



# SAN DIEGO POLICE

## Basic Police Cyclist Course



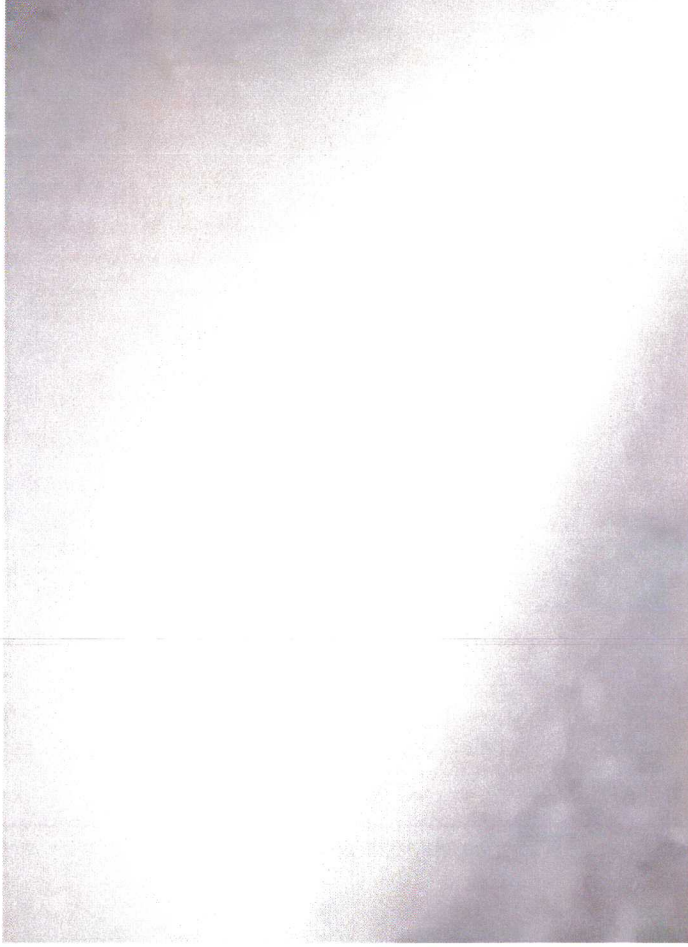
Photo credit: San Diego Police Historical Society

## **INTRODUCTIONS....**

## **FACILITIES...**

**30 hours-Class Lecture, Riding drills, Bike Patrol Theory & Practice, Vehicular Riding, Shooting**

**SAFETY- This is a course with risks. All precautions will be taken to make this as safe as possible. Each of us is responsible for pointing out safety violations. If you see something, say something. If you have a question, please ask.**



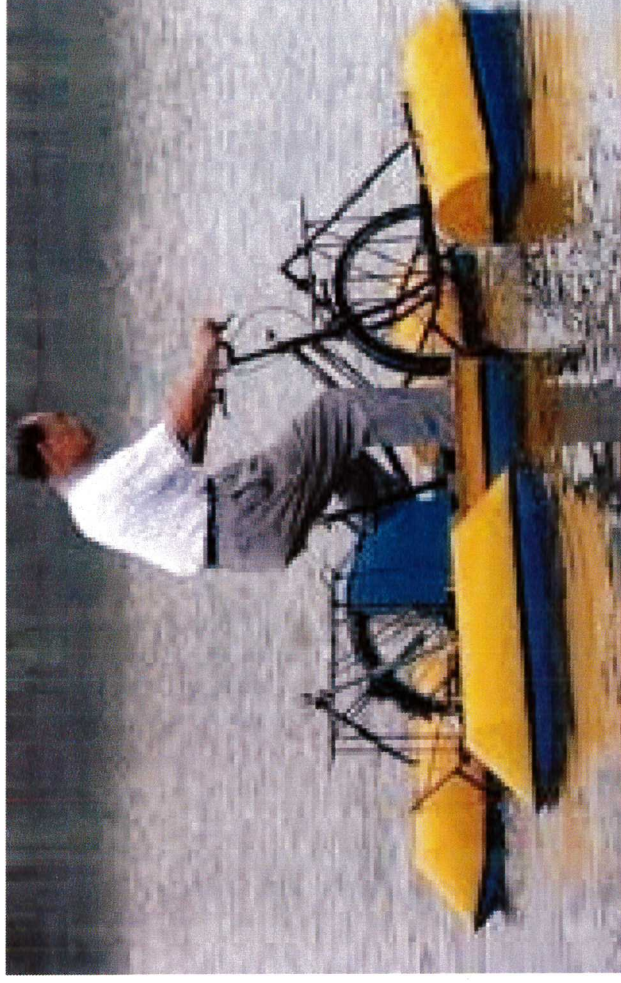
# Training Objectives Day One

- 10 hours of Basic Training
- Knowledge of bicycle & components
- Bicycle Safety-Vehicular Cycling
- Elementary repairs (road repairs)
- Basic Health, Conditioning, Injury prevention
- Rider Inputs-How you influence the Bike
- Riding the Bike- gearing, obstacles, etc.
- Basic Police Cycling Theory - Why



