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Topic	Support	Details
CLUB RIDES	A Coastal Cruiser Club (CCBC ride) is a ride listed on the ride schedule of the club web site (www.coastalcruisers.net)	<ul style="list-style-type: none"> To ride in a club ride, a rider must be 18 years old and a member with his/her name on the Membership Roster on the CCBC website. Non-Members may ride as outlined in this document under the Non-Member section.
	Ride Categories: <ul style="list-style-type: none"> Weekly Rides Scheduled Rides. 	<ul style="list-style-type: none"> <u>Weekly rides</u> are on Tuesdays and Thursdays at various locations throughout the year. Most members frequently attend these rides which are well supported with Ride Leaders and Sweeps. Weekly rides provide various speeds and distances to accommodate most cyclists. <u>Scheduled Rides</u> are those rides listed outside of the Weekly Tuesday/Thursday ride. Any club member can volunteer to lead a ride. The leader will post where the ride will start and at what speed and distance. It is beneficial for that ride organizer to solicit help to cover more ride speed levels if possible. Note that all speeds may not be available on Scheduled Rides. Cyclists attending any of these rides should participate in the speed and distance that they are confident in achieving. If there is a question of ability to maintain an advertised speed, the rider should select the next slower speed, especially if a rider has not ridden for a while or is unacclimated to Florida humidity. A rider unable to maintain speed can create safety concerns for all those on the ride.

Topic	Support	Details
	Operation Of Club Rides Speed	<ul style="list-style-type: none"> • On Tuesday/Thursday rides a ride starter will ask for Ride Leaders, ride speeds, distances, general routes, and any pertinent safety information. The ride starter may ask the Ride Leader to briefly describe the ride. The following is how ride speeds are delineated: <ul style="list-style-type: none"> - 18 plus. Speeds will be 18 mph and above. - 17-18 Speeds will be from 17.0 to 18.9 - 16-17 Speeds will be from 16.0 to 17.9 - 15-16 Speeds will be from 15.0 to 16.9 - 14-15 Speeds will be from 14.0 to 15.9 - 12-14 Speeds will be from 12.0 to 14.9 • Listed Speeds are based on minimal wind. On breezy days, the lower end of the ride speeds will be less than advertised. With favorable wind, the speeds may exceed the upper limit posted.
		<ul style="list-style-type: none"> • Ride Leaders will apply situational awareness to adapt the ride to challenging/dangerous conditions such as violent weather. • Prudent leadership requires halting the ride and seeking shelter. • Wind, rain, and road surfaces may drastically affect advertised ride speeds. • Riding in summer drastically affects a rider's ability due to heat and humidity. Ride Leaders need to adjust the number of stops and at times speed and distance to make sure riders do not experience heat exhaustion. Frequent water stops are imperative.

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CCBC RIDE RULES	Ride Rules	<ul style="list-style-type: none"> • In most cases the Club Ride consists of several ride speeds determined by the ride organizer and members present. • Each ride speed will consist of ride leader and sweep. • The Club Ride begins at the listed start site and in most cases will end there. • A Club Ride may also include subgroups that may form during the ride with the knowledge of the ride leader. • Ride groups generally should not exceed 10 riders, including ride leader and sweep. If there are more than 10 riders in a speed group, a subgroup may be formed, and ride leader and sweep assigned. • If all groups are using the same route, a minimum distance of 200 feet will be maintained so traffic can safely pass one group at a time. It is imperative that the sweep of group #1 remain in sight of the ride leader of subgroup 2. If the gap between the groups exceeds that distance, the sweep of group 1 will announce GAP so that the ride leader of group 1 slows for the subgroup to catch up. • Only class 1 or 3 E-bikes are allowed in a group ride and must stay in the rear section of the group and not intermingled with other cyclists.
	When Club Members Cannot Assume They Are On A Club Ride:	<ul style="list-style-type: none"> • Club members on a ride not listed on the website are NOT on a Club Ride. • The portion of a ride to or from the CCBC ride is not part of the Club Ride and is not covered by insurance. • Riders that break away from a ride should notify the leader and sweep and the point of leaving the group. He/she are no longer on the Club Ride or covered by insurance.

