

PBA Ride Rules

A goal of the PBA is to increase the enjoyment of group cycling by encouraging our members to take responsibility for their own safety and the safety of their fellow riders. Here are some rules we think will help.

1. We follow the instructions of the ride leader

- To hear the instructions, we do not wear any sort of headphones, earbuds, or other sound-making devices
- We do not ride “off the front” of the ride leader (generally out of sight or hearing)
 - unless we have informed the ride leader, and
 - the ride leader agrees, and
 - we know the ride route, and
 - we have agreed upon a re-group point

2. We keep the ride leader informed

- If riders have to stop or slow down, then word is passed forward to the ride leader
- If we want to go back, or take a shorter route – so the remainder of the group does not have to wait for someone who has turned back
- If we are not feeling well (tired legs not included!)
- If we know about hazards or construction on the planned route

3. We observe and follow all road signs and traffic signals

4. We use hand and vocal signals

- To indicate turns
- To indicate slowing and stopping
- To warn each other of hazards such as
 - pot holes, bumps, glass, gravel, and other debris
 - railroad tracks
 - water and mud
 - approaching cars from either direction
 - cross traffic



5. We follow the “rules of the road” by

- Being predictable to motorists and fellow bike riders
- Being assertive by taking the right-of-way when we have it
- Being alert to what is going on around us (scanning)
- Being courteous by yielding the right-of-way when we don’t have it
- Yielding to cross traffic
- Yielding to pedestrians



6. We maintain safe position on the road by

- Staying to the right of the road
- Staying in a single lane on multi-lane roads
- Never riding more than two abreast
- Riding single file to let traffic go by on one-lane roads
- Avoiding overlapping of wheels. A front wheel overlapping and then touching someone else’s back wheel can cause the rider in back to fall down
- Avoiding passing other cyclists on the right
- Riding a good line by not weaving from side to side, especially while turning

7. We always stop as a group when

- The ride leader shouts “STOPPING”
- A rider has an accident
- A rider has a flat tire or mechanical problem (we never attempt to fix a mechanical problem on a moving bicycle)
- There has been a split in the group due to a red traffic light. The front group waits for the rear group to catch up
- We come upon a stopped rider, whether in our group or not, who may need assistance (remember: the next time it may be you that needs assistance)

8. If we have to stop

- We stop as a group
- We always pass the message to stop from the back of the group to the front or vice versa
- We wait in places that are out of the flow of traffic
- We resume riding as a group

9. We wait at intersections where there is a change of direction

- So those in the back of the group know where we are going
- So those that want to turn back, or take a shorter route, can inform the leader

10. We ride in a pace line

- To share the workload on windy days
- To ride faster as a group
- When conditions on the road allow us to do so safely
- Because it is a lot of fun



11. When riding in a pace line or echelon

- We are expected to go to the front and take our turn
- We do not surge to get to the front thus opening gaps
- We never use our aerobars
- We stay in our line and only change lines at the front when it is our turn to do so
- If we want to ‘sit in’, we are expected to stay out of the way of the pace line
- If we all can’t fit across the road in the echelon, we form a second echelon so that more riders can find shelter from the wind

12. We maintain visibility by

- Riding far enough away from the curb to be more easily seen by motorists
- Wearing brightly colored jerseys and helmets
- Refraining from riding at night unless our bikes are outfitted with lights front and back
- Using a blinking rear tail light on dark or foggy days

13. We carry personal equipment including

- All of our own water, sports drinks, and food
- A helmet (worn on the head)
- All tools and parts needed to replace a flat tire
- Identification – this includes contact information and medical insurance information

14. We introduce ourselves to new riders and tell them about the PBA ride rules

THANK YOU from the PBA

Disclaimer: the Plano Bicycle Association is not responsible for the safety of the ride routes. All cyclists riding with the Plano Bicycle Association do so at their own risk.