

Spring 2010

ipmba



news

Newsletter of the International Police Mountain Bike Association



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

Vol. 19, No. 2

## National Bike Month

by Maureen Becker  
Executive Director

Since 1956, May has been recognized as National Bike Month. The third week of May is considered National Bike Week, and the third Friday in May is designated as National Bike to Work Day.

Of course, for some people, every day is Bike to Work Day, and for many IPMBA members, every day is “Bike for Work” Day.

This year, Bike Month participants will have much to celebrate. In the wake of the 10th Annual National Bike Summit, Secretary of Transportation Ray LaHood announced a new policy statement (<http://www.dot.gov/affairs/2010/bicycle-ped.html>) that calls for the end of favoring motorized transportation at the expense of non-motorized.



The policy seeks to integrate the needs of bicyclists in federally funded road projects, discourage transportation investments that negatively affect cyclists and pedestrians, and encourage investments that go beyond the minimum requirements and provide facilities for bicyclists and pedestrians of all ages and abilities.

To quote from the policy, “Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use.” The same could be said about police, EMS, and security cycling.

As a public safety cyclist, you are in a position to improve the lot of cyclists and pedestrians in your community and beyond. Your opinion about the safe operation of bicycles is valued and often sought. Your presence on trails and roads makes people feel safe. Your knowledge of how to operate a bicycle makes you the first choice for many bike safety program organizers. Your ability to enforce the law can be quite educational to motorists and cyclists alike.

Whether or not your community is officially involved with National Bike Month and related programs, make May the month you get involved with Safe Routes to School, mentor a new bike commuter, contact your congressional representatives, send a “thank you” to Secretary LaHood, ask your state DOT to support the USDOT policy, and, most importantly, get out there and go for a ride!

## “Growing Up” with IPMBA

by Sally Swanson  
CEO and Founder, BRATWEAR

Cops on bikes? What the heck? How did I get myself mixed up with this? I’ll answer those questions – and more – while I tell you a little story about my life these past 20 years.

It was 1989, and as the founder of FLASHWEAR, innovative workout wear for the sports enthusiast, Spandex® had become my passion, then my livelihood. It didn’t take long for word to spread around town about the lady who had experience with making clothing for active individuals. The cops must have done their detective work, because the first group to contact me was the Puyallup Police Department. Their bike team was getting ready to patrol the well-known Western Washington State Fair, and the uniforms they had been wearing just didn’t work. They tried clothing from Nashbar, Performance, and other suppliers of cycling attire, but it really didn’t come close to what they needed. Civilian cycling gear was fashionable, but everything had to be modified in some way to make it practical for patrol use, such as adding belt loops/keepers, pockets, etc.

The Puyallup guys had been wearing wool uniform duty shirts and baggy winter pants, because their chief required them to wear uniforms that closely matched their regular patrol uniform. Finding a bike shop that carried “French blue” shorts with a stripe down the leg was, well, you guessed it, impossible. As I think back to 1992, the only available fabric

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# Responsibility



**W**here does our responsibility end? If you're reading this, chances are you have completed an IPMBA cyclist course. Regardless of whether it was years or months ago, have you since wondered where our responsibility as professional public safety cyclists stops? Do we care only about bicycle laws when we're at work? Is it only when we're on bike at work? Are we only responsible for dealing with

cyclists from an enforcement aspect, or while dealing with a cycling-related injury?

I'm hoping that you answered "no".

Our responsibility extends much further than that. As police cyclists, we not only enforce the rules of the road, we are also responsible for educating the cycling and motoring public about safe – and legal – cycling. As EMS cyclists, we are highly visible examples of safe cycling and can use our medical knowledge to better educate the public about bikes and their benefits and hazards. It can be difficult to remember this after we've been on bike patrol for a while and it has lost some of its newness. Or when we find ourselves interacting with 75 screaming, semi-tame 2<sup>nd</sup> or 3<sup>rd</sup> graders, trying to teach them about the rules of cycling, or working with the local Critical Mass ride. We sometimes begin to ponder our choice of occupation and our approach to it!

Let's change gears for a second. Do we as public safety cyclists have any responsibility to our cycling and motoring community to work with our traffic engineers and our legislators to integrate

## ...think creatively about the impact you can have ...

cycling as a legitimate and safe method of transportation? I think the majority of you would answer affirmatively. The next question, then, is, "what have you done to fulfill these responsibilities?" Have you met with the local eclectic cycling group to discuss methods for integrating themselves into the local cycling advocacy groups? Have you approached the bike shops and offered to conduct short vehicular cycling presentations to their beginner (and experienced) ride groups? Have you reached out to low income workers and others who rely on bikes for transportation, or patrolled an urban trail?

Have you contacted your elected officials and urged them to support bicycle-friendly legislation on a local, state, or national level? These are just some of the ways in which we can have

an impact on our local and national cycling community.

Public safety cyclists are uniquely positioned to make a difference in bicycle safety and education, and to influence legislation that will bring us one step closer to the elusive goal of motorists and cyclists seamlessly sharing the streets.

This issue of the newsletter is going to provide some food for thought on the responsibilities that we, as public safety cyclists, have to the cycling and motoring public. Hopefully it will spark a flame inside you to think creatively about the impact you can have on the country, on a grand scale, or, on a more personal scale, your community.

Ride Safe,

## BECOME AN IPMBA INSTRUCTOR



*Join the ranks of more than 1,000 of your fellow public safety bicyclists by becoming an IPMBA Instructor.*

**C**all 410-744-2400 or email [info@ipmba.org](mailto:info@ipmba.org) to obtain an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses. The next course will be held May 1-5, 2010, in Chesterfield-St. Louis, MO.

**Check out [www.ipmba.org](http://www.ipmba.org) for Instructor Course information**

## ipmba news

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The International Police Mountain Bike Association promotes the use of bikes for public safety, provides resources and networking opportunities, and offers the best, most complete training for public safety cyclists.

IPMBA Membership is \$50.00 per year.

**Interested in submitting an article?  
Interested in advertising in IPMBA News?**  
Email [Maureen@ipmba.org](mailto:Maureen@ipmba.org) for information.



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**Brand New Alerte Trailblazer III Light System - This system has everything you need right out of the box**



- ▶ New and Improved bright LED Headlights
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- ▶ Rear commuter taillight and pursuit lights - visible from front and rear
- ▶ Built in Siren available in Hi-Lo or Wail
- ▶ Includes spare long lasting battery - never run out of power when out on patrol

## Setting New Standards - Fuji Police Bikes

The bikes that have been long anticipated are now available for immediate shipment, ranging in size from 15" to 22" Frames complete with Fuji's state-of-the-art Altair frame technology.

- ✓ Dual Disc Brakes
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- ✓ Quality Shimano Gears
- ✓ Rock Shox Recon Air Fork with Remote Lockout
- ✓ Combination Packages Available
- ✓ **Tried the Rest - Now Ride the Best!**



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Allen Bike Carriers are the perfect way to get your bikes into the field. Available in 2- 5 bike carrier models. Choose from Trunk Mounted, Hitch Mounts and Spare Tire Versions.

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IPMBA



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# Advocacy

In recent years, the need for safe cycling and walking facilities has received an increasing amount of attention. Advocacy groups and individuals have banded together to encourage local, state, and federal agencies to pass measures that improve facilities and enhance the safety of cyclists and pedestrians. A number of bills related to transportation and safe, livable communities are pending in Congress. Get involved – and ask your Congressional representatives to support them! Pages 5 – 12.

## 2010 National Bike Summit

The information contained in this article was provided by the League of American Bicyclists. Participants in the 2010 National Bike Summit used this material to prepare for their meetings on Capitol Hill. It is an excellent summary of the issues and the ways in which the bills will address those issues. Each summary is accompanied by a “National Bike Summit Ask”, which is what the bicycling industry and advocates are asking you to ask your Congressperson. *Note: the number of co-sponsors for each bill was current as of publication. For updated information, including the list of sponsors, please visit <http://capwiz.com/lab/issues/bills/>.*

### HR 4722 - Active Community Transportation Act of 2010

Half of all trips in the United States are three miles or less, and in our cities, 30 percent of all trips are just one mile or less – yet the vast majority of even these very short trips are made by car.

Shifting more of these to biking and walking could dramatically, and economically, reduce congestion, air pollution, greenhouse gas emissions and our dependence on foreign oil and improve physical activity, safety and livability.

Unfortunately, most people are unwilling to bike or walk because they don't feel it is safe or convenient to do so. While we have improved the bicycle-friendliness and walkability of many communities, there are too many disconnected and incomplete networks of streets and highways to effectively accommodate active transportation modes.

#### Key Facts and Figures

- Bicycling and walking comprise 12 percent of all trips, up 25 percent since 2001 – but less than 1.5 percent of Federal funds are spent on these active transportation modes.
- Commuting by bicycle has increased 43 percent since 2000 – and by 69 percent in designated Bicycle Friendly Communities that have invested in infrastructure improvements.

#### Status

The current transportation bill has limited funding opportunities for concentrated investment in active community transportation that will achieve a mode shift to bicycling and walking.

**H.R. 4722, The Active Community Transportation Act of 2010**, was introduced by Representative Earl Blumenauer (D-OR) and currently has 26 co-sponsors. The bill would:

- Provide concentrated investment for communities to complete active transportation networks through a competitive grant program administered by the U.S. Secretary of Transportation.
- Create an Active Transportation fund within the Surface Transportation Program with \$400 million a year for five years – equivalent to just 0.5 percent of the estimated funding level of the next transportation bill.
- Target funds to local or regional government organizations with active transportation plans and demonstrated local support. Communities would be eligible to receive \$5 million to \$15 million per year for up to five years.

