

# AMERICAN RIVER BIKE PATROL



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

April, 2021

Volume 2, Issue 2

Welcome to Volume 2, Issue 2 Edition of the ARBP Patrol Newsletter.

As I think about the year ahead, I realized this Patrol is celebrating its first-year anniversary. These are always times for pause and reflection, and I am filled with gratitude.

I am amazed at the challenges we faced and the obstacles we had overcome. While the COVID Pandemic throttled businesses and threatened the very fabric of our lives; novice cyclists, walkers, joggers, roller bladder's, horseback riders, and others flooded the American River Parkway.

Luckily a new and much needed community service was being born, the American River Bike Patrol.

We met the challenge and grew from zero to seventy plus members in this first year. Establishing and growing an organization is difficult even in the best of times. Your Leadership team under the guidance of our three medical advisors provided safe innovative methods for training. Dr. Margolis developed Safe Social Interaction Criteria (SSIC) that has become the regional standard for medical training. Dr. Du Bois secured vaccinations for the Patrol, and Dr.



will continue to be challenging times. But cycling is very much like life, "For every uphill there is a downhill, and there is always another ride."

As always, I am proud and honored to serve as you Patrol Leader and National Representative. Feel free to contact me anytime with your comments, questions, or concerns. Continue to be the force that changes lives and be safe out there.

- **Jim Cheng**, /ARBP patrol representative.

Shatz continues to provide cutting edge Stop the Bleed Training.

As a Patrol we have provided over fifty-five medical assists which included two lifesaving interactions. We covered over 14,020 miles through 2,093 patrol hours. We have recorded over 800 patrol days with over 2,100 general assists. The Pandemic could have frozen this Patrol with fear, but instead you all rose to the challenge and I could not be prouder of all of you.

I can not thank the Leadership Board enough for all they do and especially Jeff Magaziner for the ride stats. Looking ahead I know there

## First Saturday Ride and picnic returns May 1 to Wm. Pond Park

**First Saturday returns May 1:** Following a winter hiatus (to avoid ski patrol assignments and Easter break), the ARBP's monthly patrol meetup rides, called "First Saturday," return on May 1. They continue on the first Saturday of each month thereafter – check the website or this newsletter for locations and times.

These rides are monthly opportunities for members of the American River Bike Patrol to assemble, pass along updates, get some training, meet each other, socialize and patrol a section of the Jediah Smith Memorial Trail with patrollers with whom they might not otherwise ride. The May meetup will gather at the end of the parking lot at the William B. Pond Recreation Area at 8:30 a.m. (parking fee applies – 5700 Arden Way, Carmichael). Bike Patrollers should wear their patrol jersey.

Patrollers needing first aid materials, blue cards, green cards and other patrol gear will be able to resupply or order items. Following assembly, two concurrent training

exercises will occur. John

**Please see First Saturday, continued p. 2**

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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.

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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  
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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.

## First-aid & Outdoor First Care tidbits

One of the requirements to be a member of the ARBP is to complete first aid training. For those of you who already have Outdoor Emergency Care (OEC - advanced first aid similar to EMT and required for active alpine or Nordic ski patrollers) or Outdoor First Care (OFC) - basic first aid for Mountain Hosts - all you need is to be current with one of these and CPR.

If you are new to patrolling and you want to become an ARBP Bike Host, all that you need is OFC and CPR. We are conducting our first OFC class this year on May 22 at the Maple School 37th Ave and Franklin in Sacramento from 9-4; CPR will also be offered. Requirements- join NSP, be accepted by Jim Cheng to join the ARBP, pay NSP dues; sign up and pay for the hands on class-F601210003; take the online OFC class; take CPR or sign up for it on 5-22 and be fully COVID vaccinated.



Doc Jim Margolis will need copy of CPR completion (if done in advance), copy of COVID vaccination and copy of OFC online completion certification. COVID guidelines continue to evolve. In addition to vaccination all participants will wear masks and gloves. Once all the requirements are met and you complete hands on OFC and CPR you will have completed the first aid requirements which are good for 2 years and more importantly you have become a health care provider capable of providing basic first aid.

– **Dr. Jim Margolis, ARBP OFC advisor, [jamadapa@att.net](mailto:jamadapa@att.net).**

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## First Saturday, continued from front page...

Poimiroo will lead a session on textbook-perfect approaches to medical and repair incidents. This will involve patrollers modeling the correct and complete ways to approach medical and mechanical incidents. Separately, Rich Fowler will lead a session on chain repair/adjustments. To date, the patrol has provided 21 chain repairs/adjustments on the Parkway. That's not a huge number, but it's significant enough that repairing a malfunctioning chain is something every patroller should master.

