

Subject: 2021 Ride Feedback & Safety/Courtesy Tips #2

Date: Tuesday, February 2, 2021 at 1:59:25 PM Central Standard Time

From: Steve Moskowitz

To: Stephen Moskowitz

2nd edition of our weekly ride feedback and safety tips.

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Hello riders – Belated Happy Monday! This weekly ride feedback/safety note was supposed to get out yesterday but I had several great notes to read and wanted to get to all your wonderful feedback, before sending this out.

First, we want to congratulate our beginners and mentors for being patient and safe and getting through two beginner rides.

PS - Please remember that you leave the same rider number on your helmet all season.

Now, it's time to get ready for the 10-week regular training series and we have several useful feedback items to share with everyone...

Reminder - Guest Riders are Not Allowed

Even though we have mentioned this in several emails, we received several notes in the last week asking how to register guest riders and/or can they join us. The short answer is "No". This is because we offer a training series and, in our 25+ years of experience, we have found that the riders who commit to participating in a series are more committed to safety and courtesy than drop-in riders. It is not fair to our riders, to let guest riders drop in.

Shortcuts - Off Limits

A rider sent a note asking about selecting a different route, at the long/short split, than what they originally planned to ride. I misinterpreted the question and thought they were asking about taking a shorter route back but they really were asking about selecting a longer route. So we got a bonus of two tips, out of one question!-)

The intended question, taking a longer route, was actually a technical app question about if they could simply change the map in the Ride with GPS App and continue. I suspect that the current answer is that you need to finish/save your current ride, then load the longer route you want to ride, and start that ride, from the same point you ended the first (partial) ride. You won't have one ride report but the app does add up the miles for all the rides you finish and save. I did pass this question, and a few others along to the folks at Ride with GPS so they may have another way, or we may at least plant seeds that this functionality would be useful.

The question about shortcuts also has a pretty short and simple answer...No! OK, it's not quite that simple. Taking a shortcut may put you outside of our support team so, if something happened, we would have no idea. They also likely won't have signage and may not be on safe roads. We can't approve or support riders taking shortcuts so, if you are getting tired and need to shorten the distance a bit, find a safe spot to pull off the road, remove your helmet, and signal one of our SAGs to give you a lift forward. This accomplishes your goal but is safer and keeps you inside our support bubble.

Support Safe Passing

We had a few riders who noted riders riding two abreast, or occasionally, more. One noted two riders on wider recumbents side by side and noted they filled the entire shoulder which was fairly wide, and forced riders to move into the lane, to pass.

You will see variations of this issue reported, especially early in the season. It does take a few weeks to get everyone on board. Cyclists have a right to ride, and to ride two abreast, as long as they are not impeding traffic. However, cyclists need to ride as far to the right as practicable and ride single file if they are sharing the lane with traffic, or no more than two abreast, if they have a wide shoulder or (very rarely), a dedicated lane. Riders should also use the shoulder, if there is a safe shoulder available and not spread into the lane and, if using the shoulder, listen for approaching riders and move to single file, to allow safe passing within the width of the shoulder.

Communicate, Communicate, Communicate

Another repeat and again, we will, and need to get better. The #1 key tip to safer and more courteous riding is to be an effective communicator. Communicate goes both ways so you not only need to be an effective communicator (i.e. talker) when passing, slowing, turning, etc., but you also need to be a good listener when other riders, and traffic are coming by. Watch your inbox, Thursday, for a very effective lesson in passing, and being passed. We're sending the tip now, just before Ride 1, because we want to master this very important cycling skill, very early, and practice/improve all season.

Repeat Lesson - Pedaling Effectively

Last week, we shared several tips about cadence and shifting gears. We explained that cadence is the rate (in revolutions per minute) that you pedal and while we are each built different, we all want to experiment to find our optimal cadence (usually in the 80-100 range on flat roads). This balances our power and effort required to pedal so we can ride long distances with optimal effort. It also helps us avoid overstressing our knees and other key joints. Shifting your gears adjusts the effort needed and your natural pedaling cadence.

Many Ride Marshals and SAG volunteers reported still seeing many riders struggling to pedal smoothly with their gearing not optimally matched to the speed they were riding. The learning we want you to take from this is to experiment with different gears and see how easy, or hard it is to maintain different speeds in different gears. This is important at all times but is especially important when working very hard, into the wind, or up a hill. By the middle of the season, if you experiment effectively, you should be able to quickly shift into the optimal gear to deal with different riding conditions.

Please Be Our Friend!

We use Facebook as another communication source to share information, photos, etc., and ask you to please "Like Us" as well as share your comments.

Final Point – Who is the Odd Man (or Woman) Out?

We have some good news and some bad news from our website host...

- The good news is that the read rate (the number of you who open/read our emails) is at 64% vs. an industry (Health & Fitness) average of around 16%. We're 4 times better than average!
- The bad news is **just over 1 in 3 of our riders are not reading our email!**

We can't force you to read the email, but you are missing out on a lot of value you could be gaining from your participation in the Ready2Roll Cycling Training Series. You may miss certain rides due to last-minute changes or miss bonus activities – it boggles our mind that some riders show up each week late, in the wrong place or overlook other key details, which are in the notes we send.

Unfortunately, telling you all this is of limited value since you are the 64% of our riders who read the note but, if you know or run into riders who appear to be missing a lot of the details we are sharing, please ask them to start reading their emails...

OK, we've covered some useful things today – please read this note a few times and, if you missed some of the earlier tips and info, please take a look at the emails archived on the Ready2RollCycling.com Communications page and you can get up to speed very

quickly.

Thank you for your support – let's all get ready to roll into a great 2021 training series!

Steve, Marshall, Jan & Robbie...

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