#### National Bike Summit Ask

Please request that your Representative co-sponsor H.R. 4722. Please thank them if they have already done so.

#### Additional Information

- Bicycling for all purposes is growing across the country, having increased 25 percent since 2001. Bicycle commuting is up 43% since 2000.
- Bicycle Friendly Communities' commuter share grew 69 percent, compared to a 23 percent increase for non-Bicycle Friendly Communities.

### S. 584/H.R. 1443 - The Complete Streets Act of 2009

Complete Streets is a policy that ensures ALL potential road users – including bicyclists – are taken into account in the planning, design, operation, and maintenance of ALL highways. This Federal policy is necessary because most Federal transportation funding still goes to road projects that have no safe and convenient place for bicyclists, pedestrians, transit users, and people with disabilities to travel securely.

An effective, enforceable and measureable complete streets policy, consistently applied to all Federal transportation projects, will ensure that our transportation system addresses the needs of the entire population. No new funding is required for this policy – in fact, it will save taxpayer dollars by avoiding the need for costly retrofits of poorly designed roads.

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### Key Facts and Figures

- Complete Streets in Boulder, Colo., have helped reduce single occupant vehicle trips by more than 10 percent, and increased bicycling, walking and transit use.
- A national AARP poll found 47 percent of Americans over age 50 could not cross main roads near their home safely. Almost 55 percent reported no bike lanes or paths, and 48 percent had no comfortable place to wait for the bus.
- 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels; among those without safe places to walk, just 27 percent met the recommendation.

### Status

More than 100 state and local agencies have adopted Complete Streets policies; the Federal Highway Administration has endorsed this approach since 1999. However, Federal leadership and oversight is necessary to ensure effective implementation.

**S. 584, the Complete Streets Act of 2009**, was introduced by Senator Tom Harkin (D-IA) and currently has 12 co-sponsors.

**H.R. 1443, the Complete Streets Act of 2009**, was introduced by Representative Doris Matsui (D-CA) and currently has 48 co-sponsors. The companion bills would:

- Require states and metropolitan planning organizations to adopt Complete Streets policies, for federally-funded projects, within two years or a portion of the states' flexible Surface Transportation funding will be directed to safety improvements.
- Ensure policies are flexible and cost-effective, allowing exemptions when costs are demonstrably prohibitive.

### National Bike Summit Ask

Please ask your senator and representative to co-sponsor S. 584 or H.R. 1443. Please thank them if they have already done so.

### Additional Information

In 2009, the Complete Streets movement

exceeded 100 jurisdictions across the United States that have adopted Complete Streets policies. To date, 18 states are now home to at least one Complete Streets policy and 20 have a state-level law or policy. Now is the time for Congress to lead in this effort to make our nation's communities more livable, by enacting a national Complete Streets policy.

**Complete Streets is a policy that ensures ALL potential road users – including bicyclists – are taken into account ...**

### S. 1156 - The Safe Routes to School Program Reauthorization Act/H.R. 4021 - The Safe Routes to High Schools Act

Safe Routes to School (SRTS) is a proven national program to create safe, convenient and fun ways for children to walk and bike to school. In 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) provided \$600 million over five years to enable states and local agencies to implement construction, education and encouragement programs around schools Kindergarten through eighth grade.

More than 70 percent of the funds have been spent in 6,500 schools around the country – impressive numbers – yet only 7.5 percent of eligible schools will receive funding under the current program. The funds are in great demand but Federal and state regulations and paperwork hamper implementation.

### Key Facts and Figures

- Fewer than 15 percent of school students walk or bike to school, down from nearly 50 percent in 1969.

- SRTS projects have increased walking and bicycling by between 20 percent and 200 percent and typically show crash reductions of up to 50 percent.
- Walking one mile to and from school equals two-thirds of the recommended level of physical activity per day and also improves air quality and congestion around schools.

### Status

The SRTS program is part of the larger Federal transportation bill that is pending reauthorization. We ask members of Congress to co-sponsor bills that would further expand the scope and funding for the program.

### S. 1156, the Safe Routes to School Program Reauthorization Act

was introduced by Senators Harkin (D-IA), Sanders (I-VT), Merkley (D-OR) and Collins (R-ME) and currently has 22 co-sponsors. The bill would:

- Increase funding to \$600 million annually (triple the FY2009 level of \$183 million) and improve project delivery by reducing paperwork and unnecessary regulations.
- Expand eligibility to high schools; allow funds to be used for bus stop safety and rural access programs; add a research and evaluation component.

### H.R. 4021, the Safe Routes to High School Act

was introduced by Representative Earl Blumenauer (D-OR) and currently has 38 co-sponsors. The bill would:

- Expand SRTS eligibility to high schools

### National Bike Summit Ask

Please ask your senator and representative to co-sponsor S. 1156 or H.R. 4021. Please thank them if they have already done so.

### H.R. 3734 - Urban Revitalization and Livable Communities Act

Almost 80 percent of the U.S. population lives in urban areas, many of which are

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# 2010 National Bike Summit

## Advocacy

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suffering from deteriorating community infrastructure, limited open spaces, poor health and chronic disease. Urban parks and recreation facilities play key roles in improving the health of our nation's urban communities by providing convenient access to the places, spaces and opportunities that lead to increased physical activity.

Mountain biking – one of the fastest growing outdoor recreation activities among youth – can be part of the solution. Natural surface trails and bike skills areas can broaden the recreational offerings in suburban and urban communities, introduce people to mountain biking, and build skills and self-esteem. Urban trails can stimulate a new generation of bicyclists and outdoor enthusiasts.

### Key Facts and Figures

- The creation of, or enhanced access to, places for physical activity led to a 26 percent increase in the percentage of people exercising regularly (source: CDC).
- For the largest 85 cities in the country, with a total population of 57.2 million, the health savings from parks is an estimated \$3.08 billion.
- In areas where urban parks have been used as redevelopment tool, surrounding vacancy rates have dropped by as much as 40 percent.

### Status

There has been no dedicated federal funding to support urban parks since the last round of grants under the Urban Park and Recreation Recovery Act were awarded in 2001.

**H.R. 3734, the Urban Revitalization and Livable Communities Act**, was introduced by Representative Albio Sires (D-NJ) and has 112 co-sponsors. The bill would:

- Authorize \$445 million annually for development and revitalization of urban parks and community recreation infrastructure, including a range of cost effective bicycling facilities.

- Require local matching funds for the Federal assistance grants.

### National Bike Summit Ask

Please ask that your representative co-sponsor H.R. 3734. Please thank them if they have already done so.

### S. 2747 - Land and Water Reauthorization and Funding Act

The Land and Water Conservation Fund (LWCF) was established in 1964 by using a portion of off-shore oil and gas drilling fees to pay for conservation projects, such as land preservation and trails. Each year, \$900 million is authorized for the LWCF, with half of the funds traditionally going to Federal and half to state projects. Congress has only appropriated the full amount once; in most years, funding has been less than half of the authorized limit. Full funding of LWCF at \$900 million annually is necessary to enable Federal and state land management agencies to complete and fully protect national, scenic and historic trails. LWCF state assistance grants provide funding to acquire and build trails throughout our state and local parks.

**Mountain biking – one of the fastest growing outdoor recreation activities among youth – can be part of the solution.**

### Keys Facts and Figures

- Active outdoor recreation contributes \$730 billion and 6.5 million jobs to the economy and contributes to healthy, active and sustainable communities.
- More than 80 percent of the public supports using funds from oil and gas fees to help preserve our natural areas.

- In 2009, the Department of Interior collected more than \$5 billion from offshore energy production and only \$180 million went into the LWCF.

### Status

The President's FY2011 budget requests \$620 million for the LWCF, a welcome 30 percent increase over FY2010. However, federal and state land management agencies require, consistent and reliable funding at the \$900 million level.

**S. 2747, the Land and Water Reauthorization and Funding Act**, was introduced by Senators Bingaman (D-NM) and Baucus (D-MT) and has 11 co-sponsors. The bill would:

- Permanently dedicate \$900 million annually LWCF.

### National Bike Summit Ask

Please ask your senator to co-sponsor S. 2747. Please thank them if they have already done so.

### The Congressional Bike Caucus

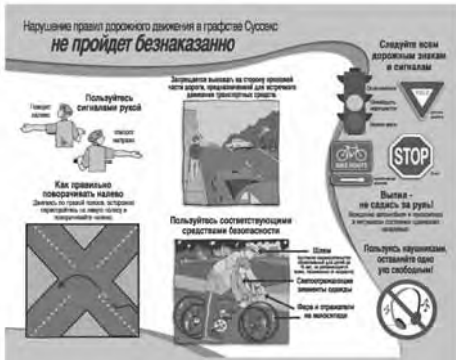
The Congressional Bike Caucus is a bipartisan group with three primary objectives: promote federal policies that encourage cycling as a valid mode of transportation; improve cycling opportunities for people who commute and cycle to the Hill; and organize and lead informal recreational rides for Members and staff. Leadership for the Congressional Bike Caucus is co-chaired by Representatives Earl Blumenauer (D-OR) and Tom Petri (R-WI) in the House, and Senators Richard Durbin (D-IL) and Senator Olympia Snowe (R-ME) in the Senate. The Congressional Bike Caucus is comprised of 217 House members and 16 Senate members as of February 18, 2010. Working with the Caucus, we have the opportunity to highlight a transportation option that burns calories rather than fossil fuels, requires minimal infrastructure investments, and makes our nation healthier.

### National Bike Summit Ask

Please ask your member to get involved and join the Congressional Bike Caucus, and thank them if they are already a member!

