

# Horizon 100 Cycling Club Guide to Riding

**Disclaimer:** *The Horizon 100 Cycling Club educates, trains and promotes safe and responsible riding skills however, it is the sole responsibility of each Club Member to ensure proper etiquette and personal safety during any Club Event. This publication and Guide to Riding is offered to assist Horizon 100 members to stay safe and enhance riding enjoyment.*

**References:** *The information in this Guide was compiled from the following sources. For more information please refer to these publications: Ontario Ministry of Transportation, Ontario's Guide to Safe Cycling (<http://www.mto.gov.on.ca/english/pubs/cycling/section2.0.shtml>), the Saskatoon, City of. 1988. Bylaw No. 6884 Bicycle Bylaw.*

*[http://www.saskatoon.ca/org/clerks\\_office/bylaws/6884.pdf](http://www.saskatoon.ca/org/clerks_office/bylaws/6884.pdf) and*

*Dr. James Allen Watrous, Ph.D.*

*[http://www.inlandempirecycling.com/Cycling/hand\\_signals.htm](http://www.inlandempirecycling.com/Cycling/hand_signals.htm)*

## Club Rides

Club rides are generally divided into three different pace groups (fast, medium and slow) that riders can choose between depending on their fitness and riding skill level, along with the two different distances of 50K and 100K on Saturdays.

- At the start of each Horizon 100 ride an Executive member will choose the ride direction and route based on the wind direction; break the riders into the three or more different pace groups (12-15 riders per pace group).
- Please remember that the mandate of the club is to support all riders. It is up to everyone to see that members with mechanical or physical problems are not abandoned on the side of the road.

## Group responsibilities

- Ensure a safe, law abiding and supportive atmosphere for all riders within the pace group.
- Monitor the number of riders within the pace group at the start and ensure that no one is dropped.
- An experienced rider should lead the pace group out of the city.
- Assist and support inexperienced riders.
- Ensure that any rider of the pace group that encounters mechanical (i.e. flat tire) or physical challenges (i.e. fatigue/dehydration) is supported. The group should stop, evaluate the situation, and decide on the appropriate action.
- A written Incident Report on any accident where serious injury is sustained describing the accident, those involved, and if any medical attention was required should be filled out as soon as possible after the ride. Contact the President with the pertinent information and forward the Incident Report to the President within 24 hours of the ride. Telephone notification to the President should be made immediately following the

ride. (A blank Incident Report is attached at the end of this document). A report of the accident needs to be filed with SCA within 30 days in order to get insurance coverage for injuries. A report should be filed if there is any chance that ongoing medical issues may be a concern.

- Where due to circumstances there is only one pack of riders of various skill and physical levels, the group will be encouraged to ride at a pace that is appropriate for the weakest rider in the group.

## **Horizon 100 Member/Rider responsibilities**

- Annually register with the SCA and the Club.
- New and veteran members are encouraged to attend the annual Road Ready Boot Camp.
- Ride safely; abiding by all traffic laws.
- Ensure their bike is properly equipped and that servicing/maintenance is current.
- Arrive 10-15 minutes prior to the ride departure times to check-in and hear announcements.
- Choose and join the appropriate pace group.
- Wear an approved, properly fastened helmet.
- Use proper signaling and verbal warnings to communicate within the pace group.
- Be supportive of all participating riders.
- Communicate to the group any mechanical or physical challenges either encountered personally or within the pace group.
- Carry identification, clothing, raingear, lights, reflectors, spare tubes, bike tools, ample fluids and nourishment appropriate for the length of the ride, temperature, time of day and season.
- It is recommended that all riders have a rearview mirror.
- Direct any concerns or recommendations to a member of the Executive.
- Members are encouraged to support Club Sponsors wherever possible.
- Members are encouraged to check the website for event and schedule updates.

## **Safety Issues**

### **Stopping for whatever reason within the city limits**

If the pace group stops or slows down for any reason (lights, stop signs, railway tracks, flat tires, bridges), the startup should be at a slow pace until all riders are back in the group. This way everyone knows what their pace group is doing. It is very important to pick riders up right away after any delay.

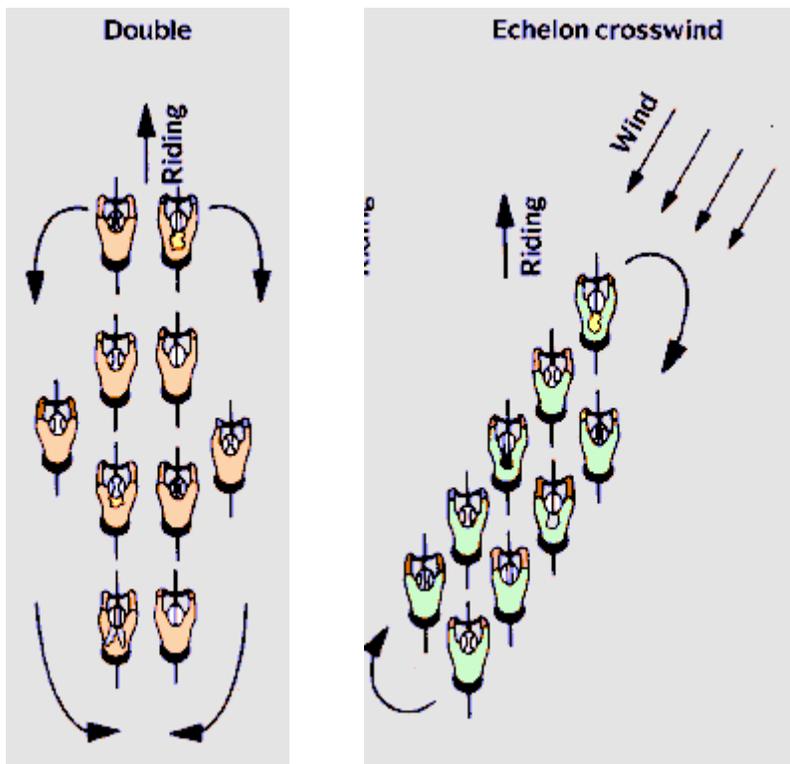
### **Overlapping wheels**

One common cause of accidents within a riding pack is when riders overlap their front tire with the back tire of the bicycle in front of them. It is recommended that riders never overlap their wheels, keeping a safe distance away. Riders must pay close attention to their bicycles position in relation to others and stay alert to prevent risky riding habits.

