HOW TO LEAD A CLUB RIDE

If you establish standards for club rides and use good leadership techniques, club rides can be safer, more enjoyable, and attractive to new members.

SCHEDULING A RIDE

It makes good sense to find a focus for each ride. Options include but are not limited to:

- Cafe/restaurants overnights
- Swimming/hot springs
- Scenic area visits
- Progressive dinners
- Picnics
- Musical events
- Museums
- Conditioning or race training
- Seasonal attractions

Mountain bikes open up additional possibilities for club rides. Be sure to avoid prohibited or controversial areas for these rides and specify ahead of time if they are suitable for fat tire bikes only.

If at all possible the ride leader should travel the entire route in advance and be familiar with it. You don't have to bicycle the route — a survey by car will be adequate. Research the route within a week before the actual ride to be aware of current road conditions, traffic levels, etc.

If the focus of the ride involves a campground, cafe, or other business, make sure it will be open! Notify the business operators several days in advance that a group is coming, and tell them when and how many to expect. Give them a follow-up phone call as the ride leaves, or soon after.

Once a ride is scheduled and publicized, the leader and your club have accepted the responsibility of conducting it properly. If for any reason the leader is unable to lead the ride, he or she must arrange for an alternate leader.

Advertise your ride in your newsletter and, if available, in a "What's Happening" column in your local newspaper. Make sure you remember to list the date, time, destination, mileage, meeting place, and leader's name and phone number, along with your club's name.

BEGINNING THE RIDE

As the leader, plan to arrive early. Allow a 5-10 minute margin for latecomers before departure.

Greet each rider and introduce yourself to ones you don't know. Introduce new riders to others. SMILE! A Leader can set the tone of the ride by breaking the ice.

Circulate a ride participant list, getting everyone's name, address, and whether or not they are a club member. Try to have a newsletter or ride schedule with a club membership form on hand and suggest that non-members think about joining.

Just after the official departure time, present a short verbal ride orientation consisting of: destination, route, any special hazards, and any special attractions. This will keep people busy while you're allowing for any latecomers. There are several ways to handle the orientation:

- Verbal description. This is okay for short, simple rides. Be brief, clear and concise. Provide maps for each rider. Duplicate appropriate section(s) of forest service maps or county highway maps (the Chamber of Commerce may have suitable maps.) Highlight the route after duplication.
- Provide duplicates of a simple handdrawn route map to each participant.
- Provide duplicates of a simple verbal description (cue sheet) of the route. This option can be combined with either of the two map options above.

Whatever is done, it is most important that each rider know where the ride is going, the destination, and any pre-planned stops! Few things are more frustrating for the new, slower club cyclist than spinning right past the restaurant where all of the "oldtimers" have already stopped for lunch.

ON THE ROAD

Most groups display a certain amount of inertia, and require someone (the leader) to get things moving. When the ten minute grace period is up, get the group on the road. The first few miles as you leave town are often the most complex. Ask another club member ahead of time to ride "point" on a planned route out of town. This allows you, the leader, to wait a few more minutes for late arrivals. and lets the prompt riders leave on schedule.

The leader should ride at the rear of the group, especially for the first few miles. This allows you to encourage or help as needed. Simple mechanical problems often crop up on club rides; if you're at the front of the pack pacing the ride, you're not going to be able to help with repairs. New riders or those on rides longer than they've previously attempted look to the leader for support. They can be easily discouraged by getting lost or left behind.

Later, if it suits your riding style, you can move up through the group and socialize. However, as leader you should maintain an awareness of where each group member is, especially if an individual drops well behind the group. Count heads as the ride starts and do so again several times during the ride, especially if you have an extra large group or a number of novice riders. Some clubs use a system of "assigning" more experienced riders to each novice rider. This is a good way to make the new rider feel at ease with the group; it also helps get some basic riding knowledge (spinning, helmet usage, etc.) across to the new cyclist.

EQUIPMENT

A basic assumption on easy-tomoderate club rides is that each participant is self-sufficient. However, as ride leader it would be a good idea to be equipped with basic first aid materials and simple bicycle tools, especially those needed to repair flat tires. If your club does not provide a group tool kit, why not suggest it at your next meeting?

Make sure before the ride that your bike and equipment are in good shape so you will have time to assist others in simple repairs.

RIDE SAFETY

Bicyclists in groups are a highly visible presence on the road. They must obey traffic rules and ride as responsible members of the motor vehicle-bicycle-pedestrian traffic mix.

Club rides can reflect on your club's public image, especially if you wear jerseys or T-shirts proclaiming your affiliation. You should encourage ride participants to follow these safe riding guidelines.

■ Ride single file in the presence of other traffic.

■ Ride as near to the right shoulder of the road as is practical, accounting for debris or obstructions along the road's edge. Exceptions are when preparing to make a left turn; when it is unsafe for overtaking vehicles to pass a bicyclist due to narrow lane width; when the bicyclist is traveling at the same speed as other traffic.

■ Get at least six feet off the road when stopped, especially as a group.

■ Obey all applicable traffic laws and traffic control signals.

Riding in a group also requires responsible behavior toward each other and toward other bicyclists. Give other riders room; signal your stops and turns; sound off when passing, and warn riders behind you of road hazards ahead. Lots of cycling accidents occur each year due to pace lines and "drafting." If you're not facing stiff head winds, discourage drafting. If the wind is blowing, try to make sure that each person taking part in a pace line knows what they're doing.

Riding leaders can be most effective in road safety by setting personal examples and by offering gentle reminders to others.

AT THE RIDE'S END

Choose and announce a ride return point, thus establishing an "end" of the ride (as well as your responsibility as a ride leader). Use the ride participant list at the finish point to account for all riders. As you get close to town near the ride's end, people will often choose to "peel off' and take alternate routes home. At the ride's beginning, ask if anyone plans to leave early, and remind riders to let someone know when they leave the ride.