Following training, patrollers will break up into smaller groups, one heading toward Hazel and back and another heading toward Watt and back. Candidates needing a checkoff ride will be paired with a trainer. To request a checkoff ride, email Barry Calfee.

After bikes return to Wm. Pond Park, a picnic will follow. Picnic details will be sent by separate email prior to First Saturday.

# Join the American River Bike Patrol!

Now's the time to apply to become a bike patroller. The American River Bike Patrol's next first aid class occurs on Sat., May 22 and registrations are now being accepted.

A prerequisite to becoming a bike patroller on the ARBP is completion of the National Ski Patrol's Outdoor First Care (OFC - basic first aid) training and a Cardio-pulmonary Resuscitation certificate. Additional trail and repair training occurs separately.

Twenty openings to attend the upcoming May 22 OFC/CPR class exist. Persons attending the class will achieve both OFC and CPR certificates that day.

To sign-up and qualify to attend the OFC/CPR class, applicants must:

1. Join the National Ski Patrol ([nsp.org](http://nsp.org)) \$60.
2. Complete the NSP's free, online OFC course ([nsp.org](http://nsp.org)).
3. Register to attend the OFC/CPR class \$25 - email [jamadapa@att.net](mailto:jamadapa@att.net)
4. Candidates without a current CPR card can also register for CPR training \$25 additional - email [jamadapa@att.net](mailto:jamadapa@att.net).
5. Trail and repair training occurs separately and online.
6. For more about joining the ARBP, visit: [AmericanRiverBikePatrol.org](http://AmericanRiverBikePatrol.org)

Each OFC/CPR class graduate receives a bike patroller's first aid kit to carry when patrolling.

- **John Poimiroo**, Bike Patroller/Communications Advisor, [AmericanRiverBikePatrol.org](http://AmericanRiverBikePatrol.org)  
(916) 801-1013

## Patrol builds foundation for grants and donations

Now that the American River Bike Patrol has established a bank account, we're one step further toward qualifying for major grants from community foundations. This is not, however, an immediate process.

Most community foundations require two years' financial records and tax returns to be considered for grants. Our 501.c3's tax returns are filed by the Far West Division of the National Ski Patrol, so we will have that covered once the FWD provides copies of past tax returns, but we've still got a way to go until we have the financial track record to show that the patrol is well established, legitimate and managing its funds properly.

That complicates our ability to apply for major grants and donation programs, such as the Sacramento Region Community Foundation's annual Day of Giving effort which lists charitable causes that donors from the region can select to receive their generosity. Getting selected to be included among Sacramento County's top charities is highly competitive and requires a well-documented financial record. So, until we have been around for a year or two, our prospects of being chosen for restricted grants like that are limited. This affects the patrol's ability to go after funding that might fulfill our primary need to generate resources to underwrite the startup costs of patrolling: uniforms, first aid and bike repair kits and training. In the meantime, the ARBP fundraising committee is alert for other opportunities, some of which require us to adapt to the objectives of the grantor.

One such grant program operated in Rancho Cordova (Community Enhancement Fund) and aimed at helping

underserved youth in Rancho Cordova was brought to the patrol's attention this past month. A team of patrol members responded (**Carolyn Lewis, Tim Viall, Rich Fowler, Chris Clarke, Luciana Voss, Branden Cheng, James Margolis MD, James Cheng, and Carolyn Streng**) submitting a grant proposal (valued at \$50,000 over three years) to establish a youth patroller program in Rancho Cordova that would outfit, train and engage underserved youth to become Junior Patrollers. Currently under review, the proposal, if approved, would establish a corps of youth patrollers along one of the most heavily traveled sections of the Jedediah Smith Memorial Trail. Rancho Cordova would benefit by engaging underserved youth in a positive, life-transforming role and the ARBP would expand its youth membership and patrolling along the parkway.

Other promising ways of raising funds for the patrol include supporting the American River Foundation in its efforts to raise funds during its annual **Ride the Parkway** event, scheduled for Sept. 25. The ARF is directing revenues from the event toward helping to improve parkway user understanding of and compliance with trail etiquette and to raise funds for the ARBP. We hope to raise \$4,000 from that effort. Additionally, ARBP participation in the **Sea Otter Bicycling Classic** (the nation's biggest cycling event) at Laguna Seca (Monterey), Oct. 7 – 10, provides both an entertaining social event for the patrol and a source of funding for patrol operations.

