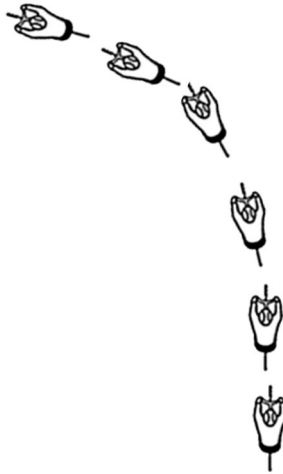


RIDE IN A STRAIGHT LINE

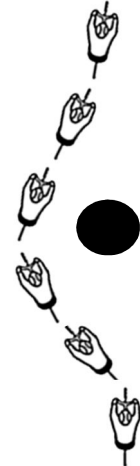
When on the road



When turning



When avoiding hazards



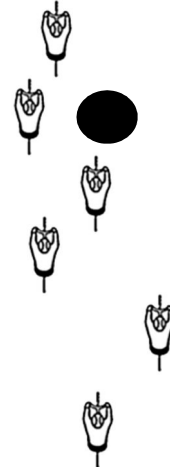
This is NOT a straight line:



This is NOT a straight line:



This is NOT a straight line:



STAY TOGETHER

No more than 1 bike length distance away from the rider in front of you



BUT, be careful not to overlap wheels



DO NOT BUNCH UP AT LIGHTS



ALWAYS KEEP PEDALING

- DO NOT COAST. Always keep pedaling, with a steady cadence
- When you stop pedaling, it indicates to the riders behind you that you are slowing or stopping

COMMUNICATE WITH YOUR FELLOW RIDERS

Through voice signals (note that you do NOT need to wake up the neighborhood – just make sure you are heard by the riders in front and behind, and pass messages up and down the line):

- “Right Turn” and “Left Turn”
- “Hole,” “glass,” “gravel,” “grate,” “rough road,” “door” – when passing by / over hazards to alert riders behind you
- “Slowing” and “Stopping”
- “Car back” – car approaching from the rear, useful when on quiet / narrow roads or when you notice the group riding far out in the road or not in a straight line
- “Car up” – car approaching from the opposite direction, useful when on narrow and winding roads
- “Gapping,” “Off the back,” and “All on” – see below
- “Double up” and “Single” – see below
- “Going through” – as you go through a stop sign, intersection with a yellow light, etc. Indicates that YOU are not stopping. However, each individual cyclist must check for traffic independently and make his / her own decision before entering the intersection
 - Do NOT call out going through before the rider ahead has made his / her intentions known. A leader pet peeve is when riders call out “going through” before the riders ahead have entered the intersection
 - Because road conditions can change in the time it takes the next bike to get to the intersection, do NOT use the term “clear”

NYCC GROUP RIDING RULES AND ETTIQUITE

- “MECHANICAL!” – When a rider has a flat or other mechanical problem. This is the only time it is appropriate to yell so the entire group and neighborhood can hear you, and all riders aware of the situation must yell out as soon as they are aware. Do not stop abruptly; keep moving forward, and the leader will stop the group at a SAFE point.

Through hand signals (if it is safe to take a hand off the bars without threatening your stability):

Left turn

- Left arm held straight out to the left

Right turn

- Right arm held straight out to the right



Road hazards

- Point down to left or right in the direction of the hazard



Obstacles

- Such as parked cars or road works in our path, fold your right arm behind your back and indicate to move over to the left with a wave of your hand.
- (Switch arm for hazards on the left.)



Slowing or stopping

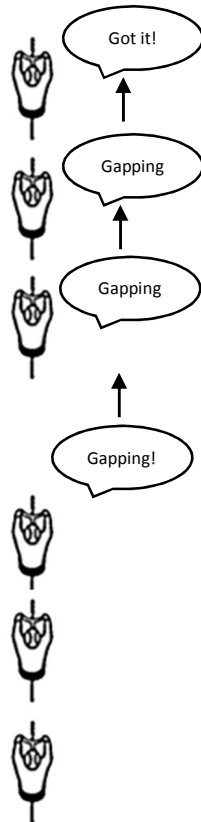
- Arm held diagonally down towards the side, palm open to the rear.
- USE YOUR LEFT HAND TO SIGNAL. In case you suddenly need more breaking power, this ensures it will come from your rear wheel.



