

Overview

Attack Racing regularly conducts its skill sessions and training rides on public roadways. Participating riders are expected to conduct themselves in a safe and responsible manner. These Guidelines have been established to provide parents and riders an understanding of their obligations when on an Attack Racing on-road activity. Riders and parents are expected to be familiar with the contents of this document *before* attending an Attack Racing on-road activity.

General Conduct:

- Be respectful to your teammates and the Coaches
- Be courteous to other road users
- Give a “thumbs up” and wave thanks to courteous drivers
- Be careful not to startle other road users – call out “on your left” before passing
- Obey the Highway Traffic Act (HTA)
- Under the HTA, a bicycle is a vehicle, just like a car or truck

Cyclists:

- Must obey all traffic laws
- Have the same rights and responsibilities as drivers
- Must stop at all stop signs
- Must pull over to the right and stop for emergency vehicles
- Functioning lights are required while on public roadways

Weather:

- We cancel rides if there is a severe weather warning or lightning as per Attack Racing’s Risk Management Policy
- Cancelled rides will be communicated through TeamSnap
- Use common sense: decide when it is safe to ride
- Please see our Weather Policy on Attackracing.ca

Rider Preparation and Expectations:

- You need to have a certain minimal level of fitness and should be able to ride for 1.5 hrs at a minimum of 20km/hr.
- CSA-approved helmets are mandatory any time while on the bike
- Bike must be in safe working order with 2 proper working brakes
- Front and rear lights are required
- Gloves are required for all Attack Racing on-road activities
- Arrive before the start time, leave on time
- Water bottles made of hard materials, i.e. hard plastic, aluminum, etc. are discouraged
- TT bars are only permitted when specific TT training is scheduled
- Be self-sufficient, bring your own:
 - Water & food
 - Spare tube, pump/CO2, repair kit

Zero Tolerance practice

- Riders who break safety rules will be disciplined
- Riders presenting without the required safety equipment will not be permitted to ride

Rider Etiquette:

- Move completely off the road when stopping
- Hold your line. Be predictable and stay in your allocated spot.
- Never brake suddenly.
- Never allow your front wheel to overlap the rear of the rider ahead of you
- Do not engage with angry drivers, allow the Coach to handle the situation
- Report belligerent and/or dangerous drivers to the Police
- Do not cut off other cyclists when changing your line
- Do not throw your bike back when standing up to climb

How we Ride:

Unlike a Cycling Club, our Private Race Team does not subscribe to predetermined, or standard ride formations. The ride formation that we choose on any given day will be determined by a combination of factors: training objective(s), weather/wind conditions, road/traffic conditions, group size/make-up.

Roles in Formations:**Front-**

Maintain constant pedaling efforts, call and signal turns well in advance, ensure no half wheeling, ride bar to bar and tight to the right, indicate debris, railway crossings, stop signs,

Middle –

Stay alert and responsive to signals from the front. Pass information from lead riders back and vice versa. Look ahead up the line and keep your eye on the back of the riders in front of you; do not watch their rear wheel.

Back –

Monitor upcoming traffic from behind. Stay alert and responsive to signals from the front. Look ahead up the line and keep your eye on the back of riders in front of you; do not watch their rear wheel. Indicate left turns and lane changes. Ensure no one is being left behind. If riders are being dropped call out “easy” so speed can be adjusted. Relay messages to the riders ahead, i.e. “car back”, “mechanical”, etc.

If you hear something happen behind you (rider crash or mechanical problem), do not turn around suddenly. Keep riding forward looking ahead until it is safe to pull over and stop.

Rotating Paceline:

In a rotating paceline, the act of rotating is constant. There are no static moments. When the left lead rider moves smoothly and gradually forward and clears the right line of riders, they then gently fade to the right. The transitioning lead rider must be careful not to touch wheels with the passed rider's by checking under their arm for the rider's wheel. The right rider can assist by calling out 'clear' when the passing cyclist is safely ahead. As soon as that first rotation is complete the next one begins as if all the cyclists in the group are part of the same chain. In the Rotating Paceline all the cyclists should be moving through the rotation at the same speed.