For more about being a part of the patrol's fundraising/ events efforts, contact **Tim Viall or John Poimiroo**.

# Bike Patrol stats from May, 2020 to February, 2021

Here are the types interactions with the many cyclists, walkers and users of the American River Parkway:

911 Calls 12  
311 Calls 23  
Ranger Calls 10

Team Leader / Since inception Hours / Since Inception Hours

Ciucci / 376 / 2285

DuBois / 184 / 1356

Lewis / 238 / 1386

Sassenrath / 387 / 2267

Viall / 909 / 6725

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Total / 2093 Hrs / 14020 Miles

# of Patrols 809

Assists 2129

Repairs 159

Medical 56

Common Incidents/Repairs

Directions 89

Trail Rules 1490 (Almost all walking on wrong side)

Flat Tires 62

Chain Repairs 21

Other Repairs 60

Dogs off leash 15

Minors w/o Helmets 18 (didn't track in 2020, this is just 2021)

Stats from **Jeff Magaziner**, assistant patrol rep.

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## Bike Mechanic's Memo: Can you ride your bike backwards?

Last week, two or three patrollers were riding down the American River Trail when we found a young woman walking her bike next to the trail. We asked if there was a problem and she said, "No, just tired."

We looked at her bike and noticed something very weird. The handlebars were facing forward, but the front wheel was turned around backwards (See picture!).

The brakes were located under the down tube. We stopped and told her that there was a serious problem with her bike. She said that she was wondering why it was riding so hard.

We pulled out our tools, turned around her handlebars, untwisted the cables, and made sure her brakes worked. We then discovered that her front wheel was so loose that it was about to fall off. We did our best to make sure she was safe and sent her on her way. As we rode by a few minutes later, she thanked us profusely and said, "the bike rides so much better!"

I tell that story to make two points. 1. She was riding a Big Box Store bike (Huffy) that she had just purchased. The obvious advantages of these bikes are that they look nice and are



reasonably priced.

The disadvantages are that they are poorly made and are too often put together by people who have no idea what they are doing. So, the bikes are at best-- badly adjusted-- and at worst--unsafe. Your bike mechanic skills may be needed on these bikes just to help riders get from the trail to their cars (and then to a bike shop). 2. Be very observant. When people are walking their bikes, they often are experiencing problems, but may not want to admit it or even know what's going on with their bikes. A bit of careful inspection may tell you that more attention and assistance is needed. Be ready to pitch in.

To help you "get ready" we are re-starting our monthly mechanic training sessions on the second

Tuesday of April (4/13 at 9 am). Call Rich Fowler at (916) 761-7382 if you'd like to join in.

As always, let me know if you have any questions. **Rich Fowler**, (916) 761 7382, or richow1man@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 back country 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: [seautterclassic.com](http://seautterclassic.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!



# ARBP toasts Year One!

Members share best memories...



"I am very proud to be part of the American River Bike Patrol. The public's response to the ARBP has been very positive and welcome. I strongly feel that in the nine months of patrolling the ARBP has made the American River Parkway a safer place for the public to visit", **Rick Bollinger.**

"We were approved by County Board of Supervisors on Feb. 28, 2020, held two public meetings at REI that attracted 85 people, then the pandemic hit. Had someone asked where we would be a year later, never would I have guessed we would have 74 capable and creative bike patrol members!", **Tim Viall.**



"I think my best experience/memory must have been an assist on my last patrol ride. There were three young afghani children wearing their traditional full length black tunics, huddled around an upside down girl's bike trying to replace a chain off the chainring for their younger sister. None of them spoke much more than a few words or phrases of English. We offered assistance which they politely declined. After a few more minutes watching them struggle, we went over and assisted them with the chain. The oldest, probably about 10-12 years, was helping me replace the chain. We also noticed that the rear wheel was not set back far enough in the dropout (likely the reason the chain fell off), and fixed that as well. And the headset was also loose. We tightened that up as well as we could. The kids were very appreciative after that thanking us profusely. Another of them came over later to tighten the headset on his Razor scooter.



