

# AMERICAN RIVER BIKE PATROL



*American River Bike Patrol News* [www.americanriverbikepatrol.org](http://www.americanriverbikepatrol.org)

January 7, 2021

Vol. 2, Issue 1

Hello, and welcome to another issue of the ARBP Newsletter. As always, I am extremely honored to be your Patrol Representative with the National Ski Patrol. I started patrolling in 1973 and as I have moved up the ranks, I am amazed how each season seems different.

This year was unquestionably one of the most extreme. The distribution of vaccines has been problematic. A new COVID mutation has been reported. Millions have ignored COVID restrictions traveling to family gatherings and a new surge seems imminent. As ICU's fill with COVID Patients, the availability of simple emergency care for Volunteer Patrollers gets diminished. In all of this, your safety remains my top priority.

I convened an emergency meeting of the ARBP Leadership Board, the Far West Division Director, and the Far West Division Outdoor Emergency Care Advisor to discuss the possibility of initiating a safety policy for our Patrol. As you may recall, we passed the following motion:

“Recognizing the National Ski Patrol's view that individual patrollers may make their own decision to Patrol or not, the ARBP shall allow Patrollers to continue patrolling as long as they patrol in the safest manner possible, donning appropriate PPE and following all safe distancing practices.”



If you decide to Patrol watch your speed, be vigilant, wear a face mask, practice proper social distancing and of course wear a helmet. Be sure to screen for COVID first as part of “Scene Safety” protocol. Be especially careful to not take risks. Be mindful to avoid weather-related hazards and slick trail conditions. Stop fully at all stop signs and mind traffic. When riding, be aware that you are invisible and vulnerable. Patrollers will not be held to the annual forty-eight hour (48) patrolling requirement. Furthermore, Patrollers are not required to participate in any activity that puts them at

risk.

This has been a tough year, but there is some good news. The Far West Division and the Mothe Lode Region Directors have extended our exemption from “local” dues through 2021. By doing so, they have demonstrated unwavering support for our Unit. This financial aid will help us to recruit new members and grow as an organization. On the National level, discussions continue to broaden training and benefits for Bike Patrols and Host Units.

This year, I would like nominations for Outstanding Awards. I am building an awards committee and would like to open this up to Leadership and Non-leadership members. If you are interested, or have a nomination, please send me an email at [jimarbp@yahoo.com](mailto:jimarbp@yahoo.com)

**Please see Director's column, continued page 6...**

## **Patrol Town Hall Meeting, Thursday, January 21, 7:00 PM; Zoom meeting # 415-054-1715**

Tune in for the latest from your bike patrol. Discussion of current patrol experiences and occurrences, updates from the County and State of CA, on uniforms, future fund-raising, the Sea Otter Classic in May. All your questions answered! Tune in, on-line and get better acquainted with fellow bike patrollers!

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## Address up-to-date?

To be added to E-mail list, or should your address change, please send name, address and email address to patrol secretary Tim Viall, [tviall@msn.com](mailto:tviall@msn.com), or call (209) 969-3875.

American River Bike Patrol Organizational Team:  
Patrol rep: James Cheng  
Assistant patrol rep: Barry Calfee  
Second assistant patrol rep: Jeff Magaziner  
Treasurer: Cathy Russell  
Secretary: Carolyn Streng  
Registrar: Vicki Day  
Bike mechanics advisor: Rich Fowler  
Communications Advisor: John Poimiroo  
Folsom Lake SRA Liaison, Michael Gnafakis,  
Medical advisor: Dr. Jeff Du Bois  
Newsletter Editor: Tim Viall  
Outdoor First Care advisor: Dr. Jim Margolis  
Sac County Liaison: Ben Horner  
Team Leaders:  
Ron Ciucci,  
Jeff Du Bois,  
Carolyn Lewis,  
Paul Sassenrath,  
Tim Viall  
Web site advisor: Rick Bulan  
Other members:  
Leigh Yi.

American River Bike Patrol News is published quarterly, in April, July, October and January each year. Send info and photos to Editor Tim Viall, [tviall@msn.com](mailto:tviall@msn.com) by the 25th of the previous month.

## Young Adult Patroller program outlined...

Welcome to Young Adult/Junior Patrollers. We are pleased to recognize our 2nd Junior Patroller Lulu (Luciana) Voss who recently completed OFC training. For all members below is the addition to the ARBP Handbook in support of this program. Note the two-adult requirement for all in person activities. Reach out and invite Lulu to join you on a patrol, her days available are Fri - Sun.

Junior Bike Patrollers - Youths between the ages of 15 and 18 - may qualify to become Junior Bike Patrollers. To do so, they must complete the same training and attain the same certifications required of adult patrollers. Conditions for patrolling are specified separately. Editor's note: Branden Cheng was our first Young Adult Patroller, but has now "aged-out" and is now an adult patroller.

Physical participation by a Junior Bike Patroller in **any** ARBP Patrol or event requires that at least two adults accompany the junior patroller at all times, one of whom must be a certified ARBP Bike Patroller in good standing. The other adult may be another ARBP patroller, parent or guardian.

Junior patrollers are certified to perform first aid, mechanical and public assistance equal to any other certified bike patroller and shall be treated no differently in the performance of their tasks from any other bike patroller.

Young adult patrollers is a program we would like to ramp up in the coming year, focusing on young patrollers and expanding diversity of the patrol. Contact Barry Calfee or Tim Viall if you would like to assist.



**New Young Adult Patroller Lulu Voss is joined by Brandon Cheng and Elizabeth Winward and Barry Calfee for a get-acquainted ride on Jim's Bridge**

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## First-aid & Outdoor First Care tidbits

Congratulations to our five new patrollers who recently passed their OFC. Next OFC hands on class is probably May; but candidates can take OFC online and CPR course anytime - please send me certificates of completion.

A special thanks to the Dodge Ridge Patrol for teaming with us on our recent OFC class and a cadre of Mother Lode Region instructors who devoted their time to the class.

Finally if anyone needs first aid supplies let me know. I have a large supply of gloves, bandages, etc. If you would like to refill your first aid kits let me know. Should you need an N95 face mask, contact your team leaders or me; [jamadapa@att.net](mailto:jamadapa@att.net).

– **Dr. Jim Margolis, ARBP OFC advisor.**

# Making a name for yourself...!

A name; what is in a name, a person, a connection, a family, a kindred group? Do you want to be called "hey you, or number 11"?

A Name Tag completes the professional look, personalizes public interactions, and allows the 60+ patrollers to get to know each other. As we are a new and growing Patrol both for ourselves and the public it finishes the professional look with a well printed badge.