Topic	Support	Details
	No Rider Left Behind Rule	<ul style="list-style-type: none"> • Riders who drop back will be monitored by the sweep. No rider will be left behind without knowledge of the ride leader and sweep. • It is the responsibility of the sweep to enforce the no drop/no one left behind policy. • The sweep will remain with riders that slow, stop, crossing intersection, merging at round about or other way creating a GAP. • The sweep and other riders will communicate to the leader by voice and or whistle when there is a problem creating a "GAP". A "GAP" is a space of five or more bike lengths between riders and that may indicate a problem. • If the leader does not respond, riders must repeat "GAP". • Depending on the situation the leader may verbally/hand signal "slowing" to allow gap to close or stop the group in a safe area removed from traffic to address the problem. • Should there be flat tire, medical issue, or. a rider cannot keep pace, (etc.) the leader will move the group to a safe location, stop the ride and deal with the problem. A rider will not be left alone even though he/she states "go on, I am OK, I know the way"...
	Safety	<ul style="list-style-type: none"> • Helmets are required. Riders will not be able to participate in a club ride without one. • Hearing aids can be worn. Earphones and similar devices are not allowed to be used on CCBC rides. • It is the responsibility of all riders to call/point out all dangers such as holes, sand, debris, glass, cars back/right/left/up, cars passing etc. loudly/clearly and repeating the call up and down the ride line. These are clear and imminent dangers to be communicated by/to each ride member. (See section titled "Communication". • In CCBC, we never use the word "clear" or any other command that directs a rider to not determine their own safety actions. • A whistle and mirror are strongly recommended for Ride Leaders and Sweeps and recommended for all riders.

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		<ul style="list-style-type: none"> • Lights and high viz clothing are recommended for ALL riders. • Left turns on 4 lane roads must be avoided.
<p>PACELINE RIDING</p>	<p>A PACE LINE RIDE is an advanced riding style that takes a high level of skill and group riding experience.</p>	<ul style="list-style-type: none"> • Unlike a regular group ride with an assigned Ride Leader and Sweep, a Pace Line is a constantly changing rider positions so that ultimately all riders at one point take the position of the Ride Leader and Sweep. • Pace Line riding can be exhilarating. Those who participate gain a higher skill level of group riding. • If you are not a strong and skilled rider, you will need to train hard to be ready to join a Pace Line Ride. Before joining a Pace Line Ride, you should discuss your intentions with the Ride Leader and inform him/her that you are a Pace Line Novice. • A Pace Line can be performed at any riding speed but at CCBC, most Pace Line riders are more than 17 mph. • Usually, the Ride Organizer in the group will establish a route and recommend the speed. • The advantage of Pace Line Riding is to maintain a high level of speed by allowing riders to draft off the bikes in front of them, usually at close distances, such as a half-bike length or less. • Class 1 and 3 E-bikes are allowed but are required to always remain at the rear of the group and not rotate into the lead.

Topic	Support	Details
	Pace Line Riding Process	<ul style="list-style-type: none"> • It is important that all riders maintain a constant and fluid pace by a continuous and steady cadence and slight use of brakes when controlling speed. • As riders begin the ride, the front cyclist (Ride Leader) will set the pace and will continue to hold that speed until they become unable to maintain the established speed. Each rider has his/her own ability to hold the front position, but generally, they will lead for a quarter mile to a half mile. Stronger riders may hold the front position longer. • Once the Lead Rider wishes to fall off the lead, he/she will signal the next rider by tapping on his/her right hip. That first Lead rider will take a few quick strokes and then pull off to the left, while slowing down slightly so that the entire group can pass him/her on the right. Ultimately, that first Lead Rider will fall back in the Sweep position. It is critical that the group constantly look for cars approaching and signal "Car Back" to warn a Lead Rider when it is not safe to rotate out into the lane. • The group now has a new leader, and he/she will hold that pace until they wish to rotate out. The process described above will repeat itself over and over as all riders become the Lead Rider and become Sweeps. On a 30-mile ride with 10 riders, each member may end up as the Lead Rider several times.