It was a real opportunity to not only assist a cyclist enjoying the gorgeous save for a mishap with a bike. But it was also a great opportunity to be a friendly ambassador to a group of kids new to this country", **Jeff Du Bois.**

"Laughing with Pius and Rick as we catch up beside the trail". **Paul Sassenrath.**

"I've enjoyed riding along the parkway and experiencing Sacramento's diverse population. I love the colors in the spring and the crispness in the air in the fall. Being in the bike patrol has allowed me to meet some wonderful people and lend a hand when necessary. The local cycling and hiking communities are very supportive of the patrol and appreciative of our mission. The parkway trail is peaceful and beautiful and a wonderful resource right in our backyard". **Ben Horner.**



"She was sniffing and limping as she pushed her bike by the side of the Parkway, a tiny, toe-haired four year old who had been out for a ride with her daddy on the Fourth of July. Barry Calfee and I approached on a patrol that circuited Lake Natoma. We stopped and asked if she was OK. Her dad said she'd skinned her knee. "Would you like a Bandaid?," I asked, and her frown transformed into a worried smile. We gave her a tiny American flag to hold as I cleansed the skinned knee, the smile widened. By the end of the incident, she proudly pointed to her Bandaid and her dad proudly noted her bravery. A little girl had become a bit bigger that day on the Parkway." **John Poimiroo.**



"Too much to be proud of in a single word", **Jim Cheng.**

"When we first started thinking about having a bike patrol I assumed we would



have only a few people interested and one or two of us would do all the work. I am so pleased at the large outpouring of volunteerism both as dedicated patrollers and leadership. Thanks especially to Jim Cheng stepping up and doing such a good job as our first leader. **Doc Jim Margolis.**



# 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 are building a new bike patrol candidate class this spring, with training and Outdoor First Care classes set for May 22.

## Young Adult Patroller program outlined...

We are pleased to note our second Young Adult Patroller Lulu (Luciana) Voss has stepped forward to lead an expansion of our Young Adult program. For all members below is the addition to the ARBP Handbook in support of this program.

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 Lulu in the program.



## 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:

**First Saturday Patrol Ride and Picnic, May 1, 8:30 AM, William Pond Rec Area**

**American River Bike Patrol monthly Zoom meeting, Thursday, May 6, 7:00 PM; mark your calendars! Zoom meeting # 415-054-1715**

**Stop the Bleed class, May 20 (see article, page 13).**

**Outdoor First Care and CPR class, May 22 (see article, page 2)**

**First Saturday Ride, Location TBD, June 5**

**First Saturday Ride, Location TBD, July 3**

**Ride the Parkway event, Saturday, Sept. 25, William Pond Rec Area; we are partnering with the American River Parkway Foundation; please join us as a volunteer!**

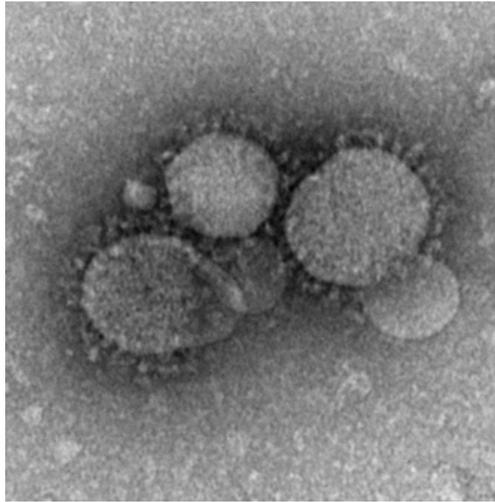
**Sea Otter Bike Classic, October 7-10, Laguna Seca Raceway and Ft. Ord National Monument, near Monterey.**

# April 2021 COVID Update

## When Will We Get Back to "Normal"?

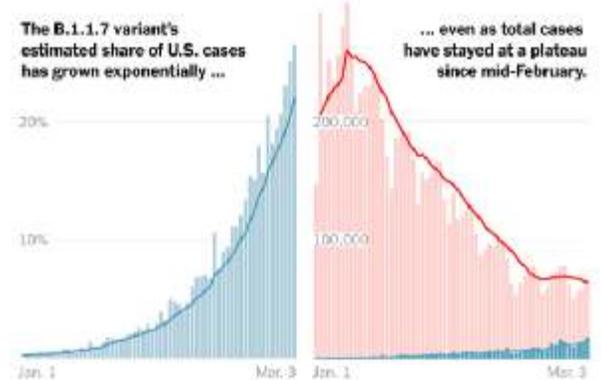
### New case rates

Worldwide the cases have been falling since the major surge of last fall and winter. But within those statistics are two notable findings. First, many feared that highly populated countries, such as India with a low economic standing for many of its citizens, would see a dramatic surge in cases. When this did not occur, the initial explanation was undercounting because of their under-resourced public health systems. Now it is beginning to look that these countries truly did not have the same magnitude of surge that western, more developed countries did. How could that be? The explanation may have to do with the nature of how these poorer areas live their lives, as well where they live. A primary explanation may have to do with much increased rates of obesity in more affluent western societies. Additionally, poorer societies live a greater portion of their daily lives outdoors, or at least with open windows and increased outside ambient ventilation. The table below supports those assertions, although other explanations may, and almost certainly, be at play such as greater per-pandemic exposure to circulating coronaviruses in poorer countries (this same explanation may yet hold true for children and their low incidence of symptomatic illness and transmission), or potential genetic advantages.



