Safety Presentation

HAVE A SAFE EXPERIENCE ON THE BP MS 150

Be Patient...          Be Protective...
Be Predictable...      Be Proactive...
Be Preventive...      Be Proud!!!
Presentation Topics

- Ride Preparation
- Safety
- Training
- Event Weekend
Ride Preparation

- Bike Safety Inspection
- ABC Quick Check
- Cycling Equipment
- Cycling Clothing
- Helmet Fit
- Nutrition
- Hydration
Bike Safety Inspection

• Bike Safety inspections for participants are not mandatory, but are strongly encouraged by the National MS Society to promote a safe BP MS 150.

• Bike Safety Inspections are performed by Official Bike Stores only.

• Once your bike passes the Safety Inspection, you will receive a BP MS 150 Safety Inspection Sticker to display on the stem of your bike.

• With this sticker you are eligible for FREE labor (parts and materials are extra) if you need any mechanical repairs during the BP MS 150.

• Bike Safety Inspections start February 18, 2019 through April 19, 2019 at NO COST:
  April 20, 2019 through April 26, 2019, the safety inspection will be $15.

• Visit the BP MS 150 website for a list of Official Bike Stores (Training/Bike Shops).
Bike Check – Every time

ABC Quick Check

To be sure you have a safe ride every time, perform the ABC Quick Check each time before heading out on your ride.

A is for Air
• Inflate tires to the pressure listed on the side of the tire
• Use a pressure gauge to ensure proper pressure
• Check for damage on tire and replaced if damaged

B is for Brakes
• Inspect pads for wear; replace if there is less than a ¼” of pad left
• Check cable tightness, frayed cables and alignment of the pads with the rims

C is for Cranks, Chain and Cassette
• Check you pedals and cranks for tightness
• Check chain for looseness and bad links
• Check derailleur for worn cogs and adjustment
• Check that your gears change smoothly

Q is for Quick release
• Make sure your quick releases on your wheels are all closed

Check
• Check you helmet for cracks and make sure it fits properly
• Check your shoes for tight cleats and straps and buckles are in good repair
• Make sure you saddle (seat) is at the right height and the bolt is tight

Image courtesy of League of American Bicyclists
Cycling Equipment

- Bike proper sizing & fit is the MOST important thing!
- Helmet – NEVER ride without one! Snug fit – if pushed from front, helmet should not move
- Sunglasses – any type of glasses will protect eyes from flying objects, shatterproof are ideal
- Water Bottles (and cages to hold them mounted to bike) Or Camelbak (backpack & fanny pack styles)
  - H2O and electrolyte replacement drink
- Cycling Shoes – “Clipless Pedal System” (allows you to push & pull your pedals) or Cages
  - SPD – recessed into the shoe, easier for walking, often on gym spin bikes
  - LOOK – protrudes from bottom of shoe; difficult to walk in, wear down & need to be replaced
  - Cages – attach to pedals and allow you to wear tennis shoes, more efficient than pedals alone.
- Floor Pump – Road bike tires should be aired up before every ride, usually about 100 psi (check tire for psi)
- Bike frame pump (mounted to bike frame) or Co2 cartidges and dispenser
- Under Seat Bag (Saddle bag) – to store many of the items listed in “OTHER” below
- Cycle Computer – tracks distance, cadence (how fast you’re pedaling) speed & various other metrics
Cycling Clothing

- Cycling Shorts – chamois = padding (tip don’t wear underwear)
  - Try on several brands & styles, worth investing in a good pair
- Cycling gloves – cushion provides shock absorption & protects hands in case of fall; fingerless for warmer weather and full finger for colder weather
- Cycling Jersey – (back pockets provide a place to stash snacks, cell phone, jacket, etc.)
  - If not wearing a jersey, consider wearing a top (long enough to cover your back when reached forward on handle bars) that will wick sweat away from your body
- Socks – cycle specific not needed, but moisture wicking is important (warm wool pair for cold rides)
- Arm & leg warmers (easy to remove as it warms up)
- Jackets – back pockets are handy and removable sleeves let you turn jacket into a vest as it warms up
  - Since the upper body is fairly inactive and you generate wind when riding it often needs extra protection
Helmet Smart

