
ROAD GUARD MANUAL

**BIGGS CHAPTER
NORTH SAN DIEGO COUNTY
HARLEY OWNERS GROUP**

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APPENDIX A

Road Guard Methods

TABLE OF CONTENTS

| | | |
|----|--|----|
| 1. | ROAD GUARD METHODS | 1 |
| 2. | METHODS FOR ALL ROAD GUARDS | 1 |
| | a. Arrive Prepared..... | 1 |
| | b. Paper Routes..... | 1 |
| | c. Gathering for a Ride..... | 1 |
| | d. Road Guard Brief..... | 2 |
| | e. Pre-Ride Brief..... | 2 |
| | f. Walking the Line..... | 2 |
| | g. Handling Problem Riders..... | 2 |
| | h. Roadside Emergency Tasks | 3 |
| 4. | METHODS FOR RIDE LEADERS..... | 4 |
| | a. Demonstrate good judgement by: | 4 |
| | b. Demonstrate competent planning skills..... | 4 |
| | c. Demonstrate competent riding skills by:..... | 4 |
| | d. Before the Ride..... | 5 |
| | e. Stop Signs, Stop Lights, and Intersections..... | 5 |
| | f. Speed..... | 5 |
| | g. Single File..... | 6 |
| | h. Lane Change and Turns | 6 |
| | i. Readiness to Depart | 7 |
| | j. Departure Acceleration | 7 |
| | k. Adjusting the Ride Speed | 7 |
| | l. Incident and Emergency Management..... | 7 |
| | m. Split groups..... | 7 |
| | n. Fuel and Rest Stops | 8 |
| | o. Route | 9 |
| | p. Night Riding | 9 |
| | q. Group Cognizance | 9 |
| 5. | METHODS FOR SWEEPS..... | 9 |
| | a. Secondary Sweep..... | 9 |
| | b. Sweep Positioning..... | 10 |

| | | |
|----|---|----|
| c. | Lane Drop Ahead on Right or Left Side | 10 |
| d. | Lane Change | 11 |
| e. | Lane Change to Pass a Slow Car or Truck on the Freeway | 11 |
| f. | Entering a Freeway and Entering/Exiting a Carpool Lane | 11 |
| g. | Rider Cannot Keep Up or Is Uncomfortable with the Pace of the Group | 11 |
| h. | Vehicle Is Crowding or Tailgating the Group | 12 |
| i. | Two Lane Road with Vehicle on Sweep's Tail and a Short Passing Lane Ahead ... | 12 |
| j. | Sweep Can Lead from the Rear | 12 |
| k. | Sweep to Stay with the Group if the Traffic Signal Is Turning Red | 12 |
| l. | Protect the Group | 12 |
| m. | Stay with a Rider..... | 13 |
| n. | Sweep Taking the Lead | 14 |
| o. | Observing Group Members while Riding..... | 14 |
| 6. | METHODS FOR MID-PACKS..... | 14 |
| a. | Preparation | 14 |
| b. | Pre Ride Staging..... | 14 |
| c. | Position in Group | 14 |
| d. | Observing Group Members while Riding..... | 14 |
| e. | Hand Signals | 14 |
| f. | Changing Lanes..... | 14 |
| g. | Single File from Mid-Pack Position..... | 15 |
| h. | Split Group or Lost Rider | 15 |
| i. | Patience..... | 15 |

1. ROAD GUARD METHODS

Appendix A includes those methods that all road guards are expected to be familiar with. No document can possibly address every situation that may arise while conducting a group ride. The methods contained in this appendix have been found to be effective in most of the situations we have encountered over the years. Each road guard may have a personal set of methods that they use. The methods are presented as suggestions and as an aid to the road guards. In any event, when determining which methods to employ in any situation, common sense and a concern for the safety and enjoyment of the group must prevail.

This Appendix is not a part of the control document, but it is treated as such for maintenance, physical control, distribution, and security.

2. METHODS FOR ALL ROAD GUARDS

a. Arrive Prepared.