Britain, home of the B.1.1.7 variant, is actually seeing cases still falling, while Italy, Poland and other countries are seeing rising rates. Britain has adopted a 'get as many people at least one dose' approach. Whereas the European Union has tried to shop for lower prices through the power of volume ordering by many countries, but has fallen behind in vaccination rates as a consequence. Israel has paid around \$25 per Pfizer dose, and the U.S. pays about \$20 per dose. The E.U. pays from \$15 to \$19. But by holding out for lower prices, many European countries are behind in vaccinations.

The US surge has also fallen dramatically starting in January, and now down to pre-surge levels. However, the rate of decline of new cases has tapered off considerably. In fact, a small rise in cases recently seemed to parallel the emergence of B.1.1.7 strain in the U.S. Note, in the graph below how a comparatively small bump in the variant cases parallels a brief rise in total cases.



The real impact of variants in the U.S. is difficult to ascertain since genetic evaluations of the strains present in the communities is still woefully inadequate. Nonetheless, there is room for hopefulness that the worst is behind us.

The news in California overall, and for us locally, is even better. The new case rates in the state are the lowest since late May 2020! And Sacramento County cases are also lowest since before the summer surge. In additions, deaths are down as are hospitalizations. There does remain a high percentage of hospitalized patients in the ICUs attesting to the fact that if you get symptomatic, especially if you're older or with preexisting conditions, you can get quite ill.

### Sacramento County Cases

Sacramento test positivity rates (for those without a previous positive test) are now under 2%. This is HUGE, in and of itself.

Please see Covid19, continued next page...

Countries with more obesity have had more Covid deaths on average  
Fifty most populous countries in the world

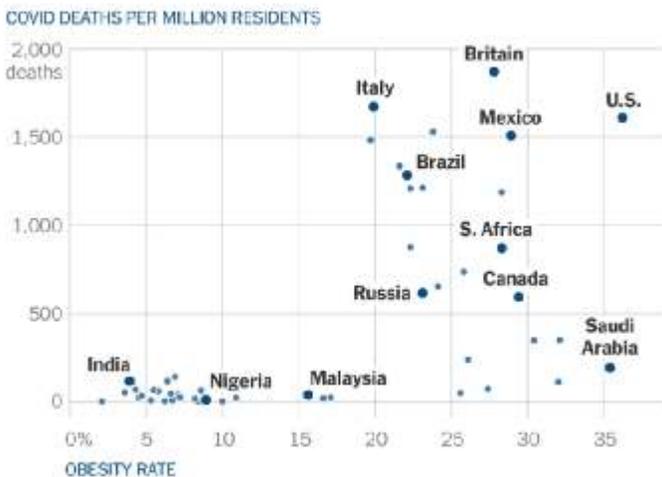


Chart reflects deaths as of March 10.  
By The New York Times | Sources: Health agencies and hospitals, C.I.A. World Factbook

Unfortunately, many European countries are beginning to see a rise in cases. This rise is being attributed in part to the newer variants circulating (and their enhanced transmissibility) and potentially to different approaches to vaccination strategies.

## Covid 19, continued from previous page

The low rate of tests returning positive in the community suggests two important phenomena. First, it suggests we are continuing to test sufficient numbers of people to get a sense of the prevalence of the virus in the community. And more importantly, it suggests there is a pretty low prevalence in the community. And the lower the prevalence, the better.

Contracting COVID-19 is purely a probability phenomenon. The longer one is in the presence of an infected person, the more symptomatic the person is, the use (or nonuse) or mitigation strategies, one's inherent immune status, all contribute to one's risk of contracting the illness. So with the lower prevalence within the community, the lower the probability of coming in contact with anyone who could transmit the disease in the first place.