## Drafting and pace line riding outside the city limits

When you ride close behind another bicyclist, you don't have to work as hard. The bicyclist in front of you serves as a windbreak, reducing your air resistance. Experienced bicyclists take advantage of this effect, drafting each other in a pace line.

The Horizon 100 utilizes a double pace line which is riding in two lines side by side, with the leaders dropping back along the outside, right and left.



If the road is too narrow, both lead riders will pull off to the right and drop back in single file.

A well-coordinated pace line is poetry in motion, but drafting is always a little risky. To take advantage of the windbreak effect, you must follow the rider ahead of you closely; but you must never let your front wheel overlap that rider's rear wheel. If the wheels touch, you suddenly can't balance and you'll certainly take a quick, hard fall. Other riders behind you may land on top of you. Ride in a pace line only if you have developed good control over your bike, and you know that the other bicyclists can also manage the situation safely.

Everyone in a pace line must ride smoothly, with no quick braking or swerving. Look past the riders in front of you: Don't stare at his or her rear wheel. Try to anticipate the moves the lead riders will make. The lead riders should always announce road hazards:

“Glass, Debris right, Gravel middle, Hole left, Car up,” and maneuvers: “Slowing, Right turn, Stopping.” The last riders in the pace line should announce, “Car back” when a car is approaching from the rear. In a tight pace line group – keep both hands on your handlebars. When you pull in behind another rider to draft, call out “On your wheel” so he or she will know you’re there.

## **Flats or mechanical problems outside the city limits**

At times the group will decide to split after a flat tire or mechanical breakdown has been experienced. Stronger, faster riders should remain behind to assist and support the flat tire/mechanical breakdown victim to get back into the group. Any other stoppages should not cause the group to split up. The larger pace group should also slow the pace down until all riders have caught up.

## **New and or weaker riders**

Any new or weaker riders that fall behind **will be** helped and supported to get back into their pace group by other stronger, faster riders. This is a mandatory procedure as our **Horizon 100 Club is a safe and supportive cycling club. No rider is ever left behind because every rider is important and valuable.**

# **Safe Cycling Guide**

## **Handling Skills**

**Note:** Your Bicycle Owner’s Manual (most are available on-line) provides valuable information on the correct maintenance and operation of your bicycle and bicycle accessories. It is recommended that every rider be familiar with the information provided in their specific Owner’s Manual.

## **Selecting the right gear**

Handling skills are easier to learn in a low easy gear where the legs can rotate quickly. Fast leg rotation provides better balance, less fatigue and more speed. It also reduces knee strain.

## **Shifting gears**

The basic rules for gear use are:

- Shift into a low, easy gear before you stop.

- Use low, easy gears when going up hills. Shift into lower gears before you begin to work too hard.
- Use higher, harder gears when you begin to bounce on the seat from pedaling too fast.
- On the level, use a gear that gives you fast, easy leg spin - about 70 to 100 rpm.
- Avoid pedaling slowly and pushing hard in your highest gears.

### **Straight line riding**

Riding in a straight line is the key to riding safely. Riding a straight line can be easier if you focus on a line in the distance rather than just a few feet in front of you. Continuously glance at both distances to check your gap and make sure you are following a straight line. Practice by following a painted line in a parking lot. Try not to move your upper body as you pedal - let your legs do the work.

### **Shoulder checking**

Shoulder checking involves looking back over your shoulder to see what the traffic behind you is doing. This maneuver is vital for making safe turns in traffic. It is also difficult to do without wandering from a straight path. Practice riding in a straight line while checking behind you over both shoulders. You can also look under your arm to check for riders following close behind.

### **Signaling**

Making signals requires being able to ride with only one hand on the handlebars. Because it is very easy to go off course when riding one-handed, practice signaling while riding along a straight line. Keep both hands on the handlebars while actually turning. It's also important to practice shoulder checking before signaling to make turns.



**Left Turn**



**Right Turn**

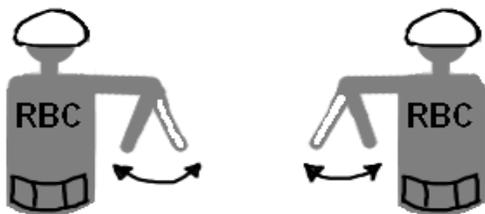


**Stopping**



### **Slowing using the left or right hand**

Palm of your hand held facing back toward traffic, other riders behind you, and out from the side of your body.



### **Rail Road Crossing**

Use your right arm or left arm to warn others that a railroad crossing is ahead. Swing your forearm away from and toward your body like a swing arm (or like broken arm). Palm of your hand held facing back toward traffic and other riders behind you.

### **Sequence practice**

Practice shoulder checking before signaling to make turns. Practice shoulder checking, signaling and shoulder checking again before moving, when changing lanes or position within a lane.

### **Emergency handling skills**

The first step in collision prevention is to scan the road ahead for potential hazards. Steer clear of debris and holes in the pavement by taking a gradual avoidance direction. Avoid sharp unpredictable movements. Learn to anticipate errors by motorists, pedestrians and other cyclists. Don't assume they see you. No matter how skilled or careful a rider you are, you will encounter hazards that leave you little time to react.

