



Chinook Rider Tips

General Tips:

- Be prepared - flats happen. Carry 1-2 extra tubes, CO2 cartridges and/or a pump, tire levers, sealant if tubeless, and know how to change a flat.
- Show up to group rides on time. Rides leave promptly at the scheduled time.
- Unclip your left foot to avoid any falls on the chainring side.
- Drink and eat with your left hand. If you need to brake suddenly, your right hand/rear brake will not send you over your handlebars.
- Be conspicuous - Ride where people can see you and wear bright clothing. Use a front white light, red rear light, and reflectors when visibility is poor. Make eye contact with others and don't ride on sidewalks.
- When riding in a group, do not overlap the wheel in front of you.
- Cornering: Always look where you want to go and don't fixate on the wheel in front of you. Never look where you do not want to go. It's a sure way of heading in that direction.
 - Anticipate the speed for the corner and brake before the corner if necessary. Do not brake while in the turn.
 - Approach the corner wide, cut to the apex, and finish wide. The apex is straightest line through a corner and allows you to maintain the highest amount of speed. A common mistake is cutting to the apex of the turn too early. Approaching the corner wide also gives you more options when exiting the corner in case something unexpected happens.
 - Keep your inside pedal up. Your outside pedal should be closest to the road.
 - Put your weight onto the outside pedal if you stop pedaling. This outside pedal should be facing down towards the road. Lift your weight off your saddle slightly to get that weight on the outside foot, get over the front of the bike, and roll up behind and into the slipstream of the rider in front.
 - If you are not pedaling through the corner and need to coast through, once you have passed the apex of the corner begin to pedal again as soon as possible and accelerate out of the corner.
- Horses have the right of way - If you encounter a horse, slow and/or stop far enough away as not to spook the horse. Depending on the handlers direction you may have to wait for the horse to move on. Walk your bike around or continue riding your bicycle slowly past the horse. Use Extreme Caution.

Riding in a Paceline:

Basic paceline: what most riders use on casual rides. One rider sits on the front of a line of riders for a determined or undetermined amount of time. The rider pulls off at some point and moves to the back. A basic pace line is generally for a team of riders that aren't all at the same level of cycling. Stronger riders can take longer or most of the "pulls" at the front of the pack.

Rotating paceline: The riders rotate to the front in a faster lane and rotate to the back in a slower, resting lane. The direction of the rotation is determined by the direction of the wind. If there is no wind it doesn't matter which way the lanes rotate. But as a rule of thumb, the resting or slower lane is used to block the wind from the progressing, faster line. If the wind shifts, the direction of the rotation will also switch.

All riders riding in a paceline are expected to:

- Use caution at intersections - At intersections, assume that a rider ahead of you may stop or slow suddenly and be prepared to react accordingly. Keep in mind that even in a fast paceline, the end person will be a few seconds behind the front person, and it will take the group a long time to get through an intersection.
- Stop when you're supposed to - Stop at stop signs and red lights. Keep in mind that even in a fast paceline, the end person will be a few seconds behind the front person, and it will take the group a long time to get through an intersection.
- Communicate - Point to and call out hazards, pot holes, and signal changes in direction, stops, etc. Try to both point or signal and call out to increase the chance that riders behind will get the message. Remember, those riding behind have limited vision of what is ahead so try to provide plenty of warning.
- Don't wear headphones on group rides. Being able to hear both your fellow riders and cars is key to safety.
- Be able to easily access brakes – Riders must not be on aero bars or riding with the hands in the center of the bars while riding in a paceline because it may be necessary to brake quickly and there may not be time to move the hands to an appropriate position.
- Keep a steady pace when on the front – A common mistake of inexperienced riders is to pick up the pace when they pull through to the front. The goal should be to maintain the same effort level as the lead rotates through (note that the issue is effort and not necessarily pace as the pace will vary with the terrain).
- Avoid abrupt braking when trying to control your speed. Instead scrub speed by moving slightly out of the draft of the rider in front of you; sit up and catch more wind; "soft pedal"; or even brake slightly while continuing to pedal. Abrupt braking causes a lot of anxiety in the line as well as creating an accordion effect that nobody appreciates--It's also quite unsafe.

