



## **Ride Leaders**

### *A matter of responsibility*

**1 Ride leaders** are not necessarily the best or fastest riders in the group, nor do they necessarily lead from the front of the group.

**2 Ride leaders** should come equipped with cell phone, extra waiver forms, incident reporting forms and a writing instrument.

**3 Ride groups** should generally consist of 6 to 12 riders but never more than 18. The larger the group, the more likely that it will become strung out and separated, and far more difficult for motor vehicles to pass safely.

**4 Before setting out**, introduce yourself; let group know the general route, the target average speed and any special features or hazards; plan ahead for any stops en route. Count the number of riders in your group; determine that all riders are members (or have signed the waiver form) and that they are properly equipped with water bottles, lights, etc. Consider the need for a “sweep”, particularly for larger groups, and appoint an appropriate person.

**5 Try to keep**, as a general obligation, his/her fellow riders in the group safe by following Safety Protocol and such other measures as may be prudent under the circumstances

**6 To lead the group** at or about the ‘posted’ average pace for the ride

**7 Anticipate safety hazards** and instruct group riders accordingly – e.g., while it may be safe to ride two abreast in some situations, other situations require that we ride single file. These include roads with higher volume traffic, higher speed traffic, or that have road hazards such as potholes, debris, etc. Think ahead!

**8 To avoid ‘dropping’ slower members** – when safe to do so and where the line of sight is good in both directions, pull over into a driveway or a place that allows the group to get completely off the road and wait for the straggler.

**9 For those members who are repeatedly being dropped**, ask them whether they would be comfortable staying back to join the next group or continuing on by themselves. You should also encourage them to join a slower group for their next ride.

**10 If you stop**, do not stand on the road – get off the road and safely on the shoulder.

**11 Sprints are strongly discouraged** except at known safe spots where there are clear lines of sight and there is no following or approaching traffic.

**12 Neither you nor any member** of your group should cross the yellow line or ride in the lane of approaching traffic.

**13 Encourage communication** of hazards/changes of lanes/etc. through hand and vocal signals.

**14 For mechanical distress** including flat tires, stop the group until the situation is fixed or the rider waves you on.

**15 For accidents**, stop the ride and tend to any injuries. You must report any incidents that may arise during a ride, including accidents, near accidents, interaction between ride/OCC members and the public to the Club Secretary.

**16 To represent the OCC** in any interaction with the general public or police. Remember to share the road with other road users, facilitating their safe passage by your group and treat them with the respect with which you would expect them to treat you. Avoid engaging belligerent drivers.

**17 Riders are expected to adhere to OCC safety protocols** and to follow the instructions of the group leader. Ride leaders are expected to report incidents where a ride member failed to follow instruction that involved a matter of safety, whether or not that incident gave rise to an actual physical interaction or accident, or that involved a matter of the good reputation of OCC and/or its members.

Riders who break safety rules or fail to obey the rider leader's instructions will be warned once only. Should a similar incident occur again, the member will be asked to leave the ride. If a similar incident occurs on two rides in a row, the member's membership in the Club will be terminated.

## **Members - Join the right Group**

**1 Group rides** are categorized by anticipated average pace at which the group will ride

**2 While there will be variations** depending on such matters as route difficulty, weather and wind conditions, ride leaders will attempt to bring the group along at the anticipated pace. However, don't expect that the ride pace will be perfectly on target.

**3 Members are responsible** for their own placement within the appropriate group. However, newer members should discuss this matter with a ride leader.

**4 When in doubt**, choose a slower group – you can always move up next time!

**5 Do not ride** in aero-bar position in a group.

**6 Let ride leader know** if you decide for any reason to leave the ride group.

## **Members - Be Prepared**

**1 Make sure your bike is ready** – tires are properly inflated; brakes and gears are working properly

**2 Go equipped** with what you may need in the case of trouble – spare tube, tire levers, multitool, pump or CO2, water bottles, snacks, money, cell phone, identification, health card, emergency contact information (OCC membership card)

**3 Be able to ride in a straight line**, even with one hand while reaching for your water bottle, eating, or turning. (Note: cell phones should not be used while riding, just as if you were in a motor vehicle)

**Members** - Don't ride too close to the rider ahead of you

**1 Whether riding single file or two-abreast**, you should follow no closer than 12 to 18 inches behind the rider ahead of you.

**2 Ride further apart** when going downhill or in other situations when travelling at higher speeds.

**3 Never "half-wheel"** – i.e., inch ahead of someone riding beside you. This can be annoying and dangerous.

**Members - Ride Predictably**

**1 We are all safer** when we ride consistently and predictably

**2 Brake gradually**, accelerate steadily, avoid erratic or unexpected swerving, communicate turns, slowing, stops, debris well in advance

**Members - Communicate**

**1 Signal turns**, slowing and stopping with hand signals or voice signals or both

**2 Use your left arm**, extended straight out from the shoulder to signal a left turn

**3 Use your right arm**, extended straight out from the shoulder to signal a right turn – while the alternative signal is also acceptable (left arm extended to the left but bent up at a right angle), this method is more difficult for motorists and fellow cyclists to see when you are bent forward

**4 Signal debris** and other road obstacles well ahead by pointing them out

**5 Using both a hand signal** and calling out is never a bad idea

**Members - Interact with Motor Vehicles predictably**

**1 Follow the rules of the road** – on your bike, you are a "vehicle" under the Highway Traffic Act. Behave as if there is a member of the local police force watching your actions.

**2 Stop at all red traffic lights** and proceed only when the light turns green and it is safe to do so

**3 Stop at all stop signs.**

**4 Ride in single file** when traffic volume is high, traffic speed is high, roads have narrow or non-existent shoulders, roads are in poor repair with potholes and other obstacles, or when the ride leader instructs you to do so

**5 Never ride three-abreast** in any situation – doing so is neither safe nor courteous to other road users.

- **Assess riders' ability**

- **Riders have** water bottles, food, tube, pump, tools, lights, phone (possibly share cell numbers)

- **Head count of riders.**

**Ride leader** may not always be at the front of the group but may move around and may even lead from the back of the group.

**Ride leader** may suggest or motion racing riders to go off ahead.

### **Sweepers**

- **Communicate** with ride leader about route, rider numbers and other info
- **Monitor back of group**
- **Stop with riders** if needed
- **Pass up information** vocally throughout group
- **May be required to lead group** if group gets broken up