



## WHY BIKE COPS SHOULD CARE ABOUT WHAT HAPPENS IN WASHINGTON, DC

By Allen Greenberg, Government Relations Director of LAB

Cops have practical, hands-on jobs. To many officers and to many members of the general public, what happens in Washington, DC has little meaning to them. But just as the Intermodal Surface Transportation Efficiency Act (ISTEA—pronounced “ice tea”) has given bicycle activists tools to create better bicycling in their communities, what happens in federal policy has real impacts on the opportunities available to bike patrols.

Municipalities and state governments fall under the US Environmental Protection Agency’s Clean Fuel Fleets program, which requires that a certain percentage of their fleet vehicles get fueled using cleaner energy sources. Under existing federal law, no credits are pro-

vided, however, when governments replace part of their motorized fleets with bicycles. While police fleets are explicitly exempted from the mandates of this program, a change in federal policy could still provide credits for bike patrols to government entities toward meeting the program’s mandates. While one bike may be used to replace fewer gasoline-powered car trips than a natural gas cruiser (because bicycle-mounted police officers might occasionally need to use a cruiser), it clearly still is used to replace many car trips and should get credit for doing so.

States and regions can take credit towards meeting the mandates of the Clean Air Act in their required State Implementation Plans by

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## Tech Talk

### Shelter: Fabrics and Lavering, One of Life’s Basic Needs

By Julie Cruise, J. Marcel Enterprises/Olympic Uniforms

#### Tech Talk Disclaimer:

*The purpose of this column is to provide informative, useful information to our readers. IPMBA does not endorse any of the products which may be mentioned in this column. The author’s company associations are used for identification purposes only.*

How many times have you wondered about the difference between Supplex® and Ultrex®? Wicking and Quickdrying? Shape retention and four way stretch? There are countless brand names and terms associated with comfort and performance within the fabric world today. Understanding what these names and terms mean, as well as what they can do for you, is most important in deciding which fabrics and products will work best for you under the conditions in which you will be riding.

In this article there is enough space to describe only a few of the fabrics available today, and I have chosen some of the most popular. If you have questions about other fabrics not listed,

the garment manufacturer is usually able to assist you, in addition to hang tags and care labels on the garments themselves. You can also call our offices and we will be happy to assist you.

CoolMax™ fabric wicks moisture away from the skin and promotes evaporation,

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## Chair's Column

As you know, one of my previous columns focused on Schwinn Bicycle's advertising campaign that showed complete disrespect for every law enforcement officer who has ever pinned on a badge. Recently, I received from IPMBA members copies of letters that Schwinn has sent to them in response to their letters of complaint. Schwinn used a standard "boiler plate" letter that basically said we're sorry if the ad offended you, we didn't think it would and it was not our intent to do so. Not one word in the letters about what they intended to do to right this wrong. That leads me to believe that Schwinn has no intention to do anything aside from sending these typewritten pieces of BS.

I contacted a friend who's a National Trustee for the FOP and he put the bug in Gil Gallegos's ear regarding this situation. (Gil is the National FOP President). Gil quickly wrote to the Schwinn Bicycle Company and told them in no uncertain terms to apologize publicly or suffer a boycott from over 275,000 members nationwide, not to mention countless others who would be sympathetic to us. I'm convinced that one of two things will happen as a result of all this.

Either Schwinn will publicly apologize, or they'll receive more bad press than they ever bargained for and sales will be affected by the national boycott. Personally, I'd like to see the apology, but frankly I think the best lesson learned are ones that cost someone money. Keep that in mind when you go out to buy a bike for yourself or a family member.

Shifting to a different subject, I recently had the pleasure of training the Chief and a Major from our department for bike patrol. If you can talk your Chief and/or top administrators into attending one of your bike patrol training sessions, you can gain some very powerful allies. In my case, these individuals approached me regarding the training because they have always been huge supporters of the program and thought they might gain valuable insight to a method of patrol they had never experienced. They were right, and now they know they were right. Incorporating top level brass into the bike patrol using this method is such a good idea that I'm mad at myself for not thinking of it!