- When riding on the front, always be looking ahead for road hazards or obstacles so you can anticipate them and move around them gradually and smoothly. Avoid swerving and keep the group safe!
- When it's your turn to pull, resist the urge to surge. Keep the cadence and effort relatively the same so the group maintains the same speed. Stay at the front as long or as little as you'd like, then rejoin the group at the rear.
- Do not over-exert yourself! In a basic paseline, stronger riders should pull longer, weaker riders should pull shorter. Do not be embarrassed to simply pull through immediately or to skip some turns and enjoy the draft at the back of the line.
- Do not rush to the front and pour on the full power until you are exhausted or blow. Save enough energy to regroup with the end of the paceline and recover. In a rotating line it is very important to keep the rotation consistent and smooth.
- When your turn at the front is done, signal to the rider behind you that you are coming off by flicking an elbow indicating it's their turn to come through. always check to be sure it's safe to pull off before you do.
- Wind direction - peel off the front to the same side the wind is blowing. E.g. Rotate into the wind.
- Be careful when blowing one's nose or clearing ones throat. The nice people behind you don't want to be on the receiving end of that gift. Best to do these things when on the back or out of the line.
- Do not overlap wheels – Overlapping is when the wheel of the rider in back crosses the wheel of the rider in front. This is very dangerous because if the front rider shifts position at all it could take the rear rider and everyone riding behind him/her down.
- Ride at the back if you are unable to pull through at the same speed as the rest of the group. When you are recovered, you can join back in the rotation.
- Leave bigger gaps on descents – To allow for more time to react on descents, it is a good idea to leave a larger gap between riders.
- Expect the group to break up on significant uphill – It is difficult for a group to remain in any formation on a steep or long climb – climbing ability among riders varies too much. It is therefore often best for riders to ride the hill at their own pace and to regroup at the top.
- DO NOT sling/rock your bike back when going from a sitting to a standing position (ex. on a hill). Many riders do not notice this, but when most riders quickly stand to accelerate, they throw their bike back, possibly causing the rider behind them to react. When standing, put extra pressure on the pedals and stand up slowly. On the flip side, when approaching a hill, be aware of the rider in front of you and anticipate any slight loss of momentum from the rider in front of you. Call out "Standing" before getting out of the saddle to alert riders behind you. Never move to a standing position while in a pace line.
- Passing slower cyclists or pedestrians - Whenever a faster cyclist(s) overtakes a slower cyclist(s) or pedestrian(s), the passing cyclist must announce in advance

"On Your Left" or "Bike Back." It is responsibility of faster double pace line group to form a single paceline when passing slower cyclists. If the slower group of cyclists are in a double pace line and have enough advanced warning of being passed, they also should form a single pace line. The slower moving group should call out "Riders Back" when they know they are going to be passed. Riders of the passing group should not move back over to the right or reform a double pace line until they have safely cleared the front of the slower group.

- Pace groups should refrain from passing on very narrow roads where the slower group is already in a single pace line for safety.
- Pace groups should also refrain from passing in curves, on uphill stretches, rollers, or any other section of road that do not allow a good line of sight for oncoming vehicles.
- Pace groups should not be actively in a sprint when passing a slower group. They should be riding in a controlled manner when they pass.
- Any faster group should always call out "On Your Left" as they approach. When possible, the last rider of a larger group should notify the slower group that they are the last person in the passing group.
- When passing walker/jogger/runners, caution should be given since many of these individuals may be wearing ear buds and cannot hear your warning. You should slow your speed (announce "Slowing") and give them the most room possible when passing. Be extra cautious around children and animals.
- Whenever possible, try to ride no more than two abreast on streets and roads.
- Riding in single pace lines on multi use trails - Due to the number of different types of user that can be encountered on Multi Use Trails, it is suggested that pace groups ride in a single pace line. This also will reduce the chance of riders having accidents with barriers, bollards, and signs. Approach others with caution.

References:

- <https://www.bikemaine.org/wp-content/uploads/pdfs/groupride.pdf>
- https://s3.amazonaws.com/ClubExpressClubFiles/740127/documents/RiderGuidelines2018_82802004.pdf?AWSAccessKeyId=AKIAIB6I23VLJX7E4J7Q&Expires=1553311235&response-content-disposition=inline%3B%20filename%3DRiderGuidelines2018.pdf&Signature=yq7TRJRMuxZGmNHLwhaSow%2B2%2Bpl%3D
- <https://bikeleague.org/content/rules-road-0>
- <https://www.usacycling.org/get-involved/clubs/club-tool-kit/tips-for-pacelines>
- <https://www.active.com/cycling/articles/cycling-pacelines-rules-and-etiquette-for-group-rides?page=2>
- <http://bikefriendlykalamazoo.org/wp/wp-content/uploads/2017/06/Jackson-Metro-Cyclists-paceline-etiquette.pdf>
- <https://cyclingtips.com/2009/10/cornering-tips/>

- <https://bicyclist.xyz/regulars/legal-cycling/information-for-covering-the-legal-bases-of-group-or-club-rides/>
- <https://www.bicyclelaw.com/bicycle-safety/how-to-avoid-car-on-bike-accidents/>