SAFE CYCLING GUIDELINES

1. All applicable traffic and safety laws must be obeyed at all times.

2. Cyclists must always remain vigilant and aware of their surroundings, maintaining a clear understanding of their position on the road to make informed decisions that positively impact safety.

3. Cyclists must check to ensure bikes are in complete working order prior to all rides. Bikes should be cleaned and tuned on a regular basis to ensure they are properly maintained.

4. Cyclists must wear required safety equipment while riding to increase visibility and reduce the risk of injury.
    a. Helmet, lights, Garmin Varia, and all other safety equipment must be used properly at all times while riding.
    b. Cyclists should wear appropriate attire for the weather conditions.
    c. "Sweep" cyclists are required to wear reflective vests.
    d. Backpacks (including Camelbacks) are not allowed.

5. Cyclists should use clear hand and voice signals to communicate their intentions to others, and, when possible, maintain eye contact to confirm their intent. Cyclists should not assume that others know their intentions.

6. Cyclists should ride in a decisive and predictable manner so that vehicles, pedestrians and other cyclists can anticipate movements.
    a. Cyclists should always assume that cars do not see them.
    b. Cyclists should use extensive caution when riding next to parked cars or in the "door zone."
    c. Cyclists should hold their position in a lane of stopped traffic and only pass vehicles if it is safe to do so to link up a paceline that has been separated. Cyclists should never pass a large vehicle on the right. Cyclists may pass vehicles if they are riding in a designated bike lane and feel it is safe to do so.
    d. Cyclists should ride on the right side of the road. They should remain as far to the right as practically possible without allowing passing vehicles to put them in a dangerous situation. Cyclists should always ride in a safe and predictable manner.

7. When riding through intersections, cyclists should use the path that best serves the destination.
    a. Cyclists should ensure they are visible to all crossing and turning traffic. This may require leaving a bike lane to ride in a general-use lane.
    b. Never ride straight through a right-turn-only lane. Merge left into the flow of traffic if the situation allows.
    c. Cyclists should use left-turn lanes to make left turns. If cyclists cannot cross over into a left-turn lane, they should safely stop off the side of the road and use a crosswalk to avoid an unsafe situation.

8. When necessary, cyclists should "take the lane." This means that a pace line should behave and be treated as a vehicle in a lane to establish a safe position on the roadway. Examples include, but are not limited to:
    a. Roads with limited or no shoulder, where a passing vehicle could cause cyclists to be moved off the road.
    b. Situations with limited visibility due to parked vehicles, single-lane roads or curves in the road and weather conditions
    c. Traveling through intersections where cars may attempt a right cross, left hook or another unsafe maneuver.

9. Cyclists are never permitted to ride three-wide. Cyclists must ride single file except:
    a. In bicycle lanes or shoulders where there is enough room for two cyclists to ride side by side, with all parts of the cyclists to the right of the white line. "Conversation lanes," as they are known, are typically five feet wide or more and must be acceptable by law.
    b. When a lane size does not allow a vehicle to pass a cyclist safely, cyclists are permitted to ride two-wide to establish a controlled lane position on the roadway and should properly use the "control and release" technique when it is safe to resume single-file riding.
    c. When making a left turn with a group of cyclists or at a red light to maintain lane position.
    d. When riding in a police or team escort for an arrival or other special circumstance.

10. While riding in traffic:
    a. Cyclists must never ride alone. Cyclists who find themselves alone must stop on the side of the road in a safe and visible location and wait for the next group or support vehicle.
    b. Pacelines must be a minimum of two people. The maximum paceline size will be determined by The Ability Experience staff, with consultation from the project manager and cycling coaches.
    c. Pacelines will keep an appropriate distance between each group to allow for vehicles to pass and safely move back into the lane between each group if necessary.
    d. Cyclists should maintain a composed attitude while on the road and use common sense when interacting with motorists. They must realize that frustrated motorists often take anger out on other pacelines ahead. Cyclists should remain calm and courteous.

11. Cyclists must always ride with at least one hand on the handlebars.

12. Staff, project managers and/or crew chiefs will assign paceline captains prior to rides. Paceline captains are responsible for managing the paceline's operations for the day. All cyclists are expected to contribute to maintaining a safe and effective paceline.

13. "Sweeps" will be assigned each day and must ride in the last paceline except during arrival events.

14. Cyclists must not advance past the lead support vehicle.

15. Cyclists must obey all directions and communications from crew members.
    a. Red flags are used to stop cyclists and other crew members in a safe location to inform them of road conditions or directions, allow support vehicles to mark turns ahead or regroup and space out pacelines.
    b. Cyclists and crew will use established hand signals to communicate while on the road.
    c. Cyclists must not deviate from the route marked by support vehicles, team paint or GPS. Should any cyclists get lost, they must stop in a safe place and contact the nearest crew member to alert them of their location.

16. Cyclists who need to stop for a restroom, gas station, etc., should have one person stay with the bikes at the side of the road and be visible to the crew. He should communicate the number of cyclists in the group to keep an accurate count for the crew. Stopping for extended periods of time should be avoided.

17. Cyclists are expected to ride every mile barring mechanical issues, injury, illness or unsafe conditions.

18. Cyclists must eat properly and hydrate themselves regularly while riding and during recovery.

19. Cycling while intoxicated or displaying effects of alcohol or drugs is strictly prohibited.

20. The use of cell phones, cell phone cameras, smartwatches or other technology should not be used while riding. Cyclists must stop in a safe location to interact with the device.
    a. Cell phones are prohibited while on the bike. They should be kept in your back pocket or bike/saddle bag.
    b. Go Pros (or similar devices) may only be used if secured to the bike using an approved mount specifically designed for the device.
    c. Smartwatches/bike computers are permitted solely for the purpose of a bike computer and/or GPS unit.

21. Listening to music (podcasts, audiobooks, etc.) while riding with or without headphones is strictly prohibited.

22. Riding to local stores or attractions must be approved by the project manager. Safe cycling guidelines still apply to leisure rides.

23. All instances of unsafe behavior or dangerous situations, including lost cyclists, should be reported on a Near Miss/Accident form within 24 hours of the incident.

24. Team members should always use sound judgment to refrain from any actions or activities that could put the individual, the paceline, the team or the organization at risk.

25. Team members should continually assess the road conditions. If a team member feels unsafe due to road conditions at any time, they should stop and contact the nearest crew member to review the options. Team members are responsible for their own safety and should remain vigilant in assessing road conditions.

26. Team members deemed to be cycling in an unsafe manner will be disciplined, from racking for the remainder of the day's ride up to removal from the team.