

Our Safety Program

The goal of the Club is to provide an opportunity for friendship and healthy exercise. First and foremost, we must understand that cycling is a potentially dangerous recreation. For all to have a safe and enjoyable experience, every member must be attentive and focused. As cyclists, we are surrounded by much larger vehicles, road hazards, traffic signals, and other cyclists. If an accident occurs, the probability is, that as a cyclist, we are going to lose.

Keep in mind that, as we age, our reaction time slows and our hearing may not be what it once was.

Remember, wherever we bicycle, we are making a statement with our actions and/or our BBBC jerseys. Avoid verbal battles with motorists and pedestrians; escalation could put both you and your fellow cyclists in danger. *Being courteous can pay such great rewards.*

Cycling Definitions:

Pace Line: A group of cyclists riding single file and within the defined bike lane (as opposed to a Peloton, which is a large group of riders, usually side-by-side, and covering most of the road). BBBC rides are conducted as a pace line.

Leader: Before the ride begins, a Leader is determined. The leader, in concert with the group, establishes the destination, group size, speed and pull distance. The leader establishes that all riders have familiarity with the Safety Program guidelines and that new or guest riders have signed a waiver. While the leader is responsible for the conduct of the ride, safety is the responsibility of each individual cyclist.

Puller: The puller is the person at the head of the pace line. The puller is responsible for maintaining a steady cadence and line. Where high winds are encountered, echeloning is encouraged, whereby the Puller biases his/her line to the windward side of the bike lane, allowing following riders a better draft.

Sweep: The last person in the pace line. It is the responsibility of the sweep to monitor developing gaps and call the information forward, to call if the complete pace line does not make it through an intersection, and to initiate the call "All Here!" when the pace line has reformed after a stop.

General Guidelines:

It is an expectation that all BBBC members comply with the Club guidelines. Furthermore, members are expected to counsel fellow members who habitually disregard specific guidelines that they need to change. In other words, the riding group is responsible for exerting peer pressure to modify the potentially dangerous behavior of fellow cyclists.

1. *Clothing* removed during a ride must be properly stowed so as not to interfere with bicycle operation or cause distraction to other riders.
2. Riders are required to wear a *helmet*, have a *mirror*, and carry *Emergency ID* information (this document may be either a RoadID [www.roadid.com] worn on the wrist or ankle, or a paper ID: see pg. 7 for template).
3. Each person is responsible for *checking the mirror* periodically to

ensure that no gap is developing or no trouble has been encountered by the rider behind.

4. Everyone must *follow the puller*. Remember, the route was established prior to departure. When appropriate, stop and discuss.

5. Pull *duration* is a group choice, flexibly determined by the strength of the riders and the wind conditions.

6. Keep *group size* to no more than 8 riders.

7. Wave with an *open hand* to acknowledge a motorist who has waved you on or to gain the attention of a motorist. Do not point at a motorist as it could be interpreted as a sign you plan to turn, or as a sign of disrespect.

8. *Ear buds* and *cell-phone* use are prohibited while cycling.

9. The use of a *flasher* is discouraged as these are often a distraction to the riders following.

10. When encountering an *emergency vehicle* or *school-bus*, fully stop in a safe fashion and pull as far as possible to the side of the road.

11. There are times when it is safe to have a *social conversation* while cycling, and times when it is not. Cyclists need to use common sense in this matter. If anyone feels that someone's talking puts the group in danger, he/she should inform the offending rider.

12. *Stay in line*. Do not drift or ride outside the pace line or bike lane unless necessary to avoid a hazard.

13. If a mechanical or health problem should arise during a ride, *no rider is to be left behind*. However, should a rider wish to cut short their participation in a ride for other than health or mechanical issues, he/she is free to return to leave the group after informing a group member of their intention.

14. When *passing* slower riders, the puller should be certain of the safety

of moving into the passing lane so that all riders in the pace line are capable of passing. Maintain the passing speed until all riders are finished passing and the pace line moves well beyond the slower group.

15. Normal *spacing* between riders should be 1-5 feet in order to take advantage of the draft. Overlapping must not occur.

16. When changing speed or direction, *avoid sudden large changes*, except in an emergency.

17. In order to facilitate proper spacing, riders should maintain a *regular cadence*, the point here being to not have riders pedaling, then coasting, as this is both dangerous and tiring to those following.

18. *Stop at red stop lights.*

19. *Slow at stop signs and be prepared to stop.* Always yield to motorists already stopped unless waved through. Within Bonita Bay, adherence to this rule is especially important, in order to facilitate good relations with our non-cycling friends and neighbors. Be courteous. Cyclists have no more right to run the stop sign than does the motor vehicle.