Remember: the ride leader should be aware of where all riders are during the ride. You haven't done your job if someone disappears and you don't know where or why. At the same time, remember that people can get lost, especially on complex routes with lots of turns: Try to head off such problems early in your route planning. Then stay behind the group and count heads often.

GET OUT AND DO IT!

Organizing and leading a club ride can be interesting and rewarding. The ride leader sometimes learns more than anyone else, and often has the most fun.

P.O. Box 8308, Missoula, MT 59807
(406) 721-1776

GROUP RIDING by Tom Kellogg of Spectrum Cycles - www.spectrum-cycles.com

All of us can be better riders. As we learn and improve as riders, we become safer and can enjoy our riding more and more. As long as I have been riding and racing (32 years) I still need to be reminded by my betters when I do something stupid and/or dangerous on a bike. Earlier this season at the Liberty High School Criterium, a rider I respect a great deal told me that I was riding erratically. My first reaction was to make excuses and become defensive, but after the race was over I started to think about what he had said to me. And of course, he was right. I had gotten so used to my ability to make extremely quick manoeuvres and to shoot through tight holes in the pack, that I did it just because I could, not because I needed to. Although I am a very good bike handler, and I enjoy out cornering and outmanoeuvring other folks, I had become enamoured with that ability and had forgotten that those around me were annoyed and sometimes endangered when I pulled those stunts. That was the end of that. While I still use those skills, I use them only when I NEED to, not for the fun of it. Thank you Chuck.

Most of the dangerous riding done in groups is a result of ignorance or a simple lack of skill, not a result of a rider being a jerk (except in my case). For the purposes of this article, I want to discuss aspects of group riding that many folks have simply not had the opportunity to experience or learn. It is not my intention to be a coach (someone who can improve your skills) and in any case, if you are one of those jerks, I can't help you anyway.

In the Lehigh Valley of Eastern Pennsylvania, we have been blessed with a consistently high calibre of riders for the last thirty plus years because of our proximity of the Velodrome. Back in the day ('75-'76) the mentors were Jack Simes, Dave Chauner and Phil Petrick. Now the list is much longer, ranging from the old men (Marty Nothstein, Paul Pearson and Jack Simes) to the young Pros like Kyle Wamsley (Navigators) and Alejandro Borrajo (Rite-Aid). It may seem odd, but a training ride with these folks is often easier than rides without them. How is it possible with so many world and national champions in the area, that the big boys make rides easier?

The obvious reason is that these folks usually DON'T ride very hard. They do most of their miles at a steady, but fairly slow pace. Most of the time they spend on the bike, they spend just trying to get more time on the bike, not working on their power or speed. Riding with these guys when they are working on power or speed is really no fun at all.

The more subtle reason that riding with the pros is easier is that they keep things steadier, tighter and they simply don't abide riders riding erratically. A few years back, I was on a winter training ride. Kyle Wamsley (Navigators) and Josh Taylor (Rite-Aid) were on the front riding at a steady pace. As we started a climb, a young rider made an "attack." Kyle signalled to Josh to keep the same steady pace, rode up to the young rider and had him back into the group in short order. It was made clear to that rider that there were times to go hard and times for steady riding. Tearing a ride apart does not accomplish anything beyond tearing the ride apart. Those who know Kyle know that he has a way of helping riders without being harsh. He let the young rider know that while his attack was something he was clearly capable of, at that time of year and early in the ride, he would be better off just spending "time in the saddle." Lesson learned.

So, what are some of those lessons that can make each of us better, safer and more capable group riders?

1. The most important thing to keep in mind on a group ride is that you are on a GROUP ride.
Anything you do as an individual that will make it more difficult or unpleasant for the group to stay together is counterproductive. If you arrive at the start of a group ride with the intention of getting in some hill intervals or sprint training, wave goodbye to the others and meet them at the coffee shop later.

2. **A few of the riders in the group are getting dropped on the hills even though the pace is not hard.**
It is to everyone's benefit to wait at the top of the hills. Those who are struggling will get much more out of the ride since they will keep trying harder instead of noodling home in a funk. The stronger riders will not only get a rest day, but they will get more time in the saddle (and a better tan) and they will have gained more respect from others as well.

3. Towards the end of many group rides, things can get frisky.
As long as everyone on the ride knows their way back home and none of the struggling riders are beginning to bonk, this is the time when the stronger riders can get a bit of speed work in. On the other hand, if a rider is truly struggling, it is up to the strongest riders to stay with him, offer him some gel and something to drink. Experienced riders will recognize bonk before the bonking rider has a clue what is going on. It is the responsibility of the best riders to make sure that the weakest make it home.

4. Half wheeling
This is one of the most annoying, rude and disruptive things that can happen on a ride. Half-wheeling occurs when one of the two riders at the front of a double echelon seems to always be a "half wheel" ahead of his partner. Most chronic half wheelers are not aware of what they are doing. Half wheeling comes from an unconscious urge to be in front (testosterone?). The result is that the slower partner is constantly trying to catch up, which results in further half wheeling surges and increasing speeds. The slower partner is eventually riding at an uncomfortable or above LT rate where he will blow. Great for the group! Riding steady in a double echelon does take practice and experience. The easiest way to think of doing it properly is that the pace is set by the SLOWER of the two riders at the front. It is up to the stronger rider to slow down, not the slower rider to speed up. There are times for the strong riders to show their stuff against other riders. It is called racing.