### **Braking**

When riding in a pack, make sure you always have your hands in a position so that you can lightly feather your brakes when required.

When you notice that the riders in front of you are slowing down and you need to feather your brakes, announce it, “Slowing” so the rest of the pack can expect the braking and so the riders in front of you know they are causing a problem.

While traveling in a pack sudden braking should be avoided wherever possible because there are other riders immediately behind you that you may be putting at risk. If you need to avoid colliding with the rider in front of you, steer to the outside of the pack, to the left or right depending on which side of the double line you are in.

Quick stops however, can be crucial in an emergency. Caution is required when braking quickly to ensure you don't flip over your handlebars.

Keep a space cushion around your bike to ensure you have time to react and stop safely. In wet weather, it takes longer to stop, so be sure to leave more room.

## **Riding in Traffic**

The Highway Traffic Act defines the bicycle as a vehicle that belongs on the road. Riding on the road means riding with other traffic. This is only safe when all traffic uses the same rules of the road.

When everyone follows the same rules, actions become more predictable. Drivers can anticipate your moves and plan accordingly. Likewise, you too can anticipate and deal safely with the actions of others.

### **Where do you ride?**

Because bicycles usually travel at a lower speed, there are two rules of the road to which cyclists must pay special attention:

- 1. slower traffic stays right**
- 2. slower traffic must give way to faster traffic when safe and practical**

Accordingly, cyclists should ride one metre from the curb or close to the right hand edge of the road when there is no curb, unless they are turning left, going faster than other vehicles or if the lane is too narrow to share.

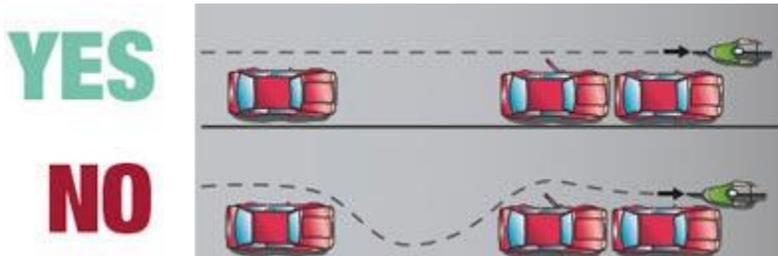
Check for local regulations that affect where you may cycle in your municipality. Bicycles are prohibited on some provincial highways.

### **Going straight ahead**

When going straight ahead, use the right-hand through lane. Stay about one metre from the curb to avoid curbside hazards and ride in a straight line.

## Around parked vehicles

Ride in a straight line at least one metre away from parked vehicles. Keep to this line even if the vehicles are far apart to avoid continuous swerving.



When riding around parked vehicles, cyclists should watch for motorists and passengers who may open their car door into the cyclists' path.

## Which lane?

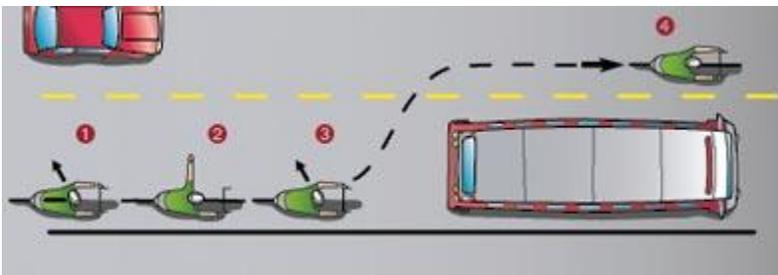
The lane you should take depends on your speed relative to other traffic. Slower traffic stays to the right of the curb lane.

## Taking a lane

In urban areas where a curb lane is too narrow to share safely with a motorist, it is legal to take the whole lane by riding in the centre of it. On high-speed roads, it is not safe to take the whole lane. To move left in a lane, shoulder check, signal left and shoulder check again, then move to the centre of the lane when it is safe to do so.

## Changing lanes

When changing lanes, remember that vehicles in the other lane have the right-of-way. The person moving into a new lane must always wait for an opening. Always shoulder check, signal and shoulder check again before changing lanes.

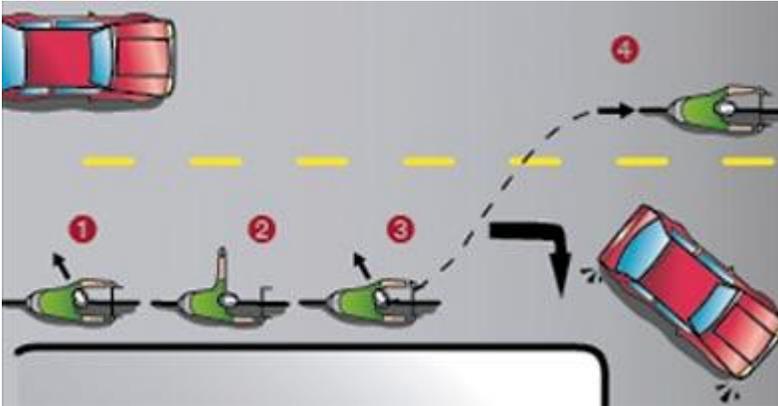


Steps when changing lanes: 1) shoulder check, 2) signal lane change, 3) shoulder check again, 4) change lanes.

## Right-turning traffic

Motorists don't always check for bicycles when making right-hand turns, so cyclists need to take extra caution. It's important to leave space around you for a safety cushion (one metre between you and the curb and you and the vehicle).