# Expectations

- Motivated Instructors**
- Effort & Positive Attitude**
- Decorum-enjoy but we are in public**
- Report and STOP Unsafe activity**
- Ask Questions**
- Be Aware of environment**
- Report Injuries and Watch Out for Each Other**
- Respectful of Citizens & Property**
- We are Training but in Public. Enforcement only if needed to protect life & property**



# WHY DO WE NEED A CLASS / TRAINING TO RIDE A BIKE ?

Police Cycling is not Commute riding or Recreational riding

## POLICE CYCLING IS:

- PURPOSE
- INTENTION
- RISKS
- REWARDS

TRAINING & CERTIFICATION  
PROTECTS THE OFFICER  
PROTECTS THE DEPARTMENT



History of Police Cycling-Foot, Horses & Bikes were the first means of Officer travel

- 1895 Theodore Roosevelt created the “Scorcher Squad” to go after speeding carriage

SDPD has been using bikes as early as 1917

Suburbs, freeways contributed to decline/elimination of bike teams

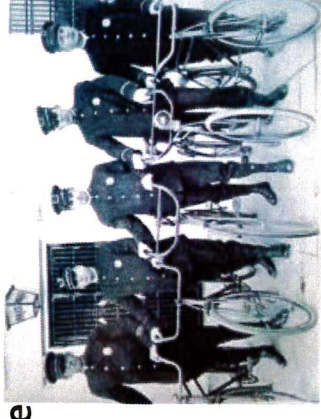
1970’s saw the beginning of the resurgence with the 1980’s bringing bike formal bike teams

**BICYCLES PROVIDE:**

- Increased awareness
- Improved community relations
- Stealth
- Increased visibility
- Agility in crowds & congested traffic
- Increased contacts = better enforcement

**BEST USES:**

- Special Events-Sports, Concerts
- Entertainment Areas-Beaches, Gaslamp
- Urbanization-Population & Traffic density
- Neighborhood Policing-Enforcement & Outreach
- Protests & Demonstrations



Officers Charles Harris, F.J. Slattery, Herb Webster, George Churchman & Frank Connors. SDPD 1917 Bike Squad. Photo from San Diego Police Historical Society

# Hazards

- Completely exposed
- Falling
- Fatigue/Physical Conditioning
- Traffic-Cars, Peds, Bicycles
- Road Hazards
- Bad weather
- Assaults
- Equipment-poor, Lack of upkeep, or not used



# Benefits

- Increased awareness
- Improves balance
- Better conditioning
- Ease of Movement
- Can arrive before police car
- Avoid traffic congestion
- Make more arrests & contacts
- Better interaction with community
- Stealth
- Increased visibility by public
- Bike provides barrier/protection
- Increase your lifespan







# When is cycling not best option?

**Safety-Principles and practices taught can not be followed**

**Mission determines tactics & equipment**

**Large geographic area with small staffing**

**Inadequate equipment**

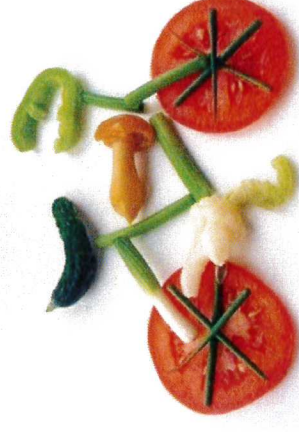
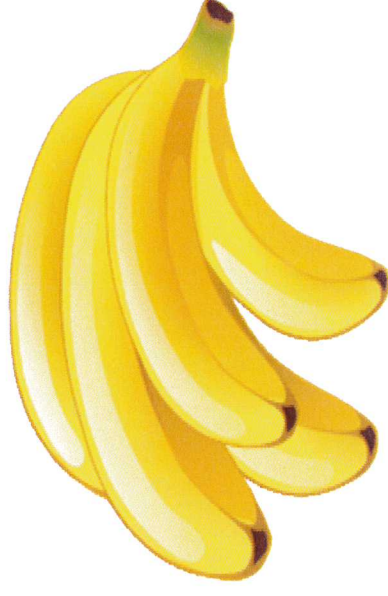
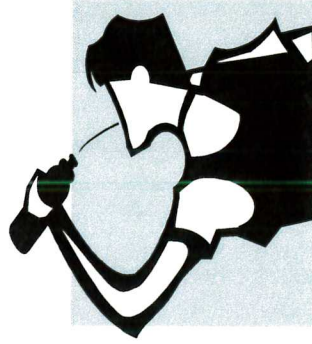


# Health, Nutrition, Injury Prevention

Eat Healthy, Balanced Diet, Healthy food: To  
Go Nuts, Energy Bars, Fruit, Chocolate Milk

## Hydrate!

Water, Sports Drinks, Some  
Caffeine, but **Not** Alcohol, Energy  
Drinks, Junk Food



Potassium prevents cramping.  
Eat bananas, Avocados, Acorn Squash,  
Sweet Potatoes.

