

Spring 2009

ipmba news

Newsletter of the International Police Mountain Bike Association



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

Vol. 18, No. 2

Ahead of the Curve

by Maureen Becker
Executive Director

How many times a day do you see the word green? No longer just a color, “green” has come to represent a widespread movement to reduce environmental degradation. It seems like everything has taken on a green dimension: buildings, automobiles, clothing, food, etc. Businesses of all kinds have been jumping on the green bandwagon, and governments have followed. Because environmental consciousness has become trendy, it has become the focus of many a marketing campaign.

While being concerned for the environment is important, “going green” has become associated with another kind of “green”. For various reasons, green products and processes often carry higher price tags. Now that the economy is struggling, some environmental initiatives are being abandoned as too expensive. However, being environmentally friendly does not have to be expensive.

In fact, it can be downright economical.

Take bikes, for example. A bike is a lot less expensive than a motor vehicle. Maintenance costs are lower, and a well-maintained bike can last for years. A bike does not use fuel, so it does not contribute to the cost of extraction and refinement, and it does not pollute. It saves on fuel costs, too. A bike requires less paved surface for operation and parking, so it can indirectly reduce runoff. Best of all, it

When the modern police on bikes movement started in the late 1980's, some thought it would never last ... they were wrong

does all this without sacrificing service.

When the modern police on bikes movement started in the late 1980's, some thought it would never last. They thought it was a trend. They were wrong. It worked. Bikes are now used by police departments, EMS agencies, fire departments, security providers, code enforcement officers, and more.

IPMBA's been ahead of the curve for 20 years – economically smart, community-oriented, and good for the environment, too.

Community Police Riding Bikes to Help Clean up Neighborhoods

by Abbey Brown
Alexandria Town Talk
Alexandria, LA

Shorts, a polo shirt, helmet and a bicycle – not what comes to mind when you think of an Alexandria Police officer.

But the community police are hoping those “uniforms” and their role in the community will not only help clean up neighborhoods, but also change the negative attitudes many residents have about law enforcement officers.

“It’s a new kind of policing,” said Lt. June Murdock, commander of Alexandria’s Community Police division. “As community police officers, we are out in assigned neighborhoods getting to know the community members. We are in the neighborhoods on bicycles; we are talking to business owners; we attend clean-ups; we put on safety demonstrations; we go to school programs; we’re involved in the neighborhood we work in.”

Cpl. Kevin Kitchen, who’s been a community police officer for three years, said he sees his work with the division as being a problem solver. Where regular patrol officers are kept busy going

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To Viz or Not to Viz



To Viz or not to Viz: That is the Question!

As many of you may be aware, there is a new mandate from the Department of Transportation regarding the use of Hi-Viz apparel while working on Federal-aid highways. There may be many more of you who remain blissfully unaware of this ruling. Essentially, Federal Regulation 23 CFR 634 mandates that all workers within the right-of-way of a Federal-aid highway who are exposed to either traffic or

construction equipment shall wear high-visibility safety apparel. This regulation has caused quite a maelstrom of discussion about its applicability to public safety cyclists. At the IPMBA winter board meeting, this subject was discussed and the ramifications for police, fire, and EMS riders debated.

The first question that arose was regarding the definition of a Federal-aid highway. This was an issue as many emergency responders may not even be aware that the roadway they are working on is classified as a Federal-aid highway. What it boils down to is this: if the roadway has an U.S. highway designation, even if it known as "Main Street" by most folks, it is a Federal-aid highway and the mandate would be applicable.

The second question was how this impacts the different classes of public safety cyclists. For police, there is an actual exception listed. This exception states that when officers are involved in "potentially adversarial or confrontational roles", they are exempt from the requirement. This role could be defined as general patrol, traffic enforcement, or street narcotics interdiction. This exception would not apply to a bike officer who is working a traffic accident or directing traffic. The officer would then be required to wear a Hi-Viz

vest of some kind. For Fire/EMS riders, there is no exception placed in the mandate. Any time that they are working near traffic or construction equipment, they would be required to wear a Hi-Viz vest.

A third issue was reference public safety cyclists who are actually riding their bikes. Would the mandate apply to them since most states recognize bicycles as vehicles? Our conclusion was that an emergency responder is "in a vehicle" while riding and the requirement would not apply, inasmuch as emergency responders in patrol cars, ambulances, and other emergency vehicles are not required to wear Hi-Viz at all times. Of course, the legislation will be subject to additional scrutiny and interpretation as it is implemented, and the implications for public safety cycling may change.

There may be many more of you who remain blissfully unaware of this ruling

The bottom line for all this debate is that while you are out riding your bicycle, either for patrol work or at an event, either wear a Hi-Viz vest or carry one in your rack pack. That way if you get off your bike for some type of official response, you can wear it and meet the federal mandate. Of course, while you are wearing the vest, you are providing yourself at least a marginal level of protection by making yourself more visible to the motoring public, so it is a good idea regardless of the mandate.

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Check out www.ipmba.org for details!

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IPMBA

Members Form the Foundation

IPMBA has enjoyed 20 years of success because of our members. Members are the foundation upon which IPMBA is built; without them, IPMBA would not exist. In this issue, we are inspired by members in the US, Canada, and the UK, and we remember a fallen comrade. *Every issue of IPMBA News is about you, so be sure to share your stories with IPMBA throughout the year. Pages 5-10.*

Work Never Stops

LAS EMSC course gives a harsh lesson in the hazards of urban riding and the benefits of multi-agency teamwork.

by **Martin Doddimeade, EMSCI #202**

*London Ambulance Service, Tottenham Ambulance Station
London, U.K.*

Having just returned back to active duty with the Cycle Response Unit (CRU) after one year away, my first week back was to be a gentle one. The morning of day one was spent preparing my CRU Paramedic kit (always unnerving as you really have to slim your equipment down to the bare minimum after having had the space of an ambulance vehicle to stow all the equipment you could ever need) and the rest of the week I was to be lead instructor on a EMS Cyclist course.

On the morning of the final day of our course, we gathered our students together and proposed that, prior to their assessments later in the day, they decide if they wanted a final practice on the cone course or road riding, whichever was their weaker area. I had one student opt for the road ride, so whilst the rest went to revisit the cones with my co-instructor and an assistant, I took one student out for an observed road ride.

It was overcast with sunny spells, a warm springtime morning during which visibility was good and traffic density was moderate (for the City of London). My student was a Team Leader (my superior at other times) and we had a good ride during which we took a few stops to observe and reflect upon various traffic issues; particularly, filtering through stationary traffic with the intent of making a left turn (UK roads, so think right turn in USA and Europe). We discussed the pros and cons of overtaking or using the cycle lane on the approach, the cycle box at the junction, plus safe lines to use and where hazards may arise. This is a subject I'd highlighted with some concern during a classroom presentation earlier in the course as it is the most common cause of cyclist fatality in London.

(Continued on page 7)

The Los Angeles Fire Department Cycle Team

by **Robert Dunivin, EMSCI #205**
Los Angeles (CA) Fire Department

In 1984, the City of Los Angeles hosted the games of the 23rd Olympiad. The Los Angeles Fire Department had many issues to deal with for the games, including how to provide EMS services for the masses that would be attending these games. Many ideas came across the table: golf carts, medics on foot, medics on bicycles. At that time, the LAFD decided that medics on bikes was not a viable option.

Almost three decades later in 2003, two events challenged the Los Angeles Fire Department's EMS delivery system. During the LA Marathon, engines and rescue ambulances (RA's) were not able to negotiate the 26-mile course. These engines and RA's were parked on side streets adjacent to the course. The members found themselves on foot with gear and gurneys in hand, traversing the streets block by block, patient by patient. The Fiesta on Broadway, while only ten blocks long in the heart of Los Angeles' Downtown District, had created a slightly different problem: tens of thousands of partiers elbow to elbow. With the combination of alcohol and heat, the LAFD was again challenged in its ability to provide BLS and ALS care to the attendees at the event.

In true LAFD fashion, all patients needing aid were taken care of with the best care possible. However, during post-incident critiques, the LAFD again proposed the idea of medics on bikes.

EMS bike teams had been sprouting up from Canada to Florida since the early 1990's. These bike units had proven that they could be a useful tool in EMS. One of these teams just happened to be a neighbor to the city of Los Angeles – Pasadena, the home of the "Tournament of Roses" Parade and the Rose Bowl game. Because of their success, the LAFD decided to revisit the idea. Firefighter/Paramedic John Vigil, Firefighter/Paramedic Shawn Agnew and Firefighter/Paramedic Renee Herrera, under direction of Assistant Chief (then Battalion Chief) Dan McCarthy and Paramedic Captain Mark Segal, started to

(Continued on page 6)



Bike medic first on scene to treat patient in downtown LA.

Courtesy of Rick McClure



The Los Angeles Fire Department Cycle Team

(Continued from page 5) research and develop the program. This working group relied on the Los Angeles Police Department

bike unit and Pasadena Fire's EMS bike unit to help develop the training program and equipment specifications. In 2004, the first training class of twenty members took to the streets. The first deployment was Firefighter Jamie Foster's funeral, followed shortly thereafter by the International Association of Chiefs of Police Conference.

