



Certification Training Manual

National Skate Patrol Manual

The following pages are the contents of the certification program of the National Skate Patrol.

NSP Chapter as of 07/14/2015

- Atlanta, GA
- Boston, MA
- Central Park, NY
- Chicago, IL
- Dallas, TX
- Detroit, MI
- Nashua, NH
- Philadelphia, PA
- Pittsburgh, PA
- South Beach, (Miami Beach) FL
- South Florida, (Boca Raton) FL
- Washington, DC

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Section 1-Introduction

Mission Statement

The International Inline Skating Association (IISA) was formed in July 1991 to develop a single unified organization specifically for inline skating that services the recreational, competitive, and safety needs of inline skaters worldwide.

With the growth of the sport of inline skating came the need for park systems to allow skaters to better coexist with cyclists, pedestrians and other park users. One method of accomplishing this is establishing a Skate Patrol. Inline skaters have proven effective in monitoring heavy use environments in an attempt to keep the shared paths safe for all users.

Mission:

The purposes of the Skate Patrol are to provide a service to athletes using skating areas by:

1. Distribution of inline skate safety and education information to skaters.
2. Making skaters aware of park etiquette and ordinances.
3. Communicating with the local authorities regarding injuries.
4. Provide on-site stopping instruction to those in need.
5. Promoting the safe use of areas for all participants.

Skate Patrols are not designed to ticket skaters or pull users from trails or city streets, rather to monitor areas to make recreational activities more enjoyable for all. This also includes safely leading local group skates. In emergency situations, patrollers are instructed to communicate with local authorities

National Skate Patrol Certification Program

The National Skate Patrol Certification Program was designed to instruct the intermediate to advanced skating candidate to be an exemplary ambassador to the sport of inline skating. As a member of NSP the patroller must understand what the goals of the organization and the local chapter. Additionally they must understand what is expected of them as volunteers. NSP is not a skate club, it is a volunteer organization where members are required to fulfill minimum service requirements and increase the visibility of the entire organization. It is our goal to educate communities on how skaters can

co-exist with cyclists, runners, walkers and pedestrians on paths and roadways. One of our key tools for this is to provide basic on site instruction to beginners to enhance a safe, fun environment for all.

Section 2-Preface

This National Skate Patrol Certification Guide was created for patrollers to use as a guide and is by no means an all-encompassing curriculum for the patroller. The intention of this manual is provide a format which will help develop the skills required for a patroller to execute their duties of keeping trails, paths and street skates safe while promoting the sport of inline skating.

The ultimate goal of this manual is to provide a standardized national format for patrollers to follow. This format is to be used by the patroller as a guide in basic teaching instruction, making skaters aware of trail/road etiquette and ordinances, distributing safety and educational information and promoting a safe and fun environment for all path participants and group skate participants. Having a National Patrol with standard procedures enhances professionalism and creditability. Individual certified patrollers are volunteers with a **strong desire** to help others while supporting the sport of inline skating.

- **Safety**
 - Safety is helping others with safety gear, skates, how to wear them, use them, and most of all, common sense while skating.

- **Fun**
 - Fun is a very important element of skating especially for a beginner. It encompasses helping a beginner's performance by breaking down barriers of fear, thus creating a constructive and enjoyable environment for all.

- **Learning**
 - Learning is awareness. Awareness helps beginners get on their way safely and confidently. A volunteer should provide pertinent information to all participants that will allow them to learn the basics of skating while promoting a safe and fun environment.

We hope that you will find this manual helpful as you begin your membership as a certified patroller with your local chapter of the National Skate Patrol (NSP).

Section 3-Safety

3.1 Skaters' Safety

The safety of skaters should be the primary concern of every patroller. A patroller should not only wear all equipment but should also promote others to wear their equipment. Safety is a key factor in having fun. A safe skater and a safe environment promotes fun and confidence. In order for skaters to perform at an optimum level, you should make observations and adjustments in the areas listed below.