Sensible Exercise Program, Stretching, Warm Up, Regular  
Medical Check Ups.

# INJURIES

Report all injuries  
Treat & Rest-clean the wound, ice, elevation  
Sudden & Chronic or Long Term wear & tear

Sore Muscles or Injury???

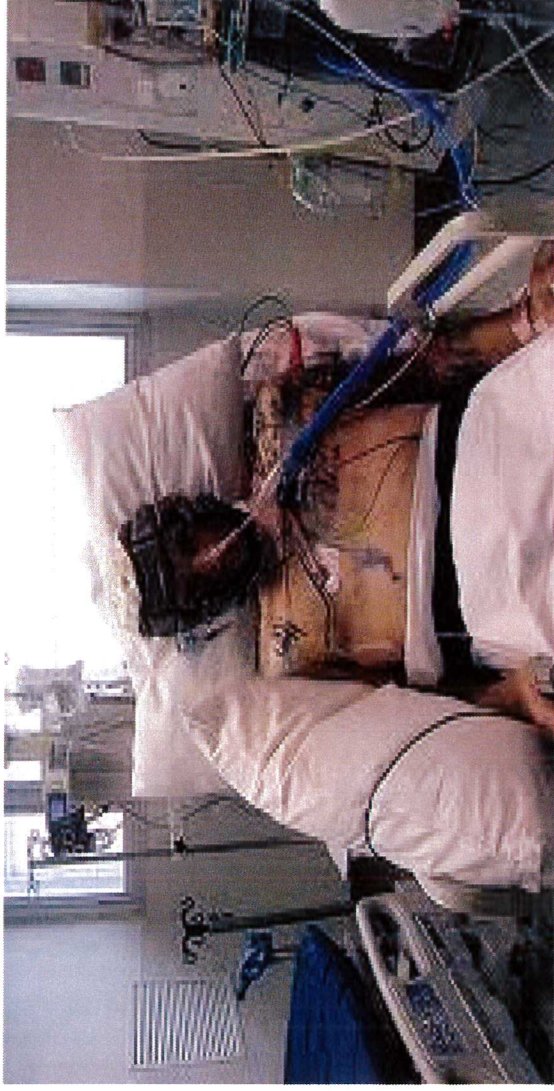
Symptoms of Heat stroke, Exhaustion, Dehydration

Heat Stroke: No sweating, 105<sup>^</sup>, red hot skin, heart & breathing <sup>^</sup>, TX: Cool, 11-41

Heat Exhaustion: sweating <sup>^</sup>, thirst, dizzy, heart<sup>^</sup>, TX: Cool vic. Hydrate

Dehydration: Dry mouth, thirst, dizzy, TX: Cool & rehydrate

Trauma: TX as appropriate, error on side of medic or hospital



# HELMET

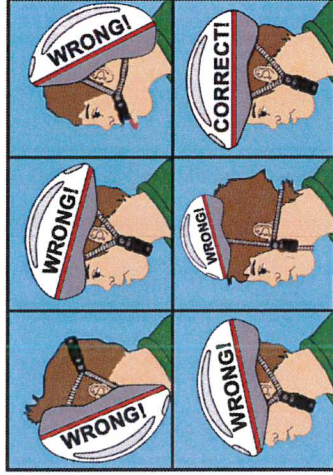
## Types:

**Proper Fit - Centered on head**

**Straps - Correct adjustment, not too tight, no slack**

**Condition - Cracks, Wear, Damage**

**One Impact and the helmet is done.**



# OFFICER SAFETY-Strap on or Strap off?

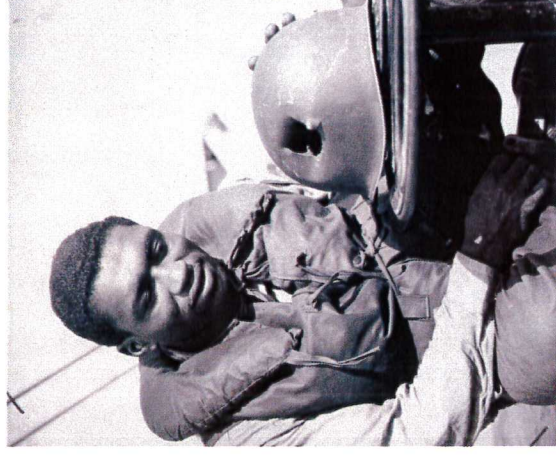
## Strap off;

- Helmet cannot be used as a grab point to control head
- Straps cannot be grabbed & used to strangle officer
- May forget to secure helmet during quick response
- Less to zero impact protection



## Strap on;

- Helmet is secure, serves as impact protection
- Helmet will be strapped on when you ride
- Helmet & straps can be grabbed to control head/strangle