In the four years since its inception, the Los Angeles Fire Department Cycle Team has grown to 170 members, one of the largest bike medic programs in the country. These teams deploy all across the city, from street fairs in the San Fernando Valley to all night raves downtown, from 4th of July at Venice beach to the May Day March and many other street protests. Some of the larger events include the LA Marathon, Fiesta on Broadway, the Hollywood Christmas Parade, USC football home games (providing EMS response during pre-game tailgate parties), and the Martin Luther King Day Parade. These deployments can range from one team to six teams. During the holidays, two teams are placed at Los Angeles

In recent years, the department administration has been striving to have all members certified by the state for their positions, including specialty assignments such as Haz Mat, USAR, and ARFF. In 2006, the department was looking to provide certified training for the members of the cycle team as well. The International Police Mountain Bike Association (IPMBA) provides such a program specific for EMS Cyclists. IPMBA began in the 1990's as a police bike association, but as EMS bicycle units were established, they turned to the police for help. IPMBA, seeing this need, developed a training program specifically for EMS bike units. The 32-hour course provides skill training, maintenance, and operational considerations specific to EMS bikes. IPMBA is the largest and most reputable public safety bike organization in the nation that provides this type of program. At IPMBA's annual conference, there are a number of courses and seminars specific to EMS cycling, according to Maureen Becker, IPMBA's Executive Director. The LAFD has four members certified to teach the 32-hour EMS Cyclist Course and is developing a plan to certify all of the cycle teams' active members.

A cycle team consists of two members: one Paramedic and one EMT. This two-person team is considered to be a "Paramedic Assessment Resource" by Los Angeles County Department of Health Service (LACDHS) standards. The bicycles, mountain bikes built to police specs, carry a three-bag pannier system on the rear. The bags are set up as an ALS set and a BLS set. Each set weighs approximately 40 pounds. Between the two bikes, these bags carry all that the LACDHS requires for a Paramedic Assessment Unit, with the exception of backboards and large splints.

The LAFD Bike Medic Program has become a great public relations tool for the fire department. It has become so routine that City Councilmen have personally asked to have the bike medics at some events. The LAPD has realized that bicycle officers are more approachable to the public than officers in police cars. The fire department has found this to be true as well. While firefighters and paramedics are viewed as friendly,

typically they do not have significant one-on-one citizen contact. The bikes provide an opportunity for such interaction. For example, at a street fair, the bikes are a novelty and an ice breaker, encouraging citizens to ask questions about the bikes, the program, and other fire department related issues. Many people especially enjoy the "green" aspect of the bike program, both in fuel savings and reduction of pollution.

With rising fuel costs and increasing traffic congestion, some cities have put bike units on regular duty, such as Chicago, Ill., and London, U.K. The London Ambulance Service Cycle Response Unit was responsible for saving \$4000 in fuel costs in 2007 alone. Orlando, Florida, has used routine units on Friday and Saturday nights in the entertainment district.

The Los Angeles Fire Department is always looking to provide better emergency medical service to the community it serves. The bike medic program has proven to be one such way, and new applications are continually sought. The addition of three John Deere Gators with MEDBEDS and gurneys have aided the bike medics in transporting patients out of crowded areas to awaiting RA's. The Los Angeles Fire Department Fire Prevention Bureau has been working closely with the bike medic program to remedy budget constraints with the possibility of including the cost of cycle teams in special events permits. Despite budget cuts, the bike medic program continues to grow and adapt to the ever changing dynamics of EMS delivery. Future plans include the ability to deploy up to 20 teams at one time and the eventual goal of a full-time team. The LAFD Bike Medic program is sure to be an integral part of the Los Angeles Fire Department's future.

Robert Dunivin has 19 years experience in the fire service and has been a firefighter with the Los Angeles Fire Department for the last six years. Robert is an instructor with the LAFD bike medic team and has been with the team for the last four and a half years. He can be reached via email at rdunivin@csfa.net.

The article appeared in the March 2009 issue of the *California Fire Service Magazine*.



Bike medics prepare for response at the Hollywood Christmas Parade.

International Airport terminals. These teams provide a rapid ALS response when the Rescue Ambulance and Engine Companies assigned to the airport have difficulty negotiating the heavy traffic during the holiday rush. The bike team's response time at the airport averages between 1 to 2 minutes from the time of call.

Work Never Stops



(Continued from page 5)

As we were returning to base, a pedestrian standing at a bus stop hailed me and informed me that a cyclist was under a lorry further along the road (you seem to get a vibe about jobs and this one was “bad”). I called to my student, informed him of a possible running call, and instructed him to follow me. Blue lights went on (we are currently working on a cyclists blue light protocol and course here in London) and big ring was engaged. I had traffic on my side backing up (a confirmation of “bad”) so took to the other side of the road to make progress. It was initially empty but after a short distance I encountered an oncoming van. I made firm eye contact with the driver and by using hand signals, instructed him to stop, allowing me and my student a safe passage past. After a brief sprint we came to a traffic light controlled crossroads where a four wheel steer cement mixing lorry was stationary mid-left turn (UK roads) and at the back wheels, a cyclist’s supine torso was protruding out.

The London Fire Brigade (LFB) were already on scene, but since UK Fire & Rescue service are not EMT or Paramedic trained, my student and I found ourselves as first EMS on scene. Our first impression was of an open pelvis fracture and probable thoracic trauma with head injury (no helmet worn). The patient was pulseless, so we got to work on the airway whilst our colleagues in the LFB performed chest compressions. Within a minute, a solo LAS Rapid Response Paramedic Unit (car) arrived to back us up and it was manned that day by the familiar face of a Team Leader and CRU member of staff who had just recently finished a one year secondment to the CRU. Our patient was in a workable cardiac rhythm (PEA), so all possible traumatic causes were reversed as far as our skill levels allow; airway protection was initially impossible due to trismus (jaw locked shut), but intubation was achieved after it subsided; we were now backed up by plenty of other LAS staff, drug therapy commenced and we looked at extrication. The initial LFB report was that the patient’s legs were entwined with the axle and that the vehicle would have to be raised. This would mean all our resuscitation efforts would have to cease as the area would not be safe to work in until the vehicle was stabilised with blocks and raised, but after cutting up the cyclist’s bicycle and removing it from underneath the vehicle, we were able to extricate and immobilise the patient and remove them to an ambulance for conveying to hospital.

In London we have one Helicopter Emergency Medical Service staffed by a BASICS doctor and a Paramedic. As we gave our report on arrival we were informed it was on another call, so a BASICS doctor was activated from

a central London hospital, arriving by car just in time to convey with the patient to the nearest multi-trauma unit.

A police traffic officer who attended the scene of the fatality commented on the hazard of frontal four wheel steer vehicles’ ability to “suck cyclists in” under their turning wheels once contact has been made.

Myself and my student then returned to base, debriefed and completed paperwork over a cup of tea and then got back to the course assessments (he passed!).

The job reaffirmed to me how recognisable the CRU are now in London. It also reminded me how much closer you are to members of the public when you are on a bicycle, and that you are far more easy to wave down for aid — I doubt a motorised vehicle would have seen the pedestrian who waved me to a halt. It showed how adaptable and flexible we can be, and how quickly and easily we can respond, offering vital pre-hospital care to those in need to a

standard that equals or exceeds that available by a motorised vehicle.

I was glad to have been with a clinical lead (Team Leader) at the time of the incident and happy to see another familiar CRU face arrive (by car this time) so promptly and give so much to our efforts as did all the emergency services who attended. This incident highlighted that as EMSCIs, we should always be prepared to deal with the worst at the most unlikely of times, and the importance of carrying full operational kit at all times.

Unfortunately, it also showed how vulnerable cyclists can be when they don’t act or get treated as legitimate road users, so take care, it is a jungle out there. Ride safe, and be prepared.

Martin Doddmeade has been an IPMBA Instructor since 2007 and can be reached at martinddd@hotmail.co.uk.

... we should always be prepared to deal with the worst at the most unlikely of times ...



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East Baton Rouge EMS

EMS Squad Offers Safety Class to Public

by Ed Cullen
Baton Rouge Advocate staff writer

EMS on wheels came of age in Baton Rouge in 1997 when the driver of a float in the Spanish Town Mardi Gras Parade lost consciousness, the vehicle plowing into the crowd, injuring 13. A television news crew caught on video the response of EMS paramedics on bicycles as the medics zipped through the throngs.

“Several people in the crowd were critically injured; they had tire marks on them from the vehicle running over them,” said paramedic Tom Harris, East Baton Rouge Parish EMS public service coordinator and head of the unit’s 26-member bicycle team.

“We went from, basically, no budget and riding unclaimed bicycles we got from the police department and eight EMS” cyclists to \$30,000, not counting overtime, bicycles made for emergency medical service work, maintenance for the bicycles, uniforms for the paramedics, training and conferences, Harris said.

The cyclists are paramedics on EMS trucks, first. They work seven, 12-hour shifts every two weeks. Their time on two wheels — 5,000 hours last year — is done as overtime or through rearranged regular shifts.

Chad Guillot, EMS’ assistant administrator, saw paramedics on bicycles in Denver 16 years ago during the visit of Pope John Paul II. The next year, Baton Rouge had a fledgling EMS corps on wheels.

Today, paramedics on bicycles in Baton Rouge are a familiar sight at LSU and Southern University football games, festivals, parades, and running and walking events.

“We don’t charge (event organizers) because Pam Porter, our EMS administrator, feels it’s a community service,” Harris said.