When a motorist is making a right-hand turn, cyclists can either stay behind the vehicle or pass the right-turning vehicle on the left by shoulder checking, signaling, shoulder checking again and then passing on the left. Never pass a right-turning vehicle on the right.

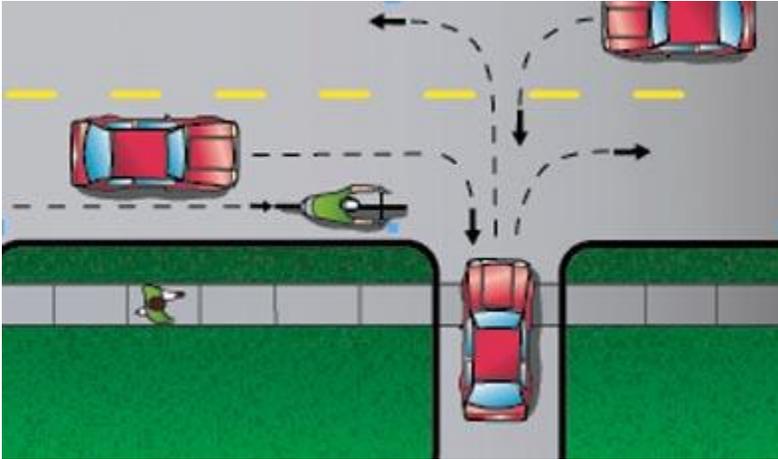


Steps when changing lanes: 1) shoulder check, 2) signal lane change, 3) shoulder check again, 4) change lanes.

## Riding in Traffic

### Going through intersections

Intersections are where many collisions occur, so stay alert. Any point where the paths of two vehicles can cross is a potential intersection. Often residential areas contain many mini-intersections where driveways and alleys enter streets. Stay at least one metre from curbs in residential areas so that drivers about to enter the road can see you, and you can see them.



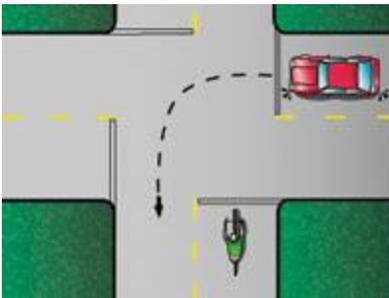
At intersections, it is usually better to take the lane before the intersection so that right-turning motorists stay behind you.

### **Right-of-way**

Right-of-way determines who goes through an intersection first. Before proceeding into an intersection, always give way to pedestrians and vehicles already in the intersection or approaching the intersection so closely that it would be hazardous for you to proceed. The following outlines the right-of-way at intersections with and without traffic controls.

#### **Without traffic controls**

When you approach an intersection without traffic control signals, stop signs or yield signs at the same time as another vehicle, you must yield the right-of-way to the vehicle approaching from the right.



In above illustration, vehicle on the right goes first.

#### **All-way stop**

At intersections with all-way stop signs, the first vehicle to come to a complete stop should have the right-of-way. If two vehicles arrive at an intersection and stop simultaneously, the vehicle on the right has the right-of-way. Putting your foot on the ground indicates you are stopping and yielding.

#### **Moving through traffic signal intersections**

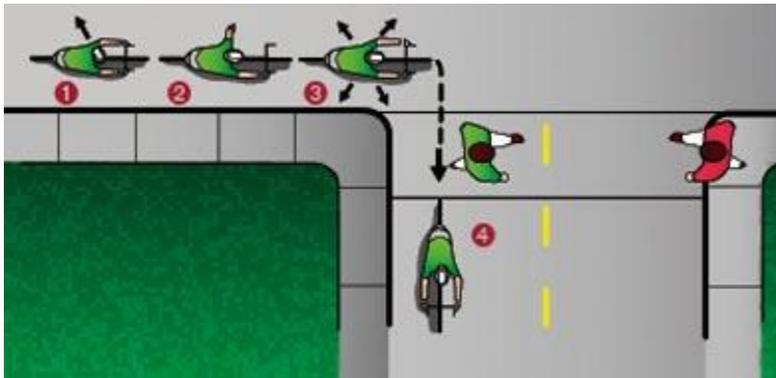
There are two rules for safely crossing intersections:

1. **Watch for vehicles turning across your path and be prepared to avoid them.**
2. **Always watch for traffic signal changes and be prepared to stop if you are not yet in the intersection.**

### **Right turns**

To make a right-hand turn, get to the right-most lane since you must turn from the right-hand curbside to the right-hand curbside. Shoulder check for overtaking traffic, then signal the turn. Scan the intersection for pedestrians, who have the right-of-way, and wait for them to clear your path. You must also stop for red traffic signals and stop signs before turning.

Keep in mind that cars may move into the bike lane or to the right side of your lane prior to making a right turn. Stay behind or pass on the left. Never pass a right-turning car on the right side.



Steps when turning right: 1) shoulder check, 2) signal, 3) scan, 4) turn when path is clear.

### **Left turns**

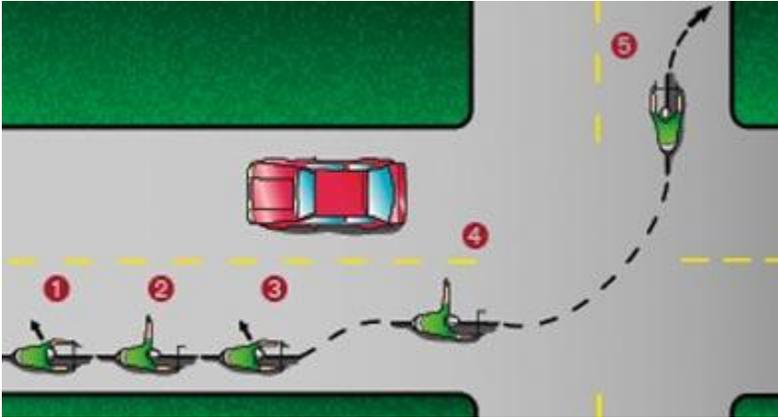
There are two basic ways to turn left at an intersection, depending on your cycling skills and the volume and speed of traffic.

