

RIDE SAFETY & ROAD RULES

RIDING IN A GROUP.

INTRODUCTION

Group riding requires the full attention of all the participants. The group ride will be structured and the organizers will attempt to educate the less experienced riders. Riding in the group does not relieve any of the participants of their responsibility to exercise good judgement and does not place the responsibility for your personal safety on the Road Captain. You alone are responsible for your own safety!

Inexperienced riders should first ride with their friends and learn the basics of group riding before participating in an organized group ride.

ROAD RULES

The group will be led by a Road Captain and the group is expected to follow the Road Captain and watch for his/her directions. Some instructions the rider should be aware of follows:

1. All riders are expected to arrive at the group ride meeting point with a full tank of gas, a full stomach, an empty bladder, and properly clothed, ready to ride for at least two hours before the next stop.
2. All riders are to ride in a staggered formation following the motorcycle directly ahead by 2 seconds and the motorcycle in the other left or right lane position by 1 second.
3. Check your riding position by checking the rider's mirror ahead of you. If you cannot see their face in their mirror you are too close.
4. Safety is everyone's responsibility. Do not consume alcohol or use any drugs or medication that would impair your judgement or ability to ride.
5. If you have any concerns about the group ride speak to the Road Captain and they will try to address your concerns.
6. The entire width of the lane belongs to you or the other rider so do not ride beside another rider. Allow room to swerve in case of an emergency or road obstruction.

7. Keep your position within the lane and do not cross from one side to the other side of the lane as this may disturb other riders and cut off their vision.
8. If at any time a rider feels they are riding at a level beyond their current skill level they should drop out of the group ride. Trying to keep up with the group may be hazardous to the rider and the group.
9. Watch the traffic lights and when the walk signal begins flashing prepare to stop because the traffic light will turn red momentarily.
10. The group will stop for all traffic signals and obey all traffic laws. Do not run stop signs.
11. Maintain your position within the group and do not pass. If you need to change position wait until the next stop then change your position when the ride starts again.
12. Maintain a constant speed within the group. Do not accelerate past another rider or brake late and pass another rider.
13. If you are riding with a passenger instruct your passenger on the proper riding technique and appropriate protective gear.
14. Less experienced group riders should ride the closest to the center line of the road as that riding position requires less skill or experience.
15. Less experienced group riders should ride near the front of the group where the Road Captain may assess their progress and adjust the ride parameters to compensate.
16. If you must leave the group ride, exit from the side you are riding on, preferably at a location that does not disturb the other riders. Signal to another rider that you are leaving so they may inform the Road Captain at the next stop.
17. A route map and instructions will generally be provided at the beginning of the ride. If you get separated from the group, make your way to the next stop and rejoin the group.
18. Ideally, large riding groups should be split into smaller groups of 5 to 6 riders with each group having a Road Captain and a Sweeper. The groups will maintain a reasonable distance apart to allow room for other motorists to pass.

19. Large groups may be a road hazard so riders must be aware of other motorists wishing to enter or exit the roadway and provide space for them to pass through the group.
20. The Road Captain will increase his/her speed when passing any vehicle to provide room for the following motorcycles.
21. The Road Captain will stay in the left lane (the other riders move left) after passing as long as the road ahead is clear or until all the following motorcycles have passed the vehicle.
22. When the riding group changes lanes on a multi-lane highway all riders will maintain their positions within the lane and the Sweeper will move over into the new lane quickly to hold back traffic until all riders are in the new lane.
23. On a two-lane highway no more than three motorcycles should enter the passing lane at any one time. When they have passed and pulled back in the next three riders may begin passing.
24. If a riding position becomes vacant the following rider in that position of the lane is expected to move up to fill in the vacancy.
25. When a riding position becomes vacant it is common courtesy for the rider who is following, in the other position of the lane, to signal the next rider in the lane with the vacancy to move up one position. If the rider does not signal, slowly begin to move into the vacant position, trying not to startle the rider you must pass.
26. A Sweeper will follow at the back of the group and will stop to help any rider who has to drop out of the group. When the Sweeper stops to help someone, the last rider in the group temporarily becomes the Sweeper and will inform the Road Captain at the next stop that riders have been left behind.
27. If the group gets separated at a traffic light the last rider of the forward group becomes the temporary Sweeper of that group. The lead group will stop or leave a rider to wait for and direct the following group at any intersection where the group turns.
28. As riders drop off the forward group to wait for the following group the last rider in the group will temporarily assume the Sweeper duties.
29. Riders will watch for signals from the Road Captain and other riders and pass the signals along to the end of the group.

