

MODULAR BICYCLE EDUCATION PROGRAM



MODULE: GROUP RIDING SKILLS



Module: Group Riding Skills

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Why this module is important

This module covers some of the more important aspects of riding in a group. For many of us, this is a majority of our riding, with other cyclists, either as part of a club or just with a small group of friends. Group cycling is different from riding alone. It allows for socialization while on the road and often makes the whole cycling experience more enjoyable.

Group riding also brings with it more responsibilities. Now you need to watch out for others on the road and exercise care as you mingle together and share the experience. This module will present the most important aspects of group riding and how to deal with the more frequent situations you will experience with a group.

Preview

This module, like some others, has two components; this written material and the time spent with the instructor. There is intentional overlap with the two modes of learning – some people learn well by reading and might be able to transfer that learning to physical skills, while others learn skills better through observation and practice. So, we offer both to you. Both are also required. All of the techniques mentioned in this module will be covered in the class session.

At the end of the reading material there is an assessment based on the material; during the class session, you are assessed or rated by the instructor. You do not have to sign up for both at the same time – it is required that you complete the reading material before taking the class session. The module is not completed until both parts are completed, along with the required assessment and student feedback.

How and When to Communicate in a Group

The main difference between riding in a group and riding solo is that you need to communicate with others in the group in order to ride safely together. This involves a lot of communication sometimes. Communication does not only imply talking to each other but also using a sort of cycling "shorthand" of pointing and calling out and other subtle gestures. The guidelines presented here are basic ones that most groups will agree to use. They are almost universal in their usage.

Note in the subject line of this section that we are talking about how and when to use these various communication tools. The how is more universal than the when. As you experience more and more riding and different groups to ride with, you will find a wider range of when people choose to use different methods. This author confesses to presenting a certain bias regarding the overuse of many communications and this will be noted so you know that there are other points of view about such.

Car Up/Car Back

As you are riding along, it can be important at times to know when a vehicle is approaching from the front or rear. An agreed protocol for announcing this is for riders to yell out "Car Up!" when a vehicle (it doesn't matter what type of vehicle) is approaching from the front, or to yell out "Car Back!" when a vehicle is approaching from the rear. While these are universal alerts, when to use them appropriately is less universally agreed. The two are not the same and should not be used in all situations that vehicles approach.

When to use "Car Up." Another question is "Why yell out Car Up?" You have a group of bicyclists riding all in one direction, facing forward, so, wouldn't they all see the car approaching? Nearly all the time, yes, they would all see the approaching car. But there are times when some in the group might not see it. The whole purpose of yelling out "Car Up" is to alert someone that a vehicle is approaching when they might not be aware of it. This doesn't really happen all that often since we are always looking forward.

One example of when to use this alert is when a turn is about to occur on a curve and the riders in back may not be able to see an approaching vehicle. Then the lead riders yell out "Car Up" so they know to look for the approaching vehicle. Another example is when the group is riding over the crest of a hill and some riders are too far out in the lane. The lead riders will see the approaching vehicle as they go over the crest and should yell out "Car Up" for the alert.

The point here is to use this alert only when it is necessary. If the group of riders is unaware of a vehicle approaching from the front, then the alert is appropriate and necessary. To yell it out when it is obvious a vehicle is approaching and all can see it, then the alert is not necessary. If it is not necessary, then why yell it out? It is one of those signs of the novice cyclist to yell out too many alerts when unnecessary. After a long ride, that can be really irritating.

Another instance when you want to alert others in your group of what is happening up ahead is on a bike trail or path. Typically in this case the group lines up one behind another so riders behind cannot see what is coming at them. Walkers, runners, skateboarders, kids on bikes, rollerbladers, rollerskiers, and dogs on leashes can all present a hazard if a rider is unaware of them. Here, all you need to do is yell out "walker up" or other simple identifier of what the coming obstacle is. These other trail users are oftwn all over the place so adding "left" or "right" to your yell may not matter once the group gets to them.