## Number one priority is SITUATIONAL AWARENESS.

- Be aware of your surroundings
- Keep a safe distance
- Correctly read your environment
- Wait for cover
- Use appropriate force options

*Gloves:*

Proper fit. Protects from sudden damage & helps prevent repetitive use injuries



Hard knuckles not allowed

Shoot & manipulate firearms

*Eye Protection:*

Wind & Debris protection



*Sun Protection:*

Sunscreen

Clothing



# Police Bike

- Must be marked "POLICE" (distinctively marked)
- Operated by a Police Officer
- Solid red to front Blue Light
- Horn of at least 115 decibels

Must have all required lighting: Front headlight, reflectors

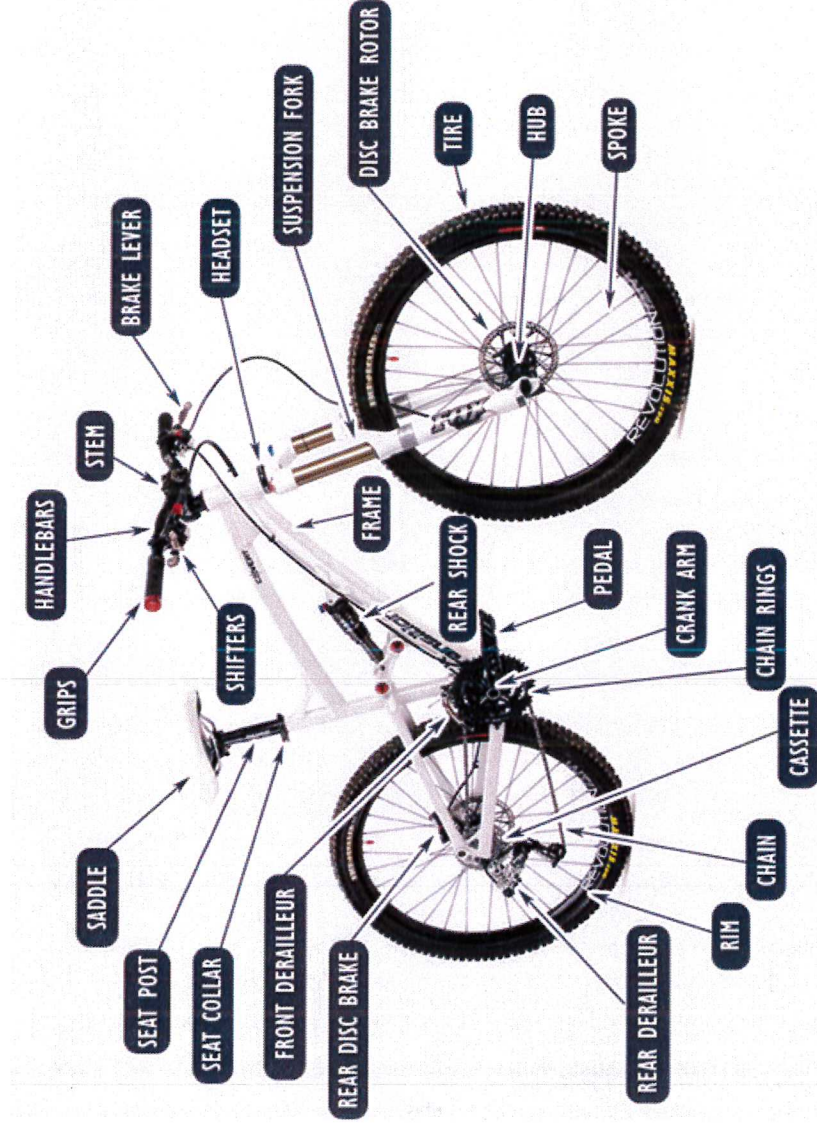


CVC 21200(b)(1) Peace officer exempt from 21200(a) (A) Response to emergency call (B) engaged in rescue operation ( C ) Immediate pursuit of an actual or suspected violator of law DOES NOT RELIEVE OFFICER OF OPERATING WITH DUE REGARD

2800.1(b) Evading if following 1. bike distinctly marked 2.operated by police officer 3. Verbal command to stop 4. sounds 115 db horn 5. hand signal to stop 6. person is aware or reasonably should have been aware of verbal command, horn, hand signal, but refuses to comply



# BICYCLE NOMENCLATURE (What my bike is made of and how it works!)



Bike Bag Equipment: Spare tube, tire spoons, pump, multi-tool, reports, bags, first aid, water, reports