#### **Pedestrian turn**

Walk the bike across the pedestrian crosswalk.

#### **Vehicular turn**

This is the most convenient way to turn left except where traffic is so congested that it is difficult to get into position before the turn. Vehicular style turns can be relatively simple on quiet residential streets but they require more cycling skill on multi-lane roads.



Steps when turning left: 1) shoulder check, 2) signal, 3) shoulder check again, 4) go to centre of lane, go when clear, 5) shoulder check, signal and return to right side of road.

### Multi-lane left turns

**Two possibilities exist:** moving to a dedicated left turn lane, and using multiple left turn lanes. Both require the cyclist to move over lane by lane to get to the appropriate turning position. These maneuvers can be quite complex and require specific cycling skills.

A cyclist must be able to shoulder check without swerving, judge gaps in traffic, signal intentions to motorists, shoulder check and move decisively and quickly when safe to do so. You can develop these skills by practicing on quiet streets first. As you gain confidence and skill you will find it easier to turn left on busier streets.

#### Dedicated turn lane

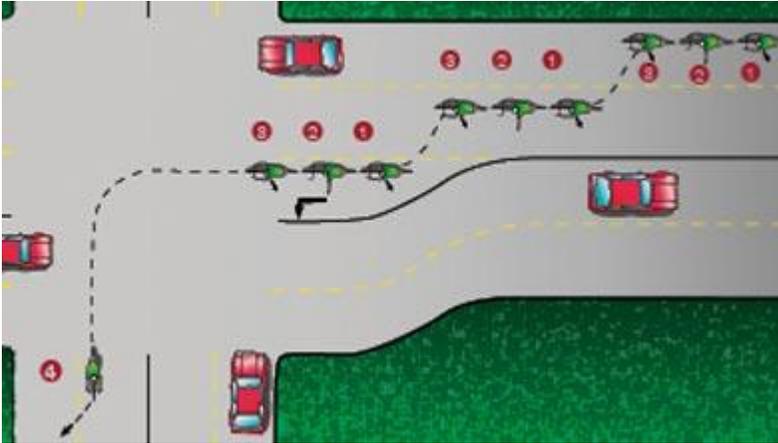
Move lane by lane to the dedicated turn lane using your lane-changing skills. Wait to turn at the centre of the left turn lane. Go when the oncoming traffic is clear and the traffic signal is green.

#### Multiple left turn lanes

When more than one left turn lane exists, use your lane-changing skills to move over lane by lane to get to the lane at the extreme left. Take the centre of the lane. If all traffic must turn left and the lane is wide, you may ride on the right side of the lane.

### Completing a left turn

Always complete your turn into the equivalent of the lane you turned from. Once the turn is complete, use your lane-changing skills to move over lane by lane to the right, as close to the curb as is appropriate for the road conditions, using the one metre guideline.



Steps for a multi-lane left turn: 1) shoulder check, 2) signal, 3) shoulder check again, 4) turn.

# Riding in Traffic

Key traffic signs and signals for cyclists.



- A. Bicycles are permitted on this road.  
B. No bicycles permitted on this road.  
C. Stop and wait until the way is clear before entering the intersection.  
D. Yield to traffic in the intersection or close to it. Stop if necessary and go only when the way is clear.  
E. Roadwork ahead. The speed limit and lanes may be reduced.  
F. Railway crossing ahead. The sign also shows the angle at which the railway tracks cross the road.  
G. One-way road. Travel in direction of arrow.  
H. & I. These signs indicate lanes (Diamond Lanes) for specific types of vehicles, either all the time or during certain hours. They can include buses, taxis, bicycles and vehicles with three or more people.

A flashing yellow: Slow down and proceed with caution through intersections.

A flashing red light: Stop and move through the intersection when it is safe to do so.

A flashing green light or left-pointing green arrow with a green light permits you to turn left, go straight ahead or turn right from the proper lane. Oncoming traffic still faces a red light.

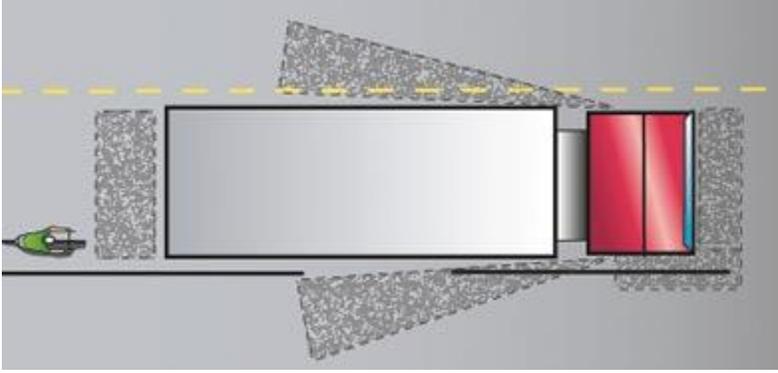
Remember, during a power failure, intersection traffic lights will not work. Treat the intersection as an all-way stop. Yield the right-of-way and use caution.

## Dealing with trucks and buses

### Blind spots

Bus and truck drivers have large blind spots where they are unable to see passing vehicles, particularly bicycles. It is extremely important to stay out of the blind spots. Trucks and buses are wider than most passenger vehicles and occupy more space on the road, meaning cyclists should never share a lane with them. Always watch for trucks and buses that may make a right-hand turn in front of you.