When to use "Car Back." As you learned in the module on hazards and crashes, a vehicle approaching from the rear is not as much of a threat as imagined. Still, many cyclists have this self-imposed fear of cars hitting them from the back. Because of this fear, you will experience an inordinate amount of use with the term "Car Back."

Why do we want to communicate to others in front of us that there is a vehicle approaching? The main reason is so they are aware, if they cannot see it for themselves, but also to alert anyone who may be in a bad lane position that may pose a hazard for themselves. Many groups will yell out "Car Back" any time a vehicle approaches from the rear. When traffic is fairly heavy, that becomes annoying - and unnecessary - quickly.

Each cyclist should be checking their rear situation frequently anyway so having someone else tell them what they already know is not needed. But there are times when this call is very much needed. The first situation when you need to alert riders of a vehicle approaching from the rear is when a cyclist is in a bad lane position and needs to know they may be in jeopardy.

What would be a bad lane position? Mainly this is when a rider is too far out in the lane for the vehicle to pass safely. This can get a little dicey sometimes because cyclists are "legally allowed" to ride two abreast and can take a full lane width if needed. Also, if there is a double yellow line the vehicle may not be (legally) permitted to pass anyway. As we have all witnessed many times, even with a double yellow line most motorists are going to pass the group even if they do cross the double line and even if it is on a hill or curve. Still, we owe it to our fellow cyclist riding with us to warn them of an approaching vehicle - even more so when they are in a bad lane position.

Sometimes on group rides we get a bit sloppy in our riding and may cluster into three or more abreast and even creep over into the oncoming lane. If there is no other traffic on the road this is okay, as long as you are able to get over easy enough. (See the section on returning to single file later in this module.) That rider out in the opposing lane is the one who really needs to know there is a "Car Back."

When a group is riding in a situation where there is plenty of traffic going both ways, the use of these yells is unnecessary. All riders should assume there are cars up and back and usually stay in a single file.

Car Left / Car Right

These alerts are used usually at intersections to warn riders behind you that a vehicle is approaching from the left or right. The typical scenario is when the group has stopped along a bike trail at a crossing road and the ones in front see the way is clear enough for them to go but they also see a vehicle approaching from the left or right down the road a ways. Then when the next riders get to the point of crossing they decide for themselves if that approaching vehicle is close enough to them to keep them from crossing or not.

Since calls are not often heard very well, we usually point at the vehicle at the same time we yell it out. This gives others behind an indication that there is something to look at in that direction even though they may not have heard the alert.

We use "Car" regardless of what type of vehicle it is. It doesn't matter - the point is to let riders know something is coming in that direction.

“Clear”

This is an alert used to indicate that an intersection is “clear” of traffic and may safely be crossed without fear. **In this program we teach that this is NOT a good alert to use.**

Why would you not want to tell the riders in the group that an intersection is clear? The reasoning behind the non-use of this alert is that it may give incorrect information. Consider the typical scenario of a group riding a bike trail and they come to an intersection with a highway. The lead rider looks both ways, sees no approaching vehicles and yells out “Clear!” The next riders, thinking the way is “clear,” follow through the intersection, and so do the others behind him. The problem is that time that has elapsed from when the lead rider yelled it out and the following groups got up to the crossing could be many, many seconds later - time enough for the way to not be clear at all.

While it may seem counterintuitive, we teach that each rider has his own responsibility to make his own decision whether or not a crossing is “clear.” When you do not yell out Car Left or Right, that should be enough of an indicator that the way is clear, at least for you.

Passing Other Cyclists

When we ride in groups we often change our position alongside each other. We approach hills up and down differently, we change our speeds occasionally, there are all sorts of reasons why we move from riding next to one person for a while then go next to another. In doing so we often pass others.

When you pass another cyclist you should let them know that is what you are doing. No one likes surprises. And if you suddenly appear next to someone you may startle them enough to have them lose control of their bike and crash. So, when you come up on another cyclist and about to pass them on their left side, just say “**Passing**” or “**On your left.**”

Coming up on a cyclist on his right side is dangerous. Even though he may have left room for you to be there, do not just move into a position on his right side. Instead, as you approach, say “**On your right.**” Why? Because we rarely ever check anything on our right side. We do not anticipate anything happening there. Even when a cyclist may have left some room to his right side (perhaps because of some debris or rough section of road or any other reason), he does not expect anyone to be there when he decides to move back to the right. A good rule of thumb for you to adopt is to never try to pass another cyclist on the right.

