

Siskiyou Velo Membership Application

Vital Info	
First Name	
Last Name	
Street Address	
City	
State	
ZIP	
Primary email	
Secondary email	
Phone	
Email	
Family members	
Gender	

Type of Membership	
<input type="checkbox"/> Individual	\$30/yr

<input type="checkbox"/> New member
<input type="checkbox"/> Renewal

Receive club emails? <input type="checkbox"/> Yes <input type="checkbox"/> No

DO NOT display these checked items in the online Membership Directory

☐ Phone ☐ Address ☐ Email ☐ ALL items

I'm interested in Volunteering for: ☐ Ride Leader ☐ Other _____

Siskiyou Velo Ride Waiver:

☐ I agree to and have signed the attached Release of Liability, Bicycle Safety Suggestions, Rider Suggestions and E-bike Rules.

Signature _____

Printed Name _____ Date _____

Please PRINT clearly, and mail completed application and check (payable to Siskiyou Velo) to:

Siskiyou Velo Membership
PO Box 1394
Phoenix, OR 97535



RELEASE OF LIABILITY

Siskiyou Velo Bike Club, Medford, Oregon

IN CONSIDERATION of the benefits of Club membership, including but not limited to my participation in Siskiyou Velo Club ("Club") sponsored bicycling rides and Activities ("Activity") I, for myself, my personal representatives, assigns, heirs, and next of kin:

1. ACKNOWLEDGE, agree, and represent that I understand that every cyclist on a Club ride or Activity is responsible for their own safety, even if there is a club approved Ride Leader. I further acknowledge that club rides and activities will be conducted on public roads and at facilities open to the public, whereupon THE INHERENT AND SUBSTANTIAL HAZARDS OF SPORT CYCLING ARE TO BE EXPECTED. I realize that I may withdraw from any Club ride or Activity if I fear I am endangered. I do not feel compelled to join this Club to enjoy sport cycling.
2. I understand that I am responsible for choosing and maintaining any bicycle which I use, so it is safe for my cycling skill, experience and the planned ride. I will not use drugs or alcohol that could impair me mentally or my ability to ride safely. I will maintain physical conditioning for the strenuous sport of cycling, including the distance and climbing steepness of the Club ride. I will comply with the Club requirement to wear an ANSI approved bicycling helmet, or better, and appropriate protective clothing/equipment at all times while cycling on a Club ride or Activity.
3. I understand that a bicycle is treated as a "Vehicle" under the Oregon Vehicle Code. As a cyclist, I have the same rights and duties of code compliance for safety while cycling on a public road as the driver of any other vehicle, unless the Code provision clearly does not apply to a bicycle.
4. I understand that motor vehicles are often driven in proximity to my bicycle on the vehicle lanes of public roads. I realize that temporary unforeseen maintenance of public roads may render cycling more dangerous. I know that public roads may be without paved shoulders on the edge of a vehicle lane, thus enhancing the risk of veering off the road. I grasp that any Club ride or Activity at any speed is dangerous, requiring hands-on directional control, plus front & back braking for safe stopping.
5. I comprehend that foreseeable and unpredictable hazards of cycling on any road include, but are not limited to, conflict or collisions with motor vehicles, conflicts or collisions with other cyclists, solo loss of control, difficulty seeing and anticipating man-made, natural road and/or multi-use path hazards, pedestrian behavior, adverse weather, debris, distractions and dangers from animal conflicts on the road, etc.
6. I understand THAT I AM BEING ASKED TO ASSUME in this legal document all risks of serious bodily injury, mental trauma, permanent disability, paralysis, disfigurement and death, as well as viral infections, bacterial infections and other communicable diseases and illnesses. THE RISKS that I am assuming may be caused by my own actions or inactions, those of others participating in the bicycling



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activities, the acts of motorized vehicle operators, dangerous environmental conditions and other risks unforeseeable at this time, and SPECIFICALLY, THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW. I FULLY ACCEPT AND ASSUME ALL SUCH RISKS, THE NEGLIGENCE OF OTHERS AND ACCEPT ALL RESPONSIBILITY FOR LOSSES, COSTS, AND DAMAGES I INCUR, as a result of my participation in any Club ride or Activity.

7. I HEREBY RELEASE, DISCHARGE, AND COVENANT NOT TO SUE the Club, the League of American Bicyclists (LAB), their respective administrators, directors, Club approved ride leaders, Club agents, officers, members, non-members who sign this Release of Liability, volunteers, employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the Activity takes place, (each considered a "RELEASEE" herein) FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON MY ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE of any "RELEASEE." I also release and covenant not to sue other Club members for negligent rescue operations and/or negligent first aid during any ride or Activity, while awaiting emergency medical services. I FURTHER AGREE that if, despite this RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT I, or anyone on my behalf, makes a claim against any Releasee, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH RELEASEE from any litigation expenses, attorney fees, loss, liability, damage, or costs which any may incur as the result of such claims.

