

# Motorcycle Group Riding Safety



Why It Matters!

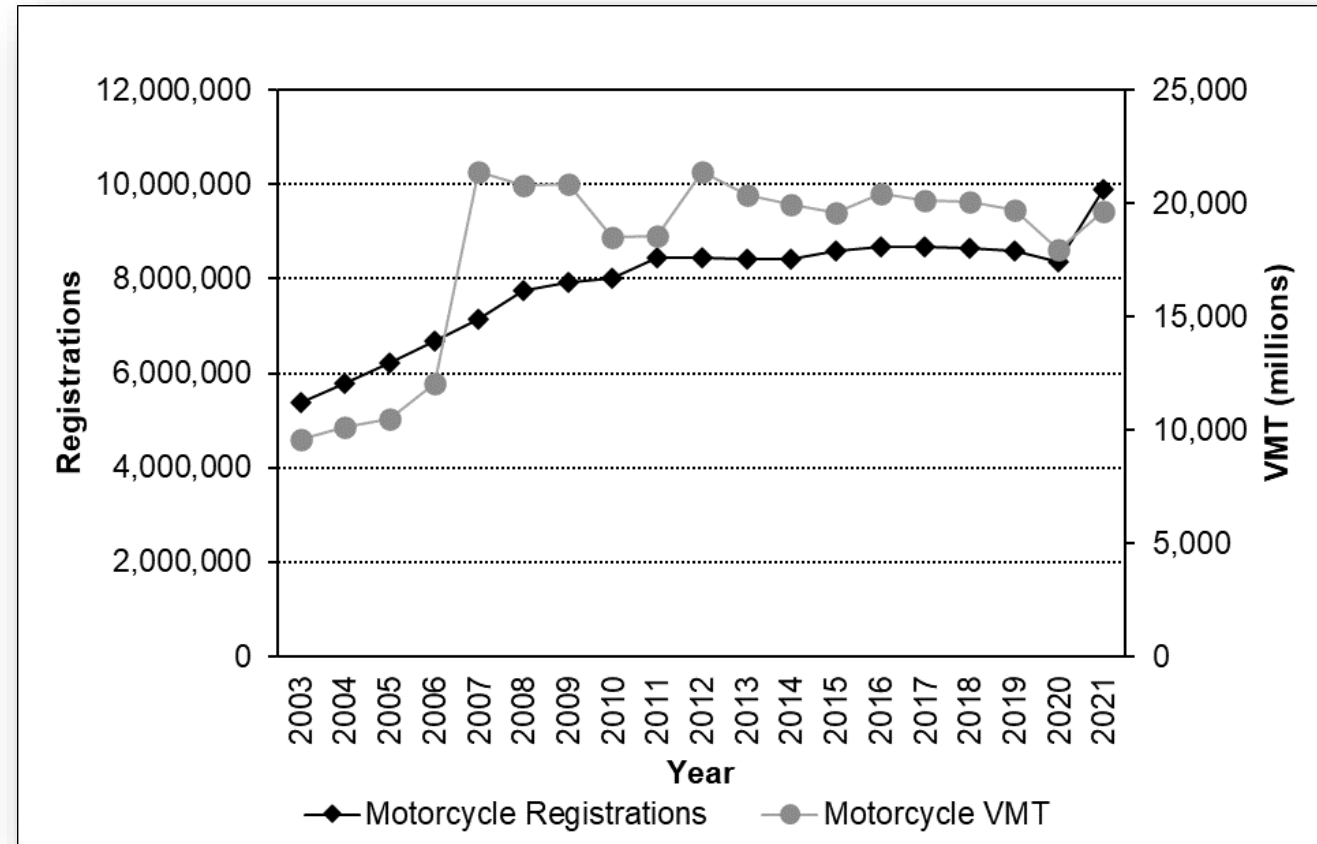
# National Highway Traffic Safety Administration (NHTSA) – Ride Safe Ride Free

## Injuries

- 2021: 82,686 injuries
- 2016: 104,442 injuries (highest ever)

## Fatalities

- 2019 (During Pandemic): 5,044
- 2021: 5,932
  - 57% Involved Collision w/Another Vehicle



# Motorcycle Group Riding

- Different from Lone Riding
- Riding Rules and decisions are made for the safety of the group
- All members must follow the rules to ensure a safe, successful ride
- Our By-Laws state “We proudly adhere to the standards and operating policies [outlining our basic rules for conduct.]”

# Heritage Riders By-Laws

- A. All Members and guests accept the fact that motorcycling is a potentially dangerous activity that may cause injury or even death. It must further be understood that while riding with other riders from the Heritage Riders Riding Club, that the sole responsibility for safety is the individual riders.
  