I have ordered a supply of 1 x 3 inch white plastic professional looking blank name badges with a magnetic attachment and a label maker to customize each one. The cost per badge with your name printed with the label is \$3.00.

If you don't have a name tag already, let me know how you would like yours printed and how many. I suggest at least 2 for various shirts, jerseys, vests. The magnetic attachment is strong and durable and doesn't damage fabrics.

Mine has first and last name - Barry Calfee, see picture>>>

Let me know what you want printed on it and I will print it for you and we can meet on the trail for delivery or by mail.

Barry Calfee, [bcnumber100@yahoo.com](mailto:bcnumber100@yahoo.com)



## Uniform Update; NSP steps up with new bike patrol offerings!

Jim Cheng, Tim Viall and I had a phone meeting with Matt Mears, the National Ski Patrol's Sponsorship Manager at the NSP's Denver offices. The point of interest in this meeting was finding a solution to the uniform dilemma that we as an urban bike patrollers are facing. Prior to this meeting basically the only available uniforms for bike patrollers in the NSP Catalogue were a design more commonly used by mountain bike patrollers. Tim had purchased one and none of us felt it would not meet our needs.

Matt at the conclusion of the meeting stated he would work very hard to come up with a design and cost in our requested price point, produced by Primal Wear. Tim sent him copies of our current uniform design. Late December, I received the following letter from Matt:

**"Hey, John:**

*Good news! We were able to secure pricing and logistics, as discussed, from our national partner – Primal Wear!*

*We will have an **ALL NEW** bike uniform selection landing in February, 2021. The new uniforms were modeled after the Ski Patrol uniforms and match the red/black aesthetic. They are also crossed, and contain "Bike Patrol" text in a few locations. We will have a long-sleeve tech tee, two jersey options (one short and one ¾ sleeve), two*

*uniform short options (one w/ removable pad and one without), a lightweight wind vest, a hooded wind jacket, and red/black bike socks to match. All of these items will be available in both men's and women's sizes. The price-point for the jerseys was targeted at \$55, we hit that on-the-money! The prices vary, depending on the item, from \$40-80ea.*

*I am unable to share the specific designs with you at this time, but they will be available in a few weeks (end of Jan, early Feb 2021). –Matt Mears."*



This is truly good news. We will be able to order our uniforms directly from NSP and hopefully have a larger list of items to purchase. As a avid bicyclist (not a skier) I am very excited that NSP has reacted so quickly to our requests. I look forward to more bicycle related items being offered in the NSP Catalogue.

In the meantime I have a dozen of our original jerseys designed specifically for our patrol. Not only are these the original urban patroller jersey but they are extremely good looking and extremely comfortable. If you don't have one I would take this opportunity to buy "The Original" for \$55. Remember only the original patrollers will own "The Original."

Contact me, **John Grady, 916.489.4392, or [jgrady1951@gmail.com](mailto:jgrady1951@gmail.com).**

# Fundraising and the ARBP

Unlike ski patrols, the American River Bike Patrol gets no financial support at the place it provides patrol services. At ski areas, patrollers can restock first aid kits in patrol rooms and some areas provide loaner patrol jackets and packs. As bike patrollers, we're on our own.

It's estimated that a patroller spends as much as \$300 or more to outfit him or herself and pay for required courses and membership fees. ARBP leader Jim Cheng who also ski patrols at Diamond Peak says, "Ski Patrols have the advantage of providing lift tickets to patrollers for use by themselves or family. That can save a patroller \$1,000 or more, which makes the costs of NSP membership and purchasing a jacket and pack well worth joining, beyond the obvious satisfaction of being part of a patrol and serving others."

In order to lower the cost to being a patroller, the American River Bike Patrol has outlined a fund-raising plan. Our first step will be to clarify our relationship with the NSP, regarding use of their IRS 501.c3 charitable organization status and to get their endorsement to establish a stand-alone bank account and fund-raising effort.

The NSP is rightly protective of the status and restricts how and who can use it in fund-raising. However, a fundamental difference between us and ski patrols is that fund-raising will be critical to growing the patrol and assuring that everyone with an interest in helping others as a bike patroller has that opportunity, regardless of means.

The primary fund-raising objective defined by the fund-raising committee is to subsidize the costs of first aid and mechanical repair supplies, patrol packs and jerseys for patrol members. Beyond that, we hope to eventually raise funds to provide bike helmets to underserved kids.

Once the banking and 501.c3 issues are clarified, we plan to start programs that generate income toward those objectives from purchases on Amazon.com, that reduce our cost to process payments through PayPal.com, that allow for special "round up" donations to the ARBP through bike shops and other retailers who benefit from the parkway, during special events. We also plan to solicit grants from the County of Sacramento TOT Grant program, Sacramento Region Community Foundation and other philanthropic foundations.

The patrol has already started. Over \$1,100. was raised this past November on Giving Tuesday.



In October, from October 7-10, ARBP volunteers will join other bike and ski patrollers in manning first aid tents at the Monterey Sea Otter Classic (see facing page), which will generate revenue from the event to participating patrols (as described elsewhere in this newsletter) and from Sept. 20 - 26, the ARBP plans fund-raising and awareness raising events during National Bike Month in the Sacramento area.

The patrol's fund-raising committee has set out to not overload patrol members with its fund-raising efforts. They plan not to do time, energy or morale-consuming raffles and events that require a lot of effort but that generate little in return. They appreciate that many of us would rather pay a little more than have more work to do. So, wherever possible, fund-raising will be done in ways that maximize return and minimize time.

Submitted by **John Poimiroo**, Communications Advisor

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## Rich's Bicycle Repair Reminder

It has become clear to me that in spite of my resistance to change, there are more and more bike riders on the American River Trail who are riding on tubeless tires. That means we who are patrolling may come across someone with a flat tubeless tire. I have three suggestions:

1. Remember that if you can't or don't want to deal with the tubeless repair, you can simply install a tube. That is pretty easy if it is a road bike with 700 x 25-32 size tires/tubes, (which we would carry) but not so easy if it is a mountain bike with much larger tires (which we may not carry with us).
2. If you are not already familiar with how tubeless tires work, take a few minutes to review this Park Tools video. It will provide almost everything you need to know about how to repair, etc.  
<https://www.youtube.com/watch?v=9hj0gz-UC6o>
3. Buy and carry a tubless tire repair tool. The Park Tool Guy talks about a tool you can purchase. I purchased one on line made by KOM ([komcycling.com](http://komcycling.com)) that cost around 17 dollars that is very small, light weight and works well.

As always, let me know if you have any questions. **Rich Fowler**, (916) 761 7382, or [richowlman@gmail.com](mailto:richowlman@gmail.com).

