



Colorado State University  
Alternative Transportation Fee Advisory Board  
2018-2019 Project Proposal Form



**Project Name/Location:** CSU Police Department Bike Unit E-bikes and IPMBA Training

Estimated Initial Cost: \$48,912.94 Estimated Reoccurring Cost (if applicable): \$0.00

Funding Request from ATFAB: \$36,053.34 Matching Funds (if applicable): \$12,859.60

**Please Attach the Full Budget:** Include total cost, amount requested from ATFAB, breakdown of all expenses, funding from other sources, etc. Please be thorough and specific.

**Submitting Unit:**

Name: Ashleigh Rose

Telephone: 970.657.4823

Email Address: Ashleigh.Rose@colostate.edu

Department: Police Department

College or Division: Public Safety

**Approvals (Signatures):**

Provost/VP: \_\_\_\_\_ Signature/Date: \_\_\_\_\_

Department Head/Director \*

Name: SCOTT HARRIS Signature/Date: [Signature] 17 JAN 18

\*Whoever oversees the areas affected by the proposed project. For example, if the proposal was to add covered bike parking near the LSC, you need to contact the Director/Department Head in charge of the LSC. Please contact ATFAB with any questions.

**Facilities Management Approval of Estimated Budget/Schedule**

Name: \_\_\_\_\_ Signature/Date: \_\_\_\_\_

**Fill out and return proposal documents via email to [ATFAB\\_CSU@colostate.edu](mailto:ATFAB_CSU@colostate.edu) and [Aaron.Fodge@colostate.edu](mailto:Aaron.Fodge@colostate.edu) Deadline – Friday January 18, 2019**

**If project involves infrastructure construction, CSU Facilities must review cost estimates and proposal schedule. Facilities Deadline – Friday December 14, 2019  
Please email to David Hansen at [David.Hansen@colostate.edu](mailto:David.Hansen@colostate.edu)**

If accepted, you will be asked to give a 30-minute formal presentation to the ATFAB.

**As an attached document, please answer the following questions:**

- 1. Description of the project (limit to ½ page):**
  
- 2. Approximate timeline for the project (have you contacted Facilities for a bid and proposed schedule, if applicable?):**
  
- 3. Please provide a discussion of how users will be supported (limit to ¼ page):**
  
- 4. Please describe the benefits to students in accordance with ATFAB By-Laws (see Article VII, Funding Rules). Website: <https://atfab.colostate.edu/atfab-bylaws/>**
  
- 5. Please provide any evidence that there is student support for the following proposal (i.e. petitioning, letters of support, requests for proposal by students, ASCSU Resolutions, College Council approvals, etc.) It is highly recommended that proposals reach out to students; the level of student support for your proposal will likely affect the board's decision to fund it.**
  
- 6. Is your project mentioned in any of the CSU Campus Master Plan documents? Have any campus advisory committees discussed this project? It is recommended that you consult an applicable planning or advisory committee for letters of support and advice regarding your proposal. Please attach any documents if applicable.**
  
- 7. Please provide any additional information below.**

QuietKat Denali for the CSU PD Bike Unit; Enabling officers to provide a safe and secure campus through proactive education, innovation, outreach, and response.

We have the ability. We will make a difference.



This document contains the project proposal for the CSU PD Bike Unit's e-bike purchase and IPMBA training.

Prepared by: Cpl. Ashleigh Rose & Ofc. D Allen

## CSU Police Department Bike Unit E-bike Purchase and IPMBA Budget

Item	Quantity	Description	Rate	Total
<b>Bike</b>				
2019 Denali or Apex Black	5	2019 Denali or Apex Black - 1000w	\$3,089.00	\$15,445.00
Front & Rear Fenders - Black	5	Black Front & Rear Fenders for QK Bikes	\$36.00	\$180.00
Pannier Rack for 17" frames	5	Standard Size Pannier Rack for 17" frames	\$40.00	\$200.00
Pannier Bags (set)	5	Pannier Bags (set)	\$109.00	\$545.00
Police Decal	10	Police Decal	\$10.00	\$100.00
48V/11.6 Durado Battery	5	48V/11.6 Durado Battery	\$519.00	\$2,595.00
48V2ah Battery Charger	5	48V 2ah AH Panasonic Battery Charger	\$49.00	\$245.00
		TOTAL	\$3,862.00	\$19,310.00

<b>Lights</b>				
Police Lights - set of front & rear	5	Police Lights - set of front & rear	\$300.00	\$1,500.00
FSM-180-RB	10	Fusion 180 Degree LED Light Head Surface mount: Red/Blue Dual Color (side Warning)	\$126.40	\$1,264.00
Rec Electric Custom	10	Light Mounting Brackets (side Light Mounting)	\$15.00	\$150.00
GTK-12V 12AH	5	Battery 12v 12ah li-ion 12ah lithium rechargeable lithium 12.6v for backup power dc supply 100W cctv monitor lighting 3A Charger	\$100.00	\$500.00
Rec Electric Custom	5	Battery Secure Bracket	\$20.00	\$100.00
Misc Buy	5	Wiring, Loom, Hardware	\$60.00	\$300.00
Labor	5	Labor per bike	\$255.00	\$1,275.00
TIE ALL LIGHTING INTO ONE SWITCH- SWITCH HAS				
2- FUNCTIONS				
1- JUST HEADLIGHT/TAIL LIGHT				
2- ALL (EMERGENCY LIGHTING AND HEAD/TAIL)				
ALL TO BE FED FROM ONE 12V BATTERY PACKMOUNTED REAR OF BIKE				
		Total	\$ 1,017.80	\$ 5,089.00

## CSU Police Department Bike Unit E-bike Purchase and IPMBA Budget

Rack				
1 Up Hitch Rack	5	Super Duty Double bike rack with fat tire kit installed	\$707.00	\$3,535.00
1 Up Bike Rack - Hitch Bar Lock	5	Hitch lock	\$19.00	\$95.00
1 Up Bike Rack - Long Wheel Lock	5	Wheel Lock	\$19.00	\$95.00
Hitch Receiver	1	Hitch Receiver for one Police Interceptor, Six Tahoe's come with Hitch Receiver	\$220.00	\$220.00

TOTAL COST FOR E-BIKES W/LIGHTS	\$4,879.80	\$24,399.00
	(cost per bike)	(5 e-bikes)
TOTAL COST OF RACKS	\$745.00	\$5,215.00
		(5 bike racks)
TOTAL COST OF HITCH RECEIVER	\$220.00	\$220.00
		(1 hitch receiver)
TOTAL COST FOR E-BIKES, RACKS, RECEIVER		\$29,834.00

IPMBA Conference				
Tuition	3		\$575.00	\$1,725.00
Per Diem	3		\$442.50	\$1,327.50
Lodging	1	8 days, \$208/night	\$1,664.00	\$1,664.00
Travel		0.48 cents per mile, 1658 mil trip, \$49/day, 8-day car rental	\$1,187.84	\$1,187.84
Other	315	Parking	\$315.00	\$315.00

TOTAL COST FOR THREE TO ATTEND CONFERENCE \$6,219.34

Total for the e-bikes, racks, and receiver \$29,834.00

Total Project Cost (E-bikes, Racks, Helmets, IPMBA Conference) \$48,912.94

Department is currently paying for (two e-bikes with lights, two bike racks, seven helmets) \$12,859.60

Asking for ATFAB to fund:

Five e-bikes, five bikes rack, and one hitch receiver \$29,834.00

IPMBA Conference \$6,219.34

**TOTAL: \$36,053.34**

**1. Description of the project (limit to ½ page):**

The CSU Police Department Bike Unit is comprised of seven sworn police officers who focus their interactions with community members utilizing bicycles as opposed to being full-time in a patrol car. Bike Officers serve our community through education-based enforcement efforts recognized as a need to promote safety on our campus. The purpose of this project is to improve our officers training and equipment, so they can better serve our community during special events and calls for service.

The Bike Unit currently rides the Police Fuji mountain bike. This bike has been a useful tool, although with the innovative technologies our community is now using, our officers are finding it more difficult to contact individuals due to their speeds. To help with this challenge, CSU Police Department is purchasing the Bike Unit two e-bikes during the Spring Semester of 2019. The Police Department plans to purchase two e-bikes every year, dependent upon available funds, until the Bike Unit has a total of seven e-bikes. This proposal is a request to purchase the remaining five e-bikes, vehicle bike racks, and lighting equipment for the e-bikes in 2019 to be placed in-service by Fall Semester 2019.

