

As a leader in the cycling community, we are seeking your help to promote this vision:

**“Create standards of behavior that elevate the quality of Group Cycling, which, when adopted widely, will promote better relationships with law enforcement and the motoring public”**

Recently, group cycling has attracted an unfortunate amount of negative attention from police, cyclists, the media, and the public at large. Much of this attention has focused on traffic violations committed by some cyclists. Meanwhile, many cyclists have voiced that the police should have a balanced focus in their public safety efforts between those motorists' violations that endanger cyclists and cyclists' violations that affect other road users.

A growing number of cyclists who enjoy group rides believe that it would be beneficial for our safety and public perception if the local cycling community adopts higher standards of behavior on group rides. If such an effort includes outreach to local law enforcement, it should be possible to build a constructive rapport between police and cyclists that would ultimately promote responsible roadway cycling. If we cyclists can better police ourselves, our credibility will be stronger with police when we explain our legal rights, operational issues and safety concerns on public roadways. More consistent and predictable cycling may also reduce some motorists' stress levels and improve their conceptions about sharing the road.

To better promote consistent and predictable group cycling, we ask the group ride leaders and other influential leaders to adopt the Best Group Riding Practices described below:

1. Ride predictably
2. Stop at red traffic lights
3. Stop at stop signs
4. Anticipate left turns
5. Allow other vehicles to get around group
6. Act responsibly toward those around you

To reinforce these ideas, group leaders are encouraged to briefly review these Best Practices before each ride. To better appreciate the intent of these summarized Best Practices, expanded talking points are shown below. These Best Practices could be communicated by many mediums, such as e-mail to ride participants, ride notices, and written material available at rides, to lead to a better understanding of summarized Best Practices.

**1. Ride predictably** - The bicyclist has the legal status of a vehicle driver and has the full rights and responsibilities of other drivers on the road. It's up to the cyclist to ride safely, legally, and predictably, as is expected of drivers. Clearly signal to communicate

your intentions well in advance and avoid unexpected road handling.

**2. Stop at red traffic lights** - All cyclists must stop on red. Don't advance through intersection after light turns yellow. Don't filter forward past other stopped vehicles in the same lane; get in line with traffic. The rest of the group bunches up to take control of the lane while waiting and to increase throughput when they proceed. Maintain lane control while in the intersection and collapse into paceline(s) after moving through the intersection. For small groups, lead cyclists should wait past the intersection for those caught by the red light.

**3. Stop at stop signs** - The front cyclist always stops until it is safe and legal to proceed. Each cyclist must clearly warn those behind of approaching vehicles. Following cyclists must look for approaching traffic and proceed at their caution when advancing past the stop sign into the intersection. For small groups, lead cyclists should wait past the intersection for those delayed by traffic.

**4. Anticipate left turns**- Each cyclist merges to the left side of the lane or into a left turn lane if present, and yields until it is safe and legal to proceed. Each cyclist must clearly warn those behind of approaching vehicles. Following cyclists must look for approaching traffic and proceed at their caution when turning. For small groups, lead cyclists should wait past the intersection for those delayed by traffic. Select routes that avoid or limit left turns.

**5. Allow other vehicles to get around the group** - Assist other vehicles to pass more easily when it is safe and reasonable to do so. Limit "compact groups" to not more than 25 cyclists. Ride no wider than double pace line. With rotating paceline, lead cyclist(s) drops back quickly after pulling. Avoid widening the formation longer than necessary. Always look back and yield to overtaking traffic before moving to the left.

**6. Act responsibly toward those around you** - If others may be about to move into the path of an unseen vehicle, call "Car up," "back," "left" or "right!" as appropriate. Call or point out surface hazards such as potholes or gravel that may not be visible to cyclists behind you. Call "Slowing!" or "Stopping!" when reducing speed unexpectedly.

**To implement these Best Practices in a timely manner, the suggested action plan is as follows:**

- **Your feedback to the Best Practices by Monday, August 31**
- **Incorporate feedback into final Best Practices and reissue to you by Monday September 7.**
- **Although late in the cycling season, cover these topics in your rides.**
- **Meet with the Apex and Cary police departments and traffic engineers to gain consensus starting in mid-September.**
- **Meet over the winter with group ride leaders, law enforcement and media representatives to adopt a campaign that can be presented to the community before the peak spring cycling season**

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**This cannot be done without your feedback and support and hope that you will be a part of this.**

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