- **Equipment**
 - Patrollers should perform a visual check on the following things before assisting a beginner skater: *Do the skates fit properly and are they on the correct feet? Does the skater have protective equipment on correctly and fitting correctly?*
- **Protective Gear**
 - While it is encouraged that Patrollers should wear full protective gear, at a minimum an active patroller must wear a helmet and wrist/palm guards. If teaching a stopping lesson, a heel brake is mandatory. Help assist skaters by making sure their gear fits properly and is in good working order. Make clothing recommendations for adequate protection.
- **Physical Condition**
 - Skating is an active sport. In warm weather conditions advise skaters of the effects of dehydration, sun exposure, and heat related fatigue. Inform skaters of drinking fountain locations and encourage fluid consumption. If you notice fatigue setting in, suggest taking a rest break.
- **Terrain**
 - Help skaters be aware of the terrain for their level and the ability. Selection of proper terrain can enhance or inhibit success of a beginner skater. When assisting a beginner the patroller should realize that skating on terrain that is too advanced early in the skater's development can create defensive habits which later may be hard to eliminate.
- **Psychological Condition**
 - Learn how to recognize fear. Talk about fear and anxiety with the skater. Let them know that it is natural to feel

apprehensive when trying a new skill. However, through wearing the appropriate gear, and knowing how to control their speed, that skating can be a very safe and enjoyable activity.

3.2 Rules of the Road

Patrollers should always share the rules of the road with skaters and enforce the importance of adhering to these rules both on trails and streets.

1. Skate Smart

- Always wear protective gear-helmet, wrist guards, elbow pads, kneepads, and heel brake.
- Master the Basics-moving, stopping, and turning.
- Keep your equipment in safe condition.

2. Skate Legal

- Obey all traffic regulations. When on skates, you have the same obligations as any wheeled vehicle

3. Skate Alert

- Control your speed.
- Watch for road hazards.
- Avoid - water, oil, sand.
- Avoid - heavy traffic, use designated bike/skate lanes.

4. Skate Polite

- Skate on the right; pass on the left (US only).
- Announce your attentions by saying, "passing on your left."
- Always yield to pedestrians.
- Be a good-will ambassador for Inline Skating.

Section 4-Teaching Techniques

Learning

Learning involves an active partnership between patroller and beginner skater. Patrollers have the ability to introduce and develop a large spectrum of behaviors and strategies that result in a successful learning experience.

Teaching Model

The teaching model listed below is based on renowned educator Madeline Hunter's research on successful teachers and is a guide for organizing the content of your lesson.

- ***Set the Goal***
 - Communicate the goal with the beginner skater.
 - Consider the lesson time constraints.
 - Be realistic.

- ***Teach to the Goal***
 - Choose appropriate activities/exercises to attain your goal.

- ***Utilize Techniques That Ensure Learning the Goal (Principles of Learning)***
 - Get the beginner skaters excited about what they are going to learn.
 - Use small learning steps based on acquired skills of beginner skater.
 - Demonstrate and tell the beginner skater what you want them to do.
 - Focus on the performance of the most important part of the activity or exercise.
 - Keep the beginner skater moving and doing
 - Make sure the beginner skater knows what you want them to do

- ***Monitor and Adjust to the Beginner skaters' Performance***
 - Carefully watch the skater's movement patterns.
 - Provide positive feedback.
 - Adjust your skater's focus or adjust your choice of activity/exercise.

- ***Provide Closure***
 - Show how the activities achieved the goal.

- Provide the beginner skater with practice and safety information.
- Suggest the beginner skater gear up and take a lesson from a certified instructor.

Section 5 - Basic Skating Skills

5.1 Ready Position

Introduction

The ready position is the stance a skater would learn as the most comfortable, stable position to be in while on their skates.

Beginner Ready Position

The skater should stand with their feet shoulder width apart. The ankles, knees, and hips should be slightly flexed with the shoulders comfortably forward, hands and arms should be level with your belly button just outside of the shoulders.

Note: some beginner skaters may feel more comfortable learning the "Ready position" on grass before trying on the pavement.

Advanced Beginner Ready Position

Essentially the same as in the beginner position but the skater should be able to attain this position while in motion on a skating surface in addition to the stationary mode.

Section 5

5.2 Stroking

Introduction

Stroking is the process by which skaters propel themselves forwards or backwards. Stroking technique can help to control speed.

Beginner Skater Position "Ready Position"

Before you teach someone how to go, you need to show them how to properly stand in their skates. Instruct the beginner skater to stand with their feet shoulder width apart, knees slightly bent and make sure their hands are in front of them. If the skater shows a lot of fear and feels as if they are going to fall, show them how to put their hands on their knees, thus lowering their center of gravity and requiring them to bend their knees.