5. Standing surge
This can be quite dangerous, especially in larger groups. Few inexperienced riders are aware of standing surge. It occurs any time someone stands up unless they are aware of it and correct for it. As a rider stands up to climb, accelerate or just to stretch their legs, their bike will actually move back relative to their body mass. In a tight pack, this results in the rider's bike suddenly moving back towards the rider behind them by 6 to 12 inches. The taller the rider, the larger will be the surge. The most dangerous and likely time for this to happen is at the beginning of a short, steep kicker. Not only is the front rider throwing his bike back into the rider behind, but the rider behind is most likely running up on the front rider because of the start of the hill. Wheels overlap and move laterally with the climbing motion and the recipe for a crash seems to come out of nowhere. When you think of it, it is quite predictable but most riders aren't aware of what happened even after they get back up, put their chain back on and dig the gravel out of their elbow. All riders are responsible for these accidents. The front rider should have increased pedal pressure as he began to stand up, thus preventing his bike from moving back and the rear rider

should have been looking for the standing surge and reduced pace on the hill as they guy in front of him stood up. HEADS UP, Y'ALL!

6. Echelon - or rotating pace line.
A rotating pace line is not only a thing of beauty, it is a remarkably efficient way of getting a group of cyclists down the road faster and with less effort than they could as individuals. We all know that drafting is anywhere from a few percent to almost 70 percent easier than taking a pull depending on the circumstances. The amount of drafting advantage is determined by:

- Wind direction and speed. A strong tail wind makes for less drafting advantage while a strong head wind gives a larger advantage to a drafter.

- The degree of incline. Downhills offer much more drafting advantage to the point where a drafting rider may need to brake while the lead rider is pedaling hard. Climbs, especially steep ones can almost eliminate the advantage of drafting.

- Speed. Similar to wind speed and incline, the faster the pace line's speed, the bigger the drafting advantage.

7. So, how do we take advantage of these characteristics of wind resistance and drafting?
Riding a pace line efficiently, safely and comfortably takes a lot of practice. It is not natural. Ideally, you will learn the tricks from riding with more experienced riders in a relaxed (read moderate pace) setting. Getting good at it takes a few years. Don't expect to "get it" on your third try. What should you be looking to master?

8. Feel the pocket
In any drafting situation, there is a space somewhere very close to the rider in front of you where the air is the least difficult to get through. In conditions with a dead head or tail wind, that space is directly behind the rider you are drafting. In cross winds that space can be just slightly to the right or left of that rider or in extreme cross winds it can be up on his hip. In any case, you will need to learn how to feel for that space ... and feel is the word. The easiest ways to feel for the pocket is with your legs and with your shoulders. Your legs tell you how much pressure you are putting on the pedals in order to keep up. If you feel less pressure in your legs and feet as you shift right or left, you are feeling the pocket. You can also use your shoulders to actually feel the wind pressure on them. If there is more pressure on your right shoulder than your left, then you need to move to the left a bit. Using your shoulders is a very accurate way to find the pocket quickly, especially as the pocket shifts rapidly with changes in the wind or pace line direction. The problem is that feeling with your shoulders takes a lot more practice. The wind pressure differential is usually quite subtle. The faster the pace, the easier it is to feel.

9. Pace line patterns
A pace line is composed of a group of riders who travel down the road together in a regular and consistent rotating fashion. The one or two riders at the front of the pace line are doing the lion's share of the work for the moment that they are up there while the other riders are recovering in their draft. The reason that a good pace line works so well is that at no time does any single rider work hard enough to allow himself to blow before he has had a chance to recover. A good pace line will be a group of riders who are doing a consistent set of intervals, making harder efforts at the moment that they are on the front, followed by a recovery period before they reach the front again. Under most

circumstances, pace lines work best when all riders are doing the same amount of work, keeping the speed steady and the pulls even. Clockwise or counter clockwise … it depends on the wind direction.
Traditionally, the default rotation is counter-clockwise, up on the right, back on the left. However, when the wind is from the right, rotation is clockwise. This gives the riders who are approaching the front a better draft. Because they will be better recovered, when they reach the front, the pace line can go at a higher pace. Wind from the left, rotate counter-clockwise. If the wind is from the left and you want your pace line to stay together and work well, make sure that the front of the Echelon is NOT on the right side of the road. I know, I know, we do need to ride to the right as best as we can. However, where there is little or no traffic and there is a good shoulder, the front of the echelon can slip out to the left when it is safe. This shift will make it MUCH easier for the riders going back on relief to catch their breath before moving back up the line. As most of you know, when the wind is from the right, the tail end of a pace line will drift out to the center of the road. When the wind is from the left, it is just that the other end of the pace line is out towards the middle of the road. A left shift works beautifully with a double pace line as well. If your group is not rotating, just riding two abreast, and the wind is from the left, the front two riders should move out to the left as far as it is safe to give the other riders a chance to get a draft without riding in the gutter.

10. "**Sweepers**"
One of the keys to a smooth pace line is that only those who can keep a steady pace should go through the rotation. OK, this is a bit technical, so try to follow me on this. In a group, the guys doing the work at the front in a rotating echelon are said to be "rotating through." If you are strong enough to lend a hand, slip into the rotation at the back as one side of the echelon begins to move forward. If you are not capable of pulling through smoothly, or by pulling through you will be blowing yourself up, stay BEHIND the rotation in its draft but out of the way. Pretending you can pull through will do you no good when you blow and cause the echelon to fall apart. In any large group, there is someone who ends up just behind the point where the echelon reverses and starts forward again. They are called the sweeper. If you find that you are just behind the echelon but you can't pull through, you still have an important job to do as a sweeper:

- First, you should only sit on the wheel of the rider coming back. Once that rider moves over to start back up the line, move over again to get onto the wheel of the next rider coming back. If you stay in line with the riders coming back down the echelon, they will know what to do when they reach you since they will see the one bike gap that they need to slip into. If you stay behind the line which is moving back up towards the front, the riders coming back will not have room to cross over and the smooth rotation will be broken;
- Second, if you see (or feel) a rider behind you who wants to get into the rotation, stay in line with the riders coming back so that the "new" rider can slip by and into the rotation.
- Third, if sweeping is too tough (and it can be) move out of the way so that someone stronger can come forward and do the job. When the pace is hard, if you find yourself having significant difficulty pulling through enough to get past the previous rider in order to pull over, it is time to get behind the sweeper. Instead of simply letting up on the pedals, creating a gap in front of you for someone else to fill, pull out of the line and FORWARD one bike length. This will allow whoever is behind you to use your draft to fill your gap. Then slip back into the shelter of the part of the group which is suffering like you are. If you can't pull through and contribute, stay behind the rotation.

