
Fondly nicknamed, "Uncle Funny" for his hearty laugh and silly jokes, Bob was active and lively even in his later years. Shortly before he passed away, Bob was the life of the party at a holiday party for the Baltimore Cycling Club.

After serving as a board member of the then-League of American Wheelmen (now League of American Bicyclists), Bob was hired as the route planner and events coordinator for events such as GEAR (Great Eastern Area Rally) North and South, Rally West, Tour du Port, and Bike to Work Day (when the League was headquartered in Baltimore). In 1997, Maureen Becker joined the League staff as Events

Director. Although more than 30 years her senior, Bob warmly welcomed her as his "boss" and quickly became her mentor. He introduced her to the world of cycling and cycling events and the importance of having ice cream available daily.

Bob was preceded in death by his parents Harold and Louise Carson and his brother Donald Carson. He is survived by his sisters Mary Lou Wilson and Jeanne Tate, and their husbands and children, as well as his sister-in-law Denise Carson.

He leaves behind legions of former students, friends, colleagues, and fellow outdoor enthusiasts who benefitted from his instruction, mentorship, and volunteerism.



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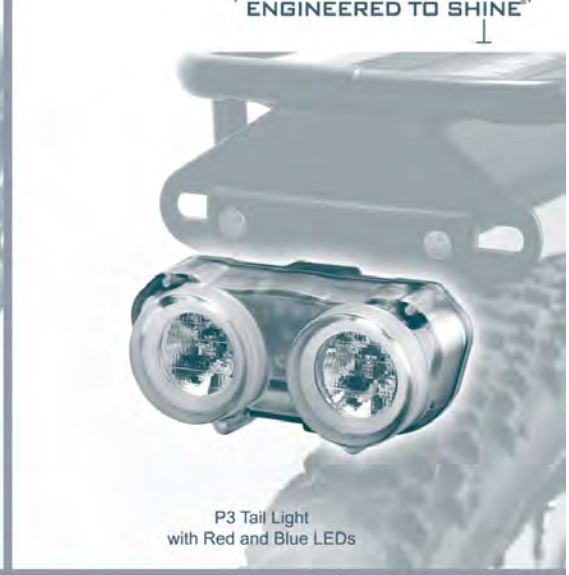


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## MEMBER NEWS

# Listen to Your Body

by Jason Hunt, PCI #1639  
North Carolina State Parks-North  
Carolina Museum of Art Police

I wanted to share this with you. I read both the articles in the *IPMBA News* about “listening to your body”.

On March 1, I started having difficulty chewing food and controlling my left eye. I went to the emergency room and stayed in the hospital for a few days. It appears I had a small “blip” (doctor’s word) in the back side of my right brain.

One of my brain vessels closed, momentarily restricting blood and causing minor bruising. My whole body was analyzed and my heart, kidneys, and lungs are all fine and clear. The week before I had been doing bike patrol all week, 10 miles a day.

I am home now, recovering with just a little droop in the left side of my face. I can return to work in about a week. Thank you, Joseph and Matthew, for sharing your stories. Those articles and me listening to my body probably saved me from further damage.

## ≡ IPMBA Members on the Move

Alan Beadle, Sylvania (PA) Police – Retired, now a trainer for OH Dept. of Public Safety, Division of School Safety

Ron Burkitt, Hilliard (OH) Police – Retired

Brian Custard, San Antonio (TX) Park Police – Retired

Dave Dager, University of Pennsylvania Police – Retired

Christopher Davala, Maryland State Police – Retired

James Elliott, Connecticut DMV – Retired (again)

Robert Hatcher, Delaware (OH) Police – Retired; now Crisis Systems and Training Coordinator for Delaware-Morrow Mental Health Recovery Services Board

Kevin Keiffer, Dublin (OH) Police – Retired

Bill Mack, Pierce Transit (WA) Public Safety – Relocated to California

George Rasch, Lakewood (OH) Police Department – Retired

Jason Reed, Sarasota (FL) Police – Retired

Neill Rhodes, Bellefontaine (OH) Police – Retired

Mitch Robinson, Omaha (NE) Police – Retired

Rose Steagall, Franklin (TN) Police – Retired

Adam Winkelmann, Texas A&M Police – Now an investigator with Child Protective Services

# Look Around Once in a While

by Thomas Zermeno, PCI# 190T-B/EMSCI# 412T-B  
Norman (OK) Police Department  
IPMBA Board: Education

*“Tell me and I forget. Teach me and I remember.  
Involve me and I learn.” — Benjamin Franklin*