In keeping with EMS’ community service, Harris and squad will present a three-hour cycling class at 9 a.m. Saturday at First United Methodist Church, 930 North Blvd.

A bicycling awareness campaign came out of Mayor Kip Holden’s “Listening Tour,” Harris said. Residents told the mayor they wanted more bicycle paths and sidewalks.



“Sidewalks and bicycle paths cost money,” Harris said. The free bicycle safety class isn’t meant to make Baton Rouge bicycle friendly overnight. “We want to educate motorists and cyclists on the rules of the road and the law,” Harris said.

Wearing an EMS bicycle helmet and uniform on his public service model Cannondale bicycle, Harris gets the respect from motorists reserved for Lance Armstrong.

In an LSU T-shirt and civvie cycling shorts, “motorists react totally differently,” he said.

While motorists tolerate cyclists in traffic, most think bicyclists belong on the sidewalk, Harris said.

In fact, the Baton Rouge Traffic Code forbids riding on the sidewalk within a business district. Defining a business district isn’t always easy, Harris said.

When a cyclist does ride on a sidewalk, he yields to pedestrians and gives audible signals before overtaking and passing a walker, the code states.

Otherwise, bicycles and cars operate under the same traffic rules. They travel in the same direction, obey the same signs and signals, and signal to one another their next move.

Common sense fills in the gaps. If a cyclist has a path adjacent to a roadway, he’s supposed to take the path. Of course, the assumption is that the path is going where the cyclist wants to go.

Motorists are supposed to yield to cyclists in situations where they would yield to another car, Harris said. Common sense says if you’re on a bicycle, assuming a car will yield can mean an ambulance ride to the hospital.

Few bicyclists come to a complete stop at stop signs, but they’re supposed to. Some cyclists do a standing stop where they do come to a complete stop but keep their balance, feet on the pedals,

for a few seconds while checking out an intersection. That’s legal, Harris said.

Ride a bicycle that fits you, the paramedic said. Make eye contact with drivers, wave to let them know you’re about to cross the street. Use standard hand signals to show that you’re turning or stopping.

Harris has a bell on his bicycle to tell pedestrians he’s coming. He announces “on your left” or “on your right” to tell a walker or runner on which side he’ll pass.

Paramedics in Baton Rouge don’t use rearview mirrors on their helmets because the mirrors get in the way when treating patients. The video, “Geared Up!,” that Harris will show Saturday recommends mirrors for civilian cyclists.

This article appeared in the March 26, 2009, edition of the Baton Rouge Advocate. Photo by Patrick Dennis of the Advocate.

Fit for Life

IPMBA Member Writes Column for *Law and Order*



Photo from www.hendonpub.com.

IPMBA Instructor Kathleen Vonk continues to share her commitment to physical fitness with the law enforcement community. Kathy has long brought her knowledge and passion for being fit for life to IPMBA members, but now she is reaching a broader audience. *Law and Order* Magazine editor Ed Sanow was impressed enough with the quality of the bike patrol articles she authored for IPMBA that he invited her to write a regular column. The column, entitled *Street Fit*, shares practical information about nutrition and physical fitness. Kathy holds several degrees in fitness-related fields, but she writes in a non-academic manner, offering fitness tips that can be easily integrated in the busy lives of public safety personnel. Columns thus far have included "Police Performance Under Stress", "Law Enforcement and Nutrition" and "Functional Nutrition", which emphasize the importance of training to perform tasks and duties, not just for the sake of training. Check out the column in the upcoming issues of *Law and Order*, and get on your way to becoming more fit for life.

IPMBA Welcomes New Merchandise Supplier

IPMBA is pleased to announce that Keystone Custom Sportswear and Promotion will be the new official supplier of IPMBA logo merchandise.

Keystone is owned and operated by IPMBA Instructor Don Erb, who recently retired from the Lancaster (PA) Police Department. Don became a bike officer in 1994 after taking the IPMBA Police Cyclist Course taught by Jeff Bare, PCI #029. He was certified as an IPMBA Instructor in 1997. Since that time, he has taught numerous classes for agencies throughout Central Pennsylvania and beyond.

Don founded Keystone and its sister company, TacticalWearOnline.com, with the goal of providing public safety personnel with quality merchandise at fair prices. As a former law enforcement officer and long-time IPMBA member, he understands the needs of bike personnel.

Don is looking forward to serving IPMBA members and is eager for suggestions. He can be reached at derb018@ptd.net or 717-278-2177. As soon as the online store is up and running, a link will be established from the IPMBA website, <http://www.ipmba.org/merchandise.htm>.

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IPMBA Remembers Angel Antonio Acuna

Fellow Officers and Friends,

It is with a sad heart that I inform all of you that Angel Antonio Acuna of the Alamo Heights Police Department and former member of the St. Mary's University Police Department has passed away. He lost his fight with cancer on Monday, March 9, 2009, at the age of 44.

Many of you remember him as the somewhat roly-poly bike officer from St. Mary's University who was my constant sidekick and assistant instructor in dozens of bike schools. Those of you who knew him better knew of his love for police work and his love of the bicycle. Nothing pleased him more than doing both at the same time. Not all of you knew the strength of his heart, his love for his fellow officers and his constant teaching and training the young and first time officers who came to serve with him. His extremely warm nature and smile will be a loss for us all. He is survived by his mother, Elba D. Acuna; wife Deborah Lynn Acuna; three daughters, Adriana D'Jenedie, Angel Ryan, and Alexis Rose; and one son, Adam Xavier.

Angel was laid to rest Monday, March 16, 2009, with full police and military honors. Many of us who rode with him met him at the gates of Fort Sam Houston. In full bike uniform and on our bikes to honor him, we lead him on his final ride.

Memorial contributions may be made to the Angel Acuna Benefit Fund at any Frost Bank, Account #272085525 or to the Lance Armstrong Foundation, National Mail Processing Center, P.O. Box 6003 Albert Lea, MN 56007-6603, donations@livestrong.org.

Sincerely,

T.J. Richardson, PCI #139T
San Antonio Police Department (retired)



News from the UK



by Matt Langridge,
PCI # 869
Thames Valley Police (UK)

Hi, everybody.
Welcome back to the UK.

As I write this, we are still within the first couple of months of 2009. This year is shaping up to be a good one for cycling over here. 2008 saw the sport become prominent in the public eye with big successes on both track and road.

On the road, Mark Cavendish pulled off two stage victories in the Giro'd Italia and four stages in the Tour de France. Nicole Cook took victory in both the Olympic and World Championship road races.

On the track, during the World Championships at the Manchester Velodrome, Team Great Britain took nine out of a possible 18 gold medals.

Team Great Britain also had a tremendous Olympic Games in Beijing, taking seven of the available ten Gold medals: Bradley Wiggins (Men's Individual Pursuit); Rebecca Romero (Women's Individual Pursuit); Ed Clancy, Paul Manning, Geraint Thomas and Bradley Wiggins (Men's Team Pursuit); Chris Hoy (Men's Individual Sprint); Victoria Pendleton (Women's Individual Sprint); Jamie Staff, Jason Kenny and Chris Hoy (Men's Team Sprint); and Chris Hoy (Men's Keirin).

At the annual British Broadcasting Corporation (BBC) Sports Personality of the Year Awards, cycling was very

well represented. Team Great Britain was awarded the Team of the Year award. Team GB's coach and mentor David Brailsford was named as Coach of the Year. The overall Sports Personality of The Year was Chris Hoy, winner of three Olympic and two World Championship Golds.

In the New Years Honours list, where recognition is given to Sports, Arts, Business and Community for good work, bravery, excellence, etc., Chris Hoy topped his magnificent year with a Knighthood, becoming Sir Chris Hoy. Bradley Wiggins and Dave Brailsford were made CBE's (Commanders of the Order of the British Empire) and every other Team GB Gold Medal winner was made MBE's (Members of the

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(Continued from page 10)

Order of the British Empire). As an aside, she may not know it yet, but Victoria Pendleton was voted as the “Sports Personality I would Most Like to Take out to Dinner.”

Why is all this relevant? Well, we Brits don’t often get the opportunity to do the sports-related, “We’re the Best in the World” chest-beating but, apart from that, all of this is having a positive impact on cycling in the UK. With the financial crisis causing folks to tighten their purse strings, these successes have opened many eyes to the possibilities presented by two wheels. Recent studies have suggested increases in cycling in the area of 91% on the streets of London! Most of the increase is likely to be accounted for by commuters and utility riders. Not a bad thing I think you will agree.

Public Safety Cycling (PSC) has set its 2009 seminar dates – Saturday 26th and Sunday 27th September 2009 at The Barbican, London. The programme will include workshops, practical sessions, obstacle course and, for those who travel to the event on the Friday evening, a likely demonstration of yours truly being “restrained and arrested” (gripped up and bent out of shape again) by Dutch Super Cop Tommy Hamelink. Friday evening will probably see another edition of Tom Lynch’s nocturnal Tour de London which last year gave some spectacular floodlit views of a number of our capital’s attractions, with a refreshment stop for fish and chips. Personally, I can’t wait.

Training continues throughout the year with courses pencilled in for every month. Instructor training is also underway, with two courses in February, one in March, one in June and one scheduled to follow the seminar. This all means that “Raising the Standard” is occurring across the UK.