All road guards should preview the planned route using whatever means are appropriate, up to and including pre-riding the route. Except in unusual circumstances, road guards must arrive for rides prepared to conduct the pre-ride brief and work in any road guard position as needed.

b. Paper Routes.

All road guards must bring a paper printout of the turn-by-turn route instructions to each ride. Whenever there is any deviation between the paper turn-by-turn route instructions and any other form of instructions such as that provided by a GPS unit, the paper turn-by-turn version takes precedence.

c. Gathering for a Ride.

While gathering for a ride, road guards should be alert for any potential issues that may impact the safety and enjoyment of the ride. Issues include:

- I. Riders new to the group, and riders new to group riding.
- II. Riders and passengers who are not chapter members. All road guards should expedite the completion of waivers as required and submit them to the road captain.
- III. Riders with any limitations such as low fuel or insufficient attire for the planned ride.
- IV. Riders and passengers who appear to have recently used or are under the influence of alcohol and/or drugs.
- V. Motorcycles with obvious defects such as excessively worn tires, leaking fluids, non-operational lighting, etc. This does not require that road guards conduct formal inspections of motorcycles. That responsibility remains with the individual rider.

Road guards should bring any of the above issues to the attention of the road captain immediately.

d. Road Guard Brief.

The road guard pre-ride brief will be held by the road captain 15 minutes prior to the published ride time. All road guards must attend the road guard brief. This is the time to submit any completed waivers to the road captain, discuss any issues concerning rider/passenger limitations, and bring up any issues with the route, including road conditions and weather. At the pre-ride brief the road captain will determine road guard assignments and discuss any other pertinent issues. The road captain may take this opportunity to discuss placing certain riders, such as new riders, with particular road guards, providing the new rider is amenable. Also, the road captain may take this opportunity to assign a road guard to monitor and evaluate riders whose previous riding conduct has become a concern.

e. Pre-Ride Brief.

The pre-ride briefing should be held in a place that encourages the riders to listen to the briefer. This means away from the bikes, in a place that doesn't have distractions (like people or bikes going by) and is quiet (as in away from sources of noise like freeways and outdoor speakers). Contents of the pre-ride brief include:

- Welcome
- Speed restrictions
- Alcohol / Drug Policy - Riders and Passengers
- Formation Riding – Stagger / Single File
- Hand Signals - Turns/Slow/Lost Rider/Obstacles
- Lane Changes
- Stop Default
- Passing Trucks
- Intersections - No Turn on Red
- Own Your Own Safety
- Introduction of road guards
- First Time Riding with Us
- Identify "Up-Front" Riders
- Waivers / Local and National Membership Verification

f. Walking the Line.

Once staged, all road guards should walk the line of bikes in their group, greeting riders and passengers. Be alert for apprehensive riders who may need to move to the front of the group or may simply need to be reassured. Also, be alert for bikes with oil leaks, worn tires, etc., that may not be fit to ride.

g. Handling Problem Riders.

The situations listed below are a few, but not all, of the situations that need intervention:

- Riding beyond one's ability.

- Unacceptable formation riding.
- Not maintaining a constant gap to the riders in front (rubber-banding).
- Riding beside another rider.
- Operating a mechanically unsafe motorcycle.
- Riding while impaired by illness or fatigue.
- Riding while under the influence of alcohol or medication.

Prudent action should be taken to rectify the situation, but the person should be treated respectfully and courteously and handled with tact and discretion. Normally the issue is handled at a stop when riders are dismounted. If a serious issue arises while riding, the group may have to be stopped to handle the problem. The road guards should discuss and decide on the action required. Two or more road guards should speak to the individual about the problem away from the ride group. The result may be a change in the individual's behavior, the departure of the individual from the group, or a road guard may be assigned to ride with the individual as a separate group because of the problem; e.g., proceed at a slower speed.

If a safety breach has occurred during a ride, the person who sees the problem may approach a road guard at the next stop and tell them of the occurrence. The road guards will take action to resolve the problem. If the problem requires immediate action for the safety of the group, the person should drop back and inform mid-pack or sweep of the situation. In some cases, it may be easier to tell the ride leader.