Providing an experience for our students that involves them is what helps them attain the highest degree of learning. This is what we do. But how do we do this within the confines of a week (or less)? As usual, I must turn to movie quotes that inspire me. To set the mood, picture the scene in *Ferris Bueller’s Day Off*, when he is convincing Cameron to let him take the 1961 Ferrari 250 GT California (*Bow Bow*) *Oh Yeah (Chick Chicka Chicka)* for a drive. Remember what Ferris said to Cameron? *“It is his fault he didn’t lock the garage.”*

First, prepare for the class and capture the interest of your students. Prepare so that on the first day, you are not doing roll call, repeating: *“Bueller...Bueller...Bueller.”* Gain your students’ attention by explaining and/or illustrating the class expectations. Show them a video of past classes so that they can be better informed of what they actually signed up for. Utilize the videos of previous conferences and competitions that are posted on the IPMBA YouTube channel (<https://www.youtube.com/user/IPMBAvid>). Let them know they will be doing something fun. Make sure you follow through with your plan, but also be prepared to adapt to changes.

Next, plant the seed of excitement. *“The question isn’t, ‘what are we going to do?’. The question is ‘what aren’t we going to do?’”* Tell them they are going to be doing all of the things that people said weren’t possible and should not even be attempted. Let them know you are going to guide them in the way of the “bike ninja” so that they, too, will attain the status of “high master”. Many people wonder why it takes 40 hours to complete a bike school. They may think, *“Isn’t it just riding around in circles on a bicycle?”* No, it is so much more than that! It will be like *“[seeing] the whole city, [seeing] priceless works of art, and [eating] pancreas.”* And, of course, singing *Twist and Shout* during a parade.

Then, set the expectation that the weather is likely to change and, if it does, how you will adapt. The students may think, *“How could I possibly be able to handle [class] on a day like this?”* The ever-changing weather can become an element of your training, enabling you to prove that, even in the worst of circumstances, the bike ninja will still prevail. This reminds me of a certain Instructor-Trainer who sent me video of him riding the slow box in the midst of a pile of hail. It looked impossible, but he demonstrated that the skill could still be done. Now, I am not advocating that you plan a school in the middle of a Sharknado just for fun. I am simply saying that you should

let the students know that even if the weather presents a challenge, you will all overcome it together. AND don’t call the school on account of rain. Get out there with them and embrace it (within reason, of course). After all, they may have to ride in the rain or snow while on duty.

Finally, plan your road ride route to have elements of both education and fun. Remember: *“Life moves pretty fast. If you don’t stop and look around once in a while, you could miss it.”* We are not trying to race our bicycles to our next location, and we aren’t trying to break land-speed records. We are providing an experience. For example, the route that I incorporate into all of my basic courses follows a multimodal path known as “Legacy Trail.” It starts out at Legacy Park, where there are ramps, stairs, boxes, lock-to-

locks, etc. We ride around the park during our warmup, we provide real-world experience from the class, and we play.

The trail then takes us down a path of the history of my city, past statues like that of James Garner (*Maverick*, *The Rockford Files*, many movies), to our train depot, and through dioramas that depict such scenes as the original settlement of the city and when the OU stadium was first built. This path continues through our historic downtown and into our entertainment district of Campus Corner. Over the course of the day, we cover about 20-25 miles (32-40km), but none of the students realize how far we have ridden because they are

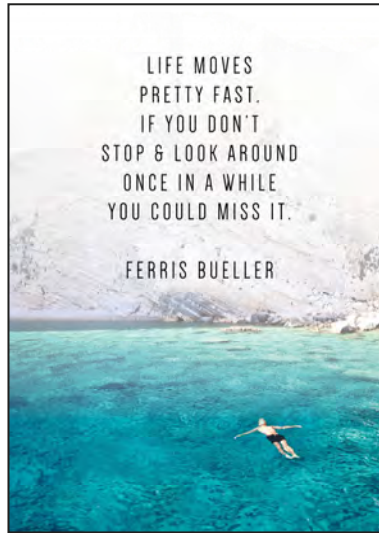
too busy looking around.

I leave you with this: failing to prepare is preparing to fail. If you do not have it set up in advance, your delivery will not be quite as good as it should be. Plant the seeds of excitement in your students and assure them that you will do your best to keep them safe, regardless of the weather.

Don’t move too fast; take time to enjoy the class by taking a look around more than once in a while. If you have fun, so will your students. Most of all, do not leave them thinking, *“we haven’t seen anything good today”*. If you have provided them the highlight of their week, they won’t want to leave, and you will be saying: *“You’re still here? It’s over! Go home.”*

For more ideas on how to spice up your classes, check out the Instructor Resources tab on the IPMBA website and the instructor-only video library on YouTube.