This goes beyond mere courtesy. Yes, it is courteous to do these things, but it is also the safer way to ride in a group. Only novices and those unaccustomed to riding in groups do not use these alerts.

Calling Out Hazards

As you learned in the Crashes and Hazards Module, there are all sorts of hazards that can be bothersome or dangerous. When you ride alone these are usually dodged or avoided in some way. When you ride in a group and others are ahead of you blocking your view of upcoming hazards, you want to know about them. So, we yell out and point to the hazard.

It is the responsibility of the lead rider to initiate this alert (unless there is some reason why he cannot do it). If he fails to alert others he passes on a hazard to all others behind him to deal with.

So, what hazards do you alert others to? Anything that may cause them to crash, such as holes, ruts, rocks, gravel, sand, or other debris like glass or leaves. As you learned before there are many things that can cause you to lose control of your bike.

How do you alert riders? Two ways: you point to the side of your bike where they exist and you generally indicate (yell) the type of hazard.

By pointing we mean to point with enthusiasm, that is not a casual point but one with a real intention behind it. This will help to differentiate your point from other gestures you might use along the way as part of your conversation with the rider next to you.

By yelling out the hazard, you help the others understand the nature of the problem. "Glass!", "Hole!", "Sand!", "Gravel!", "Road Kill!" Each delivers a specific message as to what to look for. Keep your alerts to one word messages. That's all you can really expect others behind you to understand. Keep it to nouns, no adjectives. "Big Hole!" has no more meaning than "Hole!"

Then there is the problem of which or how much of hazard to alert. Not all gravel is a hazard -if you are riding straight through it and it is not very thick, is it really a hazard? If the hole is small should you really bother and worry others? The point is, be frugal with your alerts - only use them when it is a real hazard, not every little spec of gravel you see.

When you hear others overusing alerts, it is okay to let them know they do not need to be so noxious. There is a concern like "the boy who cried wolf" with too many alerts when there is none. Eventually the riders behind will stop paying any attention.

Signaling and Turning

Signaling is an important part of communication with others on the road. When riding in a group, it is equally important for the riders behind you to know you intend to turn and well enough in advance so they can adjust their speed and lane position accordingly. If you are the lead rider and your group is approaching a turn, use your hand signal very early first then repeat it as you near the turn (assuming the road surface allows you that much one-handed riding). Often the riders behind you are not paying a lot of attention to what is occurring up front so it does not hurt to also announce that you are making a turn. Just call out "left turn!" or right.

If you are behind the lead rider you still need to let others behind you know that a turn is imminent. Use your best judgment as to whether or not a call out is also required. The larger the group, the more likely an announcement would also be helpful.

Signaling for a stop is perhaps even more important than for a turn. This is because sometimes we only slow down and sometimes we come to a complete stop. The hand signal is basically the same for each - it is also less easily seen by riders behind you. They might think you are pointing out a hazard instead of indicating a stop, so it is usually a good idea to also announce "Stopping!" or "Slowing." If you are making a complete stop, as for a rest or water break, you should also indicate that you are "Pulling off!" This means you intend to pull off the roadway entirely; announcing it allows those behind you to adjust their speed, change gears, and prepare to find a spot to place their bike on the side of the road or in the driveway where you will be stopping.