# Join NSP bike & ski patrollers, October 7-10, 2021, for first-aid, marshal services at USA's big cycling event!

Sea Otter Bike Classic located at Laguna Seca Raceway/Ft. Ord National Monument, CA.

For the 17th year, 60 Far West Division ski/bike patrollers, family and friends are invited to help provide first-aid service, non-emergency transport and course marshaling at the Sea Otter Classic at Laguna Seca Raceway near Monterey, CA, the USA's largest outdoor biking event.

NSP members and friends camp at "Ski Patrol Central" within the event, enjoy evening barbecues, find time to ride their bikes, attend the huge trade show and make new NSP friends! For their volunteer service, the Sea Otter Foundation donates approximately \$5,400 to patrols of the NSP volunteers.

Patrollers, family and friends are **offered free camping** right in the Laguna Seca paddock at Ski Patrol Central as well as **free admission, lunch and t-shirt**. Motorhomes, camping trailers and tents make for cozy accommodations and evening **NSP barbecues** add camaraderie and fun!

This four-day bicycling extravaganza attracts 10,000 participants ranging from world-class pro riders to serious amateurs and recreational cyclists. Over the four days, riders take part in circuit racing, cross-country events, wild downhill and dual slalom racing and citizens road and cross-

country rides. Each year, NSP members provide first-aid care to over 200 riders, from incidents of road rash and exhaustion to more serious trauma-induced injuries.

Over 70,000 spectators crowd the huge venue, which spreads out from Laguna Seca Raceway into the scenic backcountry of the Ft. Ord National Monument and, for the road races, along roads through Monterey County. 600 trade show vendors make for the largest market in the country for cycling equipment and accessories.

In 2019, the Dodge Ridge Patrol led in volunteer numbers, with 31 members and friends/family (providing marshaling services), joined by patrollers from Alpine Meadows, Bear Valley, China Peak, Heavenly, Mt. Shasta, Sierra at Tahoe and Squaw Valley ski patrols. The NSP contingent pairs with members of Friends of Fort Ord and back-country first-aiders, along with Monterey County Rural Fire Services and AMR Ambulance.

We invite members of NSP patrols to join us! For Sea Otter Classic insight go to: [seaotterclassic.com](http://seaotterclassic.com); **mark your calendars, October 7-10, 2021.**

**To volunteer or for more info, email or call Tim Viall, Coordinator for NSP Volunteers for the Sea Otter Classic: [tviall@msn.com](mailto:tviall@msn.com), or (209) 969-3875.**



Clockwise from top left, the NSP first aid crew for the backcountry courses prepare to depart for assignments, NSP volunteers staff two large first-aid tents at the venue; NSP members, back-country first-aiders and Friends of Ft. Ord volunteers (in orange vests/shirts) pose for back-country photo, and tents, motorhomes made for cozy evenings at "Ski Patrol Central". Join the NSP team for NSP service, camaraderie and fun!



Director's Column continued from p. 1

Categories to consider are:

- **Outstanding Patroller**
- **Outstanding Young Adult Patroller**
- **Outstanding Administrator**
- **Outstanding Team Leader**
- **Outstanding Medical Instructor**
- **Outstanding Medical Advisor**
- **Outstanding Bike Mechanic**
- **Merit Star Nominations**

In the past, the holidays are a time of tradition, of family, and of being together, and that was something not anyone could do safely. In this new year, the pandemic continues to challenge us. My hope is that you will find comfort through the camaraderie of your Patrol Family. Let me know what we can do for you as Patrollers. Stay safe and thank you for your service.

Stay Healthy and Safe! **Jim Cheng, Patrol Rep, ARBP**



## Important websites:

American River Parkway and Bike Trail (includes map and rules/regulations): [regionalparks.saccounty.net/Parks/Pages/JedediahSmith.aspx](http://regionalparks.saccounty.net/Parks/Pages/JedediahSmith.aspx)

American River Bike Patrol, see web site: [americanriverbikepatrol.org](http://americanriverbikepatrol.org), and, Our Facebook page (on Facebook, search for American River Bike Patrol), which we will work to keep updated.

Mother Lode Region, NSP: [motherloderegion.org](http://motherloderegion.org)

Far West Division, National Ski Patrol: [farwest.org](http://farwest.org) (and see Mt. Bike Patrol sub-page)

National Ski Patrol: [nsp.org](http://nsp.org) (don't miss the NSP catalogue items, and the "Pro Deals" options!)

For questions, suggestions of other resources and/or updates, Tim Viall, American River Bike Patrol, [tviall@msn.com](mailto:tviall@msn.com), (209) 969-3875.

## Events Calendar:

American River Bike Patrol monthly Zoom meeting, Thursday, January 21, 7:00 PM; mark your calendars! Zoom meeting # 415-054-1715

Live Scan: Please plan to get your Live Scan background-check form submitted by end of January, and send a copy of the submitted form to patrol registrar Vicki Day, [vjday@mac.com](mailto:vjday@mac.com). See p. 17 for form.

Check-off rides: If you need a check-off ride, contact your team leader, or Tim Viall, [tviall@msn.com](mailto:tviall@msn.com). You must complete a check-off ride before you can begin to patrol.

Recruitment of next Bike Patrol Candidate class, spring, 2021, with likely Outdoor First Care "hands on" session in May (details to follow)

September 20-26, "Bike Anywhere Week" events, including a planned American River Bike Festival on Saturday, Sept. 26 (details to follow).

October 7-10, Sea Otter Bike Classic, Laguna Seca Raceway and Ft. Ord National Monument, near Monterey. **Please NOTE: Due to the unfolding coronavirus pandemic, watch your email for future updates.**

# ARBP COVID-19 Update, December, 2020

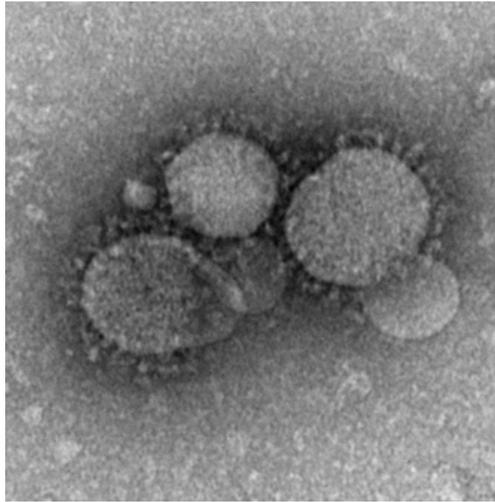
## Current Status

As the calendar year draws to a near, the Coronavirus pandemic quite literally rages on. While much of California was relatively spared the worst of the outbreaks early in the pandemic, it now has become the nation's hotspot of hotspots.

