



VENETO CYCLING CLUB

GROUP RIDING RULES AND POLICIES

As per OCA rules all participants must be a member in good standing (Dues and insurance up-to-date).

Prerequisites for the Ride:

1. Have a road bike in good working order.
2. Wear a CSA approved helmet that fits properly.
3. Be self-sufficient. Do not rely on others for flat repairs, water, food etc. Bring a charged cell phone, ID, emergency information and the proper clothing.
4. Select the proper group to ride with (i.e. speed and distance). It's better to be comfortable in your group then maxed out all the time.
5. Familiarize yourself with the route – ask the group leader if you are unsure.
6. Familiarize yourself with standard hand signals See Appendix B

Riding Tips:

1. Ride smooth and steady all the time. No sudden, abrupt movements or over reactions to potholes, road debris, etc.
2. When following a wheel be just slightly offset, i.e. 3-4", so that if there is a sudden stop you don't immediately slam into the wheel ahead. The offset gives you some additional space to recover.
3. Don't be that person who surges when it's their turn to pull or leaves gaps in the rotation. This is a GROUP ride.
4. Keep a safe distance from the rider in front (0.5m to 1.5m depending on experience). Never ever overlap wheels.
5. When riding double file, ride shoulder to shoulder with your partner. Do not "half-wheel".
6. When regrouping after a climb or after crossing an intersection from a standstill position, soft pedal until the last riders have caught up and call "all in"; then resume predetermined pace.
7. Do not reach for items (water bottles, food, clothing etc.) Wait for a stop or ask the group leader for a break.
8. If you get a flat, let those around you know. That way people can allow you to come to a controlled and safe stop. This is an opportunity for the group to take a break while the flat is repaired.

Communication:

Communication is essential to a good ride. Make sure you point to and call out hazards and traffic situations, but remember to do it in a polite way. It is essential not to yell and 'spook' other riders.

1. Front riders are responsible for pointing out hazards, signaling direction turns and signaling a slow down or stop. Responsible for calling "Car Up"
2. Rear riders are responsible for calling "Car Back" and to notify the pack if they are being dropped.
3. Rear riders call "all in" once they have caught up and riders have regrouped.
4. Relay the call/message up or down the file so that everyone is aware.

Riding Etiquette:

1. When you see someone committing a ride foul politely say something. We are all responsible for the quality of our rides. But be polite and do not yell.
2. Do not yell obscenities to motorists or get into arguments with the police. It's never productive. Have a point person to deal with this situation; ask all other riders to leave the scene.

Descending and Climbing:

1. Hold your position within the group – cease rotations
2. On a descent, increase distant between yourself and rider in front as your speed increases.
3. DO NOT PASS – especially on a descent, unless ABSOLUTELY necessary. Slow down by feathering brakes or sitting up a bit higher to "catch" more wind.

There are no heroes on a descent. Respect your fellow teammates. If you want to be at the front of a descent, make sure you are at the top of the hill first!

Other Items:

The Highway Traffic Act

Under the highway traffic act a bicycle is defined as a vehicle and is legally permitted to use the roads in Ontario, unless otherwise denoted (i.e. 400 Series Highways). Attached is an appendix that details some of the laws that cyclists are expected to follow. Remember to stop at red lights, to have lights on your bike if you're riding before dawn or after dusk,

Local Bylaws

Local bylaws will vary with each jurisdiction. Make sure you know the bylaws for the jurisdiction of where the club meets, plus any areas that your club may cross into.

Some bylaws will permit you to ride on their paved shoulders, some bylaws restrict how many riders you may have abreast of the road (i.e. 1, 2, or unlimited)

Defensive Cycling

Be predictable. Be safe. Mitigate your risk. Cycle to protect your life in spite of the conditions around you and the actions of others, "with an aim to reduce the risk of collision by anticipating dangerous situations, despite adverse conditions or the mistakes made by others."ⁱ Always be

aware of where cars are and what they are doing, be on the lookout for situations that frequently lead to collisions between cyclists and motorized vehicles.

Riding Formations

- Stay in one lane. If it is a two lane road, do not cross the yellow line. On 2+ lane roads stay within the most right lane and do not cross the dashed white line. On roads without painted lines stay on one half of the road.
- Ride 0.5 to 1m from the curb and 0.5 for the yellow line or dashed white lane-line or approximate centre of the road (on roads without painted lines)
- Ride single or double file depending on the lane width. When you are on a 2 lane road (1 lane in each direction), it depends if there are cars present and how wide the road is. In general, despite lane width, if there are vehicles present, cyclists should endeavor to ride single-file; when there are no cars present cyclists can ride double file. When you are on a multilane road (2+ lanes in each direction) you can ride two+ abreast, as long as stay in the right lane.