PSC’s involvement in the formulation of the national strategy for cycle patrol training is ongoing. Nigel Tottie represents PSC (the identified user group) on the Association of Chief

Police Officers (ACPO) committee charged with designing the plan. As a result of user group meetings and Nigel’s subsequent recommendations at the ACPO meetings, a basic minimum requirement has been agreed. This requirement is a programme including a pre-read/workbook to be completed pre-course, followed by a MINIMUM of 16 hours face-to-face training. Training time can be increased to suit the needs of the Force or the students. The minimum training requirement includes a written test at the start of the training to ensure workbook compliance. The workbook/ pre-read will comprise the majority of what would otherwise be classroom sessions, so the vast majority of the training will be on-bike skills training and assessment. It has also been proposed that training be provided at different levels – Standard, Advanced/ Response, Off Road and Public Order. Standard will be a minimum requirement before a rider can undertake any of the other packages. This will allow areas to tailor their training to suit their requirements and the roles of the students. The next task for the user group is to design the packages to present to ACPO.

Now for some quick news from around the country.

Pedal Power for Emergency Teams in Nottingham: The Cycle Responder Units have been set up by St John Ambulance Service. There are currently seven bikes in operation and so far they have managed to respond more quickly than an ambulance. Graham Robinson of St John Ambulance said: “We get there quicker and we’re on the scene - the ambulance service needs to get there within eight minutes. The resources can be matched much better if you know exactly what’s going on quickly – that

helps the ambulance service deploy more appropriately. The bicycles are equipped to deal with the most important problems and to treat them effectively.”

West Mercia Police Officers are in the Saddle with Bikes: The force’s Cycling Corps – now numbering about 50 – were reintroduced three years ago and are going from strength to strength. Inspector Kim Downing, of the local policing unit, said: “There’s no doubt our cyclists have been a huge success with the public. Really, they were brought back by popular demand. The public always want to see police officers walking the beat rather than in patrol cars, and having officers on bikes is a good halfway measure. They are visible, accessible and able to attend incidents within a reasonable time.”

Police Geared up for Improved Patrols in Keighley: Inspector Wayne Horner, of the Keighley NPT (West Yorkshire Police), said: “We have a mountain bike in use in Keighley at the moment and have found it to be very useful in helping our patrols get out further and maintain high-visibility policing.” Bikes are used by NPTs across Bradford to help

officers cover more ground on their patrols. In Keighley the team bike has been used for increased patrolling, to respond to incidents and to assist with off-road operations difficult to carry out on foot or in car.

As you can see, Cycle Patrol in all its forms continues to make the news. Long may it do so.

Well, that’s enough from me for this issue.

Ride safe and enjoy!

— Matt Langridge

There’s no doubt our cyclists have been a huge success with the public ...

Where to find no-nose (noseless) saddles

Bisaddle

www.bycycleinc.com

Cloud 9

www.obviousengineering.com

Comfort Saddle

www.comfortsaddle.com/index.cfm

DDWings

www.ddwings.com

Easy Seat

<http://hobsonseats.stores.yahoo.net/easyseat.html>

Easy Seat II

<http://hobsonseats.stores.yahoo.net/easyseatii.html>

Ergo, The Seat

www.ergotheseat.com/index.htm

ISM Tourist and Sport Saddles

www.ismseat.com/products.htm

Moon

www.moonsaddle.com

Real Seat

www.realseat.com

Revla Saddle

www.revla.com

RideBall

www.rideball.de

Schwinn No Pressure

(not listed on Schwinn Website)

www.amazon.com/Schwinn-No-Pressure-Bicycle-Seat/dp/B000DZGLVY

Spiderflex

www.spiderflex.com/pr.html

Spongy Wonder

www.spongywonder.com

Un-saddle

www.theunsaddle.com

This list is maintained and updated at
www.healthycycling.org

Further Reading:

Cutting off the Nose to Save the Penis, by Schrader, Steven M.; Breitenstein, Michael J.; Lowe, Brian D. The Journal of Sexual Medicine, Volume 5, Number 8, August 2008, pp. 1932-1940(9). Full text available from Steve Schrader, 513-533-8210 or sms4@cdc.gov, or at the following links:

HTML:

<http://www3.interscience.wiley.com/cgi-bin/fulltext/120126353/HTMLSTART>

PDF:

<http://www3.interscience.wiley.com/cgi-bin/fulltext/120126353/PDFSTART>

Noseless Saddles Provide Protection

by Sgt. Joe Andruzzi
Chicago (IL) Police Department

Ed's Note: *The National Institute for Occupational Safety and Health (NIOSH) is releasing a Workplace Solutions document for public safety cyclists as a result of their research findings. This document, which recommends the use of noseless saddles, was presented during the 2009 IPMBA Conference in Albuquerque. NIOSH also hosted a roundtable to discuss any other occupational safety and health issues of concern to public safety cyclists.*

On duty we wear bicycle helmets to keep our heads safe, bullet-resistant vests to keep our vital organs safe, and triple-retention holsters to keep our weapons safe. Off-duty, many of us work out, even though we ride bicycles at work, and we eat right to keep our bodies healthy. We do this because it is the smart, safe and healthy thing to do. So with all of this, why would any male bicycle officer resist the use of a noseless saddle to keep a very important part of his body healthy and safe?



Courtesy Joe Andruzzi

In January 2006, male Chicago police officers assigned to bicycle patrol had an opportunity to take part in a National Institute for Occupational Safety and Health (NIOSH) study. The purpose of the study was to examine the use of bicycle saddles as they relate to genital numbness and sexual dysfunction. Briefly stated, the study concluded that groin pressure from traditional (nosed) saddles was the primary contributor to sexual dysfunction experienced by bicycle officers.

As a study participant, I was required to remove the traditional nosed saddles from my department and personal bicycles and replace them with no-nose saddles. While study participants were offered a vast variety of no-nosed saddles to choose from, I chose the ISM Touring saddle. I'll admit I did not have a "love at first sight" relationship with this saddle. I had even joined some of my fellow bicycle officers in ridiculing a couple of officers who rode with no-nose saddles long before this study was brought to my department. However, I now knew the risks associated with continued use of a nosed saddle, so I reluctantly installed the new seat.

The first time I rode with this saddle, I realized how much I had relied on the nose of my traditional saddle to help slowly maneuver my bicycle through congested traffic. I was never aware of how much I had used my inner thighs to help control and balance the bicycle. After just a few hours on the noseless saddle, I was ready to get rid of it and accept the health risks associated with traditional nosed saddles. But still wanting to truly gauge the saddle, I grudgingly rode on. After that first day, my lower buttocks were very sore.

Nevertheless, I stuck it out, and after about a week I had grown accustomed to the saddle. At the same time, my balance and maneuvering on the bicycle dramatically improved. To test my riding ability with the new seat, I put myself through the various cone courses the department uses

for bicycle training along with other riding drills. I was able to successfully complete each one.

Nearly two years later, I am still riding with the same saddle and consider myself a better rider for it. I believe the switch to a no-nose saddle is so

important that I've lobbied my department for funding to equip our fleet of more than 450 bicycles with no-nose saddles. In addition, all newly purchased bicycles must come equipped with no-nose saddles.

I realize reading a short article won't change the minds of those who vehemently oppose switching to a no-nose saddle for reasons ranging from ignorance to obstinacy. However, I encourage any officers who are concerned about their reproductive health to try a no-nose saddle. If you do, be patient. Your body needs time to adjust. Just know that if you make the switch, your penis will thank you for it.

For detailed information about the NIOSH studies and published results, please visit <http://www.cdc.gov/niosh/topics/bike/>. The workplace solutions document can be found at www.policebikesaddles.com.

Sgt. Joe Andruzzi has been the commanding officer of the Chicago Police Department's Bicycle Patrol Unit since March 1999. He oversees a fleet of more than 450 bicycles and trains 100-200 officers yearly for bike patrol. He can be reached at Joseph.Andruzzi@chicagopolice.org.

The Product Purchase Program is on the Move!

Industry

In an effort to save paper, printing and postage, and to ensure the most current information is always available, the entire PPP will no longer appear in *IPMBA News*. Full listings will be maintained on the web at www.ipmba.org/ppp, and new listings only will appear in *IPMBA News*.



Those listings are increasing by leaps and bounds. In the past 12 years, the number of participating companies has increased from four to more than eighty, and the range of products has become much more broad. The amazing thing about the PPP is how underutilized it is. Could it be that you have not purchased any new equipment for personal or on-duty use? That is hard to imagine! Perhaps you just forgot to mention your IPMBA membership and paid full price.

The IPMBA Product Purchase Program can really save you money, and in this economy, every dollar counts! Many companies offer “Pro-Deals”, which represent savings of up to 40% off retail. You can save on bicycles, lights, sirens, eyewear, uniforms, footwear, gloves, panniers, maintenance supplies, tires, panniers, safety vests, and more. Here are the latest additions — check them out and save money now!