- B. If the Safety officer and or Road Captain needs to speak to a member about a specific safety issue, the Safety officer and/or President/senior officer present, shall issue an official verbal warning, stating that this is an official warning. If said person executes the unsafe issue a second time either on the same ride or a future ride, the Safety Officer and or the President or Head Road Captain will issue a written warning. If the issue occurs a third time the person is then asked to leave the ride/event and is suspended from the club. In order for the individual to become a club member again, they must go on a ride with the Safety Officer and Head Road Captain and demonstrate they understand the safety issues and are deemed safe to ride with the group again.**

A photograph of two motorcyclists on a boat deck. One person is standing next to a motorcycle, and another is sitting on a motorcycle. The background shows a body of water, a large metal structure, and some buildings in the distance. The image is overlaid with a semi-transparent blue filter and white text.

# KNOW THE COMMON MOTORCYCLE HAND SIGNALS

# Hand Signals



## **SINGLE FILE**

Arm and index finger extended straight up.



## **DOUBLE FILE**

Arm with index and middle finger extended straight up.



# Hand Signals



## LEFT TURN

Arm and hand extending left, palm facing down



## RIGHT TURN

Arm out, bent at 90° angle, fist clenched.

# Hand Signals



## HAZARD IN ROAD

On the left, point with left hand; on the right, point with right foot



## COME

Arm extended upward 45°, palm forward pointing with index finger, swing in arc from back to front



# Hand Signals



## **SPEED UP**

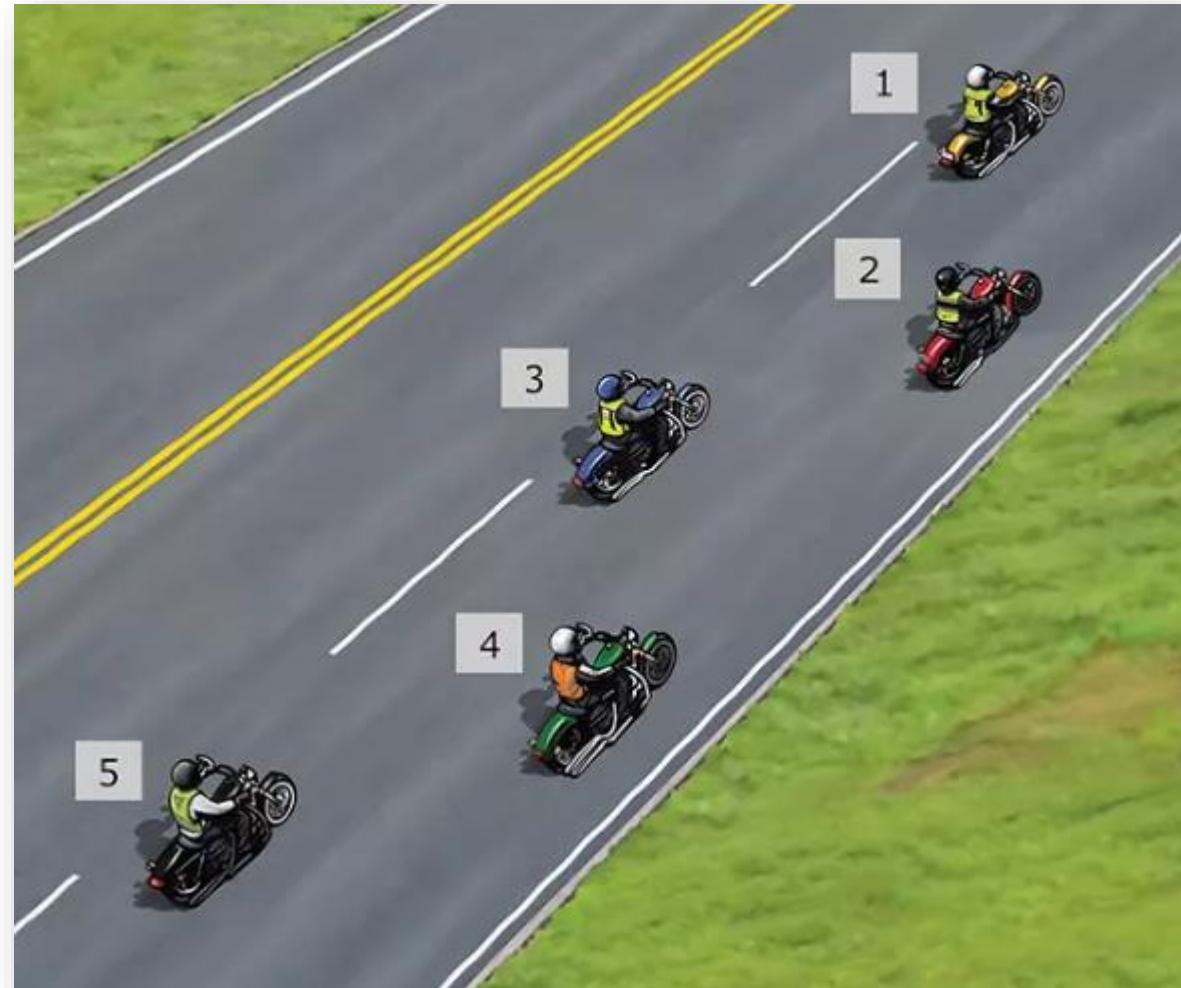
Arm extended straight out, palm facing up, swing upward.