Additionally, this proposal requests to send three bike officers to the Annual International Police Mountain Bike Association Conference April 8th – 13th, 2019. This conference has a specific training and workshops for e-bike use that will improve our officers' skills and abilities to sustain and enhance our relationships and serve the CSU community.

Our project proposal requests one-time funds of \$29,834.00 for the purchase of the QuietKat police package, the bike racks, and the police bike lights and installation, and the IPMBA Conference for three officers for \$6,219.34. The total project cost of \$36,053.34.

**2. Approximate timeline for the project (have you contacted Facilities for a bid and proposed schedule, if applicable?):**

Upon approval, we plan to have the equipment purchased and in service for the Fall 2019 move-in.

**3. Please provide a discussion of how users will be supported (limit to ¼ page):**

The Police Department receives many requests on increased enforcement. During a typical day while school is in session, there are approximately forty thousand individuals comprised of faculty, staff, students, and the general public. All are in various locations on campus which can create difficulty for the traditional patrol vehicle/officer to navigate in a timely manner. E-bikes can maneuver through areas much quicker to arrive at call locations, and with the motor assist feature, officers are less fatigued to manage the event on arrival.

Additionally, CSU Police Department officers typically drive the Ford Police Interceptor or Chevy Tahoe. Both vehicles use a decent amount of fuel. The Bike Unit with the e-bike can absolutely help CSU Police Department reduce our carbon footprint and help support CSU's Climate Action Plan (CAP) and our Go Green initiative. Here are some of the overall benefits:

- a. Gas Cost Reduction/Carbon Emissions Reduction – CSU Police Department is charged per mile from Motorpool. Depending on the Bike Officer, they will do an entire 10-hour shift on bike, ultimately reducing our fuel use. This helps the CSU Police Department work toward achieving climate neutrality by reducing our fleets fuel consumption, which is one goal in the CAP
- b. Officer Health – Using the e-bikes helps keep our officers in better physical health compared to being in a patrol vehicle. Their health enables them to respond quicker and with a sound mindset for whatever circumstance they may encounter.
- c. Community Interaction – Feedback from the community has been overwhelmingly positive. Officers on bikes are more approachable, and our community will notice more officer presence in areas they might not see patrol vehicles.
- d. Proactive Policing – On the e-bikes, we can patrol campus more intimately. We can see more details and criminal activity around campus buildings and get into areas that are not typically seen within a patrol car.

**4. Please describe the benefits to students in accordance with ATFAB By-Laws (see Article VII, Funding Rules). Website: <https://atfab.colostate.edu/atfab-bylaws/>**

The CSU Police Department Bike Unit's overall objective focuses on how to best serve the CSU community, provide education and enhance transportation safety. The Bike Unit has a unique role in that it has a greater chance to interact and make an impact in the above areas due to its high visibility on campus. The proposal to add electric bikes (e-bikes) to the Bike Unit's fleet and to enhance the Bike Unit's training/education by attending the 2019 International Police Mountain Bike Association (IPMBA) conference is directly in alignment with funding objectives outlined by ATFAB.

#### E-BIKE BENEFITS

This project will directly benefit CSU students in many ways, one of the most important being that it will aid in making their overall experience at CSU safer. The Bike Unit is dedicated to integrating its focus on the technological advances in electric assisted modes of transportation. Many students on campus use various forms of electrical travel including but not limited to electric skateboards, electric bikes with varying speed capacities and electric hoverboards.

In the 2018 CSU Transportation Annual Survey, biking and walking comprise close to 20% of the primary travel on campus. The survey listed areas where people on campus had safety concerns while walking/biking/skateboarding. The major areas of concern revolved around the increase in pedestrian/bicycle traffic, bicyclist behavior, not obeying traffic/dismounting rules and intersection related problems. With the anticipated increase in electric wheeled conveyances on campus, the likelihood of incidents involving the above mention safety needs will also increase due to the higher speeds of electric devices.

To get ahead of these potential circumstances, the Bike Unit has already anticipated the need to better its patrol response and visibility on campus. The Bike Unit is not currently able to meet the demand of patrolling incidents involving electric wheeled conveyances. In many instances pursuing

an electric assisted device with a standard bicycle is ineffective, tiresome and not safe for the officer. Due to this, the Bike Unit is unable to effectively help increase safety for those commuting by walking/biking/skateboarding/scootering on a daily basis. By purchasing e-bikes the Bike Unit will be able to more adequately respond to and actively patrol the calls and concerns around electric wheeled conveyances, therefore increasing safety on campus.

In addition to increasing safety, using e-bikes as a patrol vehicle will enhance overall transport safety on campus. Having officers use e-bikes will contribute to less patrol cars being used and therefore adding less car congestion to campus. For many calls, especially during class change, it is faster and safer for an officer riding an e-bike to respond to a call than a patrol car.

During 2018 football season the QuietKat electric bike company allowed demonstration models for evaluation by the Bike Unit. The tests showed the e-bikes allowed bike officers to respond to calls for service more expedient than a motorized vehicle. As an added value the e-bikes were a great talking point with the guests at the football games. Officers found the e-bike had more maneuverability on campus overall and created more opportunities for proactive policing. The Bike Unit will be able to be more aware/vigilant of criminal activity and get to areas much more quickly than a patrol car or standard bicycle.

Additionally, use of e-bikes instead of a patrol car also benefits the environment in that it lowers gas usage and idling issues. In 2010, CSU started the Climate Action Plan (CAP) with the goal being to achieve climate neutrality. As stated in the CAP plan, it is a goal to reduce the current fleet's fuel consumption. The purchase of e-bikes for the Bike Unit would contribute to this goal and support CSU's mission of Going Green.

#### IPMBA TRAINING BENEFITS

To enhance the use of the e-bikes, the Bike Unit has recognized the necessity of ongoing training and education. The Bike Unit has an ongoing dedication to building a solid, cutting-edge team. Each officer goes through rigorous training to become part of the Bike Unit and is certified by IPMBA.

Every year IPMBA puts on an extensive week-long conference that is devoted to educating bike officers from all over the country. The IPMBA conference is the national standard for bike patrol education and training. The Bike Unit is hoping to send three officers to the 2019 conference with the over-arching goal of bringing these standards back to the Bike Unit, implementing best practices and educating the CSU community.

One of the main goals for attending the conference is getting the Bike Unit certified in Bicycle Response Team Training (BRTT). BRTT is a specialty training used for large events that have the potential to turn riotous or require fast evacuation from HazMat related issues. Bike units have been found to be incredibly effective at quickly containing such events due to their fast maneuverability through crowds. This type of enforcement is especially needed at our university where many events are held and have the potential to change rapidly. Police officers speed to a situation can absolutely help with the outcome of the event.

The IPBMA conference is also offering workshops dedicated to e-bikes in public safety. Officers will be able to share this important information with the rest of the unit ensuring that they are fully

prepared to utilize the e-bikes. Other relevant workshops being offered are Firearms and Street Survival, Safety in Traffic Stops, Creating an Effective In-Service Program, Krav Maga for Cyclists and New Approaches to Community-Oriented Policing.

By participating in these extensive growth opportunities, the Bike Unit will continue to be able to keep our university safe, engage in the latest standards in training and continue to build a better Bike Unit that can interactively serve the CSU community in many capacities. With the new set of skills learned from the IPBMA conference, the Bike Unit will contribute greatly to the bike education programs that CSU Police Department already offers. The Bike Unit will also be able to establish new learning opportunities and bring a greater education awareness to the CSU community regarding all electric wheeled conveyances that are ever-increasing on campus.

This project enables our Bike Unit officer to provide a safe and secure campus through proactive education, innovation, outreach and response.

**5. Please provide any evidence that there is student support for the following proposal (i.e. petitioning, letters of support, requests for proposal by students, ASCSU Resolutions, College Council approvals, etc.) It is highly recommended that proposals reach out to students; the level of student support for your proposal will likely affect the board's decision to fund it.**

During the 2018 football season the QuietKat electric bike company allowed demonstration models for evaluation by the Bike Unit. The tests showed the e-bikes allowed bike officers to respond to calls for service more expedient than a motorized vehicle. As an added value, the e-bikes created an aesthetic draw and curiosity surrounding the use by the Bike Unit. The interactions with alumni, current students and staff was engaging and the feedback received was overwhelmingly positive.

