



Tour des Trees Tips & Expectations

❖ **Bike Inspection: (this should be performed in advance of the Tour by a qualified mechanic)**

- Frame - inspect for structural integrity & ensure there are no cracks
- Wheels/tires - make sure the wheels are true & tires have sufficient tread and are devoid of major cuts
- Brakes - make sure they are in good working order and pads have sufficient life left
- Pedals and Cleats - ensure that your cleats aren't too worn and that your pedals are in good working order
- Chain - ensure that it isn't too worn
- Shifters - make sure the bike is shifting correctly
- Cables & Housing - Make sure your cables & housing are in good shape and replace if necessary.

❖ **Tour Communication:**

- All riders are required to attend the 6:00pm Rider Briefing each evening.
- All riders are required to attend the Roll Out Briefing, which takes place 15 mins prior to roll out each morning.
- We will keep you informed of critical events and schedules via the Tour white board, which will be placed in a central location in the bike room at each hotel.
- We ask that you subscribe to the text service so that you are aware of any broadcast announcements that the Tour staff makes. We will be using the Remind app again this year so you can receive texts before, during, and after the ride. ▪ Jonathan and Paul will use this to broadcast messages and keep the group informed. ▪ If you respond to these texts, your response will go only to Jonathan.

❖ **Tour Requirements and Expectations:**

The Tour des Trees (TdT) is a Rules of the Road Ride.

- This means that you are REQUIRED to follow all applicable traffic laws.
- In addition, we ask that you appreciate that you are representing the Tour, its sponsors, and TREE Fund while participating; thus you should be on your very best behavior. :)
- You will be required to wear a helmet at all times while you are riding on the Tour.
- We strongly encourage the use of Daytime Running Lights (DRLs) while participating on the Tour.

- Along with DRL's, based on research regarding being conspicuous while riding, we also recommend fluorescent socks.
- You should refrain from using your phone while riding on the Tour except for using your device for navigation.
- You should refrain from using earbuds while riding on the Tour except in the case of using your phone for navigation. Then you should only use a single bud so that you can hear traffic and your fellow riders.
- We do not allow the use of speakers on your bike for the purpose of playing music while participating on the Tour.

❖ **Riding in a Pack and Safe Cycling:**

- Safety, efficiency, and camaraderie are the reasons we encourage pack riding on the Tour, but not everyone is as experienced or is comfortable riding in a group. Group riding takes practice. Riding with other cyclists around you may cause some to feel a bit anxious. It is very important to create your own safety zone. This will vary depending on the speed and ability level of the people you are with, so be flexible. Let others know of your anxiety— they may also be new at this.
 1. The first rule of pack riding is Be Predictable; a predictable rider is a safe rider.
 2. Do Not Overlap Wheels. "Half wheeling" is a sure way to set yourself up for an accident.
 3. Be Steady. Maintain a steady pace in the pack, and when pulling off the front, do so in a steady, controlled fashion.
 4. Announce/Point Out Hazards (more on this below in Communication Within Your Pack)
 5. Signal Your Intentions (more on this in Communication Within Your Pack)
 6. Adjust your safety zone to fit the conditions of the road, weather and traffic.
- I am a big proponent of riding two abreast for the following reasons:
 1. It makes us more visible.
 2. It makes our (shorter) pack easier/quicker to pass.
 3. It eliminates the ability of a driver to squeeze by us in the lane we are occupying. Since the motorist has to move over into the oncoming traffic lane they are required to make a safer decision on when to pass, just as they would for any slower moving vehicle they would overtake.
- I would ask that you treat your pack as a cohesive unit and thus
 - Stop and proceed as one through intersections. If the entire pack can't make it through safely, then stop together and proceed together when safe to do so.
 - If your pack gets separated at an intersection the lead riders should soft pedal until the others have caught back on.

❖ **Finding Your Pack:**

- We encourage riders to form packs (a group of 4-12 cyclists)
 - This is a safer way to navigate through the open roads
 - It is much more efficient
 - It is WAY more fun!
- Your pack can be formed by
 - Gathering your friends
 - Joining in with riders of similar ability (if you don't know where you fit in, a day or two into the Tour it will become evident)

- The Tour is not a race, and blending your pack with riders of dissimilar abilities, fitness or experience levels is what makes the Tour special. Sharing in the accomplishment of a goal, like a rider's first century or completion of his/her first Tour is a wonderful reward!