The mid-pack or sweep should handle an unsafe or disruptive situation that occurs during a ride and requires immediate action by moving to the person requiring attention and addressing the situation. This should only be done when it is safe and preferably using a different lane. If immediate attention is not required, action should be delayed until the group is stopped and dismounted.

h. Roadside Emergency Tasks

- i. Good judgment and common sense must prevail. Cool heads are necessary for this to happen.
- ii. Get help to anyone that may be injured. Any medically trained personnel and first aid kits should be taken to the injured. A person with medical training should be put in charge of the injured. They should render aid within the limits of their ability and training.
- iii. Help should be summoned. In some locations cell phones may not function. A rider may need to be dispatched to a location with cell phone service or to locate a landline.
- iv. Traffic control should be established. This may include stopping traffic flow in one or more directions. Consideration must be given to the visibility and speed of approaching traffic. Riders may need to be located some distance from the incident to warn and slow approaching traffic. Particular care must be taken if it is decided to allow traffic to pass the incident.
- v. People should be kept away from the immediate incident area if they are not involved in controlling the site or rendering assistance.
- vi. Information and cooperation should be given to official emergency personnel

responding to the incident. Once emergency personnel arrive, they are in charge. They may ask us to continue our services.

- vii. Riders and their bikes should be positioned in a safe location and so as not to obstruct emergency vehicle movement and parking.
- viii. Once the site is managed and the ride personnel needed to continue managing the site are known, the remaining riders should be conducted away from the scene as a ride group adhering to appropriate Chapter group ride procedures and under the control of road guards or designees. Site conditions may require the establishment of two groups if the group is split before and after the incident. One group going forward-and another group going the other direction.
- ix. In the event any of the ride attendees are involved in an accident, the ride leader must designate someone to gather information, complete the H.O.G. accident form, and collect any photos of the scene.

4. METHODS FOR RIDE LEADERS

a. Demonstrate good judgement by:

Evaluating the dynamics of the riders and riding environment as a group moving along with changing conditions of weather, roadway, traffic, and making safe decisions for:

- I. Selecting and changing lanes.
- II. Selecting ride formations.
- III. Selecting locations to stop the group.
- IV. Determining when to take action to correct a potentially unsafe situation with a rider or motorcycle.
- V. Selecting and changing ride speeds.

b. Demonstrate competent planning skills.

Ride Leaders should be able to think ahead and anticipate conditions and situations the group will encounter in advance of the group encountering the condition or situation to minimize or prevent disruption or safety threats. The factors may include traffic, road surface and condition, weather, and the need for the group to perform a maneuver such as merging in traffic, turning, lane changes, speed changes, formation changes, and stopping.

c. Demonstrate competent riding skills by:

- I. Accelerating and braking at an appropriate rate for the group.
- II. Staying aware of the position of the group, especially the riders immediately behind with less experience.
- III. Maintaining awareness of traffic surrounding the group.
- IV. Ride Leaders should know and be able to continually communicate to the group using the Chapter's standard hand signals, including promptly observing lost rider signals.

d. Before the Ride

- I. The ride leader should communicate with the mid-pack and sweep about the route and how the ride leader plans to conduct the ride. This also allows the sweep to be able to anticipate the ride leader in the management of the ride.
- II. Riders who are new to the chapter should be assigned to a ride leader during the pre-ride briefing unless the riders object. The ride leader should talk to the new people to make them feel comfortable and find out their riding experience.

