



National
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Society

Safety Presentation



HAVE A SAFE EXPERIENCE ON THE BP MS 150

Be Patient...

Be Predictable...

Be Preventive...

Be Protective...

Be Proactive...

Be Proud!!!





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Presentation Topics

- Purchasing a bike
- Bike Maintenance
- Ride Preparation
 - Safety
 - Training
- Event Weekend





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Purchasing Your Bike: Types

- **Road** – Lightest, easiest to ride long distances at higher speeds



- **Mountain Bike** – Heavier, durable for off-road, more difficult to ride long distances at speed.



- **Hybrid** – In between the above, the pros/cons are closer to a mountain bike.



- **Specialty Bikes** – Recumbent, tandem, cyclo-cross, etc
Consider road versions of some of these



- If using non-road bike, consider:

- Thinner/lighter tires
- Handle bar options (support multiple riding positions)





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Purchasing Your Bike: Material

Steel – Traditional frame, typically heaviest, can be engineered for smooth ride

Aluminum – Modest cost, can be engineered for very light weight, tend to be stiffer frames

Titanium – Higher cost, engineered for balance of light weight and smooth ride

Carbon Fiber – Higher cost, engineered for very light weight and ride comfort/control

Other – Bamboo, wood, etc. – Limited use
Selection usually based on budget





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Purchasing Your Bike

- Bike Frame – Size Matters!
 - Get fitted for correct frame size
 - Official BP MS 150 bike stores
- Components
 - Price varies – higher = lighter, smoother, faster action
- Accessories
 - Saddle bag packed with the following:
 - spare tubes and tire levers
 - CO2 cartridge &/or frame pump
 - Cash
 - ID/Insurance and Emergency Contact information
 - Medications
 - Sunscreen
 - Lights – If riding before/after dark (white on front of bike and red on back of bike)
 - Panniers/bags – If commuting or touring



Bike Maintenance: Cleaning

- Cleaning the Bike
 - Remove Wheels
 - (use bike stand or car bike rack)
 - Wash with light soap and water
 - Clean nooks and tight spots
 - Rinse with clean water
 - Wipe dry
 - Use mild degreaser on chain
 - Finish with Bike Polish
 - “Bike Lust”

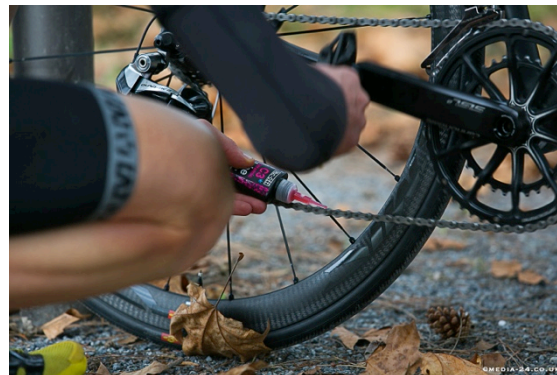




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Bike Maintenance: Chain

- Clean and Lube Chain once/month, or after rain ride
 - Spray mild degreaser on chain
 - Citrus Degreaser, Chain Brite, Simple Green
- Wipe chain with rag to remove grease and dirt
- Clean and wipe chain pulleys on Derailleur
- Use Degreaser, clean and wipe chain rings
- Relubricate w/ specialty lubricant (No WD-40!)
 - One drop per link
 - Wipe excess lube





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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 15, 2016 through April 8, 2016 at **NO COST**
April 9, 2016 through April 15, 2016, the safety inspection will be \$15.
- Visit the BP MS 150 website for a list of Official Bike Stores





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Bike Check - Everytime

ABC Quick Check

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 is 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





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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 or fanny pack)
 - 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 cartridges 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





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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



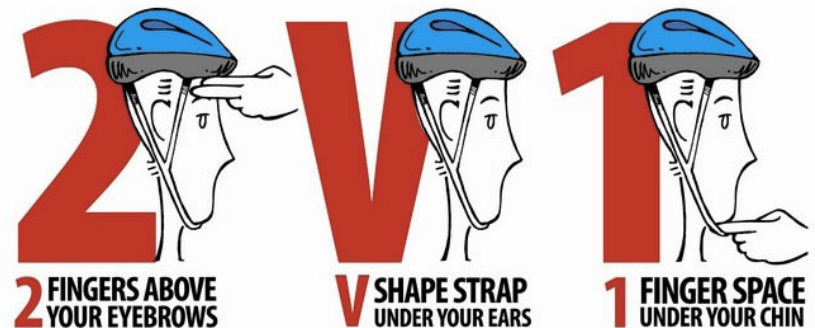


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Helmet Smart

- Select a certified Helmet (ASTM or Snell sticker)
- Proper size for your head
- Helmet sits level on your head when tight
- 1-2 fingers between eyebrows and helmet
- Straps are not covering ears
- Chin strap snug under chin
- Replace helmet if involved in an accident or older than 3 years

Make sure it fits!



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

Official Healthcare Partner

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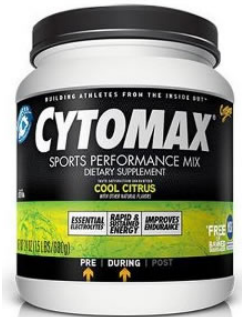




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Nutrition – Training

- **Practice nutrition when training**
- Rides 1.5 hours or longer should include carbohydrates
- Aim for 30-60g of carbs/hr. (120-240 calories)
- Avoid high fiber, fat, protein during ride
- Electrolyte replenishment drink mixes or powders such as *Cytomax*, consume water, bananas & oranges– try these out.
- Find what works best for you – 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 with
- 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





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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
- Earlier you wake up, the more you can eat
- Eating 2 or more hours in advance? Can handle up to 1g of carbs/lb body weight (a little protein is ok)
- 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





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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





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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





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Hydration

- Have a plan (test it on training rides)
- Monitor fluid status/urine color (less than 4)
- 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
- Waiting till thirsty = too late!
- 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.