Vaccination rates locally are also ahead of earlier projections. Currently, Placer County is the leader with over 40% of its population vaccinated. Yolo, El Dorado, and Sacramento Counties follow at 38%, 34%, and approaching 31%, respectively. In California as a whole, 42% are at least partially vaccinated, including 72% of those over 65 years of age. If one considers that many asymptomatic cases were never identified (some estimates have placed this as high as 4 to one above symptomatic cases), local communities may be approaching that critical break point of "community immunity" (aka herd immunity).

This has led to a recent and fairly dramatic shift in reopenings across the region. From movie theaters to restaurants, large parts of our economy, and our lives, are beginning to return to some semblance of normalcy. But care must still be taken! Reopenings in Europe, along with the rise in variants, has led to recent shut downs. We must not be penny wise and pound foolish and abandon all measures designed to keep us safe and slow the spread of this virus.

This is a perfect segue into two facts that we must bear in mind. First, our understanding of the science and epidemiology of this virus is continuing to evolve. Public Health policy, which should subsequently feed into governmental policies, are made in *retrospect*. And it necessarily takes a certain period of time between our new understanding of any particular fact related to this virus, and the natural progression to local policies. This concept should be applied consciously today as we wait to see the impact of Spring Break, as well as variants, on our national and statewide case rates. Repeat lock downs may not be completely behind us.

A second grossly underappreciated fact has to do with the proof of the impact of masking wearing, social distancing, and restricted societal interactions. During this past year, has anyone heard about the seasonal crush of flu cases? I suspect not. The typical number of deaths due to flu cases nationwide is around 20,000 to 30,000 deaths annually. Flu cases, and deaths related to flu, are almost nonexistent this past year. Respiratory

Syncytial Virus (RSV) is another seasonal viral illness affecting predominantly children during the fall and winter months. Many of the children end up in pediatric ICUs. This past winter has seen almost no cases of RSV according to some of my Pediatric colleagues. This is almost certainly due to the masking and social distancing policies in place.

So putting this all together, one naturally asks 'when we will be back to "normal"?' No one will have a perfectly clear answer for this very natural query. So I will take some liberty and put my best guess out there (though yours is probably as good as mine!). Like our responses to the COVID-19 and the pandemic, our return to normalcy will be fragmented and uneven. Some areas will open up earlier and do away with any mask requirement sooner than others. And this is not necessarily a bad thing: communities vary in risk factors.

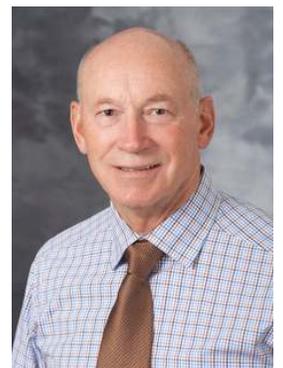
But overall, I believe this pandemic has left an indelible mark on us as a society. It has heightened our awareness of the fractures within our society. So we are likely to see some people (likely those at higher risk of illness) wearing masks well after any mandate is lifted. We could hopefully adopt a lower threshold for masking up when seasonal flu does come around again. Many folks are itching to get back to their favorite restaurants and bars, but many people are likely to stay away and continue to order out. I suspect "normal" will almost certainly look a lot different for much of this year, and (my guess here) well into early Spring of next year.

With so many people vaccinated now, especially among the patrollers, I'll leave you with the latest CDC guidelines regarding get-togethers with vaccinated people;

[https://www.cdc.gov/coronavirus/2019-nCoV/vaccines/fully-vaccinated-guidance.html#anchor\\_1615143336158](https://www.cdc.gov/coronavirus/2019-nCoV/vaccines/fully-vaccinated-guidance.html#anchor_1615143336158)

Thanks for reading. Feedback and comments always appreciated.

Jeffrey J. Du Bois, MD, FACS  
COVID19 Medican Advisor  
American River Bike Patrol



# Bike Patrol and County Park Rangers build partnership

Each issue of our newsletter, the ARBP works to profile a key member of the Parkway team. This month, **Ranger Alex Mejia**.

"Hello, my name is Manuel Mejia but go by Alex. I started my Law enforcement career with the CHP and SFPD. I then transitioned into the Sacramento County Rangers in 2018. During my time in Law Enforcement, I've received multiple training classes including First Aid and Officer survival tactics.

My hobbies are sports and spending time with my family", adds Alex.



Ranger Alex Mejia, #43

The American River Bike Patrol is also delighted to welcome new **Chief Ranger Leonard Orman**. ARBP leadership has been part of two calls with the new Chief, and we look forward to building our partnership with the County Rangers as well as County maintenance crew staff.

Submitted by **Ben Horner**, ARBP liaison to our County Park Rangers.

