

Spring 2012

# ipmba news

Newsletter of the International Police Mountain Bike Association



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

Vol. 21, No. 2

## IPMBA at 20

by Maureen Becker  
Executive Director

When IPMBA was founded in 1992, very few people had heard of the internet. Information was disseminated primarily through print media, and most communication took place via telephone (land lines!), fax, and written correspondence (sometimes even hand-written! Delivered by the U.S. Postal Service!). In the past twenty years, information sharing has changed dramatically. Today, most people have cell phones and other mobile electronic devices, and email and text messaging have become essential to personal and business communications. The internet is often the first place one consults when conducting research, making website an essential ingredient in organizational success.

In 1999, shortly after separating from the League of American Bicyclists, IPMBA launched [www.ipmba.org](http://www.ipmba.org). It quickly became



the essential online resource for matters pertaining to public safety cycling. It has remained so, becoming a repository for newsletter articles and product reviews, training materials, and other items of interest to both current and prospective members. While the website design and user interface need a more modern look and improved functionality, the information to be discovered by those who plumb its depths is astounding.

In 2000, IPMBA began posting a selection of articles from each issue of *IPMBA News* on the website. Over the years, a substantial archive has been established. Some of the articles still offer relevant advice, while others provide an historical perspective and may cause some readers to shake their heads in disbelief.

These articles do not, however, provide a look back to IPMBA's earliest days, when it was a fledgling organization, not sure of its future, but confident it would survive and thrive. For this, it is necessary to visit the archives for the early issues of *IPMBA News* that presently exist only as hard copy. This issue of *IPMBA News*, therefore, features one article from each year from 1992-1999.

As IPMBA celebrates 20 years as the premier training organization for public safety cyclists, and the foundation of all public safety bike training, *IPMBA News* offers a look back through the history of this remarkable association.

## Bicycle Response Teams Key to Success

by Maureen Becker  
Executive Director

In 2000, the Philadelphia and Los Angeles Police Departments made front page news with their successes during the Republican and Democratic Nominating Conventions. One of the most memorable articles was penned by columnist Bob Lonsberry. He wrote, "If God in his glory has an unrealized ambition, it is to be a bike cop in Philly. A gun on his hip, an embroidered badge on his chest, riding second row in a squad of Good Guys whipping down the street to keep the peace."

Just a few months later, at the 2001 IPMBA Conference in Cincinnati, IPMBA board member Don Hudson of the LAPD conducted a workshop introducing the tactics and techniques employed during the DNC. This was expanded into a pre-conference course at the 2002 IPMBA conference in Ogden, Utah. The Bicycle Rapid Response Team Training course, taught by members of the LAPD Bicycle Rapid Response Team, took Ogden by storm, causing citizens to stop and stare as the class rode through the streets, decked out in gas masks and riot helmets.

Over the next few years, news reports of bicycle response teams in action started to trickle into the IPMBA office. Multi-agency teams were deployed during the 2004 FTAA meeting in Miami, and again at the 2005 Organization of American States in Fort Lauderdale. In cities like Seattle,

*(Continued on page 22)*

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## Welcome Bernie Hogancamp, IPMBA President



**A**s I contribute my first column as your new president, it seems fitting that it comes in our retrospective edition. I'm a bit of a history buff, particularly American history, and I'm especially drawn to the stories of those individuals whose lives are intertwined with that history. The stories of those who helped shape IPMBA from its early

days as a part of the League of American Wheelmen — Mike Goetz, Allan Howard, Tom Woods, Kirby Beck — just to name a few, are woven into the fabric of IPMBA. Reflecting on their defining contributions brings to mind my own personal connection to IPMBA.

In 1993, I was fortunate to find one of the early IPMBA Police Cyclist courses offered in nearby Joliet, IL, by IPMBA instructor Dwayne Killian, PCI #031. Like so many others since, I couldn't imagine what we could possibly do for four full days of class. After all, I'd ridden bikes since my first Schwinn copertone Stingray (still my sentimental favorite) to my then-favorite Schwinn High Plains mountain bike. I was quite pleased by the quality and content of the instruction, and

Even more importantly, I was able to forge bonds of friendship in that class ... that I treasure to this day.

surprised by the level of challenge, particularly the 30-mile ride on the last day.

As the coordinator of our new bike unit, I attended the 1995 IPMBA Conference in Milwaukee. I arrived knowing no one, but soon felt right at home with officers from around the country and beyond. I came away with a sense that there was much more support for police cycling than I might have imagined. The defining moment for me came in 2001 with the challenge of the Instructor Course at the Cincinnati conference. Becoming an IPMBA Instructor set me firmly on the path to becoming an instructor in many other disciplines, as well as a great

second career in retirement. Even more importantly, I was able to forge bonds of friendship in that class and the following conferences that I treasure to this day.

I hope you enjoy this retrospective edition of the *IPMBA News*, and as we reflect on how our own personal histories are connected to IPMBA, I look forward to the honor of serving you into the future.

Stay safe...on two wheels and always,

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*"I applaud IPMBA for upholding a strong standard for participating in the IC."  
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### ipmba news

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

IPMBA Membership is \$55.00 per year.

**Interested in submitting an article?  
Interested in advertising in IPMBA News?**  
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Between 1992 and 1999, IPMBA evolved from an experimental program of another association into an independent, self-sustaining organization. The instructor cadre expanded from the first ten to include nearly 400, and EMS cyclists were brought into the fold. The *Complete Guide to Police Cycling* was published and the first printing quickly sold out. Hundreds of officers flocked to the annual conferences, from Las Vegas in 1992 to Chicago in 1999. A fraternity of public safety cyclists was set rolling. This retrospective offers a glimpse into the early days of bike patrol and IPMBA. *Pages 5-12.*

## Officers Declare Police on Bikes Conference a Success

*IPMBA News, Volume 1, Number 1, April 1992*

The 2<sup>nd</sup> Annual L.A.W. Police on Bikes Conference recently held in Las Vegas was a resounding success as more than 225 police officers from across the U.S. and Canada gathered for three days of seminars and demonstrations.

Hosted by the Las Vegas Metropolitan Police Department's well-known bike squad, the police officers were treated to a wealth of information ranging from training models to operating procedures to squad administration.

One highlight of the conference was a demonstration by the Las Vegas bike squad of tactics they use while patrolling "the Strip" and downtown areas of the city. Another highlight was a well-attended product exhibition featuring a wide variety of bicycles and accessories designed for police use.

The conference also marked the start of a division within the League of American Wheelmen (L.A.W.) for bicycle-mounted police officers. The division, called the International Police Mountain Bike

Association (IPMBA), offers a full L.A.W. membership, along with benefits specially designed for police officers. During the conference, the first IPMBA board was elected, and Allan Howard of Dayton, Ohio, was elected chairperson of the division.

Also elected to govern the new association were:

Officer Jessica Cummings (Oklahoma City OK; Vice-Chair); Sgt. Tom Woods (Denton TX; Secretary); Officer Gary McLaughlin (Sacramento CA, Newsletter Editor); Officer Gary Gallinot (Santa Monica CA); Sgt. Paul Grady (Seattle WA); Officer Scott Virden (Bel Air MD); and Officer Ray Wittmier (University of Washington).

### Setting an Agenda for IPMBA

One of the goals of IPMBA is to create and maintain a standard training method for officers. Even though policing by bicycle is no longer considered a fad, many states have not yet incorporated bicycle training programs into their police curriculum.

Because of this, we must unify ourselves and create a standard training program. If we do not create our own training program, this liability-conscious society will cause somebody else to do it for us, and odds are they won't be a cop or a bicyclist.

Membership in the IPMBA will give us the unification and the cohesion we need to set our own standards...

— *An excerpt from Allan Howard's first column as IPMBA Chair*

Vol. 1, Number 1 April 1992

### Officers Declare Police on Bikes Conference a Success

*Association for Bicycle-Mounted Police Officers Established*

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For more information about IPMBA you may contact Susie Jones at League headquarters. For a copy of the handouts distributed at the POB Conference please send \$23 (includes shipping and handling) to League headquarters.

### The Shocking Truth About Suspension Systems

by Lt. Greg Brickley  
El Paso Police Dept.