At the football games, members of the CSU community would flag down officers solely to speak with them regarding the e-bikes and shared open dialogue around their interest in supporting more e-bike patrolling on campus. Many alumni inquired about how they could directly fund more e-bikes for officers due to their enthusiasm around their projected use.

Additionally, at the same game, I had a ten-year-old come up to me and tell me how he loved seeing us in the Homecoming Parade on the QuietKats. This offered me a chance to discuss bike safety with him. His father and I discussed the costs of the bikes and how his son could work to purchase one. The bikes were a wonderful conversation starter for many patrons at the games.

Another great interaction was with the Early Childhood Center. The children were very intrigued by the bikes. The bike became a wonderful tool for the young children, facilitating their excitement for safety. CSU Police Department helped create an evacuation drill with Poudre Fire Authority and UC Health. The drill was a great way for the children, CSU students, and ECC staff to interact with CSU Police Department. Many of the children talked about their helmets, bike safety, and how the bike was so "cool."

Additionally, during the RamsRideRight Campaign I had many individuals come up to me and thank me for my enforcement efforts. While they were talking with me, many had requests on enforcement locations and areas they deemed in need of enforcement. The e-bike would absolutely allow us to accomplish more education and enforcement efforts.

**6. Is your project mentioned in any of the CSU Campus Master Plan documents? Have any campus advisory committees discussed this project? It is recommended that you consult an applicable planning or advisory committee for letters of support and advice regarding your proposal. Please attach any documents if applicable.**

This project is not specifically mentioned on the Master Plan, but the Bike Master Plan specifically talks about enforcement.

In the Master Plan there is discussion on building new infrastructure, increase on-campus population, and increasing attendance. All of these new avenues on campus will bring the need for more enforcement and officer response. We have already seen more ridership in the past years. With more electric conveyances being built and available, CSU will see more congestion.

One of the committees I discussed this project with was with the Campus Bike Advisory Committee (CBAC). On January 10, 2019 I attended the CBAC meeting and informed them of the QuietKat proposal and the two e-bikes the Police Department plans to purchase. The members of the Committee were very enthusiastic and supportive of the Bike Unit moving to e-bikes. They really like the idea of the swift response. Many brought up how CSU Police Department can help with CSU renewing our Platinum Bicycle Community status with our education and enforcement efforts.

Additionally, I received the following statements of support:

*Corporal Rose is an advocate for active transportation on this campus, a tremendous supporter of the Campus Bicycle Advisory Committee and a catalyst for bicycle enforcement on campus. We strongly support her commitment to expand the Police Department's bicycle fleet to include e-bikes. These bikes will enable the bike patrol team to enforce all modes of motorized or non-motorized wheeled transportation and increase their response time to match, if not surpass, those of gas-powered cars.*

~Heather Reimer & Carol Busch, Past Co-Chairs CBAC

*As a member of the Classified Personnel Council we constantly receive feedback as it relates to enforcement on campus in all forms. I fully support the use of E-Bikes as a response tool within our police force as they will make our officers more nimble and agile creating a safer campus.*

~Dan Kelso, Member Classified Personnel Council

*As a member of the President's Sustainability Commission I am fully in support of Corporal Rose's efforts to advance the Police Department's sustainability efforts to bring electric bicycles to their fleet. By adding e-bikes to the existing bicycle fleet, this will increase the accessibility for more*

*officers to transition away from motorized vehicles to help keep our campus safe while not compromising response times.*

~Jake Drenth, President's Sustainability Commission Member

**7. Please provide any additional information below.**

Exhibit A: Photos of QuiteKat

Exhibit B: Conference Registration Packet

# DENALI



- MOTOR: BBSHD MID DRIVE 1000 WATT
- DISPLAY: DIGITAL-COLOR
- BATTERY: 48V/11.6AH PANASONIC
- FRAME SIZES: 17" (S/M)
- BRAKES: 2 PISTON HYDRAULIC – 203MM ROTOR
- FORK: GT AIR SUSPENSION
- WHEEL/TIRE: 26" x 4.5" (FAT BIKE)
- GEARING: 9 SPEED WIDE-RANGE
- DRIVE: STAINLESS STEEL CHAIN
- WEIGHT: 80LBS
- TOP UNASSISTED SPEED: 25MPH
- RANGE: 20 MILES
- LOAD: 300LBS
- COLORS: CHARCOAL / CAMO

The Denali is for the rider who is tackling advanced terrain and trails. The Denali is built with a lower stand-over height and a shorter 17" seat-tube for shorter riders. The Denali features a 1000 watt mid-drive electric motor, hydraulic disc brakes, an air-spring front suspension fork for a smoother ride, and a wide-range 9-speed gearing system to handle most riding situations.

# APEX



- MOTOR: BBSHD MID DRIVE 1000 WATT
- DISPLAY: DIGITAL-COLOR
- BATTERY: 48V/11.6AH PANASONIC
- FRAME SIZES: 19" (M/L)
- BRAKES: 2 PISTON HYDRAULIC – 203MM ROTOR
- FORK: GT AIR SUSPENSION 100MM
- WHEEL/TIRE: 26" x 4.5" (FAT BIKE)
- GEARING: 9 SPEED WIDE-RANGE
- DRIVE: STAINLESS STEEL CHAIN
- WEIGHT: 85LBS
- TOP UNASSISTED SPEED: 25MPH
- RANGE: 20 MILES
- LOAD: 300LBS
- COLORS: CHARCOAL / CAMO

The Apex is QuietKat's most powerful and capable fat-tire e-bike. The Apex features a 1000 watt mid-drive electric motor, hydraulic disc brakes for responsive stopping power, air-spring suspension fork for a smoother ride, and a wide-range 9-speed gearing system to handle the most difficult terrain.

# IPMBA 2019: 29 YEARS OF TRAINING EXCELLENCE

## FORT WORTH, TEXAS APRIL 8-13, 2019



## It's Worth It!

- 🚲 **Maximize** the return on your training dollars.
- 🚲 Make yourself **indispensable** to your community.
- 🚲 **Increase** the scope and breadth of your bike operations.
- 🚲 **Expand** your personal and professional horizons.
- 🚲 Develop **environmentally-friendly** patrol procedures.
- 🚲 Learn from the **best, most well-respected instructors** in the field.
- 🚲 Have **fun!**

[www.ipmba.org](http://www.ipmba.org)  
[events@ipmba.org](mailto:events@ipmba.org)  
410-744-2400

Welcome to IPMBA 2019

## READ ME FIRST

Now in its 29<sup>th</sup> year, the IPMBA Conference continues to evolve to serve the changing needs of public safety cyclists.

The term “conference” refers to all activities associated with the event, to include the multi-day certificate courses, the workshops, the exhibit hall, the social activities, the recreational rides, and the capstone: the obstacle course competition and awards ceremony.

2019 attendees have two options: a five-and-a-half (5.5) day format or a two-and-a-half (2.5) day format. The 5.5 day format combines multi-day courses with workshops, and the 2.5 day format includes workshops only. The fees vary based on format, course, and membership status.

### Venue/Housing

The event will take place in the historic Hilton in downtown Fort Worth. Classes and workshops will be held in the hotel and at Tarrant County College. On-bike training will be held at various venues in and around town. The official conference lodging will be at the Hilton.

### Courses + Workshops: 5.5 Day Format (April 8-13, 2019)

The *Instructor Course (IC)* and the *Maintenance Officer Certification Course (MOCC)* will be held Monday, April 8-Friday, April 12. Attendees may participate in workshops on Saturday, April 13, at no extra charge (except applicable certification and materials fees).

The *Police-EMS-Security Cyclist (PESC)* Course will be held Monday, April 8-Thursday, April 11. Attendees may participate in workshops on Friday and Saturday, April 12-13, at no extra charge (except applicable certification and materials fees).

The *Police-EMS-Security Cyclist II (PESC II)* Course and *Bicycle Response Team Training (BRTT)* will be held Monday, April 8-Wednesday, April 10. Attendees may participate in workshops on Thursday-Saturday, April 11-13 at no extra charge (except applicable certification and materials fees).