e. Stop Signs, Stop Lights, and Intersections

- I. Stop signs are a great place to “gather” the group for the purpose of keeping the group together.
- II. When getting ready to leave from a stop, check with the Sweep Road Guard to make sure everyone is ready to leave and that no one gets left behind.
- III. While at a four-way stop intersection, it may be advantageous to allow other vehicles through to keep the group together.
- IV. Talk to the person next to you when stopped at a traffic signal or stop sign. Inform them if you will be making a turn there, or shortly, so they will know what to expect. It is also a good time to warn them of any hazards in the intersection (sand, potholes, etc.).
- V. When going through a protected intersection, monitor your mirrors to check whether the entire group made the light. If not, put up the “lost rider” signal and slow down. You don’t have to wait for the signal to come forward before you act on the situation.
- VI. At a controlled intersection with two lanes turning right, it is best to keep the group in the left-most lane of the two turning lanes. Often this left-most lane allows traffic to either turn or go straight. In this case, by being in this lane, cars behind may not have the expectation that we should be turning right on red. In any case, we will not be blocking cars in the right-most lane wishing to turn right on red.

f. Speed

- I. Use the newest rider in your group as a gauge of what speed is comfortable for the group. Ride to the lowest common denominator.
- II. Change speeds gradually to keep rubber-banding to a minimum.
- III. Try to “time and/or anticipate” traffic lights so that if you get stopped, the whole group gets stopped.
- IV. On local rides, sightseeing speed is best for our groups. It is not a race!

g. Single File

- I. Riding single file, even on a road that is wide enough for a staggered formation, sometimes allows for a more comfortable and relaxing ride for your group.
- II. On irregular surfaced roads, construction zones, and two-lane roads where there is heavy traffic in the opposite direction, single file is best. If you are wondering if you should put the group into single file formation, do it. It is better to err on the side of safety and comfort for the group.
- III. Prior to entering a traffic circle consideration should be given to going into single file.

h. Lane Change and Turns

- I. Try to anticipate and move into the correct lane that you will need to be in to avoid excessive lane changing. This will reduce risk that is incurred by changing lanes. However, this must be weighed against any conditions that may make the intended lane less than desirable. For instance, if the next turn is a right turn, and it is more than a few miles to that turn, it may be best to remain in the left lane until closer to the turn, then change into the right lane. Often on a multilane road, the right-most lane is exposed to parked cars, driveways, and merging traffic.
- II. When a U-turn is necessary, pick a spot that is legal and safe for the entire group to complete the turn.
- III. When making a turn it is advisable to look over your shoulder to see if your sweep made the turn. If the sweep made the turn, you are assured the group is together.
- IV. When entering the freeway, don't be in a rush to change lanes. Allow the group to "gather up" and then perform a lane change.
- V. When on a multi-lane road and one of the lanes is going to end and will merge into yours, keep an eye on your mirrors for vehicles trying to beat the group to the remaining lane. If possible, slow to let them pass so they do not cut into the group.
- VI. Before giving the manual and electronic signal to initiate a lane change, attempt to clear the intended lane of traffic.
 - a) If traffic in the intended lane is light and not traveling fast relative to the group, the group may be able to move ahead of any adjacent traffic, leaving a clear lane. Once the lane is clear, initiate the lane change by giving the manual and electronic signals.
 - b) However, it is extremely difficult to open a clear lane by outpacing traffic. And if the sweep moves into the intended lane amongst traffic while the group is going faster than the traffic in that lane, the group will pull away while the sweep is stuck in traffic falling farther and farther behind.

- c) If the traffic in the intended lane is heavy or such that it cannot be easily passed creating an opening, the BEST TECHNIQUE to use is to SLOW DOWN to a speed slower than that of the adjacent traffic. Then, when the sweep moves into the adjacent lane amongst traffic, the cars in that lane in front of the sweep will tend to pass the group, leaving an opening.
- d) Our group riding protocol requires that we use both manual and electronic signals when changing lanes (as well as turning). However, signaling for a lane change with adjacent traffic can be a problem and must be done carefully. Signals will sometimes “freeze” traffic, complicating a lane change. When possible, delay signaling until faster moving traffic is near or clear of the front of the group.
- e) All of the above actions are made easier if the lead and sweep are working as a team. This teamwork develops over time, and is a result of all road guards working together to increase our skill levels.

i. Readiness to Depart

The Ride Leader should ensure the entire group is ready to depart before starting the ride. A prearranged hand signal from the Sweep should be given to confirm that Sweep believes the group is ready to depart.