Suspension systems are every mountain biker's favorite subject. Bring up the subject and you are sure to provoke an argument that divides most bikers into two camps.

The pro-suspension school of thought is that suspension systems have two advantages: (1) increased comfort and, (2) they help keep the tires in contact with the ground. This translates into greater control and increased power.

The detractors say that suspension systems add excessive weight and change the geometry of the bike. They contend that your arms and legs are already an effective suspension system and the addition of shocks is not worth the \$300 price tag.

There are many different suspension systems, but most work on one of three systems. Aircoil shocks use air pressure as their "spring" and hydraulic oil forced through openings for damping. This allows for a wide range of adjustability to adapt to different rider weights and styles. They tend to be rider's shocks as they don't become active until the bumps come hard and fast.

The second type of system is the steel spring. They are often mated with an air coil mechanism.

Continued on Page Four

### Writers, Photographers, Contributors Needed

Aside from joining IPMBA, there are many ways in which you can get involved:

- Write articles for the bimonthly newsletter (send to Editor Gary McLaughlin, whose address is listed elsewhere in this newsletter) about topics of interest to bike officers: Training tips, Patrol tactics, Unique funding, Community involvement with bike patrol, Etc.
- Send photographs or slides of your bike unit in action (either patrolling or engaged in community service work) for use in the newsletter.
- Let us know about new units that are starting up
- Send clippings of newspaper articles about your unit.
- Submit proposals for presentations at future conferences.

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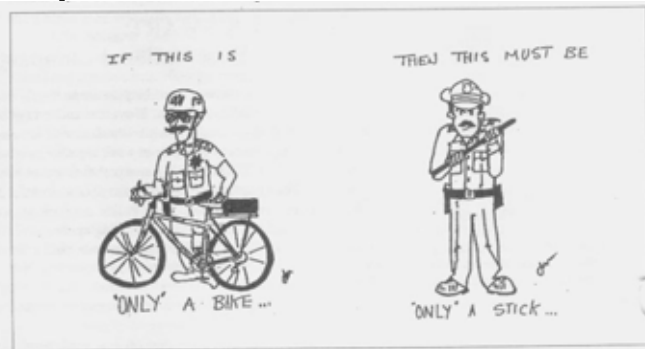


# October 1993

## Training for Bike Patrol Officers – Who Needs It?

by Sgt. Joe Martin  
Hayward, California, Police Department

**T**hrough the miracle of journalistic license, and in order to help illustrate a point, we find ourselves on a street corner in a major American city. The year is 1910. Meandering towards us in no particular hurry is a large man, well over six feet in height. It's hard to say exactly how big he is, since the tall navy blue helmet he wears adds several inches to his stature. (He likes the tall helmet because he can keep a flask hidden there.) His heavy blue wool coat sports two rows of brass buttons, and a sterling silver star is pinned over his heart. He whistles as he moves through the throng of pedestrians, nodding to merchants and other neighborhood regulars he passes.



The neighborhood children marvel as he expertly spins his nightstick at the end of its leather thong, flicking it back and forth, and bouncing it off the sidewalk. We move closer, and, being from the future and having an article to write, we throw caution to the wind, "Excuse me, Officer? How much training have you had with that impact weapon?"

"What the devil are you talking about?" retorts our turn-of-the-century peacekeeper, adding, "Now run along before I smack you but good! And don't let me be seeing you dressed like that on my beat again!" Shaking his head, the big cop muses, "Training indeed! It's a stick, fer cryin' out loud. If I see the likes of them again they won't be needing to ask if I know how to use it!"

The baton: no other piece of equipment has so obvious a purpose and is so basic in its operation. And there have only been a couple of modifications to the basic design in over a hundred years! In contrast with our turn-of-the-century friend, before today's officer is allowed to carry a baton on duty, several hours of training in not only baton technique, but appropriate and legal use of force must be completed. (Gee, and to think most cops can't even spin one decently!)

Another remarkably simple piece of equipment, and one with an equally obvious purpose, is the bicycle. Amazingly, some folks in our business who accept without hesitation the need for several hours of training in the basics of using something as simple as a 26-inch long piece of wood see no need to train bike patrol officers in the use of a machine having 21 speeds and multitude of moving parts. *Author's note: there is no recorded case of either an officer falling off his baton, or riding his baton into a parked car.*

So, for when you find yourself fighting for adequate training time, here is a list of the top ten

reasons police departments should provide both initial and ongoing training for bicycle officers (with apologies to David Letterman).

10. Officers who work on their bikes wear gloves and helmets that affect the way they handle and shoot their sidearm. Riding gloves are too tight to remove in a shooting situation. Range programs for bike officers need to reflect this.

9. Riding through city traffic to a violent crime in progress while listening to a police radio, arriving and taking a violent felon into custody without crashing, and thus hurting yourself or others, is not a skill developed riding on the bike trail with the kids on a Sunday afternoon.

8. Bicycles, being mechanical, break down. Often this occurs away from bike

shops, or during hours that the shops are closed. Knowing how to fix a flat or adjust a derailleur can put you back in service rather than having to wait for a ride to the station in a (yuck) patrol car.

7. Riding into tactical situations requires that you do something with an additional 30 to 50 pounds of bike accessories that don't fit on your gunbelt.

6. Officers exerting themselves all day need to be aware of the demands they are making on their bodies, and how to adjust their intake of food and fluids to remain healthy.

5. Police cyclists must ride down stairs, through traffic, on sidewalks, through parks, on terrain and through neighborhoods that other cyclists avoid like broken glass, all the while paying attention to more than "what a nice day for a bike ride..."

4. Traffic laws governing the use of bicycles are often misunderstood and wrongly applied by bicycle officers.

3. Lawyers

2. The slow speed maneuvering required to successfully dodge pedestrians on sidewalks and at special events requires a special set of skills.

AND, the number one reason that police departments should provide training to bicycle patrol officers:

1. It's more exciting than renewing your CPR certification.

Seriously, if your agency deploys bike patrol officers without adequate training, the first time an officer or civilian is hurt, you are more likely to become familiar with terms like "negligent failure to train", "negligent supervision", and "negligent entrustment". The failure of an agency to provide training for officers who will be using bicycles as a law enforcement tool opens both the agency and its supervisors to tremendous civil liability.

IPMBA News, Volume 2, Number 5, October 1993.

# June 1994



## “Just Write It” Policy Considerations for Bike Units

by Sgt. Joe Martin  
Hayward, California, Police Department

Cops like to be where the action is. The *real police* work patrol, SWAT, K-9, NARCS, and (drum roll) bike patrol. As bike units continue to pop up in agencies of all sizes, scores of caution-to-the-wind, action-loving bike coppers will be facing something terrible. Something they fear more than being alone in an alley at midnight with an armed three-time loser and no cover available. Something more scary than being interviewed by an internal affairs sergeant about “some video tape.” What is this fearsome monster? Writing a department policy, of course. Yep, most cops avoid administrative assignments like the plague. Well, fear not. You don’t think the Chief of Police wrote them all himself, do you? Nope, people like you did. And now it is your turn. Read on.

In well-established units, policies, procedures, or general orders (depending on what your agency calls them), are taken for granted. You can join the SWAT team, get assigned to NARCS, and transfer to detective without having to worry about (shudder) writing the policy manual for the new assignment. In a bike patrol unit, you may find the policies were established by the same folks who write ads for Nike: “Just Do It.” While this is encouraging advice when starting up a unit, once your unit is established, you may want to give some thought to writing a policy with a few more details.

Here are some reasons why:

- Everybody who had a bike as a child thinks they are an expert. Experts have opinions. After a crash is no time to find out your opinion is somewhat different than your captain’s. Opinions may also differ on training needs, comfortable uniforms, property room bikes, and equipment selection.

- A well thought-out and documented policy, written by real bike patrol experts, protects you from the whims of well-meaning but uninformed supervisors.
- Many legal issues related to cycling, such as which direction to legally ride on the sidewalk, are not settled in the courts. Do you, your department, the prosecutor, and the courts have the same understanding? Addressing this in advance helps to protect you from criminal, civil, and administrative actions.
- The Americans with Disabilities Act and how it relates to who is selected to ride bikes.

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### What is this fearsome monster? Writing a department policy, of course.