### Workshops Only: 2.5 Day Format (April 11-13, 2019)

Attendees register for workshops on Thursday-Saturday, April 11-13, at one of three flat rates (excluding applicable certification and materials fees). In response to popular demand, there are more on-bike sessions and fewer classroom sessions. Most sessions are repeated on both Thursday and Friday.

### Exhibit Hall (April 10-11, 2019)

The Exhibit Hall will be open on Wednesday, April 10, 5:30pm-8:30pm and Thursday, April 11, 11:00am-1:30pm & 5:00pm-8:00pm; with an outdoor demo on Friday, April 12, 11:00am-3:00pm, leading up to the competition. Times subject to change.

### Competition (April 12, 2019)

Friday’s obstacle course competition is a celebration of the skills learned and improved throughout the conference. All attendees are welcome to compete as individuals and/or teams. Riders may compete on conventional bikes, e-bikes, or both. Medals are awarded to the top riders in various categories at the Friday night Dinner and Awards Ceremony.

If you have any questions throughout the registration process, please call 410-744-2400 or email [events@ipmba.org](mailto:events@ipmba.org).

# the ipmba training courses



IPMBA's training and certification courses range from three to five days in length. Course attendees may attend workshops on Thursday, Friday, and/or Saturday (schedules permitting), and everyone will have a chance to test their mettle in Friday's Obstacle Course Competition, followed by the Graduation and Awards Ceremony. **For course descriptions, model schedules, pre-requisites, equipment requirements, and testing procedures, visit <http://ipmba.org/training/about-the-courses>.**



## **IPMBA Instructor Course.**

Riding a bike is not as easy as...riding a bike. Public safety cyclists must learn how to ride both technically and tactically. This course will equip you with the skills to teach others how to use their bikes safely and effectively. Through in-class presentations, on-

bike drills, mock teaching sessions, and peer and self-critiques, you will learn to identify and correct improper technique; assist students in overcoming difficulties; and incorporate various methods of instruction into the IPMBA courses. This course is often described by graduates as one of the most challenging and rewarding classes of their careers. **Application required. Visit [http://ipmba.org/training/become\\_an\\_IPMBA\\_instructor](http://ipmba.org/training/become_an_IPMBA_instructor).**

April 8-12, 2019. \$775 (includes application fee and workshops April 13). **Night Ride sponsored by Police Bike Store.**



## **IPMBA Maintenance Officer Course.**

Do your bikes take a beating? Having an in-house maintenance officer translates into less bicycle downtime, fewer expensive repairs, and safer, longer-lasting bicycles. This hands-on course will provide you

with the skills to maintain your fleet and perform all but the most technical repairs. The curriculum emphasizes preventive maintenance, general repairs, and overhaul of component groups. You will also learn fleet management principles and documentation methods. Bring your bike and tools and prepare to overhaul! **Tool list and order form:**

<http://ipmba.org/training/about-the-courses>.

April 8-12, 2019. \$625 (includes workshops April 13).



## **IPMBA Conference Police/EMS/Security Cyclist Course.**

Be prepared for the street! However you use your bike fleet, this essential emergency vehicle operations course will improve your response times and help you meet your goals. Learn to ride like a pro, avoid crashes, overcome obstacles, and operate your bicycle like the emergency vehicle that it is. Police and security officers will be armed with bike-specific patrol procedures and tactics, while EMS personnel will learn to select and pack equipment, maneuver a fully loaded bike, enhance scene safety, and employ defensive measures. Includes night operations, scenarios, basic bike maintenance, and on-the-road repairs.

April 8-11, 2019. \$400 (includes Complete Guide to Public Safety Cycling and workshops April 12-13). **Sponsored by EMSWorld; night ride sponsored by Police Bike Store.**



## **IPMBA Police/EMS/Security Cyclist II Course.**

This fast-paced course will enhance your technical skills through obstacle courses and off-road riding; teach you maintenance skills, bike fit tips, and falling techniques; introduce

you to urban search and rescue; and enable you to apply your skills in real-world scenarios, including ones requiring inter-agency operations. *Prerequisite:* IPMBA PC/EMSC/SC Course or approved alternative.

April 8-10. \$500 (includes workshops April 11-13).



## **IPMBA Bicycle Response Team Training.**

Think you don't need a bike-mounted mobile field force? Think again. Social media helps spawn large, often unruly crowds, and bike officers are uniquely qualified to handle them. And who

better than a bike medic to ensure prompt medical attention is rendered if a team member or bystander is injured? Whether you are preparing for political events, protests, parties and raves, or a championship game, this course will prepare you to manage your crowds and ensure prompt patient care in crowd situations. Practical exercises include formations, single- and double-column riding, arrest/rescue techniques, squad withdrawal, and gas mask drills, complete with smoke and noise! *Prerequisite:* IPMBA PC/EMSC/SC Course or approved alternative.

April 8-10, 2019. \$575 (includes workshops April 11-13).





# the ipmba workshops

Offering essential, dynamic, and innovative on-bike sessions **AND** insightful and information-packed in-class programs, the IPMBA workshops are ideal for new and experienced police, EMS, and security cyclists as well as supervisors and administrators. Workshops are included in the fee for multi-day courses (schedules permitting). A 2.5-day (Thursday-Saturday) workshop-only option is also available. All participants are invited to compete in Friday's Obstacle Course Competition, followed by the Graduation and Awards Ceremony.

## on-bike workshops

**Required Equipment:** properly sized public safety bicycle, helmet, eye protection (day/night), pedal retention, cycling gloves, basic bike tools; uniform and duty gear; off-road clothing and tires for off-road workshops; hydration system strongly recommended. Special equipment needs are in the descriptions.

### BIKE HANDLING SKILL DEVELOPMENT

#### **Discovering Your Urban Riding Playground.**

Many public safety cyclists do not have off-road trails in their patrol areas and may not realize they have access to a nearly limitless "urban playground" on which to develop their riding skills. You will practice such techniques as steep ascents/descents, "skinnies", drops, and others in an off-road environment and then transfer them to an urban riding environment. The purpose of this juxtaposition is to teach you how to intuitively associate urban obstacles with off-road ones, and vice versa, which will increase your confidence in both environments. Designed and presented by MTB enthusiasts Scott Bixby, Univ. of Buffalo (NY) Police and Allen Daniels, Bowdoin College (ME) Security. *Equipment: off-road riding clothes; mountain bike of sufficient quality to withstand jumps, drops, stairs, rocks, roots, and other trail/urban features; flat pedals with sticky shoes recommended. Limit 12.*

**E-Bikes in Public Safety: A Skills Primer** will introduce you to the various types of e-bikes entering the public safety sector. You will test-ride e-bikes to gain an understanding of how the technology affects the way you ride and learn how to adapt your current skill set to maximize the benefits and overcome the challenges unique to the e-bike. Conducted by Erik Pearce, University of Wisconsin Police, and e-bike enthusiast Clint Sandusky, Riverside College Police (ret). *Equipment: public safety e-bike if possible; conventional if not. Limit 10.*

**Exploring the Trinity River Trails.** In the shadow of downtown Fort Worth, the Trinity River Trail System awaits discovery. Winding along the Clear and West Forks, the 40 miles of trails unite 31 neighborhoods and 21 parks. Cyclists and other outdoor enthusiasts can access the Botanical Gardens, Japanese Garden, Colonial Country Club, Log Cabin Village, the Fort Worth Zoo, the historic Stockyards, Panther Island, and numerous restaurants. This 12-15 mile ride will be a leisurely way to conclude the week with a casual ride along the riverfront trails. *Limit 30.*

### FWMBA AND DORBA WELCOME YOU!

**Technical/Off-Road Skill Building Workshops** will utilize several of the excellent trail systems in the Greater Fort Worth Area; exact trails to be determined.

#### **Gateway**

The seven-mile Gateway Park Trail is comprised of two loops. The West is beginner-friendly; very smooth and flowing, with lots of open trail, fast, smooth turns, and a few short, semi-steep hills. The East is more difficult; intermediate to advanced, with climbs of various lengths, significant drops, and a few rock gardens here and there.