### Bicycle Safety Brochures

The Delaware Bicycle Council has developed a series of bicycle safety brochures designed to enhance bike safety among seasonal workers in the beach communities. These workers often ride bicycles, and are not always aware of the “rules of the road” or the importance of wearing helmets.



The brochures are available in English, Spanish, Romanian, Russian, and Polish, to meet the needs of

the international students who frequently fill jobs at the summer resorts. The brochures can be downloaded from the Delaware Department of Transportation website, [http://www.deldot.gov/information/community\\_programs\\_and\\_services/bike/safety/brochures.shtml](http://www.deldot.gov/information/community_programs_and_services/bike/safety/brochures.shtml). While some of the content is specific to Delaware, IPMBA has inquired about the availability of a template or a version that is more universal.

### Spanish Cycling Resource Guide

In a panel presentation entitled “Broadening the Movement in Underserved Communities”, Alison Mannos, Urban Programs Coordinator for the Los Angeles County Bicycle Coalition, described a recent initiative to engage the Hispanic community, many of whom ride bicycles for transportation. As part of their outreach efforts, they have developed a comprehensive cycling resource guide written by and for speakers of Spanish. As of press time, the finishing touches were being put on the guide, but there is no word yet as to whether it will be made available on the bike coalition’s website, [www.la-bike.org](http://www.la-bike.org).

### Community Cycling Centers

Another panelist, Alison Hill-Graves, Executive Director of the Community Cycling Center in Portland, Oregon, described their efforts to engage minorities and low income residents in cycling. One of their initiatives is a full-service professional bike shop. Proceeds from the shop benefit their year-round bicycle education programs for low-income youth and adults. All the bikes are donated by members of the community and are refurbished by professional mechanics. The center also offers maintenance classes from beginner to advanced, and helps place trained mechanics in area shops.

Similar programs operate elsewhere, such as the Sibley Bike Depot in St. Paul, Minnesota. Sibley offers adult classes as well as a youth earn-a-bike program, open to Saint Paul High School students through the Saint Paul Connections Program. In this program, participants learn bike maintenance skills, work on a used bike that they can keep at the end of the class, and receive high school credit.

There was no mention as to whether these programs, as is the case with Community Cycles in Boulder, Colorado, partner with their local police departments, but they seem like potential recipients of the recovered bicycles that often fill property rooms.

### Coming Soon! New Safe Routes to School On-Line Resource Center for Law Enforcement Officers

The National Highway Traffic Safety Administration (NHTSA) is pleased to announce the launch of a new resource for law enforcement officers, *Safe Routes to School for Law Enforcement*. Safe Routes to School (SRTS) is a national effort to encourage and enable children, grades K-8, to safely walk and bicycle to school. The reinforcement of safe behaviors by educators, parents, and law enforcement will help to keep the children in your community safe.

Your participation in SRTS is important. First, as a law enforcement professional, no one commands the attention of the public and audiences like you do. Secondly, enforcement is an essential component in traffic safety alongside education and engineering. Only through the involvement of you and your agency can the program be comprehensive and successful in enhancing safety for children.

To aid you in your local SRTS efforts, the *Safe Routes to School for Law Enforcement* resource includes a wide variety of tools such as:

- Tips for law enforcement officers on walking and bicycling safety;
- Take-away materials for students, parents, school staff, and others;
- Talking points on bicycle and pedestrian safety;
- Tips on addressing parental concerns;
- Links to related sites for resource materials; and
- Activities for children.

Involvement and participation in SRTS provides a number of benefits to your agency. Involvement will:

- Reinforce law enforcement’s positive image in your community;
- Improve safety of children traveling to school;
- Engage children in traffic safety at a young age;
- Create a lifetime of safe travel habits through walking and bicycling;
- Increase bicycle helmet use;
- Create opportunities for training; and
- Create opportunities for federal funding of SRTS initiatives.

Safe Routes to School promotes healthy activity for children while at the same time providing the opportunity for law enforcement officers to engage in positive interaction with the public and enhance their image within the community.

At press time, the website address had not yet been released for public distribution. More information will be available in the Summer *IPMBA News* and on the IPMBA website.



# What's Happening with the Transportation Bill

Advocacy

## *What's the Current Status of the Transportation Bill?*

The 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) expired on September 30, 2009. Since then, Congress has passed a series of short extensions to continue the programs at FY2009 funding levels. The most recent extension lasts through December 31, 2010.

## *Didn't Chairman Oberstar Introduce a New Bill Last Year?*

Yes, he did. Chairman Oberstar worked with Rep. Peter DeFazio (D-OR) and Republican leaders of the Transportation and Infrastructure Committee to draft a new authorization bill last spring. Absent an agreed new revenue stream, the Surface Transportation Authorization Act (STAA) has no dollar amounts and has not been formally introduced or voted on. There is no draft Senate bill – although a “vote this year” on the transportation bill has been promised by Senate Majority Leader Harry Reid.

## *How Does the Bill Address Our Issues?*

The STAA includes much of the America Bikes agenda: it preserves the existing core funding programs, requires “adequate accommodation” for bicycling and walking in all federally-funded projects, establishes performance measures for cyclists’ safety, and creates a new “office of livability” that would help expedite bicycling and walking projects and improve data collection and research.

## *So How Do the Summit Asks Relate to the STAA?*

The Complete Streets and Safe Routes bills fine-tune the STAA language by requiring a specific Complete Streets policy in each state and extending eligibility for Safe Routes funds to high schools.

The bills also provide language that can be used in a Senate bill. The Active Community Transportation Act fills in the missing piece of the America Bikes agenda – dedicated funding for focused investment in completing active transportation networks.

## *Tell Me Why the “ACT Act” is a Federal Priority.*

The reality is that most trips that people make every day are local: 40 percent are two miles or less, and 90 percent of them are made by car. This dramatically affects our ability to meet national health, congestion, air quality, energy efficiency, climate change and sustainability goals. One main reason bike and walk use is so low is the singular focus of Federal transportation investment on highways that don't accommodate bicyclists or pedestrians. By contrast, a city like Portland has seen a tremendous return on their investment in better cycling conditions: a fifteen-year investment of \$57 million in a 300-mile network has resulted in a 190 percent increase in bicycle traffic since 2000. If the 18,000 cyclists a day crossing the Willamette River bridges in downtown Portland were to go by car instead, a new bridge – using federal money – would have to be built at a cost of \$300 million.

## *What About the Urban Parks Piece?*

The Transportation bill doesn't address funding for parks and recreation. The Land and Water Conservation Fund and Urban Parks funding bills would ensure an increased, reliable source of funding that can be used for trails beyond the highway system, as well as facilities linking parks to public housing and schools. Together, the result should mean you really can ride to the ride.

## WEAR THE BEST

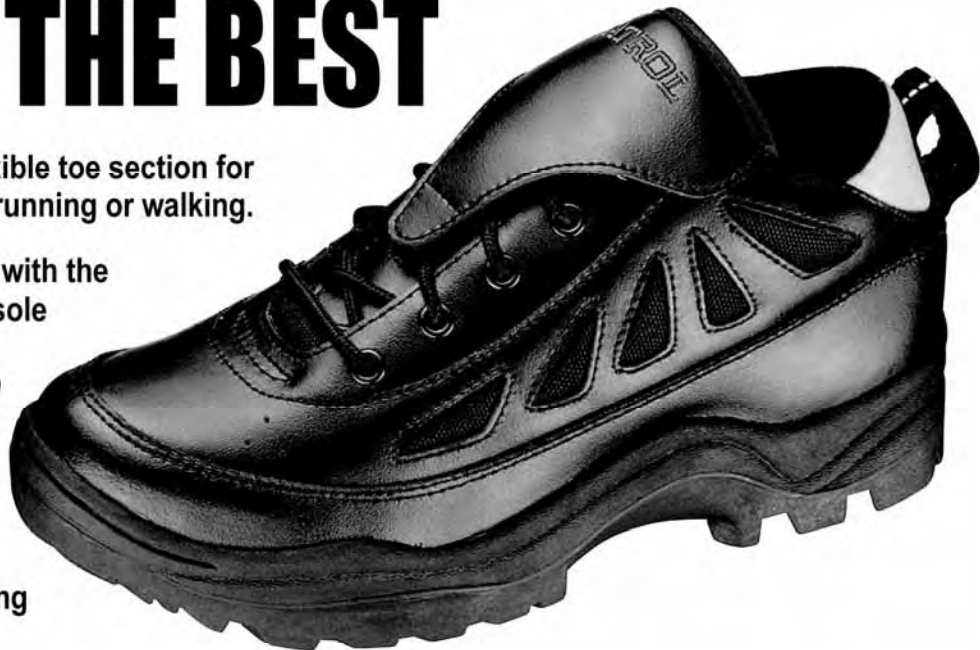
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### Contact Elected Officials

Beginning this month, and extending throughout the summer months, Congress will be working on the next transportation bill and climate change legislation. It is critical that your elected officials, especially those who are on the Congressional Bike Caucus, and members of key committees, hear from bicycling advocates. In the House, that means members of the Transportation & Infrastructure, Energy and Commerce, and Ways and Means committees. On the Senate side, key committees include Environment and Public Works, Finance, and Commerce, Science and Transportation.

### Meet Members of Congress

Meeting with your members of Congress in their home districts makes the issues real and shows the impact on their district or the state. It is also generally easier to get their attention. Over the course of the summer, Congress will have a number of scheduled in-district work periods when your members of Congress will be home – the first one starts Memorial Day weekend. While home, your senators and representatives will be in their local offices and may attend town hall meetings. These are perfect opportunities to speak with them about the issues that matter to the bicycling community. However, their schedules fill up quickly, and some Senators may be traveling in various parts of the state during their district work period, so it is important to call their offices now to make an appointment, invite them to an event, or find out when town hall meetings are scheduled.