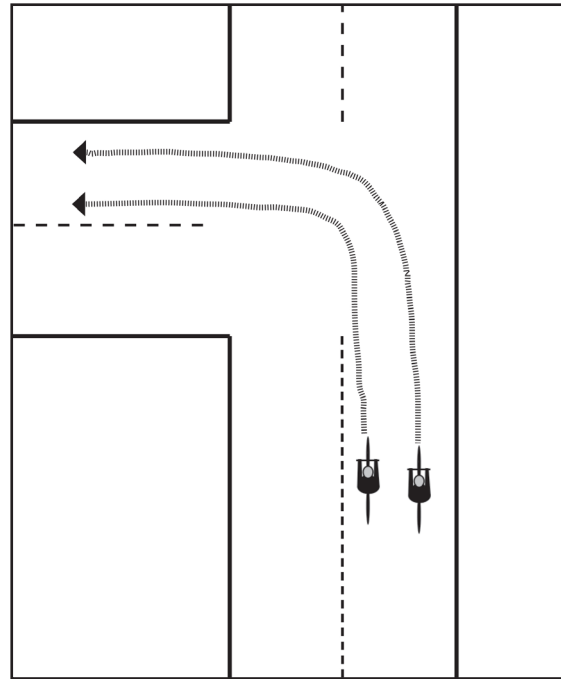
Turning in a group

When you ride alone, turning is a simple event that only requires you to find a safe path and execute your turn. Turning in a group means you also have to be aware - and wary - of what others are doing so you can all turn safely.

On group rides you will usually see riders making a turn together, two or three abreast. While this in itself is not dangerous, what can be dangerous is when one rider will cut into the path of another. To avoid any collision on a turn, you need to make your turns in parallel with each other. This is illustrated below.

Here we have two cyclists making a left turn together. The rider on the left needs to conscientiously shorten his turn radius so he goes from the left side of the lane to the next left side. The rider on the right needs to conscientiously use a wider radius so he stays to the right of the other. The two riders need to communicate with each other what they are going to do so there is no collision in the middle of the turn. The rider on the left can say "I'm going inside;" the rider on the right can say "I'm riding wide."

It is much more challenging to make a parallel turn with more than two riders, although possible. We do not recommend that be done though unless the riders are very accustomed to riding together and know beforehand what the others will do.



Another caution about turning in a group involves what we call "groupthink." This is a sociological term that means that a group of individuals will often think like a group, with little individual variance in behavior. Applied to cycling, groupthink can be dangerous. In the case of turning in a group, you will often observe that the group will follow the lead rider in making a turn without paying a lot of attention to what is happening on the road, like oncoming traffic. Even though you are riding in a group, you still need to take individual responsibility for your own safety, even when it means you need to wait for oncoming traffic before you can make your turn. It can take many seconds for a group to ride through a turn; in the span of those many seconds a lot can change traffic-wise on the road. Instead of blindly following the rider in front of you, always be aware of the traffic situation ahead and behind.

Stopping and Starting in a Group

At Intersections

Stopping. When the group is approaching a signalized intersection and stopping is imminent, the lead riders need to inform the rest of the group they are stopping. Simply signaling is not going to cut it (even though it should be adequate) because when riding in a group not all riders are paying attention to the lead riders, they are usually paying more attention to the riders immediately before them or adjacent to them. So, the lead riders also need to announce, "Stopping!" as well as using the

If the lead riders want to stop and pull off for a break of any sort, often the intersection is not the best location for a group to do that. Instead of stopping for a break at the intersection, it is preferred that the lead riders select find a location after the intersection that will safely accommodate the whole group off the roadway.

Why? When a group stops for a length of time at an intersection they will be interfering with other road users the full view of the intersection. This can pose a safety concern if their view is blocked to the point they cannot see crossing traffic clearly.

Technically, when a vehicle of any sort stops for a period of time on a roadway they can be considered as parking. It is illegal to park on most roadways. Parking near an intersection is definitely illegal. However, if the vehicle is pulled off the roadway onto the side or even onto the shoulder, that is okay. You do not want to be viewed as blocking traffic. Not only does it block views but it also really irritates drivers, and rightly so.

If the group does stop for a break at an intersection, all bikes should be well off the road so other traffic can proceed easily. Still, it is preferred that stops like this be done away from intersections for the safety of all.

Another question many ask is where should we stop - along the side of the road to let cars pass us at the intersection, or to stop in midlane to not let them pass us. Should we be single file or double file? The best answer to this is found in the Traffic Module. When we come to a stop sign or red light, where is the safest place for us to be? The midlane position for going straight is best so cars will not hook you with a right hand turn. Stopping double file is legal and actually takes up less space so that is okay also. More than double file might be viewed badly and is not legal.