Safe "T" Stance

Show the skaters how to put one of their skates' perpendicular to the other so they can't roll around. It will give the skater more confidence if they don't feel as if they are rolling around.

Beginner Stroking

"V" Walk - From the ready position, the skater initiates a step forward with the skates forming a "V" position (toes out). The stepping action should be done from a comfortably flexed stance. The skater should be concentrating on applying pressure to the inside edges of their skates. This is also often times referred to as the "Duck" walk.

Forward lunges - With one foot in a "V" position, apply pressure to the inside edge of that skate lunging the other skate forward, concentrating on applying pressure to the inside edge of the skate.

5.3 Gliding

Introduction

Gliding is forward or backward movement without propulsion. Gliding is also the first developmental step after the beginner has learned the ready position and the "V" walk. Gliding is a smooth movement which introduces the beginner skater to the sensation of maintaining balance while in motion. It is essentially a moving ready position.

Beginner Gliding

Gliding is the ability of the skater to establish balance while in motion. While in the ready position, have the skater scissor their skates back and forth to simulate the freedom of movement they will experience once they move to pavement.

5.4 Stopping

Introduction

Stopping is the process by which a skater terminates their forward movement. Stopping is accomplished by increasing the amount of friction between the skater's heel brake or wheels and the skating surface.

While there are many methods of stopping, the safest most effective method is the use of the heel brake. This is the only method that members of NSP are authorized to teach.

Beginner Stopping

Heel Brake Stop

1. In a stationary position, the skater assumes the ready position, knees slightly bent. While the skater is in the ready position, they will shift their weight to their supporting leg.
2. The skater then scissors their braking foot forward so that the heel brake on the braking foot is parallel to the first wheel of the supporting leg's skate.
3. Then gradually lift up the braking toe. Apply pressure to the heel brake while bringing the skater to a slightly lower sitting position. The amount of pressure applied to the heel brake determines how fast the skater will stop.

Repeat the above progression dynamically. The patroller should make sure the skater does not allow their upper body to lean forward past an imaginary vertical line drawn from the heel brake through the braking knee and up to the shoulders.

Section 6 – Road, Trail and Equipment Awareness

6.1 Road & Trail

- Be educated on your city's streets and park ordinances.
- Obey all traffic signals and road regulations.
- Skate on the right and pass on the left.
- Always announce your intentions when passing: "On your left"
- When skating in a group, announce risks that may arise on the route: "Car up", "Biker back," "Pothole," etc.
- Be aware of your trail and road conditions, locations of water and emergency assistance.

6.2 Protective Equipment

In recent studies, factors cited as contributing to inline injuries were lack of protective gear, lack of proper instruction and high-risk behavior. Skaters can protect themselves and others from injury through the use of proper equipment, skill development and common sense. Full Protective gear includes:

- Helmet
- Knee Pads
- Hand/Wrist protection
- Elbow Pads
- Heel Brake
- Reflective clothing and blinking light for night skating

6.3 Proper Usage of Equipment

Once outfitted with a pair of skates and a full set of protective equipment you're ready to hit the streets or trails. It is critical that a skater understand every aspect of how their equipment works and how to make it work best for them. Each piece of protective gear was designed for a purpose to protect the areas it covers in addition to work with all other pieces of protective gear to protect the entire skater.

Skaters wearing protective gear are far less likely to become injured. Protected skaters report skating is more enjoyable because they are more relaxed and can skate with greater confidence. Remember, however, having skates and full gear does not mean a skater is fully protected. Injury can still occur but the severity of the injury decreases as gear is properly worn.

Perform a visual check of all skaters' protective gear and skating equipment.

- **Skates**

Do the skates fit properly? Are all buckles and laces fastened correctly? Are the skates on the right feet? Perform a visual check of the feet. Remember a beginner skater may not be familiar with all aspects of their skate.

- **Helmet**

Helmets help prevent injury to all areas of the head and should be ANSI, ASTM or SNELL approved. A helmet should be buckled and fit snugly on the top of the head.

