

SUMTER LANDING BICYCLE CLUB SAFE RIDING RULES

(Recommendation of combined rules committee on July 18, 2017 and adopted by SLBC Board September 18, 2017)

Introduction

These rules and tips address important cycling safety issues that foster the safe enjoyment of club rides. They have been reviewed and approved by the Sumter Landing Bicycle Club (SLBC) Board of Directors. There are many benefits to riding in an organized bicycle group including camaraderie, better visibility to motorists, potentially longer and faster rides because more people share the work, and assistance in the event of a mechanical or safety incident. In exchange for these benefits, when a cyclist chooses to ride in a group, he assumes the responsibility to ride in a manner that enhances group safety and does not create a hazard for other cyclists in that group.

Members of the SLBC should review the Florida bicycling laws, regulations and the *Compulsory Riding Rules and Tips for Riding in The Villages*® presented below. Florida statutes govern the operation of all vehicles operated on Florida public roads. A bicycle is a vehicle under Florida law (Chapter 316.003).

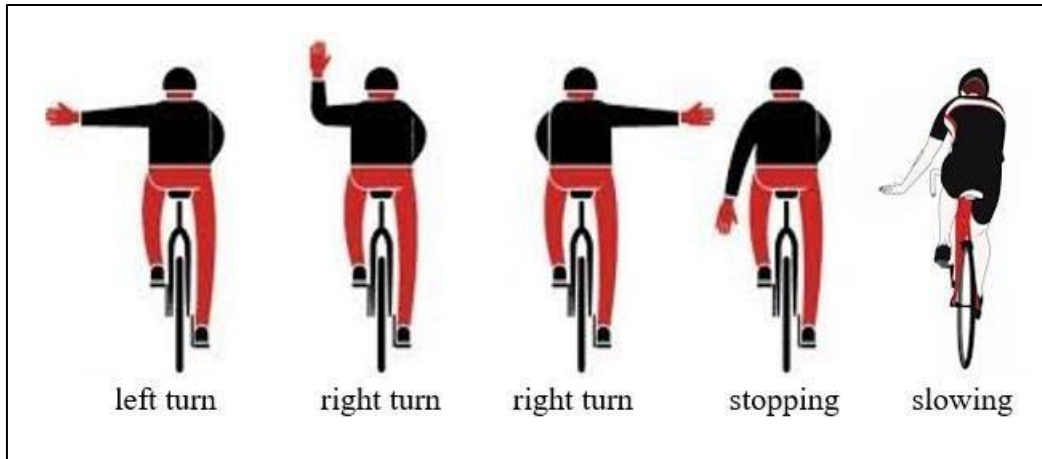
Orderly, predictable and safe riding habits enhance motorists' perception of bicyclists, contributing to community goodwill and enhancing the Club's public image. They also make for safer group rides.

Compulsory Riding Rules

1. A signed liability waiver is required before participating in a club ride. If you have registered to be a Club member, you signed the liability waiver as part of that process. If you are NOT a member of the Club, you will need to sign the liability waiver at a ride start prior to participating in the ride.
2. Wear a properly-fitted Consumer Product Safety Commission (CPSC) approved helmet with a snug chin strap.
3. A rear-facing mirror, either eyeglass, helmet, or bar end mount, is required.
4. Water or other hydration in a bottle or Camelback is required.
5. Riding group size: When more than 10 riders are present, divide into sections of 8 or fewer riders. A gap of AT LEAST 50 feet (or better, 50 yards) should be maintained between groups/sections of riders.
6. Club rides have a designated leader and sweep. The ride leader may request another rider to ride in the front and become the pace setter but the ride leader is always in

charge throughout the ride. Riders must stay between the leader (or pace setter) and sweep except for brief periods (e.g., climbing hills, passing, leaving a ride or avoiding obstacles). NOTE: Other than these circumstances riders in front of the leader (or pace setter) or behind the sweep have exited the ride.

7. Ride single-file for safety and courtesy. (Exceptions: climbing hills, rotating pace lines, and passing or avoiding obstacles for brief periods). Consider double-file when stopping at intersections and roundabouts but single up afterwards.
8. Never overlap your front wheel with the rear wheel of the rider ahead. Leave a safe distance between you and the next bicycle (at 15 miles per hour a bicycle travels 22 feet per second). Designated pace line rides typically ride in close formation.
9. Call out dangers: Audibly inform other riders of risks: “Slowing”, “Stopping”, “Car back”, “Car up”, “Car left”, “Car right”, “Debris”, etc. Also, visually point out debris, holes, sand, etc. Pass these warnings up and down the line.
10. Not allowed on club rides:
 - a. Children under the age of 18 years of age due to liability
 - b. Audio equipment (except hearing aids)
 - c. Pets
 - d. Smoking (including e-cigarettes)
 - e. Use of the “Clear” command
 - f. Use of aerobars (may be mounted on the bike, but cannot be used)
11. Give hand and audible signals 100 feet before turning, stopping or slowing. The proper hand signals are described and illustrated below:
 - a. Left turn: horizontal left arm pointing left. When safe, signal your intention and aggressively move into the left or turn lane.
 - b. Right turn: up-lifted left arm, or right arm horizontal pointing right.
 - c. Stopping: Extend either arm downward with palm facing rear.
 - d. Slowing: Extend either arm downward with palm facing down.



12. When approaching an intersection as a group, each rider should proceed through the intersection - after observing all traffic regulations - and after they individually decide it is safe to do so. If the ride leader or some part of the group stops for approaching traffic, following riders should also stop and should not pass the stopped cyclists, nor proceed until the front rider proceeds.