Select a certified Helmet (ASTM or Snell sticker) proper size for your head
Helmet sits level on your head when tight

1. 1 to 2 fingers between eyebrows and rim of the helmet
2. Ensure straps are not covering the ears and form a “Y” shape below the ears
3. Chin strap snug under chin – less than ½’ (less than 1 finger width between the chin and the chin strap)

*Shake your head from side to side; there should only be a little movement
In the event of an accident, a loose helmet won’t provide protection (the same as not wearing a helmet at all)

*Replace helmet if involved in an accident or older than 3 years

Helmet Smart
Head injuries are a special concern for cyclists.
Even falling at a slow rate of speed can cause a serious head injury

Helmets must be on your head and strapped securely while riding in the BP MS 150 – No exceptions.

Participants found not to be wearing their helmets will be disqualified from the ride and removed from the route.
Nutrition/Hydration

- Nutrition – Training
- Nutrition – Night before the BP MS 150
- Nutrition – Morning of the BP MS 150
- Nutrition – On the route
- Hydration
Nutrition – Training

- Rides 1.5 hours or longer should include carbohydrates
- Aim for 30-60g of carbs/hr. (120-240 calories)
- Consume electrolyte sports drink and water (alternating between both) while training—test sports drink products while training to find what works best for you
- Determine what works: bananas & oranges, gels, sport drink, solids, a mixture; energy bars, protein bars and power gels are an easy way to re-fuel during a ride
- Remember...
  ...There is no one perfect system for everyone!
Nutrition – Night Before the BP MS 150

• Continue with normal high carb training diet while tapering exercise. Don’t go crazy carb loading
• Avoid high fat, high fiber, greasy foods or anything you know will upset your stomach.
• Avoid foods you are unfamiliar
• Good examples:
  • 1-2 cups cooked pasta, 3-5 oz. lean meat, fruit, fluids
  • 1-2 cups cooked rice, 3-5 oz. lean meat, fruit, fluids
  • 6 oz. baked potato, 3-5 oz. lean meat, fruit, bread, fluids
Nutrition – 
Morning of the BP MS 150

- Go with what works for you! (avoid untested foods)
- Plan ahead, if you have special dietary needs (carry those snacks with you on the ride) find out what options are available on the ride
- Eating 2 or more hours in advance? up to 1g of carbs/lb body weight
- If eating closer to start time, or need one last snack, 30g carbs within 1 hour is ok
- Examples:
  - 1-2 scrambled eggs, 1 banana, toast & water/sport drink
  - Bagel with jelly & water/sport drink
  - Toast with fruit & water/sport drink
Nutrition – On the Route

- At this point, should be comfortable consuming ~60g carbs/hour
- Any combination of gels, liquids, solids (energy bar and protein bars or snacks such as trail mix and fruit – bananas, oranges
- Remember, sport drinks are made specifically for rapid and comfortable absorption
- Aim for 20-40oz fluid each hour
- Use your training knowledge/experience
Nutrition – Recovery

- Three R’s of Recovery:
  - **Rehydrate**: With fluid and electrolytes
    - Consume 20-24oz for every lb. lost
  - **Replenish**: Glycogen (carb storage) with easily digestible carbohydrates
    - Chocolate Milk
    - Bagel with peanut butter
    - Yogurt with chopped fruit & honey
    - Yogurt/fruit/milk smoothie
    - Fruit
  - **Repair**: Consume protein
Hydration

Waiting till thirsty = too late!