## **SLOW DOWN**

Arm extended straight out, palm facing down, swing down to your side.

# Riding Formation



# Riding Formation Problems

- Riding too close to the bike in front of you
- Creating/leaving large gaps within the group (Rubber band/Bungee cord effect)
- Not passing signals down the line, especially the single file signal
- Not keeping the group “tight” when in traffic to discourage cars/trucks from entering into the riding group
  - **If a vehicle does enter, do not intimidate/tailgate the vehicle. You can re-establish formation when it is safe to do so.**
- Pay attention to the conditions around you. It will keep the riding group safe!

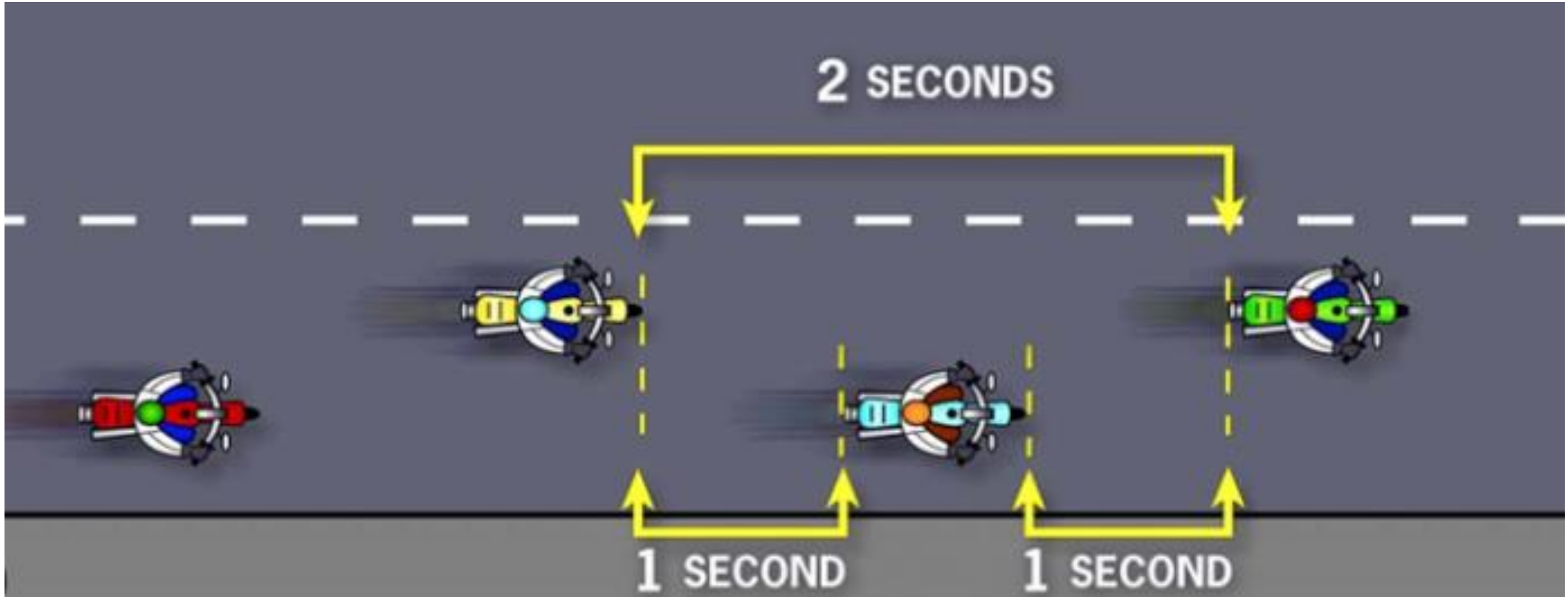
# Rubber-band / Bungee Cord Effect

- Ride Leader will naturally speed up and slow down
- Each rider must respond to this speed change
- As the gap change between riders, each subsequent rider must react
- It causes the back of the group to ride faster than the front of the group. The last rider in a rubber band effect is often riding too fast.
- Traffic lights, turns, and other vehicles can naturally separate a group enough so that the riders in the back have to ride faster in order to close the gap again.