Topic	Support	Details
	Pace Line Communication	<p>Communication is critical to the safety of all Pace Line Riders.</p> <ul style="list-style-type: none"> • Lead riders need to be vigilant about objects in the road and give advanced warning to the cyclist behind. • All cyclists must repeat the information to keep all riders safe. • Sudden movements are to be avoided as the margin for error is limited. • Slowing and stopping must also be well communicated and repeated so that cyclist do not run into each other. • Turns to the left or right are announced well in advanced. • The Ride Leader will announce the turn and will slow the group into the turn. • The objective is to remain as smooth as possible, so the line moves as one. • Left turns are still signaled by the Lead Rider and should be managed by the sweep for "Taking the Lane" as the sweep has the best visual of cars approaching. <p>See the section on Communication and Safety which also applies to Pace Line Riders.</p>
E-BIKES	E-Bike Definition	<ul style="list-style-type: none"> • An E-bike is a recreational bike with a battery-assisted motor. • E-bikes offer advantages and opportunities for riders with limitations for riding pedal bikes. These riders can continue to bicycle ride with less effort. • Beginning E-bike riders, who are novices to cycling, are strongly encouraged to take a few Beginner Rides offered by CCBC to know how to ride with a group of cyclists. • Intermingling of pedal bikes and E-bikes can be challenging in some cases dangerous. E-bikes should remain at the rear of the ride group.

Topic	Support	Details
	Legal Considerations re: E-Bikes	<ul style="list-style-type: none"> • FL Statute defines a bicycle as a vehicle propelled solely by Human power and a motorized bicycle propelled by a combination of Human power and electric helper motor capable of propelling the bicycle at a speed of 20 mph. Many E-Bikes are a combination of three classified types. - <u>Class 1</u>-battery operated electric motor that only engages when pedaling, top speed 20mph, - <u>Class 2</u> -battery operated electric motor controlled with a throttle, not requiring human pedaling, 20 mph top speed, - <u>Class 3</u>-battery operated electric motor that only engages with pedaling top speed 28 mph.
	American Specialty Insurance and Risk Services	<ul style="list-style-type: none"> • American Specialty Insurance, the CCBC provider, states that coverage does not apply to activities involving vehicles with solely non-human power source, Class 2 above. This exclusion does not apply to activities involving low speed electric bicycles, human powered with an E-assist while pedaling. • Low speed electric bikes are 2/3 wheeled vehicles with operable pedals, electric motor less than 750 watts where max speed is less than 20 mph. • E bikes interspersed with bikes powered only by pedaling increase the risks of group riding since E bikes : <ul style="list-style-type: none"> - provide effortless acceleration , which will increase chances of wheel overlap/crashes, - are relatively immune to wind resistance and slowing in headwinds thus creating gaps, - result in increased speeds from stops and around corners, - all of which may result in gaps and disrupt group riding/communication.

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	CCBC E-Bike Guidelines	<ul style="list-style-type: none"> • CCBC only allows Class 1 and 3 E-bikes, with a maximum speed of 20 mph on club rides, at less than 750 watts and WITHOUT throttle assist. • E-bikes must ride together at the rear of their riding group, in front of the sweep, and not be interspersed with human powered bicycles. • E-bikes maintain at least one bike length between each E-bike. • After proper sweep training and with a mirror, whistle and rear lights, E-bike riders are encouraged to be Sweeps. • E-bikes may be allowed to lead rides only after ride leader training and/or demonstrated ride leading skills.
COMMUNICATION	Communication & Safety	<ul style="list-style-type: none"> • Communication is critical to the safety of the riders. Lead riders need to be vigilant about objects in the road and give advanced warning to the cyclist behind. • All cyclists must repeat the information to keep all riders safe. • Sudden movements are to be avoided as the margin for error is limited. • Slowing and stopping must also be well communicated and repeated so that cyclist do not run into each other. • Turns to the left or right are announced well in advance. • Ride Leaders will announce the turn and will slow the group into the turn. • The object is to remain as smooth as possible, so the line moves as one. • Left turns are still signaled by the Ride Leader but always managed by the Sweep signaling verbally "Taking the Lane", as the sweep has the best visual of approaching cars. No rider should take the lane without checking for oncoming traffic from the rear. As a rider takes the lane, it should be announced by each rider in the group until it reaches the Ride Leader.

Topic	Support	Details
	Vocal, Hand, And Arm Signals	<ul style="list-style-type: none">• For CCBC, the major cause of crashes resulting in injury are caused by a lack of communication throughout the group.• Each arm and hand signal should be accompanied by suitable audible commands.• All audible commands will be echoed back from the Ride Leader though Interior riders and echoed forward from the Sweep through the interior riders.