*Thomas joined the Norman Police Department in 2009. He is currently assigned to the night shift patrol and is the training coordinator and instructor for the bike team. He has been active with IPMBA since 2011, after taking the IPMBA Police Cyclist Course. He was certified as PCI in 2013 at the IPMBA Conference in Baton Rouge and cross-trained as an EMSCI in 2017. He became an Instructor Trainer in 2019, attended the Bicycle Response Team Training in 2020, and was BRT Instructor certified in 2021. He currently serves on the IPMBA Board of Directors as At-Large member overseeing education programs. He can be reached at [Thomas.Zermeno@yahoo.com](mailto:Thomas.Zermeno@yahoo.com).*





# Tips for Fun and Successful Electric Bicycle Use

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

**E**lectric bicycles (e-Bikes) are certainly fun and enable riders to do many more things on a bicycle that one may not be normally able to do – especially people limited by age, fitness, or ability. They are faster, heavier, and less nimble than “conventional” (human-powered) bicycles. The power assist is a major plus, but, “with great speed, comes great responsibility!”

Here are some tips for fun and successful e-Bike use, on- and off-duty.

## First: The Basics

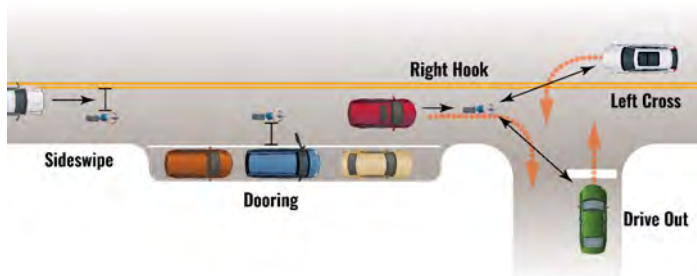
- Know the class of your e-Bike (Class 1, 2, or 3) and only ride legal e-Bikes.
- Research and adhere to the local, state, and federal laws for operating an e-Bike (*user, equipment, and access requirements*), whether on- or off-road.
- Learn how to operate your specific e-Bike, including the electric motor, rechargeable battery, support/assist modes, etc.
- Follow the rules of the road and/or off-road facility rules.
- Read your owner's manual and ask your dealer to answer any questions.
- Wear safety equipment, including bicycle helmet (rated for e-Bike use, if possible), eye protection, and cycling gloves.
- Use active and passive lighting, wear Hi-Viz/reflective apparel, install a bell or horn, and perhaps a mirror.
- Keep your e-Bike well maintained and clean.

## Next: Get to Know the E-Bike Traffic Environment

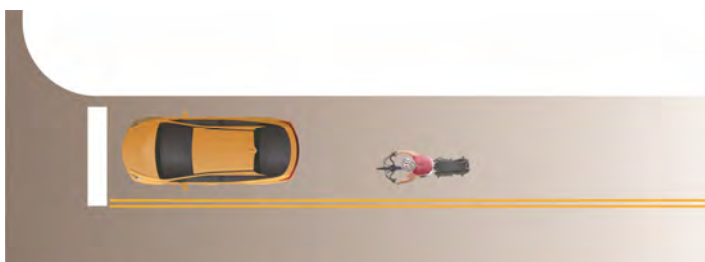
*Sight lines:* Yours, motorists, and other roadway users will differ when on an e-Bike vs. a conventional bike.

*Door zones:* Avoid them! Stay at least five feet/1.5 meters away from parked/standing vehicles.

*Hazards and conflicts associated with higher-speed riding:* You will reach them much faster and will need enhanced bicycle-handling skills to evade them; try to avoid them in the first place.



Motorist-caused bicycle crash types and road position to avoid such crashes.



Queuing distance behind a car on a conventional bike.



Queuing distance behind a car on an e-bike.

*Blind spots, especially around trucks and buses:* Read this article for your safety: <https://ipmba.org/blog/comments/what-cyclists-need-to-learn-about-trucks>.

*Common motorist mistakes caused by underestimating an e-Bike rider's speed:* A motorist may assume an e-Bike rider's speed due to their riding position, wearing of street clothes, and lack of apparent exertion.

*Motorist-caused bicycle crash types and road position to avoid such crashes:* Be on the lookout for these situations and position yourself accordingly.

*Increase the queuing distance when stopped behind motor vehicles:* This will give you more room to maneuver and reduce the risk of unexpected lurches when starting.