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Now that you’re convinced having a policy written by an expert (you) is a good thing, variety is the spice of life, and approaching policy writing is no exception (which is why this article is not just a sample policy with the agency name left off.)

Your first step is to find out, in some detail, how your particular agency writes orders. Is there one “bible” containing everything, or are the rules in several separate documents with names like

“policy manuals”, “rules and regulations”, “special orders”, “standard operating procedures”, “uniform regulations”, “standing orders”, or “commanders’ instructions”? There are philosophical, mechanical, and style differences too many to list or explore here.

Select a unit or program that has been in existence for some time. Motorcycle, canine, and equestrian units are good places to start. Read every order, rule, policy, specification, and procedure that governs that unit. Ask the cops and supervisors in that unit if there is any part of the policy they have found lacking. Using your existing agency policy as a format, make sure you cover the following points:

- Mission statement (downtown patrol, narcotics enforcement, special arrests, etc.)
- Chain of command
- Hours of operation
- Foul weather operation
- Funding (budget process or donations)
- Officer selection
- Medical screening
- Uniform needs
- Bike and equipment needs
- Prisoner transportation
- Training requirements, both initial and in-service
- Firearms qualification
- Safety equipment
- Solo or double patrol
- Radio communication and identifiers
- Maintenance
- Involvement in other bike issues (bike safety programs, rodeos, etc.)

IPMBA News, Volume 3, Number 3, June 1994.

*Ed.’s Note: Stay tuned for the new and improved model policies for police and EMS, which are being updated to reflect changes in technology and operations.*



# October 1995

## *Make Sure You Know What Training You're Receiving*

by Allan Howard, IPMBA Chair  
Dayton, Ohio, Police Department

I'm writing this just before going to Rochester, New York, with the rest of the board to prepare for the 1996 Police on Bikes Conference. Next year's conference promises to be the best conference yet, mainly because of all the hard work done by host agencies in the past and the work to be done by my fellow board members and the Rochester P.D.

While I am on the subject of training, I'd like to talk about an issue that came up recently. In the interest of the parties involved I won't discuss any one case in great detail but currently there are a few lawsuits out there involving "instructors" and students who have been injured in "training". I quote the words "instructors" and "training" because the bulk of these suits involve "instructors" who were not certified to teach police mountain biking.

The students thought they were getting a bargain but they ended up with was a broken bone, or worse. In cases like these, who's doing to testify in civil course on behalf of the self-appointed "instructor"? Even if the method of this "instructor" was correct, how can one explain the lack of some documented, court definable certification to teach such thing?

Teaching someone to ride a bike on the job is different than any other training police officers normally go through.

If something goes wrong with bicycle training, there's an immediate payment to be made in the form of an injury. After that, a civil court will decide if any subsequent payments will be made.

Because your time is valuable, I'll make my point. If you know someone who thinks they're not really taking a risk by "teaching" without the proper credentials, have them sell everything they own and send the proceeds to me. I'll have more respect for it than they do.

My final thought is this, if anyone is looking for an expert witness to testify on behalf of an "instructor" who is not certified to teach the IPMBA Police Cyclist Course, save yourself some time. I can't help you. If you're involved in a lawsuit and you're an IPMBA PCI, my testimony is free of charge. In addition to that, you'll have a host of other court-tested resources at your disposal. My advise for you today is: if you're gonna swim in shark-infested waters, don't wear a prime rib necklace.

Until next time, don't let the bad guys, the pavement magnet, or the land sharks get ya.

*IPMBA News*, Volume 4, Number 5, October 1995.

## WEAR THE BEST

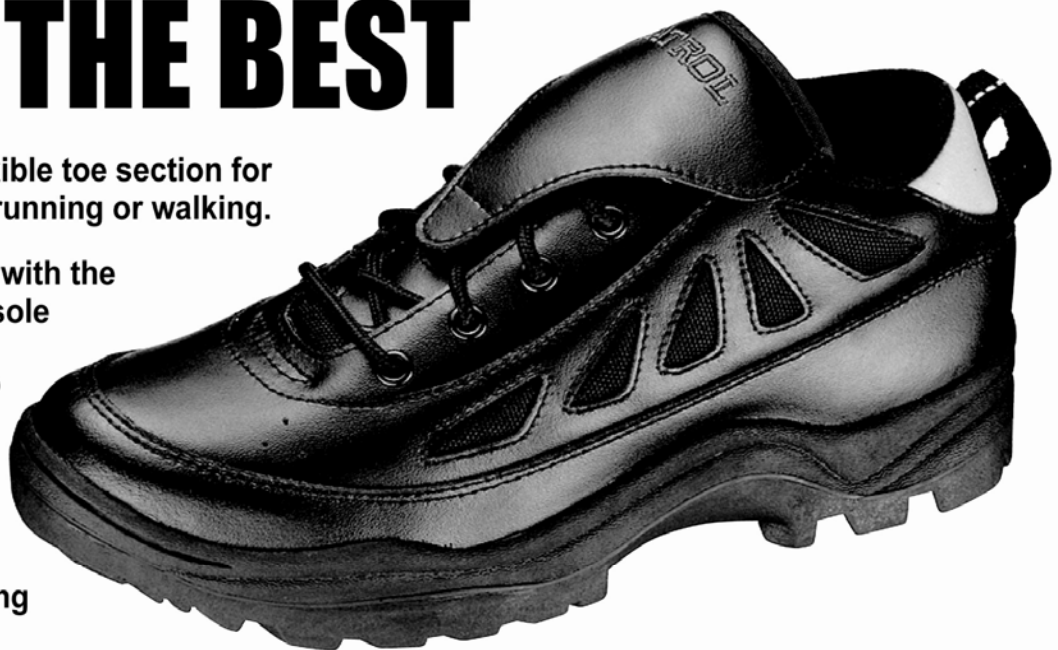
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# February 1996



## Part-Time Bike Units – Are They Really Needed?

by Sergeant Ken Belden  
San Fernando, California, Police Department

**Y**es, I'm opinionated, have been for decades. No, being a police officer has nothing to do with it. Fortunately, there is no requirement to buy into anything I write. My views are definitely my own; however, there are those of you who may agree, just not outwardly. Every once in a while a subject will MOVE me enough to write and express myself, and being a part-time bike unit supervisor, I think it's fair to do so. So to answer the question, "sure, they're needed". However, the reasons may vary.

From a personal standpoint, I feel there is a place for part-time units. It is simply a matter of logistics, especially when working for a smaller department. You have the majority of the department's personnel dedicated to patrol, handling three different shifts. In working with the other supervisors, you manage to schedule rides throughout each 28-day period without affecting a particular shift's minimum deployment. Of course, this is all under the assumption that you have *certified* personnel to schedule. This city's Safety Commission saw to that, but that is as it should be. Sorry for straying from the issue.

I feel the time has come wherein bike units, of any type, are needed.

We need them because they fill a slot that nothing else in law enforcement can. They can boost morale, thereby increasing productivity in various areas. They can vastly benefit health, thereby decreasing use of sick time. Most importantly, we are privy to the most effective means of personal contact to the people we serve. People will come out of their houses to contact you. Who else enjoys that kind of community feedback? Certainly not those driving a car, piloting a boat, or even atop a horse. Is there a downside to this? Sure, the same reason the administration needs the bikes to stay around.

The '90's have ushered in "community oriented policing" concepts with the hope of all law enforcement personnel embracing them by the 21<sup>st</sup> century. In order to receive all those grant monies and get general acceptance, management has to show some type of COP is in place. A part-time bike unit fits the bill quite well, with management fully supportive of its development and implementation. The problem is that, in some cases, upper level support falls dramatically once the unit is in place. Once in a while, a status inquiry is made to ensure the unit is still intact. Sure, you can make equipment and training requests; just don't expect to get placed too high on the priority list. Vacations, injuries, illnesses, and special projects present problems for normal scheduling, but just wait.

When a special event is coming up or a presentation to a civic group looms in the future, even overtime is a possibility. "Nothing is too good for our community" (roughly translated, "We want to look good. Shake off the moth balls and get the bike unit out for high visibility.") Unfortunately, our field of interest happens to be a quality political football in a very large game.

