

B.C. SAFETY COUNCIL TRAFFIC SKILLS COURSE - GROUP RIDING PROCEDURES

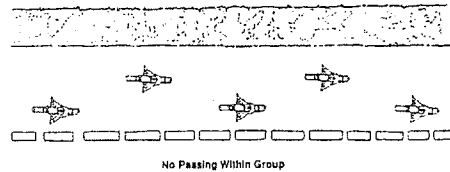
Introduction

- Groups are more visible than solo riders but do not guarantee immunity from traffic hazards. You **must** look out for yourself.
- Don't just mimic those in front - scan ahead, observe and anticipate. Scan your mirrors every 4-5 seconds.
- You will each, at some time, be assigned to lead the group.

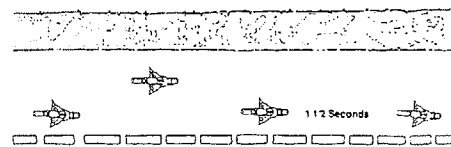
Staggered Riding

- Ride in a staggered position so that each rider will have an effective space cushion.
- 1 Second is usually sufficient between the staggered riders.
- Heavy traffic may require the group to bunch up to discourage traffic from breaking up the group.
- No passing within the group.
- In a group of 4, the last rider may choose the dominant left lane position, staying back an extra half second.

Staggered Riding - 5 Riders



Staggered Riding - 4 Riders



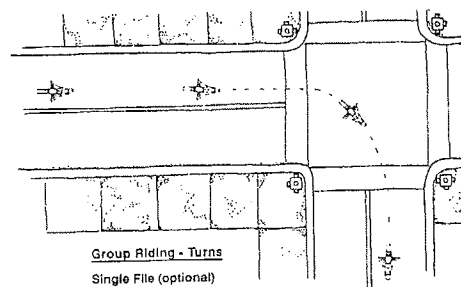
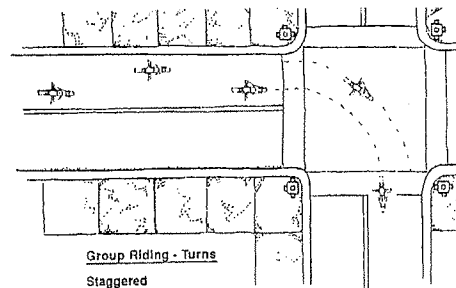
Single file

Ride in single file and increase space for:

- Narrow or twisty roads.
- Blind hills or blind curves
- Whenever you feel it will increase needed space, time to react, or visibility.

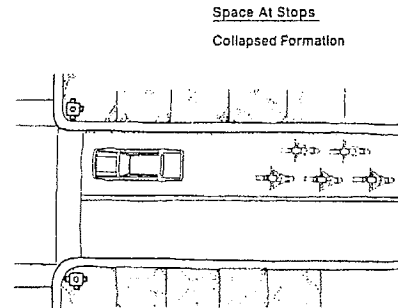
Turns

- Do not bunch up - maintain sufficient space in front.
- Riders may choose to move into single file for moving turns.
- Stay in or return to staggered formation if stopping before a turn.



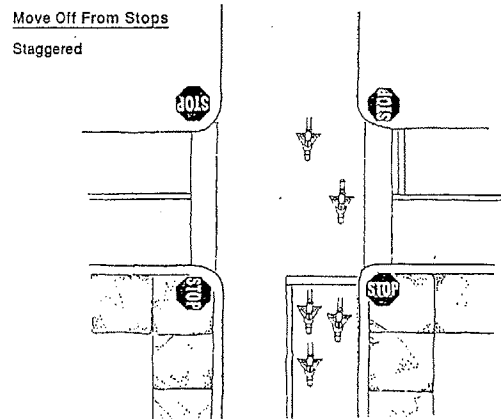
Space at Stops

- Stop with entire front wheel behind the stop line, marked crosswalk, unmarked crosswalk (if occupied), intersection, or sidewalk, or
- Stop a minimum of 8 - 10 feet behind the vehicle in front in a position where you are visible in the mirror of the vehicle ahead.
- Tighten the group formation at stops.



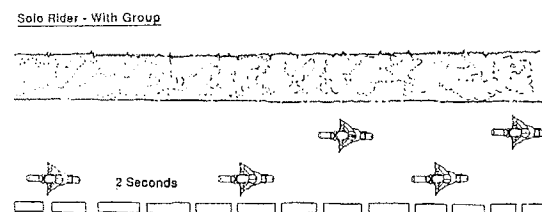
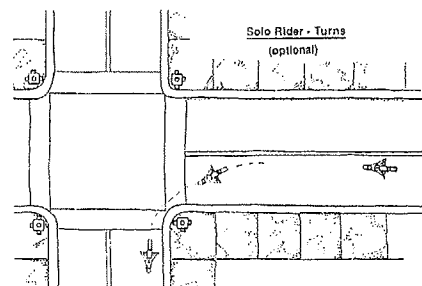
Move Off From Stops

- 2 Riders may move off from a stop at approximately the same time with the rider in the left lane position moving off slightly ahead to maintain a space cushion.
- The pairs of riders should establish eye contact and ensure that both are ready to move off. NOTE: each rider decides for him/herself when/if it is safe to move off.
- Wait at least 2 seconds after light has changed to green before moving off to allow intersection to clear or to create immediate space in front.