As of December 22, California has seen over 35,000 new cases and 274 deaths. Numbers tell but one side of the story. And it's easy to grow numb to the flood of numbers, and cases, and metrics pouring in around us. So let's try and put some of these numbers into perspective, both from a 'where we are' sense, as well as a 'where we could yet go' perspective.

The current total number of US lives lost due to COVID-19 is over 325,000. The number of US military lives lost in World War II was 291,557, and the total US toll was approximately 405,000. Current projections put the US on track to exceed 500,000 deaths from COVID-19 by the end of March 2021. That's more deaths in the US than the deadliest military conflict in history.

The total numbers of cases to date in California is approximately 1.9 million cases reported as of Tuesday, December 22<sup>nd</sup>. That's approximately 5% of the entire California population. This might seem like a small



fraction, and it is. But, that also means over 90% of the population is still susceptible to the virus. And the vast majority of the population won't feel the sting of a vaccine in their arm until this coming summer (more on the vaccine later).

Locally, Sacramento County new cases numbers appear to be reaching a plateau, at least for the moment. Backtracking case numbers by dates, the latest spike began to flatten out around the 6<sup>th</sup> of the month, exactly where (based on an average incubation period of 5-6 days) one

would expect the Thanksgiving-related cases to start to slow down. By comparisons, deaths typically parallel new cases after a further lag of 22 days. So we are now in the midst of the spike of deaths post-Thanksgiving. At 33 deaths, the 22<sup>nd</sup> saw the highest number of COVID deaths in Sacramento County in a single day. Ever.

However, with Christmas just days away, we should expect a rise in new cases beginning somewhere around the 28<sup>th</sup> to 31<sup>st</sup> of December, with a spike in deaths following around the middle to third week of January. And then there will be the New Year's Eve revelry likely to occur to one degree or another. So January, and in to February, will likely be our worst month since the vaccine will not have reached the public level by then.

But even now area hospital beds, specifically ICU beds, are filling up. The state's available supply of ICU beds is sitting precariously around 2%. Locally, the Greater Sacramento area is in the 15% range. This means that those requiring other critical care are competing for a precious few number of beds. Moreover, critical care staff are exhausted, and themselves in critically short supply.

With hospital beds and personnel in such short supply, the state has reactivated Sleep Train/Arco Arena's Alternative Care Facility. Currently, there are 17 patients housed out of the active 20 beds. There are an additional 244 beds in "warm" status. The state appears to be on the brink of reactivating HealthCorps, the volunteer group medical personnel that stepped forward during the March surge to staff the STA-ACF. Northern California Kaiser Permanente has also just sent out the request for recent retirees to staff telephone visits. These resources may prove to be pivotal in addressing active staff shortages.

## What about the vaccines?

The good news to hold onto is that the vaccines n  
**Please see COVID 19, ontinuted next page...**

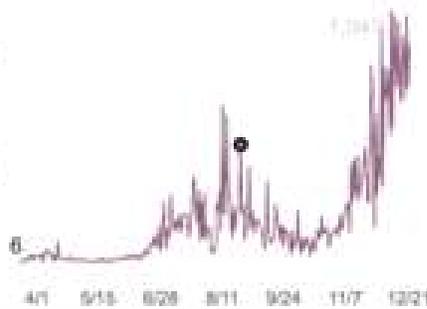
## Sacramento CASES

57,064

1 Day Δ	7 Day Δ	14 Day Δ
+1,047	+8,760	+13,845
+1.9%	+13.4%	+31.4%

7 Day Avg.	14 Day Avg.	Weekly % Change
968	975	-1.8%

Day-Over-Day New Cases



## Sacramento DEATHS

774

1 Day Δ	7 Day Δ	14 Day Δ
+33	+85	+154
+4.5%	+12.3%	+24.8%

7 Day Avg.	14 Day Avg.	Weekly % Change
12	11	+23.2%

Day-Over-Day New Deaths



## COVID 19, continued from previous page

are beginning to be rolled out. This cannot come soon enough! First came the Pfizer-BioNTech joint venture vaccine (which requires refrigeration for transport to the -70C range). Pfizer's vaccine won FDA Emergency Use Authorization mid month, and a week later Moderna's vaccine also won EUA, and both are being shipped as this is being written. Despite an early glitch with actual numbers of doses provided to states, vaccines are now going into the arms of frontline healthcare workers.

Johnson & Johnson's vaccine is also on the brink of submitting for FDA approval. These developments are all good news. One potential temper to enthusiasm for the vaccine has been the reported cases of a few instances of anaphylaxis after receiving the vaccine. If one has had a history of allergic reactions (such as rashes/hives, angioedema, or anaphylaxis) to a vaccine, please do discuss with your health care provider before receiving the COVID vaccines. But reactions of this nature vary widely in their triggers. Reactions to an attenuated vaccine will very likely not occur with a vaccine like Pfizer's and Moderna's messenger RNA type. Likewise, allergic reactions can be triggered by preservatives or other necessary additives in vaccines. Currently, the US government and Pfizer are in negotiations to ramp up their production to millions more doses of vaccine by facilitating production materials to the company.

### A New COVID strain?

And to add to this mess is the recent discovery of a new strain of coronavirus causing COVID in England. This new "B.1.1.7" variant is thought to be more transmissible than the current predominant strain in the US, the G614 strain. The newer strain has been found in England, Australia, and Denmark thus far with no reported cases in the US (as yet). The early information traces this new strain to back as early as October in England. This fact, along with our relatively open borders, suggests that there is a good probability that this new strain is already in the US. As of yet, however, there is no evidence that one becomes sicker because of this new strain. But there is some suggestion that this strain may have evolved in part due to children. So the role of children in potentially spreading this new strain needs much more clarification, given to pressing need for our younger population to return to more formal education.

Let's not panic about the finding of a new strain of coronavirus. This virus is showing mutations in its genetic code at about the rate of two mutations per month. Most of these mutations end up being fatal to the individual virus, or have no impact on any functionality of the virus' code. And B.1.17 is not the first major variant to demonstrate enhanced transmissibility. The early strain in the US was known as the D614 strain, and was the predominant strain in the US pre-March. But by June, 75% of case in the US

were of the newer G614 strain with its enhanced transmissibility. It is worth noting that some of the changes in B.1.1.7 do affect the spike protein, the target moiety of the vaccines. Naturally, there will be concerns whether the developed vaccines will have the same impact on this newer strain. Pfizer is actively studying that question and preliminary findings suggest persistent efficacy against this new strain.