So, yes, both sides can benefit from the utilization of part-time units. I haven't met any part-timers who didn't want more time on the bike or want to see the possibility of a full-time unit. If doesn't matter if you're from the U.S., Canada, Mexico, Australia, or any other point in the world. If you had anything to do with the birth of a permanent bike unit, you'll set a standard for others to attain.

"They" say community oriented policing has to be embraced by all before entering the next millennium. Hell, we've been practitioners of that philosophy for years. Keep spinning.

IPMBA News, Volume 5, Number 1, February 1996.

I haven't met any part-timers who didn't want more time on the bike ...

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# September 1997

## IPMBA's First EMS Course a Success

by Jim Bowell  
Troy, Ohio, Fire Department

For the first time, IPMBA offered a bicycle certification class for emergency medical services/search and rescue (EMS/SAR). This 32-hour pre-conference class was offered this past April at the 7<sup>th</sup> Annual Police on Bikes Conference, held in Nashville, Tennessee. IPMBA saw a need for this type of class as the number of EMS/SAR teams around the country has increased in the past five years.

There are many ways in which EMS/SAR teams are comprised. The most basic team is equipped with standard first aid supplies. Advanced teams are also equipped with oxygen, advanced airway supplies, semi-automatic or manual defibrillators, drug bags and global positioning satellite units. This equipment adds a large amount of weight to the bicycles (each bike has the capacity to carry up to 35 pounds of equipment). Due to the amount and weight of the equipment, many areas use two-person teams. Team member certification ranges from the basic level Emergency Medical Technician-Basic (EMT-B) to the advanced level Emergency Medical Technician-Paramedic (EMT-P). Most EMS teams only work special events (i.e., parades, festivals, and college or professional ball games). An increasing number of cities are starting to use bike teams for all EMS calls during times of peak congestion.




Eleven people from around the country, and of varied levels of experience, participated in this first-time class. Several people had previously completed a PC course, and two officers who were also PCIs participated. Classroom time was spent mainly on the same material offered in a PC course. Emphasis was placed on load placement, equipment carried, and personal safety considerations. Once outside, a basic cone course was given, starting first with no additional weight. As skill levels increased, weight was added to each bike. Time was spent learning slow speed skills, which are extremely important for EMS bike teams because of the large crowds at special events. Both on- and off-road rides were done to learn skills necessary for the varied terrain that may be encountered. On-road rides were done with and without added weight.

Much like the PC course, class ended with final written and practical tests. After the testing was completed, the instructors asked the class for input on the course curriculum. Consequently, this class was a learning experience for both the instructors and the students. By using the class's input, small changes to the curriculum will improve it for next year.

With IPMBA's proactive stance, the EMS/SAR branch can grow into a much stronger component of the organization.

*IPMBA News*, Volume 6, Number 6, September/October 1997.



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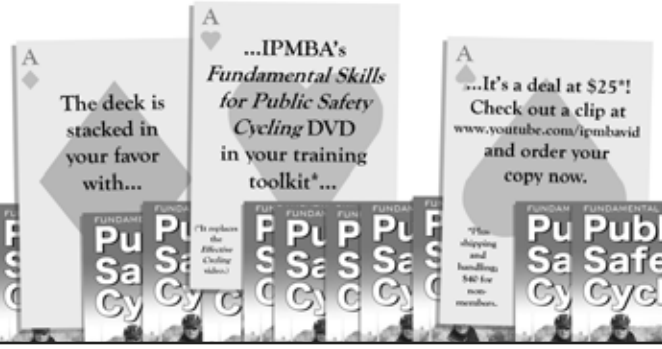
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# June 1998

## Simple Ways to Strengthen Police on Bikes

by Corporal Greg Pickens

Marshall University, West Virginia, Police Department



While reading the Spring '98 *IPMBA News*, it struck me how our organization is in a true transition. Andy MacLellan's article, titled "Out With the Old, In With the New," really emphasized the importance of newer members of IPMBA stepping up and making an active contribution to our outstanding organization. I wasn't there when a very small, but dedicated, group of officers got together with an idea and proceeded to make it the professional body it is today that is literally known around the world.

However, if we wish to continue the tradition of excellence which has been established before us, then we all need to contribute. From the newest PC member to PCICs, PCIs and advanced instructors, it is imperative we all work together to take IPMBA into the next century.

How do we do this? One way has already been pointed out in previous newsletters.

**Simply write an article or drop a suggestion to IPMBA News.** Any of us regardless of police or cycling experience have come across situations or incidents that we had to come up with creative solutions to solve. Why not share those experiences or funny stories with your fellow officers? Your information might just prevent another officer from being injured or even killed, so don't be shy when it comes to sharing the wealth of information that we all know is out there in the IPMBA Community.

**Promote yourself as a bike officer, your department, and IPMBA.** Let people you come across in your communities know you are proud to be a police officer who does his job from a bike. Also, let them know your department was concerned enough about the job you do to send you to an IPMBA training course. Finally, give them a mental picture of what the IPMBA training is like and the professional standards our organization is built upon. If we don't continually educate and inform the people we are sworn to protect then some of them might continue to think anybody can hop on a bike and do our job.

**Strive for excellence.** As police officers we are always under a microscope. As bike officers we are even more so because of our continual contact and exposure to the public. We are usually the first officers that kids or adults are likely to approach to voice their questions or concerns. We are also usually some of the first officers to roll into crime-ridden neighborhoods, drug deals in progress, and other

dangerous encounters. As such, we have to perform a high wire act where if we fall, everybody sees it. This is why it is even more critical for us to be knowledgeable of our communities and proficient with our equipment and tactics. In this manner, we are able to provide useful information and assistance to the concerned citizens looking for ways to ride their neighborhood of abandoned houses or protect ourselves and others when we ride into dangerous encounters on the streets.

Let people you come across in your communities know you are proud to be a police officer who does his job from a bike.

**Network with other bike officers.** In case some of you have not noticed yet, we are a little different than most officers. Call it crazy, stupid or just plain funny, but most of us probably never entertained the thought of becoming a police officer so we could trade a dry, comfortable cruiser for two wheels and pedals. Believe it or not, we are a rare breed. Our numbers are growing but there still are not a whole lot of us out there so be sure to let other bike officers know who and where you are and that you do not mind being contacted. We can do this through the IPMBA newsletter, the Internet, and at our annual conference.

Also, as a PCI, I always invite other bike officers and departments in our area to join the fun in our departmental training rides. They usually return the favor and the benefits are enormous. Plus, we get to see if others can crash as gracefully as we do.

There you have it! Just a few simple ways amongst the many that are out there to try. So what are you waiting for? Don't just *think* about what you can do, start doing it.

*IPMBA News*, Volume 7, Number 2, 1998.



# Summer 1999

## True Grit

by Artie Gonzales  
Topeka, Kansas, Police Department

In May of 1998, the Topeka Police Department bike unit hosted an IPMBA Police Cyclist Certification course. Attending this course was a member of the Leavenworth Police Department in Kansas named Cpl. Joseph Dressler. When the course was completed, Joe walked away with our "True Grit" trophy and the respect of the 29 other officers from throughout the midwest who also attended.

Joe had completed our five day certification course and had even competed in the skills test. What was of note about Joe was that he had lost his left arm in a motorcycle accident while a K-State student in July of 1980. Joe has a prosthesis, but what little he lacked in dexterity, he made up for with heart.

Joe has been with the Leavenworth Police Department since 1988. He is assigned to the department's Community Policing unit as its supervisor. As a bike officer, Joe wants to do what everyone else in this position can do. If not, he wants to work at it. In 1997, Joe was selected as the Leavenworth Police Department's Officer of the Year.

With all this under his belt, he was still a little apprehensive about starting bike school. He had only recently started biking, and had heard war stories from other officers who had attended Topeka's bike school.

Joe did an excellent job with all the biking skills, including braking. I asked other instructors from IPMBA if they had ever had a student like Joe. None had. I believe

Joe is the only police cyclist with a prosthesis to complete and pass the IPMBA Police Cyclist Certification course.

"Captain Hook" (Joe's street name in Leavenworth) got the biggest round of applause when he completed the skills test. The last obstacle on the course was a six foot high wall that had to be scaled. Joe didn't make it over his first run at the wall. But, he backed up and tried a second time. He didn't make it up that time either. So, he backed up and ran at it a third time. He jumped and caught the top of the wall, and, with a little "help" from the spectators, was able to pull himself up and over, sealing his nomination as the winner of the True Grit trophy!