Solo Rider

- Most people ride by themselves after they leave the course. At some point, you will have a chance to ride in front of the group as if by yourself. You will also ride as if by yourself on the road test.
- When riding solo, lane position choice is based on dominance, visibility, & space. The road surface or other hazard must be considered.
- Left turns from left lane position to left lane position.
- Right turns from right lane position to right lane position, or
- On a right turn, a rider may choose to move from the right lane position straight into the dominant left lane position.
- With a group behind, the solo rider will be given a 2 - 4 second lead.
- The group will stay behind the solo rider at stops.



Role of the Leader

- Be aware of your pace and the pace of others.
- When moving off, accelerate to a lower than normal speed to allow the rest of the group to catch up. When group is together, accelerate to speed limit. Do not exceed speed limit.
- Use your mirrors to monitor traffic behind. You must be able to see where the group is.

Role of the Back Riders

- The back riders must also look out for the welfare of the group.
- When merging from 1 lane into 2, back riders may move over early to block the lane from traffic behind. This will help ensure the group will stay together.
- Blocking riders must be firm in their lane dominance.
- Do not do this manoeuvre if you don't feel confident or if there is not sufficient space in front and behind.
- The same procedure may be used when changing lanes.

Signals

- You may use both hand and electric signals to make your intention obvious.
- Signal well in advance - but not so as to confuse riders or other traffic.
- Each rider in the group must choose, individually, the correct place to signal.

Cover the Brakes

- When about to slow or stop, rest foot on rear brake pedal to light up your brake light. This will give plenty of warning to traffic behind you. You will not necessarily activate the brake.
- Cover the brakes also refers to positioning your hands and feet over levers/pedals in anticipation of using them when slowing, or approaching an intersection or possible hazard.

Role of the Group

- Try to accelerate briskly enough to maintain the group formation.
- Watch for cars wanting to change lanes into the group.
- Do not just "follow the leader". Think and act for yourself.

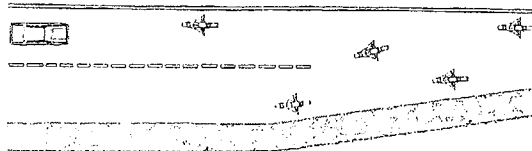
Group Gets Split Up

- Other traffic will break the group up. DO NOT immediately pull over. Stay in your lane - the cars will eventually change lanes or turn.
- You may slow down a bit to encourage them to pass.
- Pull over where you can easily be seen if you lose visual contact with the rest of the group.
- Do not turn any corners.
- If part of the group gets caught at a light don't go through a second light, pull over and wait.
- If the group gets split into several parts, pull over.
- Riders left behind must **not** speed to catch up.

Role Of Back Rider

Blocking During Merge Or Lane Change

Back Rider Moves Over Early



Parking

- Group leader should look for a safe, legal, spacious area for the group to pull over.
- Scan for and avoid no parking/stopping areas, fire hydrants, loose or other hazardous road surface.
- Choose shady areas on hot days, sunny areas on cool days.

Shoulder Check Requirements

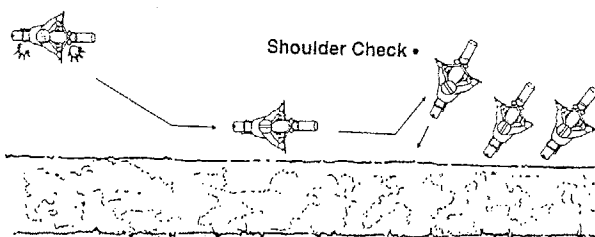
Generally we are looking for meaningful scanning and shoulder checks which indicate your awareness of possible hazards and a sense of self preservation. You must look long enough to accurately judge the speed and distance of other vehicles.

- Before leaving curb side or moving off from a stop - general scan ahead and to side of possible hazard
- Before a change of lane position - to the side of change
- Before signalling - to ensure the timing of your signal is appropriate
- Before lane change - to side of change (look well back)
- Before turning left or right - shoulder check to the side of turn for pedestrians (sidewalks), bicycles or other vehicles in your lane or on shoulder of road
- Before merging - to side of merge (look well back down merge area)
- After stopping - scan mirrors and blind spots

Mechanical Problems

- If you stall the motorcycle and have difficulty starting it right away, push the motorcycle out of the flow of traffic.
- At least one other rider should stay with the stalled rider. Riders behind should wait with stalled rider.
- The leader should find a safe place to pull over and wait.

- Shoulder Check
- Signal



Getting Lost

- Very unlikely to happen
- Don't turn any corners - stay on the same road.
- If you don't see the group within 2 -3 blocks, pull over and wait where you are visible. The Instructor will find you.
- If you wait more than 1/2 hour, phone the office #214-7433 or pager # 450-4966. When you hear the tone, punch in the phone number you are calling from. Dial phones won't work. A staff member will call you back. Please write these phone numbers on the back of your learner's permit.

Magnetic Demand Lights

- Black tar strips indicate pick-up which detects motion.
- Motorcycles, being small, are often not picked up.
- If in a group - bunch up.
- If solo and there is traffic behind you - pull ahead for car to trip the light.
- If there is no other traffic, stop on the tar strip, lean bike over slightly or roll back and forth over the strip.