ERGON USA

Product: Ergonomic Grips, Backpacks, Tools

Regular Cost: Contact for Product List

Cost to Members: 35% off Retail

Form of Payment: AX, CH, DC, MC, PO, V

Ordering Options: Phone, Fax, Email

Contact Name: Jeffrey Neal

Phone: 323-428-3495; *Fax:* 323-848-9097

Website: www.ergon-bike.com

Email: jeffrey@ergon-bike.com

Ergon USA

7616 Lexington Ave., W. Hollywood, CA 90046

RIDGE MEDICAL AND SKIN CARE PRODUCTS

Product: ProFen HP Topical Ibuprofen Cream

Regular Cost: \$19.95

Cost to Members: \$15 + Free Shipping

Form of Payment: DC, MC, V

Ordering Options: Phone, Fax, Email, Website

Contact Name: Mike Curry

Phone: 866-321-1732; *Fax:* 866-568-2525

Website: www.profenhcream.com

Email: ridgemed@aol.com

Ridge Medical and Skin Care Products

3415 Custer Road, Suite 107, Plano, TX 75023

Enter the word Safety in the coupon code section.

TDI Law Enforcement Knife

In extreme close quarters encounters where a suspect is attempting to take an officer's handgun, or an officer cannot access his handgun, the TDI knife is available as a “last option” knife. When worn on the pant belt the entire unit — knife and sheath — is well concealed.

When I was a Bike Patrol Officer, I found that having the TDI Law Enforcement Knife was a must. If you are a Bike Patrol Officer, you know that there is not a really good way to carry a back-up weapon in this assignment. The uniform and equipment make it extremely difficult for traditional back-up carry, and other “realistic” options are just not available.

The TDI Law Enforcement Knife fits securely on the officer's inner belt. The design makes it comfortable to wear while on the bike, and does not interfere with riding. The fixed blade makes deployment extremely fast, and the unique design assists the officer in obtaining and maintaining a secure grip on the weapon.

The knife was designed by John Benner, founder and owner of Tactical Defense Institute. I have worked for John as an Instructor, an Officer, a Narcotics Agent, and a member of his Drug Task Force entry team. I believe that each officer should have access to every tool necessary to ensure that they go home safely at the end of each tour.

I started COPKNIFEGUY.COM to help get these knives out to the officers who need them. I am available to provide my fellow **IPMBA members** with discounted pricing on the entire TDI/Ka-Bar line of knives, and the kind of meticulous customer service that you deserve.

Contact me, Jay Graves, at 513-410-9054 or jay@copknifeguy.com, and visit our website, www.copknifeguy.com, for more information.



Welcome New Corporate Member

EMS Magazine and its online arm, EMSResponder.com, has recently joined IPMBA as a corporate member.

EMS Magazine has been published continuously since 1972. Informative and balanced editorial content make *EMS Magazine* the most authoritative source in the world for clinical and

educational material designed to improve the delivery of pre-hospital emergency

medical care. It is written, edited, illustrated and formatted to appeal to the full spectrum of EMS professionals: Paramedics, EMTs, administrators and instructors working in private and public services.

EMSResponder.com is the online home of *EMS Magazine*, the leading emergency medical services journal. This online publication provides EMS news and EMS training for the Paramedic and Emergency Medical Technician (EMT), as well as other pre-hospital healthcare practitioners, ambulance crews, rescue personnel and public safety responders. The site serves members of all EMS delivery models including fire-based EMS, municipal EMS agencies, volunteer EMS agencies and private EMS services. Resources include podcasts and webcasts; continuing education credit (CEUs); business and product news; job listings; Buyer's Guide; Grant Resource Guide and Events Calendar.

To take advantage of the resources available from this corporate member, or to subscribe to the print publication, please visit www.emsresponder.com.



SUPPORT OUR CORPORATE MEMBERS

IPMBA proudly recognizes the following organizations for their continued support and assistance to IPMBA and the profession of public safety cycling. They have helped to ensure that we can continue our mission of providing education, training, and resources for public safety cyclists worldwide. To become a corporate member, contact Maureen at maureen@ipmba.org or 410-744-2400.

BRATWEAR

Sally Swanson
253-517-4000 x 16
sally@bratwear.com
www.bratwear.com



EMS Magazine/EMSResponder.com

Scott Cravens
920-563-6388
Scott.cravens@cygnuspub.com
www.emsresponder.com



Electric Motion Systems

Tim Folk
877-824-5339
www.e-ms.us/lawenforcement.html



Jones & Bartlett Publishers

800-832-0034
info@jbpub.com
www.jbpub.com



Mocean

Bill Levitt
949-646-1701
moceanbl@aol.com
www.mocean.net



Police Bike Store

Michael Espejo
309-797-9028
info@policebikestore.com
www.policebikestore.com

POLICE BIKE STORE

Bikes • Accessories • Lights

CCR Registered - PO's Accepted
Multiple Item Discounts Provided

R & B Fabrications

David Belton
419-594-2743/800-553-1911
info@rbfab.com
www.rbfab.com



Trek Bicycle Corporation

Public Safety Representative
800-313-8735 x 4911
police@trekbikes.com
www.trebikes.com



Volcanic Bicycles

Eric Kackley
360-943-8613
eric@volcanicbikes.com
www.volcanicbikes.com



Bike Patrol Supply Companies

Industry

by Ron Burkitt, PCI #488
IPMBA Treasurer
Hilliard (OH) Police Department

The economy stinks and we are all trying to do the best with what we have, both personally and professionally. As bike officers we are tasked with keeping our units running by using taxpayer money in the most sensible way possible. Keeping that money in the local economy is important, so supporting your local bike shop makes sense. However, local bike shops often do not carry certain important specialty items, and some aren't interested in getting them for us. Some departments don't have a local shop and the nearest one is hours away.

That's where IPMBA helps to fill a gap by working with bike patrol suppliers that understand our special needs and circumstances. These suppliers are dedicated to helping us spend our taxpayer money wisely and still meet our bike unit's needs. I contacted these companies and asked them to complete a survey. I received replies from 4Bike-Police.com, Madison Bike Shop, Patrol Bike Systems, and Police Bike Store. The information they provided may help you make more informed purchasing decisions.

4Bike-Police.com

Contact: Mark Leonard
Phone: 501-653-2522/501-517-5338
Website: www.4Bike-Police.com,
www.OutskirtsOnline.com,
www.TheMaskedMerchant.com
Email:
OutskirtsOutdoors@sbcglobal.net,
LCGInc@sbcglobal.net

What products do you offer?

Bikes (BMX, Comfort Cruisers, Mountain, Police, Road), camping gear and outdoor supplies, Police/EMS/Security duty gear and accessories, tactical and safety products.

How long have you been in business?

Six and a half years

How many years have you been affiliated with IPMBA? Four years

What conferences have you attended?

Dayton '06, Baton Rouge '07, Indianapolis '08, Albuquerque '09

What type of bike, if any, do you own?

Fuji Absolute 2.0

What type of riding, if any, do you do?

Road and Trail

What is your favorite biking story?

For the past three years we have sponsored The Wounded Warrior Project Soldier Ride Honky Tonk Challenge, a bicycling event which takes severely injured veterans from rehab on adaptive cycles. We ride over 80 miles in Little Rock, Memphis and Nashville. Riding along with these soldiers is inspirational and very motivational. My favorite part is watching them as they overcome a hill and push themselves to complete the ride for the first time.

Name one thing you'd like to know about public safety cycling. Is there a balance between safety and stealth? I understand that being on the road with vehicles requires high-visibility. However, stealthy operation of a bike in low visibility areas where surprise is needed must be challenging at times.

What is one thing we should know about you or your business? As a retired law enforcement officer, I truly have the deepest respect for my brothers in arms and work hard to earn their business by offering the finest products available for their duties, and customer service second to none.

Madison Bicycle Shop

Contact: Sal Piccolo
Phone: 973-377-6616
Website: www.madisonbicycleshop.com
Email:
contact@madisonbicycleshop.com

What products do you offer? We carry bikes and equipment for everyone from professionals to toddlers. We outfit numerous local and sometimes not-so-local police departments and security teams. We carry Gary Fisher, Mirraco, Cannondale, Schwinn, Mongoose, GT, Torker, Redline, Kettler, and Fuji. We also carry a full line of cycling clothing and accessories, all the safety equipment and maintenance supplies you'll ever need, automobile racks, literature and maps, StarTrac, Lamar, and Ignite Fitness equipment. We even have a section of our store dedicated to skateboarding.

How long have you been in business?

Our store opened in 1965. I've been working here since 1987, when I was in the eighth grade. I purchased the business in 2001.

How many years have you been affiliated with IPMBA? Three years

What conferences have you attended? I haven't been able to attend any conferences but I run clinics with many Police Bike Squads and regularly hold seminars at the Police Academy, where I receive a great deal of feedback from officers regarding their specific needs.

What type of bike, if any, do you own?

I've bought and subsequently sold all of the bikes I've owned over the years from BMX rigs to road bikes to full suspension cross country mountain bikes. My personal stable has a very high turnaround rate. Right now I literally only own one bike, a green GT Peace 9R, a single speed with a rigid fork.

What type of riding, if any, do you do? I

was a BMX maniac when I was a little kid but working at the shop turned me into mainly a road biker. I've only dabbled in mountain biking, but these days all the biking I get in is when I'm pedaling around town on my GT doing errands. Unfortunately, I have to spend too much time in my office!