### When will I get my vaccine?

Finally, when will the ARBP be able to get a vaccine? This is a complicated question and equally murky answer. The tiered allocation system in California is more guideline than actual directive, with the bulk of administering these guidelines left to individual healthcare systems. Here is a link to the CDPH website addressing the tiers:

<https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/COVID-19/CDPH-Allocation-Guidelines-for-COVID-19-Vaccine-During-Phase-1A-Recommendations.aspx>

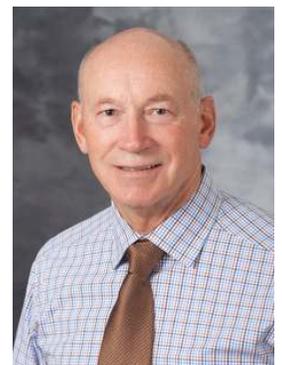
If you are able to get the vaccine through your place of employment, I would recommend that you get it there at your earliest opportunity. After several attempts to contact the county authorities, I finally received a bland statement regarding ARBP. The response essentially states that 'Dr. Olivia Kasirye will address the issue of volunteer organizations at one of the county upcoming meetings'. So, I take that to mean we, as an organization, are far down the allocation tiers. But if you're over 75 years of age, have comorbidities such as a compromised immune system, then contact your health care provider to see when you might be able to receive your vaccination.

Until next month, stay safe and avoid the four C's (enClosed space, prolonged Contact, and Close Communication). Another good mnemonic is "Mind the Face, Mind the Space". Speaking of masks, one estimate from the Institute of Health Metrics and Evaluation suggested that by March 31, 2021, vaccines will have saved 25,000 lives. By comparison, the same projection estimated mask wearing will have saved 56,000 lives. So masks will be a part of our routines for the better part of next year.

As always, feel free to contact me with any comments, critiques, and questions at [jjdubois56@gmail.com](mailto:jjdubois56@gmail.com)

Thanks for reading,

Jeffrey J. Du Bois, MD, FACS  
Medical Advisor  
American River Bike Patrol



# Bike Patrol and County Park Rangers build partnership

Greetings as we begin the new year! I wanted to take the opportunity to introduce you to Ranger Vince Eriksen.

Ranger Vince earned a Bachelor of Arts in Homeland Security from the American Military University. He is currently in the American Military University's Graduate program for Homeland Security with a concentration in counterterrorism, and attended the Sacramento Police Academy 2014.

His military service included 2010 to 2014 active-duty Army as a Cavalry Scout (19D) with the 101<sup>st</sup> Airborne Division and deployed to Afghanistan in 2011 Kunar Province.

2014 to Present Army Reserves as a Civil Affairs Sergeant (38B).

He is already a veteran of law enforcement, including:

2014 to 2016 with the Sacramento Police Department

2016 to 2018 with the California State Assembly Sergeant at Arms



2018 to Present with the Sacramento County Regional Parks and part time with the Santa Clara Police Department.

With County Parks, his assignments have included Patrol, Dignitary protection, Terrorism Liaison Officer (TLO), backgrounds, threat assessment, and environmental crimes team.

Vince takes training seriously, noting he has received training from the FBI, Secret Service, TSA behavior detection unit, Air Marshals, ATF and various state and local law enforcement agencies.

In his off-duty hours, he enjoys traveling with his lovely wife. and notes you may see him running on the ARP in the Upper Sunrise area from time to time.

Ben notes, "say hello to Ranger Perez and his fellow rangers. And, don't overlook our park maintenance workers"! Submitted by **Ben Horner**, Ranger Liaison.

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## Bike Patrol and State of CA Rangers work together

For all Patrollers; I was recently on the phone with one of the three Folsom Fire Division Chiefs. Folsom Fire has been responding to many medical calls on the Bike Trail and should all have keys needed to access any gates in order to access the trail. Same with Sac Fire and Placer County. A private ambulance may not. Then a ranger might be needed to open a gate.

He stated the fastest way for the fire dept dispatch to ascertain your location and render help is by stating the trail mile where your at or if you are by a call box. He also said that the responding Folsom firefighters will be able to find you via verbal discription of where you are at on the trail.

On any call where this does not happen please contact me with the details so I can have the call reviewed and see what we or they can do better the next time. Folsom fire and their dispatch wants to know if we ever have any issues. That's one of the ways to improve the system.

Here's the numbers for the Folsom State Parks:

916-358-1300 Non-emergency dispatch number.  
Our eyes only, NOT for public.  
916-988-7322 Public State parks Number.

- **Michael Gnafakis, liaison to California State Park Rangers**



**Required and optional first-aid and bike repair equipment for the ARBP**

ITEM	BIKE REPAIR EQUIPMENT
FULLY CHARGED CELL PHONE	Tire Ply Bars
311 APP	Tube Patch Kit
TRAIL MAP (paper or load on phone)	Crescent Wrench
Approved ARBP uniform	Set of Allen Wrenches
	Tire Pump / CO2 Inflator
PERSONAL PROTECTIVE EQUIPMENT	Presta-Schrader Adapter
Exam Gloves (3 pair)	Spoke wrench
Safety Glasses	Optional bike repair gear
Disposable Face Mask (2)	Extra Tube
CPR Barrier (Nu-Mask)	Duct Tape
	Chain repair tool
FIRST AID SUPPLIES*	
4x4 Gauze Pads (4)	Note to the wise: always better to have too much gear, rather than be shorted. You can also add your favorite additions, as well
2 inch Roller Gauze (2)	
Large Absorbent Pads (2, bleeding)	
Assorted Band-Aids (1 box)	
1" White Bandage Tape (1 roll)	
Triangular Bandage (2)	
Gallon Zip Lock Bags (Bio-Hazard)	
Paramedic Scissors	
Alcohol/Antiseptic Wipes (6)	
Small Hand Towel	
OPTIONAL FIRST AID SUPPLIES	
Sam Splint	
Gator Aid	
Tweezers	
Bottled water (advised in summer)	



\*Medical supplies should be stored in airtight plastic bags to maintain integrity

## A few tips worth repeating for riding the trail:

1. Actively look for people stopped, or sitting by the trail, or looking at their bikes. Stop briefly and ask if they need any help. Introduce yourself as a Bike Patrol member out to serve the public.
2. When you come upon an injured party ask if they have had or been exposed to COVID19 in the last 14 days. That is what 911 dispatch will ask as well as the emergency responders. If yes then back away and call 911 for those with proper protection to respond to take care of the needs. Our mask and gloves and PPE are limited protection for contact with a Covid patient.
3. While riding and engaging the public set a goal of, say, 10 today that I will stop and introduce myself and gently encourage trail etiquette of walking on the left side of the trail single file for everyone's safety (and introduce myself as a bike patrol member here to help). Use the new Trail Courtesy cards as a friendly handout.
4. Ride new segments of the trail and explore the side access points to become more familiar with the trail, using the 311 app to see side trails and streets as well.