- **Knee Pads & Elbow Pads**

These should have some type of hard plastic protection covering both the knee and elbow area. This will enable the skater to slide during a fall. In addition, they should fit snugly so they retain their position during a fall. It is important that these are worn correctly.

- **Wrist/Hand Guards**

These should have some type of hard plastic protection in the palm and wrist area. This will enable the skater to slide during a fall thus reducing the initial impact of the fall.

- **Heel Brake**

The heel brake is the safest method of slowing down and stopping for all levels of skaters. Check to make sure the skater has a heel brake and if it is worn or not.

Gear/Equipment Tips

- All gear should be durable, securely fitted and designed to allow the skater to slide upon falling.
- All equipment should be properly maintained.
- Buckles and broken laces should be replaced, wheels should be rotated and replaced when wear becomes uneven.
- Bearings that are not properly lubricated can "lock up" unexpectedly.

- Bolt systems should be checked and secured regularly. It's a good idea to bring along an extra bearing and a skate tool for on-road repairs.
- Avoid skating through water, dirt and sand as this will reduce the life of your bearings.
- Pop bearings out and wipe them clean often. Plastic shields on protective equipment should be replaced when thinned or cracked.

6.4 Skill Development

A solid foundation of correct skills will add to the enjoyment of your skating. People who take lessons are found to enjoy the sport more and are more likely to continue to participate for fitness, sport and recreation.

Safe skating is comfortable confident skating and skill development is an ingredient in this. The lessons that a patroller provides are instrumental to building the confidence in a beginner skater and making the skating experience much safer and more enjoyable.

Instruction: National Skate Patrol (NSP) vs. Inline Certification Program (ICP)

- **NSP**

As a member of the National Skate Patrol, you are qualified to teach a beginner skater proper stance, beginning motion and heel brake stopping. These are the basic foundations of skating. If a skater wants to progress further, you can refer them to an ICP certified instructor.

Finally, as a member of the NSP, you serve as a volunteer and are not permitted to take money from the skaters you teach. It is your job to act as a local ambassador to the sport of inline skating.

- **ICP**

Instruction is available to skaters of all levels though the International Inline Skating Association's (IISA) Inline Certification Program (ICP). Certified Instructors must pass a number of tests and attend weekend clinics to attain certification as instructors. All Certified instructors teach a standardized skill building teaching methodology and act as local ambassadors to the sport. There are thousands of instructors in the US and internationally in Canada, Europe, Asia and Australia. To find an instructor in your area visit

the IISA web site at www.iisa.org.

6.5 Road and Trail Safety

- **Braking**

Know how to brake and teach others! The heel brake is the only method of stopping that a patroller is permitted to teach a beginner skater. There are several ways of stopping but all skaters should master the heel brake before skating on the streets. However, a skater's ability to brake "on a dime" is not as important as his ability to maneuver.

- **Scissoring for safety**

The scissoring position is the same position used to prepare for using the heel brake, knees are bent, hands are in front and one skate is forward and the other is back. This position allows for additional stability when transferring from a low friction surface to a high friction surface (smooth to bumpy roads, pavement to grass, over garden hoses, man-hole covers, cracks and bumps), a skater in the scissor position, can shift his weight back and comfortably skate through the transition of surfaces.

- **Skating Skinny**

Skaters on the streets should take caution to signal to other pedestrians and vehicles that they are indeed, in control. A skater can do this in many ways. The definition of "Skating Skinny" is an important piece of information for a patroller to transfer to skaters that are participating in an organized group street skate.

When sensing a car coming up slowly behind you (or honking relentlessly) begin to coast, look over your shoulder and wave the car past you. As you skate through crowded areas, decrease the intensity of your push, and shorten the length of your stride, thus "skating skinny".

- **Controlling your speed and skating on hills**

Controlling your speed is essential to safe inline skating. This can be done by decreasing the intensity of a stroke, braking forward momentum with alternating carved turns or with the heel brake. The heel brake should be understood similarly to the brakes on a car. A slight tap or small compression will begin to slow the skater to a controllable coast. When skating on a hill (driveway, small decline, bridge, etc.) the heel brake should always be engaged at the top of the hill, slowly letting off the brake as you become more comfortable with the level of speed you are reaching. It's easier to maintain control, than it is to regain control once you've lost it. This is an important piece of information for a patroller to share with a beginner skater that could be coming upon a hill, either on a path or during a group skate.