### Three Great Ways to Interact with your Elected Officials

Please consider doing one or more during the May, July and August Congressional district work periods. Should you have a chance to speak with your Member, the goal is to educate them about, and hopefully get their support for, the America Bikes Agenda. Before speaking or meeting with your senator or representative visit the League of

American Bicyclists Advocacy Center to learn more about the issues. Additional resources on the issues can be found at [www.americabikes.org](http://www.americabikes.org) and [www.completestreets.org](http://www.completestreets.org).

### How to Get Started ...

#### Establish Goals

What are the issues that you want to address? Do they involve facility accommodations, safety, or ridership? Clearly define goals and then develop a coordinated approach toward realization.

#### Understand the Process

A successful approach to advocacy is similar to doing a home improvement project in that you should understand the steps necessary for success before you begin work. Well-coordinated efforts will save time and resources. Answer questions like how, when and who is making the decisions affecting your goals. What are the timeframes? Which levels of government have oversight and influence over your priorities? Under what conditions do various levels of government work?

#### Identify the Decision Makers

Become familiar with the officials who have oversight over projects that affect your locality. It is important to understand that you will have several avenues through which to generate support. While you may find roadblocks in some areas, you will discover opportunities in others. Examine every potential resource and get to know the players.

#### Organizational Framework

Does an organization already exist that can address your goals, or do you need to establish an organization to focus on relevant issues? There is the advantage of working with an established group because you will not have to spend resources developing an organization. However, some clubs and organizations may not want to address issues you find

important. In those cases, it may be necessary to create a new advocacy organization to work toward realization of these goals.

#### Build Constituency

It is important to generate a network of individuals who share your goals. Politicians react to constituent interests. If you generate a network of people who lend support to your goals, you will be much more successful than acting as an individual, no matter how worthy your project may be.

#### Timing

It is important to understand not only how the political process works, but also when it works. You have to know when opportunities will arise, and time your efforts

**Making a difference in your community will not be easy, but your success will be worth the effort.**

accordingly. Most legislative bodies have established schedules. Know things like when and where your local Metropolitan Planning Organization (MPO) meets and when relevant committees of your local, state and federal governments meet.

#### Allies and Adversaries

A successful advocate will have a sound understanding of potential allies and adversaries. You should work together, where appropriate, with groups that support your goals. Adversaries must be recognized. It is important to try to best appreciate the point of view of potential opponents. Work to appease objections where possible.

#### Get Busy

It is easy to complain about a lack of facilities or a hazardous intersection, but making a difference is the real challenge. Your incentive for change must be harnessed with a well-coordinated effort. Making a difference in your community will not be easy, but your success will be worth the effort.

Source: [www.bikeleague.org/programs/bikeadvocacy/advocacy\\_tips.php](http://www.bikeleague.org/programs/bikeadvocacy/advocacy_tips.php)



# Supporting Urban Pathways

# Advocacy

by Christopher Davala, PCI #490  
Maryland State Police

As a police officer who rides a bicycle, I am often called upon to participate in local cycling initiatives, and on several occasions have presented at the annual Maryland Bicycle Symposium in Annapolis, Md. As the result of my presentation at the 2008 Symposium, I had the good fortune to be invited to participate in the 2010 Rails-to-Trails (RTC) conference in New Orleans, called *Urban Pathways to Livable Communities: Building Partnerships for Healthy Neighborhoods*. The focal point of the conference was New Orleans' efforts to develop a 3.1 mile corridor of abandoned train and canal ways into a greenway linking over seven communities throughout the Katrina-torn area. They requested that I give a presentation on "The Role of Police in Creating Safe Pathways."

The goal of the event was to gather transportation, public health and urban planning professionals in New Orleans for an exciting two-part conference. The focus was to explore key strategies for building effective partnerships to stimulate the development of healthy, walkable and bikeable neighborhoods, and to restore and rebuild communities. Key partners from public health, smart growth, environmental justice, community development and active transportation participated in a series of sessions that examined implementation and benefits of livable communities from multiple angles. The overarching goal was to bring together local and national experts to engage the issue of livable communities from the streets of New Orleans to the hallways of Capitol Hill.

So jumping a plane, I headed to the land Super Bowl XLIV Champion New Orleans Saints. After finding my hotel, I ventured forth to the registration hotel. The city still has a vibrant feel about it, but I started to get the "up close and personal view" of post-Katrina New Orleans. City streets and sidewalks are still heaved and many buildings are listed as condemned, "ready for

renovation" or are just falling apart and uninhabitable. The police department is still working out of construction trailers set on a tract of land deemed part of the Lafitte Corridor. I got to know the streets of New Orleans well as I walked everywhere so as to get a feeling of what I would need to address during my lecture.

In the first set of presentations, I found myself in great company with folks from all across the U.S., including Compton, Ca., Brooklyn, Ny., St. Paul, Minn., Richmond, Va., Chicago, Ill.; Cleveland, Oh., and San Jose, Ca. Presenters were recognized for their efforts to increase popularity of greenways in their communities. The word **ADVOCACY** was everywhere. Each presenter provided insight into the ups and downs of making their community project a reality.



Miquela Craytor from the South Bronx Greenway – recently recognized by the American Society of Landscape Architects for transforming a "dumping ground" into a waterfront park – shared the misgivings New Yorkers have about greenways coming to the inner city. Many people were and still are afraid that if the greenway comes to their neighborhood, property values will soar. Lower income residents were afraid of being run out of the Bronx because they would not be able to afford living adjacent to the park's benefits.

Jacob VanSickle from the Morgana Run Trail and the Slavic Village Development in Cleveland, Oh., painted a grim picture of their initial efforts, but elaborated on how they got the community involved through dog walks, skateboarding clubs and pedestrian fairs. His community worked hard to promote, program and advocate for their trail system. Their efforts have been

highlighted by recent installation of community art, which draws citizens to the trailhead.

Keith Holt emphasized the hurdles his Chicago community experienced. There, the Active Transportation Alliance faced trail challenges which seemed insurmountable. Holt found himself trying to determine why Chicagoans were not using the trail system beyond the Lakefront Trail. His research revealed that many didn't use the trails because of a lack of bike shops offering maintenance, sales and storage. His focus then was to bring smaller bike shops back to the communities so those in and about the city would have resources to support their riding.

My lecture was to be short, focusing on a brief overview of safety concerns and what constitutes the feeling of safety.

We each have a "comfort level" which represents our feelings of safety. Does walking through London's Heathrow Airport, with every police officer carrying a submachine gun or handling a police dog make you feel safe? Does sitting in your living room, doors and window barred closed and "protected" by a \$5,000 alarm system make you feel safe? Safety is all a perception. Rest assured, walking alone through an unfamiliar city such as New Orleans lowered my level of comfort – thus making me feel less safe. As police officers, we recognize that no matter what we do, there will never be a place immune to crime, and nor will there ever be a place you can feel completely safe. Our job is to reduce the risk and provide a haven in which our citizens can feel safe, thus raising their comfort level. There is no single answer; all we can do is work to keep everyone vigilant towards everyone's safety.

The ensuing discussion was refreshing – and unique. Ideas were tossed around and a healthy buzz filled the room. Speaking with the representatives from Compton, Ca., was fascinating. Their issues mostly dealt with the stigma associated with their community, which

(Continued on page 12)

*(Continued from page 11)*

is often affected by gang wars and homicides. Imagine trying to get people to come out of their houses and walk along a trail which runs through the middle of “gangland!” It is amazing to think that police and fire/EMS units have to deal with such conditions, all the while trying to promote community harmony. Daunting in itself, but the community is trying to demonstrate there is more to it than the rumors and accusations of being a hopeless place.

As the day progressed, the topics seemed to return again and again to “safety.” I found myself in a few heated conversations about why the police community isn’t more aggressive nor more involved with these important topics. There was true passion for every community discussed, and we all had the same goal: a viable community in which we all could be proud and safe.

The highlight of my speaking role and trip was an afternoon stroll along the Lafitte Corridor Greenway. There, the Friends of Lafitte Corridor are seeking to preserve and revitalize the Corridor and adjacent neighborhoods from the French Quarter to Canal Boulevard. The Friends advocate for and facilitate the creation of a greenway that encourages active living and economic development and links neighborhoods, cultural features, historic sites, retail areas and public spaces.

The 3.1 mile abandoned land tract traverses seven neighborhoods in one of the areas hit hardest by Katrina. The Friends of Lafitte Corridor have laid out a clear means to provide a safe path of travel for individuals and families between homes, schools, businesses and community resources. They are looking to increase transportation options, especially for people who do not have access to cars, as well as provide useful community space to be shaped and used by the residents of neighborhoods adjacent to the Corridor. At the same time, they anticipate that improving the corridor will enhance recreational opportunities for all residents and visitors, including the elderly and disabled. Just by walking a portion of the destroyed railroad tracks, I learned how the project will also educate visitors about

the cultural and economic history of New Orleans and the city’s relationship to the larger landscape.

There are some hurdles to overcome: political wants, financial needs and bickering are just a few. But the vibrant community seems to want the project. This became ever so apparent after the tour of the Corridor, during the first-ever Party on the Greenway! This event, part of the Urban Pathways conference, was hosted by the Rails to Trails Conservancy, Friends of Lafitte Corridor, the Urban Conservancy and Catholic Charities/ Sojourner Truth Neighborhood Center. The event featured music by the Treme Brass Band, food from Dooky Chase, a raffle for a children’s bicycle and free bike helmets to the first twenty kids who arrived with their parents or guardians. Everything at the event was free and was open to everyone, and everyone did come – engineers, politicians, police officers and EMS crews, neighbors young and old, kids and grandparents. Games were played, people danced, and the weather cooperated.