Dehydration is the Top Safety Issue on the BP MS 150

- Have a plan (test it on training rides)
- Monitor fluid status
- During training
  - Should not lose more than 2% body weight
  - Check after training rides to assess strategy
  - If consistently losing more than 2%, drink more
- Each pound lost = 16oz fluid, replace with 20oz
Hydration

Before the Ride

• Proper Hydration starts several days before a ride.
• You should be drinking 8-10 glasses of water a day for at least 3 days leading up to a planned ride.
• It is almost impossible to catch up during a ride. If you get behind in drinking water / sport drink, it’s difficult to consume enough water to avoid dehydration effects (loss of sweat, overheating, heat exhaustion, etc.).

During the ride

• Drink 20-40oz/hour of fluid
• Need sodium (500-1000+mg) each hour
• Sodium can be found in sports drinks, electrolyte tablets, and salty snacks such as pretzels.
Hydration

After the Ride

- After finishing a ride of any distance, continue to drink water.
- You need to first replace lost fluids from sweat and exercise.
- Drinking water at the same rate of 8-10 glasses a day for 2-3 days after a long ride helps the body flush built up lactate acid from the muscles.
Safety

- BP MS 150 Safety webpages (Education, Experience, Equipment)
- Bicycle Laws
- Group Riding
- Passing Etiquette
- Road Hazards
- Controlled Intersections
- Riding Safely in Hills
- Safe Cycling Challenge
Safety

BP MS 150 website

The safety of our cyclists is the number one priority at Bike MS.

Each year, thousands of participants join in more than 85 rides across the nation. There is a great mix of riders with different experience and skill levels on the road together. To help ensure that you and everyone have a great ride and arrives safely at the finish line, please review this safety information about personal safety, group riding skills, cycling etiquette and bike maintenance.

Safety Resources

- Safety Infographic
- Bike MS Safety Brochure
- Youth Riders
- NHTSA Bicycle Safety Tips Video

(Ride Logistics/Safety) – Education/Experience/Equipment/Coordinators
Bicycle Laws

All states consider cyclists to be vehicle operators, and give them the same privileges and responsibilities as other drivers

• **Know and Obey All Traffic Laws:** The golden rule of bicycling in a group is "Be Predictable"

• **Obey All Traffic Signs and Signals:** Avoid "following the leader" through traffic signs and signals; you are required to obey all traffic signs and signals, including stopping at red lights and stop signs

• **Look & Signal before You Move:** Always scan behind you before changing lanes or making turns, and perform the appropriate, continuous arm signal prior to a turn or lane change (unless arm is needed to control the bike) and while stopped waiting to turn

• **Two at a Time:** Ride no more than two abreast and do not impede traffic (if a part of the road has been closed and dedicated to "bicycle travel only", you may ride more than two abreast)

• **Hands on the Handlebars:** Do not carry anything that prevents keeping your hands on the handlebars

• **Pass with Care:** Do not pass at intersections
Group Riding

• **Ride Predictably:** Just like driving a car, cyclists should ride in a smooth and consistent manner

• **Communicate:**
  • Communicate, in advance, by using verbal and hand signals to fellow cyclists and automobile traffic so they can predict what you, the cyclist, will be doing
  • Verbal warning examples: approaching or passing on your left, slowing, stopping, flat, car up, car back, etc.

• **Awareness:**
  • Be aware of others around you and ride with your head up.
  • Do not use aero-bars in a group.
  • Never wear listening devices on or near your ears
  • Do not use your cell phone while riding your bike

• **Control:**
  • Maintain control and speed of your bike
  • never overlap your wheels with another cyclist

• **Spacing:** Ride no more than 2 abreast
Group Riding Skill Courses

The Group Riding Skills Course is conducted by the League of American Bicyclists (LAB). The LAB is the Society’s education partner and a national organization dedicated to cycling, cycling advocacy and cycling education.

Course Requirements:

- Course Fee is $30 non-refundable and non-transferable.
- Students must be 18 years of age or be accompanied by a parent or legal guardian age 21 or older.
- Course consists of 2 hours of classroom instruction and 1 hour of hands-on parking lot drills.
- Students must attend the entire class to receive course completion certification.
- Students must bring their own bike and helmet to participate in the course.
- Students should dress appropriately for cycling and bring their water bottles.
Group Riding – Know the Lingo

Group riding has its own form of communication. Remember to pass all communication on to the cyclist behind you in the group. Speak loudly and clearly.