- **IISA Rules of the Road**

The IISA Rules of the Road Encourage skaters to:

Skate Smart-by wearing the gear and taking lessons

Skate Legal- by obeying traffic regulations

Skate Alert- by controlling speed and watching for hazards

Skate Polite-by skating on the right, passing on the left and always yielding to pedestrians. Announce your intentions by saying "passing on your left!"

- **Anticipation**

When traveling on a two-way path or road behind other skaters, bikers, runners or cars, anticipate the flow of traffic and adjust your speed.

- **Skate with others**

For safety reasons, patrollers should always skate in teams two, not only for themselves but also to safely assist others.

- **Communicate dangers and hazards to other skaters**

When skating in groups, skate single file in areas where you are sharing the road (skate skinny). Lead skaters should be responsible for pointing to and shouting out any obstacles, debris, traffic flow and light changes. All skaters are responsible for notifying the group of vehicles by pointing and shouting the appropriate Patrol Call, which include:

"Skate Skinny": Decrease the width of your stride to decrease the amount of space you take up to allow for cars, bikers, walkers, etc. to get by or to pass through a narrow area in single file as a group.

"Car Back": Acknowledges the fact that a car is coming from behind and all skaters should move over to the right to allow the vehicle to pass (use in the same context with bike back).

"Car Up": Acknowledges the fact that a car is coming toward the group from ahead and all skaters should move over to the right to allow for the vehicle to pass (use same with bike up).

"Car Right": Acknowledges the fact that a car is coming from the right at the nearest intersection and skaters should stop or adjust their actions accordingly. Be sure to have eye contact with the driver prior to proceeding in front a car that is turning.

"Car Left": Same as above only car coming from the left.

"Stop": Leaders of the group stop and wait either for a light or for the rest of the group to catch up. This is sometimes accompanied by a hand signal with both hands over the head so the entire group can see.

"Passing on Your Left": Acknowledges the fact that you are approaching an individual and are about to pass them on their left side. As you hear this call skate skinny to allow the individual to pass.

Section 7 – Responding to Injuries: First Aid

As patrollers, we have to learn how to identify an emergency and how to take appropriate action. An emergency is defined as something, which requires you as a patroller to assess and react to a situation to ensure the safety of the injured party. As patrollers we can gain the appropriate training from the American Red Cross, or the American Heart Association. In addition, patrollers carry radios and/or phones with us at all times while on patrol. It also means carrying bandages and other medical supplies that may be need while on patrol. Finally as a Patroller take charge of a situation until additional help arrives.

7.1 Action Plan/Immediate Response - Check, Call, Care

Our first steps in any potential emergency situation are Check, Call, and Care. First we must check the scene. How many victims? Is the scene safe? What is the severity of the injuries? Are there any other bystanders that can assist you? Is there a telephone nearby? Once we assess the situation, we must call the Emergency Medical System (EMS) if necessary. After calling, we must care for the victims to the degree that we are trained.

After we check the scene, we must divert any traffic and bystanders away from the scene. We must also remove anyone who is unable to handle the situation, or who is becoming hysterical.

7.2 Liability

Just as there are legal concerns with skating and skating instruction, there are also legal concerns with care and response to emergencies. The most important law to remember is the Good Samaritan Law, which protects any rescuer from legal action when they provide emergency care to ill or injured persons. The law's scope protects rescuers who have nothing to gain for their action, and it requires a reasonable and prudent action based on the level of the rescuer's training. Another law to remember is the Duty to Act Law, which is in effect in approximately 10 states nationwide. It states that someone with a certain level of emergency training (usually First Responders, E.M.T.'s, and E.M.T.-Paramedics) must act in an emergency. This is a legal obligation in relation to their training. If they are present at an emergency situation and don't act, they can be held legally liable for failure to act. The third law that we need to be aware of is the

Abandonment Law. This law states that, once you have begun care for an injured person or persons, you cannot discontinue care or leave the scene until E.M.S. arrives. The act of discontinuing care or leaving is abandonment and you can be criminally charged. Although the last two seem a little extreme, it is important to be informed on what the law requires and mandates with regard to responding to emergencies.