Starting. Starting in a group can sometimes be a bit tricky. This is a time when collisions can occur because there is a lot of wobbling and swerving as we get started. The best way is for each rider to take turns in starting - this reduces the collision potential. It also takes longer for the group to get started.

Starting from an intersection when there is active cross traffic needs to be done carefully. Yelling "Clear" here is not recommended again because the traffic situation can change so quickly. When cross traffic is coming at 50-70 mph, each rider must make his/r own decision when it is clear to go. Again, there is the danger of groupthink, when all try to go together regardless the traffic situation. Pointing to oncoming traffic to the left or right can be helpful.

Between Intersections

Stopping between intersections for a break or for repairs can be done in a group but all bikes need to be off the roadway, out of the traffic lane. That can be a challenge when you need to stop and the shoulder has a deep ditch adjacent to it. Still, it is safest and legal to get off the road.

Starting in a group from the side has its concerns much like at intersections. Traffic coming from behind must be able to see you and you must wait until the lane is clear. If there is much traffic, you may need to start in smaller groups, the same as you would in crossing a busy road. Watch out for that devil groupthink, though.

Platooning and Pulling Over For Backed Up Traffic

Platooning

When our groups become large, we take up a lot of space on the road. When the group grows to more than ten you need to consider how you are affecting others on the roadway. If there are many turns or hills and traffic has a hard time seeing or getting around the long stretch of bikes, it is courteous to break into smaller sized groups, or platoons. This is a difficult thing for bike groups to do naturally, because we all want to stick together and not get left behind. But we also share the road with other vehicles and they have the right to unencumbered travel.

To form a platoon, one rider needs to make the decision to do it and inform others behind them what is happening. Then he can slow down for a short ways to allow a gap to form between the groups. that gap should be at least two car lengths so the driver can see he has enough room to leapfrog ahead and wait between the groups.

It's best if the whole group is in on this procedure so the lead group does not end up leaving the second one too far behind - that would defeat the intent and keep riders from platooning in the future. For organized group rides this is better discussed before the ride starts; then if some are not familiar with the procedure they can be informed of the what, why, and how.

Pulling Over For Backed Up Traffic

Sometimes you just have to do the right thing. If your group is riding a long stretch of road with few opportunities for traffic to pass the group and traffic is backed up considerably, it is courteous to find a suitable spot to pull over and let the other vehicles get around you.

No, you are not required by law to do this. However, we do often block traffic unintentionally and we should be good stewards of road etiquette. By pulling over you show them that cyclists are people, too and that you do care about them. Who knows when that consideration will pay off for others in the future? Motorists have seen too many incidents of bad cycling etiquette and it's good to show them not a cyclists are like that.

To do this, the lead riders need to communicate by signaling to the other riders with hand signals and by yelling that you are "Pulling Off." Then wave to the motorists that they can pass safely. The spot where you choose to do this should be a place where they can easily get around you. Many motorists will still want to move over into the other lane as they pass, just out of habit.

If you leading a large group and want to do this, be sure to pick a spot that hold all the group, like a parking lot or large drive.

Two Abreast/Single File

You already know that you are legally permitted to ride two abreast. There are times, however, when it is a good idea to ride single file, regardless the size of the group.

Riding side by side is a friendly way to enjoy cycling with others. You can ride along and enjoy conversation and solve the problems of the world. When you out in the country and there is very little traffic and the roads will permit plenty of passing space, this is a normal way to ride in a group.

However, when the road has a lot of hills and turns that will make it difficult for traffic to get around you easily, it is courteous to move back to a single file line. Riding single file is also recommended when the posted speeds are higher; you don't need to ride in the shoulder where all the debris is, but you need to consider the safety of riding two abreast when speeds increase.