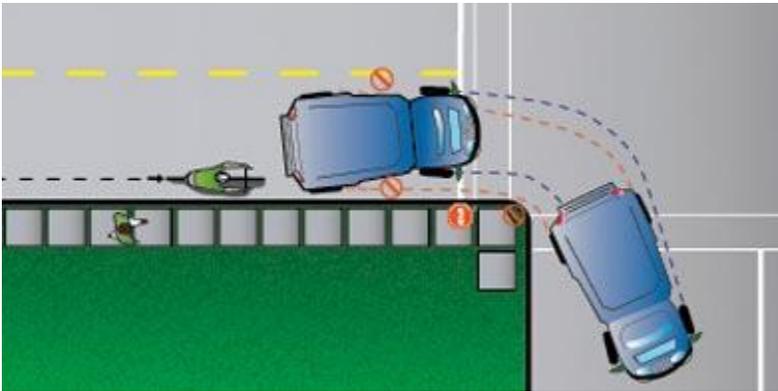
If you can see the eyes of the driver in their mirror, they can see you. Try to catch the driver's attention, or stay well ahead of or well behind their vehicle.



## Trucks and turning

Cyclists need to take extra care when entering intersections with trucks. Trucks have large blind spots and may not be able to spot cyclists when making right-hand turns. An experienced truck driver will use lane closure (crowd the curb) to shut down the lane to bikes and small vehicles before making a right turn. They then must swing out away from the curb to allow the truck's rear wheels to complete the turn. Not all truck drivers practice this technique, so always take extra care and watch for right-turning trucks.

Position yourself in front or behind a truck near intersections. The experienced cyclist may choose to pass on the left in the passing lane. If you sit between the curb and a truck at an intersection, you lose the comfort space needed to get out of the way if the truck starts to turn.



## Truck safety tips

- Leave extra room when stopped behind a truck to prevent a "roll-back" collision. When a truck driver takes their foot off the brake to release the clutch, a heavy load can cause the truck to roll back.
- Trucks require a lot of space to stop. Always ensure there is a large distance between your bike and a truck before you pull in front.
- The length of a truck affects the driver's visibility. If you're riding behind a truck, stay far enough back so that the driver is better able to see you in the side-view mirror.

- Ride on the inside section of a bike lane when a truck is near you. If you're sharing the road, ride far enough behind the truck so that you appear in its mirrors.
- At low speed and when starting from a stop, bikes tend to wobble, which can contribute to your handlebars knocking into the vehicle beside you. Cyclists should gear down at stops to reduce the wobble effect at start-up.
- Do not rely on your bell, horn or voice to alert the truck driver of your presence. Respect the driver's limitations and keep a safe distance away.
- Trucks passing cyclists can create a gust of wind powerful enough to throw the most experienced cyclist off balance. When you can anticipate a truck coming up on your side, keep pedaling at a constant rate and concentrate on keeping your front wheel straight.

### **School buses**

When the upper red lights of a stopped school bus are flashing and the flashing stop arm is extended, traffic in both directions must stop. If you are coming from behind the bus, stop at least 20 metres away, and a safe distance when approaching from the opposite direction.

The only exception is if you are on a road divided by a median strip. In this case, only vehicles approaching a school bus from behind must stop.

You may not proceed until the bus resumes motion or the red signal lights have stopped flashing and the stop arm is retracted. Failing to stop for a school bus is against the law, and if charged, you could be subject to a fine. This law applies on all roads and to all drivers, including bicyclists.

### **Traveling in groups within the city**

There are a few safety tips to keep in mind when traveling in groups.

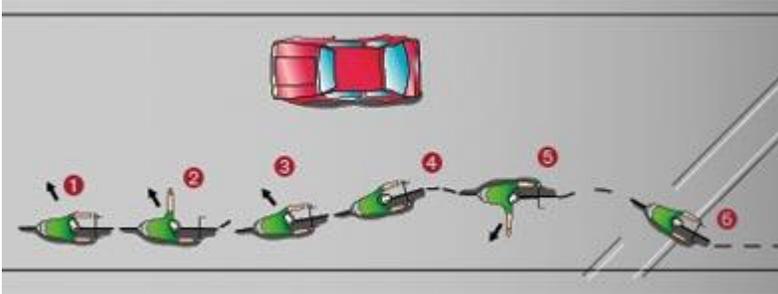
- **Ride in single file on narrow two-lane roads or when traffic is heavy on multi-lane roads.**
- **Keep at least one metre apart from other cyclists in the group and keep several lengths apart when going downhill at high speed.**
- **When stopped for lights or stop signs, cyclists should stop behind the last, stopped car unless there is a free lane on the right for them to proceed. It is a dangerous and illegal habit to sneak up beside waiting cars at a stop sign or traffic light and then to pop out the front of the line when the traffic proceeds or the light changes.**

If you are traveling in a large group, break up into smaller groups of about four to six within the city. Keep about one kilometre between groups to allow traffic to pass.

## Obstacles and road surfaces

### Railway tracks

Railway tracks are very dangerous. Crossing at the wrong angle could cause you to fall or damage your bicycle wheels. Remember, tracks are slippery when wet.



Steps when crossing tracks: 1) shoulder check, 2) signal, 3) shoulder check, 4) move left, 5) shoulder check, signal, shoulder check, 6) cross at right angle.

If the tracks angle the other way across the road, you should move right, not left to ensure crossing the tracks at a right angle.

Always cross the tracks at right angles. If the tracks are at an angle to the road, you may need a full lane. Use hand signals to slow traffic behind you and give you room to cross the tracks safely. Go slowly and stand on the pedals when crossing over particularly bumpy tracks.

If it is too difficult to cross the tracks safely, dismount and walk your bike across instead.