7.3 Emergency Response Training

As a National Skate Patrol member, we encourage you attain the basic level of emergency training from the American Red Cross, or the equivalent organization in your country. Each patrol should find out the schedule of their local American Red Cross, or the equivalent organization in your country.

7.4 Summary

Being a NSP patroller is a valuable service to the community. All users of a path, trail, or group skate will value you for your contributions to the quality and safety of their activities. As a patroller, you must remember that accidents will happen from time to time. It is your duty and responsibility to act to the best of your ability and training. Sometimes serious accidents happen that cannot be easily remedied. These situations can be extremely stressful and may require quick decisions with great repercussions.

Section 8 - Breakdown of your National Skate Patrol

The NSP Administrative Office runs the daily operations of the NSP and assists Chapter Directors in the growth and success of their chapters. The Chapter Directors tend to the development of their individual chapter and act as a liaison between the volunteer member and NSP Administration.

8.1 NSP Chapter Directors – Guidelines

**Note these are only guidelines, each Chapter Director must adhere to their local laws and policies.*

NSP Chapter Directors are crucial to the success of the NSP by providing guidance and focus for the Local Chapters.

- Spokesperson for the NSP Local Chapter.
- Conducts NSP Certification and/or Re-certification classes when needed
- Develops local membership guidelines, new and existing.
- Responsible for managing, administering and supervising the activities of the Local Chapter.
- Approves new members.
- Supports and promotes the NSP.
- Works with and support the NSP Officers.
- Oversees the distribution of uniforms to the members.
- Oversees the distribution of donated products to the members.
- Communicates with the members.
- Communicates with park officials, police, retailers and the press.
- Conducts Local Chapter meetings when needed.
- Attends NSP Director's meetings when needed.
- Enforces policies and procedures of the NSP,
- Maintains an accurate list of patrollers.
- Maintains an accurate accounting of all events.
- Makes sure each patroller is an intermediate/advanced skater and 18 years or older.
- Oversees that the Chapter has adequate First Aid training.
- Keeps the spirit and motivation of all volunteers thriving.

8.2 NSP Patrollers

NSP Patrollers are the heart and soul of the entire organization. Their enthusiasm and volunteer spirit is the strength of the NSP. NSP Patrollers:

- Support and promote the NSP.
- Works with and supports the Local Director
- Adheres to the policies and procedures of the NSP
- Only Patrols on a *Director Approved* NSP Skate
- Is an ambassador to the sport of inline skating
- Informs skaters of proper park etiquette, safety information, and park ordinances
- Hand out education material to skaters.
- Monitor Group skates.
- Assist beginner skaters with stopping skills. (Does not teach any other form of skating while in uniform. May inform beginner skaters the benefits of a skate lesson with an ICP Instructor).
- Supports the IISA and the ICP.
- Wears the uniform of the NSP:
 - Red Shirt (Clean and Neat)
 - Black Shorts
 - Helmet (Keep it neat)
 - Knee and Wrist Pads
 - Heel Brake
 - Blinky Light, both front and rear (at night)
- Keeps the spirit and motivation of all volunteers thriving
- It is recommended that each patroller carry a pack consisting of a first aid kit, skate tools, cell phone, money, watch and flash light

Section 9 - Running a City skate 101

A Skate Patroller's Guide on How to Run a National Skate Patrolled City skate. Make sure first and foremost that you are following the laws which are applicable to your community.

Mission Statement:

On National Skate Patrol City skates, the mission of the National Skate Patrol is to skate safely in an urban environment. City skates will give skaters as much freedom as is safe, while insuring the minimum impact on vehicular and pedestrian traffic and without disrupting the quality of life in the neighborhoods the skate passes through.

Guidelines for Personal Conduct

Skate Patrollers should lead by example. Skate Patrollers should be friendly and courteous to other skaters, drivers, and pedestrians. Skate Patrol has no authority over anyone- no one is required to follow our instructions. When we give an instruction, there may be skaters who will not obey. Do not argue with or yell at skaters who do not follow your instructions unless you believe that danger is imminent. If this happens, lead by example, caution other skaters not to engage in unsafe behavior (i.e. do not run red lights, or skate in traffic etc.).