What struck me the most were the kids and their upbeat attitudes. I was humbled when I played soccer with a five-year-old who was born shortly before Katrina. His mom painted a picture of life before and after the storm. She described her evacuation ordeal and how she was glad she left before the storm hit the hardest. She had both uplifting stories and sad ones, but most of all, I think she genuinely wanted to have someone listen to her plight. She wanted someone to listen to her wish for the greenway to open up and provide a haven for her and her neighbors.

As I walked back to my hotel, I had a stimulating conversation with several attendees of the conference, all of whom were likewise fascinated by the community we were visiting. The gathering of minds was refreshing.

I came away with the feeling that diverse communities are trying to challenge the single-handed grip the automobile has on Americans. Advocates are pushing the envelope to resolve problems of congestion and overcrowding of our streets with gas guzzling automobiles. There continues to be a push to make room for transit, bicycling and walking.

Communities are trying every possible innovative idea to find sustainable and magical places which significantly increase the quality of life. Child obesity, air pollution, community involvement, economics, and safety are all reasons we need to improve upon our communities and the people who visit them.

IPMBA plays an integral part in the development of these grassroots

development efforts. More and more, EMS, Police and Security will be sought to address safety concerns in our communities. We can respond not only by providing manpower, but also by offering advice, and advocating for such efforts. We can become more involved in weaving

Education, Engineering, and Enforcement into a tight fabric by supporting our local advocacy groups in their community development goals. As bike cops and medics, we can help improve safety and encourage more people to get on their bikes more often.

*Chris Davala has been an IPMBA Instructor since 2001 and has served on the Board of Directors. He established the first bike patrol unit for the Maryland State Police, and has participated in the National Bike Summit, the Maryland Bike Symposium, and other events sponsored by Maryland’s One Less Car ([www.onelesscar.org](http://www.onelesscar.org)). He can be reached at [cdavala@mdsp.org](mailto:cdavala@mdsp.org).*

**As bike cops and medics, we can help improve safety and encourage more people to get on their bikes more often.**



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# Welcome New Corporate Members

## Product Purchase Program

Full listings of the Product Purchase Program are maintained on the web at [www.ipmba.org/ppp.htm](http://www.ipmba.org/ppp.htm). The number of participating companies has increased to over eighty, and the range of products is broad. Only new and updated listings will appear in *IPMBA News*.

**The IPMBA Product Purchase Program can really save you money**, and in this economy, every dollar counts! Many companies offer "Pro-Deals", which represent savings of up to 40% off retail. You can save on bicycles, lights, sirens, eyewear, uniforms, footwear, gloves, panniers, maintenance supplies, tires, safety vests, and more. **Don't let the PPP be underutilized! Shop the PPP today, and don't forget your membership number.**

The following listings were inadvertently omitted from the Product Purchase Program listing in the Winter issue of *IPMBA News*. These companies still participate in the discount program, and IPMBA sincerely regrets the error.

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IPMBA welcomes **Louis Garneau** and the **Cygnus Law Enforcement Group** to Corporate Membership!

### Louis Garneau



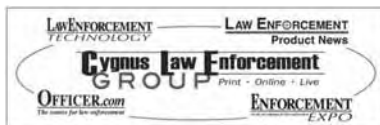
For over 25 years, Louis Garneau has been an innovator in the world of cycling. What started in his father's garage has grown into an internationally recognized industry leader

known for the design and development of technological and innovative gear. Louis Garneau takes great pride in their extensive product line that addresses the needs of all types of cyclists and athletes, including bike patrol personnel. They strive to produce products that exceed expectations and set benchmarks for technology and performance in the industry, while transforming intuitive ideas into intelligent products.

Louis Garneau offers a full line of apparel, shoes, gloves, base layers, bags, accessories, helmets, and more. And that's just for cycling. Louis Garneau also supports MS Society, the Ride to Conquer Cancer, the Breast Cancer Foundation, and the Little Brothers-Friends of the Elderly.

Louis Garneau will exhibit at the 20<sup>th</sup> Annual IPMBA Conference in Chesterfield-St. Louis, Missouri. For more information, visit [www.louisgarneau.us](http://www.louisgarneau.us).

### Cygnus Law Enforcement Group



Cygnus Law Enforcement Group serves the law enforcement community with a wide range of media, services, and information networks. Cygnus publishes both *Law Enforcement Technology* and

*Law Enforcement Product News*, and organizes the Enforcement Expo, held annually in Columbus, Ohio, and in conjunction with the EMS Expo, this year in Dallas, Texas.

Officer.com is the online home of *Law Enforcement Technology* and *Law Enforcement Product News*. This online publication provides news and information for law enforcement and corrections officers. Resources include podcasts and webcasts; business and product news; job listings; online directories; equipment guides; discussion forums, an events calendar, and more.

For take advantage of the resources available from this corporate member, or to subscribe to one or both of the print publications, please visit [www.officer.com](http://www.officer.com).





by Scott Elliott, PCI #915  
Niagara Regional Police Service (Ont., Canada)

I am always amazed at what Maureen can get me to do for free stuff. I must say, though, that this was not exactly a chore. I have been going to the Toronto International Bicycle Show for about ten years, and I look forward to it each year.

There are a number of reasons I enjoy my annual spring pilgrimage. First, there is something about taking my first steps into the building that remind me of Christmas morning as a child. Second, there is no better place to get great deals on everything cycling. Third, it has become a tradition for the last few years which my older son and I have shared.

This year, like a parent watching their children's eyes as they come down the stairs on Christmas morning, I eagerly anticipated the look on my friend's face as we entered the show. (I'll call him "Dave", because that's actually his name). Dave was a Bicycle Show "virgin" and the utter awe on his face



brought me back to my first show. Dave is a recent convert to the cycling world through triathlons. He had recently purchased a bike, but needed all the other gear to go along with his ride, so he asked me to take him with us this year. Like a tour guide at

Disney, I led him through the 200,000 square foot show. He confessed that he was overwhelmed by the sheer volume of vendors in the Marketplace area, so I managed to sort through the 105's, Ultegra's, XT's, Presta and European-sized shoes to get him what he needed. He readily admitted that he could not have done it without me. I got a warm and fuzzy feeling all over, and it was great to help spend someone else's money for a change. On that note, my son actually did not outgrow last year's cycling shoes for the first time that I can remember, so I managed to get away with only buying him a pair of shorts. I spent less than usual on myself as well.

The show is divided into two main areas with some other activity areas in the wings. The Marketplace area is the section

(Continued on page 16)

## IPMBA's Corporate Members



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

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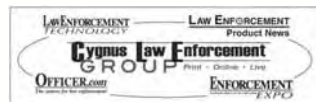
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by Brad Miller, *PCI# 928*  
 Lewisburg PD (PA)  
 IPMBA Industry Relations Committee

**U**n migliore amico dei ciclisti! Roughly translated, that's Italian for "A cyclist's best friend!" That's what can be said about Giordana's Fusion cycling shorts. Because of their superior comfort and quality, these shorts are undoubtedly a cyclist's best friend.



**Giordana**

If you are reading this article, I am certain that you understand the importance of high-quality padded shorts. Many of us were never informed about this

piece of riding gear, which can transform an uncomfortable experience into a joyful ride. However, with experience comes knowledge. It doesn't take long to learn how essential comfortable padded shorts are to the public safety cyclist who spends 8-12 hours a day on the saddle.

So once you realize the importance of padded shorts, which ones do you choose? There are many so many choices! Over the years, I have tried many different styles and have been satisfied with most. But then I was introduced to Gita Sporting Goods and their fine line of Italian clothing from Giordana. Specifically, a pair of

padded shorts called "Fusion", which can only be described as heavenly comfort.

Let me take a moment to explain why these "Fusion" shorts are different from others. Giordana begins construction by utilizing a fabric known as "Moxie". Moxie is a 200 gram nylon/spandex fabric that is treated to facilitate moisture evaporation and keep you cool and dry during activity. Some of the other features include silicone-injected gripper elastic at the cuffs, which holds the shorts perfectly in place throughout the cycling range of motion. The shorts are available with Giordana's standard men's MC-3 OmniForm™ insert, a seamless, one-piece chamois that stretches with body movements and returns to its original state when at rest. The channels that are molded into the chamois allow it to move with you without bunching, and also allow it to be sewn into the garment while keeping the seams away from your body. This insert is handmade in-house at Giordana's factory in Italy. There are no hard edges like those caused by using heat-molding processes used by other companies. This technique ensures superior comfort and protection on even the longest rides.

Wow! That's a lot of technology to absorb! So what does all that mean to you? First of all, comfort. Just as Giordana claimed, there was no grabbing, pinching or uncomfortable bunching. Never before have I worn padded shorts that actually feel

like second skin. That is, never before I tried Fusion shorts. Even after wearing them during numerous eight-hour shifts, the shorts remained comfortable. They formed to my body and almost literally became a second layer of padded skin. I don't often say this, but you just have to try these to appreciate them.

While you are at it, don't forget that Gita Sporting Goods offers a full line of Giordana bicycling clothes. Shorts, shirts, jackets and more can be found on Gita Sporting Goods webpage. Gita Sporting Goods is a proud supporter of IPMBA and is a participant in our Product Purchase Program, offering 10% off Giordana clothing & Gommitalia road bike tires. For more information and to place orders, check out Gita Sporting Goods at <https://www.gitabike.com>. I can promise that you will not be disappointed in their quality and comfort.

