

# Kickin' Asphalt Bicycle Club



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## KABC 'No Rider Left Behind' Policy

### Full Version

December 2024

#### POLICY

It is Kickin' Asphalt Bike Club (KABC) policy that no rider who participates in a club-organized ride shall be left alone during the conduct of a ride event or individually left behind during any given ride event, except as stated within the guidelines below. The following scope and guidelines are used to bound and implement this policy.

#### SCOPE

This policy and these guidelines apply to all KABC riders participating in KABC-organized ride events.

KABC defined Group Ride categories (B, C, Social) are intended to accommodate the skills and abilities of our club members, and group them into riding events and routes that are safe, fun, and enable club members to experience exhilarating and interesting rides with members of similar capacity and competence.

To the extent possible, as weather conditions, pedestrian and motorized traffic, and safety considerations permit, Ride Leaders shall strive to conduct rides within speed and distance boundaries prescribed within defined Ride Categories (i.e., B-1, B-2, B-3, C+, C, Social, etc.).

For safety reasons and group dynamics Ride Leaders also shall attempt to conduct rides in a manner that preserves group integrity (keeps all riders together) for the entire duration of the ride, especially when riding in remote, unfamiliar, or rural areas.

Use of electronic navigation devices will aid Ride Leaders in the conduct of the ride.

#### GUIDELINES

**Communications:** Clear, deliberate, and detailed communications – by Ride Leaders, and between and among riders within a given group event - regarding various non-planned emergent situations as described below are absolutely essential to the successful execution of this policy.

**Ride Leaders:** Ride Leaders may exercise discretion in the execution of their responsibilities. The following guidelines are intended to provide reasonable direction for Ride Leaders, and to further provide KABC members insight into expectations pertaining to unusual situations that may occur during any given ride. It is not possible to predict every circumstance that may occur during any given ride, thus the following policies may not adhere precisely to any emergent situation. In any case, these are general guidelines, not hard-and-fast prescriptions. As such, they are not intended to interfere with a Ride Leader's reasonably applied good judgment nor shall they impinge a Ride Leader's "in the moment" discretionary actions.

An important Ride Leader responsibility is to monitor and maintain numerical integrity and accountability within any given club ride. Other riders within the group are encouraged to assist Ride Leaders in executing this responsibility voluntarily when they are aware of a deviation, or upon the Ride Leader's request. This Ride Leader duty includes counting the number of riders that commence and complete the ride. Ride Leaders should not depart the designated finish area until they can verify that all riders in their designated group have returned safely or have otherwise completed the ride event and are accounted for.

**Group Size:** Ride Leaders shall exercise, at their discretion, the ability to divide into separate smaller groups their designated group when the number of participants may inhibit safe riding according to their judgment. In general, it is prudent to ride with no more than eight riders in a single formation, so that motorized traffic may safely pass the line. So, for example, if twelve riders are present at the start of the ride, the Ride Leader may elect to divide the ride into two groups of six (each with navigation capability: the Ride leader should attempt to remain with the front-most group but may elect to ride with a secondary group at their discretion. In such cases, the ride event should be conducted in such a manner that the two groups remain within line-of-sight with each other to preserve overall group integrity. In such cases, for the purpose of this policy, these groups are considered to be a single group unless one group is unable to keep pace with the other and loses sight of the other. In that case the Ride Leader shall assess if each group is capable of independently navigating to the designated finish area, and if so, each group may resume and complete the ride as two separate groups. The designated Ride Leader shall report this circumstance within their Ride Leader report.

**Voluntary Separation:** When riding in familiar neighborhoods and populated areas such as, but not limited to Hilton Head Island, Bluffton, Palmetto Bluff, etc., and surrounding non-rural areas, individual riders may elect to abbreviate their ride before arriving at the designated finish area for convenience, time management, or other common sense, non-emergency situations. When doing so, they should advise the designated Ride Leader or another rider within the group of their intent. In such situations, for the purposes and within the meaning and intent of this policy and these guidelines, riders who voluntarily separate are not considered "left behind."

Outside of these circumstances, especially when riding in sparsely populated areas and/or areas where mobile phone signals may be weak or unavailable, it is highly

undesirable for any rider to be left isolated from the larger group, even if that rider should insist on being left behind. Ride leaders shall solicit the assistance of other riders within their immediate group to accompany the otherwise lone rider to successful and safe completion of the ride event. All club members are kindly requested to comply with these protocols.

**Mechanical Mishaps:** When a rider experiences a flat tire or other mechanical mishap, the Ride Leader shall pause the ride, stopping the entire group for a reasonable duration of time to allow assessment and corrective action. Upon suitable mitigation of the mechanical failure, the group may continue as a single unit to the designated finish area.