Here are some important points to remember when executing the Rotating Paceline properly:

- Do not attack or surge off the front when it is your turn to pull. You are supposed to go slightly faster than the receding line. Surging or attacking will cause gaps and jerk the speed of the line around. Pull smoothly and gently to the front and be there to shelter the riders behind you, not gap them.
- Do not leave gaps within the line when you are in the back of the rotation. All riders need to focus on maintaining the same gaps all the way around the rotation.
- It's also helpful for the last rider on the advancing side to call out to the last rider to remind the last receding rider that they need to transition next. Gaps often happen when the last rider misses the transition.
- The rotation can go from left to right or vice versa. Generally thinking, the direction of rotation will be so that the advancing line is sheltered from a crosswind.

At times, road traffic or conditions may deem it necessary to ride in a single file line. The Coach will determine when roads are safer to travel in single file.

When "single" is called out and signaled by the Coach:

- The left rider should tuck in safely ahead of the right rider all the way down the line
- Riders on the left side of the Paceline will move forward and ahead of their partners.
- Resist the temptation to increase the intensity.
- Riders line up directly behind the rider in front.

How to Rotate in a Single Paceline:

The front rider maintains a constant effort for a short period of time (from several seconds to several minutes) and then signals to the rider behind, by flicking their right elbow that they are rotating off the front

After ensuring there is no following or oncoming traffic, the front rider slowly steers to the left of the paceline, slows down and drifts without unnecessary time spent beside the group. The rider assuming the front position must maintain the established speed.

Resist the temptation to increase the intensity.

Echelon:

This is a formation where the cyclists are spread diagonally across the road to gain shelter from a crosswind. It can completely block the lane and will only be used in controlled training situations.

Descending:

On a longer descent, which are rare in Southwest Ontario, we recommend the group take the following actions:

- The group should move into a single file formation.
- Riders should move 1 to 2 m from the right edge of the road. It is not safe to ride close to the edge of the road at high speeds due to wind gusts.
- Riders should open up gaps of at least 2 m plus between each rider front to back.
- Send the heaviest and presumably the fastest riders down first to avoid bottlenecks. The goal is to reduce the amount of passing on the descent.
- All passing must happen on the left. Never pass on the right.

Climbing:

On short hills or sustained but gradual inclines, the lead riders should reduce their speed to match the slowest riders in the pack. This will result in less time waiting for riders at the top and a higher average speed for the whole ride. If the pack breaks up on longer, steeper hills, slower riders should keep to the right. Before passing a rider always call "ON YOUR LEFT" and shoulder check for riders or cars coming up behind you before pulling out to pass. Do not pass on the right. If the formation does break up on a climb, riders should stop at the top of the hill to regroup. Do not leave slower riders behind; if they are slower, they will have difficulty catching up. If you need to get out of the saddle to climb, wait for the part of the pedal stroke where you are actively pushing down. This will reduce the "pause effect" which occurs when you are not actively applying power to at least one of the pedals while climbing. The "pause effect" can result in the rider behind you coming into contact with your back wheel.

Bicycle Lanes:

When riding on roads which have a clearly marked bicycle lane we will, as much as possible, ride fully within the bicycle lane. When riding in a bicycle lane all cyclists in the group should pay careful attention when approaching and passing vehicles on the right near intersections and driveways in case a driver makes a right turn without checking their blind spot.

Passing:

- Always call out “on your left”
- Ride single file when passing another group of cyclists
- Do not cut in front of a rider you have passed, ease back in the lane when clear

Railway Crossing:

- Always cross tracks at a right angle (do a shoulder check for traffic first)
- Reduce speed before crossing. Communicate within group that there are tracks ahead and a speed change.
- Tracks are very slippery when wet
- Use hand signal for tracks

Accidents:

- The group stops, completely off the road
- Care for anyone who is injured (call 911 if necessary)
- Coaches are to follow the Emergency Action Plan and Concussion Protocols

Group stops: (mechanicals, emergency vehicles, regrouping, or snacks)

- Stop clear of any intersections
- Right line of the paceline stops first
- Left line of the paceline is to pass and then stop
- Reduce speed in a controlled manner
- Move completely off the road

Callouts and Hand Signals:

Callouts announcing a hazard must be accompanied with an appropriate hand signal. Callouts should be made clearly for riders who are behind or in front to hear and pass on. All riders are responsible for helping the callouts get passed through the group by repeating it for the person behind them. Do not assume that the riders behind you or in front of you heard the call out or saw the hand signal. Always repeat it. Be sure to only call out items that pose as a potential hazard to the rest for the group.

- “Slowing” – indicates that you or the group is slowing in pace, so all riders should stop pedaling, be prepared to apply to brakes and slow down.