11. "**Steady**" and "**Tempo**"

Back in the day ('76-'79) when we had evening training sessions at the Velodrome, we learned quickly what those two words meant. If you were at the front of a pace line and you heard Jack Simes' uttering one of those words, it meant that you were not keeping the same pace that the pace line had been moving at. "Steady" meant that you were picking the pace up too quickly (keep it steady) and "Tempo" meant that you were slowing down (pick up the tempo). Either one causes problems for the pace line. A steady pace helps keep things together. It works the same way on the road. Surging or inconsistent pace will shatter a pace line. The trick is NOT to keep the same speed, but to keep the same EFFORT. Knowing what that effort is as the pace line rolls up and down hills and is subjected to changes in wind direction and intensity is an acquired art, but there are a few tricks to learning how to do it. The effort to keep a steady pace increases as you reach the front, but as long as the grade and wind doesn't change, you just need to keep the same cadence once you are at the front. Just before you get back to the front, note your cadence and try to keep it up during your short time at the front. As you pull off, shift down one gear but keep the same cadence. This will start you back in the line but keep your legs from loading up. If the wind direction or grade changes, try to feel for the pressure on the soles of your feet and in your quads as you try to gage the effort. You can use muscle feel as you would in finding the "pocket" as you try to keep it steady.

12. Long pulls
Don't be a hero unless there is a good reason. Even if you are the strongest rider in the bunch, it is to everyone's benefit for you to rotate through at a steady pace. You will get more practice and the others will get a much better workout. The other reason for you to keep rotating through is that the rider who pulls just before you do will not get your draft as he rotates back if you stay at the front too long. He will be left out in the wind until he reaches the back of the rotation. When that happens to me, I get pretty ticked. Don't be a hero, there are folks who will just resent the pain that it can cause.

13. Rotation rate
The faster the pace, the quicker the rotation. At race speed, your time at the front is usually just as long as it takes to move beyond the previous rider and move over into the rearward moving line. During steady easy group rides, your time at the front may somewhat longer as the rotation will be more casual. When the pace is relaxed, a turn at the front may even take a number of minutes for the front two riders.

14. Point out obstacles!!
Potholes, rocks, gravel, debris, turtles, whatever. The rider(s) at the front are responsible for alerting those behind them of anything dangerous ahead. If the object is immobile (pothole, etc) then a simple finger point towards the ground on the side that the object will pass will do. If the hole or turtle could cause real damage, something more vocal in addition to the finger point may be called for. "Hole, Gravel, Horse Shit! etc"

15. Overtaking other riders, runners, strollers, runners with strollers ...
The riders behind you may not be aware that the group is overtaking someone. The best ways to let those behind you know is to either call out "Runner!" (etc.) or slap yourself on your right butt to get the attention of those behind you and then point out the runner. A bit of history; the butt slap was and still is used sometimes in Madison racing to alert those behind you that you are about to ride into an exchange and will shortly be slowing down from 50kph to about 10kph in about 10 meters. Wake up!

16. Leave room for emergencies

When you are in a pace line, your options for avoiding obstacles or other riders can be severely limited. For example, if you are on the right side of the echelon next to an eight inch curb and a pot hole appears right in front of you, you are pretty much screwed. You may have time to jump the curb if you have the skills, and there are no ladies with walkers on the sidewalk, but it is unlikely that you will have the time. To a degree, you need to trust the lead riders (see above), that they will not only alert you of the pot hole, but that they will swing wide enough to allow you room to miss it. You should be ready with your own contingency plans though. In the situation noted above, you might leave enough room between your bike and the curb to allow you to avoid all but the widest pot holes. This may force the pace line away from the side of the road by another foot or so, but it will give everyone more room to avoid whatever is near the curb. You always need to do your best to keep an eye far enough down the road as well. You shouldn't be looking at the rider right in front of you anyway. Likewise, you need to be aware that while you may not be in danger of hitting that dead skunk ahead, the rider next to you may be headed right for it and you need to give him room to avoid it.

17. Don't look at the wheel in front of you - EVER!

You don't need to. As you look ahead, down the road, you will see the rider and wheel in front of you perfectly well without looking right at them.

Looking at the wheel in front will only make you squirrelly. As you stare at that wheel right there in front of you, you simply can't keep the same gap between your front wheel and their rear wheel. It takes such a tiny change in pedal pressure by either him or you to change the gap that it can't be done outside of track racing. If instead, you look up at least three or four wheels up the line, your pace will be much more even as you flow, not with reactions to the guy right in front of you, but with the pace line as a whole.

Also, you will have more difficulty holding the wheel. When the speed ramps up and your legs start to load up, the last thing you want to do is stare at that wheel which seems to be getting harder and harder to hold. Again, if you look up the road, holding the wheel gets easier. Your pace will even out somewhat (see next paragraph) and yes, this one is a psychological trick as well, but it works.