Along those same lines, I'm currently developing a one day program that will be aimed at supervisors who manage bike officers but don't ride themselves. Insight and

training into what bike officers can and cannot do, how they can and cannot be deployed, and other items will be discussed and demonstrated. This kind of training is important in many ways. For instance, imagine your immediate supervisor investigating an injury to a suspect who was scuffed up after a bike/foot chase or investigating an injury that you incurred while on bike patrol. Do you think that your supervisor would come to the same conclusions that you would? When you implement training such as this in your department, the "students" 1.) have the opportunity to tell you what problems or potential problems exist with the bike patrol and 2.) to see what we do from a different perspective. You have the chance to learn their concerns and take them to heart. As with life on the street, make a friend every chance you get because you can never tell when an investment like that will pay a dividend. Until next time, don't let the bad guys or the pavement magnet get ya!

*Editor's note: In a letter dated March 25, 1996, Gregg R. Bagni, Director of Marketing for Schwinn Bicycles, wrote to Mr. Gallegos and relayed that Schwinn will be pulling the offensive ads as of the end of March.*

## Education Column

I recently received a call from another IPMBA Police Cyclist Instructor (PCI). A very talented instructor, he called to ask if it was possible to "test out" of the Police Cyclist Instructor Development (PCID) Course. That course is required to advance to the PCI II and Trainer levels. So far the PCID course has only been offered at the annual Police on Bikes conference. He reported that his police agency would not pay for a trip to Rochester, New York. I certainly understood his dilemma. Who among us hasn't heard that from their department before? It's like Yogi Berra said, "Deja Vu all over again!"

I had to tell this PCI that regardless of ones previous instructor training, background, and experience, it was not a course that could be "tested out" of. One of the goals of the PCID course is to get all IPMBA PCIs playing on the same field, and consequently provide all students of

the IPMBA Certified Police Cyclist Course as equal and quality training.

The PCID Course will produce consistency in the instructional methods, riding techniques and tactics, course theory, and vehicular-style riding concepts of the Police Cyclist Course. We are confident in the content of the material. It is important to teach the correct material the proper way. We are likewise confident that our standardized course would stand up to any lawsuits brought against us. In order for our program to be "bulletproof", and for IPMBA/LAB to indemnify instructors, we have to be sure that our PCIs understand all that the course entails and teach it that way.

I can not imagine any other nationally recognized training program allowing instructors to teach their structured program without stated, tight guidelines. Neither can we. (A good example of such a

program is the American Heart Association CPR training.) Most instructor programs have instructor training courses which all instructors must attend to be certified. So too must we. The credibility and continued success of our Police Cyclist program demand it.

In summary, the Governing Board and the Education Committee of IPMBA has recognized the need for a national Police Cyclist Instructor Development Course, to be given to all officers who wish to become Police Cyclist Instructors. As we hammer out the last stages of our new, evolved program, bear with us during our growing pains. When we have trained the adequate number of Police Cyclist Instructor Trainers, and we're able to reach all eligible instructor candidates more often and more conveniently, we will know that our growing pains are over.

- Kirby Beck, IPMBA Board Education Liaison

## The Crash Pack—A Lot of Bang for your Buck

*This is the first installment of the "Mac Attack"—*

*A new feature article written by Cpl. Andrew MacLellan, Baltimore County Police Department (MD)*

**Product:** Crash Pack First Aid Kit  
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**E**valuation: The Crash Pack is a compact first aid kit that easily fits inside of your rear rack pack or other pack. The Crash Pack includes just about everything you could ever need for first aid except the splint and stretcher. Hopefully, it will never get that bad. I have taken all my other first aid equipment out of my rack pack and replaced it with the Crash Pack. The Crash Pack items are enclosed

in a 6"x6", 4 mil heavy duty ziplock bag, and is both light-weight and waterproof. I have found the Crash Pack extremely useful as it relates to the bicycle patrol function. The Crash Pack is small enough to shove just about anywhere in your pack.