13. If you are not leading or sweeping, turn your front light off if you have one.

Enforcement of Compulsory Riding Rules

“The SLBC Board of Directors may suspend or expel a member for repeated violations of the Safe Riding Rules, The Villages VCDD Recreation Department’s rules of Conduct or other just cause.” Article IV of the SLBC bylaws.

Suggested Tips for Riding in The Villages®

1. Four lane roads: In The Villages® four lane roads are too narrow to safely or legally contain a bicycle and a motor vehicle traveling side by side. To discourage drivers from attempting to share the lane, the cyclist usually rides on the right half of the right lane to facilitate visibility for overtaking motorists, but should ride far enough left to discourage motorists from trying to squeeze past within the lane. Often this is described as the right tire track.
2. Multi modal paths: In The Villages® divided sections of multi modal paths are too narrow to safely contain a bicycle and a golf car traveling side by side. To discourage golf car drivers from attempting to share the lane, cyclists should ride in the middle of the lane until reaching the end of the divided section.

3. Multi modal path tunnels: Cyclists are encouraged to avoid multi modal path tunnels whenever reasonable.
4. Country roads: All two-lane roads must be shared with motor vehicles. Cyclists should ride single file as far to the right as practicable (this does not mean you must ride as far to the right as possible).
5. Choosing your riding group: If you are a new or occasional rider, choose a slower group than your normal speed. If you are constantly falling back, try riding in the second or third position behind the leader. The strongest riders should be near the back of the ride and slower riders should be near the front. Pick the group that you can ride with, not the group to which you aspire.
6. Lights: Cyclists are strongly encouraged to display a flashing bright red rear light.
7. Gate Protocol: When approaching an attended gate ride to the right side-gate (resident gate) unless the attendant tells you differently. Slow and prepare to stop unless the attendant opens the gate for you to pass.

Links to Florida's Uniform Traffic Control Laws

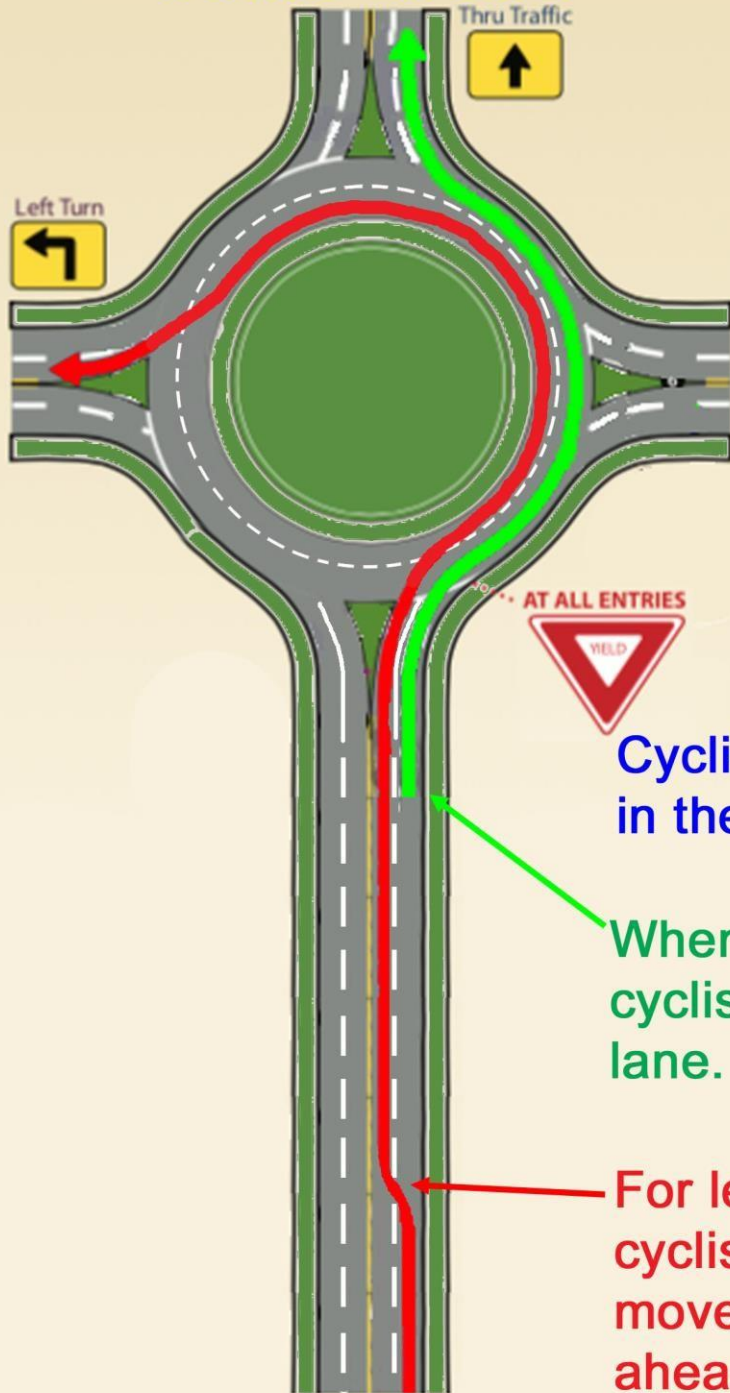
[Florida Statutes on Motor Vehicles \(Title XXIII\)](#)

Florida Uniform Traffic Controls:

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What to expect in traffic circles



Cyclists **YIELD** to vehicles in the circle.

When going thru a circle, cyclists stay in the outside lane.

For left turns when safe, cyclists signal and then move into inside lane well ahead of traffic circle.