#### **Northshore**

The Northshore Trail offers 22.5 glorious miles of multi-terrain, multi-skill-level trail. The East side loops are good for intermediate riders while the West side loops are considerably more technical, featuring several rock gardens and more!

#### **River Legacy**

The 10-mile River Legacy Trail is suitable for beginner riders but also boasts some significant "challenge areas", all of which have convenient bypasses for those who need them. The flow at River Legacy is amazing, with some riders equating it to a "waltz on wheels". Fun, fast and full of surprises, this trail is guaranteed to send you home with a grin from ear to ear.

#### **Sansom**

The 11-mile Marion Sansom Park Trail is comprised of several interconnecting loops that wind through a wooded area with scenic vistas overlooking Lake Worth. One of the toughest trails in DFW, Sansom offers rocks galore, drop-offs, roots, tricky switchbacks, steep climbs and descents, and few bailout points. Sansom will test your skills and endurance while putting a smile on your face.

Visit [www.fwmba.org](http://www.fwmba.org) and [www.dorba.org](http://www.dorba.org) for trail details.



**Riding Outside the Box.** It's time to leave the 9' box and explore new ideas for slow

speed course work. Come see what Fort Worth has to ride around, over, and through in this challenging course design class. Learn how to use existing environmental features to create cone courses of varying difficulties to enhance riders' skills and abilities. This course will force you to literally think outside the box as you ride the courses you help design. You will return to your agency with the confidence to design cone courses to test and improve your unit members' skills using the features unique to your community. Come experience a cone course of "Serious Illness" and then help design and ride cone courses of "Death" and "Hell" within the urban landscape. Designed and presented by Ron Burkitt of Hilliard (OH) and Jeff Brown of Dayton (OH) Police. *Limit 10.*

### TECHNICAL/OFF-ROAD SKILL BUILDING

*Time allotted includes a 20-30 minute drive each way. Transportation provided.*

**Advanced Off-Road Riding.** This fast-paced class will enable you to put your skills into practice on some of the toughest trails in the DFW area. You will overcome technical terrain, enhance your skills, build your confidence, and make you even more competent when you hit the streets. *Limit 12.*

**Technical/Off-Road Skill Building 101** is designed to familiarize you with the basic body positions for braking, cornering, climbing, and unstable conditions. These skills will enable you to ride beginner to intermediate technical terrain and navigate a variety of riding situations and obstacles. If you are just starting to ride off-road, riding only on duty, and/or often get rear pinch flats, this is the perfect class for you! Approximate ride time will be two hours (6-7 miles), with plenty of stops for coaching along the way. *Limit 12.*

**Technical/Off-Road Skill Building 102** is designed to propel you to proficiency in such skills as bike-body position and separation, braking technique, cornering, steep technical climbing, cadence and rhythm, and overcoming technically advanced terrain. You must already be able to execute front and rear

wheel lifts, ride up and down short sets of stairs, and maintain momentum over small obstacles. Approximate ride time will be two hours (6-10 miles). **Limit 12.**

**Technical/Off-Road Skill Building 201** is designed for experienced riders who have mastered bike-body positioning and wish to overcome even the most technical and



formidable terrain. Advanced bike body separation techniques utilized for j-hops, drops, jumps, and high-speed cornering will be included. You must have disc brakes and knowledge of bike repair, and understand shifting, brakes, and suspension. You must be able to successfully execute bunnyhops, j-hops, and manual front wheel lifts, and jump small sets of stairs. The class will start with skill enhancement using cones and other obstacles before moving to the trails for further skill building on rocks, roots and bridges. Skills will be applied and enhanced over 12-15 miles of aggressive riding. **Limit 12.**

## INSTRUCTOR DEVELOPMENT

**Bicycle Response Team Training Instructor Seminar.** This seminar will prepare qualified IPMBA instructors to teach the IPMBA Bicycle Response Team Training. Classroom sessions will introduce the lecture outlines, PowerPoints®, and administrative guidelines. On-bike sessions will provide instruction on how to effectively conduct the skill stations and scenarios. *Open to active IPMBA Instructors who have taken the IPMBA BRT Training Course or approved alternative. Includes both classroom and on-bike segments. \$35 certification and materials fee. Limit 20.*

**Creating a Practical (and Fun) Bicycle In-Service Training Program.** Cycling is a perishable skill. As public safety cyclists, we need to continually refresh our skills to make sure we remain at the top of our game. This session will provide you with ways to make in-service training both practical and fun. The classroom portion will include such topics as successfully “pitching” an in-service training program to your agency and how to keep part-time riders interested in maintaining their skills. You will also design your own course for others to try and critique. Presented by Patrick Shaker and James DeClaire, Aurora (CO) Police. *Includes both classroom and on-bike segments. Limit 12.*

### **DIRT Devo for the IPMBA Instructor.**

There is an art to safely and effectively introducing students to off-road riding. We will focus on developing riding and teaching skills and transitioning skills from the built to the off-road environment. You will learn to: *Determine* when to expose a student to off-road riding; *Identify* appropriate trails and accompanying skills; *Ready* the student and equipment and mitigate risk; and *Tailor* your teaching to the students’ skill level.

Developed and presented by Mitch Trujillo, Boulder (CO) Police Department.

*Equipment: mountain bike with >2.0 tires, pedal retention, helmet, gloves, eyewear, off-road riding clothes (no uniforms). Time allotted includes a 20-30 minute drive each way. Transportation provided. Active IPMBA Instructors Only. Limit 10.*

**Electrified: An Introduction to E-Bikes for IPMBA Instructors.** E-bikes are becoming more prevalent in all cycling sectors, including public safety. As more agencies adopt this technology, it is increasingly important for instructors to be prepared if students bring e-bikes to IPMBA training. This session will familiarize you with the various types of e-bikes and orient you to the features that may affect student performance. You will learn key differences between e-bikes and conventional bikes with respect to training, and how to help your students succeed. Conducted by Clint Sandusky, Riverside College Police (ret.) and Erik Pearce, University of Wisconsin Police. *Equipment: public safety e-bike if possible; conventional if not. Includes both classroom and on-bike segments. Active IPMBA Instructors Only. Limit 10.*

**EMSCI to PCI/SCI Transition Course,** for EMSCIs who wish to instruct law enforcement and security agencies, highlights the adjustments in both lecture and practical skills needed to accommodate the needs of the police and/or security cyclist. This course requires successful completion of both written and practical skills tests. *SCI certification open to all EMSCIs; PCI certification open only to EMSCIs who are also sworn law enforcement officers. Copies of police credentials must be submitted.*

*Equipment: duty rig. Includes both classroom and on-bike segments. \$15 certification fee. Active EMSCIs only. Limit 10.*



**PCI/SCI to EMSCI Transition Course,** for PCI/SCIs who wish to instruct EMS personnel, highlights the adjustments in both lecture and practical skills needed to accommodate the needs of the EMS cyclist. This course requires successful completion of both written practical skills tests. *Equipment: panniers and rack bag. Includes both classroom and on-bike segments. Active PCI/SCIs only. \$15 certification fee. Limit 10.*

## STREET SURVIVAL

**Bicycle Low-Light Firearms.** Operating in low-light conditions brings additional challenges to police officers, such as identifying your target and being identified as a police officer. Moving and shooting accurately one-handed while operating a flashlight with your support hand is difficult enough; bringing a bicycle into the scene adds to the danger. You will practice these skills

and learn how to use your bike-mounted light to your advantage while avoiding being blinded by your rear LED light. Designed and delivered by Sgt. Josh Klamm of the Topeka (KS) Police Department. *Equipment: 150 rounds and handgun, duty rig (including flashlight), body armor, foam ear protection, duty eyewear (not shooting glasses), bike gloves, bike and mandatory safety equipment (derailleur guard recommended), front and rear bike lights, elbow and knee pads (optional); letter from your department authorizing you to participate in live-fire exercises. Time allotted includes a 20-30 minute drive each way. Transportation provided. Limit 10.*