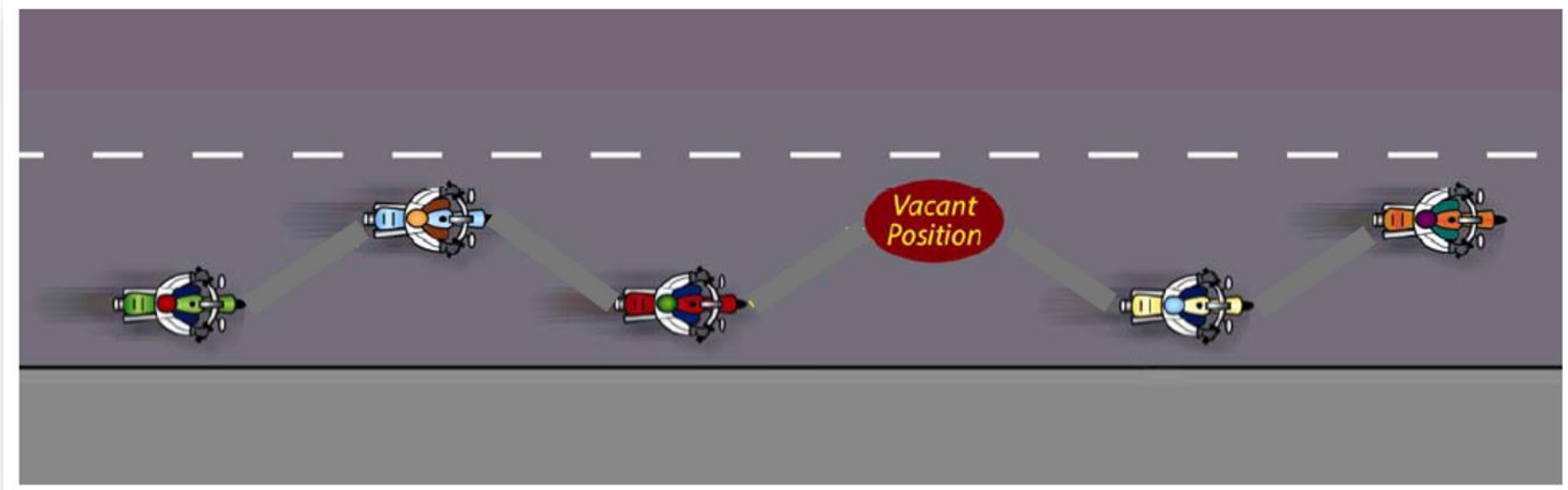
# How to Reduce the Rubber-Band Effect

- Ride Leaders can alter speeds more gradually, no gunning it or hard braking
- Riders should watch further ahead than just the bike immediately in front of them in order to notice and react more quickly to changes in speed
- Keep proper distances, avoiding large gaps that require you to “crank it up” in order to quickly re-establish normal spacing. This practice requires everyone behind you to do the same.
- The rubber-band effect can be even more important in reverse (when the Ride Leader is suddenly braking). Those who are Ride Leaders should be aware of the importance of avoiding sudden changes in speed if at all possible, so as to reduce the risks to those following.
- When New Riders are on a ride, it is a good idea to position them near the back ahead of the Sweep. It provides the most opportunity to learn group riding skills by watching those ahead.

# Riding Formation







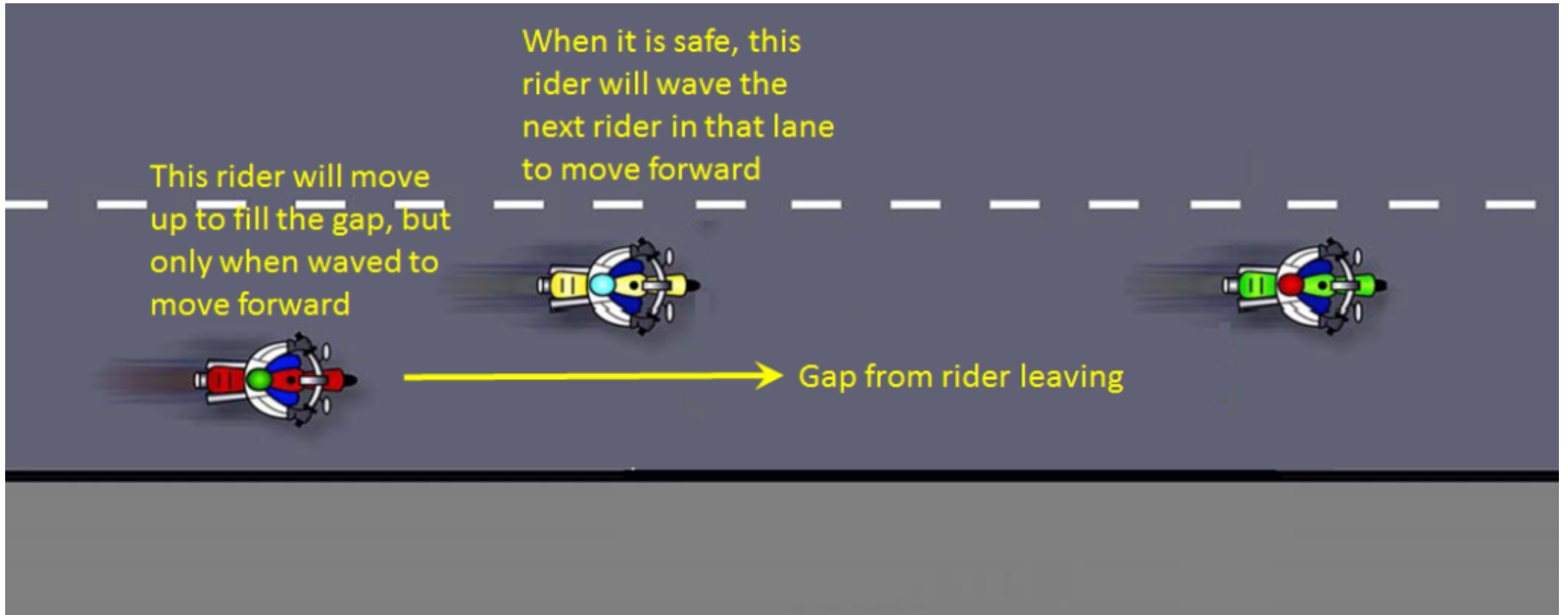
- A rider leaves the group, “See you later!”
- One or more riders have assisted with entering a traffic intersection (Road Guarding)
- A rider pulls over due to a concern