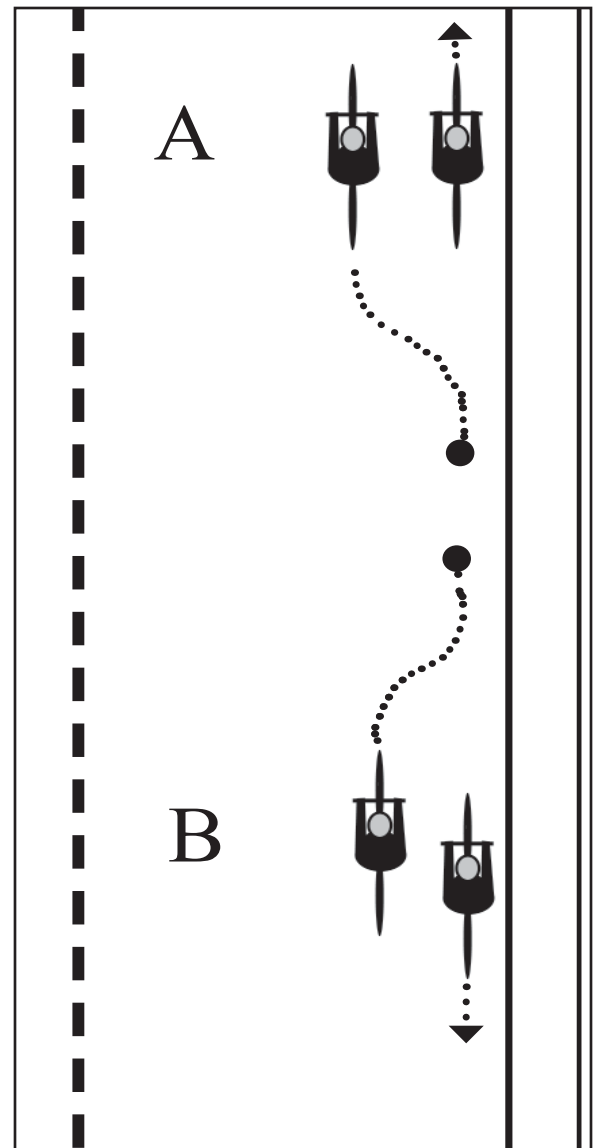
Sometimes you will find it prudent to change from riding two abreast to single file in a hurry. If the traffic situation changes suddenly you need to be able to change to single file to accommodate traffic approaching from the rear more safely. It is also good if you have a routine manner of doing this quickly to avoid any confusion among the cyclists involved.

In the illustration to the right, we offer a routine you could use to quickly and easily change from two abreast to single file.

When you are riding two abreast and the inside rider (closer to the centerline) is either even with or slightly behind the outside rider (closer to the shoulderline), as in situation A, it is quicker for the inside rider to slow down and pull in behind the other, while the outside rider speeds up slightly. At the same time they do this, the inside rider should announce to all others he is pulling in behind, or simply "Pulling In." He should also gesture this with a pointing of his right hand as to where he intends to move. This gesture is not as emphatic as pointing out a hazard and should be accompanied by a look in that direction along with the announcement. Those are for any others who may be nearby.

On the other hand, when the inside rider is riding slightly ahead, by a wheel or more, of the outside rider, as in situations B, it is quicker for them to return to single file by having the inside rider speed up a bit and pull in front of the outside rider, while the outside rider slows down slightly to make room.

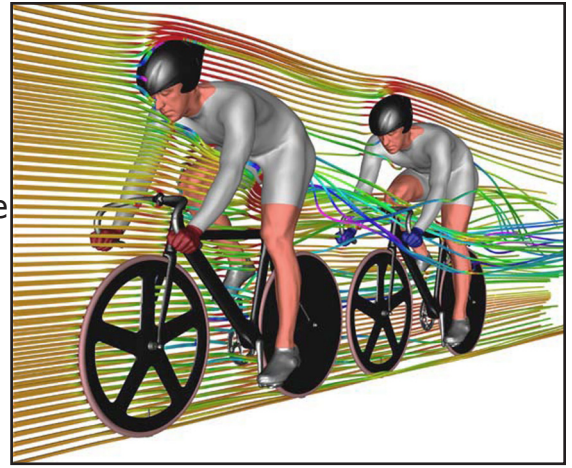
When there are multiple riders involved and there may be some who are three or even more abreast, you do the best you can using these basics - pointing and saying what you are going to do.