**Firearms and Street Survival.** Bad things can happen when you ride a bike and carry a sidearm into a gunfight! Let Mr. Artie show you how to survive a crash and come up shooting. Crash and break an arm or collarbone? No problem! Mr. Artie will teach you how to draw your weapon, return fire, and reload one-handed, even with your weak (support) hand! You will progress through various shooting positions, from straddling the bike, to dynamic dismounts, and finally to the ground, shooting after crashing. These exercises are intended to take you out of your comfort zone and out of the box. If you are a public safety officer and ride a bike while armed, you need to take this course. Designed and delivered by Artie Gonzales, Topeka (KS) Police Department. *Equipment: 150 rounds and handgun, duty rig, body armor, foam ear protection, duty eyewear (not shooting glasses), bike gloves, bike and mandatory safety equipment (derailleur guard recommended), elbow and knee pads*

*(optional); letter from your department authorizing you to participate in live-fire exercises. Time allotted includes a 20-30 minute drive each way. Transportation provided. Limit 14.*

**Krav Maga for Public Safety Cyclists** will take you from “Bike to Fight” in a split second. This workshop was designed specifically for public safety cyclists by an IPMBA Instructor and Certified International Krav Maga Federation Law Enforcement Instructors. Krav Maga, a self-defense system developed for the Israeli Defence Forces, utilizes tried and tested, simple self-defense and combat techniques that persons of any size or ability can apply in high-stress situations. Emphasis will be placed on using the bike to your advantage, weapon retention, hard empty hand techniques, recovering from a downed position, and multiple attacker scenarios. Open to all public safety cyclists. Developed by Murray Prust, Saint Paul (MN) Police and Gail Boxrud and Dante Pastrano, Krav Maga of Minneapolis. *Equipment: duty rig/training gun (LEOs), groin protection, mouth guard (optional). Limit 16.*



# HOW TO REGISTER FOR IPMBA WORKSHOPS - PAGE 2 OF 2

Check the boxes next to the workshops you wish to take. **IC/MOCC Attendees select Saturday sessions only. PESC attendees select Friday and Saturday sessions. BRTT/PESC II/Workshop Only attendees select Thursday, Friday, and Saturday sessions.**  
Do not select more than one workshop per time slot or overlapping time slots. *Register early—some class sizes are limited!*

**NAME:** \_\_\_\_\_ **DEPARTMENT:** \_\_\_\_\_  
**STATE:** \_\_\_\_\_ **PHONE:** ( \_\_\_\_\_ ) \_\_\_\_\_ **EMAIL:** \_\_\_\_\_

## Thursday, April 11, 2019

<p><b>0800-1145</b>  <input type="checkbox"/> <b>Advanced Suspect Contacts</b>  <input type="checkbox"/> Bicycle Response Team Roundtable            I will observe the Bicycle Response Team Training Scenario on Wednesday, April 10, from 1300-1700. If you are enrolling in the Bicycle Response Team Training, please check "No" as you will be a participant rather than an observer.  <input type="checkbox"/> Yes  <input type="checkbox"/> No  <input type="checkbox"/> Bike Maintenance 101  <input type="checkbox"/> <b>DIRT Devo for the IPMBA Instructor</b>  <input type="checkbox"/> <b>Electrified: An Introduction to E-Bikes for IPMBA Instructors</b>  <input type="checkbox"/> Equipment Selection in an Evolving Industry Roundtable  <input type="checkbox"/> <b>Firearms and Street Survival</b>  <input type="checkbox"/> <b>Riding Outside the Box</b></p>	<p><b>Workshops shown in red involve on-bike exercises. See descriptions for more information.</b></p>	<p><b>0800-1615 (continued after lunch)</b>  <input type="checkbox"/> <b>Discovering Your Urban Riding Playground</b>  <input type="checkbox"/> <b>Technical/Off-Road Skill Building 201</b></p>
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### 1200-1330 *Lunch; Exhibit Hall*

<p><b>1330-1445</b>  <input type="checkbox"/> Campus Community Policing  <input type="checkbox"/> Preparing Bike Operations for National Special Security Events (NSSE)  <input type="checkbox"/> Tourism-Oriented Policing</p>	<p><b>1330-1715</b>  <input type="checkbox"/> Bike Maintenance 102  <input type="checkbox"/> <b>Car Stops: Preparing for the Worst Case Scenario</b>  <input type="checkbox"/> <b>Creating a Practical (and Fun) Bicycle In-Service Program</b>  <input type="checkbox"/> <b>E-Bikes in Public Safety: A Skills Primer</b>  <input type="checkbox"/> <b>Krav Maga for Public Safety Cyclists</b>  <input type="checkbox"/> <b>Technical/Off-Road Skill Building 101</b></p>	<p><b>1330-1615 (continued from morning)</b>  <input type="checkbox"/> <b>Discovering Your Urban Riding Playground</b>  <input type="checkbox"/> <b>Technical/Off-Road Skill Building 201</b></p>
<p><b>1500-1615</b>  <input type="checkbox"/> 1 x 1 Policing: New Approaches to Community-Oriented Policing  <input type="checkbox"/> Blown Up and Struck by Lightning  <input type="checkbox"/> Monday Morning Ride: Navy Yard Active Shooter Response</p>		<p>Lunches will be served Monday-Friday and to Instructor Development participants on Saturday. All other meals are on your own.</p>
<p><b>1800-2145</b>  <input type="checkbox"/> <b>Bicycle Low-Light Firearms Training</b>  <input type="checkbox"/> <b>Nightlife District Operations and Tactics</b></p>		

## Friday, April 12, 2019

<p><b>0800-0915</b>  <input type="checkbox"/> Blown Up and Struck by Lightning  <input type="checkbox"/> Monday Morning Ride: Navy Yard Active Shooter Response</p> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p><b>CONFERENCE SCHEDULE AND INSTRUCTORS SUBJECT TO CHANGE. VISIT WWW.IPMBA.ORG FOR UPDATES.</b></p> </div>	<p><b>0800-1145</b>  <input type="checkbox"/> Advanced Suspect Contacts  <input type="checkbox"/> <b>Car Stops: Preparing for the Worst Case Scenario</b>  <input type="checkbox"/> <b>DIRT Devo for the IPMBA Instructor</b>  <input type="checkbox"/> Disc Brake Clinic  <input type="checkbox"/> <b>Electrified: An Introduction to E-Bikes for IPMBA Instructors</b>  <input type="checkbox"/> Equipment Selection in an Evolving Industry Roundtable  <input type="checkbox"/> <b>Firearms and Street Survival</b>  <input type="checkbox"/> <b>Krav Maga for Public Safety Cyclists</b>  <input type="checkbox"/> <b>Riding Outside the Box</b>  <input type="checkbox"/> <b>Technical/Off-Road Skill Building 102</b></p>	<div style="border: 1px solid black; padding: 5px;"> <p><b>DO NOT SELECT MORE THAN ONE WORKSHOP PER TIME SLOT. CHECK TIMES CAREFULLY TO ENSURE THAT YOUR SELECTIONS DO NOT OVERLAP OR CONFLICT WITH ONE ANOTHER.</b></p> </div>
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### 1200-1300 *Lunch; Exhibit Hall*

<p><b>1315-1430</b>  <input type="checkbox"/> 1 x 1 Policing: New Approaches to Community-Oriented Policing  <input type="checkbox"/> Campus Community Policing  <input type="checkbox"/> Creating a Full-Time Bicycle Team  <input type="checkbox"/> Preparing Bike Operations for National Special Security Events (NSSE)  <input type="checkbox"/> Tourism-Oriented Policing</p>	<h2>Saturday, April 13, 2019</h2>	
<p><b>1600 Obstacle Course Competition (Register On-Site)</b></p>	<p><b>0800-1200</b>  <input type="checkbox"/> <b>Advanced Off-Road Riding</b>  <input type="checkbox"/> <b>Exploring the Trinity River Trails</b></p>	<p><b>0800-1500</b>  <input type="checkbox"/> <b>BRT Instructor Seminar (\$35)</b>  <input type="checkbox"/> <b>EMSCI to SCI/PCI Transition Course (\$15)</b>  <input type="checkbox"/> <b>PCI/SCI to EMSCI Transition Course (\$15)</b></p>

# more on-bike workshops

## OPERATIONS & TACTICS

**Advanced Suspect Contacts** is designed to enable you to make the most effective contacts during the course of your duties. The classroom session will explore the evolution of and current trends in policing specific to suspect contacts. James DeClaire and Patrick Shaker of Aurora (CO) Police Department will provide examples of real-world examples of encounters by police cyclists, using body-cam footage and critiques. The on-bike session will introduce you to different strategies on positioning, bike usage, and planning potentially high-risk contacts. All techniques taught are currently used by members of a proactive bike unit operating in a high-crime area. *Equipment: duty rig as applicable. Includes both classroom and on-bike segments. Limit 14.*