j. Departure Acceleration

The Ride Leader should accelerate moderately from stops to reduce the accumulated acceleration of the group. Once the last rider has left the stop, the pace may be picked up.

k. Adjusting the Ride Speed

The Ride Leader should continually monitor the traffic, road environment, and the status of the group and adjust the speed as necessary. New riders behind the Ride Leader will require special observation to ensure the speed is one that they are able to maintain comfortably.

l. Incident and Emergency Management

The Ride Leader should work with the other Road Guards and riders to manage any incident or emergency involving the group during a ride.

m. Split groups

- i. The ride leader will take action to rejoin the groups by slowing down or stopping so the split group can catch up. The preferred action is to slow down, typically 5 mph below the speed limit, and on a road with multiple lanes of traffic in the same direction, move to the right one lane. It should be automatic: when split, slow down and if appropriate, move right. Pulling the group over should be a last resort. If the ride leader decides to stop the lead group, a safe location large enough for the group should be found. If it appears that it may take some time to find a safe place to stop, and there is a mid-pack, the mid-pack should drop back to become the Sweep of the first group when it can be done safely. The ride leader may decide, after having been stopped for a reasonable period, to send a rider back to investigate the

status of the second group and see if the first group needs to provide assistance. When the second group rejoins the first, the rejoined groups will continue.

- ii. If the second group became separated because of a traffic light or other transitory event, the group should continue until it rejoins the first group. Road guards in the split group may assume the position of Ride Leader for the split group if necessary. This can be for the comfort or safety of the group or to ensure the correct route is followed. The order for road guard positions to assume the ride leader position is mid-pack, secondary sweep, and then sweep. If a road guard assumes the lead, the standard "lead from the left" formation will be assumed while in stagger formation. If the rider left in the lead after the split is allowed to continue leading the group and the group is in the stagger formation, the lead rider will lead from their position before the split, be that left or right. This will simplify rejoining the lead group if they have not stopped.
- iii. On rejoining the main group, the split group will assume the formation in use by the main group. If a road guard assumed the lead of the group the road guard may stay in position or return to their original position. The split group will change formation to adapt to the lead group if it is in stagger.
- iv. If the second group stops because of a problem, the road guards will determine a plan of action to handle the problem. If a rider cannot continue, a road guard or other riders appropriate to the problem or emergency will be appointed by a road guard to stay with the rider with the problem. A road guard will appoint a ride leader and sweep for the second group and the second group should continue and rejoin the first.
- v. Be aware that at night a split group may approach in an adjacent lane so it is easier for the Ride Lead to see that they caught up.

n. Fuel and Rest Stops

- I. Be knowledgeable of the types of motorcycles in your group. Sportsters and V Rods sometimes require more frequent gas stops.
- II. Rest stops should be gauged by time duration in the saddle rather than miles traveled.
- III. Quiz members of your group at rest stops about the speed of the ride or any problems they may be experiencing. Ask them if they are having fun.
- IV. When arriving at a rest stop or destination, scout the parking area and try to pick a place the entire group can park safely and exit easily. Pull through spaces are usually best.
- V. When the group arrives at a scheduled stop, talk to your Mid-Pack and Sweep and find out what they have seen and encountered on the ride prior to the stop.
- VI. When at gas or rest stops, plan your exit in a way that is the easiest for the entire group.

o. Route

- I. If lost or confused about the route, always concentrate on the welfare of the group first; then work on getting back on track with the route.
- II. Don't be afraid to change a route for weather or other valid reasons. Another route to the same destination may be advantageous for your group's safety.
- III. Know the route. Being confident leading the group and knowing where you are going reassures the group.
- IV. When in doubt, slow down and regain your direction; and do not make any rash decisions or turns that could put the group in jeopardy.
- V. If you are lost and cannot figure out which way to go, pull the group over in a safe location and check your directions and maps to determine your plan of action to get back on course.
- VI. If you stop and still cannot determine how to get back on course, do not be afraid to ask the other Road Guards in the group to help you to decide the best action to get back on course (the directions are not always correct).