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## Bike Patrol and State of CA Rangers work together

Folsom Fire has been responding to numerous 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.

In recent discussions with key SRA folks, 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 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

**Worth repeating; A few tips 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. - **assistant patrol leader Barry Calfee**

# Stop the Bleed class set for May 20th

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 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 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. 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.

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**Patroller**  
**American River Bike Patrol,**  
**Bike Patroller**  
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**916-734-5535 (work)**  
**786-493-7722 (cell)**



#### To sign-up for the class:

The class will be on May 20<sup>th</sup>, 6-7 PM, at the UCD Medical Center. The exact location will be confirmed when everyone signs up.

For registration, the best would be to contact my assistant, Erin, at [echard@ucdavis.edu](mailto:echard@ucdavis.edu).



## 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 July 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).

# Shift reporting; why it is so important!

First, a big thanks to all of you who have submitted your shift reports in a timely and detailed way. As we started up the Bike Patrol, things were a little haphazard, there was a lot going on, and there was confusion about filling out the reports, what to put in, whether or not it was important, what they were used for, etc.

I'd like to express just how important the data is. Our data is shared with, and used by, quite a few other organizations dedicated to the use and protection of this great resource. Some of the groups that we share our data with include:

American River Bike Patrol (page), American River Bike Patrol (group), Sac Area Mountain Bike Buddies (876), American River Bike Trail (17), Sacramento Cyclists (1,400), Folsom Bulldog Cycling, BARC (Bicycling Advocates for Rancho Cordova), Sacramento Bike Hikers (515), Life Time Cycle Folsom, Folsom City Cyclists (905), BikeParty Sacramento County (3,100), TBF Cycling, Sacramento Cycle Enthusiasts (698), Sac Wheelmen (107), Roadbike Cycling (1,100), American River Parkway Experience, Sacramento County Regional Parks, Save the American River (SARA), Friends of Lakes Folsom and Natoma (FOLAN), American River Parkway Foundation (Parkway), Folsom Auburn Trail Riders Action Coalition – FATRAC, American River Parkway Trail

That's over 8700 people that directly get our information, not including reposting or viewers of various web pages. Many thanks to John Poimiroo for disseminating this information to all these groups!

## Reporting FAQ's

### **Q: What is the data used for?**

A: Our data may be used for many purposes, including: signage to be used on the trail, fundraising/grant opportunities, getting user feedback to appropriate agencies, estimates of trail usage, trail maintenance, facility maintenance, illegal or improper use of the park, dumping, trail advocacy, opportunities for young people to get involved, etc.

### **Q: Can we change or update our report?**

A: No, once the data is entered in the system it's locked, we do not have access to change or edit your reports. manual changes can be made our summary reports, but if we reload or rerun the data from that month for any reason, any manual changes are overwritten.

### **Q: I forgot to enter a shift report, what do I do?**

A: Shift reports for prior shifts can be added any time, simply put in the date of your ride and enter the information.

### **Q: How long after my shift should I enter my report?**

A: Ideally, shift reports should be entered the same day or the next day so the information is fresh in your mind and doesn't get forgotten.

### **Q: I'm not getting credit for my hours from last month, what do I do?**

A: Advise your Team Leader and Jeff Magaziner immediately if you see a discrepancy. Going forward, we will be closing the system to reports for the month on the 10<sup>th</sup> of the following month. For example, all your shifts for April must be entered by May 10<sup>th</sup> in order for you to receive credit for that shift. If you are having trouble entering your shift reports, contact your Team Leader for assistance. If they cannot help you, they can reach out to someone who can.

### **Q: My name is listed twice on the shift reports, what happened?**

A: The system is computer based, which is a blessing and a curse. It has no way of knowing that “Bill Bike Patroller” is the same as “William Bike Patroller” or “Billy B Patroller”. We combine shift reports when we catch those, but we may miss some. It's important to use the same name every time. Please be careful of typos!

### **Q: You show all my shifts, but my hours and/or miles are incorrect?**

A: All your stats should be in numerical form. The system is great at tabulating numbers but not words. It knows that “10” means you put in 10 hours, but if you put in “10 hours”, it sees text instead of a number and skips it when adding up hours, miles, medical incidents, assists, etc. Nor can it tell if you are putting in minutes or fractions. Everything is calculated in hours. If you put in 20 that's 20 hours or 20 miles, but if you put in “20 Minutes” or “20 Miles” it will not tabulate it. Please enter your time in decimal form. Rather than “1-1/2 hours”, “an hour and half”, “1-1/2 Hr”, “1 hr & 30 minutes”, etc., please put in “1.5”, “.75”, “3.25”, etc. Rounding to the nearest 15-  
**Please see Shift Reports, continued next page...**

## Shift reports, continued from previous page...

minute increments such as .25, .5, .75, 1, etc. are fine, it's not necessary to get more specific than that.