### **Car Stops: Preparing for the Worst Case Scenario.**

Traffic stops are arguably the most dangerous activity that police officers engage in on a daily basis. This course was designed by Topeka (KS) Police Department officers after they lost three officers during car stops in less than two years. Sgt. Jayme Green and Officer Joe Ralston adapted the training for bike officers in 2016. The tactics and principles taught will teach you how to mitigate potentially deadly situations and increase your chances of survival in the face of the unthinkable. *Equipment: duty rig. This session includes both classroom and on-bike segments. SIMUNITIONS® will be used. Time allotted includes a 20-30 minute drive each way. Limit 12.*

### **Nightlife District Operations and Tactics.**

Have you ever been patrolling around a club when a melee breaks out? How about confronting a large, out-of-control crowd? Nightlife districts, clubs, and parties are increasingly problematic, and police and EMS need effective strategies for dealing with large numbers of intoxicated patrons. With HD cameras recording their every move, first responders need to make smart, safe choices for themselves and the citizens they serve. This session will give you pointers on how to effectively patrol nightlife areas AND maintain your own safety. Presented by Mo Ibrahim, Metropolitan (DC) Police Department, and Andrew Humes and Matthew Paris, College Station (TX) Police Department. *Equipment: high-intensity headlight with four-hour runtime, taillight. Bring snacks or eat prior to the class. This session includes both classroom and on-bike segments. Limit 24.*

# maintenance

**BRING YOUR TOOLS!** Sessions are hands-on; dress accordingly and bring the necessary equipment as specified.



**Disc Brake Clinic.** Disc brakes offer superior stopping power, speed modulation, and all-weather performance compared to rim brakes, but they can be more challenging to maintain. This session will introduce you to mechanical (cable-actuated) and hydraulic disc brakes and the pros and cons of each type. You will learn how to diagnose and fix the common problems associated with hydraulic lines, disc brake calipers, rotors, and pads. You will also learn when the best decision is to take the bike to the shop. *Equipment: All: bike equipped with disc brakes, allen wrench set (2, 2.5, 3, 4, 5 mm), T-25 torx wrench (screwdriver-style preferred), torque wrench, needle-nose pliers, cable cutters, portable workstand. Hydraulic: brand-specific hose parts (olives and inserts), bleed kit with oil, and pads. Mechanical: brake cables and housing, ferrules, and cable crimps. Limit 10.*

**Bike Maintenance 101-102** will cover essential preventive maintenance and repair topics. Learn the rules of maintenance, how to clean and lube a bike, flat tire repair, front and rear derailleur adjustments, and brake adjustments. It will also include servicing the drive train, brakes, cable and cable housing replacement, and wheel maintenance. A portion of the class will be dedicated to addressing specific maintenance issues encountered by workshop participants. *Equipment: bike, allen wrench set (2, 2.5, 3, 4, 5, 6, 8, 10 mm), set of three tire levers, patch kit, crank puller for your type of bike, chain tool (master link if possible), cassette remover, bottom bracket tool for your type of bike, adjustable wrenches, flat head and phillips head screwdrivers, pedal wrench, complete set of metric box-end wrenches (5-17mm), cleaning towels, grease rags, and a workstand (if possible). You may attend either or both depending on your current skill level and interest in maintenance. Limit 10 per session.*

# classroom sessions

Please bring pen, paper, and other materials as specified in the workshop descriptions.

## ADMINISTRATOR TOPICS

**Creating a Full-Time Bicycle Team.** Patrick Shaker of the Aurora (CO) Police Department will share the mistakes and successes over the ten year process of creating and implementing a full-time bicycle unit. Topics include how to “sell” it to the leadership, best practices for writing SOPs, budgeting, obtaining funding, and researching equipment. We will discuss new technology, how to get free/discounted equipment, the all-important “wear test”, and new trends in public safety cycling.

**Equipment Selection in an Evolving Industry.** The world of bicycles and equipment for public safety cyclists is constantly changing, and it can be hard to keep up. This roundtable discussion will serve as a forum to review recent developments in bicycle standards, such as wheel size, pedal retention, lighting systems, and other equipment. Whether you are responsible for equipment selection and purchasing or want to help the responsible party make the right decisions, this workshop will help you select the best equipment for your budget. Bring your experiences and your ideas to the table! Presented and moderated by Josh Rymon, Bethlehem (PA) Police Department.

## CAMPUS/COMMUNITY

**1 x 1 Policing: New Approaches to Community-Oriented Policing.** Community-Oriented Policing outside the norm is the goal of Austen Schlecht and Jake Coyle of the Castle Rock (CO) Police Department. This session will focus on 1 x 1 policing that challenges the status quo with innovative programs, dynamic partnerships, and utilizing resources that every department has access to yet rarely taps. Learn about Dirt Jumps and Donuts, SplashMob, and their collaboration with the Colorado State High School Mountain Bike League.

**Campus Community Policing.** There are distinct differences between campus communities and municipalities. Police and security officers who serve in campus communities are called upon to demonstrate a high level of commitment to community oriented policing concepts in very diverse and political environments. This workshop offers useful, time-tested strategies to assist any public safety cyclist involved in community relations, while identifying issues unique to campus law enforcement. Presented by Steve Noftz (Ohio University Police, retired) this workshop was a component of the *Basic College Campus Safety and Security Training Program* of the Ohio Peace Officer Training Academy.

**Tourism-Oriented Policing.** See description under *Operations and Tactics*.



## OPERATIONS AND TACTICS

### **Bicycle Response Team**

**Roundtable.** Subject matter experts will come together to discuss various aspects of Bicycle Response Team (BRT) operations, to include training, equipment, policies and procedures, supervisor responsibilities, and more. A combination of presentations and open-ended discussion, this session will engage and inform members of both established and nascent BRTs. One of the goals of the Roundtable is to establish best practices for BRT training and operations. Registrants are invited to observe the BRTT scenario on Wednesday, April 10, prior to attending the Roundtable on Thursday, April 11.

### **Monday Morning Ride: Navy Yard Active Shooter Response.**

“On the morning of Monday, September 16, an active shooter incident occurred in Building 197.” Join the discussion as retired Metropolitan (DC) Police Sergeant Mike Wear reveals his on-bike response to the Navy Yard Active Shooter. Inclusive of personal observations, experiences, and challenges from the perspective of the team leader of the first Metropolitan Police entry team. The presentation will include video clips and story telling of the incident, lessons learned, and an open question forum.

### **Preparing Bike Operations for National Security Special Events (NSSE).**

Capt. Tom Mandzak and Sgt. Joseph Rini share lessons learned from the 2016 RNC in Cleveland, Ohio. Topics include: purchasing bikes and the bid process; creating a bicycle unit; collaborating with other agencies; building a Bicycle Officer Operation Plan; basic and crowd management bicycle skills training; educating Incident Commanders about bike officer capabilities; the importance of working with the Intelligence Unit; specific tactics; and recognizing and maximizing community engagement opportunities.

**Tourism-Oriented Policing.** All cities experience tourism, but not all are prepared to promote themselves, and public safety personnel often do not view themselves as the ambassadors they are. This workshop is designed to help command staff and bike officers alike learn how tourism policing adds value to a city as a tourist destination. You will get a glimpse of how tourists view themselves, learn how they behave, and identify the areas they frequent. Emphasis will be placed on visitors as both victims and perpetrators of crime, the impact of tourism on the local economy, how visitors view officers, the bike officer in tourist areas, and how to enhance the visitor experience. You will be better prepared to provide

services to visitors and represent your jurisdiction and agency well. The experience of the College Station

Tourism and Entertainment Police Unit in the Northgate District will be used to help illustrate the application of the principles of and challenges associated with tourism policing. Presented by Andrew Humes and Matthew Paris, College Station (TX) Police Department.