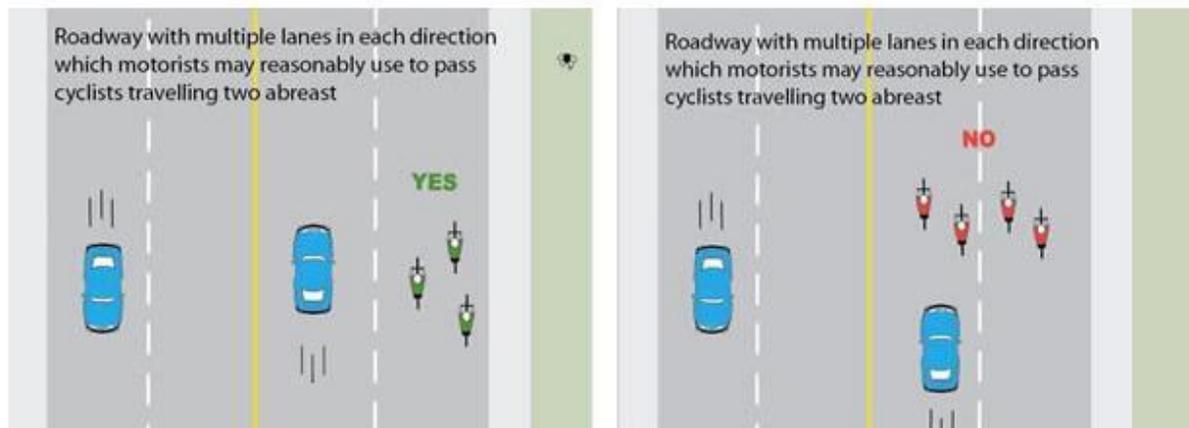


Figure 1: Suggested Ride Formation on a 2+ lane Road in an Urban Area (Note: You can ride two-abreast side by side and do not necessarily have to ride in stagger formation)ⁱⁱ

Appendix A: Cycling and the Highway Traffic Act (HTA)

HTA 144/136 - Traffic signals and signs

stop for red lights and stop signs and comply with all other signs.

HTA 153 - One-ways streets

ride in the designated direction on one-way streets.

HTA 142 - Signalling a turn

before turning, look behind you and signal your turn. Cyclists can use their right arm to signal a right turn.

HTA 140(1) 144(29) - Crosswalks

yield or stop for pedestrians at crosswalks.

HTA 62(17) - Lights

a bike must have a white front light and a red rear light or reflector if you ride between 1/2 hour before sunset and 1/2 hour after sunrise and white reflective tape on the front forks and red reflective tape on rear forks.

Appendix B: Common Group Signs

1. Signal for potholes

The rider in front should point to the hazard so that the rider behind can immediately see the hazard; each rider down the line in turn points out the same hazard and a verbal call “pothole”.

2. Signal to come through or “pass me”

Flick the elbow on the side you want to be passed and verbal call “pass me”.

3. Signal to slow down

Lead cyclist must alert those following that he’s slowing down. Give a an angled outstretched arm with palm facing downwards and a quick up-down motion of the hand indicating you're slowing down supplemented with a verbal call “slowing”.

4. Signal for Stop (hard stop):

Left arm extended and angled downward to signal a stop supplemented and a verbal call “stopping” and then a call “stop”.

5. Signal for Left Turn:

Left arm and hand extended horizontally and beyond the left side of your bicycle and a verbal call “left turn”.

6. Signal for Right Turn

Right arm and hand extended horizontally and beyond the right side of your bicycle and a verbal call “right turn”.

7. Signal for parked car

When approaching hazards like a parked car on your right side, fold your right arm behind your back and wave your hand with pointed index finger to the left to indicate to move over to the left and a verbal call “parked car”. (Switch to left arm for hazards on your left side).

8. Signal for Railway crossing

Right arm behind your back waving back and forth to signal railway crossing and verbal call “railway tracks”.

ⁱ Defensive Driving as defined by the *Safe Practices for Motor Vehicles Operations, ANSI/ASSE Z15.1*, defines **defensive driving** as “driving to save lives, time, and money, in spite of the conditions around you and the actions of others.”

ⁱⁱ www.toronto.ca/cycling

ⁱⁱⁱ Thanks to Jody Wilson and the Collingwood Cycling Club for these drawings. See their ‘Tight and To the Right’ Ride Guidelines