*Brad is an IPMBA PC instructor and has been a police cyclist since 2002. He has been a life long cyclist and can be found riding trails in the Appalachian Mountains in central Pennsylvania. He can be reached at [ofcbrad@hotmail.com](mailto:ofcbrad@hotmail.com).*

## Toronto International Bicycle Show

*(Continued from page 15)*

for Toronto-area bike shops to come and unload excess stock. This year, the deals were particularly sweet. The other main area is for manufacturers, tour operators, clubs and interest groups. New parts lines, the latest bikes, charity events and a large assortment of races and tours are all displayed in booths on this side. Large manufacturers such as Trek, KHS and Shimano, as well as the lesser known Canadian road and time-trial bike maker, Argon 18, were represented. I am a fan of Argon 18; my son and I both have Argon road bikes and we love them.

Something new this year was a 24-hour spin charity event for local cancer treatment centres. It is actually the 10th year of the event but the first time at the bike show. Bands and speakers entertained the riders as they pedaled to raise money for these worthwhile charities.

There were also the usual side events such as the BMX jam, the Pro BMX and mountain bike indoor race course, the Meta Bikes Trials Competition and a carpeted Kid's Cycling Zone to entertain the little ones. Sadly, the indoor dirt course was absent. I must say I did miss the smell of the soil. In past years, you

smelled it as soon as you walked through the front doors, which definitely helped put you in the outdoor cycling mood.

No, it's not on the scale of Interbike and I did not attend in an official IPMBA capacity, but the Toronto International Bicycle Show is a great place to get motivated for the upcoming cycling season and pick up some great deals as well. Those of you who live within driving distance of Toronto might want to think about attending next year, or checking out the smaller scale fall show. For more details, check out [www.bicycleshowtoronto.com](http://www.bicycleshowtoronto.com).

*Scott has been a police officer for 23 years and on bicycle patrol for eight years. In addition to being his department's IPMBA Instructor, he is a member of the St. Catharines Cycling Club and has been racing triathlons, mountain bikes and road bikes for over ten years. He is also active in mountain bike instructional camps and bike rodeos. He can be reached at [2962@nrps.on.ca](mailto:2962@nrps.on.ca).*





# Book Reviews: Cycling Training Books

by Scott Elliott, PCI #915  
Niagara Regional Police Service (Ont., Canada)

Once again, it is amazing what I will do for free stuff. Maureen sent me an e-mail some months back and asked me if I wanted some free training books. The only catch was that I would have to write a review on them for the newsletter. “What the heck”, I said, “They’re free.” What is better than that to a cop?

As public safety cyclists, it is imperative that we are in a good state of physical fitness to do our jobs effectively. I would take this further to say that the better shape we are in, the better we can perform our duties. I don’t know anyone who has all the time in the world to train, so using time wisely to maximize the effectiveness of a workout would be high on most people’s priority lists. To accomplish this, a structured, organized training plan is a must. If your cycling goes beyond work, to club rides or racing, structure is even more important.

Over the years, I have done a lot of reading to develop my plan. Having an opportunity to read two more books only enhanced my understanding of cycling fitness. The two books I read are from VeloPress: *Maximum Performance for Cyclists: The Physiology of Training* by Michael J. Ross (\$18.95 U.S.) and *Training Plans for Cyclists* by Gale Bernhardt (\$21.95 U.S.).

Both books were worthwhile reading but each has its unique merits, depending on what the reader is seeking.

I found *Maximum Performance for Cyclists* to be on the advanced end of the spectrum. If you have been riding and racing seriously for many years and already have a grasp on the basics of

training, then this book could be beneficial. The first chapter examines the age-old debate of volume versus intensity and comes out on the side of intensity being more important to fitness than volume. Then, ways to increase performance are examined. Chapter 3 discusses muscle physiology, which I found a bit too complex, but some may find it useful. Bike fit and testing are covered in the next two chapters. In my opinion, the most informative chapters are the ones on high-intensity and resistance training. These are the “meat” of the book, and if you could only read two chapters, these would be the ones. Other topics include flexibility, workouts, training plans and even recipes for eating right. This book covers cycling training in great detail which is definitely beyond what the beginner or casual cyclists needs. But if you have grown stagnant in your training or are looking for that extra edge to gain speed, this is the book for you.

*Training Plans for Cyclists* is geared more towards the beginning to intermediate rider, particularly one who is striving towards a specific goal. Part 1 covers the basics: elements of training, intensity and volume, nutrition and equipment. The next four parts were what I liked best about this book – 16 specific training plans to help you achieve different types of goals. Part 2 consists of distance ride plans for a 30-mile ride, a 100-km or 50-mile ride and two century ride plans – one to complete the ride and one to achieve a time goal. Part 3 covers multi-day tours of varying length and mileage. Part 4 addresses mountain bike racing, starting with an entry level beginner race, and then progressing to 100-mile races and a 24-hour event. Part 5 is for those who don’t have a specific riding goal in mind, but would just like to build a strong foundation of fitness.

Strength training and stretching round out the material.

In addition to these two books, I would highly recommend another book that I have used as a basis for my training for almost ten years: *The Mountain Biker’s*

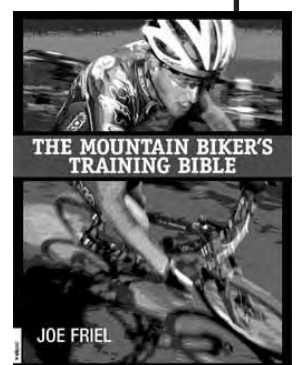
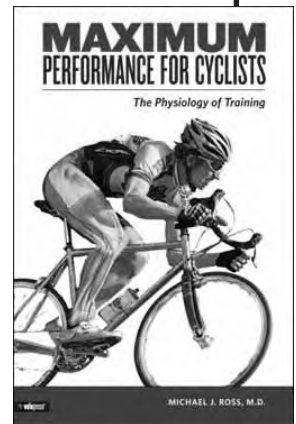
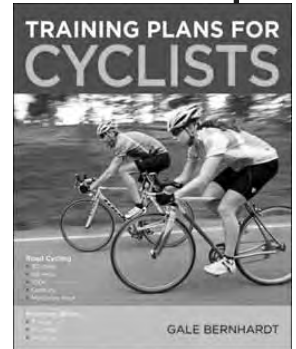
*Training Bible*, by Joe Friel.

Also available from VeloPress, this is the best book I’ve read for getting you started and organized for training for any type of racing. Friel’s writing style is clear and explanations of every aspect of periodization training are included. This was the basis for the Periodization Training workshop that I presented at the last two conferences. Topics examined include the science of training, self assessment, season planning, racing, recovery and training diaries. Friel emphasizes the importance of avoiding overtraining and burnout through smart training. He also has other training bibles for road racing, triathlons and heart rate training.

If you have any inclination to get involved in a race or event, it is wise to adopt a structured training plan to help you get there. These three reads will definitely help you to train effectively and efficiently.

VeloPress offers a wide range of other books, including *The Time Crunched Cyclist*, *Weight Training for Cyclists*, *Andy Pruitt’s Complete Medical Guide for Cyclists*, and *Bicycling & the Law*. For more information or to place an order, visit [www.velopress.com](http://www.velopress.com) or call (800) 811-4210.

Scott has been a police officer for 23 years and on bicycle patrol for eight. He is his department’s IPMBA Instructor, is a member of the St. Catharines Cycling Club, and has been racing triathlons, mountain bikes and road bikes for over ten years. He is also active in mountain bike instructional camps and bike rodeos. He can be reached at [2962@nrps.on.ca](mailto:2962@nrps.on.ca).



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

Hello World!

So, what has been happening over here since we last cozied up next to the fire for a chat and a (insert beverage of choice)?

Well, for starters, we had some weather. Near the end of 2009, torrential rain (almost 10 inches in 24 hours) in the north resulted in some of the worst flooding for years and, sadly, on 20<sup>th</sup> November, the death of Police Constable Bill Barker of Cumbria Police. Bill was trying to stop motorists crossing a river bridge at Workington, which had been weakened by the force of the flood water. The bridge collapsed under him and he was swept away. His body was recovered from a beach at Allonby later that day – the day before his 45<sup>th</sup> birthday.

We also had a lot of snow. Since we are not used to it, falls of an inch or so are enough to grind the country to a halt, but we had two dumps of between four and six inches in some places, and the whole country blanketed. This really brought on the pains with schools closing and people struggling and, in a lot of cases failing, to get to work. Emergency Services were stretched to the limit, responding to persons trapped in vehicles, traffic accidents, and medical emergencies. These are the times when we show our true colours. I don't know about other Forces, but in mine, officers and staff took several hours to get in to work, trekking miles across country to do so. We will not be defeated by the weather. As for me, I put away the skinny-wheeled road bike and got the mountain bike out for the commute. No problems at all, just a little bit slower. Like I tell folks who look gob-smacked as I ride into the car park – never underestimate the power of one-wheel drive!

We are now well into the planning for the 2012 Olympic Games. For me, this is an ideal time



Charlie Irvine "supervises" the building of the Olympic Stadium.

to thrust cycle patrol to the forefront and get those involved in the strategic planning for the various events to "Think Bike." I have

contacted the planning team in my force as we police the area where the rowing and kayaking will take place. I have been asked for my opinion on choice of bikes, etc., so we may be getting somewhere.

We are still suffering from the adverse reaction to the so-called 93 page "bike patrol doctrine" that was the subject of much misunderstanding - fuelled derision last year.

Recently, Northamptonshire Police received an enquiry from a local Councillor about why the bikes that his Council had partly funded were not being used. They explained that the officers scheduled to use the bikes would not be allowed to do so until they had undergone a 10 hour course (remember, we do our training differently over here – most of the classroom input is done by way of pre-read). Cue the ranting and raving about wasting public money and how everyone can ride a bike.