p. Night Riding

- I. When it is getting dark, pull the group over to change glasses and dress warmer.
- II. Particularly at night, be aware that hand signals can be impossible to see, especially in a mirror, so a group relies more on follow-the-leader. Actions must be deliberate and with added time for the group to react.
- III. Wearing reflective gloves may make hand signals easier for the rest of the group to see.
- IV. Those with CB radios may relay the leader's signals over the radio.

q. Group Cognizance

- I. Lead the group as if your rear tire is the rear tire of the sweep motorcycle. Always be aware of the length of the group.
- II. Be aware of what is happening within the group. This is done by constantly checking your mirrors.
- III. Have fun and enjoy yourself. It will rub off on the other members of the group.

5. METHODS FOR SWEEPS.**a. Secondary Sweep.**

When a secondary sweep is assigned, the primary sweep must communicate with the secondary sweep to assign responsibilities and discuss expectations. The primary sweep is ultimately responsible for all sweep duties. Topics and responsibilities to discuss include:

- I. The division of riding duties. Will the secondary sweep work one side of the group?
- II. Protecting the group upon departure. Which road guard(s) will move to protect the group as discussed elsewhere in this document, and which one will remain with the group?
- III. Remaining with a rider who pulls out. Which road guard will pull out with a rider who falls out of the group, and which one will remain with the group?

b. Sweep Positioning.

- I. Typically, the Sweep is continually changing lane position as traffic, road environment, and group maneuvers require.
- II. At stops Sweeps should position themselves so as to be seen by the Ride Leader to confirm the group is together. This position is usually in the middle of the lane. Exercise caution when stopping in the center third of a lane. This is the most likely area for contamination from oil and gravel that can reduce boot traction. The sweep and lead riders may want to pre-arrange a hand signal to be used by the sweep to indicate that all is well.
- III. When the group is being passed by traffic, Sweeps should position themselves to be in the half of the lane closest to the lane of passing traffic to enhance the groups' visibility.
- IV. When changing lanes or when lanes merge, Sweeps will move over into the new lane, or collapsing lane, to provide a visual reference for the Ride Leader and other members of the group.

c. Lane Drop Ahead on Right or Left Side

- I. No Stop Sign or Red Light
 - a) The Sweep should move into the lane safely and provide a visual reference to the lead that the lane is clear.
 - b) If the traffic is heavy, the Sweep should move into the lane early giving any cars ahead of the Sweep a chance to pass the group before the lane ends.
- II. Past a Stop Sign or Red Light
 - a) The Sweep should move into the lane that ends and proceed at a reduced speed, providing the lead a visual reference that the lane is clear; the Ride Leader should proceed slowly allowing any cars ahead of the Sweep to pass the group.
 - b) If the group is stopped at a stop sign or light, it may be prudent to allow a few cars to "stack up" in the collapsing lane before the sweep moves into that lane. It is best if the sweep is abreast of the group lead, or slightly behind, rather than in front of the group lead.

c) If no traffic is in the lane the Sweep should still move into the lane and stop at the stop sign or red light providing the lead a visual reference that the lane is clear. When the light turns green, the Sweep should proceed at a reduced speed and then rejoin the group at the end of the lane.

d. Lane Change

- I. The Sweep should watch for the Ride Leader to signal a lane change, then quickly and safely move over and provide the lead a visual reference that the lane is clear.
- II. Sweep should ascertain from the Ride Leader when a lane change is planned and anticipate moving into the lane before the signal is given; it will be a benefit. If the Ride Leader does not signal a lane change, the Sweep can move back to the group's lane.

e. Lane Change to Pass a Slow Car or Truck on the Freeway

- I. The Sweep should watch for the Ride Leader to signal a lane change. The Sweep safely moves over and provides the lead a visual reference that the lane is clear.
- II. The Sweep can anticipate the pass, move over, providing the lead a visual reference that the lane is clear before the Ride Leader signals, giving the Ride Leader an option.