Roles and Responsibilities:

Skate Patrol:

- Runs the skate in cooperation with other Skate Patrollers.
- Guides the city skate along the skate route.
- Starts and restarts skate.
- Determines the location and duration of rest stops.
- Handles any problems or complaints that may arise.
- Must have detailed knowledge of the skate route and the surrounding area.
- Ensures that any special equipment (radios, lights, etc.) is picked up prior to the skate and distributed as well as appropriately distributed, collected after the skate.
- Ensures that the proper announcement (skill level, time, distance, safety, etc.) is given prior to the start of the skate.
- Handles reckless, disruptive, and/or unsafe skaters.

- Is encouraged to give and/or provide time for appropriate skate related announcements.
- Decides, in case of emergency, whether to continue or disband the City skate if the City skate can no longer be safely patrolled.
- Within the first 400 meters of the City skate, identifies weak or inexperienced skaters and advises them to return to the start point right away.
- Special care should be taken to identify skaters who cannot stop.

The Sweep:

- The sweep is the last skater of the City skate. Skaters skating behind the Sweeper are not considered to be skating with the City skate. However, stragglers should not be left in unsafe areas.
- Unsafe areas can be high traffic areas, remote dark areas, etc.
- The Sweeper does not skate as slow as the slowest skater, but maintains a steady pace.
- Assists the Skate Leader in identifying weak or inexperienced skaters, and also advises them to return to the start point if noticeably ill-equipped to safely complete the skate.

Skate Medics:

- Are Skate Patrollers with medical training such as basic first aid, CPR, or more advanced training.
- Should be identified to the group of skaters before the City skate begins.
- Will provide medical treatment within their ability, if noticeably ill equipped to safely complete the skate.

During the Skate, Skate Patrollers:

- Skate along with the other skaters and "mingle" with the pack.
- Identify new skaters and make them feel welcome.
- Answer questions about the Skate Route and safety rules.
- Lead by example, skating safely and communicating all instructions to other skaters.
- Point out known hazards to other skaters.
- Assist other Skate Patrollers as needed.
- Check on every skater who may stop, fall, have equipment failure, or appear fatigued.

Patrolling Intersections

The potential for danger and injury to skaters increases when they are approaching an intersection. Skaters will rely on you to give them the correct signals. For this reason, Skate Patrollers must know how to react at intersections. Conditions are always different, but if the following guidelines are adhered to we will reduce the risk of accident or injury.

- **Safety first.** When in doubt - stop the skaters. If skaters complain or ask why, politely remind them that City skates are not races and safety is our first priority.
- **Anticipate.** Remember that skaters, especially those skating fast, require considerable distance to stop safely.
- **Position yourself properly (and safely).** Be visible to the skaters as they approach, and be positioned IN the intersection that you are guiding the skaters through. If you don't feel comfortable and safe out in position in an intersection, DO NOT signal skaters through it.
- **Interact with skaters as they approach.** Call out to skaters as they approach, use appropriate voice and hand signals.
- **Be alert.** You are probably the only one paying attention to changing conditions and communicate changing conditions to those around you (when the light will change, approaching vehicles, etc.)
- **Vehicles first.** Whenever possible do not allow skaters to enter an intersection where there are stopped vehicles and "trickle" around the vehicles.
- **Respect pedestrians.** Do not allow skaters to stop in crosswalks so that pedestrians can have access.

Possession of an Intersection

Skaters are in possession of an intersection when there are so many skaters passing through the intersection that in all reasonable circumstances no vehicles or pedestrians will attempt to enter the intersection until the skaters have passed through. The **ONLY** time we are able to have possession of an intersection is when we start, or restart the City skate in cooperation with a traffic light. If there is a large unbroken group of skaters, we have possession. If the line is thin or has gaps, stop the skaters and let the traffic pass. If in doubt - let the vehicles and pedestrians pass first. We do not attempt to take possession of an intersection while skating. If it's not a restart, and a crowd of skaters is skating through an intersection and the light turns red, stop the skaters.

By doing this we are consistent with stopping at red lights. We do not want to promote the concept that if there are enough skaters in a group, it's OK to run red lights.

Directing Vehicular Traffic:

- We have **NO AUTHORITY** to direct traffic. However in some emergency situations you may have to signal vehicles to slow down, change lanes, or perhaps even stop briefly.