So, the advantages to this peripheral vision technique are:

- You will actually see where you are going.
- You won't have a tendency to over react to small changes in the momentum of the riders in font of you.
- You will automatically counteract the accordion effect. As those around you stare at the wheels in front of them, the accordion effect will begin to set in. As the front rider slows slightly, there is a delayed reaction by each rider in the line which, because no one is looking up, grows with each rider back. By the time that slight slowing reaches the fifth rider, folks are using brakes and touching wheels. Not good. If you are the only one looking up, you will be the one who anticipates the surges and slowing and you will be able to save a lot of energy by not having to use your brakes. You will also receive the silent blessings from those behind you who will have an easier time of it. Experienced riders will absorb the accordion, coasting before the guy in front of him slows down and accelerating only as quickly as they need to, to steadily close a gap.

18. Coaching during the ride:

Some group rides are specifically coaching rides, but most aren't. On coaching rides, it is best to have only one or two coaches. In many cases, coaches need to move up and down a pace line helping riders during the ride and too many coaches can make things dangerous or distracting for young or inexperienced riders.

On group rides, you don't set out to coach, but if you are one of the experienced riders in the group and you see someone doing something that you may be able to help them with, give them a positive suggestion when it is safe to do so. If someone is making a real mistake, something dangerous, or even if they could use a bit of gearing advice, don't hammer on them for being an idiot. The positive approach ALWAYS works better. Explain how their action could cause an accident or why riding into a head wind at 45 rpm isn't going to help them improve. This is how the pros in our area do it. They coach gently and by example.

Ask your elders and those more experienced. If you are having trouble riding in a group, don't be afraid to ask for help. There is always someone who knows more than you do. By asking, riders will be much more likely to offer help, to wait at the tops of hills and to give you a hand when you get a flat. Who knows, they may even buy you a Latte at the end of the ride. If they don't, offer them one - it works every time.

Heads up **Ride Smart** **Don't be a jerk**

Forms from COP Web Site

www.outdoor-pursuits.org

You can download and print some of the ride leader paperwork from the COP web site. The location is now easy to find.

Start at the home page, <www.outdoor-pursuits.org.>.

Among the menu choices across the top, move the pointer over "Leaders" to produce a drop down list. Choose "COP Leader Forms". The list of choices (as of February 2013) are:

Liability Waiver & Release (Legal Size 8.5'x14')

Liability Waiver & Release (Regular Size 8.5'x11')

Incident Report Form

Incident Follow up form

Payorder Form

chart of accounts for payorders & deposit slips

Trip Report Form

Info for Event Leaders

Some Thoughts on Risk Management

LOSS PREVENTION

A. Policies & Procedures

- Measured against "INDUSTRY STANDARD" of "BEST PRACTICES".
- Key problem that results in being found at fault: breakdown in communication between program and participant. (BOTH WAYS!!, cf, medical screening).
- Review of accidents should lead to revisions in policy
- Can be undermined with word and/or action***

B. Equipment

- Manufacturer, retailer, supplier liability for failure.
- Maintenance
- Inspection
- Documentation

C. Decisions/ Judgement

- related to SKILLS/ EDUCATION -leadership screening & training - participant screening
- conditions & responses

SCENARIOS?

LOSS CONTROL

A. Individual

- Immediate response/ First Aid
- Definitive treatment
- Development of injuries after 24 hours to 2 weeks --FOLLOW-UP
- Communication with individual and family.
- Communication within program

B. Program

- Liability for negligence/ waivers etc.--CAN GET CASES TOSSED OUT OF COURT - Insurance --after you've been sued

Indeminification

- Plan of correction/ regular reviews
- PR.: not so much in Ohio, potential for legislation
- cycling more than most

OTHER

- Responsibility of co-participants to each other. Minors
- Independent Contractors
- 15 passenger vans (soon 12, too)
- ADA, e.g. pregnancy, medical conditions, etc.

Mapmaking tips

When you make a map, it is important to keep the scale such that people can read the road names. Also, showing surrounding roads is very helpful if a rider finds himself off course.

For liability reasons we generally do not publish COP maps. If a person is ill-prepared for a ride, don't give him a map, since it is an implicit statement that he is OK to ride. If you wish to publish a route, you can do so, but it published personally and no associated with COP. The COP ride designation implies that COP endorses the route.

General tips

- Use large enough paper to keep the road names legible. You can use 11x17 or multiple 8.5x11 sheets.
- Show roads other than the route in case people get off course.
- Mark Start/End points and cutoffs
- Include emergency numbers (sheriff or police, ride leader's cell, etc.)
- Perhaps include service locations (e.g. convenience stores, rest rooms)
- ODOT has excellent county maps. (.TIF images) The county engineer's office may also have their own maps, which include details of municipalities.

Mapping websites

- Bikely.com
- MapMyRide.com
- Veloroutes.org

These sites all seem to use the Google mapping engine. They are good at laying out a route and getting distances, but not so good at creating paper maps. The scale of the printed map is too small to follow. These sites are useful nonetheless since they will give mileages and can help with cue sheets.

Tricia Kovacs provided some useful tips on making cuesheets using Bikely.com.

When creating a route, put each turn in the "Notes" text box and each town in the "Now in" text box. These annotations will then appear in the cue sheet showing the turn and mileage.

After you create a route, you can view the cue sheet with "Show->Cue Sheet" and the elevation with "Show->Elevation Profile".

Map as image

ODOT has detailed county maps available. The 1998 vintage were available at ftp://ftp.dot.state.oh.us/pub/Contracts/Maps-County/ . However, the last time I checked, the site was locked and no files were visible. ODOT also sells printed paper maps that can be scanned in as well as a CD with county maps (2006 vintage maps on my CD). The maps from the CD that I have are at a lower pixel resolution than the maps that were on the ftp site and thus are not as good to use as ride maps. http://www.dot.state.oh.us/maps/Documents/Map_Order_Form.pdf

I have a number of the county maps that I downloaded while they were available online. I did some editing and merged several counties together into master maps. These are quite large, on the order of 20,000 x 20,000 pixels. I'll take one of these master maps and crop it down to a manageable size for the area of my ride. My maps are available at:

Columbus-west master map.gif
(http://dl.dropbox.com/u/11167943/COP/Columbus-west%20master%20map.gif)

Columbus NE master map.gif
(http://dl.dropbox.com/u/11167943/COP/Columbus%20NE%20master%20map.gif)

Making Monochrome maps in PhotoShop (or PhotoShop Elements)

I saw the Pedal-with-Pete maps and thought that it was a good way to do a map in monochrome. You should be able to do something similar in any image editing software that supports layers and can handle the large starting images. GIMP, for example, is a freeware program that should be able to do this (www.gimp.org), though I haven't tested it..