However, its many items can not be replaced by Crash Pack individually. Once your Crash Pack items are nearly depleted, you must purchase a new Crash Pack. A quick replacement of those items you need from the new one is a better option than the alternative: if the items were purchased separately, the price of the replacements would be far above the \$12.95 asking price of the Crash Pack. You may want to carry a little aluminum foil or plastic wrap to reseal items such as the gel hand cleaner, insect repellent, and first aid creams. Although these items come in foil type envelopes, they may not re-seal to your satisfaction.



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## A Fund-y Thing Happened on the Way to Bike Patrol

By Terry Pierce, Montgomery County Police Department, Bethesda (MD)

In my discussions with bicycle patrol officers from other police departments, one subject always comes up: money for equipment. Too many police departments fail to see the advantage of bicycle patrol, and therefore, are hesitant to budget funds.

I am assigned to a Central Business District Unit covering Bethesda, Maryland, a suburb of Washington, DC. The unit patrols a one square mile area with a daytime population of 34,000 and an evening population of 18,000. The unit is made up of eight patrol officers, one corporal and one sergeant.

There are eleven bicycles and each officer is fully outfitted in bicycle uniforms. The cost to the Montgomery County Police Department—\$0.00. In 1993, when the idea of a CBD bicycle patrol was first being raised, the immediate issue was money; the department was unwilling to commit to funding. I approached a local office called Bethesda Urban Partnership, which coordinated and maintained activities in the Bethesda business district. The director, Dee Metz, was very excited about the concept of a dedicated unit to the business district. I informed her of criminal patterns within the business district which included time of day, locations, and suspect profiles. Crime statistics were plotted and a beat map was produced, outlining the fact that the business district was divided into four different beats. Four beat officers were required to maintain the business district, as well as surrounding area.

At the end of the meeting Ms. Metz realized that the business dis-

trict would receive higher quality police service by incorporating the business district into one beat. I then informed her what the police response time was for calls in the business district and the advantages of a bicycle patrol. I also told her the police department's hesitation to purchase bicycles. Ms. Metz asked for copies of my notes and statistics so that she could present them to her board of directors and I complied.

Several weeks later I was called into the district commander's office and was told that the Bethesda Urban Partnership was going to purchase two complete TREK 7000 police bicycles and equipment for two officers. It was the fall of 1994 and the Bethesda CBD Bicycle Patrol was born.

The unit became an immediate success: it was highly visible and highly effective. One year later the department received a check for \$6,000.00 from the Bethesda Urban Partnership and JBG Property Management for the purchase of additional bicycle equipment and uniforms. Even a private citizen donated funds for a bicycle, as a result of outstanding police service within her community. This unit may never have been created if not for private funding, and has become a model for other police departments in the area.

If you are facing the same start-up problems, mainly lack of funds, you must be willing to put in the time and effort. Study your area of patrol, locate statistics, calls for service and demographics, then give a professional presentation to your local community leaders.

Once you present your case, develop a partnership and work together to improve the quality of life through improved police service. You too can begin to patrol by bicycle, or add bicycles to an existing bike unit. Too often we take "no" for an answer. Be creative, look beyond your normal boundaries and begin to solve problems that in the past seemed impossible. If you should have any questions about outside funding, please feel free to contact me at (301) 652-9200. □

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## Washington

*Continued from page 1*

providing their best "guesstimates" on the effects of their bike patrols on cruiser use. Such credits are not just something for policy wonks to worry about. States and regions spend lots of money meeting their clean air and clean fuel fleet requirements, and bike patrols could be one of the most cost effective ways of doing so. Instead of officers who want to start bike patrols needing to scrounge for money, smart local government would offer the resources up front, understanding that bike patrols are an inexpensive way to meet federal requirements.

