

Cross Creek Cycling Club Rules & Requirements For the Conduct of Club Rides

Club Ride Rules & Guidelines

The purpose of riding in an organized group is to provide a planned opportunity for cyclists of comparable skill levels or aspirations to ride together, provide additional flexibility in selecting the course, distance, and start time with the additional safety that a well-organized group inherently generates. This comes from within the group and from the outside. When a group rides in an orderly fashion, people don't get in each other's way, and the organization of the formation itself discourages cars from attempting to cut in or pass.

Once riding rules have been adopted by a club, EVERYONE riding in a club event is expected to follow them. Anyone violating the rules, and compromising everyone else's safety, will be warned, and if their actions continue, will no longer be welcome to ride with the club. Failure to review the rules does not negate the responsibility to follow them.

The club welcomes riders of various levels of ability and skills and will try to accommodate everyone. New riders will need to identify themselves when new to group riding, are not sure of their abilities, or have any other concern prior to the beginning of any ride. **Honest knowledge of your abilities and good communication comes into play for everyone.**

Safety:

It is the immediate responsibility of the Group Leader to assist in maintaining the safety of the group. Ride rules are implemented for SAFETY and ACCOUNTABILITY. Riders not adhering to the ride rules, creating hazards in the formation, during a club ride, etc., will be warned by a club officer or group leader and depending on the severity of their actions, will be removed from the club ride and shown/escorted to a route the rider can take back. Although the Club Officers and Group Leaders will do all they possibly can to assist with the safety of the group, it is ultimately the responsibility of each rider to insure their own personal safety.

Minimum Requirements

- ALL RIDERS MUST WEAR A CPSC approved bicycle helmet which is the latest internationally recognized safety standard for bicycle helmets. Riders failing to comply will not be allowed to participate in any ride until they have and wear an approved helmet.
- Be a current member of the Cross Creek Cycling Club or sign the club's liability waiver prior to the start of the ride.
- All riders must have adequate liquid hydration and are encouraged to have food/fuel, repair items like spare tube and air supply. Cell phones are also encouraged.
- Any rider having a health or other concern MUST bring it to the attention of the Ride Captain and/or their Group Leader prior to departure.

Ride Captains

- The Ride Captain will be one of the Club Officers participating.
- Ride Captains are overall responsible for the ride in the broad sense.
- They ensure that the minimum safety requirements are meant.
- Break down groups according to skill level as necessary.
- Group leaders have the ride cue sheets and contingencies addressed.
- Identification of new riders and assign them to the appropriate groups.
- Have non-members sign the ride waiver in order to participate.
- Provide the pre-ride safety and route briefing to include route conditions and weather.

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Group Leaders

- All group rides will have a designated Group Leader (GL) responsible for the pre-ride accountability, during ride conduct and safety, and post ride accountability.
- A primary and alternate group leaders will be designated the week prior to a ride by the club officers and will rotate weekly.
- Group leaders must be fair and impartial.
- Group leader decisions are final as long as they are legally, morally and ethically correct and will reflect the principles of the club's charter.

Group Rides

- Will be broken down into ability level groups Competition/Training, A, B, C on Saturdays, and D limited to Wednesdays. Pace outline is below for reference.
 - **“Training Group”** group is focused on competition riding and training and consists primarily of C4 Racing Team members and other licensed athletes that are training for competitive events and need the freedom to work on focused/structured training objectives. The distances can vary depending on what the goals are for the day and are normally at or above 40 miles and for periods of time 2 hours or greater. This group is specific to competition training and will have their own plan for the day. This group may incorporate intervals, simulated race tactics, sprint points, breakaways, and more aggressive riding. Anyone riding in this group may be subject to on the road coaching and deliberate instruction to follow while in the group. Riders should have a working knowledge of the area so in the event of being dropping out of the group or having to deviate for other reasons, you can find your way back to the start point.
 - **“A”** It is the fastest pace group requiring riders having an above average skill set for riding in groups under higher physical stress. This group is the fastest group with overall averages of 21-23 mph with **warm-up pace at about 18-20 mph**. The "A" group is not for individuals who have little group riding experience. Normally there are interval efforts where the pace is increased for a nominal period of time or distance as well as various "Sprint Points" where those that want to try and push themselves can do so in a semi-competitive effort. Be prepared to take care of yourself in case you cannot maintain the pace or distance of the intended ride. If you are 'Dropped' you may be able to join the "B" group if they are on the same route. There are a couple of re-group points that the group will wait at if necessary, if those that drop are reasonably close. **Remember the “A” group is not a competition ride. Remain as a group throughout the ride.**
 - **“B”** group is focused on endurance riding and rider development. It is for those that have a moderate to higher level of fitness capable of maintaining an 19-20 mph pace for 40 plus miles. Have the necessary riding skills in a group environment like that of the "A" group but not at the faster pace. The "B" group is not for individuals who have little group riding experience. Normally there are surge efforts where the pace is increased for a nominal period of time or distance as well as various "Sprint Points" where those that want to try and push themselves can do so in an unstructured semi-competitive effort. Be prepared to take care of yourself in case you cannot maintain the pace or distance of the intended ride. If you are 'Dropped' you may be able to join the "C" group if they are on the same route. Like the "A" group, there are a couple of re-group points along the route. **Remember the “B” group is not a competition ride. Remain as a group throughout the ride.**
 - **“C”** group is focused on general fitness and basic to intermediate riding skills in a group. It is for those that are starting out in group riding and have the physical fitness level that allows them to go moderate distances and a lower average pace than that of the "A" or "B" groups. In general, this classification will observe an average speed 17-18 MPH on flat terrain. Rest stops and other periodic breaks are planned. The “C” group may include newer