Drafting and Pacelines

These two topics work with the same concept but are fairly different in their execution. The concept of drafting, or slip streaming, as it is called in auto racing, says that air moving around a moving object creates some vacuum space in areas behind the lead object and will decrease the amount of wind force against the second object. This phenomenon even benefits the lead object because of this deflection of resistance.

The illustration to the right portrays how wind from the front is met full force by the lead rider. Behind him, the wind changes its directionality and starts to flutter as the vacuum is created. This saves the second rider from facing that full brunt of wind so he can pedal using slightly less energy. Notice also how the wind continues to be deflected behind the second rider. In fact, the more riders there are, the more the wind is deflected, at least up to a point. After around four riders the effect does not improve.



It is estimated that drafting like this will save the second and third and other riders behind as much as 30% in effort. In a strong headwind that can be a significant savings. Even with no headwind there is at least some energy savings.

Drafting is when you ride close enough behind another cyclist to appreciate this reduced wind resistance. How close? Good question. Actually, the closer you are to the one in front of you, the more wind reduction you get. However, the closer you get, the more you risk running into that rider's rear wheel, which can be very dangerous (if you hit his rear wheel you will go down fast). So you need to have an understanding with that rider in front that you are there behind him so he does not do anything quickly (like stop).

When you come up behind another cyclist to draft off him, you should first ask if it is okay to do so. Not all riders are comfortable having others ride so close. It places a little bit of responsibility on them for your safety. If you are new to drafting let that rider know this, too. He may tell you to stay a certain distance from his wheel or you can tell him you will be staying about "X feet from his rear wheel."

Riding in a draft position is called "riding his wheel" or being "on his wheel." If you are already familiar with a rider and you know they won't mind being drafted, just come up and say "I'm on your wheel." The rider in the lead is said to be "pulling" you.

Drafting is a great way for a stronger and weaker rider to move along at the same pace. Sometimes the lead rider may want a break, especially if he is pulling a larger group along. In that case the lead rider can simply pull over to the left and slow down to let the second rider pull into place and pull for a while. This is how pacelines work.

A **paceline** is merely a longer line cyclists lined up behind each other, all benefitting from the reduced wind resistance that starts with the lead rider. Riding in a paceline can be a bit tedious because in the pursuit for faster speed you actually pay more attention to the rider in front of you than you do much else. But sometimes speed has its own merits, too.

An effective paceline will be able to have lead riders "peel off" and fall back into line at the back of the line on a regular basis. That way each rider gets his turn to pull for the others for a while and no one gets overly tired. At least that is the theory.

Pacelines have a bit of danger to them also, as does drafting. Either should be done only with others whom you know and trust. It is not a good idea to try and perform in a paceline with a group of strangers - especially on an invitational ride where there are all sorts of abilities on the road. And just because that other guy has a fancy bike and he's skinny and talks about cycling, doesn't mean he

Winds, of course, do not always come straight at us. The wind resistance advantage of drafting comes from being able to find that "sweet spot" of vacuum behind another rider. When the wind is coming from slightly to the left, the better position for you to draft in will be slightly to the right and behind the rider in front. The farther the wind comes from the left, the more toward the right you need to position yourself to avoid facing directly into the wind. The same goes for others behind you in a line. The more the wind attacks from the side the more difficult it will be to find a good spot for drafting. Once the wind reaches the crosswind stage, drafting loses any advantage.

Dropping or Leaving a Group

There are times when you will need to leave a group with which you are riding. Sometimes this is because you cannot keep up with them (this is called getting dropped) and sometimes you simply need to change your route and leave the group.

If you are part of a group that all started together and you know all or most of the riders, it is best to let the others know what you are doing. This can be done simply by yelling at the rider in front of you that you are turning back or dropping or taking a shortcut or whatever your reason is.

If you have to leave a group it is a really good idea to know where you are going in order to find your starting place again. If you are on an invitational ride in a new area, hopefully the organizers provided you a map or cue sheet (or both). This is also a good reason to have a cell phone with you on these rides.