Where tracks run parallel to the direction of vehicle travel, lane changing and left turns become extremely hazardous. Wait for breaks in traffic and cross the tracks at right angles.

### Surface hazards

Surface hazards exist on every street, but they are most common close to the curb, where much of your riding is done. Cyclists riding in a pack must always watch for surface hazards, verbally warn other riders and must also indicate by pointing out the direction of the hazard in comparison with their direction of travel around it. It is critical that the front riders of the pack scan the road ahead of time and notify the pack of road hazards approaching:

**Holes and depressions or raised surfaces** that can buckle wheels or throw the rider. Avoid them with gradual course changes, go through them slowly, signal and verbally warn other riders.

**Loose or slippery surfaces** can cause you to lose control. Go over them slowly and corner carefully, keeping the bicycle as upright as possible.

**Sharp objects** can cut or puncture tires, sometimes causing blowouts that result in spills or crashes. Watch for nails, tacks, glass, staples, wire, pins, sharp rocks and sharp pieces of metal. Avoid them with gradual course changes, go through them slowly, signal and verbally warn other riders.

If you get a flat tire, signal, verbally warn other riders, and slow down gently to a stop to fix your tire.

## **Riding on sidewalks and shared paths**

Sidewalk cycling is very dangerous. Many collisions between cyclists and motor vehicles occur where sidewalks, driveways and parking lot access become unexpected intersections. **Riding on sidewalks is illegal in Saskatoon unless there is signage stating the sidewalk or path is a shared bike/walking path.**

When riding on shared bike/walking paths cyclists should:

- Ride at a slow speed.
- Use your bell or horn to signal your presence when approaching pedestrians from behind.
- Be ready to stop and allow pedestrians to cross.
- Stop before every intersection and look all ways for cars.
- Watch for cars entering or exiting from driveways/laneways.
- Walk your bike across a crosswalk (it is illegal to ride across a crosswalk).

## **Weather hazards**

Wet weather makes roads slippery and cyclists need to take extra caution when riding in wet conditions.

### **Braking**

Most bicycle brakes work poorly in the rain. If you have steel rims, ride slowly and allow extra time for braking. Brake hard only after your brakes start to grab. Aluminum and alloy rims provide the best wet weather braking.

### **Cornering**

You have less traction on wet roads, so corner slowly with little leaning.

### **Puddles**

Avoid puddles if possible, or go through them slowly.

### **Metal, paint and wood**

Metal plates, service covers, tracks and painted lines are all very slippery when wet. Slow down and corner carefully on all such surfaces.

### **Visibility**

Visibility can be poor in wet weather. Wear bright outer wear so that drivers can see you better.

# **City of Saskatoon BYLAW NO. 6884**

A Bylaw of the City of Saskatoon to control and regulate the operation of bicycles upon and in the streets, parks, and other places in the City of Saskatoon.

The Council of The City of Saskatoon enacts as follows:

## **Short Title, Interpretation and Application**

### **Short Title**

1. This Bylaw may be cited as "The Bicycle Bylaw".

### **Interpretation**

2. In this Bylaw:

(a) "Act" means The Highway Traffic Act of the Province of Saskatchewan and all amendments thereto;

(b) "bicycle" means any muscular propelled, chain-driven wheeled device in, on, or by which a person is or may be transported or drawn;

(c) "curb" means the dividing line between that portion of any street intended for the passage of motor vehicles and that intended primarily for the use of pedestrians, whether marked with any form of curbstone or not;

(d) "License Bylaw" means Bylaw No. 6066 of The City of Saskatoon and all amendments thereto;

(e) "park" means any improved or unimproved lands owned by or subject to the direction and control of The City of Saskatoon and intended for the recreational use and enjoyment of the general public, and, without limitation, includes all those areas encompassed by what is commonly known as the Meewasin Valley Trail, and all lands and environs associated therewith;

(f) "pedestrian" means any person on foot or in a wheelchair;

(g) "sidewalk" means that portion of any street intended primarily for use by pedestrians;

(h) "street" means all or any part of a road allowance, highway, road, lane, bridge, place, alley, square, thoroughfare, or way intended for or used by the general public for the passage of vehicles or pedestrians;

(i) "Traffic Bylaw" means Bylaw No. 4284 of The City of Saskatoon and all amendments thereto;

(j) "traffic sign" means any sign, signal, marking, or other device, placed painted, or erected for the guidance, regulation, warning, direction, or prohibition of traffic;

(k) any other words shall, insofar as they are not inconsistent with this Bylaw, have the same meaning as in the Act.

### **Application**

This Bylaw shall apply to the operation of all bicycles upon or in the streets, parks, and other public places in the City of Saskatoon.

## LICENSE

4. Repealed by Bylaw No. 7387 - December 20, 1993

## EQUIPMENT

### **5. Brakes**

No person shall operate a bicycle unless such bicycle is equipped with a braking mechanism adequate to control the movement of and to stop the bicycle whenever necessary. All such braking mechanisms shall be maintained in efficient working condition at all times.

### **6. Horn or Bell**

No person shall operate a bicycle unless such bicycle is equipped with a horn or bell capable of emitting sound audible under normal conditions for a distance of not less than thirty-five (35) metres.

### **7. Lights and Reflective Devices**

No person shall operate a bicycle during the period from one-half hour after sunset to one-half hour before sunrise, or at any other time when conditions of poor visibility exist, unless such bicycle is equipped with and displays an operating headlight together with a red rear light or reflective device.

## OPERATION

### **8. Position on Street**

Every person operating a bicycle shall utilize only that portion of the street as is intended for the passage of motor vehicles and shall be so positioned thereon as to be as close as is reasonably practicable to the right hand curb, except that any such person operating a bicycle may leave the proximity of the right hand curb when approaching an intersection and indicating an intention to turn by giving the required signal to that effect.