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riders working on developing their skills, pleasure riders and those have been away from cycling for a long time and want to get back into it without the pressure of “slowing down” the faster groups. This group is a "No-Drop" group. You are responsible to let someone, preferably the group leader know if you are having difficulty in keeping up with the group or are having a mechanical problem. See the table below for pace and distance info.

- **"D"** group (**Held on Wednesday evenings from Spring thru Fall**) is for those just getting back into cycling after a long break, new to bike riding in general or riding within a group setting. The distances can vary depending on who is participating and their level of fitness and experience. This group is considered a no drop group so no one will be left out on their own. The group focuses on skills development, safety, rules of the road, and other aspects of cycling. This group is a "No-Drop" group. You are responsible to let someone, preferably the group leader, know if you are having difficulty in keeping up with the group or are having a mechanical problem. See the table below for pace and distance info.
- ALL Group rides will allow for a warm-up period/distance at a more moderate pace compared to the planned average speed for the particular ride, i.e. if the planned average speed is 20mph then a warm-up pace should be about 16-18mph for about 15-25 minutes. Group leaders will need to make the determination and brief the intent prior to the start of the ride.
- Pace Outline

| Ride Classification | | | | | |
|---------------------|-----------------|--------------|--|-------------|----------------------|
| Group | Distance | Warm up | Speed / Average | High Effort | Rest Stops |
| Comp Tng | 25 to 60+ miles | 18 to 20 mph | 23+ mph average on flat terrain 20-22 mph average on rolling/hilly terrain 15-20 mph average on very hilly terrain | 30+ mph | Every 15-25 miles |
| A | 28 to 60+ miles | 18 to 20 mph | 23+ mph average on flat terrain 20-22 mph average on rolling/hilly terrain 15-20 mph average on very hilly terrain | 30+ mph | Every 15-25 miles |
| B | 28 to 60+ miles | 17 to 18 mph | 19-22 mph average on flat terrain 16-18 mph average on rolling/hilly terrain 14-16 mph average on very hilly terrain | 25-30 mph | Every 15 to 25 miles |
| C | 20 to 50 miles | 14 to 16 mph | 16-18 mph average on flat terrain 14-16 mph average on rolling/hilly terrain 10-13 mph average on very hilly terrain | 20-24 mph | Every 15 to 25 miles |
| D | 6 to 15 miles | 12 to 14 mph | 14-16 mph average on flat terrain 10-13 mph average on rolling/hilly terrain 7-9 mph average on very hilly terrain | 18 mph | Every 5 to 10 miles |

** Distance will be determined by point of departure for the ride and weather conditions*

Drop Policy

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- In general there is a “No Drop” policy for groups A, B, C, and D. The goal is not to leave anyone out on their own. Riders should not overestimate their ability or fitness level. Better to try a group you are sure about the pace than overextend yourself and get dropped.
- The “A” and “B” groups may have riders get dropped for a number of reasons based on the higher efforts put in. It is best to have another rider who has knowledge of the route and more experience stay with the rider(s) that get dropped. If a rider cannot make it to the next regroup point to join their original group has a few options.
 - They should continue to the next regroup point or rest stop, whichever is closer and wait for the next group to arrive and finish the ride with them.
 - Stop where they are and wait for the next group to pick them up.
 - A club member or two who know the route may be assigned to accompany the rider separate from the group. This may be necessary for larger groups.
- The “C” and “D” groups have a no-drop policy in effect. If a rider for whatever reason needs to go at a slower pace, then they must let the Group Leader know so they can make a determination as to the best course of action. There are only three courses of action:
 - The group as a whole slows the pace until the rider has recovered and is able to go the planned pace.
 - A club member or two who know the route may be assigned to accompany the rider separate from the group. This may be necessary for larger groups.
 - A club member or two who know the route may be assigned to accompany the rider to the next regroup point or rest stop until the following group (if there is one) catches up with them.