IPMBA News, Volume 8, Number 2, 1999.

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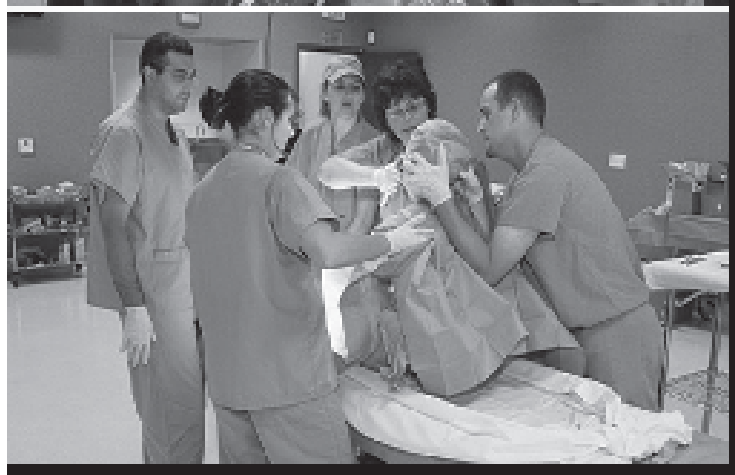
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by Scott Elliott, PCI #915/EMSCI #198  
Niagara (ON) Regional Police Service

Okay, so I know the economy has gone for a bit of a crapper but come on, not even free tickets this year? Maureen shot me an email reminding me about the annual event (as if she had to) with the little fine print comment that there were no passes in the envelope this year. I don't ask for much in life! Actually I think the organizers are getting wise to the fact that I would go anyway, which of course I did. And in usual Maureen fashion, she added, "You're still going to write an article though, right?" It was more of a statement than a question. So here it is.

Alright, enough griping! Even though I had to pay and there was no dirt, I still enjoyed my annual pilgrimage to the Mecca of the bike. I brought my friend Dave again, who, incidentally, is no longer a Bike Show virgin. But I'm sure we still both looked like kids in candy stores as we could hardly contain our excitement while perusing acres of bike porn. I picked up the exact road shoes I wanted at half the retail price and, of course, a few other items that I didn't really need but wanted. Dave got his fill of bargains, too. For the record, my wife has pretty much given up on even attempting concern over my purchases at the show. I think the purse/shoe argument last year actually worked!

After calming down from the excitement of the Marketplace, Dave and I slowed down and went over to the other side to look at the displays where you can't purchase anything (not that I had any money left) and examined wares from such notables as Trek, Bianchi, Thule, Yakima,

Argon 18, Outdoor Gear, Louis Garneau and Pinarello. Who agrees with me? Is the Pinarello Dogma not the sexiest-looking road bike on the planet? Okay, maybe my wife is right. I could be a bit bike-obsessed.

There is another section that contains booths for charity rides, riding clubs, places to ride and just about anything else cycling related. The gang from the Regional Niagara Cycling Committee looked sharp with their new display backdrops. You guessed it; I am a member of this group, so they get a plug.

We took some time to take in some crazy BMX riders and mountain bike racers on the indoor courses.

I was disappointed to miss the trials rider demonstrations, but we had to head home.

The only police-related booth was the Metro Toronto Police Bike Team. I ran into one guy I knew there and this brings up another topic. I knew this guy because he was on a ride from Niagara to Ottawa for the Canadian Police Memorial with me last September. Some of our American brothers might be interested in this *Ride to Remember*, September 26<sup>th</sup> to 30<sup>th</sup>.

A few of our officers have done this ride for quite a number of years now, and it has grown to over 50 officers from a bunch of Canadian agencies.

We welcomed three U.S. participants last year; it would be very cool to have some more American riders this year, particularly from IPMBA. Last year was my first year, and I loved it. The goal is to reflect on the sacrifices of our fallen officers and to celebrate them as "Heroes in Life, Not Death", as the memorial motto goes.

We rode 640 kilometers (400 miles) over four days and joined up with about 300 relay runners as we were escorted up to the National Police Memorial, which is located on the Parliament Building grounds. This extremely emotional event was followed by a formal service on Sunday with thousands of law enforcement officers from around the world. For more information about this event, please contact me at [bikeman2962@gmail.com](mailto:bikeman2962@gmail.com).

*Scott Elliott is a Patrol Supervisor and Bicycle Patrol Coordinator with the Niagara Regional Police Service in Canada. He is LEBA and IPMBA trained and has been an IPMBA Police Instructor since 2006 and an EMS Instructor since 2007. Scott is also qualified as a CanBike instructor and enjoys both road and mountain biking in his spare time. He can be reached at [bikeman2962@gmail.com](mailto:bikeman2962@gmail.com).*



It seems to be an every other year thing, but as soon as I walked in the 200,000 square foot show at the Better Living Centre at the Canadian National Exhibition grounds in Toronto, I was mildly disappointed that the "smell" was absent. I'm talking about dirt.

Last year, as at many past shows, they trucked in tons of soil to run BMX and mountain biking events indoors. As I've mentioned in past articles, this simple aroma provides a powerful stimulus to my olfactory nerve and returns my brain to the glorious experience of riding outdoors, especially on my mountain bike. Damn! Not there.

# CORPORATE MEMBERS



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**Convergent Cycling & Performance Products** (Los Angeles, CA) is the U.S. national representative for **G-Form, LLC** (Providence, RI), makers of wearable

impact protection products designed especially for the needs of bike-mounted law enforcement professionals, security specialists, and first responders. G-Form also makes tactical impact protection cases and covers for iPhones, iPads, and laptop computers—gear that takes a beating on duty and needs protection against impact-related damage.

Convergent also represents **Kitanica LLC**, (Oakland, CA), makers of durable, great-fitting tactical apparel, including tactical pants and shirts incorporating removable G-Form pads at the knees or elbows.

G-Form's RPT™ (*Reactive Protection Technology*) and all Kitanica apparel are made in the U.S.A.

G-Form's RPT™ pads are soft to the touch, but harden instantly upon impact to provide armor-like protection. Developed for extreme athletic and tactical activities that involve risk of bodily injury due to the combined elements of speed and impact, G-Form's wearable impact protection products are incredibly thin, low-profile light-weight, and form-fitting, providing impact protection that is so comfortable, the wearer may actually forget that he or she is wearing impact protection gear. G-Form's wearable impact protection can be worn underneath or inserted into uniforms or BDUs, or worn directly against the skin. G-Form pads are machine-washable and available in a wide range of sizes for all body types.

For product information, visit G-Form, LLC ([www.g-form.com](http://www.g-form.com)) and Kitanica, LLC ([www.kitanica.net](http://www.kitanica.net)).

To locate your local G-Form representative, contact Kate Hawkes, Director, Sales Operations, Convergent Cycling & Performance Products, 424-645-1802, or check out Convergent's sales rep directory on the "Team" page at [www.convergentcycling.com](http://www.convergentcycling.com).

For information about Kitanica tactical apparel, incorporating G-Form technology, contact Bill Robbins, Founder and General Manager of Convergent Cycling & Performance Products at 424-645-1802 or [bill@convergentcycling.com](mailto:bill@convergentcycling.com).

## RENEWED CORPORATE MEMBERS



IPMBA thanks **Bicycle Patrol Outfitters** for renewing their commitment to IPMBA and public safety cycling by continuing their participation as IPMBA Corporate Members. Bicycle Patrol Outfitters offers a full line of bicycle patrol related equipment, supplies and accessories. Visit [www.bpopatrol.com](http://www.bpopatrol.com).

IPMBA appreciates the support of BPO and all IPMBA Corporate members!

To become a corporate member, contact the IPMBA office at 410-744-2400 or [maureen@ipmba.org](mailto:maureen@ipmba.org).