Emergency Police / Fire:

Skaters on Sidewalk AND STOP - SOS: If a Police, Fire, or other emergency vehicle approaches the skaters, signal the skaters to get out of the street onto the sidewalk or out of the way as quickly as possible, and STOP. When the Skate Route is clear, continue.

Emergency Injured Skater

If a skater falls, is injured, or otherwise requires medical attention we call this "Skater Down". If you come across a "Skater Down":

- Remain calm.
- Immediately radio for a qualified medic and give your location. If you do not have a radio send one skater ahead (does not necessarily have to be skate patrol) and one skater back along the route to contact a qualified Skate Medic or a Patroller with a radio to report the injury and send for qualified Skate Medic.

- If possible, move the injured skater out of the street onto the sidewalk or other safe area. If the injured skater is unconscious, has any type of head/neck injury, or does not want to be moved, do not move.
- If the injured skater is not moved, guide skaters around the area, do not allowing a large group to assemble.
- Do not allow a large group of Skate Patrol to assemble. Patrollers should continue to guide skaters, or if necessary direct traffic. Under almost all circumstances the skate should be able to proceed as normal.
- Allow the most qualified person to provide whatever first aid is necessary to the victim.
- **Call 911 if necessary or if in doubt.**

Problem Areas/Hazards:

If there is a problem along the Skate Route (i.e., a car accident, fire activity, road work, etc.), do not lead the skaters into the area. As soon as a problem or hazard is detected, the Patrollers on the scene should stop the skaters, and lead them back along the skate route to the nearest point where they can be guided around the area, not through the area, and back onto the original route. Patrollers will signal the change to other oncoming skaters (This is an example of why all Patrollers should know what the Skate Route is, where the next stop is, and have a good knowledge of the surrounding streets.)

General Notes and Comments

NSP Does not enforce the individual rules presented by the local club!!

Fighting or Aggressive Behavior:

If a fight breaks out amongst skaters, or between a skater and a pedestrian or motorist, stop the skaters and try to keep other skaters away from the incident. Do your best to prevent a crowd from gathering. Try to calm the situation, but do not get involved in any fights. If the situation escalates or poses risk to the safety of any individual, call 911. If in doubt, call 911.

Irate Pedestrian or Motorist:

If confronted with an angry pedestrian or motorist be as civil as possible. Let them have the right of way. Do not argue. Do not be lured into debates and do not stay with the person any longer than necessary. If a complaint is actually made, handle it with the proper authorities after the skate.

Disbanding a City skate

The Skate Leader will disband the City skate if the Skate Route is no longer safe or the City skate can no longer be safely patrolled. Reasons to disband the City skate include inclement weather, unsafe terrain, or unsafe behavior which threatens the safety of the skaters. If a City skate is disbanded, assist the skaters in returning back to the endpoint of the City skate.

Your "Final NSP Note" to remember

- Lead by example.
- Be polite to all drivers and pedestrians.
- Always wave to the police.
- Never use profane or obscene language.
- Keep up to date on club activities and encourage participation in these events. If skaters are not members of your club, encourage them to join.

Section 9 NSP Code of Ethics

CODE OF ETHICS

As a member of the Skate Patrol you represent your city or park to literally thousands of people on a daily basis. You are an ambassador of your city or park. The manner in which you present yourself is vital to maintain the integrity and respect engendered in the early years of this volunteer program. Volunteers must conduct themselves ethically and responsibly while on shift and must adhere to the following basic rules of conduct.

1. Maintain and uphold a professional image in terms of both conduct and appearance. Uniforms should be clean, and worn in their entirety. Personal grooming should be impeccable and all equipment should be properly cleaned and maintained.
2. Any dealings with the public are to be conducted courteously. Ensuring a safe, enjoyable park experience for all park patrons is priority one.
3. Volunteers are expected to provide some conflict resolution to prevent the interests of one user group superseding those of another. To this end, volunteers will work cooperatively with Park Rangers, Lifeguards, Police and other staff, sharing knowledge and expertise.
4. You are a role model to the thousands of skaters utilizing the park and streets, consequently your skating skills and obedience to the "rules of the road must be sound.

Thank you for participation in the National Skate Patrol. Your time and effort will be an invaluable service and is truly appreciated.

We wish you a safe skating season.