The following are the most common terms you may hear in group-sponsored rides:

• "On your left" – This means a rider is approaching your left side; move to the right (as able) to allow room for the other rider to pass

• "Car back" – This means a car is approaching from the rear. All riders make an effort to move to the right to allow the car to pass (in most states, the law requires cyclists to ride no more than two abreast, ensuring easier and safer passing of cyclists by automobile traffic)

• "Gravel"/"Pothole"/"Sand"/"Tracks" – Each of these messages is to alert the riders behind you of hazardous road conditions, relayed not only by words but also by the gesture of pointing to the hazard well in advance

• "Flat" – This indicates that a rider has suffered a flat tire and needs room enough to slow down and move to the right side of the road or trail for repair; offer assistance if needed

• "Slowing" – The cyclist in front of you is slowing down, so use caution and prepare to stop (the common hand signal for this is to display the palm of their hand toward riders behind them to indicate slowing and stopping)

• "Stopping" – This indicates that a rider ahead is stopping; when at a stop, do not forget to unclip from your pedals

*Group communication between teams and between individual riders is vitally important to ensuring the safety of all riders. Therefore, headphones, cell phones, radios, or similar devices are NOT permitted while riding.*
Passing Etiquette

Passer:
- Call "Approaching rider" as you get close (within 10-20 yards)
- Check the road behind to ensure no approaching vehicles
- Move over to allow enough room, speed up just a little and start the pass
- Call "Passing on left" as you pull near the rider
  - Adjust your volume for the weather - if it's calm, you don't need to shout, if it's windy, you will need to raise your voice
  - Allow plenty of room before pulling back in to the right
  - Call “Thank You!” as you pass

Passee:
- Be aware of approaching riders (listen, NO headphones!)
- Acknowledge calls to pass - saying "Thank You" is a GREAT way to do this!
- Maintain a steady speed and line - don't suddenly slow down or speed up as you are being passed and don't jerk your handle bars.

Proper passing (& being passed) makes your ride safer and more fun
Two parties to every pass – Passer & Passee.
Road Hazards

Remember safety is each rider’s responsibility!

Hazard examples:

• The road surface itself with holes or cracks;
• Railroad crossings/tracks – obey the signal, when clear cross tracks perpendicular
• Hazards on the road such as glass, gravel or road kill;
• Unexpected issues such a dog, pedestrian or cyclist stopped on the roadway.

Avoidance is key:

• Look ahead when riding to identify possible obstacles or problems in your path
• Plan your "escape" well in advance
• Stay Right: Ride in the right portion of the rightmost lane in the direction you are traveling and leave at least four feet between your handlebars and parked cars or other riders

Communication:

• The leader or first person in a group of cyclists (with best forward visibility) should call out and identify any hazards to warn following cyclists
• All other cyclists should also call out the hazard to ensure riders behind them are prepared, as well.

Adjust your personal safety zone to fit the weather conditions
Controlled Intersections

- Most intersections with Stop Lights will have Law Enforcement Officers assigned to manage traffic at the intersections. **IN ALL CASES – OBEY THE OFFICER’S INSTRUCTIONS**
- When approaching a controlled intersection:
  - First control your speed
  - Use Hand signals and call out “Slowing” or “Stopping”
  - Observe the intersection from a distance
  - Are the riders stopped?
  - Are cars present or going through the intersection?
  - Is the officer waving cyclists through? Are there stopped cars in your lane?