- Open the original master map
- Verify that it is a gray-scale image (Image | Mode | Grayscale)
- Crop the image to the area of the ride.
- Add a new layer and set to 65% opacity (Layer | New | Layer)
- Select the entire new layer (ctrl-A) and with the foreground color set to white, use the Paint Bucket tool to fill the layer with white. The entire map should appear "grayed out" at this point.
- Select the eraser tool (make it large enough that the road names are uncovered as well) and erase (i.e. uncover) the route you want. The route will now appear dark, with the rest of the map gray but still readable.
- You can edit your "erasures" by using the paintbrush tool.
- When done, merge the layers (Layer | Flatten Image) and save the image as .TIF or .GIF (NOT JPG) format.

For the maps images that I have (at 400dpi), anything smaller than 2 miles per inch is really too small to read. Print on larger paper or split the map over several pages if necessary.

Note: The JPG format is wonderful for compressing continuous tone images like photographs but does a poor job on line drawing or similar B/W images. The compression technique (discrete cosine transform) introduces "ringing" at the sharp edges of the lines. If you enlarge a jpg of a line drawing, you will see "ghosts" around the objects. For binary images (i.e. B/W but not grayscale), the GIF or PNG formats give good compression with no information loss. Adobe Acrobat seems to use the .JPG format for all of its images, so PDF maps will not appear very sharp.

Getting prints from Google maps

I got this from Donna Bush.

Most Windows systems with MS Office will have a "Microsoft Office Document Image" printer. This will "print" an image of the document to a disk file (.mdi format).

Though it took several steps, I was able to grab a Google map image and save it. Here is what I did.

- Set up the desired view within GoogleMaps (or Bikely, VeloRoutes, etc.)
- Print to "Microsoft Office Document Image" printer. It will ask for a file name to save the image. Verify that the “View Document” box at the bottom is checked. The Document viewer should open automatically and display the image.

You can either

- Select all (ctrl-A) and "Copy Image" from Edit menu.
- Open Microsoft "Paint" (in the Start | Accessories menu) and paste the image (ctrl-V)
- Save the image. (It will be a color .bmp file)

Or

- Select “File | Save As” and choose file type .TIF

If you grab map images of your route and maintain the same zoom level in GoogleMaps, you should be able to stitch the individual images together in an image processing program (e.g. PhotoShop or GIMP, MS Paint??).

Donna was able to put the maps together in MS Word. PowerPoint may be a little easier than Word for positioning images. PhotoShop (and Elements, perhaps GIMP) should may be able to handle these images for cropping and stitching.

Note that if you lay out a route in GoogleMaps, the route doesn't come along with the print; you have to add the route later on your saved image.

GPS map tools

DeLorme Street Atlas & Microsoft Streets CD?

Other tools?

Painting Route Arrows

- Make sure marks are large enough to see clearly.
- Use multiple marks to signify turns and danger areas. Occasional confirming "straight through" arrows should be sparsely used; every few miles is plenty.
- Paint.
    - Use a color that contrasts with the road surface. (not blue, it disappears on wet roads!)
    - For one time rides, chalk spray can be a good temporary marker. Also check *RouteArrows.com*. Note that spray chalk may wash off in rain.
    - Using temporary marking will help cut down on confusing road clutter.
    - We also have less chance of the county engineers (and others) finding reasons to object to our marking up their roads.
    - Use charcoal gray paint/chalk to "erase" marks.

Safety While Painting Route Arrows

While cycling, we follow the "rules of the road" just like other traffic. We do so to be predictable, etc.

BUT

While painting arrows, we display unusual behavior – i.e. stopping frequently. This is unexpected for the other drivers. We are not mail delivery, ODOT maintenance trucks, etc. We are in normal looking cars, but behaving strangely, it seems, to the other road users.

Suggestions based on experience and contemplation:

- If traffic is following really close, and they would have to stop while you open the door and spray, try to pull at least partway off the road to indicate to them to pass by. If that is hard to do, continue to a turnaround, and go back, if possible.
- At intersections where you may have to paint multiple arrows, the driver may need to let the painter out of the car and park somewhere nearby. Then the painter can move around on foot to spray the marks.
- If the painter has one, wear a reflective safety vest. The car driver may want to turn on the flashers at times as appropriate.
- For the cyclists, if there is something unusual that could be a hazard to them, warn them with the paint. (e.g. bad potholes, rough tracks, left turn or stop on a downgrade, bad gravel, etc.)
- To protect your car, tape newspaper to the door, seat, etc., so drifting paint mist does not decorate your car.

Urban and High Volume Highways

Explain the riding procedures to the group. New riders may not be familiar with proper riding procedures on the road.