## When A Gap is Created

# Riding Concerns

- Medical Emergency
  - Motorcycle Mechanical/Electrical Problems
  - Insects
  - Visual Issues (Sunscreen in Eyes, Lost Contact Lens, etc.)
- \* Comfort Issues are generally NOT emergency concerns. Use discretion when riding in a large group.

# Filling the Gap



# Filling the Gap



## Move Up / Fill Gap

Swing arm to motion the rider behind you to move up and fill the gap in front of you (only motion when it is safe for the other rider to pass you)

**Keep in mind, it will take more space to pass a three-wheeled motorcycle than a two-wheeled motorcycle.**

# Road Guarding

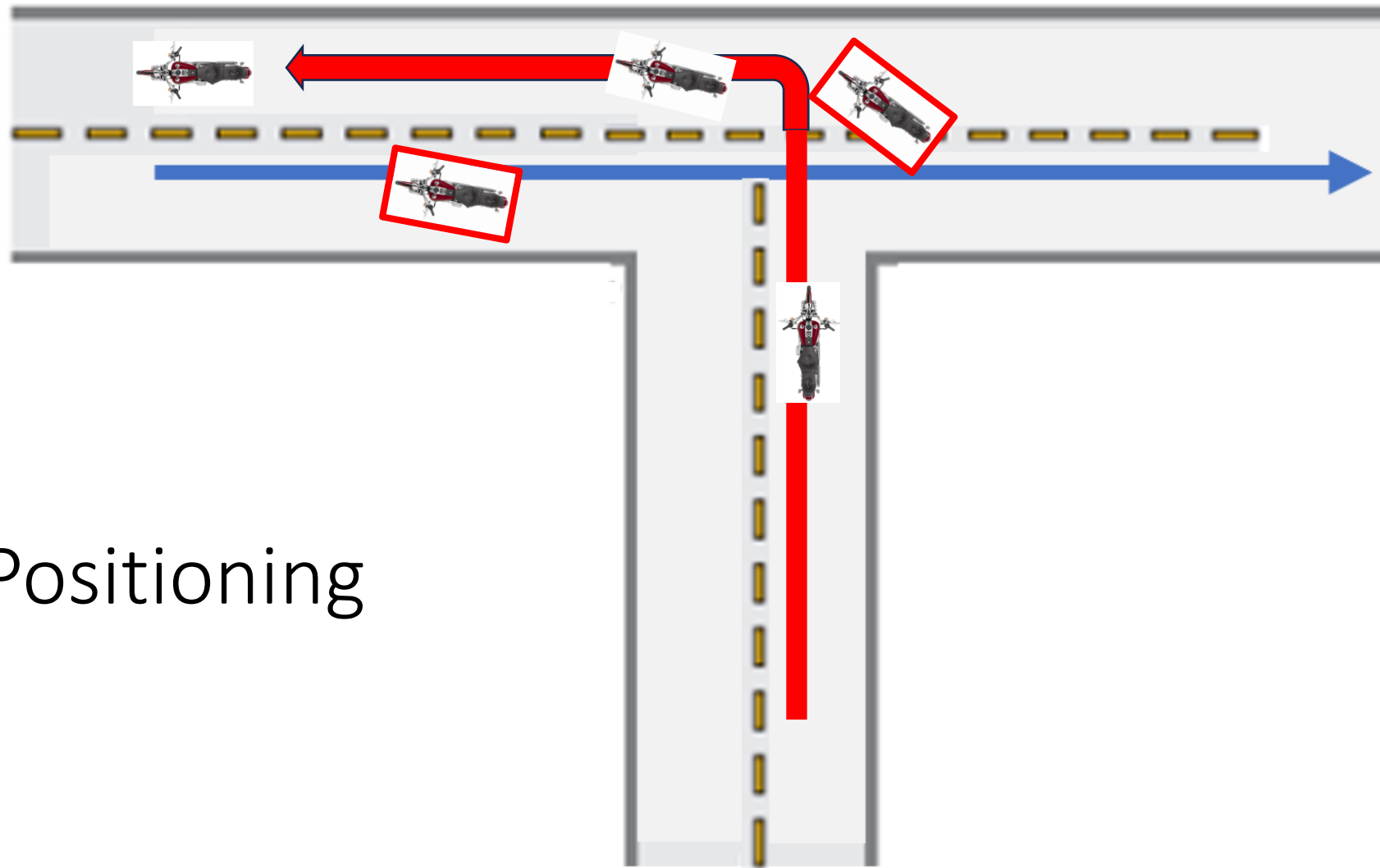
**Is it Legal for a Group Ride to Use “Road Guards”? NO!**

When a group of riders use blockers to stop oncoming traffic at intersections, it is to move the group through an intersection without getting split up by other traffic. It is also safer when the entire group stays together.