Take all of these conditions into consideration and be prepared to react (slow, stop, continue)

If an Officer is **NOT** present at an intersection: **OBEY** the Traffic signals

**RED = STOP, GREEN = GO**
Training – Riding Safely in Hills

- Riding on roads that have hills presents a Safety Challenge
- Everyone rides hills at different speeds
- Hold a straight line, don’t weave and zig-zag on the hill
- **Be Patient** - Expect speed changes from riders on hills
- Be aware of limited sight by vehicles coming over the top of the hill
- **NEVER cross the center stripe when going up a hill**!
- Communicate and move off the road if you need to stop or walk
- Control your speed going down a hill

- On the BP MS 150 route there are two long, steep downhill descents on day 2
  - One decent is on the long route about mile 24
  - The other decent occurs as you enter Bastrop
- You should approach these hills with caution and maintain control, speed and distance from other riders.

*If the hill is a little intimidating be sure to take it at a slower pace and ride to the right of the lane*
Safe Cycling Challenge

The questions on the Safe Cycling Challenge have been designed to increase your knowledge and awareness of a broad range of cycling safety practices that you are likely to experience during training rides and the BP MS 150.

2019 BP MS 150 Safe Cycling Challenge

A FUN RIDE IS A SAFE RIDE!

The online Safe Cycling Challenge is intended for educational purposes only. The questions have been designed to increase your knowledge and awareness of a broad range of safe cycling practices that are likely to experience during training rides and the BP MS 150.

Safety information for the BP MS 150 is available in the Safety section of the BP MS 150 website (Ride Logistics/Safety) at www.bpms150.net

Please send any feedback to the BP MS 150 Safety Committee at bpms150safetycommittee@nms.org

Ride Logistics/Safety/Education
Training

- Overview
- Training Rides
- Options for Training Rides
- Training Intervals
Training Overview

- Start with weekly rides of about 20-25 miles
- Increase mileage by 10-20% per week
- Initially don’t be concerned with speed
- Keep terrain mostly flat
- Start increasing speed and gradually add hills
- Include short 1 hour interval workouts and/or other cross training
- Increase hill training. Learn to use gears.
- Target minimum moving average speed of 12-14 mph
- Longest ride should be 70-80% of day one distance (55-80 training miles)
- Taper – Reduce distance the last two weeks
Training Rides

- Help get you in physical condition to complete the ride
  - Gradually build up distance & add hills
  - Include cross training activities during the week
- Help you learn to ride in a group on the roads
  - Focus on safety and courtesy
- Opportunity to test nutrition/hydration strategies
- Opportunity to make a lot of new friends
  - Carpool to rides
  - Enjoy meals at local establishments, support the community
- Opportunity to see Texas like you’ve never seen it before!
Training Rides: Options

• BP MS 150 Recommended Rides (Training tab/Training Options/Recommended Rides)
  • Every weekend from February 3 to April 13th
  • Registration fee varies; charity rides
  • Well planned & supported
• Official Bike Store Rides (check store web site)
  • Less structured, usually include “No rider left behind”
• Team Rides (check with your team captain)
• Ride with a group of your friends
  • Check recommended ride calendar to avoid conflicts
  • Check out local ride maps (online, stores, books)
  • Inspect route for road conditions, rest stops, etc.
Event Weekend

- Tips for riding smart and safe
- On the Route
- Breakpoints
- Route Support
- Ride Marshals
- SAG Support
- Ride Friendly
Tips for Riding Smart and Safe

• It’s a RIDE, NOT A RACE!
• Expect crowded conditions at the Start, Route Merge Points, Breakpoints, Lunch Stops, & Finish.
• Vehicle Traffic – The roads we use are not closed! Keep as much distance between you and the automobile traffic as possible. Use courtesy and etiquette when interacting with vehicles.
• Keep to the right unless passing. **Pass on the left.** Call out “Passing on Left.” **DO NOT PASS ON THE RIGHT**
• Communicate (slowing, stopping, obstacles, etc.)
• **DO NOT CROSS** the yellow center line.
• Ride with no more than two (2) abreast
• **Be Courteous, Be Patient and Ride Friendly**
On the Route