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	Signals	<ul style="list-style-type: none"> • LEFT TURN - left arm straight out from shoulder to ground state "Left Turn". • RIGHT TURN - right arm straight from shoulder parallel to ground, state "Right Turn". Alternatively, the left arm upraised with thumb pointing to right. • SLOWING - left arm extends to left, hand down a 90-degree angle, moves side to side state "Slowing". • STOPPING - left arm down, and at 90 - degree angle, no hand movement, stat "Stopping". • CONTINUE STRAIGHT - left arm raiserd over shoulder with chop motion forward, state "Straight". • HAZARD - either hand pointing to the hazard with suitable audible call appropriate to hazard, and state hazard such as "Hole/Bump, Debris, Water, Parked Car" etc. • HAZARD ON LEFT/RIGHT - shift bike line to left or right by using the appropriate arm/hand signal to point in the direction the rider should move. State, for example: "To Left; To Right; Parked Car". • REJOINING LINE TO THE RIGHT - point to the right to the position in line, State "Coming in". Rider in lines affirms by responding "Come in". • EMERGENCY STOP/ PROBLEM - IF a whistle is blown by the Ride Leader, Sweep, or any rider in the group, the group must stop off the side of the road/trail removed from traffic. • Common Communication Signals: <ul style="list-style-type: none"> - Biker Up (or Back) - Car Back - Car Passing (or Biker Passing) - Car Right or Left - Debris - Glass - Hole in the Road - Sand - Walker Up
ACCIDENTS		

Topic	Support	Details
	Policy for Managing Accidents	<ul style="list-style-type: none"> • The Sweep will stop the ride by blowing a whistle and all riders will call out “Stopping” Members of the group need to secure the scene and to divert traffic away from the fallen rider. If the accident was caused by a motor vehicle, obtain license and insurance information from the driver. Call 911 for Police assistance. If a driver attempts to leave the scene, take a photo of the car and license plate. If there are witnesses who stopped at the accident scene, obtain their contact information. • A seriously injured rider should not be moved but made as comfortable as possible until EMS arrives. Never assist a fallen rider to their feet as it may cause more injury. • Encourage a fallen rider to remain still for a few minutes. A fallen rider who can get up on their own and is not seriously injured may resume the ride. NOTE: most fallen riders will try to say, “I’m OK”. Most of the time they are but sometimes they are not. A Ride Leader must determine if it is safe for that rider to resume. When in doubt, calling EMS for help is the prudent action to take. • No rider will be left behind to wait for a family member or EMS without at least two members of the ride group staying with that person. This also applies to any medical issues, such as shortness of breath, chest pain, etc. We CANNOT allow a rider involved in an accident or medical issue to ride home alone.

Topic	Support	Details
INSURANCE	Coverage	<ul style="list-style-type: none"> • All club members with paid membership and listed on the CCBC members list on the CCBC website are covered by the club's insurance. The insurance is through America Specialty. The coverage provides two specific areas: Medical Accident and Liability. • The Medical Accident provides a club member, ON A CLUB RIDE, excess medical coverage for injuries sustained during a club ride. The maximum limit is \$10,000. This coverage is NOT first dollar but will provide benefits for deductibles, co-insurance and other gaps not covered by your primary insurance. If a member has no primary insurance, the coverage will be considered PRIMARY and will cap at the \$10,000 limit. • Liability Coverage provides protection for all members for bodily injury and or property damage arising out of a Club Listed Ride. If a rider should cause injury to another cyclist and is found legally liable, this coverage will provide up to \$1,000,000 in damages in addition to defense costs. • NONE OF THE ABOVE COVERAGES APPLIES TO AN MEMBER NOT ON A CLUB RIDE. See the section on CLUB RIDES. • If a member wishes to file a claim, they must inform the Club Treasurer so that he/she can confirm the rider was a member and on a club ride at the time of the accident • Instructions for filing a claim: • https://appsrv4.amerspec.com/dbweb/f?p=144:40:::APP

Topic	Support	Details
Non-Members	Non-Members Policy	<ul style="list-style-type: none">• A non-member can participate in one club ride listed on the CCBC website according to the following guidelines:• Non-Members are required to e-sign a liability waiver that is on the website. This can be done at home or at the start of the ride on a smart phone.• Non-Members are covered by the CCBC club insurance for ONE RIDE ONLY.• AFTER THE FIRST RIDE, A NON-MEMBER MAY NOT PARTICIPATE IN ANOTHER CLUB RIDE UNTIL THEY BECOME A MEMBER.