# Bike Fit & Sizing

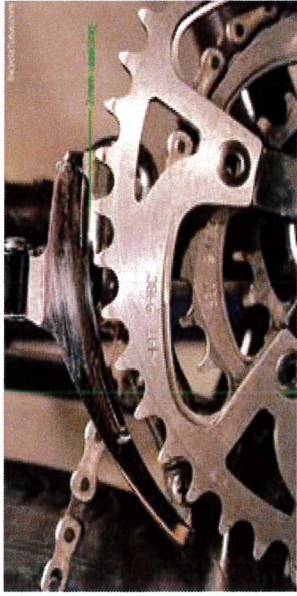
Seat adjustment

Headset angles

Pedal stroke slight bend of leg at bottom of pedal stroke



## FRONT CHAINRINGS



Numbered opposite of rear cassette.  
1 is small, inside ring, 3 is outside,  
big ring

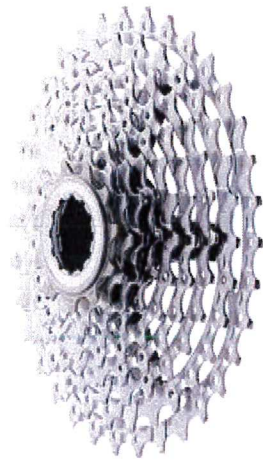


Front Deraillieur  
guides chain



Police bikes have three chain rings. The small inside ring is good for hills.  
Middle is a universal. The big chain ring is good for speed.

Gearing is important to the rider and bike. Gear selection will assist in riding endurance, traversing obstacles, climbing hills. Proper gear selection is important in slow speed riding, tight maneuvering, operating in crowds.



Rear cassette is numbered from low gear to high gear. Each sprocket is a gear.

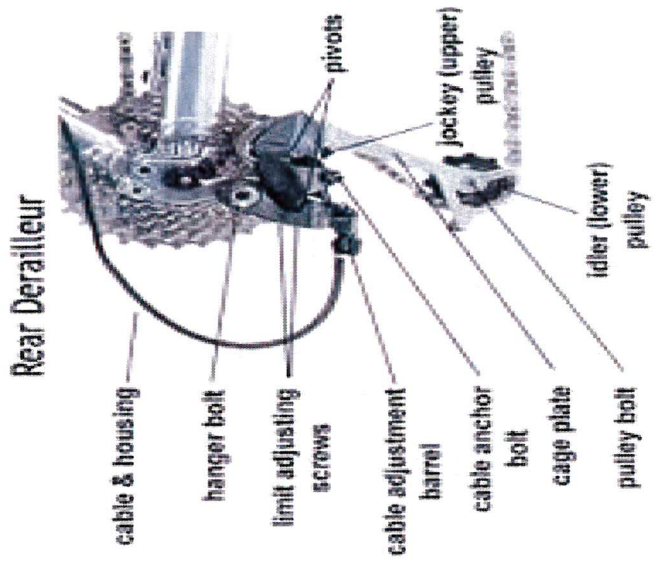
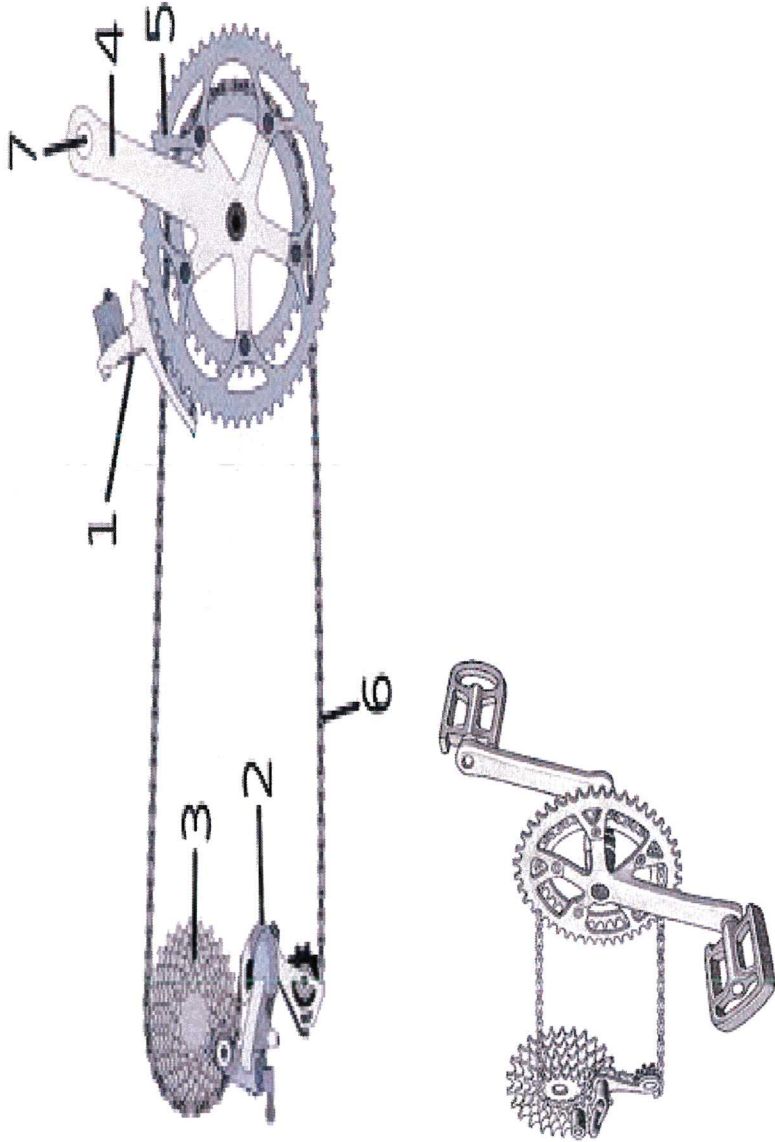
The big gear is the inside sprocket, or First (1) Gear. It is high power-low speed. Good for climbing & obstacle work when combined with threshold breaking.