Smile and have fun serving the public on the wonderful American River Parkway. Enthusiasm is contagious and that is OK. - **Barry Calfee**

# Tourniquets – To Bleed or Not to Bleed

If there is a positive side to war, it is that trauma care in the civilian world is advanced. With a concentration of severe injuries in a single operating theater, and modern data collection capabilities, battlefield casualties can be studied, with operational changes instituted. That information is subsequently applied to civilian trauma. Such is true for tourniquets.

Tourniquet use became deservedly tainted many years ago with inappropriate and misguided variations of materials used as tourniquets. Rubber tubing concentrated a large amount of pressure across a very small area, causing significant tissue damage and considerable pain.

Larger tourniquets designed to occlude veins to enhance

Freedom and Enduring Freedom, 90% were a result of hemorrhage. While truncal hemorrhage accounted for 67% of those deaths, extremity hemorrhage accounted for over 13%. With the introduction of tourniquets in 2007, our military saw an 85% reduction in mortality from extremity hemorrhage. (2)

Although battlefield injuries are clearly much different than those seen in the civilian setting, death from compressible extremity hemorrhage still occurs. But with more widespread acceptance of tourniquets in U.S. EMS systems, that number will decline. There are a number of instances in which a tourniquet is indicated. Clearly pulsatile, bright red blood flow indicates an arterial injury.



blood draws or intravenous catheter insertion were frequently used as well. The resulting problems were several – first, since the tourniquets were designed to occlude the superficial veins, they were never designed to overcome the much higher pressures seen in the deeper arteries. Hence, arterial flow was not occluded and hemorrhage continued. At the same time, these tourniquets were indeed occluding the low pressure venous system and inhibiting return blood flow from the extremity.

As a result, blood was going in to the extremity, but not returning, with resulting increases in tissue pressure, and led to tissue death.

But with redesigns of tourniquets made specifically for the purpose of controlling arterial hemorrhage, and combat experience, the Israeli Defense Forces saw no deaths from uncontrolled limb hemorrhage in 550 casualties between 1997 and 2001, with no complications for tourniquet times less than 78 minutes. Even with tourniquet times of over 3 hours, complication rates were low (5.5%). (1)

The U.S. military experience is similarly favorable. Modern tourniquet use began in 2005 and were ubiquitous across U.S. forces by 2007. When possibly preventable battlefield deaths were examined in Operations Iraqi

Standard dressings will not overcome the arterial pressure and hemorrhage will continue. Direct digital pressure is the quickest, though often not the most effective means of arterial hemorrhage control. A skin wound does not often correlate with the level of artery injury, so placing a finger over the wound will not necessarily occlude the injury to the arterial wall. Additionally, any attempt to move or transport the patient means obligatory release of pressure during movement, allowing ongoing blood loss. A properly placed tourniquet will solve both problems, and allow hands-free transport of the patient. More rescuers are then available to accomplish other goals. Similarly, in multiple casualty incidents (which could be as few as two victims), a single tourniquet could allow rescuers to effectively tend to other victims.

Another use of tourniquets is in the amputated, bleeding extremity. Attempts at direct blood vessel control in the field are never successful and should never be attempted. A properly placed tourniquet will effectively control all bleeding vessels and allow transport to definitive surgical care. Lastly, an extremity with multiple injury sites, with one or more of them as the source of arterial bleeding, should be addressed with a tourniquet.

Several models of commercially available tourniquets

can be found. If available, a standard blood pressure cuff can be placed proximal to the injury and inflated until bleeding stops. Continual reassessment is required though, as pressure in the inflated cuff will bleed off.

Windlass-style tourniquets include the Combat Application Tourniquet® (C-A-T) and the Special Operations Forces Tactical Tourniquet (SOF®TT), and are standard issue for our military combatants. The SWAT-Tourniquet™ (Stretch-Wrap-Tuck) is another variation occasionally seen.

Standard hemorrhage control methods should be employed in all bleeding wounds, starting with simple tape and gauze. However, rapid assessment and re-assessment should quickly lead to tourniquet use if bleeding is clearly arterial or not controlled with lesser techniques. If used, the tourniquet should be placed as distal as possible on the extremity, but 2-3” proximal to the wound. Tourniquets should not be placed over joints as the bony structures will not allow the surrounding soft tissue to be compressed. The tourniquet should be tightened until bleeding ceases, not until pulses are lost. Once the tourniquet is in place, it is important to record the time and date. Many of the newer tourniquets have a space on the device to record that information. Ultimately, it is very important for medical personnel at the final receiving facility to know how long the tourniquet has been in place. Be sure that that information is somehow attached to the patient.

Some controversy exists regarding the intermittent release of a tourniquet once it is in place. Because of the significant and dramatic physiologic changes that can occur as a result of reperfusion injury, as well as more blood loss, tourniquet release should only occur inside definitive care facilities by expert medical personnel if transport times are

less than two hours. Even for more prolonged times, both the Israeli and U.S. military experience suggests good tissue tolerance without intermittent release of tourniquet pressure.

Though major arterial injury and compressible hemorrhage is a rare event at a ski resort, the low cost and small size of a tourniquet may someday be a life-saving addition to your patrol pack.

### References

1 - Lakstein D, Blemenfeld A, Sokolov T, Lin G, Bssorai R, Lynn M, Abraham R. Tourniquets for hemorrhage control on the battlefield: A 4-year accumulated experience. 2003; 54(5)Suppl:S221-S225.

2 - Eastridge BJ, Mabry RL, Sequin P, et al. Death on the battlefield (2001-20011): Implications for the future of combat casualty care. J Trauma and Acute Care Surg. 2012; 73(6)Suppl:S431-S437.

**David V. Shatz**  
**Sierra Ski Patrol – Alpine**  
**Patroller**

**American River Bike**  
**Patrol, Bike Patroller**  
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**Trauma Surgeon,**  
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## ARBP newsletter assistant editor sought

Volunteer to assist with the ARBP newsletter, working with Editor Tim Viall. Will train; currently the newsletter is done quarterly; next issue is set for April 1. Each issue involves encouraging the leadership team to submit news items, adding key elements and laying out the newsletter, ranging from six to 14 pages. Issues can be laid out with a variety of software, including Microsoft Word and many other options.

Open to new ideas; future issues might evolved to more of an E-newsletter format (shorter, sweeter, perhaps)..

Contact Tim to discuss; no obligation but to chat, phone 209.969.3875, or, email, [tviall@msn.com](mailto:tviall@msn.com).

# Seen on the trail recently...



Pictured are patrollers on the trail, citizen trail riders, happy patrollers, and more.