### **Q: I patrolled 60 miles in July, but you are only showing 45, what happened?**

A: In the beginning, we were estimating mileage based on your description. We had reports such as William Pond to Natomas, Wiliam Pond to Natomas and Back, or Wiliam Pond to Natomas Round Trip. From that, we looked at the number of hours and tried to estimate the distance and time. We had to make a judgement call if one shift was a 30-mile round trip and the other was a 15-mile one-way trip, based on your time, description.

### **Q: How much information should I include?**

A: That depends on the situation. A serious situation should contain as much information as you can think of in your incident report, you never know what might be important. However, if it's a slow day, don't feel like you must fill the space, just put pertinent information. "Slow day" is plenty if that's all you have to say. Every report is read so a lot of extraneous information does take time.

### **Q. If I'm unable to post my shift report with a couple of days should I forget about it or still post it when I can?**

A. Please post it whenever you can. However, it's best to submit a report within 48 hours when it's fresh in your mind.

### **Q. I use a bike calculator which accurately measures the length of my ride, such as 18.34 mi. Should I post exactly what I ride?**

A. Round the number up or down to the most even mile. That'll do just fine.

- submitted by **Jeff Magaziner**, assistant patrol representative.



## **A Special thanks for assistance along the way!**

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

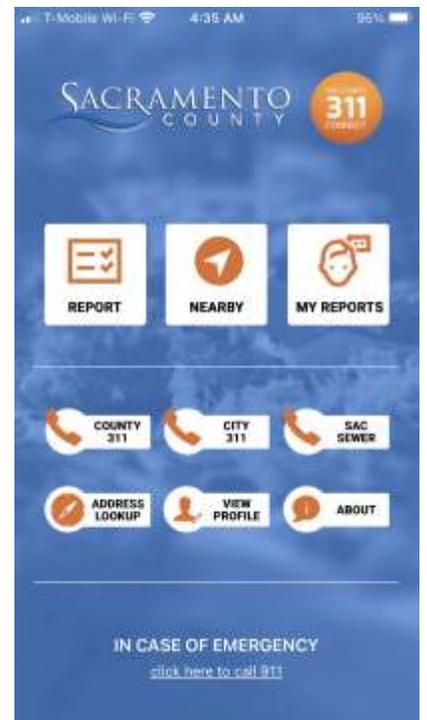
- The American River Coalition, their many members and non-profit partners and the Coalition leader, Betsy Weiland,
- The Sacramento County Regional Park's leadership team of Liz Bellas, Mike Doane, new Chief Ranger Leonard Orman, Ranger Sgt. Randy Bickel and our park rangers and staff,
- Parkway partner 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!

# Thanks to Parkway maintenance crews and rangers



## The always useful 311 app

Make sure you load and utilize the County 311 app on your phone. I have probably filed 30 different reports - on graffiti, downed trees, vandalism, illegal trail building of a BMX course near Ambassador access and more. It's easy to snap a photo and file with a short report.. I have always received prompt response from County crews, and I recommend all our members use the app. And, I always sign my reports - **Tim Viall**, American River Bike Patrol.



# 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 70+ 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.

We have 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 two name tags for various shirts, jerseys, vests. The magnetic attachment is strong and durable and doesn't damage fabrics.

Tags carry first and last name - 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 (or I will deliver on the May 1 First Saturday event) for delivery...

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



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

We are working on an option to order our uniforms directly from NSP and hopefully have a larger list of items to purchase. As an 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 some of our original jerseys and tech tees designed specifically for our patrol. Not only are these the original urban patroller jersey but they are extremely good looking and extremely comfortable. To find what is in stock in the patrol store, contact me, **John Grady, (916) 489.4392, or [jgrady1951@gmail.com](mailto:jgrady1951@gmail.com)**.



## 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.

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 70 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.

New community candidates are welcome to join us. NSP alumni, if your first-aid has lapsed, can refresh through the Outdoor First Care course set for May 22. NSP members current with either OEC or OFC credentials are able to join as secondary patrol members and commit to 30 or more hours per year. Recruiting is ongoing, and our next Outdoor First Care course is set for May 22, so apply today!

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!