I am 18 years of age or older, have read and understand the terms of this agreement. I understand that I AM GIVING UP SUBSTANTIAL RIGHTS BY SIGNING THIS AGREEMENT. I have signed and dated it voluntarily and without any inducement or assurance of any nature. I INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW. I agree that if any portion of this agreement is held to be invalid, the balance, notwithstanding, shall continue in full force and effect.

Signature _____ Date _____

Print Name _____

Email _____

Bicycle Safety Suggestions

The policy of the Siskiyou Velo Club is that all members and guests are personally responsible for their own cycling safety on all rides and events, not the Ride Leaders. These Bicycle Safety Suggestions are provided to assist you with your responsibilities; if ever in doubt, use your own judgment for your safety.

Keep Your Bike in Good Working Order

It is your responsibility to maintain your bike in proper operating condition to enable you to control the speed and direction of the bicycle, start and stop quickly and accurately, etc.

Do the ABC Quick Check:

- **AIR** If your tires give a bit when you press with your thumb, they need some air.
- **BRAKES** When you squeeze your brakes hard, you should still be able to fit your thumb between the brake levers and the handlebars. Check that your brake pads or discs aren't worn out and replace as necessary.
- **CHAIN, CRANK, CASSETTE** Make sure your chain is running smoothly – lightly oiled and free of rust and gunk – by spinning it backwards a few revolutions.
- **QUICK RELEASE** If your bike has quick release wheels, make sure the release levers are securely closed.
- **CHECK** As you start to ride, listen for any rubbing, grinding or clicking noises that might indicate something isn't working correctly.

More Maintenance Tips

- **If something isn't working** correctly, fix what you can and take your bike to a local bike shop for additional adjustments.
- **Make sure your bike fits you correctly.** You'll be more comfortable and efficient. A local bike shop can help adjust your bike.
- **Use secure racks or packs** for carrying items or packages. Don't let anything get caught in the spokes of your wheel.

Bicycling Suggestions

Use your bicycle with a keen awareness of the cycling environment. Follow the tips below to help improve your safety and confidence as a bicyclist.

- **Wear a bicycle helmet.** See <https://helmets.org/buying.htm> for fitting suggestions. All riders on a Siskiyou Velo-sponsored bike ride are required to wear a helmet.
- **Obey all traffic signals, signs and lane markings.** Cyclists have the same responsibilities and privileges as motor vehicle drivers, per [OR 814.400 - 814.489](https://www.oregon.gov/OSR/Divisions/Driver%20Services/Pages/814.489.aspx).
- **Stop as Yield** – In Oregon, cyclists are allowed to slow to a safe speed, check for cross traffic and proceed without stopping at a stop sign or flashing red light. All the rules of

right of way still apply. Riders are still required to come to a stop and remain stopped at a steady red light.

- **Always keep both hands on the handlebars** and be ready to brake. You can remove one hand to make a hand signal, take a drink, or look behind you – so long as you can still control your bike.
- **Go slower and use caution** when the road is wet or icy, or when it is foggy or visibility is otherwise limited.
- **Be visible.** Use lights and reflectors – even when riding in the daytime and especially when riding at night. Brightly colored or reflective clothing helps increase visibility
- **Ride your bike “defensively.”** Remember that car drivers are often unaware of your presence. They are on the look-out for cars and pedestrians, but not necessarily cyclists.
- **Be alert.** Scan the route ahead for traffic, opening car doors, other people riding bikes, pedestrians, and obstacles on the road surface.
- **Ride predictably** so that others can see you and predict your movements. Do not weave in and out between parked cars. Use hand signals to indicate turns and when slowing or stopping.
- **Practice riding in a straight line.** It is an important skill when cycling alone as well as with others.
- **Ride on the right side of the road** with the flow of traffic. Car drivers are looking for other cars and trucks consistent with the “rules of the road,” not for bikes going in the wrong direction.
- **Ride far enough away from the curb** to stay clear of opening car doors, potholes, debris and sewer grates and to maintain a straight line. If the road is too narrow for vehicles to pass you safely, it may be better to ride in the right third or middle of the lane to prevent dangerous overtaking.
- **Use designated bicycle lanes** when available. Use shoulders when bike lanes are not available.
- **“Take the lane” if you are planning on turning left.** Signal that you will turn into a car lane from the shoulder or a bicycle lane. Do NOT stop next to a stopped car at an intersection, stop sign, etc. “Take the lane” and stop behind the car. If you stop next to a stopped car, the driver often doesn’t anticipate or see you. Watch for and stay out of a vehicle’s blind spot.
- **“Take the lane” can still apply when you are turning right,** Pull behind the stopped car and move up to the intersection once that car exits. If you stop on the passenger side of a car, the driver might not see you or could turn sharply and run into you.
- **Take extra care around trucks, buses and other large vehicles.** They have big blind spots and make wide turns.
- **Double check to make sure it is safe before crossing** the path of motorists and pedestrians. Motorists sometimes don’t watch for or see cyclists. For some vehicle drivers you are invisible.

