Ramble Ride Operation plan.

Please contact Peter Discoe if any questions:

970-646-8416
discoe@gmail.com

The Ramble Ride is a multi-day bikepacking trip that travels through Larimer County. The roads are primarily gravel county roads, which are minimally traveled by motor vehicles. Except for Buckhorn Road, which does have some homes, the remaining roads are bounded by National Forest and traffic is primarily other recreational users.

We have our NF permit in concurrent process with Hillary Santana, Recreational Manager for Roosevelt NF.

The rider limit is capped at 60 in order to limit impact on National Forest lands, campgrounds and communities we travel through. This small group also eases traffic concerns and improves our ability to manage safety for riders on the route.

Unlike other bicycle events or races, the small groups do not travel in a “pack” or peloton. Due to the nature of bikepacking, the riders break off into groups of 4-8 and travel at slower speeds. We find this aspect helps to limit impact and issues on backcountry roads as the small groups are easily passed if needed. Additionally, we use MUTCD/DOT event signage pursuant to NFS requirements in order to alert non-participants to an event. These are placed each day by lead vehicle, and picked up by sag vehicle.

On route support:
On the road each day we have a lead vehicle marking the route ahead of riders, three roving motorcycles who monitor thirds of the rider column, a vehicle that supports aid and lunch stations, and a sag vehicle that pulls all signage after the last rider. Moto support provides safety at the few cross-lane turns on the route. The rider column is well monitored by motorcycle sag riders and by other vehicles on route.

Signing:
Full-scale maps are posted at camp. Lead vehicle leaves with first riders, and marks the course with red Ramble arrows and placed event signs. Route marking is at turns and every 4 miles. Arrows are numbered so we ensure full retrieval. A majority of riders use gps files located at ridewithgps.com. Half-day paper maps are provided; start to lunch and lunch to camp. Motorcycle support travels back and forth along the course. When lead vehicle reaches route end, they backtrack route to lunch location to support and help clean up. Sag vehicle follows last riders, pulling all signage.
Food:
Aid and lunch stations are pre-packaged food items, including sports-nutritional items by event partners. Our camp chef is a professional backcountry guide and follows best practices for preparation, sanitation, and low-to-no impact. She is the same chef as in previous years and as before, available for questions on her processes. We provide soap and water stations at all food stops and camps for participants and require them to wash hands prior to taking part in any communal food items. We cater breakfast and dinner and provide options for vegetarian/vegan and any restrictions as indicated by the participant.

Provisions for drinking water:
Water is available at all campsites. Riders are required to minimally carry the equivalent of .8 gallons (four 26oz water bottles). On route are several full time water locations and the ride makes provisions in this manner: there are a minimum of three aid stations: before lunch, lunch, and after lunch. Each aid station had four 7-gallon water jugs and cooler with can water and soda. This means with start water and aid stations, each participant has access to over 2 gallons of water per day. In addition, lead and sag vehicle carry 21 gallons of water. Support motorcycles carry 2 gallons each and refill as necessary from ride and sources.

Sanitation Plan:
We collect all refuse and take with us and for the majority, do not use USFS dumpsters. We break out trash and recycling. We have all our own receptacles. For Steamboat Ramble, Bellaire Lakes refuse gets taken to Walden where we pay to use private dumpster for garbage and recycling. Facilities along the route include Masonville Mercantile, Jack’s Gulch CG, Glen Echo, Bellaire Lakes CG (were we reserve overnight sites), Hohnholz Lakes. Additionally, on-route sanitation is discussed at rider meeting and we instruct in backcountry best practices: no closer than 200 feet to water, pack out all toiletries and proper cat hole use. We provide zip lock bags and toilet paper for those that might need. In general, we identify facilities and route so that they are available as close to mid-route as possible.

Medical Plan:
Every rider must alert us to any allergies, conditions or medications upon registering. This information is supplied to medical staff for awareness and to ensure proper supplies in med and trauma kits.

Roving motorcycle support provides coverage for the entire rider column, which can spread to 60-90 (cycling) minutes on route from lead rider to end rider. By covering a third of the column each, a rider is never more than 30 minutes at the max from discovery at the outside. A motorcycle support rider can cover the entire rider column in 20-30 minutes.

When a moto support rider encounters a rider in need they provide immediate assistance if necessary: food, water, electrolytes, access to first aid kit, etc. If there are other riders present (typical), they check in with other moto support, riding med support, and sag vehicle on radio. If radio coverage is hampered due to terrain, and they are able, they leave to find Sat support. Because middle motorcycle support has a Sat phone, they know which direction to travel. When communication is established, sag
vehicle is called forward with medical staff and they provide assistance as needed. Because one medical provide is on route riding, another in sag vehicle, access to a trained medical person is typically no more than 20 minutes.

In the case of an emergency, on route medical staff assesses the situation, alerts the closest emergency facility if required as well as any support vehicle. Stabilizing the patient is first priority in the case of significant or life-threatening injury.

In the case of non-threatening injury (road rash for example), medical staff proceeds with appropriate care and alerts closest vehicle, which comes to site and assesses the situation. If the rider chooses not to continue, they are taken in the vehicle and transferred to camp or remain with support team, as the situation requires.

Additionally, every morning riders are required to check out of camp with departure time. They then much check in at lunch and again upon arrival at camp. This way, we limit any search areas if someone doesn’t check in, identify likely compatriots they may have been riding with by check out time comparison, and gives staff an accurate identification of who remains on route at all times. Also, but having this information on route, sag vehicle is able to monitor riders and makes notations of trailing riders.

Sag and camp locations have all participant information, including any medical requirements, personal contact information, and emergency contact information. In 2018 we are improving our ride check-in process to include a digital photograph so we can more easily identify an individual who may not have checked in along the route.

**Access for emergency vehicles:**
The event takes part on all established roads that are accessible by emergency vehicles. Additionally, staff is instructed on what areas have the ability to support helicopter landing and this is marked on staff route maps.

**Number and location of first aid stations:**
There are 5 first aid kits on the event: Camp, lead vehicle, sag vehicle, moto and lunch station. Additionally, on route are two trained ER professionals, which carry their trauma kits with them. Lastly, our camp manager holds a current NOLS Wilderness Medicine Certificate.

Names and qualifications of any medical staffing:
• Jennifer Crew. RN. Emergency flight nurse, AirLife Denver.
• Carly Coleman. RN. Emergency room nurse. Poudre Valley Hospital.
• Tanesha Milucky. NOLS Wilderness Medicine Certificate.

**List of emergency phone numbers and local hospitals/clinics:**
On route we carry event books that have all phone numbers for Sat phones, route support, camp staff, and all local medical and emergency facilities. Local medial facilities along the route include:

• Poudre Valley Hospital. 970-495-7000
• Rist Canyon FD. 970-493-1501
• Red Feather Lakes FD. 970-881-2565
Describe communications type and number of equipment used:
Lead, Sag, one Moto has Sat phones. This way, any area of the ride can call the others, camp or emergency services. We have confirmed cell coverage at all camp locations. Camp uses standard 2-way radios for local communications. All motos, riding med support, and sag vehicle use 2-way radios as well for short-range communications.

Time frame to remove all facilities and garbage after the event:
Same day. Sag vehicle pulls all route markers and any trash that may have been dropped by participants. It also collects all aid station personnel and items following use by last participants.