Join friends and family on the parkway, and recruit a future member of the American River Bike Patrol! We will be building a new bike patrol candidate class this winter, with training and Outdoor First Care classes in early Spring.

# Sacramento Bike Hikers Club (our featured trail partner)

Who are the Sacramento Bike Hikers? The Sacramento Bike Hikers is the perfect club for people who ride bikes.

It's a club that emphasizes fun and safety, where members enjoy numerous rides and ride routes, where coffee and lunch breaks are built into events, and where group leaders ride at the tail end, not the front, to make sure nobody gets left behind. Everyone needs exercise, and everyone needs to socialize. This is a club that lets people do both at the same time."

Sacramento Bike Hikers is the oldest continually active cycling organization in the region, dating back to 1968. They never lack for opportunities to hop aboard their bikes and ride somewhere together. There is something for everyone, no matter what level you ride at. We have at least one ride per day, and some days we have several. We have more than 400 rides per year.

Ride leaders map out routes and post information on the Bike Hikers' website at: <https://bikehikers.clubexpress.com/>. It's clean, simple and easy to use.

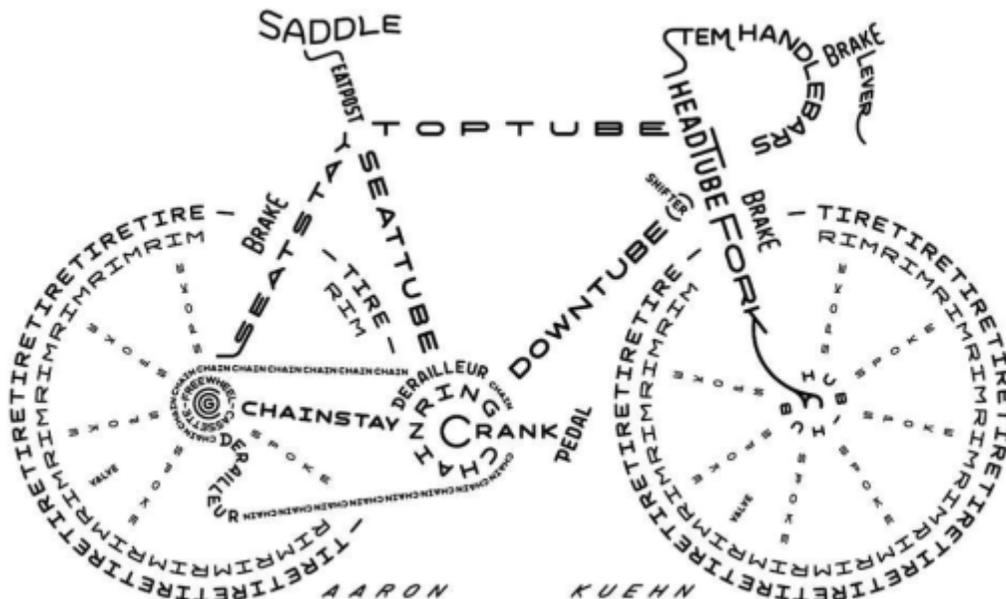


**Members of the Bike Hikers share insights with members of the ARBP. Give a friendly wave next time you see Bike Hiker members on the trail!**

The Sacramento Bike Hikers book several tours each year to places such as Sonoma, Monterey, Death Valley and Las Vegas. Members organize the tours. Each April, there's a big event—Party Pardee—that covers 62 miles through Amador and Calaveras counties and lakes Pardee and Camanche. Pardee is our big fundraiser, we open registration on Jan. 1. It's limited to 1,500 riders and always sells out.

**Submitted by** Robert Nick, SBH Membership Secretary,

**Editor's note:** Each issue, we work to feature one of the dozen or so non-profit partner agencies that work tirelessly to promote and keep pristine the American River Parkway. Those include partner agencies like the AR Parkway Foundation, Save the American River Association and the AR Volunteer Equestrian Trail Patrol.



# Keep those shift reports coming (and pre-schedule your rides)!

Thank you to everyone for the many hours and miles put into patrolling the Parkway. You are all making a difference!

As you know, one of our goals is to tabulate our hours, miles covered, assists and incidents so we can present helpful information to the Rangers, the County, the State, and other groups we coordinate with. There are a few challenges when reading through the shift reports that would be helpful with that process.

1. Mileage. It's very time consuming when we get descriptions like "Lake Natomas Loop" or "Sunrise to Hazel". We then have to go to the Parkway Map, look at the area and guess what the actual mileage is. I know that not all of the areas have mileage markers, so sometimes that's all you can give us. However, if you are on the main trail and can note the mileage markers, that is very helpful. Also, if you are making a round trip, let us know that, too. If you put Miles 10-20, we have to assume it was a one-way trip. If you can note them as 10-20-10, then we can see that you did a total of 20 miles. Likewise, if you start in the middle your post might look something like 10-20-6-10. That tells us you started at mile 10, went up to mile 20, went

back down to mile 6 and returned to your starting point at mile 10 for a total of 28 miles.

2. We also had a couple reports that were combined for multiple patrollers. Please fill out your own, separate shift reports with one name per report. Everything is tracked individually for mileage, shifts, incidents, etc and eliminates a lot of guesswork.

3. Quite a few of the reports come back with counts like "spoke to a group about walking on the proper side". Gave directions to 2 groups of people". If you can, please give us the actual count. "spoke to 5 people about walking on the proper side". "Gave directions to 7 people". Again, that helps with accurate numbers which we can pass on about why we recommend more signage or a certain type of signage.

Thank you all for the great work you do out there! In my rides, I seem to get two common comments, either: "Who are you guys and what do you do?" or; "Thank you for doing this, we really appreciate you are out here". We are noticed and appreciated so keep up the good work, get out there and have a good time!

- **Jeff Magaziner**, assistant patrol leader.



## A Special thanks for assistance along the way!

For their help and assistance along the road to the AR Bike Patrol, we thank:

- The American River Coalition, their many members and non-profit partners and the Coalition leader, Betsy Weiland,
- The Sacramento County Regional Park's leadership team of Liz Bellas, Mike Doane, Wade Derby and Randy Bickel and our park rangers and staff,
- Parkway partner agencies like the American River Parkway Foundation, Save the American River Association, Sacramento Bike Hikers and the American River Volunteer Equestrian Patrol.
- Ranger Rich Preston and his Ranger team at Folsom Lake State Recreation Area.
- REI Coop for allowing use of their facilities and enthusiastic support, and
- The NSP Denver staff and board of directors, the NSP's Bike Committee and several NSP bike patrols across the US for sharing tips, enthusiasm and organizational advice.
- The approximately 8,000,000 Parkway annual users, for their appreciation and support of the Parkway and American River; we look forward to serving you!