## PRODUCT PURCHASE PROGRAM UPDATES

### NEW! FIVE TEN SHOES

**Product:** Cycling Shoes

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**Cost to Members:** 40% Off MSRP

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**Ordering Options:** Website

**Contact Name:** Jason Jackman

**Phone:** 909-798-4222

**Website:** www.fiveten.com

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#### Five Ten Shoes

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**Cost to Members:** 45% off Retail

**Form of Payment:** MC, V

**Ordering Options:** Email

**Contact Name:** Travis Torres

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# Greg Bowen Earns Award for Excellence

Submitted by Greg Bowen, PCI #1227

Tarrant County College District (TX) Police Department

Each year, the Texas Association of College and University Police Administrators (TACUPA) presents the *Larry W. Fultz Memorial Award for Excellence* to an outstanding campus police officer. On December 14, 2011, TACUPA awarded the 2011 Larry W. Fultz Memorial Award for Excellence to Sergeant Gregory Bowen of Tarrant County College District (TCCD). Sgt. Bowen [IPMBA PCI #1227] has received numerous departmental awards during his time with TCCD Police, and was also honored as the 2004 Officer of the Year by the Optimist International Club Chapter in Fort Worth.

The *Larry W. Fultz Memorial Award for Excellence* was presented during the TACUPA Conference in Fort Worth, Texas.

Each member institution may nominate officers and every institution has several deserving officers who contribute to both college and community efforts. The recipient for this recognition must be a full-commissioned peace officer who promotes professional ideals and standards in law enforcement in order to serve the educational objectives of institutions of higher education. Each year this award is given to one outstanding campus police officer from the State of Texas.

Sgt. Bowen began his career in law enforcement in 1992 as a detention officer for the City of Mansfield. In 1994, he attended the police academy at Dallas Baptist University. After

graduation, he accepted a patrol officer position with Blue Ridge Police Department in Collin County. He later returned to work for the City of Mansfield as a Deputy City Marshal. In 1999, Bowen was hired by Chief James Harris as a patrol officer for Tarrant County Junior College.

Bowen serves as the bike coordinator of the department's specialized bike patrol unit and is an IPMBA member and instructor. Under his leadership,



the bike patrol unit incorporates mobility, visibility, interaction and communication between officers and the campus community. Sgt. Bowen donates his personal time repairing bicycles for children of poverty and attends local elementary schools to speak with them about law enforcement services. He also serves as an instructor for the College for Kids Program, teaching about the many law enforcements fields of interest.

Sgt. Bowen serves as a patrol supervisor as well as a department field training officer and firearms instructor and trains newly hired police officers, who must pass an

extensive ten-week training program. Sgt. Bowen is a certified TCLEOSE instructor and was instrumental in updating TCCD's current field-training program to assure that all recruits receive the best possible training.

Lt. Terry Moak stated, "Sergeant Gregory Bowen has earned the complete confidence and respect of the total TCCD police workforce. He consistently and continuously strives to provide the highest quality of service in the delivery of law enforcement community relations. Sergeant Bowen's integrity and pride are essential key elements to his success." The Texas Association of College and University Police Administrators awarded Sgt. Gregory Bowen with a plaque and a \$500 check.

The Texas Association named the award after Larry W. Fultz, who had a many-faceted life dedicated to law enforcement. Fultz was a true humanitarian who always displayed concern for his fellow man. He was a retired inspector for the City of Houston Police Department, Attorney at Law, head of Juvenile for Harris County, and principal author of the current juvenile and family code of the State of Texas. He served as Director of Security at the University of Houston and became active in the promotion and development of campus policing.

## Todd Clingenpeel Retires

**O**n February 29, 2012, Todd Clingenpeel, PCI #086, retired as a Lieutenant from the Roanoke Police Department (RPD) after twenty-six years of service. His most recent assignment with the Roanoke Police Department was as the Commander of the Criminal Investigations Bureau. His duties associated with this assignment included: oversight and management of all crime control strategies for the city; development and administration of community policing operations; development of daily action plans; daily crime analysis reviews; and, the coordination of appropriate police response to problems within all areas of supervision.

Todd also led and managed RPD's Warrant Service Unit, which is part of the United States Marshall's Capital Area Fugitive Task Force, as well as the Street Crimes Unit. Todd has served on the FBI's Joint Terrorism Task Force in the Western District of Virginia. His extensive training and experience in RPD's Homeland Security Mission landed him on the Commonwealth of Virginia – Homeland Security Strategic Plan (Governor's Panel) and as a program developer and instructor for the Department of Homeland Security – National Homeland Security Training Program Model (S-BELT).

His past supervisory assignments include command and supervision of: Vice/Narcotics Unit; Professional Standards Unit; Community Policing Unit; Warrant Service Unit; Street Crimes Unit; Patrol Bureau; and Accreditation. Todd is a graduate of the Professional Executive Leadership School at the University of Richmond's Robins Business Center, the FBI's First Line Supervisors School and TOPGUN at Marshall Wythe School of Law (College of William & Mary).

Todd founded the Roanoke Police Cyclist Program in October 1993, and he has been a certified instructor through the International Police Mountain Bike Association since 1994. Todd has developed and instructed multiple schools related to Community Policing and Narcotics throughout the country. In addition, he assisted with the City Manager's Multi-Cultural training programs and helped establish the City of Roanoke's Code Enforcement Team to better address problem properties within the City of Roanoke.

He now works for the Roanoke College Office of Campus Safety, in Roanoke, Virginia, where he has worked in partnership with John Grisetti and Tom Turner since 1994, assisting with Police Cyclist instruction and related matters. He also teaches for the Virginia Center for Policing Innovation (VCPI), where he earned the distinction of being named VCPI Instructor of the Year for both 2007 and 2011.

## Code Enforcement/Bike Unit Training Day

by Christian Bailey, PCI #1163  
Scottsdale (AZ) Police Department



On May 9, 2012, the Scottsdale Police Department Bike Unit partnered with the Code Enforcement Unit to provide bike training for code enforcement inspectors. Mike Ritter of Code Enforcement contacted the bike unit with a creative way to reduce fuel costs and create greater contacts with the citizens of Scottsdale. The Bike Unit has always known the bike to increase citizen contacts in almost every aspect or job.

Officer Steve Negron and I, who are certified International Police Mountain Bike (IPMBA) instructors, led the group of code enforcement inspectors through bike maintenance skills, cones courses, nutrition, and citizen contact safety skills.

By using a bicycle as the mode of transportation, Mike Ritter and his employees have seen an increase in the number of citizen contacts and an almost 30% increase in compliance rates. Code Enforcement is seeing a friendlier, more proactive approach to

their work when the officers can directly interact with citizens. Code Enforcement is also receiving feedback directly from citizens instead of indirectly through phone contact or email.

Not only is it a green initiative for the city, but has been a proven tool in contacting more citizens in a positive way. The Bike Unit and Code Enforcement can now work in tandem to attack problem issues by using a bike.

It is one more way that the City of Scottsdale departments are working together for *Simply Better Service!*

## Greetings from Afghanistan



Past IPMBA president Don Hudson sends his greetings from Afghanistan, where he is currently serving as the team leader of an

Atmospheric Team. Atmospheric Teams

provide unique access to information and analysis of local conditions and populations, providing decision-makers with knowledge, analysis, and information needed to wage a successful counterinsurgency.

Or, as Don puts it, "what is going on right now... what are the current conditions..... who is doing what, who's who... what's what... and how does it fit into the big battle plan?" Sometimes he dresses like an Afghani, sometimes like the team. He enjoys the challenge but is looking forward to returning to the US and perhaps a future IPMBA Conference to share his experiences.





## News from NHTSA

### Be a "Roll" Model

In honor of National Bike Month, NHTSA rolled out a new bicycle safety campaign. "Be a 'Roll' Model" is a partnership between the National Highway Traffic Safety Administration and AAA to encourage everyone to model safe behaviors to enhance the safety of all

road users, including those who bicycle. Whether you are a motorist or bicyclist, a parent/grandparent, adult, or older youth, ride for transportation or recreation – or a public safety cyclist, of course! – you can play a part in being a "Roll Model" to decrease the risks of traffic crashes and preventable injuries and deaths.

Being a "Roll" model means:

- ⌘ **Riding and Driving Focused** – never distracted.
- ⌘ **Riding and Driving Prepared** – always expect the unexpected.
- ⌘ **Putting Safety First** – we never know when a crash will occur, regardless of skill level or age; always wear a bicycle helmet when on a bicycle and a seat belt when in a car.
- ⌘ **Following the Rules of the Road** – a bicyclist is considered a vehicle on the road with all the rights on the roadway and responsibilities of motorized traffic.
- ⌘ **Sharing the Road** – both vehicle drivers (motorist and bicyclist) should look out for one another and show mutual respect.