30. Blockers will only be used when the Police are riding with the group. The Police will first block the intersection, then a rider will relieve the Police so the Police may move ahead to the next intersection.
31. If a rider is assigned blocking duty they are to remain alert and watch for the end of the group ride so they may rejoin at the rear of the group without holding up traffic.
32. Blockers waiting for the group to pass should not get off their motorcycles and/or remove their helmets.
33. If your riding partner drops out you may choose to drop out to assist but it is preferred you continue with the group to the next stop where the Road Captain will be informed of the missing riders.
34. The Road Captain will send two riders back to check on the missing riders and may opt to continue the ride.
35. More experience riders should ride at the rear of the group, as they are more capable of handling the "rubber band" effect.

ROAD SIGNALS

START YOUR ENGINE will be signaled by the Road Captain rotating, in a circle, his/her vertically extended arm over their head.

ENGINE STARTED AND READY TO GO will be signaled by the rider placing their hand on the top of their windshield or by holding their hand over their head.

LEFT TURN will be signaled by the Road Captain, and passed on through the group, by extending the left arm horizontally.

RIGHT TURN will be signaled by the Road Captain, and passed on through the group, by extending the left upper arm horizontal with the forearm bent 90 degrees vertically upward.

STOP will be signaled by the Road Captain, and passed through the group, by extending an arm towards the ground with the palm facing backward with the fingers spread.

STOP YOUR ENGINE will be signaled by the Road Captain making a horizontal movement with their hand under their chin.

ROAD HAZARD (such as a bicyclist on the right) will be signaled by the Road Captain, and passed on through the group, by raising the left arm vertical and bending the arm at the elbow 90° and pointing right (may also be accompanied by a Single File command).

ROAD HAZARD (on the road) will be signaled by the Road Captain, and passed on through the group, by extending the left leg for a hazard on the left or extending the right leg for a hazard on the right. May optionally point the left or right hand downward at a 45° angle.

SLOW DOWN will be signaled by the Road Captain, and passed on through the group, by extending an arm horizontally and making an up and down movement of the arm with the palm down, parallel to the ground.

SINGLE FILE will be signaled by the Road Captain, and passed on through the group, by raising the left hand over the head and pointing up with the index finger. When single file is signaled the riders should begin increasing their distance to 2 or 3 seconds between motorcycles.

RESUME STAGGERED RIDING will be signaled by the Road Captain, and passed on through the group, by raising the left hand over the head and pointing up with two fingers.

SPEED UP will be signaled by the Road Captain, and passed on through the group, by extending an arm horizontally and making an up and down movement of the arm with the palm up, parallel to the ground.

SIGNAL LIGHT ON will be signaled with the left upper arm horizontal with the forearm vertically upward, with the fingers toward the helmet, and making a "C" with the thumb and forefinger, opening and closing the fingers several times.

COMFORT STOP will be signaled by the Road Captain, and passed on through the group, by extending the left arm upwards and tapping the palm on top of the helmet several times.

NEED GASOLINE will be signaled by the rider patting or pointing to their gas tank. The signal should be passed ahead by the other riders to the Road Captain.

NEED FOOD will be signaled by the rider pointing to their mouth. The signal should be passed ahead to the Road Captain.

RIDE SMART, RIDE SAFE.