On 22<sup>nd</sup> March 2010, *The Telegraph* wrote:

"Police force shelves bike plan over training. A police force has shelved plans to put officers on mountain bike patrols because they need more health and safety training."

The news website of the *BBC* carried this article on 23<sup>rd</sup> March 2010:

"A move stopping Northamptonshire police riding bicycles on patrol until they have a 10-hour lesson has been called health and safety 'gone too far'."

One journalist, Peter Walker, however, approached it in a more level-headed manner. His article on the *Guardian* blog (which included a photograph of bike patrol officers descending a set of steps) asked:

"Is a 10-hour cycling course for police a waste of time?"

What might Northamptonshire police on the course be learning in this time? If you ran the course, what skills would you cover?

First we had the 93-page guide for police officers contemplating the onerous task of riding a bike. Now we have the compulsory 10-hour training course.

If people in the Kingsley and Parklands area of Northampton were wondering why a planned fleet of intrepid bobbies on bikes had yet to be seen on the streets, their local newspaper has uncovered the reason. Apparently, police bosses have decreed that officers need a 10-hour training course before they are permitted to start riding on duty, meaning they will not be deployed before the summer.

This has brought a predictably withering response from one independent local

councillor, Malcolm Mildren, who chaired a public meeting at which the news emerged. He told the Northampton Chronicle: "You would have thought riding a bike would be common sense, it's the kind of thing where you can either do it or you can't. I've not ridden a bike in years, but I'm pretty sure I could get on one and not be a total disaster."

Northamptonshire police has defended itself. A spokeswoman said the course would include such non-standard cycling matters as "how to use the bike as defence if confronting an offender".

Now that bit sounds useful, though I'd be surprised if there was much more to it than a) holding the bike up in front of you by the frame as a sort of improvised shield and b) if possible, pedalling away at full speed. I've used both over the years, although the former method only once during an unfortunate incident involving a very big, irate driver and an ill-thought out hand gesture on my part.

I'm instinctively sceptical, even hostile, to the sort of 'it's health and safety gone mad!' stories which litter many papers these days. But I have to admit I'm struggling here. Aside from the obvious – fulfilling a legal obligation to minimise the chance of the force being sued by a cycling officer who takes a tumble – can anyone think how you could possibly fill 10 hours?

Or am I being unfair? After all, a child completing just two of the three levels on the Bikeability scheme usually requires around eight 90 minute lessons. Why should we deny police officers – who might not start off as regular cyclists – the same chances to learn good habits? After all, not even Bikeability students usually have to hunt down and tackle miscreants from the saddle. So here are my questions: is this a waste of time? And if you ran the course, what skills would you cover?"

This blog posting initiated some lively discussion. As a result, I think some of our colleagues in the City of London Police have invited him to attend and take part in their training. I have asked Peter to keep me updated on how he got on. If his original article is anything to go by, I think we will get a balanced and well thought out article post-training.

Well, I will leave it at that now.

Don't forget folks, keep riding and keep safe.

**Matt Langridge**

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**2009 By the Numbers**

**T**hroughout 2009, IPMBA instructors reported conducting 400 classes, training approximately 3600 public safety cyclists. 80% were Police Cyclist courses, 9.5% were EMS Cyclist courses, 7.5% were Security Cyclist courses, and the rest were combined. Of the 3400 eligible students, approximately 20% joined as certified members – slightly lower than in 2008. About 95% of membership and certification applications were submitted by instructors as part of their course materials – significantly higher than in 2008. Unfortunately, with fewer classes taught and money tight, there were fewer new memberships than in 2008. IPMBA welcomed 36 Police Cyclist Instructors, 12 EMS Cyclist Instructors, and one Security Cyclist Instructor to the instructor cadre.

**Instructor Facts & Figures**

*Most classes taught:* 9 (Mike Wear, Metropolitan PD, DC); 7 (Aaron Feathers, Memphis PD, TN; Aram Kaloian, Wayne County Airport Police, MI; Al Simpson, Pompano Beach PD (ret.), FL); 5 (Paul Hollingsworth, Orange County SO, FL; Tony Valdes, Miami Dade PD, FL.)

*Most students taught:* 133 (Mike Wear, Metropolitan PD, DC); 82 (Aaron Feathers, Memphis PD, TN); 76 (Bob Hipple, Indianapolis Metropolitan PD, IN); 72 (Chris Porter, Abington Twp. PD, PA); 68 (Paul Hollingsworth, Orange County SO, FL)

*Most students who applied for IPMBA membership & certification\*:* 38 (Bob Hatcher, Delaware PD, OH); 37 (Jamie Cheatem, UMBC PD, MD); 26 (Scott Elliott, Niagara Regional PS, ON); 23 (Monte May, Kansas City PD, MO); 28 (Wren Nealy, Cypress Creek EMS, TX).

*IPMBA membership applied for by 100% of students\*:* Jeff Bergeron; Daniel Bowen; George Bowman; Michael Campbell; Jamie Cheatem; Kristopher Conwill; Brian Copenheaver; Dwight Edwards; Scott Elliott;

Donald Erb; Jeff Eubank; Kurt Feavel; Paul Guse; Eric Hall; Thomas Harris; Robert Hatcher; Karl D. Hinze; Stephen Jordan; Aram Kaloian; John Kerrigan; Edward Lada; Kenneth LaMulle; William Laramée; Joe Ledesma; Jess Leyba; Glenn Marshall; Ray McCahery; Curt McIvor; Michael Mefford; Thomas Moreland; Jeffrey Natysyn; Wren Nealy, Jr.; Roger Nelms; Ken Nutter; Robert Olson; Derek O’Neill; Scott Perrin; Jason Ray; Kyle Roodberg; Robert Seidenkranz; Jeff Sennett; Mike Shaw; Frank Shaw; Svend D. Sheppard III; Michael Siney; David Smith; David Sparango; Shawn Splivalo; Eric Struss; Jeff Taylor; Richard Troy; Eric Vann; Sean Winzar; Eugene Zurybida.

*IPMBA membership applied for by 50-99% of students\*:* Anthony Beran; Jerry H. Bradley; Ron Burkitt; Roger Callese; Joshua Cools; Richard E. Coy, Jr.; James Donaldson; Bruce Fowler; David Gerber; Joseph Guetter; Paul Hermans; Charles James; Ronald Kalomeris; Monte May; Craig Medley; Erno Nandori; Todd Prevost; Ronald Schlegel; John Segard; Jeremiah Smith; Rose Steagall; Brian Switala; Gregg Tinkham; Kathleen Vonk; Jason Westbrook.

*\*Certifications received by December 31, 2009.*

**Membership Facts & Figures**

At the end of 2009, IPMBA had members in every state except Hawaii, New Hampshire, and Vermont. The top five membership states were: Pennsylvania, Ohio, Texas, Maryland, and Florida, using home addresses. Using work addresses, Maryland and Florida switch places. Approximately 6.6 percent of members lived outside of the United States, in the following countries, listed in order of number of members: Canada, the United Kingdom, Australia, the Netherlands, Germany, Turks & Caicos, and West Indies.

Thank you all for your support in 2009; we look forward to a better year in 2010!



Have yours  
in time for  
summer!

# 21<sup>st</sup> Annual IPMBA Conference

## ADVANCE CALL FOR INSTRUCTORS AND WORKSHOP PROPOSALS

The 21<sup>st</sup> Annual IPMBA Conference will be held April 9-16, 2011, in Richmond, Virginia. Pre-conference courses will be scheduled April 9-13, and the conference workshops will take place April 14-16.

If you are an active, IPMBA-certified instructor and are interested in teaching at the conference or pre-conference, you must submit a **Call for Instructors and Workshops** form, which will be available from the IPMBA office shortly **after** the 2010 IPMBA Conference.

You will be asked to outline your bicycling, work, and teaching experience, including non-bicycling-related expertise and/or instructor certifications.

Instructors will be selected for the pre-conference training courses as well as the core conference workshops.



### *It's easy – just follow these steps!*

**STEP ONE:** Contact IPMBA HQ at [Maureen@ipmba.org](mailto:Maureen@ipmba.org), [www.ipmba.org](http://www.ipmba.org), or 410-744-2400. Ask for a Call for Instructors and Workshops form (available **after** the 2010 conference).

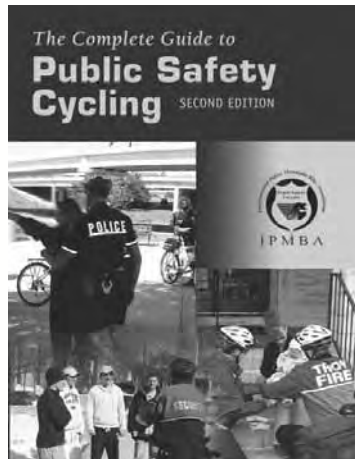
**STEP TWO:** *Select a Topic.* Stop hoarding your in-service training ideas.

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

**STEP FOUR:** *Submit your proposal to IPMBA HQ by June 30, 2010.*

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

**Note:** *Even if you have presented workshops at past conferences, you must still submit the form. Past inclusion does not guarantee future acceptance. Even if you have taught at the conference or pre-conference in the past you **must** submit an updated form. No exceptions!*



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## Come on y'all, to the 21<sup>st</sup> Annual IPMBA Conference! April 9-16, 2011, in Richmond, Virginia

Submit your training request **now!** The Capitol City of Richmond is home to the 550-acre James River Park system, renown as one of the premier urban mountain biking destinations in the country, as well as the nation's only urban Class III-IV whitewater rafting. The 11-mile trail network has been showcased during the Xterra National Cup Series, while the city has opened its streets to the National Duathlon Championships on-road racing cycle. Downtown Richmond, with its many neighborhoods, parks, and business districts, offers an ideal training ground for all forms of public safety cycling. History abounds in the River City; Civil War buffs will find it difficult to concentrate on training as they take in such significant sites as the Tredegar Iron Works, the National Museum of the Civil War Soldier, the White House of the Confederacy, and the miles of

battlefields surrounding the city (*download your maps now from [www.civilwartrails.org](http://www.civilwartrails.org)*). Southern hospitality abounds, from the newly renovated Marriott Richmond to the many restaurants, pubs, and night spots tucked into the historic Shockhoe Bottom. Bring the family for a road trip into history at nearby Colonial Williamsburg or thrilling rides at King's Dominion, Busch Gardens, Water Country USA, and Great Wolf Lodge.

