



Cycle2Health Group Bicycling Requirements & Guidelines

1. All riders **must** carry identification that includes at a minimum their name and emergency contact information. The rider should also carry any appropriate or pertinent information and a list of current medications for first responders. It is strongly recommended that information and/or an ID be carried *on one's body* rather than within holders attached to extremities or the bicycle itself. The ID must not be worn on the foot. Preferably, a wristband or bracelet-style ID should be used to ensure it remains securely attached to the body.
2. All riders **must** wear a properly fitting bike helmet during any cycling activity:
 - The helmet should fit snugly on the rider's head *before* straps are buckled. Helmets may have dials or slide locks to assist in ensuring a snug fit;
 - The helmet should be level and cover the forehead down to about one finger above the eyebrows;
 - The front and back straps should form a "V" under and slightly in front of the ear (it is best that the front strap comes down in as vertical a line as possible from the helmet to the "V");
 - Straps buckled under the chin should be snug (about two flat fingers under the strap) but not restrict breathing or jaw movement; and,
 - The helmet should not be able to move more than ¼" in any direction when vigorously shaking the head from side to side and up and down.
3. There are two key components to safety:
 1. Bicyclers are considered a vehicle (Under Maryland law, a **bicycle is a "vehicle"** with the same rights and obligations, therefore all riders driving a bicycle **must obey Maryland traffic laws** just as if they were driving a car); and
 2. Be as visible as much as possible.
4. All riders **MUST**:
 - Obey all traffic control devices (i.e., signs, signals, and other traffic devices);
 - Use standard arm signals to alert others of your intentions:
 - *Left turn*: Left arm out straight;
 - *Right turn*: right arm out straight;
 - *Slowing/stopping*: left arm bent downward at right;

- **NOTE:** Start signaling at least 100 feet in advance and wiggle the signaling arm with continuous repetitive motion to make the signaling obvious and noticeable
- Yield to all pedestrians (and horses if trail riding);
- Safely move to the right shoulder and stop for all emergency vehicles with actively flashing emergency lights;
- Maintain a safe distance for all emergency vehicles;
- Stop in advance and maintain a safe distance for school buses with actively flashing warning lights;
- Never wear headphones or other devices restricting the ability to hear while riding;
 - **NOTE:** listening to music is not allowed while riding
- Notify the ride leader and/or sweep if choosing to leave the group; and
- Report all injuries or accidents to the ride leader as soon as possible.

5. All riders should:

- Ride as near to the right side of the roadway/within the lane when riding straight or not actively passing;
 - Riders should ride in a manner that is “practicable and safe”, which can vary depending on the existing road and traffic conditions;
 - **NOTE:** It may be much safer to ride well in the middle of the travel lane rather than let a car squeeze one off the road
- Maintain sufficient and safe space behind all vehicles and other bikes; and
- Remain stationary and call for help should they get lost as it is much easier for the leader to find a lost rider if they stay in one place and do not continue to move.

6. All riders should strive to be as visible as possible:

- By wearing bright reflective clothing;
- Using bright flashing lights, both front and rear; and
- Riding in a manner that makes them very present and obvious within the lane to other drivers and/or riders.

7. Group biking etiquette:

- Ride in a consistent manner and communicate/signal clearly;
- Maintain sufficient and safe distance between cyclist(s) ahead in front;
 - **NOTE:** Allow for more space if riding downhill or depending on biking experience
- Announce clearly and loudly if **before** acting (e.g., “Slowing!” or “Stopping!”) and/or passing another cyclist (e.g., “On Your Left,” etc.) or pedestrian (e.g., “Bike Back”, etc.).
 - **NOTE:** Prior to acting, allow for the other cyclist(s) or Pedestrian(s) to respond. And **do not pass** bicycles on the right
- Announce loudly as appropriate when cars are maneuvering around riders, paying

attention to traffic (e.g., “Car Back,” “Car Up,” “Car Left,” or “Car Right,” etc.).

- **NOTE:** When one hears “Car Back,” riders are to get into single file
- Announce loudly when experiencing a flat or mechanical problems (e.g., “Flat!”);
- Always focus on riding, keep your senses alert and watch for anything that may be a hazard;
- Maintain a single file as often as possible;
 - Riding side-by-side is strongly discouraged, especially on narrow or busy roads. If side-by-side riding is needed, then the traffic-side rider must pay attention to traffic behind both riders.
- If passing the ride leader, notify them as to the change in route or intentions; and
- Do not allow oneself to fall behind the Sweep.

8. Before any ride, **always check** your bicycle to ensure it is in good working order:

- The League of American Bicyclists lists a routine called the ABC Quick Check:
 - **A is for Air:** tires should be properly inflated (to the appropriate PSI marked on the tire sidewall) and free of holes, punctures, and excessive wear;
 - **B is for Brakes:** brakes should not rub the rim, yet close easily and be able to stop the bike quickly;
 - **C is for “Crank and Chain”:** the rider should turn/rotate the crank and check that the chain turns smoothly and straight, not kinked or otherwise deformed, and properly lubricated;
 - **Quick is for “Quick Release”:** the rider should check the quick releases that they are in the proper “closed” position and tight, holding the wheels correctly onto the bike;
 - **Check:** the rider should complete a short test ride to test shifting and braking, as well as watching and listening for grinding, clicking, or unusual operation. The rider should also check the bike for any damage, whether the reflectors are appropriately attached, and that the seat is straight and tightly secured.

9. Riders are to **carry**:

- Their own separate spare tube, air pump, and tools to change a flat tire; and
- Cell phone or communication device.

This document is available in alternate formats upon request. For more information about Cycle2Health, call 410-313-6073 (voice/relay) or visit

www.howardcountymd.gov/C2H.