## STREET SURVIVAL

### **Blown Up and Struck by**

**Lightning.** Public safety cyclists are trained as first responders and are called upon to respond to and manage scenes following critical incidents and tragic occurrences. On occasion, first responders are also victims of those same incidents. This workshop will provide accounts of two critical incidents involving public safety cycling and share the lessons they learned as survivors of catastrophic occurrences. This workshop touches on issues relevant to both front-line employees and management. Presented by Steve Noftz, O’Bleness Hospital (OH) Protective Services.



# registration checklist

**You may register for a training course (which include workshops) or workshops only. Please read and complete this checklist as you register.**

**CONTACT INFORMATION.** A link to the confirmation information will be sent via **e-mail**. Confirmations will **NOT** be mailed.

*Confirmation Information includes: confirmed courses & workshops; list of required equipment & uniform requirements; PAR-Q (Physical Activity Readiness Questionnaire); travel & logistical information; bicycle shipping & storage details; on-site check-in instructions; and competition info.*

I have included **ALL** my contact information.

## IPMBA TRAINING COURSE FEES SECTION

Applicable if you are registering for an IPMBA Training Course.

- I have checked the box that corresponds to the IPMBA course I want to take.
- Instructor Course:** I have submitted my Instructor Application (available online or from the IPMBA office).
- Instructor/Maintenance Courses:** I have selected my workshop(s) for April 13 (optional).
- Police/EMS/Security Cyclist Course:** I have selected my workshop(s) for April 12-13 (optional).
- PESC II Course/Bicycle Response Team Training:** I have selected my workshop(s) for April 11-13 (optional).
- I am attending a live-fire workshop and have enclosed departmental authorization.
- I have completed both pages of the registration form if I am attending workshops.

## IPMBA WORKSHOPS ONLY FEES SECTION

Applicable if you are registering for the IPMBA Workshops Only option.

- I am registering for the IPMBA Workshops only**, and have selected the appropriate payment box, as explained below.
  - *If you are joining or renewing with registration, or your membership is current, select “IPMBA Member Fee.”*
  - *If you are not a member, or your membership has lapsed and you are not renewing, select “Non-IPMBA Member Fee.”*
  - *If you are registering three or more bike team members, select “Bike Team Rate” and submit registration forms **together**.*
- I am attending a live-fire workshop and have enclosed departmental authorization allowing me to do so.
- I have completed both pages of the registration form.

## OTHER FEES SECTION

Applicable if you are registering late, bringing a guest who is not attending the conference, and/or attending a fee-based workshop.

- I am bringing a guest(s), have checked the proper box and included the applicable fees for each, and I supplied the guest name(s).
- I am enrolling in a Transition Course or the BRT Instructor Seminar, and I have included the applicable fee(s).
- I am registering after March 1, 2019, and my \$50 rush fee is included.

## IPMBA MEMBERSHIP FEES SECTION

Membership is required for training courses and to be eligible for the IPMBA Member Workshops Only fee.

- I am a **current/renewing** member and have included my IPMBA membership number. If I am renewing, I have included my \$60 dues.
- I am **joining IPMBA** and have included my \$60 membership dues.
- I have not previously applied for basic certification and have included my training information and my \$15 certification fee (required for IC, BRTT, and PESC II).

**FORM OF PAYMENT.** Payment **MUST** accompany registration.

Registrations received without payment *will be returned*.

- I have included the correct payment, including course, workshop, certification, membership, rush, ride, and guest fees, as applicable.
  - Online, emailed, or faxed registrations **MUST** include a Mastercard, Visa, or Purchase Order.
  - Mailed registrations **MUST** include a check, MasterCard, Visa.
  - **DO NOT** fax your registration without a PO and mail the check at a later date.
  - **DO NOT** submit your registration via multiple methods.

# DETAILS



## getting here

**BY AIR** Dallas-Fort Worth International Airport ([www.dfairport.com](http://www.dfairport.com)), approximately 20 miles/30 minutes from the Hilton is served by Air Canada, Alaska, American, British, Delta, Frontier, Iceland, Jet Blue, Spirit, Sun Country, Volaris, and WOW, among other carriers. Dallas Love Field ([www.dallas-lovefield.com](http://www.dallas-lovefield.com)), approximately 35 miles/50 minutes from the Hilton, is served by Alaska, Delta, Southwest, and Virgin America.

**SHUTTLE SERVICE** Shuttle service from DFW only will be provided by the host agency. You **MUST** register in advance for shuttle service (arrival and departure) on the 2019 IPMBA Conference Airport Shuttle page at <http://tinyurl.com/2019IPMBAshuttle>. The Hilton does not offer shuttle service. Other ground transportation options are available, including taxi, car share services, private shuttles, and the Trinity Railway Express (TRE).

**BY AUTO** Fort Worth is located at the intersection of I-30 and I-35W, within 500 miles of Austin, Corpus Christi, Jackson MS, Kansas City, Little Rock, Memphis, New Orleans, Roswell NM, and San Antonio.

**PARKING** Parking (valet only) at the Hilton is \$30 per day for guests, \$20 per day for commuters, and \$45 per day for oversized vehicles. Rates do not include taxes and are subject to change.

## where to stay



**Historic Hilton Downtown Fort Worth** 815 Main Street, Fort Worth TX 76102

Experience “a moment in time, a

place in history” at the Hilton, the scene of President John F. Kennedy’s final address on the morning of November 22, 1963. The hotel is convenient to Sundance Square, Fort Worth Cultural District, the Stockyards, Tarrant County College, and numerous shops and restaurants. On-site dining options include Starbucks, the Skylight Court Bar, the Café Texas, and Ruth’s Chris Steakhouse. WiFi is free in guest rooms and public areas.

**Rates:** \$169 (single/double)/\$179 (triple)/\$189 (quad) per night + \$17% taxes + \$.81 state recovery fee per night. Call 817-870-2100 and reference Group Code PMBA, or book online at <http://tinyurl.com/2019IPMBAHotel> before March 7, 2019. The rate is applicable April 4-14, as long as rooms are available. If you encounter any difficulties reserving a room online, please **CALL** the hotel. The reservations agent will have greater flexibility to assist you in securing a room for your desired dates.

## getting your bike here



PREMIER BIKE ADVENTURES 817 308 7793

### BICYCLE SHIPPING

Premier Bike Adventures/The Shop  
Contact: Joshua Turman,  
[premierbikeadventures@gmail.com](mailto:premierbikeadventures@gmail.com);  
817-308-7793

*You must contact “The Shop” in advance to make arrangements for shipping and other services.*

**Includes:** Storage, assembly and adjustment, delivery to and pick-up from conference site, disassembly, and packing. *You must print a return label when scheduling your shipment via UPS or FEDEX or arranging shipping via Bike Flights.*

**Cost:** \$125, **NOT** including return shipping. Bicycles will be repacked in the packaging in which they arrive. Attach your name and contact information to the frame. Do not ship personal items with the bike.

Visit <https://budgetbikeshop.com/shopping> to purchase.

**Shipping Address:** Calculate the shipping time on the website of your preferred carrier and time the shipment so your bike arrives more than three days prior to your start date. We recommend building in two extra days to allow for unexpected delays. **Any bikes received three days or closer to the event may be subject to a rush fee of \$75.** Ship to: [YOUR NAME]/IPMBA 2019/c/o The Shop/200 S. Walnut Rd, Ste. 104, Mansfield TX 76063; Arrival Date: [DATE YOU WILL ARRIVE in Fort Worth so your bike build can be prioritized].

If you are staying at the Hilton and wish to ship your bike to yourself for self-assembly, ship to: Hilton Fort Worth/Attn: YOUR NAME/ARRIVAL DATE (Guest)/815 Main Street/Fort Worth TX 76102.

You are responsible for contacting the hotel regarding shipping policies and package fees.



### BikeFlights:

Visit <http://tinyurl.com/ShipIPMBA> to arrange for shipping. BikeFlights also offers instructions on how to securely pack your bike to minimize the risk of damage.

### BICYCLE RENTALS To Be Determined



IPMBA  
INTERNATIONAL POLICE MOUNTAIN  
BIKE ASSOCIATION  
583 FREDERICK Rd., SUITE 5B  
BALTIMORE MD 21228 USA



**IPMBA 2019: IT'S WORTH IT**

**29TH ANNUAL IPMBA CONFERENCE  
APRIL 8 - 13, 2019 | FORT WORTH, TEXAS**