f. Entering a Freeway and Entering/Exiting a Carpool Lane

- i. The Sweep should move to the intended lane as soon as possible, providing the lead a visual reference that the lane is clear.
- ii. The Ride Leader and the Sweep should discuss prior to the start of the ride the lane in which the Ride Leader will want to position the group once on the freeway.
- iii. Sweep should evaluate the traffic in the lane the group is to move to after the signal is given and the reason for the lane change to determine when to start the lane change. This can prevent trapping cars in the group.
- iv. When entering the freeway, the group will merge safely onto the freeway, typically from the front.

g. Rider Cannot Keep Up or Is Uncomfortable with the Pace of the Group

- I. The rider should move back in the group to a position in front of the Sweep. The Sweep should stay with the rider, allow the group to pull away, and lead the rider at a pace that is comfortable to the rider.
- II. If a lost rider signal is given to the Ride Leader when the Primary Sweep and slower rider drop out of the group, the Secondary (now Primary Sweep) should let the Ride Leader know that the situation is under control and to proceed to the next scheduled stop.

h. Vehicle Is Crowding or Tailgating the Group

- I. The Sweep should slow down slightly to create a safe buffer between the group and Sweep.
- II. The Sweep should not create too large of a buffer which would allow vehicles to pull in between the Sweep and group, this would defeat the purpose.

i. Two Lane Road with Vehicle on Sweep's Tail and a Short Passing Lane Ahead

- I. The Sweep should move over to the passing lane providing the lead a visual reference that the lane is clear. If a driver is too aggressive, let the driver do whatever he wants.
- II. If the Ride Leader notices that the group is holding back vehicles and decides to move the group over and slow down to allow the vehicles to pass, the Sweep should move over with the group until the vehicles pass. Then the Sweep should move over and provide the lead a visual reference that the lane is clear.

j. Sweep Can Lead from the Rear

- I. When a Sweep and Ride Leader are in sync, the Sweep can lead the group by occupying a lane for a lane change, making a turn, or exiting the freeway before the Ride Leader signals.
- II. The Sweep should give the Ride Leader options, especially in heavy traffic.

k. Sweep to Stay with the Group if the Traffic Signal Is Turning Red

If the traffic signal is changing and the entire group in front of the Sweep is able to make it through the intersection, the Sweep should also try to safely make it through the intersection if legal and possible and stay with the group.

I. Protect the Group

- I. Entering a Street from a Driveway or Uncontrolled Intersection
 - a) The Sweep should coordinate with the Ride Leader to determine which technique will be used to have the group safely enter the street.
 - b) The Sweep may back track and enter the street from a separate driveway or intersection to provide the lead a visual reference that the lane is clear.
 - c) If there are no separate intersections or driveways, the Sweep may ride back up the street, safely turn around, and secure the lane, providing the lead a visual reference that the lane is clear. As the Sweep approaches, the Ride Leader will be able to safely enter the street with the group.

II. Sweep's Position in the Lane

a) On a multi-lane street or freeway, traffic could be approaching and passing the group on one or both sides. The Sweep should take a position on the side of the lane that has the most traffic passing the group.

b) The Sweep may slightly, but safely, approach the lane line, which allows the approaching drivers to see the Sweep. This will also encourage the drivers to move over in the lane away from the group.

m. Stay with a Rider

I. Rider Pulls out of the Group Un-Expectedly and Goes in Another Direction than the Group

The Sweep should follow any rider who pulls out of the group un-expectedly. The Sweep should not leave the rider until the Sweep fully understands why the rider left the group.

The following are examples of when the Sweep can leave the rider:

- I have a tee time and forgot to tell someone I would be leaving the group.
- I live down the street and forgot to tell someone I would be leaving the group.

The following are examples of when the Sweep should not leave the rider:

- I was not feeling well, but I will be OK.
- My bike was acting up, but it should be OK.
- I need gas; you do not need to stay; I will catch up with the group.

II. Rider Pulls out of the Group with Mechanical, Accident or Health Issues

When a rider falls out of the group, the Sweep should stay with the rider until the following issues are resolved.