Hand Gesture: Wave/pulse one hand as if patting a dog

Callouts and Hand Signals (continued):

- “Stopping” – indicates that you or the group is stopping; this call out should be made with as much advanced notice as possible. The group gear down and stop pedaling. Riders at the back should start breaking right away and riders towards the front should initially brake gently. Move completely off the road when stopping to chat, fix a flat, etc.

Hand Gesture: Right arm bent, hand down, palm flat facing behind you, fingers splayed

- “Car back” – indicates that there is a car(s) approaching from the rear of the group
- “Car up” – indicates that there is a car(s) approaching from the front of group
- “Car left/right” - indicates that there is a car(s) at the intersection that might cross your path
- “Gravel” or “Glass” – indicates that riders need to be cautious and avoid the gravel or glass on the road

Hand Gesture: Indicate glass or loose gravel by shaking your hand, palm down on the side where the hazard is

- “Right turn” or “Left turn” – indicates that the group will be turning right or left

Hand Gesture:

Left – Left arm straight out

Right – Left arm bent, hand up; or Right arm straight out

- “Road kill” – self-explanatory. Pointing to the side of the obstacle or calling on left or right

Hand Gesture: Arm down, finger pointing to the hazard that needs to be avoided on the side where the hazard is

- “Single” or “Single up” – indicates single file formation is necessary.

Hand Gesture: Right arm up with one (1) finger pointed into the air

- “Double” or “Double up” – indicates it’s safe to ride back in a paceline

Hand Gesture: Right arm up with two (2) fingers pointed (peace sign) into the air

Callouts and Hand Signals (continued):

- “Hole” – indicates that riders need to be cautious and avoid

Hand Gesture: Arm down, finger pointing to the hazard that needs to be avoided on the side where the hazard is

- “Tracks” – indicates that riders need to be cautious of the railway tracks

Hand Gesture: Two fingers waved, or held behind your back

- “Steady” – indicates that riders need to gradually decrease the speed 1 or 2 kph
- “On your left” – indicates that you are passing or coming up on their left
- “Runner/Walker/Bike/Car up” – indicates that there is a runner, walker, bike, or car up ahead that is moving slower than the group or is stopped on the side of the road

Hand Gesture: Arm outstretched beside your glute, hand fanning, alerts riders to shift left to avoid the obstacle

- “Flat or Mechanical”- indicates that riders need to slow and pull over to the right and completely off the road to assist with the mechanical (unless it has been predetermined that a follow vehicle will be the only person stopping)
- “Clear” – indicates that you approached an intersection, looked in all directions and there is no traffic. This means it is safe for you and the rider behind to clear the intersection.

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 140(6)/144(29) - No riding in crosswalks

walk your bike when crossing at a crosswalk.

HTA 166 - Streetcars

stop two metres behind streetcar doors and wait until passengers have boarded or departed and reached the curb.

HTA 175 (12) - Stopped school buses

stop for stopped school buses when the upper alternating red lights are flashing. Set fine: \$400.00

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.

HTA 75 (5) - Bell

a bike must have a bell or horn in good working order.

HTA 64(3) - Brakes

a bike must have at least one brake system on the rear wheel. When you put on the brakes, you should be able to skid on dry, level pavement.

HTA 218 - Identification

Cyclists must stop and identify themselves when required to stop by police for breaking traffic laws. The police officer will ask you for your correct name and address.

Cycling and the Highway Traffic Act (HTA) (continued):**HTA Reg. 630 - Expressways**

Bicycles are prohibited on expressway / freeway highways such as the 400 series, the QEW, Ottawa Queensway and on roads where "No Bicycle" signs are posted.

HTA 178(2) - Passengers

Passengers are not allowed on a bicycle designed for one person

HTA 104 - Helmets

Every cyclist under the age of eighteen must wear an approved bicycle helmet. Parents or guardians shall not knowingly permit cyclists under sixteen to ride without a helmet.

HTA 179 - Dismounted bicyclist

Cyclists are required to ride on the right-hand side of the road. If you are walking your bike on a highway where there are no sidewalks, you are considered a pedestrian and you should walk on the left-hand side of the road facing traffic. If it is not safe for you to cross the road to face traffic, you may walk your bike on the right-hand side of the road.

Section 56

States that the Demerit Point System is for the regulation of **motor** vehicles, and as such does not apply to cyclists.