What is your favorite biking story? All my favorite biking memories involve being surrounded by lots of other bikers, like the charity rides I had time to partake in when I was younger and the HUGE group ride at TrekWorld—the national Trek dealers convention out in Wisconsin. My most recent group ride was probably my favorite. My staff and I developed and delivered an assembly at our local Junior School entitled "Fit Kids Smile More", during which we discuss the alarming statistics about global warming, childhood obesity, and traffic congestion, and how riding bicycles can

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help alleviate all three of these problems. We also announced a contest where the children purchase cycling computers from us at cost and then use them to track their own mileage over the course of the school year. The boy and girl who log the most miles come spring will each be rewarded with a brand new Gary Fisher bicycle. To kick off the program this year, with the help of school administrators and our local Police Department, I organized an early morning group ride from the center of our town to their school. It was pretty dark, cold, and rainy, but there was a smile on everyone's face and everyone had fun. The police even provided us with motorcycle escorts. The kids really loved that.

Name one thing you'd like to know about public safety cycling. I'd like to know if there is anything that you guys need that our industry hasn't developed for your particular line of work. Let us know. Sometimes the companies that we represent can be pretty responsive to our requests.

What is one thing we should know about you or your business? We'd like bike squads everywhere to know that we're very serious about properly outfitting public safety officers with all their biking needs. We don't just throw a rack on the back and a sticker on the top tube and call it a police bike. We like to interview our clients and find out the specific kind of patrols they'll be leading, the kinds of weather they'll be riding in, their level of experience, and the knowledge they need. We outfit our riders from head-to-toe and even have an online police catalogue at their disposal. We're very flexible, too. We can accommodate any officer's schedule — morning, noon, or night — for fittings or equipment orders. We also offer maintenance and repair classes for squad leaders and unit members.

Ron is a school resource officer in Hilliard, Ohio. He has served three years on the IPMBA Board, in the roles of Industry Liaison and Treasurer. He can be reached at hpdbadge26@gmail.com.

Patrol Bike Systems

Contact: Mark Eumurian
Phone: 651-773-8763/651-773-8762
Website: www.patrolbike.com,
www.ebiketools.com
Email: info@patrolbike.com,
patrolbike@earthlink.net

What products do you offer? Bikes, uniforms, shoes, bike accessories, helmets, tools, and most everything else you might possibly need.

How long have you been in business?
Almost 16 years

How many years have you been affiliated with IPMBA? 16 years

What conferences have you been able to attend? 16 IPMBA Conferences, 15 IACP Conferences, two Police and Security Expos, one College Campus Safety Conference & one FBI conference.

What type of bike, if any, do you own? I own a Raleigh mountain bike, Colnago Technos road bike, Diamondback Drifter Chopper, SR road bike, Raleigh commuter bike (60's era) and a Fuji Team road bike that was stolen.

What type of riding, if any, do you do? Leisure road, road racing, off-road racing, single track mountain, leisure mtb, cruising my neighborhood on my chopper bicycle, cross racing (soon) and just about any other riding you can think of.

What is your favorite biking story? I had a somewhat inflated view of my road racing acumen, so I entered the MN Men's Road Racing Championships one year only to be dropped at about mile 10 of a 40 mile circuit. My middle aged stubbornness wouldn't let me quit, so I finished the last 30 miles on my own. I didn't finish last by virtue of the fact that there were some crashes and mechanical failures.

Name one thing you'd like to know about public safety cycling. Are bike officers permitted to allow ride-alongs by non-law enforcement personnel?

What is one thing we should know about you or your business? People will always be more important to me than business or money.

Police Bike Store

Contact: Michael Espejo
Phone: 309-797-9028
Website: PoliceBikeStore.com
Email: info@policebikestore.com

What products do you offer? Everything needed to get a bike patrol started. Fuji and Smith & Wesson police bikes; lighting systems from NiteRider, AlerteSystems, Princeton Tec, and Marwi; helmets, tools, repair stands, bicycle bags and much more.

How long have you been in business? 10 years

How many years have you been affiliated with IPMBA? Three years as a Corporate Member.

What conferences have you been able to attend? Baton Rouge '07

What type of bike, if any, do you own? A mountain bike.

What type of riding, if any, do you do? Mostly road riding and some trails.

What is your favorite biking story? My most enjoyable biking experience was when a friend of mine and I were off-road riding at Copper Mountain, Colorado. We got lost in the trail system and had to figure our way back to the main trails and off the mountain, but we did not really care because we were having such a great time. It was a great feeling of freedom, being in the mountains with no-one else around, just us on our bikes.

Name one thing you'd like to know about public safety cycling. How many lives have been saved and crimes stopped as a result of the bicycle patrols and EMS units?

What is one thing we should know about you or your business? We always do our best to provide our customers with exactly what they need for their patrol. We treat each customer as an individual and listen to what they need to accomplish with the bike. From there, we recommend products that will best fulfill their needs. We use feedback gained from past customers to offer the best products at the best possible prices.

by Scott Elliott, PCI #915/EMSCI #198
Niagara Regional Police, Ont., Canada



It wasn't 313,000 square feet and there weren't 1,000 vendors. I didn't fly there and stay in a hotel (I drove and paid my own gas and parking). But I did get two free tickets from Maureen, which saved me \$26.

So the glass was half full. My 16-year-old son, Ryan, and I go to the Toronto Bike Show every year, and this year we got in for free. Although it is not as big as Interbike, it is still well worth the visit.

I am like a child in a candy shop as I walk through the main doors. I pause to take it all in. I once heard a rather crude but fitting term to describe it: "bike porn". I don't think Ryan quite feels the way I do, but that will come with time.

The floor is divided into areas. To the left are all of the vendors, mostly Toronto-area bike shops. Tradition dictates that we hit this area first. A quick reconnaissance mission is in order as we look for good deals. I usually come with a list and shop around to find the best deal I can. This sometimes involves dickering between

After we have spent most of our budget, we slow down a bit and walk over to the manufacturers' showcase area, where various bicycle, component and bike-related businesses display their wares. Shimano shows off their latest lines of components. One can dream about the latest Dura-Ace Di2 electronic shifters for our road bikes or the new SLX mtb groupo for our work rigs (yeah, right!). The major bike and accessory manufacturers are represented, the likes of Trek, Specialized, Thule, Power Bar and some Canadian companies, Norco, Opus and the little known but awesome manufacturer, Argon 18. I admit I am a little biased as my son and I both ride Argon 18 road bikes. Speaking of Argon 18, legendary Canadian cyclist Steve Bauer had a booth as well. His professional cycling team, Planet Energy, is the only Canadian professional cycling team and one of its sponsors is the Montreal-based Argon 18.

Steve also operates a bicycle tour company. He used to run tours in Niagara's wine country and I worked for him as a guide. He now concentrates on international tours around events such as the Tour de France. A former pro himself, his accolades include yellow jersey winner in the Tour de France, silver medalist in the 1984 Olympics, and bronze medalist in the 1985 World Cycling Championships. He graciously posed for a photo with Ryan and me (at left).

There was some public safety cycling representation with members of the Toronto Police Service Bicycle Patrol unit in attendance.

The bike show is more than just a bunch of booths and dealers. Since I

reside in the "great white north", my outdoor cycling season is a lot shorter than that of some of you southern state residents. After months of sitting on my trainer in front of the T.V., the bike show has an atmosphere that reminds me that the cycling season is just around the corner. There is a BMX competition area and also an indoor



dirt track. The smell of the trucked-in soil reminds me of summer trails and rides with my son and friends. The Norco factory trials team, featuring Ryan Leech, also puts on a spectacular demo of bike balance and bunny hopping I would love to have in my slow speed skills workshop at the conference.

You can check out charity ride booths, learn about waterfront trails and wilderness adventure tours, and get the low down on the upcoming mountain bike racing events from the guys at Chico Racing.

In short, the show did what it does for us every year. It kick-started our enthusiasm for the cycling season ahead. Speaking of which, this article comes to you from Roanoke, Virginia, where Ryan and I are on our annual March break mountain biking trip. There is phenomenal off-road riding here. You should check it out sometime.

Scott is the bicycle patrol co-ordinator and instructor for the Niagara Regional Police Service in Ontario, Canada. He can be reached at 2962@nrps.on.ca.



vendors. Unfortunately, Ryan keeps growing and this year, the majority of my funds went towards replacing his outgrown gear.

Photos Courtesy Scott Elliott.

Industry

by **Tommy Hamelink, PCI #658**
Politie Haaglanden, The Netherlands

If you go surfing on the internet for "Adventure Mountain Biking Bags," you will find the name "Epic Eric" all over it.

Epic Eric is the brand name of owner and designer Eric Parsons of Anchorage, Alaska, who builds special bicycle bags for the "serious" adventure cyclist. "Serious", you ask? If the majority of racers in the Iditarod Trail Invitational

choose Eric's products, it is deadly serious! This long winter ultra bicycle race – 350 or 1100 miles across frozen Alaska – is an unforgiving test for both humans and materials. Failing equipment can be life-threatening.

Bike racers from the Great Divide Race, the Yukon Artic Ultra, the Arrowhead Winter Race and the RAAM also use



Epic Eric: Adventure Mountain Biking Bags

Eric's bags. Do I need to tell more about the serious quality of Eric's products?

For completing my Surly Pugsley adventure bike, I ordered a set of bags from Epic Eric's.

I use them all the time, even when I go for the technical trails.

So what does this have to do with bike patrol? Normally, bike patrol officers use rear panniers. But if you need a little more carrying capacity, why not use a frame bag?

Eric Parsons designs a custom built frame bag for touring, endurance racing and lightweight bike packing. Utilize the valuable space inside your frame and get the weight off your back and onto your bike! These bags can be made to take up any space you can think of.