- **Do not rely on other riders who may call out “clear” when crossing a road.** Assess whether it is safe for you to cross. It may have been clear when they crossed, but no longer safe for you to do so.
- **“Shout out” important information** for people around you. Examples are: “Biker back” or “car back” to let them know a car or cyclist is approaching from behind. “Rider up” or “walker up” if a cyclist or pedestrian is ahead of you. “Debris on road” [name the type of debris] is helpful. Shouting out any other unexpected road conditions, obstacles, etc. helps everyone avoid them.
- **Shout out your intention to slow, stop, etc.,** especially if you cannot remove your hand from the handlebar to make a hand signal.
- **Use a mirror** to view the lane to your left and behind you. Mirrors can be attached to a handlebar, eyeglasses or helmet.
- **If you are turning your head to see behind you,** your hands tend to go in the same direction – leading you to veer to that side. IF it is safe to do so, remove the hand from the handlebar on the side you are turning your head to help you maintain a straight line
- **Use hand signals** to indicate to other cyclists and motorists your intent to turn, slow down, stop, etc. Click here to view suggested hand signals. Use hand signals only when it is safe to remove a hand from the handlebar.
- **When passing** another cyclist or pedestrian, call out “Passing on left.” Avoid passing people on their right, if possible.
- **Avoid bicycling on sidewalks.** If you must, ride at “walking speed” or walk your bike. Pedestrians don’t expect other vehicles on the sidewalk. There are often obstructions that limit your visibility. Motorists don’t expect a cyclist to enter a road from a sidewalk.
- **Also see How Not to Get Hit by Cars** which is probably the single greatest fear when people ride bikes. Good information for both experienced and novice cyclists.

Initial: _____

Updated: 8/24/2023

References

League of American Bicyclists, “Smart Cycling Quick Guide.” Available from [LAB](#) (League of American Bicyclists) and as a Kindle version on [Amazon.com](#).

The League of American Bicyclists also offers excellent online learning modules as part of its “[Smart Cycling Program](#)”, including [videos](#), [bike maintenance](#), [ride better tips](#), [rules of the road](#), etc.

Oregon Department of Transportation, Oregon Bicycling Manual, 5th edition:
<https://www.oregon.gov/odot/programs/tdd%20documents/oregon-bicyclist-manual.pdf>

Oregon Department of Transportation, [Stop as Yield Brochure](#)

[BicycleSafe.com](#) “How Not to Get Hit by Cars”

Siskiyou Velo Rider Suggestions

The following suggestions are offered to assist riders to prepare for and enjoy Siskiyou Velo group rides. These suggestions are based on common sense and general concepts of sociability.

1. **Choosing a ride.** Ride announcements are posted on the Siskiyou Velo [webpage](#) and emailed to members via the Google Groups mailing list. Ride announcements include the length, anticipated pace in mph and a description of the planned ride terrain (in terms of elevation gain, road surface, and other facts). It is the responsibility of the rider to choose rides that are suitable for the rider's capability and experience. If the rider has questions about the ride, he/she should contact the ride leader in advance. Riders must let ride leaders know in advance that they will attend the ride.
2. **Equipment.** Riders are responsible for the mechanical condition of their own bike and should keep it well-maintained. All riders must wear helmets or they will not be permitted to participate in the ride. Riders should carry the following equipment: spare tube, pump, patch kit, CO₂, some cash, ID and emergency contact information. Carrying a cell phone is strongly recommended, and the rider should have the ride leader's telephone number available. Riders should also bring water and snacks as needed for the anticipated conditions.
3. **Evaluating conditions.** Ride leaders may cancel a ride if he/she deems conditions (e.g. rain, temperature, wind, smoke, etc.) to be unsafe. However, it is each rider's responsibility to determine that he/she is comfortable with the anticipated conditions of the ride. Upon arriving at the start of the ride, if the conditions do not suit the rider, he/she should decline to participate. Riders must let the leader know if they have decided not to participate in the ride.
4. **Riding the route.** Ride announcements will include a map of the route; riders must either download the route to their cell phone or device or carry a paper copy. Riders will be instructed by the ride leader at the beginning of the ride to follow the leader or, at the leader's discretion, allow for faster

riders. If a rider decides to deviate from the route or leave the ride early, he/she needs to make every effort to inform the ride leader or another rider in the group, who will then tell the ride leader.

5. **Regrouping.** Unless all riders remain with the group, riders should regroup periodically, waiting until the last rider arrives and has a chance to catch their breath. On larger group rides with a greater spread of ride speeds, “rolling regroups” where similarly paced riders collect and continue as a group are a reasonable alternative. Slower riders may find it advantageous to start out of a regroup ahead of the pack to get a head start. Also, on larger group rides, riders should create spaces between smaller groups to allow cars to pass and be able to use the space to cut back safely into their lane.
6. **Sharing cycling knowledge.** Experienced club riders are encouraged to seek out and welcome new club members or existing members who are first-timers in a particular group. Experienced members can model good cycling practices and safety considerations. Part of the joy of group riding is sharing the experience with others. Experienced riders may wish to share their knowledge about how to safely pass other cyclists; use of hand signals; use of verbal shout-outs to indicate obstacles in the road, approaching cars, sudden stops, and other potential safety hazards; where to best position yourself in the lane of traffic with regard to safety; and other helpful cycling suggestions.

Initial: _____

Updated 6/19/2023