Be a "Roll" Model resources include child, youth, and parent pledges; helmet flyers; and bicycle safety tips targeting both youth and adults. Visit <http://www.nhtsa.gov/Driving+Safety/Bicycles/Be+a+Roll+Model> for more information and to download resources.

### Obtaining Publications

NHTSA has reinstated their on-line ordering system. However, with the exception of videos, most NHTSA bicycle and pedestrian materials are downloadable only. Visit <http://www.nhtsa.gov/Bicycles> for a wide range bicycle safety materials, including rodeo and enforcement resources, and <http://www.nhtsa.gov/Pedestrians> for pedestrian safety materials. If you have specific questions or encounter any difficulties locating the resources you are seeking, contact Paula Bawer, Bicycle and SRTS Program Manager, at 202-366-2692 or [paula.bawer@dot.gov](mailto:paula.bawer@dot.gov).

## Instructor Corner

### New Membership & Certification Application Available Online

Effective January 1, 2012, IPMBA membership and certification

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



## CALL FOR INSTRUCTORS AND WORKSHOP PROPOSALS

The 23<sup>rd</sup> Annual IPMBA Conference will be held April 27-May 4, 2013, in Baton Rouge, Louisiana. Pre-conference courses will be scheduled April 27-May 1, and the conference workshops will take place May 2-4.

If you are an active, IPMBA-certified instructor and are interested in teaching at the conference or pre-conference, you must submit a **Call for Instructors and Workshops** form, which will be posted online and available from the IPMBA office. You will be asked to outline your bicycling, work, and teaching experience, *including non-bicycling-related expertise and/or instructor certifications*.

Instructors will be selected for the pre-conference training courses as well as the core conference workshops.

### *It's easy – just follow these steps!*

**STEP ONE:** Visit [www.ipmba.org](http://www.ipmba.org) or contact IPMBA HQ at [Maureen@ipmba.org](mailto:Maureen@ipmba.org) or 410-744-2400. Ask for a Call for Instructors and Workshops form.

**STEP TWO:** *Select a Topic.* Share those creative in-service training ideas.

**STEP THREE:** *Write your Proposal.* Follow the guidelines carefully.

**STEP FOUR:** *Submit your proposal to IPMBA HQ by July 15, 2012.*

**STEP FIVE:** You will be notified of the Education Committee's decision in early fall.

**Note:** *Even if your workshop has been offered at past conferences, you must still submit the form. Past inclusion does not guarantee future acceptance. If you wish to teach at the conference or pre-conference you **must** submit a form, even if you have done so in the past. No exceptions!*

# Bike Officers Escort Olympic Torch

by Gerard Morgan  
South Wales (UK) Police

**T**hese photographs were taken on 25 May 2012, the day the Olympic Torch Relay reached Cardiff, Wales.

The group photo shows our scouting team which led the torch convoy through the streets of Cardiff, stopping in the grounds of Coopers field next to Cardiff castle, right in the middle of the city. It was a fantastic day and the hottest day of the year to date, with temperatures hitting 28 degrees C or 83 F.

It was an amazing sight to see so many thousands of people lining the streets. Our team felt like we were celebrities as so many people were cheering us and giving us lots of high fives! What an experience and never to be forgotten.



# THANKS

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

- Gary Baylor, Lebanon City (PA) Police Department
- Arthur Chatman Jr., Brigham Private Investigators, Fresno TX
- Alphonse Eugene Jr., MARTA (GA) Police Department
- George Garcia, Dallas (TX) Independent School District Police
- Artie Gonzales, Topeka (KS) Police Department (retired)
- Rick Parsley, Owasso (OK) Police Department
- Ron Schlegel, Allentown (PA) Police Department
- Frank Shaw, Bremerton (WA) Police Department
- Shaun Sloan, University of Colorado (CO) Police Department
- Michael Wiley, Cypress Creek EMS (TX)
- Jason Winget, Manatee County (FL) EMS

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

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

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Phone Number (\_\_\_\_\_) \_\_\_\_\_ Amount of contribution: \$ \_\_\_\_\_

My check is enclosed (*payable to Police on Bikes, Inc.*).

Charge my MC/Visa: \_\_\_\_\_ | \_\_\_\_\_ | \_\_\_\_\_ | \_\_\_\_\_

EXP \_\_\_/\_\_\_ Mail to: International Police Mountain Bike Association  
583 Frederick Rd., Suite 5B, Baltimore MD 21228



by Ashley Sweetland  
St John Ambulance,  
London, England

It is just a few months until the opening ceremony of the London Olympic and Paralympic Games. As I write, London is in the final stages of preparation. Our operational year started quickly in January and as of the end of April, our Cycle Response Unit has deployed at more than 35 events across the capital. By the end of the year, it will be close to 200 deployments. Our counterparts

in the London Ambulance Service Cycle Response Unit (CRU) have been gearing up for a busy summer as well, expanding their operations and maintaining "business as usual" commitments.

The London Marathon on Sunday 22 April 2012 saw the largest deployment of bicycle ambulance response teams ever – setting a new global record. 45 medics took to the streets of London across the 26.2 mile route on two wheels – 35 from St John Ambulance and 10 from the London Ambulance Service (LAS) (see photo). The Bronze Commanders for CRUs were Michael McGinn for the LAS and myself for St John Ambulance, with Simon Dunn, one of our senior executives as my Staff Officer. St John Ambulance managed the treatment of over 4,800 casualties that day. Co-ordination of CRU preparations was led by Joyce Martindale for St John Ambulance and IPMBA Instructor Paul Davies for the LAS. Police from both the City of London and Metropolitan Police Service also used bicycles at the event.

This summer will no doubt be the pinnacle of what is the largest peace time management activity in the UK. For police, security services and the military, the operation is unprecedented. For all emergency services organizations, it is the culmination of years of planning, and for public safety cyclists, it is a summer to maximise the benefits of two wheeled operations; showing through the chain of command how crowds can be effectively accessed, patients effectively treated quickly and in the main discharged, and for community policing, that security benefits are realised.

Bicycle ambulance and policing teams will be used across the capital and at Olympic sites and events across the UK; for

example, during the sailing events in Dorset on the south west coast, St John Ambulance cyclists will work with their British Red Cross counterparts. Bicycle teams form a significant part of how the UK will deliver its Olympic commitment on the ground.

The Olympic Torch relay is successfully making its way across the UK, with Police and Ambulance cycle teams providing much support as towns and cities host this exciting part of the build up to the games (see photos on previous page).

As Her Majesty Queen Elizabeth II celebrates her Diamond Jubilee, events across the country are taking place which have featured CRU's and that will continue to deliver right through the summer.

28 new St John Ambulance cycles have been built by our partner Havebike and entered service in May, destined for counties including Bedfordshire, Cambridgeshire, Durham, Essex, Jersey, London, Nottinghamshire and the West Midlands. Havebike have also built a further 24 cycles for the London Ambulance Service, giving them an operational fleet of 100 bikes; and are leading the rollout of a new fleet for the Metropolitan Police Service.

With IPMBA at its heart, Public Safety Cycling continues to set the standard for UK CRU operations. The NHS CRU Group, which met again in March in Yorkshire Ambulance Service HQ, is made up of colleagues from all Ambulance Service Trusts in the UK and St John Ambulance. Tom Lynch MBE, who chairs the group, has worked hard to embed high standards and on behalf of the group; we thank him for his continued commitment to raising the bar and leading the way. The group is close to finalising its major work programme and will meet again later this year.

On a more international theme, St John Ambulance Bicycle Emergency Response Teams (BERT) continue to develop in Australia and I recently exchanged information with colleagues there, as to with St John in Canada and Malaysia. I never fail to be amazed by our global profile and it is humbling that the UK experience is in such demand.

We wish IPMBA colleagues well over the summer and do get in touch should you be visiting London this year. Pedal hard and fast – it is good for saving lives and catching criminals!