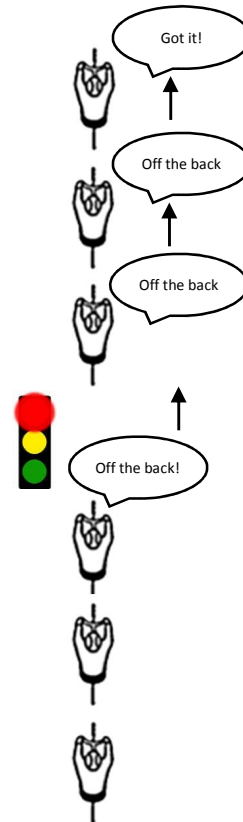
IF THE GROUP SPLITS

Sometimes, one or more riders fall behind the main group, typically due to red lights. In these situations, the first rider of the group behind must call out to the last rider of the leading group, and the leading group must pass the message up to the ride leader:

“Gapping” When the group falls ½ block or more behind, but has not stopped



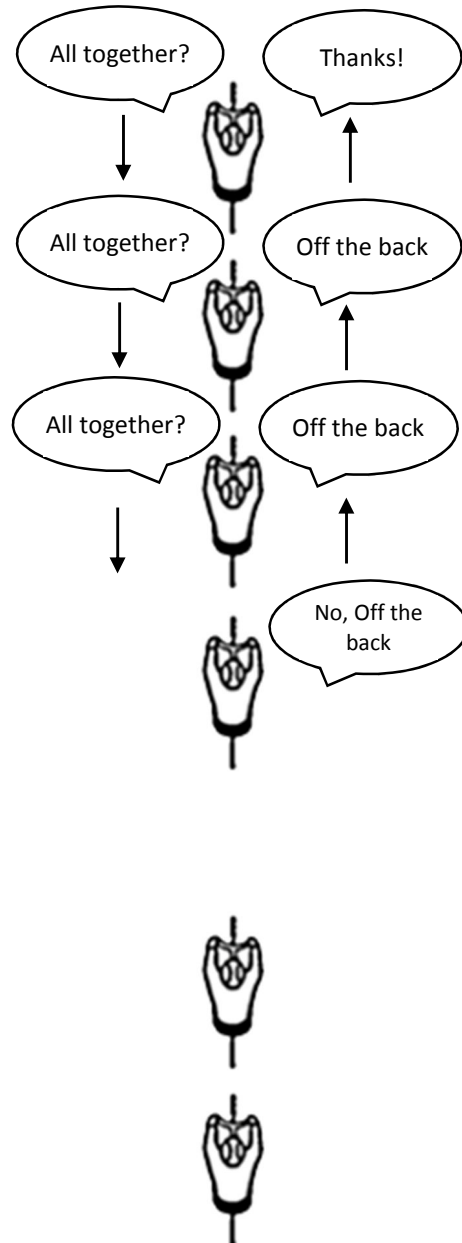
“Off the back” When the group is stopped (i.e., for a red light)



- The ride leader will slow down by 2 – 3 mph
- The lagging group will continue to pedal at pace to reach the leading group
- If appropriate, the lagging group may choose to switch to one gear harder, and continue pedaling with the same pressure
- The leader will either:
 - Slow down the pace by ½ OR
 - If appropriate and SAFE, stop
- Upon re-starting, the lagging group will pedal at pace to reach the leading group

NYCC GROUP RIDING RULES AND ETTIQUITE

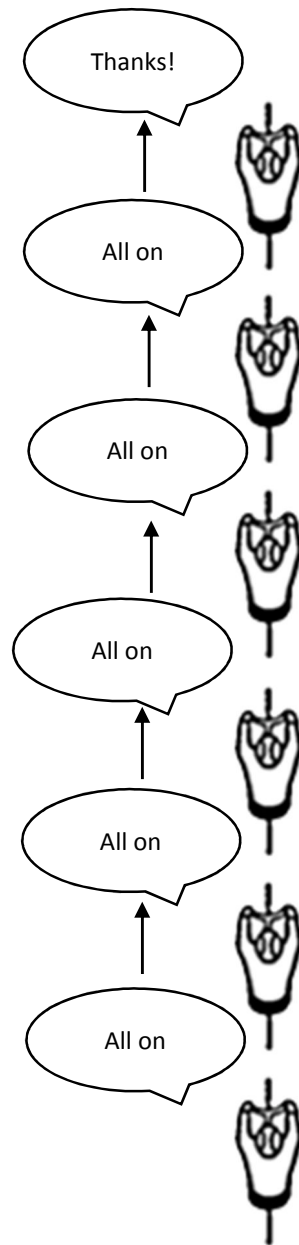
If the leader has not heard anything from the lagging group after a few minutes, he / she may ask whether the lagging group has caught up yet. This question should be passed back through the group:



- Each rider should glance behind to see if another rider follows
 - If another rider is directly behind, keep passing the question back
 - If a rider is not behind you, begin passing the message up that the group is still “off the back”
 - Each rider should then pass the message up to the leader, who will maintain the reduced pace or stop, as deemed appropriate for the situation