❖ **Communication Within Your Pack:**

- Best practices for communicating to your fellow riders and through your respective pack:
 - Turns (right and left) – signal with an extended arm and call out “Right” or “Left”
 - Slowing or Stopping – right arm down, fingers extended, palm facing backwards
 - Road Hazards – It is very important to “call” and point out hazards such as debris in the road, pot holes, and parked vehicles in the roadway
 - Pilling/pulling off the front of your pack – a flick of the elbow will indicate your intention
 - Alert your fellow riders to surrounding vehicles:
 - A car behind the pack – the rearward riders should alert the riders ahead by calling out “Car Back,” and this alert should be relayed through the pack so that all riders are aware that there is a car behind them.
 - If the car then proceeds to pass, calling out “coming around” alerts the riders the car is passing.
 - Note – I do not encourage riders to signal or wave motorists around your pack. There are simply too many variables that constitute when it is safe to pass. This should be the motorist's decision. Although I do believe in discouraging a pass (by extending your left arm out) if you deem it is dangerous to do so.
 - Although I am not a big proponent of calling out an oncoming car (“car up”) since we expect you to ride no more than two abreast and never to cross the center line, I know that it is a common practice, so make your own group decision here.

❖ **Unsafe Cycling: The Tour is very serious about rider safety and will not tolerate riders who do not adhere to the principles that promote safe cycling.**

- We will do our very best to communicate our expectations for how you should conduct yourself while participating on the Tour through rider orientation and daily briefings.
- We reserve the right to dismiss any rider not willing to adhere to the safe cycling practices we outline.

❖ **Unique Issues While Riding on Multi-Use Trails:**

Best practices while navigating the network of bike trails that will be utilized on the TdT are:

- Understand that the trails are designed for multi-use, thus you are likely to encounter joggers, dog walkers, baby strollers, and recreational cyclists. Be hyper aware of your surroundings and cycle defensively.
- Slow down and be prepared to stop – people are unpredictable.
- Yield to heels is the rule on these paths/trails.
- Ride single file and to the right; pass on the left and call out your pass “On your left.”
- Bells are strongly encouraged to alert fellow trail users of your desire to pass.
- Be aware of your surroundings before passing and make sure you signal your intentions to pass, slow down, stop or avoid hazards.
- If you must stop while navigating the trail make sure you pull completely off the trail so as not to impede other users.
- Be nice. Spread the Tree Love!

❖ **Breaking From Your Pack:**

We understand that there are numerous reasons that you may choose to break from your pack or the course during a ride. If you exit the course, please let Paul Wood know by texting the pertinent information (time you depart, location where you departed, and when you return to the course) to (843) 693-8448. Note: If you purposely deviate from the planned route and schedule, you will be on your own and will no longer be within the confines of the Tour support team.

❖ **What to Do If There is an Accident:**

- Remember the 3 C's of First Aid
 1. Check
 - Is Immediate Danger Involved (is the rider in the road or in harm's way)
 - What Happened? (survey the scene and/or question witnesses)
 - How Many People are involved?
 - Is Anyone Else Available to Help?
 - What is wrong with the Person or Persons Involved in the Incident/Accident?
 2. Call
 - Is Emergency Medical Attention Required, if Yes Call 911 Immediately
 - Next Call Paul and Jonathan ▪ Be Prepared to Answer the Following Questions
 - Where you are?
 - What happened?
 - When did it happen?
 - Who is involved?
 3. Care
 - If You Decide to Administer Care, Remember these Points
 - Do No Further Harm
 - Monitor the Person's Breathing and Consciousness
 - Help the Person Rest in the Most Comfortable Position
 - Keep the Person from Getting Chilled or Overheated
 - Reassure the Person
 - Give Any Specific Care as Needed

❖ **Being Swept Up:**

- We have established a rule that all riders are to be off the road no later than 5:00pm. This time may be affected by Tour events in the early evening or by other factors that can dictate a required earlier end to that day's ride.
- We have established a time for all riders to be off the road so that everyone, including the volunteers who support the ride, has a chance to take part in the evening meal, camaraderie, and important Tour announcements made at the Rider Briefing. This also makes for a safer event by ensuring all riders and support volunteers get sufficient rest and recovery during this weeklong adventure.

❖ **Riding Solo:**

We discourage riding alone. If you find yourself separated from the pack you started with, then either:

- Slow down so that you can join a trailing pack
- Ask to join another pack once you've reached a rest stop

Tour Safety Pledge

- We, the riders and support staff of the Tour des Trees hereby join TREE Fund in its commitment to safety, community and fun during the Tour.
- We will strive to achieve the goal of zero accidents this year.
- We will abide by all applicable traffic regulations and be good citizens on the road.
- We will attend all rider briefings and take heed of all identified potential hazards and guidance offered by the Tour Director.
- We will consider safety first in our decision-making, understanding that our actions not only affect us but everyone who is riding within our “pack.”
- We will act as ambassadors for TREE Fund and professional arboriculture to those we meet en route.