A good practice to follow for group rides, when it is possible that a new rider may have a hard time keeping up, is to use the guideline of never letting the person behind you get out of sight. That way the slower rider also knows that even though he may be slower, he still will be able to get back together with the group at some time. Some clubs adopt this as a policy for their rides - especially for when new riders or guests ride with them.

Student Assessment

Once you feel you are ready to complete the written assessment for this module, send an email to Ed Stewart at emsco514@gmail.com or call him at 440-365-6784. He will send you the assessment materials. Once you have finished the assessment, simply mail it back as instructed in the materials you receive.

This module uses both a paper-pencil assessment and an in-class demonstration assessment with the instructor. After you have completed the written portion of the class you need to schedule taking the performance portion with the instructor. This will be a small group class done in a parking lot and on roads. The activities in the class are the same as the ones you read about in these materials.

Our assessments have two purposes - one is to include the assessments from the League of American Bicyclists education program so when you complete all the modules you can earn certification from them. The other reason we test you is to make sure we are doing our part well also. Scores are not shared with anyone other than the League of American Bicyclists.

Additional Reading Material

At this time there is no additional reading material related to these subjects.

Student Feedback - Group Riding Skills

(Required for course completion)

Thank you for participating in this module of the Silver Wheels Modular Bicycle Education Program. We consider this program an ever-evolving and ever-improving activity, which can only occur with the feedback we receive from students. Please use the space here to provide constructive comments on how you interacted with the material and how we could continue to improve it. You should wait to complete this feedback after you have completed all the work and finished the assessment.

Please print or type your responses and mail to Silver Wheels Bike Ed Student Feedback, P.O. Box 867, Elyria, OH 44036.

Name (optional) _____ Date _____

Approximately what was the total time you spent learning in this module (do not include time spent with the additional reading material) ?

Please comment on how adequate was the quantity of information. _____

Please comment on how adequate was the quality of the information. _____

Are there topics that you feel should not have been included ? _____

Are there topics that you feel should have been included but were not? _____

Did you explore any of the additional reading material? _____

Would you recommend this module to others? _____

For the Modules listed below, use an X before those you have already completed and an O for those you intend to complete in the future. Brief descriptions for each are on the Silver Wheels website.

_____ The Bike

_____ Care, Cleaning and Adjustments

_____ Vehicular Laws

_____ Crashes and Hazards

_____ Accessories

_____ Group Riding

_____ Bike Handling

_____ Traffic

_____ Brake Systems

_____ Wheels, Tires and Flats

_____ Gears, Shifting and Hills

_____ Nutrition, Hydration and Training

Student Feedback - Group Riding Skills

(Required for course completion)

Thank you for participating in this module of the Silver Wheels Modular Bicycle Education Program. We consider this program an ever-evolving and ever-improving activity, which can only occur with the feedback we receive from students. Please use the space here to provide constructive comments on how you interacted with the material and how we could continue to improve it. You should wait to complete this feedback after you have completed all the work and finished the assessment.

Please print or type your responses and mail to Silver Wheels Bike Ed Student Feedback, P.O. Box 867, Elyria, OH 44036.

Name (optional) _____ Date _____

Approximately what was the total time you spent learning in this module (do not include time spent with the additional reading material) ?

Please comment on how adequate was the quantity of information. _____

Please comment on how adequate was the quality of the information. _____

Are there topics that you feel should not have been included ? _____

Are there topics that you feel should have been included but were not? _____

Did you explore any of the additional reading material? _____

Would you recommend this module to others? _____

For the Modules listed below, use an X before those you have already completed and an O for those you intend to complete in the future. Brief descriptions for each are on the Silver Wheels website.

_____ The Bike

_____ Care, Cleaning and Adjustments

_____ Vehicular Laws

_____ Crashes and Hazards

_____ Accessories

_____ Group Riding

_____ Bike Handling

_____ Traffic

_____ Brake Systems

_____ Wheels, Tires and Flats

_____ Gears, Shifting and Hills

_____ Nutrition, Hydration and Training