*Always ride safely and legally, both on- and off-road.*

E-Bikes are expanding the ways in which many people commute and recreate on two wheels. They are making their way into public safety fleets at a rapid pace. Getting to know your e-Bike and learning how to ride it — and teach others — will enhance the safety and enjoyment of all road and trail users.

Images courtesy Cycling Savvy.

Clint joined IPMBA in 1994. He has conducted various workshops at the 2006, 2007, 2018, 2019, and 2022 IPMBA Conferences. He serves as a member of IPMBA's E-Bike Task Force and assisted PCI Erik Pearce with instructing the E-Bike Training Module Course at the 2022 Conference. Clint remains an active CA POST Bike Patrol Instructor, 28 years and counting. He has taught, presented, authored, and consulted on e-Bike content and training to law enforcement and governmental officials, and the cycling community and industry both in California and nationally. He runs errands, trains, instructs, patrols, and races on e-Bikes (e-MTBs). He can be reached at [clint.sandusky@gmail.com](mailto:clint.sandusky@gmail.com).

*(Continued from page 1)*  
 paths, and other local facilities. By creating a snapshot of the specific neighborhood, town, or city, the Traffic Garden enables riders to learn how to navigate within their own communities more effectively. When used for structured programs, the process will guide all skill levels with appropriate assistance and a mixture of fun! If it is permanent, it is accessible at all times, for both instruction and play.

Traffic Gardens present public safety personnel with an incredible chance to get involved with the community, impact young riders' view of riding with traffic, and help them understand what they need to do to enjoy the ride. Instead of "Must Do", the message becomes a more positive "How To."

For more information and resources, including traffic garden guides and tool kits, visit Discover Traffic Gardens at <https://www.trafficgardens.com/resources>.

### How Traffic Gardens Can Teach Children to Safely Navigate Active Transportation Methods

Active transportation is beneficial for the environment; individual health; equitable and inclusive access to employment opportunities, amenities and rich resources of a region; and sense of community well-being and belonging. Bicycling, in particular, is a lifetime activity that provides enhanced mobility, independence and enjoyment.

Early life influences profoundly impact patterns of behavior. Children who engage in physical activity are more likely to engage as adults and to remain healthy into their adolescence. Yet, as a function of age and ability, children are less independent and are physically and cognitively more vulnerable. Further, they can behave impulsively, have difficulty self-regulating, be distracted from tasks, and are challenged with spatial discrimination. Many lack reading ability, English proficiency, or warning directives/symbol recognition.

While streets and public places should be a right and accessible to all, there are inherent safety issues in the built environment. Yet, children have great capacity for curiosity and learning

through experience. It is, therefore, imperative that children engage in transportation activities in a safe space that will enhance their knowledge, awareness, access to opportunities, independence and well-being across their lifespan. Key to student learning is involvement in appropriately challenging play in settings that imitate real situations and are personally relevant.

### Traffic Gardens as Safe Spaces for Learning and Play

Traffic gardens (also known as safety towns/villages/cities or traffic parks) are miniature city streetscapes with a network of reduced-sized streets, scaled traffic elements (e.g., roundabouts, directional traffic patterns, intersections, parking spaces, food truck spaces) and appropriate signage. As community amenities, these often are constructed on underutilized parking lots, community spaces, recreational facilities and park grounds, and school playgrounds.



Traffic gardens provide small worlds in which children can learn about traffic rules, safe navigation of cities, resolution of conflicts, and how to appropriately handle interactions with other travelers on the roadway. Children are able to walk, maneuver motorized wheelchairs, ride bikes, steer scooters, drive pedal cars and negotiate a community of their own in these spaces.

Sheila Hensley, a pre-kindergarten (pre-K) teacher at Aiton Elementary School in Washington, D.C., says: "Children in D.C. are cognizant as 3-year-olds about traffic. Some 4- and 5-year-olds ride the bus alone; they are already navigating the streets at a very early age, so the traffic garden is very important to start at a young age." In addition, traffic

gardens serve as safe, reality-based spaces for imaginative, creative, dramatic and risky play, and provide opportunities for enhanced risk competence, resilience, well-being and a more complete understanding of the environment.

The focus on traffic safety education for children emerged in the United States in the 1920s, with school-based road safety essay contests and the formation of school safety patrols. These school-based models became insufficient in a period of rapid adoption of motor vehicle use and an increase in child roadway fatalities, and precipitated innovations, such as safety towns. The first recorded traffic garden in the world was installed in Mansfield, Ohio, in 1937, initiated by a local patrol officer. Shortly thereafter, the Model Traffic Area No. 1 was developed in Tottenham, United Kingdom (UK). It was a more sophisticated project, publicly funded, and received widespread attention.