## Discretionary Use

- When the traffic does not allow for a safe entry, especially on left-hand turns.
- Road guard bike should be pointed in the direction the group is going. The rider should be looking towards on coming traffic. Have an escape route plan in case traffic doesn't stop
- If waiting at an intersection clears the traffic, wait!

It will work the same way as when a traffic light changes and the pack splits. If the group becomes separated, the Ride Leader will pull over to reassemble the group.

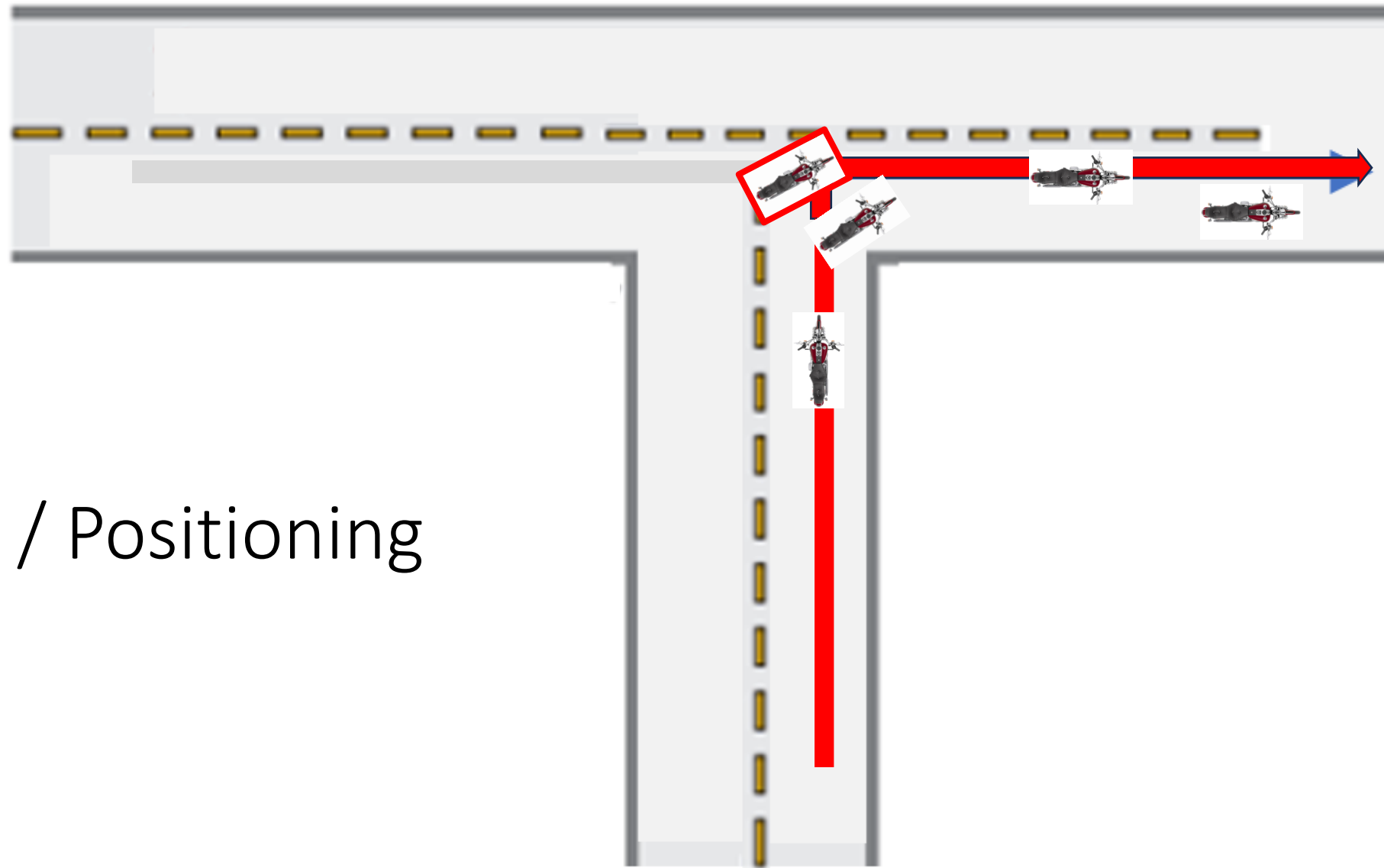


Road Guarding / Positioning

**Left Turning at a single approach "T" Intersection**



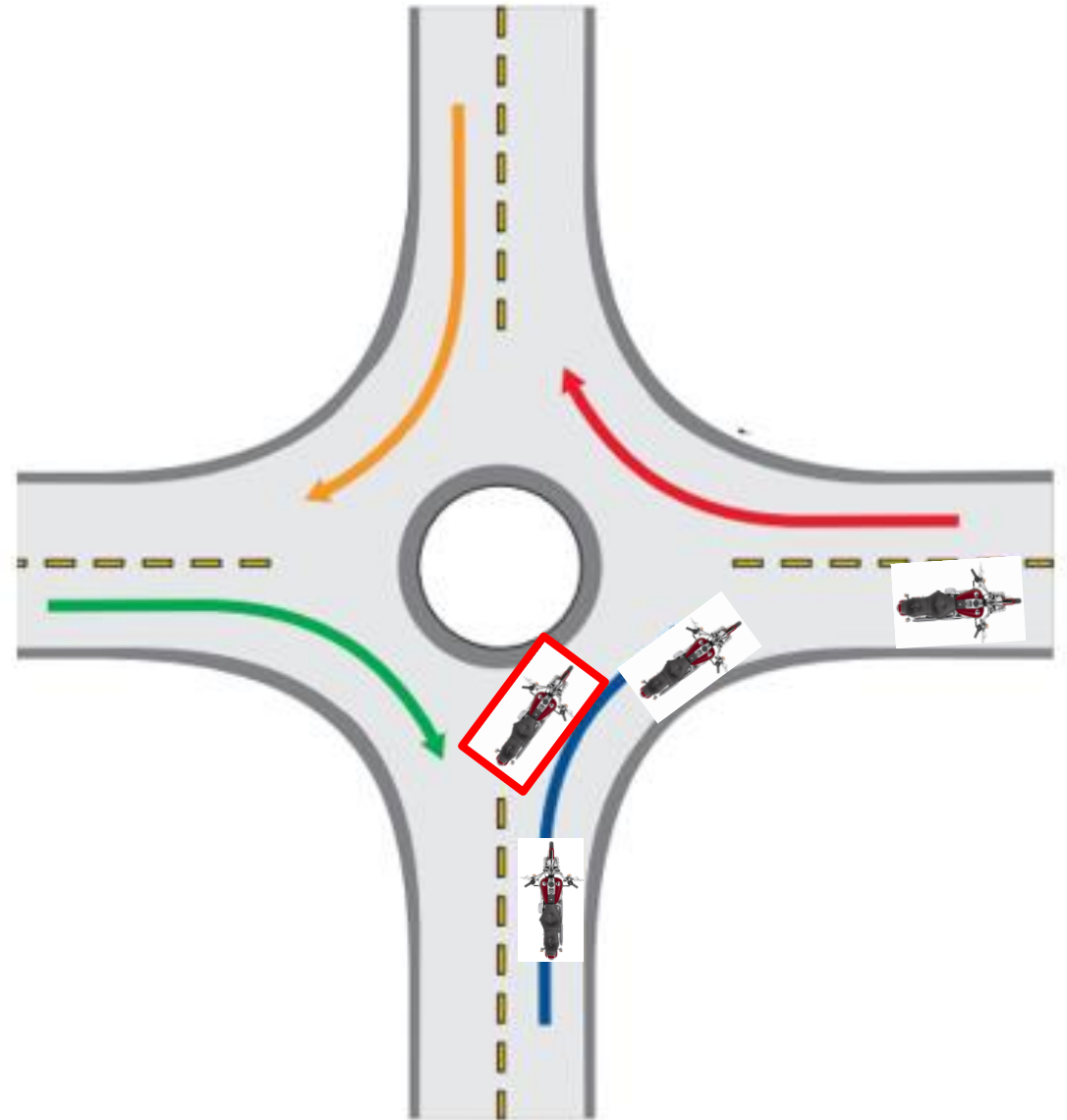