The federal Energy Policy Act also provides big tax incentives, up to \$3,000 per vehicle, for clean-fueled government vehicles. But bicycles, whether used by police officers, medics, parking ticket agents, or others, aren't eligible for any of this. Even if governments needed two bikes to get the same air quality effects of getting rid of one car, a \$1,500 tax credit could more than cover the cost of a good bike and complete outfitting for the bike and rider.

The question isn't whether federal policy is something police officers should bother getting involved with. It is instead whether you can afford not to. The League's Washington, DC office will continue to monitor these policy issues in search of opportunities to involve IPMBA members in making the changes suggested. □



The following would welcome correspondence from fellow IPMBA members. Send your address in! IPMBA's on-line address: [labipmba@aol.com](mailto:labipmba@aol.com).

Alberto Santiago, IPMBA member and bicycle patrol officer with the Rochester Police Department in Rochester, NY (The site of the 6th Annual POB Conference!).

[ALSanti056@aol.com](mailto:ALSanti056@aol.com)

Eric Totel, IPMBA member and patrol officer for the city of Englewood, OH.

[103120.1704@compuserve.com](mailto:103120.1704@compuserve.com)

Paul Landstrom, IPMBA member and bicycle patrol officer with the CUNY Public Safety Department at Lehman College, NY.

[paul201@planet.earthcom.net](mailto:paul201@planet.earthcom.net)

Warren Wilson, IPMBA member, IPMBA Police Cyclist Instructor, and President of the Kansas Police Cyclist Association. Bicycle patrol officer with the Topeka Police Department, KS.

[wo00@aol.com](mailto:wo00@aol.com)

## Product Review

*Continued from Page 3*

Also included in the Crash Pack are some pain relieving pills. Remember, however, not to give these to anyone but yourself because of possible legal ramifications.

In the past I have been caught short on first aid supplies while on the bike—the Crash Pack provides a useful, compact alternative to some of the mostly bulky first aid supplies that police departments historically purchase.

The following items are found in the Crash Pack: 6 Band-Aids; 3 extra large Band-Aids; 4 knuckle bandages; 2 butterfly bandages; 2 medium gauze pads; 2 large gauze pads; 2 medium Telfa pads; 2 large Telfa pads; 1 3M Micropore surgical tape; 4 Mycitracin Plus Antibiotic Ointment; 1 Cortaid Cream; 6 BZK antiseptic wipes; 1 Natrapel insect repellent; 2 After Bite wipes; 2 Motrin 2's; 1 Finish Line Citrus Gel Cleanser. □

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**TALKING HANDS** *By Chris LaFond*

Several years ago I received a block of instruction in an advanced officers course on hand signals for law enforcement personnel. The block of instruction was called "Talking Hands."

I found that as a solo motor patrol officer, the practical use for talking hands were limited. However, since being a bike patrol officer, I have a new found use for hand signals. There are two reasons for why talking hands are more practical for me as a bike patrol officer.

First and foremost, I consistently work with a team of the same bike patrol members which greatly enhances the talking hands usefulness. Secondly, my unit trains monthly at bike patrol techniques which provides us with the avenue to practice and refine the signals.

Talking hands provide officers with the ability to communicate topics such as, suspect, wanted person, caution, resister, runner, drugs, diseased person, syringe, watch your back, mentally disturbed, handcuff suspect, search, gun, knife, radio, and many other relative terms.

I have also developed several signals which are endemic to bike patrol officers. These signals relate to such things as dual officer suspect stops ie, the stealth dual wrist lock, the v-stop, the t-stop, and the low profile interview stop.

Talking hands do have their limitations and I have received mixed reviews concerning them. Talking hands won't allow you to carry on a dialogue, but they are very effective at imperative information "needed now." I have had the best feedback from proactive enthusiastic officers who are consistently contacting suspects.