- Do not overlap wheels with a rider in front of you
- Control your speed. It will be slow at first until the riders spread out on the route (and slow again at route merge points)
- Pay attention to riders around you (Have an escape plan)
- Hydrate – Drink at least 1 water bottle between Rest Stops
- Nutrition – Eat snacks about every 15-20 miles (use what you learned on training rides)
- Ride your pace. Don’t try to go faster than you’re comfortable
- Stop and take a break if you’re tired. – Pull all the way off the road to stop
- Obey ALL Traffic Laws
Breakpoints

Breakpoints are points of high rider congestion
Use caution when entering and exiting a breakpoint

Entering:
• Stay to the right or left of the lane depending on the placement of the breakpoint on the right or left side of the roadway
• Announce you are stopping and then move quickly and completely into the breakpoint.
• Communicate with hand signals and callout your intentions
• If stopping, ride ALL THE WAY INTO THE BREAKPOINT before stopping
• DO NOT STOP IN THE ROADWAY!
• If you are not stopping at a breakpoint, slow down then stay on the appropriate side of the lane to avoid those who are entering/exiting the breakpoint.

Exiting:
• When exiting a breakpoint do so from the down route side of the breakpoint.
• Watch for oncoming cyclists or traffic, and slowly and safely merge back into the ride.
• DO NOT STAGE IN ROADWAY AND THEN PREPARE TO START!
• Be ready to ride once you move out of the breakpoint.
Route Support

**Ride Marshals**
Ride Marshals are registered riders who volunteer and act as Good Will and Safety Ambassadors for the BP MS 150 and the BP MS 150 Recommended Ride series.

**Bike Police**
Bike Police are volunteer riders and certified law enforcement officers who serves along the route implementing safety protocol and directing traffic when needed.

**Bike Medic**
Bike Medics are volunteer riders and licensed medical care providers who provide basic medical assistance along the route until advanced medical care arrives.

**Motorcycle Marshals**
Motorcycle Marshals patrol the route to assist with cycling traffic and respond to emergencies and traffic situations.

**SAG (Support Vehicles)**
Special Assistance Group (SAG) vehicles provide transportation to riders who need a lift to the next breakpoint. SAGs do not stop to make bike repairs, but they will bring riders to the next breakpoint. SAGs only move a rider forward along the route.

**To signal a SAG vehicle driver follow these steps:**
1. Move safely off the road and well out of the path of other riders
2. Dismount and stand near your bike
3. Remove your helmet and wave it at the SAG vehicle

**Medical Support Team**
Certified medical professionals (EMTs, paramedics and nurses) who administer first aid and who are trained in CPR. They assist along the route, at breakpoints, lunch sites, overnight sites and at the finish line.
Event Weekend: 
Ride Marshals

• Ride Marshals are volunteers who help keep the ride SAFE
• Be courteous and obey instructions from Ride Marshals
• Ride Marshals provide coaching on how to ride safe and coach you if they observe you doing something unsafe
• Ride Marshals have authority to notify National MS Society staff if unsafe riding continues.
• National MS Society staff may remove a rider from the route if necessary.
• National MS Society staff will notify Team Captains of unsafe riders
• Ride Marshals are happy to stop and assist riders with minor problems (flat tire, mechanical, etc.).
• Let a passing Ride Marshal know if you need assistance.
Event Weekend:
SAG (Special Assistance Group)

- There are numerous SAG support vehicles on the route.
- If you need a SAG Vehicle, be sure to pull completely off the side of the road.
- To signal a SAG vehicle driver follow these steps:
  - Move safely off the road and well out of the path of other riders.
  - Dismount and stand near your bike.
  - Remove your helmet and wave it at the SAG vehicle.
Ride Friendly

- Obey Law Enforcement personnel, ride officials, volunteers, residents & vehicle drivers
- Don’t Litter!
- Obey all State & Local Traffic Laws
- Support the Local Communities
- Respect Private Property
- Use Provided Restroom Facilities ONLY
- Curb Inappropriate Language & Profanity