1, 2, 3, 4, 5, 6, 7, 8

The small sprocket is located on the outside. The number will vary depending on how many sprockets are on your cassette. It is high speed but takes more leg power

# GEARING



# Use of Shifters

Two types- Thumb Shifter and a Twist Shifter



Paddle/Thumb



Twist  
Shifter

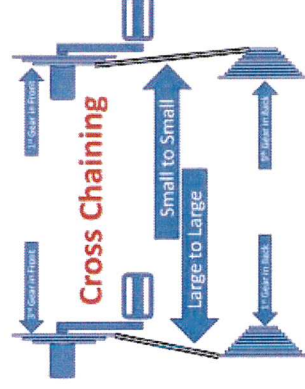
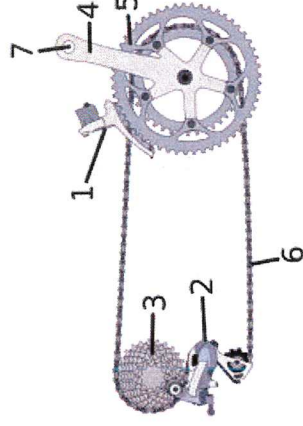
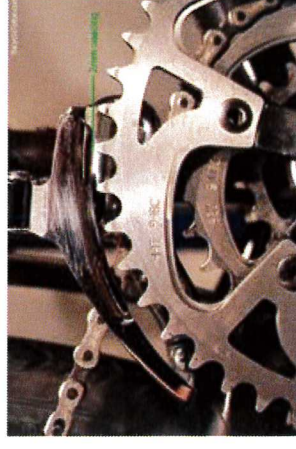
Both effectively work the same. You are pulling or releasing cable that moves the derailleur's to guide chain onto selected gear.

When shifting use light pedal pressure. Anticipate the gear selection. Do not wait until climbing hill to shift into a low gear. If you do, simply ease up on pressure of pedal stroke as you shift.

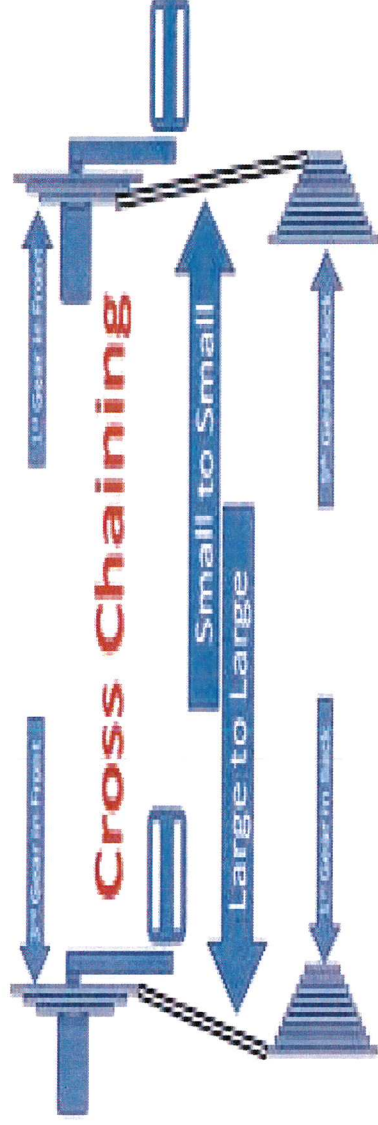
Shifting will only work if you are turning the pedals.

# GEARING & SHIFTING

- Critically important
- Proper gearing makes riding easier-improves bike performance

