

# **MBRC Ride Guidelines**

## **Preamble**

- Club rides are intended to encourage camaraderie and be enjoyable for all participants;
- they may be challenging at times, but must support all riders as their primary goal.
- Every club member has a “duty of care” to every other member.
- It is every members responsibility to ensure their fellow rider is taken care of.
- It is every members responsibility to ensure they are prepared for common mechanical problems and are self sufficient.
- We represent the club and our sponsors at all times.
- All participants must be an OCA member.
- All participants must wear a helmet on club rides.
- You need a road bike in good working order. E-bikes are not permitted.
- You need to have a basic understanding of group riding skills.
- Participants should ensure they are capable of riding at the expected pace and distance of the ride.
- If the Ride Leader determines that a rider is not prepared for a ride, the ride leader has the discretion to refuse to allow participation in that day's ride.
- The ride leader(s) has the final decision on all matters pertaining to the ride and their decisions must be respected by all participants. The ride leader may appoint a designate should the ride leader be unable to attend/complete a ride.

## **How We Ride**

- Most of our rides start at the Hydro Station on Lower Baseline, west of the 407 overpass or at Pedalinx Bike Shop.
- The ride route and pace will be determined ahead of time on the club forum or by the ride leader(s) at the start of the ride.
- Participants should ensure they are capable of riding at the expected pace and distance of the ride.
- If a large number of riders come out for a club ride, the riders will be encouraged by the ride leader(s) to break into smaller groups of less than 25 riders. Groups should leave sufficient space between them to allow other vehicles to pass safely in two manoeuvres.
- If lightning is sighted in the immediate vicinity during a ride it will be cancelled or delayed.
- If for any reason a route change needs to be made once the ride commences, the ride leader will announce the change.
- All participants must follow all applicable Highway Traffic Act regulations.

## **Ride Formation**

Cyclists may ride in a Single Paceline (single file) under normal circumstances.

Riders should be 50-100cm apart front to back (wheel to wheel).

Cyclists may ride in a Double Paceline (two-a-breast) during the following situations:

- When riding on open roads with good visibility to the front and back of the group.

- When taking a lane in traffic will improve the safety of the riders and not unduly impede other road users

The main objective of the Double Paceline is to reduce the length of the line of cyclists in order to allow vehicles to pass with greater ease and increased safety. It encourages drivers to make full lane changes when passing which provides a safer gap between the passing vehicle and the cyclists.

Riders should be 50-100cm apart laterally at the shoulders, and 50-100cm apart front to back (wheel to wheel).

The group's primary goal is to maintain the cohesion of these formations. It is the responsibility of each cyclist to ride in a smooth predictable manner and not create gaps or overlaps.

## **Regrouping**

On Club Rides:

- Riders should be aware of their fellow riders and account for them after challenging efforts and periodically throughout the ride.
- If riders are dropped on harder sections, the lead group should slow and stronger riders should try to help dropped riders regain the group.
- If the dropped riders do not regain the group quickly, the lead group should stop at regroup points and wait for them to re-attach.

On Training Rides:

- Dropped riders should attempt to reconnect with the group but should not expect the group to wait.

## **Communications**

Communication is critical to the success of all group rides. On the road, riders need to communicate the ride formation, rotation and pace. Riders at the front need to call out road hazards and traffic situations. Riders at the back need to call out cars approaching from the back. In large groups, these warnings need to be relayed "down the line".

Hand signals and verbal warnings should be used for:

- Pointing out obstacles
- Moving left/right to avoid obstacles
- Turning left/right (Straight arm to either side)
- Slowing
- Railroad tracks
- Loose gravel
- Approaching cars

If a rider is leaving the ride, they should ensure the group is aware by notifying the ride leader or at least one other participant. This information should be relayed to the ride leader as soon as possible.

The quality and safety of the ride is dependent on frequent and clear communications between all the riders. Never assume everyone in the group knows a car is approaching or that the group is turning. Everything that can affect the group needs to be communicated.

## **Emergency Stops**

When being approached by an emergency vehicle (fire truck, ambulance, or police) with its lights and siren activated, we are required under the HTA to pull over and stop. It doesn't matter if the emergency vehicle is approaching from the front or behind.

Act fast, but act safely and in control: when a siren is heard or lights are seen, immediately shout out to your group to pull over and stop. A siren or lights means stop now but not a panic stop, a controlled and safe stop. Once stopped, keep as close as possible to the right edge of the road, clear of any intersections.