NYCC GROUP RIDING RULES AND ETTIQUITE

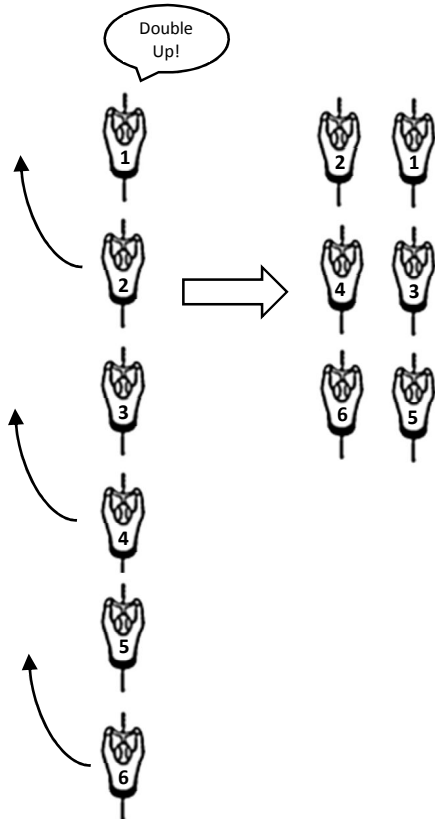
When the lagging group catches up, a message of "all on" should be passed up to the leader, who will resume the ride pace:



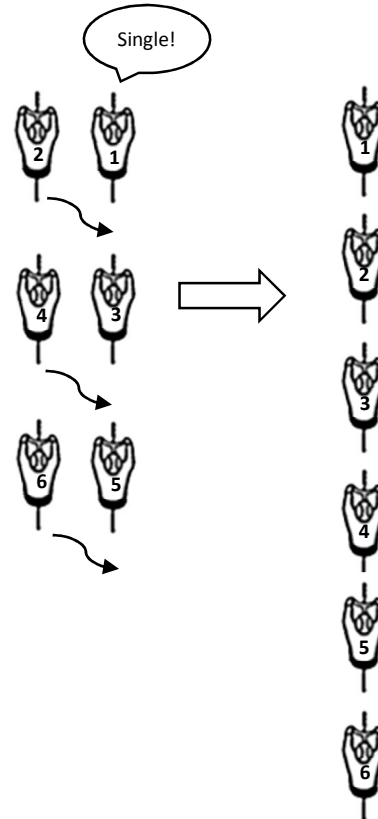
DOUBLE UP!

Occasionally, to accommodate traffic conditions and increase group safety, the ride leader will ask riders to “Double Up.” Along with a verbal signal, the leader will also hold up two fingers for the group to see. A call of “Single” accompanied by the index finger held up indicates that the group should return to single file:

To double up, even-numbered riders move to the left:

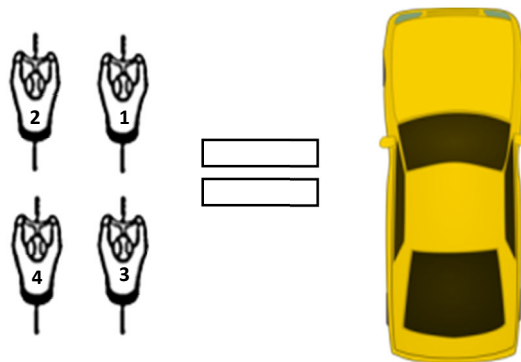


To return to single file, the rider on the left falls back behind the rider on the right. The next rider back, on the right, slows to open space for the rider moving in from the left:



When doubled up, the group will typically “take the lane” as if we are a series of cars.

- Each group of 4 riders is equivalent to the four wheels of one car:



READING A CUE SHEET

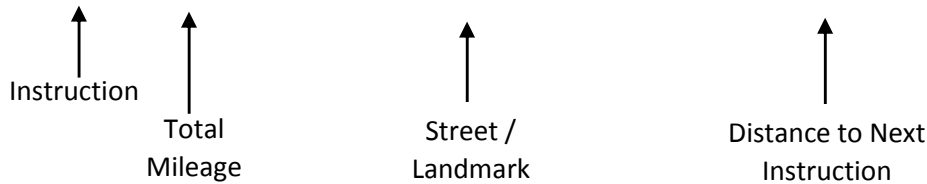
We live in an electronic age, and most riders now have GPS computers on their bicycles. Each week, you will receive a GPS file as well as a cue sheet.

GPS does not substitute for a cue sheet! Even the most sophisticated GPS units may:

- Run out of battery
- Fail to pick up satellites
- Be unable to load the ride file
- Become confused when a route travels the same road more than once
- Decide to take you on the “most direct” route
- Suffer from “operator error”

Therefore, in addition to understanding how to use your GPS, you must also know how to read a cue sheet:

Turn	Total Miles	Street	For
L	0.0	Park Drive East	2.0
S	2.0	AC Powell Blvd [<i>exit park</i>]	1.3
R	3.2	W. 135th St.	0.5
L	3.7	Madison Ave [<i>cross bridge</i>]	0.4



Each rider must have a means to attach the cue sheet to his / her handlebars so that it can be easily read. It is recommended to bring 2 cue sheet copies on each ride.