Motivation
From a legal perspective, the club is not technically liable for safetyrelated incidents that occur during club activities. However, safe rides increases the overall function of the team. We are suggesting some best practices to help make rides smoother, more efficient and safer. Please consider your decisions on the road, most especially when you're wearing the MIT kit, you represent the club!

Recommended procedures
1. Ride Leaders:

a. Debrief group rides before embarking about potential safety risks and concerns. Reminders about signaling, plans for 'gaps', and anticipated routes are all good discussion points. This is especially important if you are riding with new members or people with whom you don't usually train.
- Relevant signals and communications:
   - stopping/slowing
   - potholes
   - turn signals
   - single file   usually indicated with the "car back"
   - "gap"   used if a rider or group of riders is falling off the group (need to drop the pace) or if the group gets separated by a traffic light.

b. After riding, we usually ask if riders know where they are to get home. If not, we'll try to point them in the correct direction, or get them back to the ride start place so they can retrace their steps.

2. All Riders:

a. It's also recommended that riders come to rides carrying identification (e.g. student and state ID), insurance card information, cash, a T card, and a phone. A smart phone is extra helpful if someone gets lost.

b. Situations you might encounter during rides - If communication is working well, the group should be ready to respond to deviations in traffic and road quality (we know Massachusetts has a lot of potholes!). A few instances where you might want some guidance:

- Traffic lights: There are often cases where running the red light doesn't *seem* to interfere with traffic. As a club, **we cannot and should not run red lights.** This reflects poorly on us as a group and even more so on our sponsors (who we represent by wearing the kit).

"**Car Back" & "Single Up":** We are allowed to ride two abreast *only if it does not interfere with traffic.* For many rides on narrow roads, it is important that we ride single file when in traffic because a double paceline greatly impairs traffic flow.

> **"Car back"** is used to indicate traffic behind. They may have room to pass, and may not require the group to compress. The last rider should call this out to the group, and the group should echo the call to the front of the pack.
> **"Single Up"** is used when a car needs to pass. Again, the last rider should make the call and the group should echo it up to the front so that the group can compress. Please be loud and quick to respond.

Please be conscious about how much lane space you are taking up and whether or not a driver behind you is waiting to pass. Many drivers are not cyclists and DON'T understand that you cannot magically evaporate as soon as they appear in the lane. For better or worse, these are the drivers that complain about cycling and carry the most powerful voice against us riding. The best policy is to assume that a "car back" is a nervous driver, anxiously waiting to pass you. ALWAYS try and make room. We want club rides to be social and fun, and we can still accomplish this by being courteous to vehicles on the road.

- Inclement Weather: If the weather gets bad, it is up to the ride leader to decide where to take the ride based on their comforts. If the leader feels unsafe in the weather conditions, it is a good idea to pull over, grab a coffee and talk about alternate routes home (train, T, taxi, call a friend). Often, weather can pass quickly in Boston, and riding in a little rain is OK. Remind the group of safe rainriding practices (i.e. avoiding painted lines, and increasing stopping distances). It's also courteous to check in with riders and ask how they are doing in bad weather, but they can make the decision to turn back or seek shelter.