*Pre-Conference Courses: April 9-13, 2011*

*Conference: April 14-16, 2011*

<http://www.ipmba.org/conferences.htm>



## “Growing Up” with IPMBA

*(Continued from page 1)*

that matched their color scheme, I would now call “rubber pants” fabric. Only, it was for their shorts. Sorry, guys, it was the best available at the time.

High quality and good fit didn't come cheap. Before high-performance fabrics were the “norm”, the prices were high, making the retail cost high, too. But compared to buying a wool shirt and pants to cut up into shorts, it soon proved cost effective to purchase good bike gear.

So, doing what I do best, I “sized” up the situation (and the guys, too). I watched how they performed their duties, measured their bodies, and developed the first generation uniforms: padded under-liner, outer shorts, and a vented shirt using Lycra mesh panels. One of the first things I had noticed was that they had to remove their duty gear, and practically their entire uniform, just to use the restroom. There wasn't a front fly in anything! Thank goodness I made them some great Lycra mesh, padded undershorts...with a front fly.

So, they were all set in their new gear, and my parting words were, “don't tell anyone where you got this stuff – I'm really

busy doing my FLASHWEAR...” Well, they weren't so good at keeping secrets. It couldn't have been more than a week later when Stu Bracken and Gene Miller from Tacoma Police Department entered my shop. They said, “Hey, we see you can make stuff for our bike team. We're desperate for new shorts”. Ok, here we go. Shorts. (At that time, they were pretty “short”

shorts, 6” inseam or less, for the “average” guy.) How could I refuse? They returned shortly thereafter, saying, “if you can make these shorts, why can't you make jackets and other things?” So I did. I made Goretex® seat covers, helmet covers, and hi-tech underwear for winter cycling.

Fast forward a few months. “Beat the Streets” needs vendor attendance. What could be better than strolling along the West Seattle waterfront, watching cops on bikes show off their skills? I still didn't realize just how much of a need there was for good

uniforms and gear. Again, I saw uniform pants cut off into shorts with no pads, wool shirts, heavy body armor with cotton canvas covers, cotton socks. I'm sure that's where *Reno 911* got their ideas! And who can forget the “look” on *Pacific Blue*?

I heard it over and over again; no-one was listening to what they really needed. The more I listened, the more excited I became to

*(Continued on page 23)*



# “Growing Up” with IPMBA

(Continued from page 22)

make very high-tech gear that fit well, with lasting quality.

Then: “Viva Las Vegas-1992”. Some conference called IPMBA. I knew this would be the deciding factor about the cops on bikes uniform business. I gathered all I had, and headed east for an experience I will never forget. One of the most memorable moments was meeting Tom Woods, then a sergeant from Denton Police Department, and to this day, one very good friend. “Would you be able to modify some expensive uniforms we’ve already purchased” he asked. I replied, “Well, let me have a look. If I can do it at a price you can live with, I will”. I guess no one else offered ...and that was the start of a true relationship. I have attended every IPMBA conference since Las Vegas, and each year, I have met new attendees and new challenges.

Soon, FLASHWEAR became BRATWEAR, which stands for Bicycling Regulator and Tactician. Clever, huh? I was hooked.

In 1994, we were part of “Project Harmony”, sending bright red and black uniforms to Russia while IPMBA instructors did the training.

Later, with the mid-‘90’s influx of federal grant monies, we got to “design” uniforms for some special Community Oriented Policing program groups. They didn’t all have to follow the strict uniform colors/specifications, so we found ourselves making black-and-teal, black-and-fuchsia, and some great black-and-purple. (Of course, we labeled all of the colors “Police Purple”, “Police Teal”, etc.). For some departments, we color-matched their jackets to their police bikes. What fun we had.

Then came 1998, and the IPMBA Conference. What better place to have a conference than in your own hometown? As I recall, that was the year a medic from Olympia kicked butt up our hilly Tacoma streets. I was proud that several of the guys rode over to Bratwear during their training to have lunch, tour the plant, and meet all of our employees. Having my crew put faces to the names of those we made uniforms for was quite a treat.

The entire city was abuzz with all of these cops and medics. Sponsoring some of the hospitality events was most memorable! I’m sure those of you attending will recall your last night at the Swiss tavern, huh? I know Mike Goetz would!

The EMS groups coming on the scene opened up more color combinations, as well as slightly different uniform requirements. They needed some special pockets. They didn’t need the extra reinforcement areas for guns and other equipment that the cops needed. They weren’t concerned with stealth. Visibility was the name of the game for them. The brighter and more visible, the better.

But those white cotton tube socks were still around. A pack of 20 at Kmart, and



Sally strikes a pose in Nashville with Hamilton County Ranger Darrell Hannah and Chattanooga Police Officers David Streip and Scott Randolph. Photo Courtesy Sally Swanson.

the guys were good to go! Thankfully, that has changed, and high-performance, ankle-height socks are now the norm.

What has evolved over the years, or come full circle in some cases, is the question whether to be highly visible, or more stealthy. The debate weighs the concern for officer safety/visibility from motorists against the importance of NOT being visible to the bad guys. These days, we’re seeing a greater demand for reflective prints and trims on all uniform pieces.

Today, we see about a 50/50 mix of two-toned shirts, either in polo style, or the traditional uniform-style shirt. The uniforms have great eye-appeal, and the fabrics function to keep the wearer comfortable.

To keep up with current “styles”, shorts inseams are getting longer, and a little baggier all over. Keep in mind, though, that maneuvering on a bike is easier when your clothing has stretch, and fits your body well. If you want the “baggy” look, take care to wear a good, padded compression bike short underneath. Longer lengths may be stylish, but avoid having them so long that the fabric gets caught on the bike seat. Cotton should be replaced with hi-tech fabrics with good moisture-management, from your feet to your fingers, and all the way to your head. Your body will appreciate the extra care.

Over the years, I have enjoyed educating both new and seasoned bike cops about technical fabrics and functional uniforms.

I do it not just to sell a product, but also to provide information that will help you select the right gear.

What hasn’t changed since I started this business? Bike cops and bike medics still want to look good. They want to be comfortable in their uniform, no matter what the weather conditions. They still enjoy being measured for their uniforms (we joke that they pay extra for me to measure them)! I’m honored to have been a part of IPMBA since the “early” days, and I still get a rush putting you guys and gals into Bratwear. You all wear it well!

Trying to capture 1/10<sup>th</sup> of my experiences with IPMBA would take pages, and ages. And since that space isn’t available (and I still need time to make uniforms), I’ll just say to all of you: thank you for sharing your friendship and your biking experiences since I first joined you in Las Vegas!

Bratwear will continue to make the best uniforms by listening to you. We help you perform your jobs better, and that makes us perform our job better.

Happy 20th, IPMBA! Here’s to all of us having incredible memories of those times, with hopes of many more to come.

*Sally has attended every IPMBA Conference since 1992, when she exhibited under the FLASHWEAR name. She can be reached at [sally@bratwear.com](mailto:sally@bratwear.com).*



# Advocacy



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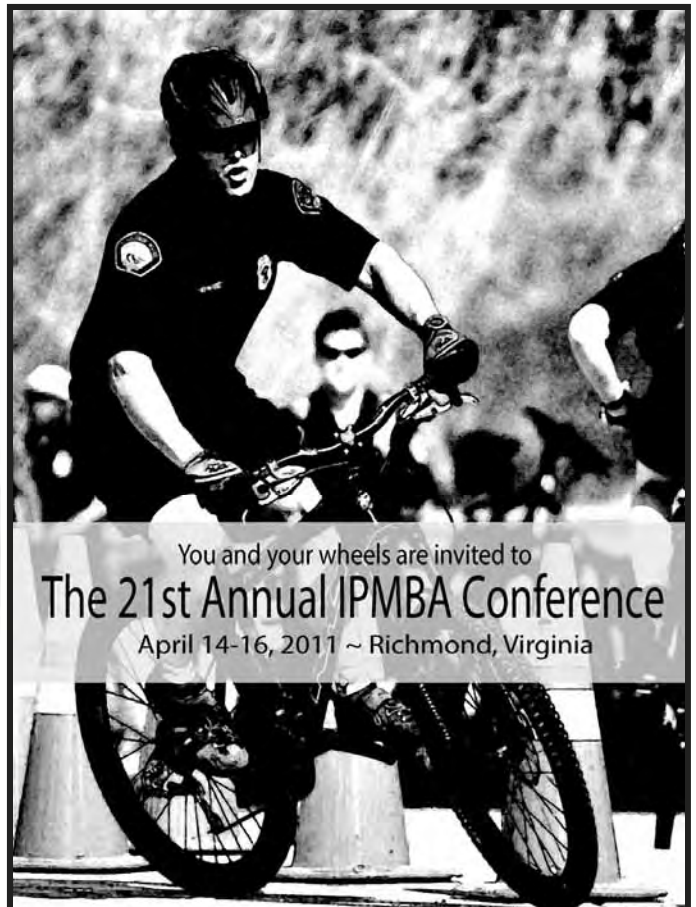


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