Complete your frame bag with the Gas Tank, which is a top tube-mounted, dual-zip panel opening bag for quick access to your goodies. Food (hence the name "Gas Tank"), a GPS, mobile phone, you name it. The double-zip panel opening design allows easy access to the contents.

For EMS, the frame bags give you the little extra carrying space you might be seeking.

Combine them with a backpack, and you have a smaller footprint than with two back panniers. This gives you more flexibility when working in areas like dense woods or big crowds.

For police, the frame bag is a big advantage if you don't want rear panniers but you need more space than a rack bag provides. That makes you smaller and faster when riding through a crowd. Also the crowds have no more back panniers to grab you by.

All of Eric's bags are custom made. Send him your idea and he will help you to design the perfect frame bag. Please take a look at the website <http://www.epicdesigns-ak.blogspot.com> and find out all the possibilities.

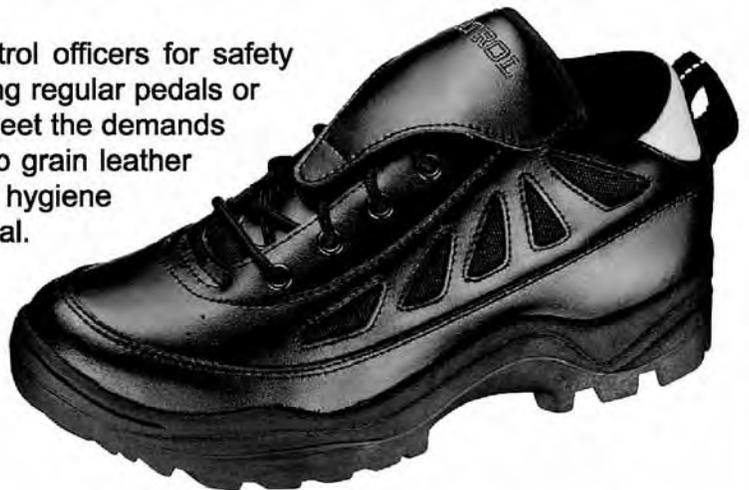
Tommy is the founder of the annual Bike Patrol Study Day in the Netherlands and the website www.bikepatrol.nl. He can be reached at info@bikepatrol.nl.



COMFORT SAFETY DURABILITY

To prevent injury when cycling a stiffened sole is essential. Properly designed cycling footwear has a rigid mid-sole extending from the ball of the foot to the heel to guard against the crippling effects of Plantar Fasciitis and Metatarsalgia. The mid-sole also adds to comfort and efficiency by transferring the pedal pressure over the whole sole area, no localized soreness or pressure points caused by the pedals.

Patrol shoes were designed by IPMBA bike patrol officers for safety and comfort on and off your bike. Clipped in, using regular pedals or in pursuit off the bike Patrol shoes are made to meet the demands of public safety professionals. Made from soft top grain leather Patrol shoes breathe naturally for comfort and hygiene and can be polished to look smart and professional. The SPD compatible mid sole accepts all popular MTB cleat systems.



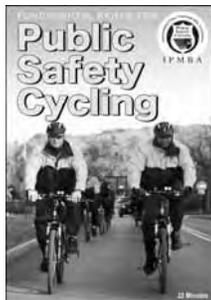
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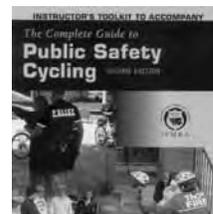


Fundamental Skills for Public Safety Cycling

The long-awaited cycling video is quickly becoming a reality. After many days of shooting and reviewing footage, developing a script, selecting music, generating graphics, and endless editing, the video is nearly complete. The production team from Niagara Regional Police Service Video Unit has created a work of art. The quality of the video exceeds our highest expectations. All scenes feature IPMBA-trained police, EMS, and security cyclists in full uniform, demonstrating the essential skills taught in the IPMBA courses. As this issue of *IPMBA News* went to press, the video was being prepped for its debut at the 19th Annual IPMBA Conference. There, members will be invited to view the video and offer comments, which will be considered for the final edit. The release date is yet to be determined, but it is anticipated to be available during the summer. Please consult the website and future issues of *IPMBA News* for ordering information.

ITK: The IPMBA Instructor Toolkit CD-ROM

If you have not already placed your order for the ITK, please do so as soon as possible. Effective May 1, 2009, the price increased from \$100 to \$150. All IPMBA Instructors who wish to maintain their certification are required to purchase the material by July 31, 2009. If you are not sure of your status, please contact the IPMBA office at info@ipmba.org or 410-744-2400.



The response to the ITK has been overwhelmingly positive, and most have recognized the reasoning for the purchase requirement. This is IPMBA's first major curriculum release in a decade, and is a response to the demands of instructors to have access to up-to-date training materials, including PowerPoint presentations, lecture notes that correspond with the student text, electronic forms, and more. Although the project costs will never be recouped, it was well worth the investment to ensure continued program quality and to enhance the teaching-and-learning experience.

20th Annual IPMBA Conference

2010 Conference Workshops

— CALL FOR INSTRUCTORS —

— CALL FOR PROPOSALS —

The 20th Annual IPMBA Conference will be held May 1-8, 2010, in Chesterfield-St. Louis, Missouri. Pre-conference courses will be scheduled May 1-5, and the conference workshops will take place May 6-8.

If you are an active, IPMBA-certified instructor and are interested in teaching at the conference or pre-conference, you must submit a letter of interest and resume outlining your bicycling, work, and teaching experience to the Education Committee for consideration. Please include non-bicycling-related expertise and/or instructor certifications.

List all past IPMBA conferences for which you have instructed and/or attended, including a list of workshops for which you have been lead or co-instructor. Also include the number of PC/EMSC/SC classes you have conducted and/or the number of PC/EMSC/SC students you have instructed.

Instructors will be selected for the pre-conference training courses as well as the core conference workshops. Be sure to indicate which course you would like to teach and/or the workshops you would like to present (e.g. bike handling skills, off-road riding, maintenance, etc.)

Specify whether you are available for the pre-conference, conference, or both. Please email this information to maureen@ipmba.org and education@ipmba.org

Deadline: July 31, 2009

*If you wish to teach at the conference or pre-conference you **must** submit a letter of interest and resume, even if you have done so in the past. No exceptions!*

IPMBA is seeking workshops for the 20th Annual IPMBA Conference in Chesterfield-St. Louis, Missouri! This is your chance to share your latest brilliant ideas or your tried-and-true techniques. Your proposal can be for a classroom or an on-bike session. Workshops can be 1.25 hours, 2.75 hours, or 4.25 hours in length.

Workshop Proposals are Easy — Just Follow These Steps!

STEP ONE: Contact IPMBA HQ at Maureen@ipmba.org or 410-744-2400. Ask for a set of workshop proposal specifications.

STEP TWO: Select a Topic. Stop hoarding your in-service training ideas.

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

STEP FOUR: Submit your proposal to IPMBA HQ by July 31, 2009. *If you would also like to be considered for the pre-conference and/or as a full conference instructor, be sure to include a cover letter and resume as indicated in the "Call for Instructors."* Submitting a workshop does not guarantee acceptance as a full conference instructor, but it can help in the decision-making process.

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

Note about Repeat Workshops: Even if your workshop has been offered at past conferences, you must still submit the workshop proposal form. Past inclusion does not guarantee future acceptance.

Deadline: July 31, 2009

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2008 by the Numbers

Did YOU make the stats?

Throughout 2008, IPMBA instructors reported conducting 450 classes, training approximately 3900 public safety cyclists. 79% were Police Cyclist Courses, 10% were EMS Cyclist Courses, 9% were Security Cyclist Courses, and the rest were combined. Of the 3780 eligible students, approximately 27% joined as certified members – slightly lower than in 2008. More than 70% of membership and certification applications were submitted by instructors as part of their course materials – 20% higher than in 2008. This is a welcome increase; with your help, we are better able to work towards realizing our goals. IPMBA welcomed 57 Police Cyclist Instructors and 21 EMS Cyclist Instructors to the instructor cadre. The Security Cyclist Instructor cadre has been holding steady at just one.

Instructor Facts & Figures

Most classes taught: 11 (Tim Larrad, W. Mercia PD, UK); 6 (Jamie Cheatem, UMBC PD, MD; Dwight Edwards, Cabell County EMS, WV; Tony Valdes, Miami-Dade PD, FL; Mike Wear, Metropolitan PD, DC); 5 (Jerry Bradley, Vanderbilt University PD, TN; Steve Jordan, Peel Regional Police, ON; Al Simpson, Pompano Beach PD, FL, ret.; Tom Sipin, West Allis PD, WI, ret.).

Most students taught: 76 (Tim Larrad, West Mercia PD, UK); 69 (Mike Wear, Metropolitan PD, DC); 64 (Craig Wainman, Freeport PD, IL; 53 (Al Simpson, ret., Pompano Beach PD, FL); 52 (Jim Elliott, Hartford PD, CT; Tony Valdes, Miami-Dade PD, FL; John Washington, Univ. of Penn. PD, PA).

Most students who applied for IPMBA membership & certification: 48 (Bob Hatcher, Delaware PD, OH); 35 (Jamie Cheatem, UMBC PD, MD); 34 (Steve Jordan, Peel Regional Police, ON); 31 (Kris Conwill, Wooster PD, OH); 28 (Greg Oly, Plymouth PD, MN).