# Patrol statistics are testimony to bike patroller's good work!

We now have preliminary numbers on our first six months as an organization and everyone should be proud of what's been accomplished in such a short time! We are also especially impressed with these numbers in a year of COVID-19, smoke filled air, and the high temperatures that we experienced this year. Here are the numbers:

## General:

# of Patrols: 607  
Hours: 1544  
Miles Covered: 9439  
Parkway Assists: 1506  
Directions given: 77  
Trail rules explained: 734  
Unleashed dogs: 10

## Medical/First Aid Instances: 42

Users helped: 41  
Lives saved through CPR: 1

## Repair Instances: 121

(Including)  
Flat Tires: 51  
Chain Repair: 15  
Brake Repair: 2

In addition, as a group, we've given out dozens of bottles of water, pumped up low tires, repaired derailleurs, assisted tired users, reported instances of illegal camps, trash, downed trees, bridge jumping, stolen bikes,

skateboard use, trash dumping and more. We've also taken care of lacerations, knee problems, dehydration, back issues, abrasions, cramps, bee stings, chest pain, and more.

Thank you for being diligent in your reporting. This data is being tallied and submitted to various agencies on a regular basis and is used to help determine what signage may be needed, what supplies we may need to provide to patrollers, when call boxes need repair, and much more. As our Fundraising Committee begins the process applying for grants and planning other events, having hard numbers to report becomes very important. It's key that we continue to fill out Shift and Incident Reports after every ride while it is fresh in our mind so we can capture and communicate important information to our governing agencies.

Your efforts are being noticed and appreciated. I've seen several Sacramento County newsletters praising the patrol as well as articles in various publications. Our patrol has also been closely watched and the leadership has had significant input at the National level with the National Ski Patrol as noted in the newsletter regarding uniforms and other issues still in the works.

Keep up the good work, you are appreciated!

Submitted by **Jeff Magaziner**.

## Trail courtesy cards, N95 masks

Contact your team leader or patrol quartermaster John Grady for a supply of "Trail Safety Courtesy" handout cards or to insure you are carrying an N95 face mask should you need it for first-aid and other interactions on the trail!

Remember to be courteous on the trail; these handouts make your work a bit easier.



Live Scan: Please submit your form by January 31; the least expensive place anyone has found is Capital Live Scan, 5706 Broadway, Sacramento!

STATE OF CALIFORNIA  
BCIA 8016  
(Rev. 04/2020)

DEPARTMENT OF JUSTICE  
PAGE 1 of 4

Print Form    Reset Form

### REQUEST FOR LIVE SCAN SERVICE

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**Applicant Submission**

CA0340C00  
ORI (Code assigned by DOJ)

Volunteer  
Authorized Applicant Type

Volunteer  
Type of License/Certification/Permit OR Working Title (Maximum 30 characters - if assigned by DOJ, use exact title assigned)

Contributing Agency Information:

Sacramento County Regional Parks  
Agency Authorized to Receive Criminal Record Information

10361 Rockingham Drive #100  
Street Address or P.O. Box

Sacramento CA 95827  
City State ZIP Code

A06600  
Mail Code (five-digit code assigned by DOJ)

Chief Wade Derby  
Contact Name (mandatory for all school submissions)

9168750282  
Contact Telephone Number

---

**Applicant Information:**

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ Middle Initial \_\_\_\_\_ Suffix \_\_\_\_\_

Other Name: (AKA or Alias) \_\_\_\_\_

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ Suffix \_\_\_\_\_

Date of Birth \_\_\_\_\_ Sex  Male  Female

Height \_\_\_\_\_ Weight \_\_\_\_\_ Eye Color \_\_\_\_\_ Hair Color \_\_\_\_\_

Place of Birth (State or Country) \_\_\_\_\_ Social Security Number \_\_\_\_\_

Home Address \_\_\_\_\_ Street Address or P.O. Box \_\_\_\_\_

Driver's License Number \_\_\_\_\_

Billing Number \_\_\_\_\_ (Agency Billing Number)

Misc. Number \_\_\_\_\_ (Other Identification Number)

City \_\_\_\_\_ State  ZIP Code \_\_\_\_\_

I have received and read the included Privacy Notice, Privacy Act Statement, and Applicant's Privacy Rights.

\_\_\_\_\_  
Applicant Signature

\_\_\_\_\_  
Date

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Your Number: CA0340C00  
OCA Number (Agency Identifying Number)

Level of Service:  DOJ  FBI  
(If the Level of Service indicates FBI, the fingerprints will be used to check the criminal history record information of the FBI.)

If re-submission, list original ATI number:  
(Must provide proof of rejection) \_\_\_\_\_ Original ATI Number \_\_\_\_\_

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Employer (Additional response for agencies specified by statute):

Employer Name \_\_\_\_\_

Street Address or P.O. Box \_\_\_\_\_ Telephone Number (optional) \_\_\_\_\_

City \_\_\_\_\_ State  ZIP Code \_\_\_\_\_ Mail Code (five digit code assigned by DOJ) \_\_\_\_\_

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**Live Scan Transaction Completed By:**

Name of Operator \_\_\_\_\_ Date \_\_\_\_\_

Transmitting Agency \_\_\_\_\_ LSID \_\_\_\_\_ ATI Number \_\_\_\_\_ Amount Collected/Billed \_\_\_\_\_

Join the Team!

# American River Bike Patrol

for the  
**American River  
Parkway, Sacramento, CA**



The American River was established in February, 2020 and “went live” in June. Bike Patrollers work as trail ambassadors, providing trail directional advice, equipment assistance, safety insights and bike safety programs, assistance with events, first-aid services and serve as eyes and ears of the Parkway Rangers and other stakeholders on one of the country’s busiest and most scenic bikeways.

Members of the public are invited to join our 68 member team, and receive first-aid and CPR training, trail knowledge and skills in working with the public, as well as gain membership in the National Ski Patrol (NSP), with 30,000 members in 640 bike and ski patrols across the US and other countries.

NSP members current with either OEC or OFC are able to join as secondary members and commit to 30 or more hours per year. Alumni, if their first-aid has lapsed, who would like to rejoin in an active bike patrol role will need to take Outdoor First Care, as will new community candidate members. The new patrol will also offer “visiting patroller” options during weekends, by prior arrangement. Recruiting is ongoing, and we anticipate recruiting a new candidate class this fall and early winter.

For link to website and latest newsletter, go to:  
[americanriverbikepatrol.org](http://americanriverbikepatrol.org)

To join, or for more info, contact Tim Viall: ARBP board member, [tviall@msn.com](mailto:tviall@msn.com), (209) 969-3875. Please email name, address, email, phone, current or past first-aid or NSP experience.



Join the Team!