- When a bike breaks down and will not run, the Sweep should stay until the bike has been picked up or towed and the rider has a way home.
- If a rider has an accident, a Chapter officer or delegate should take charge of the accident scene management and obtain medical care for the rider, as required. The Sweep should stay until medical care has been administered and the rider has been transported to the hospital or picked up and taken for medical care if the injuries are minor. The Sweep will also need to arrange for the rider's bike to be picked up or towed. The Sweep can leave once the rider and bike are safe.
- If a rider has health issues such as dehydration, heart attack, heat stroke etc., the Sweep should obtain medical care for the rider. The same scenario as an accident should apply. The rider and bike need to be safe before the Sweep leaves the scene.

n. Sweep Taking the Lead

If the group gets split and the Chapter member in the lead position does not remember the directions or is uncomfortable as a lead, the Sweep should assume the Ride Leader position until the split group catches up to the original group on the road or at the next scheduled stop.

o. Observing Group Members while Riding

Sweep should observe the group for any riding behaviors or other situations that negatively impact the group. Examples include rubber banding, failing to give proper signals, failing to maintain proper position while riding and stopped, and mechanical issues such as faulty brake lights.

6. METHODS FOR MID-PACKS.

a. Preparation

Mid-Packs must be fully prepared to lead or sweep the group by carrying out the methods of a Ride Leader or a Sweep.

b. Pre Ride Staging

- I. Mid-Packs should stage their bikes near center of group. If multiple Mid-Packs, spread out rather than being adjacent to each other to increase the chance of a Mid-Pack being in each group if the group gets split.
- II. Mid-Packs should assist Sweeps in managing the size of groups to ensure that all groups are similar in size.

c. Position in Group

Mid-Pack should always maintain proper position and spacing to provide a model for others on the ride. Be a perfect example rider.

d. Observing Group Members while Riding

Mid-Pack should observe the group for any riding behaviors or other situations that negatively impact the group. Examples include rubber banding, failing to give proper signals, failing to maintain proper position while riding and stopped, and mechanical issues such as faulty brake lights.

e. Hand Signals

Mid-Pack should relay all hand signals in a clear, perhaps exaggerated manner, to provide a model for others.

f. Changing Lanes

- I. During any lane change, the Mid-Pack may have to assist, but in a very limited manner. Mid-Pack should be aware of sweep's progress in moving to the new lane. Once the sweep is in the new lane and general members are not moving, Mid-Pack may move slightly in the direction of the lane change to prompt general members to begin moving.
- II. In situations where a car is in the intended lane, Mid-Pack should be aware of the car's speed relative to the group's speed, and the proximity of the reason

for the lane change, such as an upcoming exit or lane collapse. If the car is not moving out of the group's way, Mid-Pack may have to initiate a move in front of the car in order to prompt the remainder of the group to begin moving. As a matter of routine, Mid-Pack should not move into the intended lane prematurely. This can trap a car, and it will encourage general members to do the same.

g. Single File from Mid-Pack Position

Certain road situations and group riding dynamics can cause the riders in the rear of the group to experience a different set of challenges than those in the front. Twisting roads with large groups, coupled with rubber banding can greatly increase the difficulty for those in the rear. In cases like this, if in stagger position, the Mid-Pack may deem it appropriate to signal for single file, putting the Mid-Pack and those to the rear into single file, independent of those in the front of the group. Mid-Pack should signal for resumption of stagger position if/when appropriate.

h. Split Group or Lost Rider

- I. When approaching a traffic light and you are sure the group is going to become split, you have a choice to speed up and make the light or slow down and stop. The decision should be to stop, if it can be done safely, because the mid-pack is more valuable leading a split group than sweeping the first half of the group. If you blow through the light, you may take a member with you.
- II. Be aware that at night a split group may approach in an adjacent lane so it is easier for the Ride Leader to see that they caught up.

i. Patience

- I. Mid-Pack should be patient and allow time for an action to happen.
- II. Let Sweep earn his keep.
- III. Don't be a bossy Mid-Pack.