-- Ashley



# Bicycle Response Teams

(Continued from page 1)

Tacoma, and Washington, DC, bicycle response teams were increasingly used for crowd management and control during a variety of events, some peaceful, and some not.

Despite their success, bicycle response teams were used primarily in cities with large bike units and frequent protests. They were relatively low-profile, and although IPMBA continued to promote the Bicycle Response Team Training, the concept did not gain the anticipated momentum. Those who did attend the training, however, put it to good use.

Fast forward to 2008 and the Republican and Democratic National Conventions in Saint Paul and Denver, respectively. In the eight years since the last time bikes were deployed on a large scale at a nominating convention, online news reporting had exploded, YouTube was launched, and social media sites were changing the face of information exchange. Not a day of the conventions went by without seeing bicycle response teams in action (view the Bicycle Response Teams playlist at <http://www.youtube.com/ipmbavid>.) Almost all footage contained images of bike officers in formation, using their bicycles as barricades, moving crowds in the desired direction, and penetrating crowds to effect arrests. Meanwhile, in Denver, the Denver Health Paramedics bike team provided operational support throughout the DNC, responding to more than 650 calls and logging 7,000 miles. The Fall 2008 issue of *IPMBA News* was dedicated to the success of the bike teams during these events; those articles can be read online at [www.ipmba.org/newsletter.htm](http://www.ipmba.org/newsletter.htm).

At the 2009 G-20 Summit in Pittsburgh, and the July 2010 G-20 Summit in Toronto, bike cops again dominated the footage. Then came the Occupy Movement, which swelled in 2011 to include cities and towns of all sizes. In some of these locations, bike cops have been integral to protecting the First Amendment rights of the peaceful protestors as well as the residents, but why not in all?

Despite the overwhelming success of the bicycle response team concept, why was the Bicycle Response Team Training at the 2012 IPMBA Conference not a sellout? Is it a lack of recognition about the teams' effectiveness? Is it a lack of recognition about the need to train bike officers to use these tactics? Or does it take an impending event like a DNC or an RNC to overcome a department's inertia and prepare bike officers to deal with protestors?

As the 2012 IPMBA Conference drew to a close, the NATO Summit in Chicago was just getting started. By all accounts, bicycle response teams were a key to the success of the police operations. Following are excerpts from articles providing evidence that bicycle response teams are efficient and effective, and here to stay.

## **Chicago police to rely on bike patrols to deal with NATO summit protests**

by Ryan Haggerty — *Chicago Tribune*, May 15, 2012

With protesters trying to build momentum toward mass demonstrations at this weekend's NATO summit, Chicago police have turned to a two-wheeled response to keep street marches under control.

Department leaders have said bicycle patrols will be a key part of their plans to deal with protests and rallies surrounding the gathering of world leaders that begins Sunday, and police bike units have been very visible so far — beginning at May Day marches that started this month.

On Tuesday, bike cops were again in place escorting an immigration march that ended with four arrests, and at a South Side protest against police.

Police Superintendent Garry McCarthy has said the use of the patrols makes sense because large teams of officers can move fast to get ahead of marches and not get snarled in traffic or lag behind on foot. McCarthy told business leaders at a briefing last week that he has doubled the department's bike patrol, though officials have not revealed its total number.

"They're a very, very viable, strategic, tactical unit that we can deploy quickly. And they're very, very effective in crowd control, and they can cover an awful lot of ground," McCarthy said.

At May 1 marches, a team of about 30 officers on bikes moved with demonstrators and used the bikes to block the doors of downtown banks when protesters tried to force their way into their lobbies. The scene has been repeated multiple times since then: Officers turn their bikes sideways in a row, creating a kind of movable barricade between themselves and the protesters.

The bike line was used outside President Barack Obama's campaign headquarters Monday and at the downtown immigration march Tuesday.

About 30 demonstrators protesting immigration policy walked from West 26th Street in the Little Village, joining up with 70 others at an office tower at 525 W. Van Buren St. that houses immigration court and other federal offices. The protest, organized by Occupy Chicago and Our Lady of Guadeloupe Anglican Mission, is one of several smaller demonstrations scheduled to be held throughout the city this week in the build-up to this weekend's NATO summit.

After about an hour, a police supervisor using a bullhorn announced that building management had requested the protesters be forced off the property. The Rev. Jose Landaverde, who helped organize the protest, and a woman were arrested after they refused to move from where they had been sitting outside the entrance.

(Continued on page 23)

(Continued from page 22)

After police arrested Landaverde and another woman outside the building, about 40 protesters began walking and running toward the Loop.

Officers on bicycles weaved through traffic while following them and eventually used their bikes to force the protesters back onto sidewalks near Jackson Boulevard and Wacker Drive. The officers then used the bikes to form a barrier and prevent protesters from getting back into the street.

At least two people were arrested as police tried to keep protesters on the sidewalks before the crowd dispersed.

At Tuesday evening's protest march, about 20 bike-riding officers repeatedly rode to the front of the crowd of about 40 demonstrators and formed an angled line across Halsted Street to funnel them back onto the sidewalk. Then officers would walk their bikes next to the sidewalk to enforce the restriction. When protesters slipped in front again, the whole process would start over.

### ***McCarthy Gets High Praise For Leading From The Front During NATO***

By CBS Chief Correspondent Jay Levine, Chicago, May 22, 2012

Police Supt. Garry McCarthy has been getting high praise from city leaders, Chicago residents, and rank-and-file officers, for leading from the front lines during confrontations between police and protesters during the NATO summit.

Even after more than a week of various protest marches through downtown Chicago and a handful of city neighborhoods, and a number of heated clashes between police and protesters, McCarthy said none of what happened before, during, or after the summit has surprised him.

"I can't think of a surprise. I think that everything we anticipated, everything that we planned to do, every tactic, every strategy that we developed, all the training, all the equipment — everything came together in one gorgeous mosaic, if you will," McCarthy said.

Bicycle patrols were a key part of the plan, used in ways and numbers like never before. McCarthy said deploying large numbers of police officers on bicycles allowed great flexibility.

"The officers could respond quickly, and when they do, they had a readymade barrier, just like any of those police barriers that we use at any event," McCarthy said. "The one thing, in my mind, that really stands out is I would double the number of bikes that we had. And I wanna tell you that I give those guys and gals so much credit. Every single cop, every single sergeant, lieutenant, all the bosses — everybody worked their butts off.

"A lot of people spent a lot of time walking around, and it takes a toll, but those guys on the bikes were zipping around everywhere. And by the third day, I'm saying to them, 'How are your legs?' and some of them were like, 'Yeah, I'm fine,' and others were like, 'You know what? They feel like rocks.'"

Some of those officers who were on bike patrol over the weekend said they wanted to talk to McCarthy to thank him for being out there with them.

Officer William Brown said, "It means a lot for officers to see the head guy out there, so just wanted to let you know that." "I wouldn't be anywhere else in the world," McCarthy told Brown...

...Another innovative part of Georgas' plan involved flooding the area with every bicycle the department owned, and using the city's network of street level cameras and helicopters overhead to follow the marchers.

"There wasn't any part of that march that we didn't have — sometimes multiple — camera views," he said.

McCarthy, it seemed, was everywhere during the anti-NATO protests.



Saint Paul Bicycle Response Team - Courtesy Visit Saint Paul

The superintendent was out with officers assigned to protest duty at nearly every key moment and location on Sunday, personally leading his officers during the stand-off at Cermak Road and Michigan Avenue on Sunday, where Black Block-style protesters tried to break through police lines.

"I think that it's my job to ensure that the cops realize, and the sergeants realize, and the lieutenants realize that I'm going to walk in their shoes. I'm not going to have anybody do anything that I wouldn't personally do," McCarthy said. "Leadership from the front ... I couldn't imagine being anywhere else but on Cermak and Michigan on Sunday afternoon. I couldn't imagine it."

Georgas said, "In my 20 years in the job, this is the proudest I've ever been to see those officers in the blue shirts accomplish what they accomplished out there."

**IPMBA Bicycle Response Team Training**  
**April 29-May 1, 2013**  
**23<sup>rd</sup> Annual Conference**  
**Baton Rouge, Louisiana**

**Stay ahead of *your* crowds —  
start planning your attendance today!**

# A Look Back



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April 27-May 4, 2013