# Road Guarding / Positioning



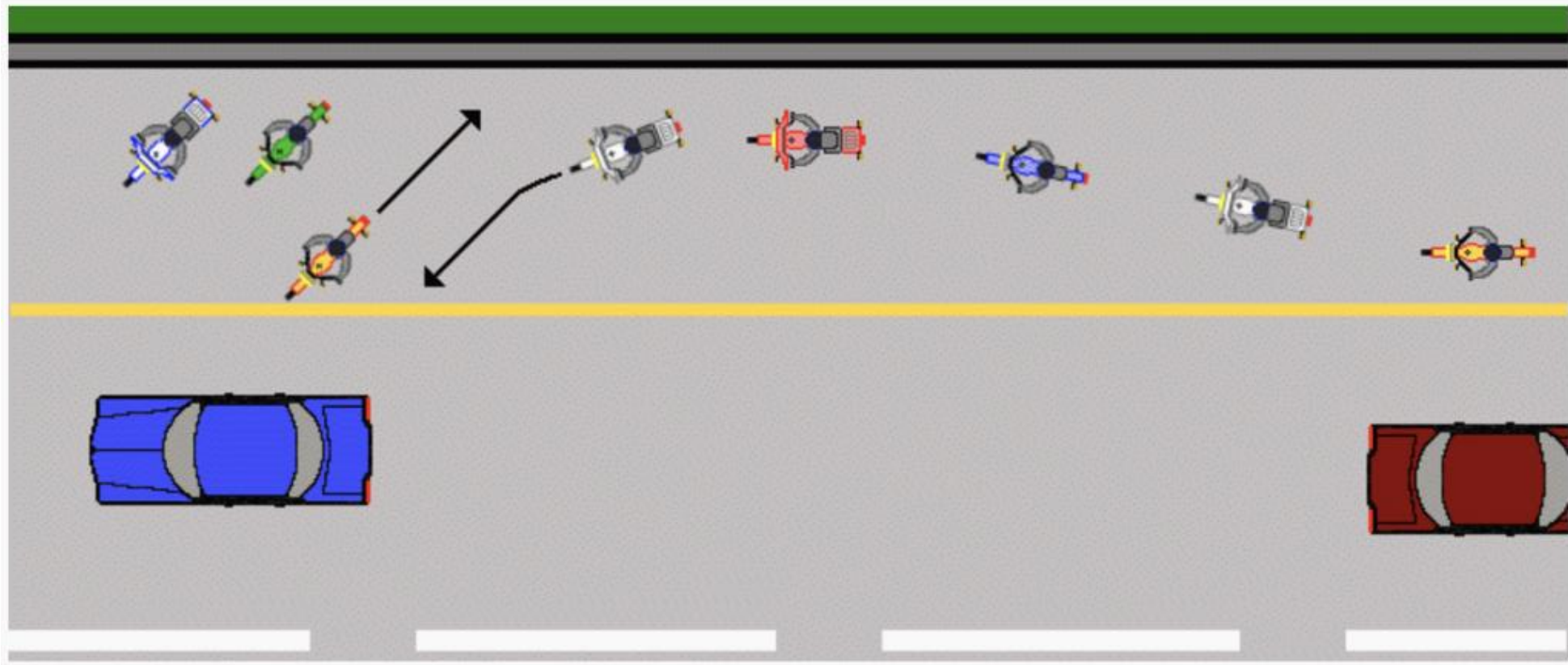
**Right Turning at a single approach "T" Intersection**

# Road Guarding/Positioning

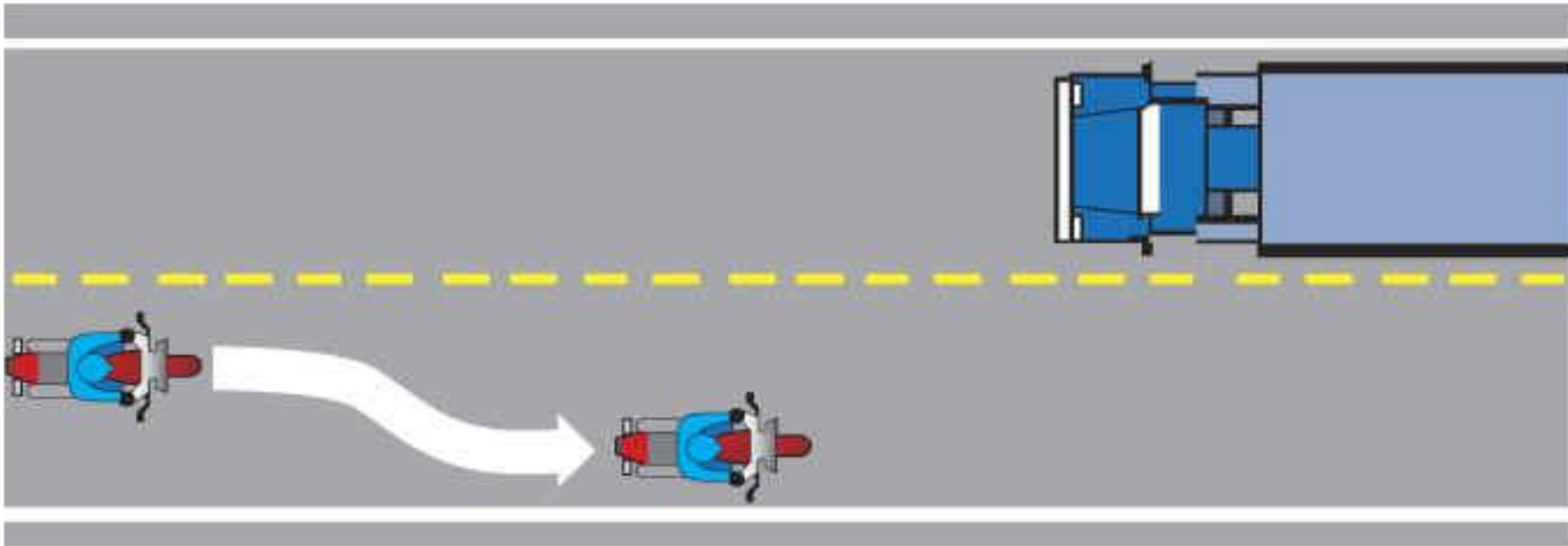
Roundabout intersection



# Parking Against a Curb One at a Time



# Passing Large/Oversized Vehicles



**Single File** - arm and index finger extended straight up



# Happy Motoring!