It is undesirable to leave a single rider alone or otherwise stranded in such conditions. Pausing the ride provides a deliberate measure of safety for the affected rider as well as the entire group. It also brings to bear the resources, knowledge, and experience of the group to mitigate mechanical challenges. If the mechanical problem cannot be corrected and the affected rider cannot resume the ride, it is desirable to leave at least one other rider, preferably a volunteer, with the stranded rider when the ride resumes. As a ride resumes following a pause, it is desirable for the designated Ride Leader to remain with the numerically largest group until the conclusion of the ride event. If, however, there is no volunteer to remain with a stranded rider, the designated primary Ride Leader should stay behind with the stranded rider. In such a case, the designated primary Ride Leader shall ask another rider (preferably an experienced Ride Leader) to assume secondary Ride Leader responsibilities for the larger group until conclusion of the ride event assuming that navigation capabilities are present within the larger group. This means that at least one rider within the larger group has electronic navigation capabilities or reliably knows the route returning to the designated finish area. Before splitting the group, the Primary and Secondary Ride Leaders shall coordinate follow-on actions intended to assist the stranded riders. For example, the Primary Ride Leader and stranded rider may call a contact to provide an automobile ride. Or, a rider from the larger group, upon completing the ride event, may return with an automobile to pick up the stranded riders.

**Health Emergencies:** When a rider is injured or stricken ill during a ride event, or is otherwise unable to continue a ride due to a physical reason, the Ride Leader shall pause the ride to assess options. In no case should an ill rider be left behind or alone or unaccompanied, even if at a slower pace. If the ill rider is capable, under their judgment, of continuing the ride but at a relatively slower pace than the larger group, a volunteer should remain with the ill rider until the conclusion of the ride event so long as one of the two riders is capable of navigating to the finish area. The ill rider may, however, not be capable of continuing. If required or desired the ill rider or the Ride Leader, or other member of the group shall call for formal medical assistance. If, however, there is no volunteer to remain with the ill rider, the designated primary Ride Leader should stay behind with the stranded rider. In such a case, the designated primary Ride Leader shall ask another rider (preferably an experienced Ride Leader) to assume secondary Ride Leader responsibilities for the larger group until conclusion of the ride event assuming that navigation capabilities are present within the larger group. This means that at least one rider within the larger group has electronic

navigation capabilities or reliably knows the route returning to the designated finish area. Before splitting the group, the Primary and Secondary Ride Leaders shall coordinate follow-on actions intended to assist the stranded riders. For example, the Primary Ride Leader and stranded rider may call a contact to provide an automobile ride. Or, a rider from the larger group, upon finishing the ride event, may return with an automobile to pick up the stranded riders. Any and all health emergencies that occur or impinge on a KABC-organized ride event should be reported with due haste to the club President and Vice President, especially if serious or potentially life threatening. In the event a rider is attended to or transported by public emergency services, and the rider is incapable of notifying their emergency contact (as noted on the Ride Leaders' roster) the Ride Leader may wish to confer and coordinate with the club President or Vice President before independently notifying the emergency contact.

**Traffic -/Course – Induced Separations:** When separations or gaps occur within a group because of traffic conditions or course features, the Ride Leader or rider at the front of the group, when safe, will “soft pedal” or if necessary, pause the ride until the group reorganizes.

**Straggler Situations:** Occasionally otherwise capable riders experience difficulty maintaining pace or achieving distances prescribed for a given ride event. During such an occurrence that rider may not be able to stay with the main group and is said to be "off the back" as a "straggler" while the main group continues at pace, incrementally increasing the gap between the group and the straggler. In such a case, another rider may volunteer to drop back with the straggler to provide assistance catching up. If, however, the straggler is unable to catch the main group or otherwise maintain pace, a volunteer will be asked to stay with the straggler as the main group proceeds with the ride event. Either the straggler or the volunteer must be capable of navigating to the designated finish area. This means that either or both of them have electronic navigation or reliably know the route of return. If a volunteer is not available, the Primary Ride Leader shall ask another rider within the main group, preferably another experienced Ride Leader, to assume Secondary Ride Leader duties and lead the larger group to the designated finish area. This assumes that a rider or riders within the larger group can navigate reliably to the designated finish area. The primary Ride Leader shall then remain with the straggler to escort them to the designated finish area.

**Repeat Stragglers:** A rider who straggles during two or more consecutive riding events and within the same designated riding category likely is attempting to ride a level beyond their capability. When this occurs, they are interfering with the expected outcomes of those events and are holding back other riders. It is expected that such a rider shall self-assess, and accordingly, will voluntarily move to another group that is more consistent with their existing capabilities until they are capable of riding again with a faster/further group. When straggler situations occur, Ride Leaders shall note them in their post-ride Ride Leader report. When consecutive straggler situations occur, the club President, Vice President, or Ride Director shall discuss the situation with the Straggler, and respectfully suggest their movement into a different ride category.