Subsequent plans for a series of similar facilities around the UK were derailed by World War II, while in the United States, this community-based idea was highlighted in the media and spread through local champions. By the 1960s and into the 1980s, momentum was fostered through the National Safety Town Center, which also produced curriculum and program materials. By this time, many facilities had become much more elaborate, featuring actual streets, curbs, buildings and operating traffic signals. Children were brought to safety towns as part of school activities and learning opportunities were generally led by local police officers. Families visited as tourist destinations and locations for play and recreation.

Today, traffic gardens are "sprouting" all over as a result of an enhanced societal focus on equity, inclusion and access within communities; environmental sustainability (and creative repurposing of under-utilized or ill-maintained asphalt); the need for active transportation; and the availability of improved installation materials for new sites.

*(Continued on page 39)*



(Continued from page 38)

## Traffic Garden Case Study: Washington, D.C. Public Schools

The “Mason Team” — consisting of George Mason University, Discover Traffic Gardens, Torti Gallas + Partners, Safe Routes to Schools National Partnership and Washington Area Bicyclist Association — engaged in a multi-faceted project, funded through the District Department of Transportation (DDOT) Vision Zero grant, and focused on the design, construction and installation of two traffic gardens at a public elementary school in Northeast Washington, D.C., (an urban, under-resourced, majority Black jurisdiction). The Mayor’s Vision Zero initiative focuses on reducing, and ultimately eliminating, transportation fatalities and serious injuries in the District of Columbia.

Through a series of charrettes (i.e., concept design workshops), more than 130 students, teachers, families and community members lent their voices to the collaborative design of the traffic gardens, thus creating ownership of their space. The Mason Team then refined the design, purchased key traffic garden elements, and oversaw installation of the traffic gardens and programming of celebratory activities. “We involved the community; we involved the students that participated in laying out what they thought their traffic gardens should look like. We did the same for parents, inviting them in so that they [could] share what they envisioned. But having it back there [behind the school]... everyone benefits,” says Dr. Marierose Mbinack, manager, health and physical education at District of Columbia Public Schools.

Curricular materials and activity kits (including mini lessons, felt boards and characters, a song, and teacher training

documents) were developed and provided to teachers to facilitate dramatic play in the pre-K classroom and encourage challenging free play in the outdoor traffic gardens. All materials were carefully crafted to be developmentally appropriate and model culturally sensitive practices.



Pre-K students learned about transportation networks, safety awareness in the built environment and risk competence, as well as gaining familiarity with use of balance bikes. These activities provided scaffolded learning for children who will develop into second graders required to participate in a comprehensive District of Columbia Public Schools bike education program, “Biking in the Park.” For current second graders, the traffic gardens served as a bridge from the classroom instruction to the end-of-session five- to six-mile bike ride on D.C. streets to a local park.

Key to the success of this project was an engaged team of stakeholders, collaboration with the DDOT, D.C. Public Schools and school personnel, and intentional and ongoing interactions with the school communities. This was achieved through school events, activities to engage the community members in production of felt boards for lessons, volunteer action within the schools, and celebrations surrounding ribbon-cutting ceremonies.

Engaging children and the community in design of the traffic gardens empowered them as civic-minded agents of change and impacted their collective well-being. “During COVID, the traffic garden installations provided an ideal way to get kids outdoors, practice biking and bike safety, and interact as a community, while maintaining social distancing, mask-wearing and adherence to COVID protocols,” says Lauren Hassel, former Safe Routes to School coordinator for Arlington (Virginia) Public Schools. “The traffic gardens also allowed families to re-connect.”

Development of these traffic gardens was found to change community perceptions of safety and the built environment. This is critical to whether children spend more time playing, interacting in the environment, or walking or biking to school. Creative and challenging play, as well as physical activity, contribute to children’s cognitive, social and emotional development (e.g., enjoyment, conflict resolution, resilience, problem solving, self-confidence and independence). Further, exposing children to traffic gardens as high-value and safe learning and play spaces will help them better maneuver the built environment and engage in active transportation, as well as ensure patterns of enjoyment, healthy behavior, improved equity through access to the resources and amenities of their community, inclusivity, overall well-being, and sense of belonging. The traffic gardens serve as a mechanism for creating a better world, one child at a time.

*Ellen Drogin Rodgers, Ph.D., is Associate Dean, College of Education and Human Development at George Mason University. Fionnuala Quinn, B.E., is Director at Discover Traffic Gardens. Rick Holt, M.S., is Co-Founder/Researcher at Early Childhood Mobility Coalition.*

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