20. *Pedestrians* in the roadway *always* have the right of way.

21. *Guests* who join club rides are required to ride on the back of the pace-line.

Voice Commands and Hand Signals:

A large percentage of cycling accidents occur because of other cyclists' failure to communicate. Riders must communicate both up and down the pace line. Vocal commands should be loud and clear. Hand signals should be executed in a dynamic fashion in order to reduce confusion about intention.

1. Stopping. Say “stopping” while at the same time extending the arm horizontally bent at the elbow pointed downward. (Using the left arm is preferable, as this leaves the right hand available for rear braking). Unless an emergency exists, brake gently and gradually.



2. Slowing. Say “slowing” while extending the arm, palm facing back, while raising it up and down. (Using the left arm is preferable, as above). Many BBBC cycling mishaps occur because of unannounced or unrecognized slowing.



3. Right Turn. Fully extend the right arm horizontally. The leader should call out “Right Turn,” especially if the group is cycling on an unfamiliar route.

4. Left Turn. Fully extend the left arm horizontally. The leader should call out “Left Turn,” as above. When the pace line is turning left across lanes of traffic, the vocal signal “*All clear to the rear*” should be given by one of the last riders in the pace line. Avoid using the term “no” to delay turning as it could be misinterpreted as “go.” (Each rider should verify for themselves an “all clear” before pulling out into a traffic lane.)



5. Hazards in the bike lane. The puller should note the hazard well in advance, by extending the arm and pointing at the hazard. Each rider must then pass the signal back along the pace line. Major hazards such as glass or road kill should be identified by both gesture and vocal signals (“Junk!”)

6. Changing the puller. The puller taps his or her helmet on the side he or she wants the pace line to pass, thereby notifying the second in line of their intention for lead change. It is recommended that lead changes occur where a right turn lane or other opening is available, thereby avoiding placing the rider moving to the rear into the traffic lane.

7. All Here. After stopping, after ascending an incline, or when a gap develops, “All here” should be announced by the last cyclist, and the pace line should not accelerate until this signal is passed forward. “Jack rabbit starts” should be avoided.

8. *All Though.* After the pace line passed through a changing traffic signal, the last rider calls out “All though.” Stopping must be called immediately and relayed up the pace line if all cyclists are unable to get through the intersection.

9. *Gap.* When a significant space has developed in the pace line, the vocal command “Gap” is called out by any rider. The puller will respond by reducing the pace to allow the gapped cyclist(s) to rejoin the pace line. Gaps in the pace line can be an invitation for motorists to turn in between riders.

10. “*Car Back (Right/Left).*” Generally only called out when the pace line is not riding in a bike lane, or when a motor vehicle turning lane forms to the right or left of the pace line.

11. “*Passing (Left/Right).*” The puller announces the overtaking of another cyclist or pace line. This announcement should be made in such a way that the cyclist(s) being passed are aware of the approaching pace line. Upon completion of the pass, the last rider in the pace line, to be polite, can announce him or herself as the last cyclist in the passing group.

12. “*On your Wheel.*” This vocal signal notifies the rider in front of you that you are near, and to hold their line.

13. “*Rider/runner/walker/truck Up.*” Announced by the puller and passed back.

14. *Acknowledge.* The puller raises either hand over the head to acknowledge voice communication from the back of the line.

Reporting:

1. Report *accidents* to the club Safety Director as soon as possible.
2. It is the policy of this club to file a report with our insurance carrier if the injured cyclist seeks professional medical care.

3. Report significant bike lane *hazards* to a member of the Board of Directors.
4. In the event of an accident involving a *motor vehicle*:
 - a. Dial 911
 - b. Request that BBBC cyclists witnessing event stay to provide statements.
 - c. Approach witness bystanders and request that they provide statements to law enforcement.
 - d. Engage the cooperation of the involved motorist (in a respectful way).
 - e. Take photos of the crash site, injuries and license plate of motor vehicle
 - f. Request that responding law enforcement officer file report; obtain case number
 - g. Be prepared to provide court testimony, if requested.

Emergency ID

Name: _____

Address: _____

City: _____ St: _____ Zip: _____

Emergency Contact: _____

Phone: _____

Phone: _____

Physician: _____

Phone: _____

_____ Insurance: _____

_____ Medications: (name/dose/frequency) _____

_____ Medical Conditions: _____

_____ Allergies: _____