Obey traffic laws (as much as possible)

- Be courteous to motorists.
- Don't create traffic backups
- Don't pull out in front of motorists

Be cautious of motorists

- Some do not see the cyclists because they are not looking for you or are using cell phones
- Look at the motorist to try to make eye contact

Position yourself properly in your lane

Single lane:

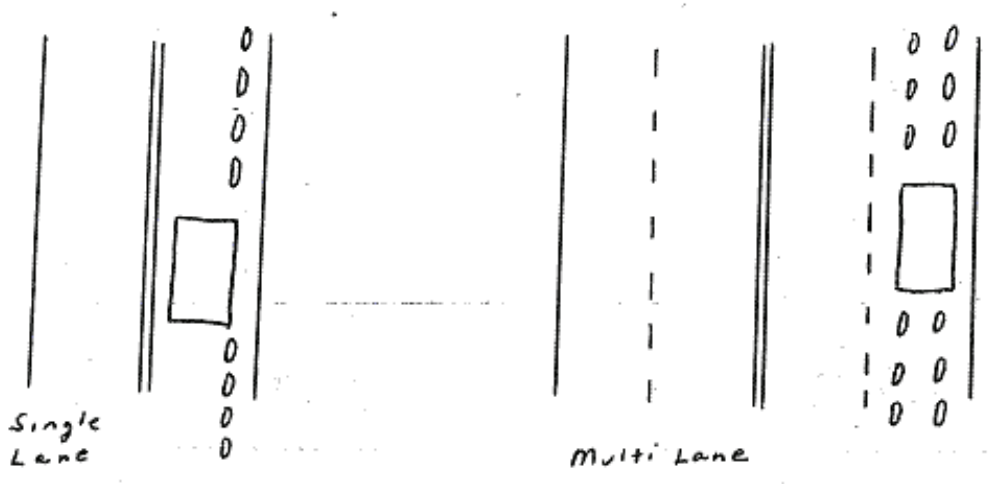
- Keep to the right, generally, single file
- Keep away from parked cars (watch for opening doors)
- Hold your position in the lane; don't weave.
- To make a left turn, pull to the left

Multi-lane:

- May want to ride two abreast and take up and entire lane
- If this causes traffic backup, may want to ride single file

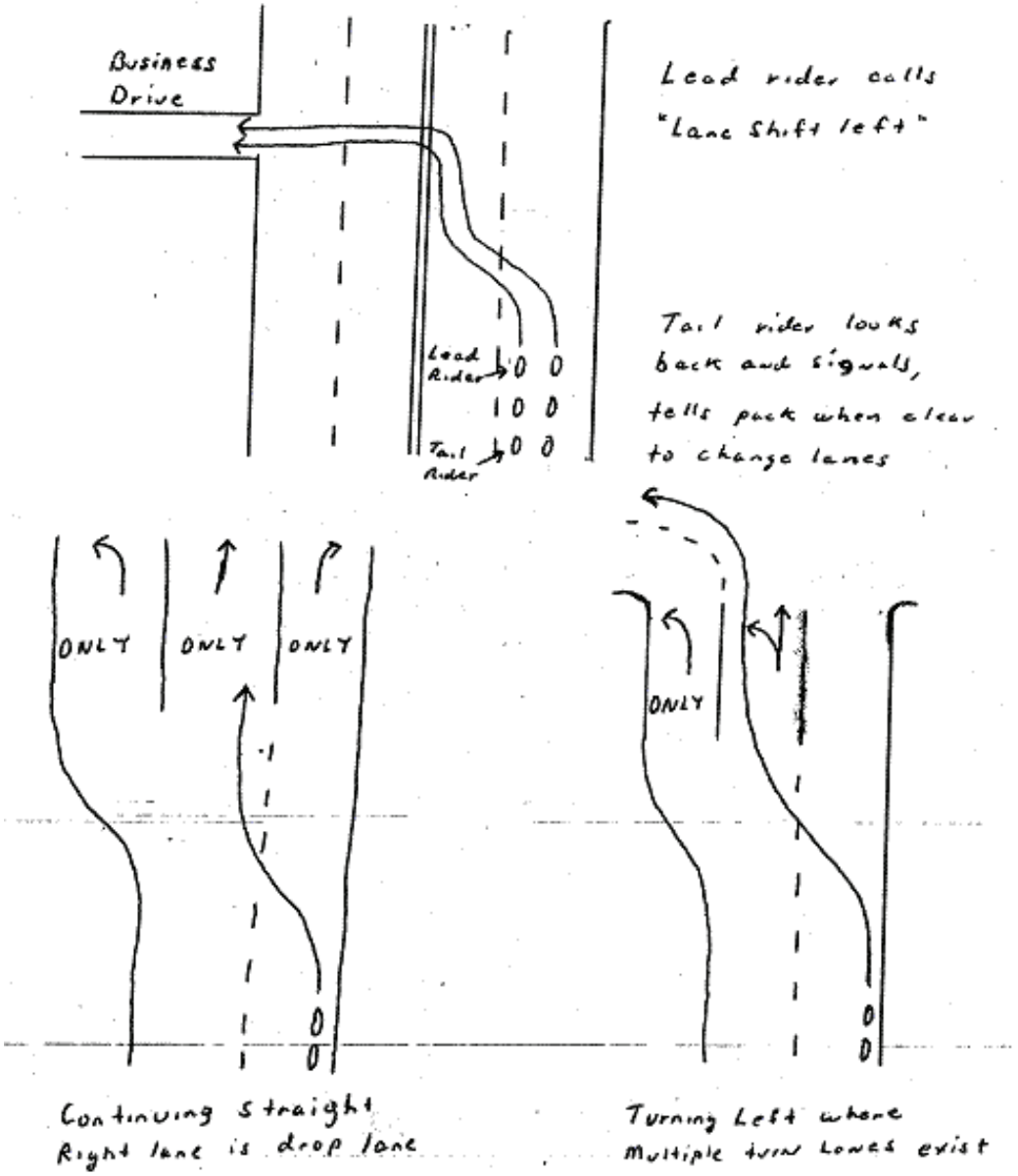
Limit Pack Size

- Where motorists passing a large pack of riders is a problem, limit the size of each pack
- Four (4) riders per pack when riding single file
- Four (4) to six (6) riders per pack when riding two abreast