Group Ride Conduct (The typical scenario for a group ride will follow or include the items below at a minimum.)

- Initial ride brief to include overview, goals, safety issues to include any known road or traffic issues as well as any weather concerns, and group leader introduction.
- Insure all participants have and will wear a CPSC approved bicycle helmet at all times. If anyone does not have a helmet and another one is not available, those persons will not be allowed to participate in the ride.
- Identify any SAG vehicles (possibly a parent of youth riders) that can provide support/pick up if needed for any rider that becomes ill or otherwise can not complete the ride as planned. Though this is not mandatory it would be a great service as the summer heat can be a problem for anyone who thinks they are more ready than they really are.
- Identify new riders and abilities.
 - New riders are responsible for identifying themselves when they are new to group riding, are not sure of their abilities, or any other concern they might have prior to the beginning of any ride.
 - Group leaders will assist by placing them into the closest matched group.
- Identify non-club members so they can review and sign the one day liability waiver. In the event that someone does not want to sign the waiver, they will not be permitted to participate in any club event until a waiver is signed or they become a member of the club.
- Break down who is riding with which group so group leaders can get head count prior to departure.
- Identify and match youth and new riders with a chaperones or buddies and assign to an appropriate group based on level of ability and skills.
- Issue consolidated (Group A, B, C, etc) cue sheets when used to those needing them.
- Explain cue sheet if needed.
- **Reinforce staying with the plan.** Riders that want to leave the group once the ride has begun must let the group leader know so they can maintain accurate count and not think they have “lost” someone. Riders that fall back and want to ride with a slower group may do so. Just let the

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group leader know. It is best to wait for another group at either a planned regroup point or a planned rest stop.

- Regroup points and stops are provided on the cue sheet as well as explained. Stops are planned and executed. Regroup points or rest stops will allow the last rider in the group to arrive and have a minimum 5-minute rest. Group leaders are responsible for the group. Individuals are responsible to let the group leader know if they are having problems or anything else that might be a concern or safety issue.
- Regroup points are also on an as needed basis. In the event a rider falls back, the group will (if not already slowing down) stop at or slightly before the next turn/intersection in a safe manner. Wait for the rider(s). Determine if there are any concerns. Continue the ride.
- Breakaways and sprints
 - Everyone understands that group rides are just that “Group Rides”. Anyone that wants to or decides to go off of the front may do so, but the group will not necessarily chase them.
 - If there is a group that wants to conduct a “Renegade” type of ride, then they will need to depart early so as to not interfere with the other groups. This will also allow follow on groups to “pick up” anyone who gets dropped.
 - Sprints and breakaway’s are not discouraged but should be briefed prior to departure if they will or there is a possibility of occurrence
- In the event of mechanical breakdown or a flat tire the group involved will stop, provide assistance as necessary, and then continue as a group. "A", "B", and “Renegade” types of groups may or may not stop to provide assistance. If another group comes upon a any rider who has a mechanical problem, flat or safety issue it will be the discretion of the group leader whether to stop or not. In these events the group leader will have the group stop in a safe location and provide assistance.

Safety / liability issues:

- STOP signs and traffic signals. By law, bicycles must follow all motor vehicle laws and regulations. Do not run stop signs. When in the lead and you determine the road crossing is clear, make sure it is clear for the whole group to cross safely. Following riders should always double check crossing an intersection and not just relying on the rider in front of them to make sure it is clear.
- Wear of an CPSC approved bicycle helmet is mandatory for ALL riders participating in ALL club rides or any riding event the club is a part of.
- Knowledge of new riders and abilities
- Triathlon/bull horn/time trial bars will only be used in the aero position while in the front of or at the back of a group. Team time trial training or events are an exception.
- All riders using “sew-ups” (glue on tires) will ensure that their individual wheels have been checked for proper adhesiveness.
- Riders will ensure that their bicycles are safe and serviceable. If a bicycle appears to a Group leader or Ride Captain to be a safety hazard to self or others, he/she has the responsibility to deny that individual inclusion into the group ride until the problem has been rectified.

Plan the Ride, Ride the Plan.