IPMBA membership applied for by 100% of students: Rich Adair, Jeff Bergeron, Neil Blackington, Roger Callese, Jim Cheatham, Cliff Clemons, Jamie Collins, Kris Conwill, Brian Copenheaver, Jay Dalton, John Deering, Steve Denny, Dwight Edwards, Scott Elliott, Jeff Eubank, Terry Ferguson, Joe Gagliardi, Neil Gallivan, Brian Gillman, Patrick Gipson, Eric Hall, Tom Harris, Bob Hatcher, Pat Hernandez, Karl Hinze, Eldon Karratti, Alex Kenworthy, John Kerrigan, Colby Lalli, Michael Land, Bill Laramee, Dennis Ley, Jess Leyba, Jody Maberry, Erik Merlin, Robert Montoya, Tom Moreland, Jeff Natysyn, Wren Nealy, Larry Nelson, Robert Olson, Greg Oly, Derek O'Neill, Todd Prevost, Jason Ray, Jeff Sennett, Bob Sibilio, David Sitz, David Smith, Dave Sparango, Eric Struss, David Swanson, Brian Switala, Tracy Swystun, Jeff Taylor, Francis Tutell, Bryce Wanek, Alison Wilson.

IPMBA membership applied for by 50-99% of students: Andy Buell, Jamie Cheatem, Mike Clymer, Josh Cools, Don Coppola, James Donaldson, Don Erb, Anthony Fitzwater, Trevor Fowler, Paul Hermans, Mike Hudspeth, Steve Jordan, Aram Kaloian, Ron Kalomeris, Chris Langmeyer, Joe Ledesma, Jonathan Ley, Keith Miller, Michael Murphy, Rick Noble, Joe Regan, Kyle Roodberg, Ron Schlegel, Rose Steagall, Rick Troy, Kathleen Vonk, Ken Whitmire.

Membership Facts & Figures

At the end of 2008, IPMBA had members in every state except Vermont. The top five membership states were: Pennsylvania, Ohio, Texas, Maryland, and Florida, using home addresses. Using work addresses, Maryland drops to sixth place, Florida moves to fourth, and Arizona takes fifth. Approximately 6.6 percent of members lived outside of the United States, in the following countries, listed in order of number of members: Canada, the United Kingdom, the Netherlands, Australia, West Indies, Ireland, Germany, and Israel. Canada had the biggest increase, and the UK the sharpest decline, due largely to the founding of the UK-based Public Safety Cycling organization.

(Continued from page 1)

from call to call, his job is to find out the community's issues and do whatever it takes to fix them.

"We have time to dedicate to the problems of these neighborhoods," he said. "If it's abandoned cars, we'll all go out and tag cars until the problem is cleared up. If it is trash, we get together with code enforcement and take care of the problem."

The officers are able to pool their resources to focus on one issue.

"We have more time to address individual problems," said Officer Patrick Harrison, a community police officer for a year and a half. "We are able to get out and really talk to the community, something a line officer doesn't have the time to do."

And city officials recognize those benefits as well.

"Community policing is essential to the overall public safety effort," Alexandria Mayor Jacques Roy said. "In fact, statistically speaking, it provides the best value to the taxpayer – it is the beat cop given proper technology. Undeniably, it works and reduces crime."

Officer Dana Sanders, with community police for a year and a half, said one of the greatest rewards is seeing the changes and knowing that she's been able to help the community she's serving.

"We have the opportunity to interact more with the community instead of just riding around in a patrol car and reacting to calls," said Officer Dana Sanders, a community police officer for a year and a half. "We're more proactive."

Officer Chris Blanchard, a community police officer for two years, said one of their main goals is to improve the relationship the department has with the community, especially the children.

"So many kids are scared of the police or think of them as the bad guys," he said. "But we work with them so much that they trust us; they see us as their friends. And we've noticed a change. The kids will come up and give us a high five and a smile now."

Alexandria Police Chief Daren Coutee pointed out that community policing is designed to have personal contact with residents all over the city. The intent, he said, is to demonstrate to the citizens, police concern for the overall well being of the community.

"We are committing ourselves to solving problems that occur every day in neighborhoods," Coutee said. "It is hoped that once citizens have face to face contact they will be more apt to report violations to the police. Community policing should build trust between us and our neighbors. For many years the bridge between law enforcement and public has been very distant."

Doing most of their patrolling on bicycles definitely gets the officers noticed. "The response we get on the bikes is amazing," Blanchard said.

Murdock pointed out that the community is much more likely to approach an officer on a bicycle and talk to them than they would an officer in a patrol car, improving the rapport between officers and the community and also the exchange of information.

The officers will be on patrol and get stopped by several people, some just wanting to know what they are doing but many to thank them for what they are doing and say that they need more officers like them.

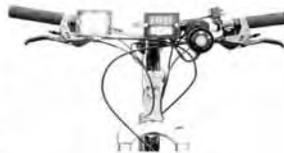
"They don't just see us when they need us," Kitchen said. "These neighborhoods see us all the time. We are out riding our

(Continued on page 22)

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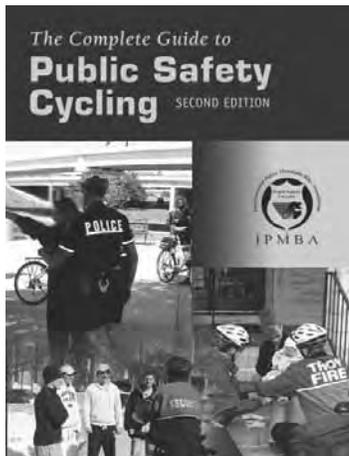
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Community Police Riding Bikes

(Continued from page 21)

bicycles, stopping to talk to them every day. We are the liaison officer between the community and the police department.”

Officer Kelly Vickers, with community police for six months, said the influx of community police in the high call volume areas helps show a strong police presence in those areas.

“Being out on the bikes also shows the community we are there to help them, we want to get to know them,” Vickers said.

“They realize that we are out there because we want to make their neighborhoods a better place. The public is more receptive to us.”

John Kilbourne lives in one of the areas patrolled by community police and is with South Alexandria Revitalization, a group the officers often work with.

“They are law enforcement officers that are really there for the community,” he said. “Whatever you need in an area, all you have to do is call on them. They are great.”

City Councilman Roosevelt Johnson said he’s noticed the difference the community police have made in the neighborhoods.

“They are a great asset for the community,” he said. “I’ve grown to know the respect the community has for the community police officers. I would like to see the program continue.”

“It is good to see friendly officers looking out for the well being of the community.”

This article appeared in the April 26, 2009 edition of the Alexandria Town Talk.

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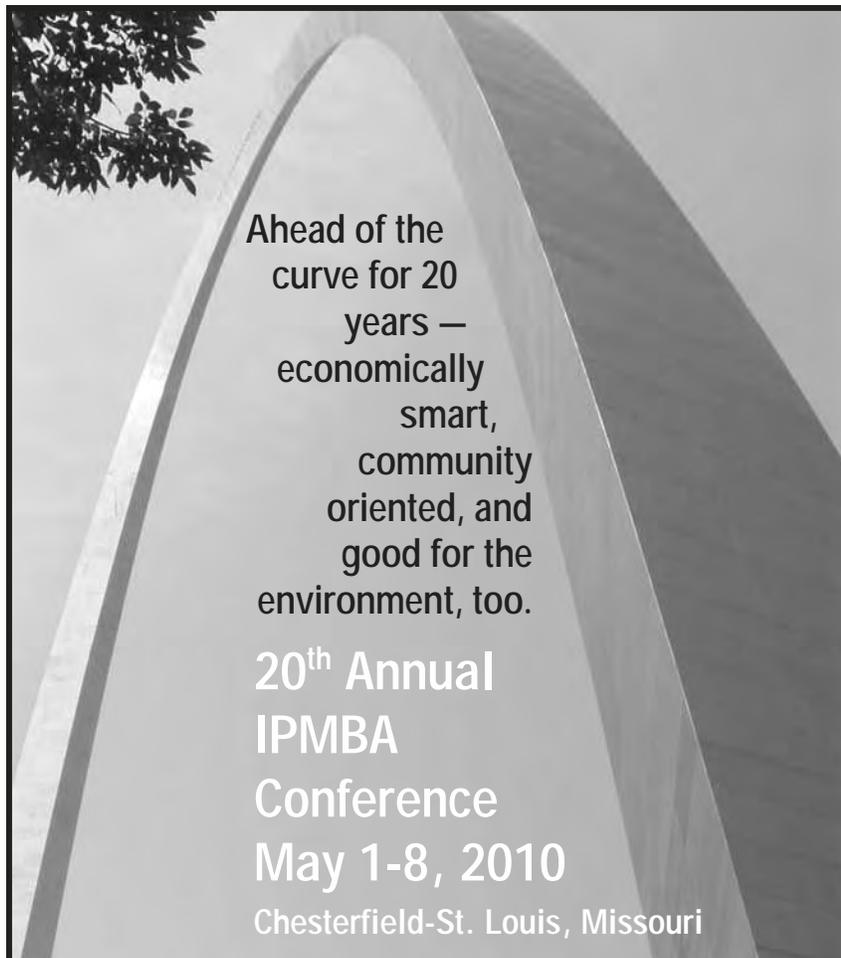
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