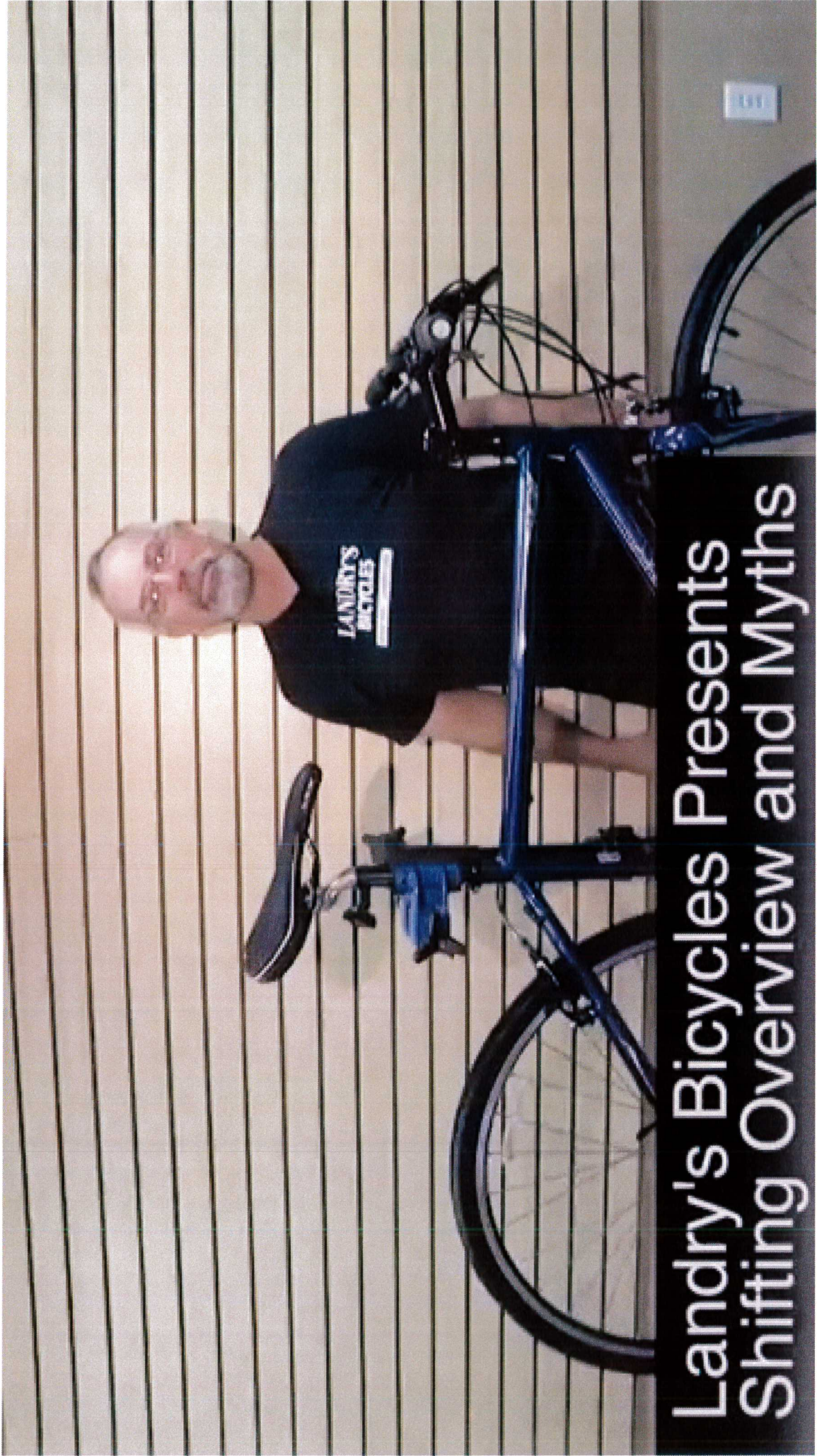


# CROSS CHAINING



**Bad for bike, Bad for you**  
**Inefficient-you will be working too hard**  
**Can break chain, or lead to broken chain**  
**Damage to gears**





# Landry's Bicycles Presents Shifting Overview and Myths

# INPUTS

## HOW YOU CONTROL THE BIKE

Four Basic Inputs: Steering, Pedaling, Weight Transfer, Braking

Steering: Moving the Handle Bars

Pedaling: Pressure & Cadence

Weight Transfer: Moving your body to influence the bike

Braking: Use of brakes to stop bike and use of threshold braking to improve control