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Safety

- Bicycle Laws
- Group Riding
- Passing Etiquette
- Road Hazards
- Controlled Intersections
- Riding Safely in Hills
- Safe Cycling Challenge





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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"
- **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 hazards (such as other riders); leftward movement is permitted when passing slower vehicles or preparing for a left turn
- **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

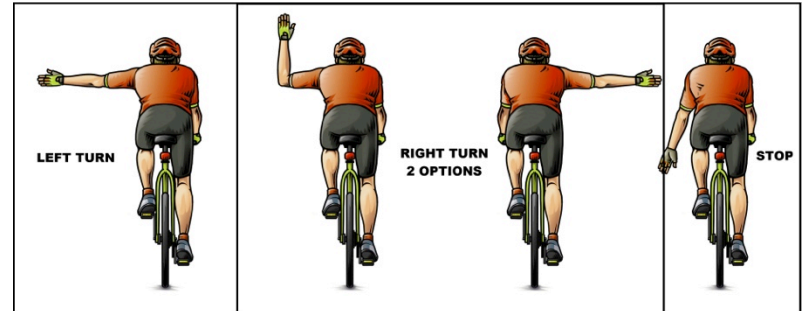




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Group Riding

- **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



MS Group Riding Skill Courses

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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.



Course Schedule

February 6, 2016

Saturday, 9 am - Noon or 2 pm-5pm
Bike Barn – Katy

February 27, 2016

Saturday, 9 am - Noon or 2 pm -5pm
Bicycle World – Memorial location

March 6, 2016

Sunday, 9 am – Noon or 2 pm -5pm
University of Houston Clear Lake

March 26, 2016

Saturday, 9 am - Noon or 2 pm -5pm
National Oilwell Varco - Houston

April 2, 2016

Saturday, 9am - Noon or 2 pm -5pm
Bicycle World – Memorial location

April 9, 2016

Saturday, 9am - Noon or 2 pm -5pm
Bicycle World – Memorial location





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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.





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Passing Etiquette

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

- **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

- **Pasee:**

- 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.





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Road Hazards

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.

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

Remember safety is each rider's responsibility!





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Controlled Intersections

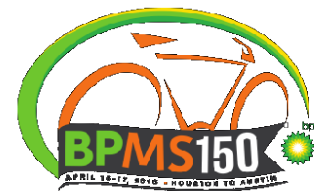
- Most intersections with Stop Lights will have Law Enforcement Officers assigned to manage traffic at the intersections.
IN ALL CASES – OBEY THE OFFICER'S INSTRUCTIONS
- When approaching a controlled intersection:
- First control your speed
- Use Hand signals and call out “Slowing” or “Stopping”
- Observe 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**





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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





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Safe Cycling Challenge

The banner features the MS logo on the left, a photograph of cyclists in the center, and the event details on the right: 'BP MS 150 to houston AUSTIN APRIL 16-17 2016'. Below the banner, the text '2016 BP MS 150 Safe Cycling Challenge' is centered, and 'A FUN RIDE IS A SAFE RIDE!' is written in a blue bar at the bottom.



This online Safe Cycling Challenge is intended for educational purposes only. It is not a pass/fail test so feel free to take it as many times as you'd like. The questions 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 event itself.

Answers and other related information are available under the Training and Safety tab at www.bpms150.net

This tool has been prepared by the BP MS 150 Safety Committee whose aspiration is to complete this annual event with zero harm to its riders, volunteers, organizers, and the wonderful communities who open up their hearts and doors to us.

Next





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Training

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

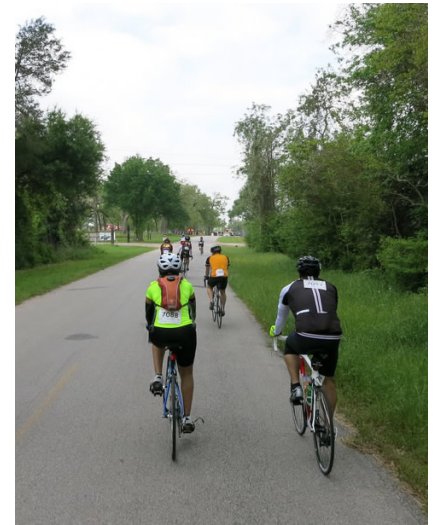




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Training Overview

- Start with weekly rides of about 20-25 miles
- Increase 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





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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 (Safety & Training tab/Training/Recommended Rides)
 - Every weekend from January 10th to April 10th (except Easter)
 - Registration fee varies; charity rides
 - Well planned & supported
 - 250 – 1,200 riders
- 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.



Training Rides: Intervals

- Builds up Cardio Vascular system and increases speed
- Start with 2 minute intervals
 - Go as hard / fast as possible for 2 full minutes
 - Follow with rest period of 2 minutes
 - Rest periods are slow, coasting, almost no pedaling
- Repeat 2 min Hard/2 min rest cycle 10 times
- Increase to 3 min hard/rest cycle repeated 10 times
- Can be done on Spin Bike, Exercise Bike, Bike Trainer or on the Road
- Find a route that you can complete w/o stopping (no stoplights, stop signs, traffic issues, etc.)





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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**





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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





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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**
- **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.





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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 serve 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.





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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





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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