I am currently in the process of communication with an IPMBA representative in an effort to introduce talking hands somewhere into the training process. I believe IPMBA could greatly assist in the standardization

of the signals for bike patrol officers.

This October I will be assisting with an advanced bike patrol course which will be conducted in Moab, Utah. I will, among other things, be teaching a block in scenario based

talking hands. The course promises to be a great time, if for no other reason than "Moab". If you have an interest in talking hands and/or the Moab, UT trip, contact IPMBA West Coast Editor Gary McLaughlin at (916) 566-6407.

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## Fabrics

*Continued from page 1*

keeping the body dry and comfortable during high levels of activity. **CoolMax™** is lightweight, easy to care for, and resists odors. **CoolMax™** is appropriate for high-performance or leisure activities in both warm and cold weather. **CoolMax™** is used in many applications, including shorts, shirts, and undergarments, as well as in linings of heavier garments, such as waterproof jackets and pants. It is available in 100% **CoolMax™** fabrics, as well as blends. **CoolMax™** is found in active wear and accessories, including undergarments, shorts, T-shirts, knit shirts, fleece, socks, and performance linings.

**Innova® Polypropylene** is the original technical fiber for high performance active wear. It has many benefits, which include moisture management, which moves moisture away from the skin to the surface of the fabric for evaporation, it is lightweight, quick drying, colorfast, breathable, and odor resistant. In years past, much has been said about the odor retention of polypropylene. As long as the garment is properly laundered by washing it with detergent in warm or hot water, there should be no problem with odors. Hang drying is recommended because of the variations of home dryer temperatures. Other developments in the moisture management arena now include DuPont's **Thermax™** and **Thermastat™**, which are available in light, medium, and heavy/expedition weights. These fabrics are lightweight, odor resistant, quick drying, breathable, and have low shrink-

age. Both of these fabrics also wick moisture to the outer layer, which allows perspiration vapor to escape, and prevents loss of body heat. Recommended cleaning is machine wash and dry. Garments manufactured of these fabrics include turtlenecks, pullovers and tights, and can be worn alone or as the first step in a layering system.

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**The key to dressing right for the outdoors involves knowing what the weather conditions will be and what the activity will be—whether it will be highly aerobic, or more sedentary—and selecting performance garments to meet those needs.**

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**Spandex**, such as **Lycra®**, used in combination with other fibers, enhances the fit of a garment and allows them to maintain their shape over an

extended period of time. A couple of the most popular uses for **Lycra®** blends is in compression shorts, often worn as support garments under loose-fitting shorts, and in tights, worn alone or under pants.

**Spandura®** is an extremely durable fabric with high abrasion resistance. It combines the strength of **Cordura®** nylon with the stretch and memory of **Lycra® Spandex**. **Spandura®** is soft, durable, and comfortable, and is used in garments including shorts and pants.

In cold conditions, an additional insulating layer such as **Polartec Fleece®**, is also important. **Polartec's®** low bulk velour pile is the highest wicking fleece on the market today. It is durable, pill resistant, and wind resistant, and can be used for many garments including jackets and liners.

**Supplex®**. **Supplex® Nylon** is windproof, water resistant, quick dry-

ing, stain resistant, lightweight, cottony soft, strong, and extremely durable. **Supplex®** is also colorfast, thus it retains vibrant colors wash after wash. This fabric is great for the outer layer, and is often used in shorts, wind breakers, jackets, and pants.

**Durepel®** and **Teflon®** water resistant fabric protection finishes provide an invisible layer of protection against rain and stains. These finishes are often applied to the outer side of **Supplex®**, amongst other fabrics, and provide long lasting protection without affecting color, hand, or breathability.