**INPUTS-**

- PEDAL PRESSURE
- STEERING
- BRAKING
- WEIGHT TRANSFER



**UNDERSTANDING INPUTS & APPLYING CORRECTLY ALLOWS US TO CONTROL THE BIKE IN ADVERSE CONDITION**

**Braking;**

**Most braking force from front brake**

**Disc v. rim**

**Maximum braking – use of both brakes with weight transfer**

**Feathering brake allows resistance input to assist slow speed operation**



# VEHICULAR CYCLING

## CYCLING IN TRAFFIC

**OBEY ALL TRAFFIC LAWS**

**RIDE PREDICTABLY**

**RIDE THE RIGHT AS FAR AS PRACTICAL -- YOU NEED A 3-4 FOOT WOBBLE LANE  
BE VISIBLE**

**ACKNOWLEDGE DRIVERS**

**PASSING CARS-PASS ON THE LEFT**

**WORK AS A TEAM**

**BE AWARE OF AND ANNOUNCE HAZARDS --RUTS. GRATES. GLASS. DEBRIS. PEDESTRIANS. CARS. CYCLISTS  
ANNOUNCE MOVEMENTS**

**Speed positioning principle-slowest moving vehicles operate in the far right lane**

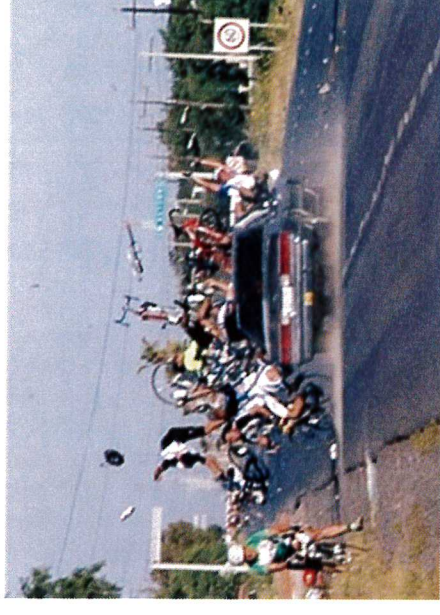
**ONE THIRD LANE RULE-OCCUPY THE RIGHT ONE THIRD OF THE LANE**

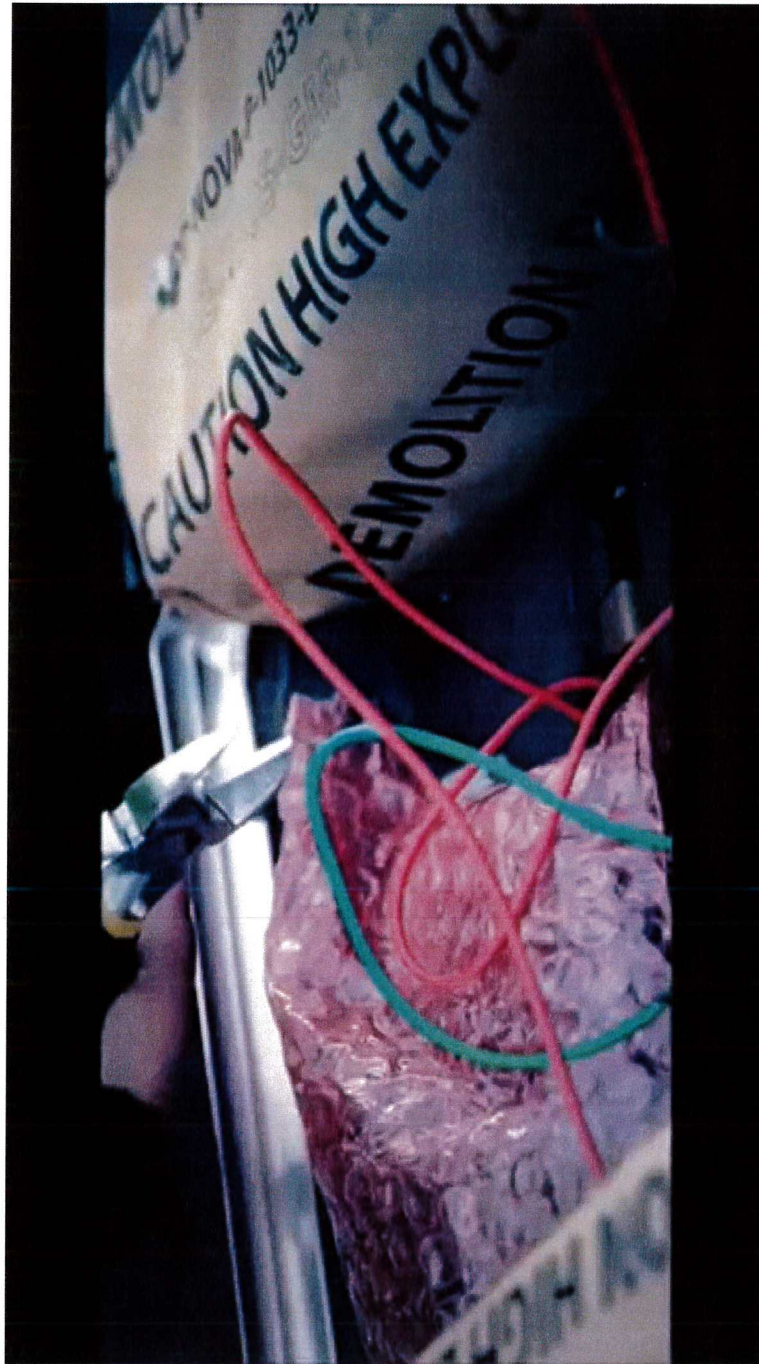
**LOOK BACK**

**BUND SPOTS ON VEHICLES**

**USE HAND SIGNALS**

**RIDE DEFENSIVELY**





Flat Tire Fix



### Basic Cleaning & Maintenance

- Keep it clean
- Lube your chain
- Tighten your bolts
- Check for wear
- If you don't know it, don't try & fix it

## ABC Air, Brakes & Chain-Check them every time