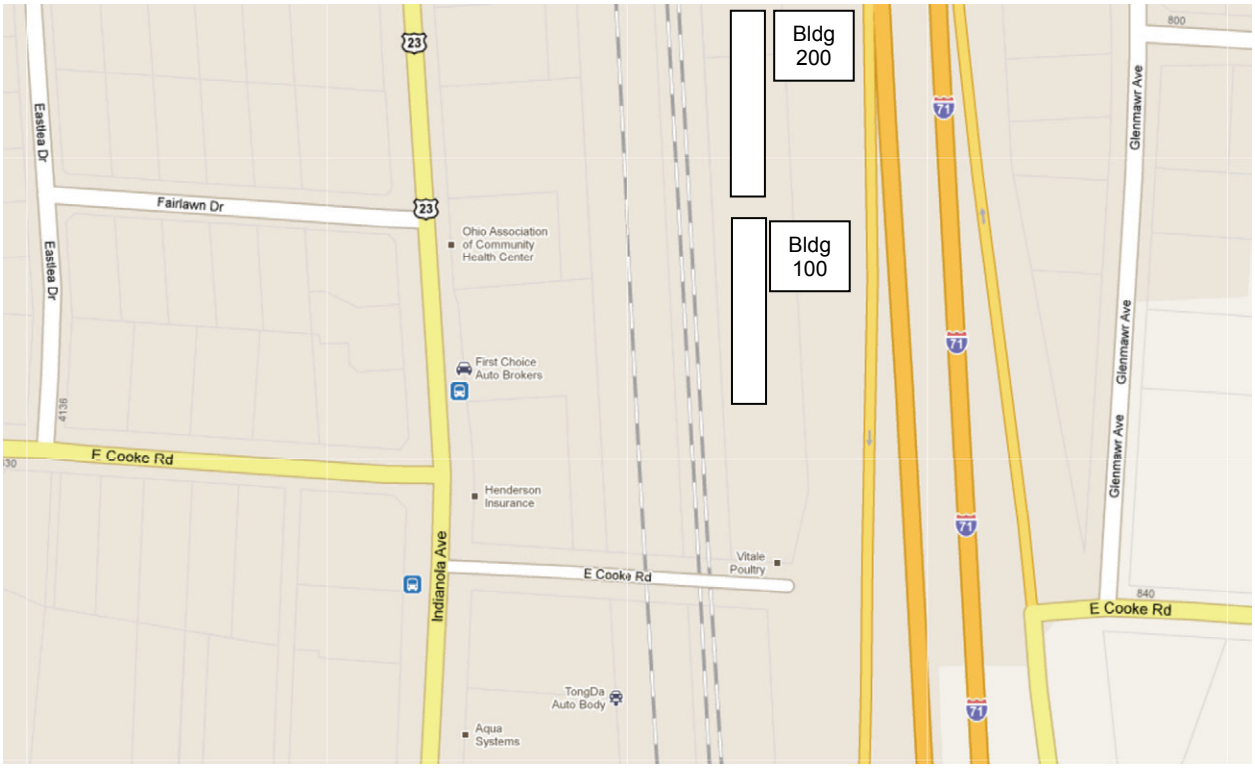


Changing Lanes

- Move to the proper lane to make your turn.
- All riders change lanes as one unit..

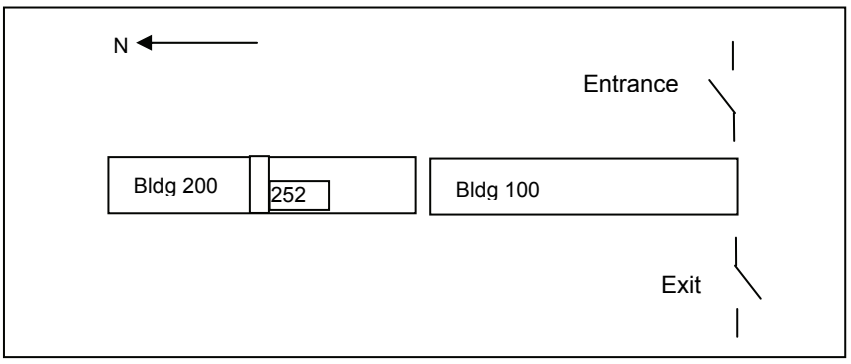


COP Bike Locker



Simply Self Storage
810 E. Cooke Rd.
Columbus. OH 43214

Entry Keypad code:
Locker #
Lock combination:



Enter at gate using keypad code. Exit gate opens automatically.
The locker is closest to the west entrance of building 200. Enter the building through the upward sliding door. The door must be left open while in the building.

Cycling Resources

Some resource websites

Mapping websites

- Bikely.com
- MapMyRide.com
- RideWithGPS.com
- Veloroutes.org

Ohio Bike Law

Annotated excerpts from the Ohio Revised Code concerning cycling

http://www.ohiobike.org/bicycle-law-digest.html

Street Smarts by John Allen

The original Street Smarts booklet formerly on the State of Ohio Cycling website

http://www.bikexprt.com/streetsmarts/index.htm

Pelotonia Ride Safety video

http://www.youtube.com/watch?feature=player_embedded&v=e4PlieeBdg0

RideNet

http://outdoor-pursuits.ridenet.net

League of American Wheelmen

http://www.bikeleague.org/programs/education

Ohio Bicycle Federation

http://www.ohiobike.org/resources.htm

Bicycle Safety Education Resource Center

http://www.bicyclinginfo.org/education/resource/fhwa.html?/ee/fhwa.html

Bicycle Repairs

Youtube is a valuable resource

Tire repair video

http://www.youtube.com/watch?v=j3nm8fHCPBU

Emergency inner tube repairs

http://www.momentum-digitalmag.com/#&pageSet=21&page=0