**Waterproof/Breathable Fabric i.e. Ultrex®, Gore-Tex®**: These fabrics are windproof, waterproof, and breathable. For an example, non-stretch **Ultrex** consists of three parts: 1. **Supplex® Nylon Outer Shell**; 2. Waterproof, breathable, windproof microporous coating on under side of **Supplex® shell**; and 3. **Durepel®**—a super water repellent durable finish on the outer side of the **Supplex® shell**. The microporous coating on the underside is what makes the fabric waterproof, and many fabrics are now available with coating. These are great outer shell fabrics for those who ride in the rain, wind and colder temperatures. Most waterproof breathable fabric manufacturers advise you to home wash and dry, no commercial laundering, and no dry cleaning, but always check the care label. Also, for the waterproof breathable system to work properly, all stitching must be seam sealed with tape by hot air or similar technique as recommended by the fabric manufacturer. While in the rain, the rider is most vulnerable at the shoulder seam, the set

*See "Fabrics" on Page 10*





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## Fabrics

Continued from page 8

sleeve seam, and the back rise of the pant. Without tape on these areas, water is sure to permeate through the needle holes of stitching.

The key to dressing right for the outdoors involves knowing what the weather conditions will be and what the activity will be—whether it will be highly aerobic, or more sedentary—and selecting performance garments to meet those needs. Lightweight layers are essential. A good layering system should include three basic elements: moisture management, warmth, and weather protection. In many regions of the country layering garments for added comfort and performance is a practice that makes sense throughout most of the year.

The most important thing to remember about layering systems is that they can be tailored to meet nearly any need through a wide range of weather conditions.

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**Third Annual Anne Arundel County Police Mountain Bike Competition**

Saturday, June 1, 1996, starting at 9:00am at the Anne Arundel Community College. Four events this year: On/Off Road Race, Obstacle Course, Drag Races, and Bike Toss. Also new this year, three classes of competition (depending on number of applicants), Men under 35, Men 35 and over, and women. Application fee: \$40.00 per tow person team. Awards given for first, second, and third place in each event. T-shirt competitor's award, GT water bottle, and lunch provided to each competitor.

For Information call: Cpl. Mike Belcher at (410) 222-6135 or Lt. Jim Fahram at (410) 222-8508, or write to: Police Bike Competition, 939 Hammonds Lane, Baltimore, MD 21225.

**IPMBA News**

Newsletter of  
The International Police  
Mountain Bike Association,  
a division of  
The League of American Bicyclists  
190 W. Ostend St., Suite 120  
Baltimore, MD 21230-3756  
410/639-3399

Gary McLaughlin, West Editor  
Andy MacLellan, East Editor  
Jennifer Horan, Design & Layout  
Allan Howard, IPMBA Chair

Submissions are welcome. Please send to:  
IPMBA News, 190 W. Ostend Street, Suite  
120, Baltimore, MD 21230-3755.

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Use a length of PVC pipe, equal to the length of your rack bag, to use for storing of reports or other similar paper items. The PVC pipe is lightweight and can be capped off on both ends, of course only gluing one side, to make the pipe waterproof. You should be able to find some scrap PVC from any plumber. If you purchase the pipe, it won't break the budget, it runs just a couple of dollars for a ten foot length.

- Submitted by  
Cpl. Andy MacLellan,  
Baltimore County Police Department (MD)

Please send your Tech-Tips to your IPMBA News Editors. Fax them to Andy MacLellan on the East Coast at (410) 833-8628 or Gary McLaughlin on the West Coast at (916) 566-6467. You can also send them to the IPMBA Headquarters.

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(term expires Spring '97)

## IPMBA Police Cyclist Certification Courses

University of Colorado Police Department, Boulder, Colorado  
May 20 -23, 1996  
Contact: Cathy Packer at 303-492-8168

Lander Police Department, Lander, Wyoming  
June 4 - 7, 1996  
Contact: Officer Dave Van Fleet at 307-332-3401

Bowling Green, Kentucky  
May 20 - 23, 1996  
Contact: Gordon Turner at 502-745-2548

Topeka Police Department, Topeka, Kansas  
June 17 - 21, 1996  
Contact: Officer Warren Wilson or Officer Artie Gonzales at 913-368-9075

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