### **9. Two Abreast**

Except as is necessary for the purpose of passing, no person shall operate a bicycle on the left side of any two other bicycles being operated abreast.

### **10. Stunting**

Every person operating a bicycle shall have at least one hand on the handle bars at all times, and no person operating a bicycle shall perform or engage in any acrobatic or other stunt.

### **11. Passengers**

No person shall operate a bicycle while carrying thereon any other person, except that such person may carry one passenger where the bicycle is equipped with a properly constructed pillion seat securely fastened over the rear wheel thereof.

### **12. Loads**

No person shall operate a bicycle while carrying thereon any load in excess of twenty-five (25) kilograms, nor shall such load extend to a greater width than forty-five (45) centimetres on either side of the center line of the bicycle, nor to such a height as would obstruct the clear vision in all directions of the person operating the bicycle while seated on the seat thereof.

13. In any location where an exclusive lane for the passage of bicycles has been established and is so designated by traffic signs and pavement markings, every person operating a bicycle shall utilize such lane only, except that any such person may depart from the exclusive bicycle lane when approaching an intersection and indicating an intention to turn by giving the required signal to that effect.

## **PARKS**

### **14. Comply with Traffic Signs**

Every person operating a bicycle in a park shall comply with the directions or regulations contained on any traffic sign in such park.

### **15. Due Care and Attention**

Every person operating a bicycle in a park shall do so with due care and attention and with reasonable consideration for other persons in such park.

### **16. Yield Right of Way**

Every person operating a bicycle in a park shall yield the right of way to any pedestrian therein.

### **17. Operating on Left Prohibited**

Every person operating a bicycle upon any sidewalk, trail, or path in a park shall, except when overtaking and passing a pedestrian or bicyclist proceeding in the same direction, operate the bicycle to the right of the center of any such sidewalk, trail, or path.

### **18. Passing and Overtaking**

Every person operating a bicycle upon any sidewalk, trail, or path in a park shall sound a horn or bell prior to overtaking and passing any pedestrian or bicyclist proceeding in the same direction upon any such sidewalk, trail, or path.

### **19. Rate of Speed**

No person shall operate a bicycle in a park at an immoderate rate of speed, or so as to startle, endanger, or interfere with any other person in such park.

## **BRIDGES**

20. In traversing any bridge or river crossing a person operating a bicycle may:

(a) subject to Section 22, utilize that portion of the bridge or river crossing as is intended for the passage of motor vehicles; or,

(b) notwithstanding any other provision hereof, utilize the sidewalk portion of any bridge or river crossing.

### **21. Crossing on Sidewalk**

In traversing any bridge or river crossing upon the sidewalk as provided in Section 20(b), every person operating a bicycle shall:

(a) proceed with due care and attention and with reasonable consideration for all pedestrians; and,

(b) yield the right of way to all pedestrians; and,

(c) dismount and walk the bicycle when passing a pedestrian proceeding in the same direction upon such sidewalk.

### **FREEWAY SYSTEM**

#### **22. Freeways**

No person shall operate a bicycle upon any of those streets set forth in Schedule "A" hereto, except upon that portion of any such street as is clearly set aside and designated for the passage of bicycles.

### **PENALTIES**

23. The penalty for breach of any of the provisions of this Bylaw shall be as set forth in Schedule "B" hereto.

### **MISCELLANEOUS AND TRANSITION**

#### **24. Application of Act and Traffic Bylaw**

Except to the extent that they are inconsistent herewith, the relevant provisions of both the Traffic Bylaw and the Act are applicable to the operation of bicycles in the City of Saskatoon.

#### **25. Paramountcy**

In the event of any conflict between the provisions of this Bylaw and those contained in Parks Bylaw No. 3187 of The City of Saskatoon, the provisions of this Bylaw shall govern and supersede such Bylaw No. 3187.

#### **26. Consequential Amendments**

Paragraphs 4-26, 4-27, and 10-1 through 10-9 inclusive of the Traffic Bylaw, together with the penalties applicable thereto as set forth in Schedule 12-1 of the Traffic Bylaw, are hereby repealed.

#### **27. Coming into Force**

This Bylaw shall come into force and take effect on the 2nd day of May, A.D. 1988.

Read a first time this 2nd day of May, A.D. 1988.

Read a second time this 2nd day of May, A.D. 1988.

Read a third time and passed this 2nd day of May, A.D. 1988.

"C. Wright" "Susan MacKeigan"

Mayor Acting City Clerk

(SEAL)

"APPROVED IN ACCORDANCE WITH PROVISIONS  
OF THE URBAN MUNICIPALITY ACT, 1984

DATE: June 23, 1988

D. Abbey

HIGHWAY TRAFFIC BOARD"

**SCHEDULE "A"**  
**CITY OF SASKATOON FREEWAY SYSTEM**

1. Idylwyld Drive from 20th Street south to Circle Drive;
2. Circle Drive South from Idylwyld Drive east to Highway No. 11;
3. Circle Drive North from Millar Avenue east and south to College Drive;
4. Attridge Drive from Circle Drive to Central Avenue;
5. Circle Drive between 33rd Street and Airport Drive.

**SCHEDULE "B"**  
**PENALTIES**

1. Every person who breaches any of the provisions of this Bylaw is guilty of an offense and liable on summary conviction to a fine of Twenty-five (\$25.00) Dollars, hereinafter referred to as the stipulated penalty.
2. The stipulated penalty shall be discounted to the amount of Ten (\$10.00) Dollars, hereinafter referred to as the discounted penalty, if paid or remitted on a voluntary basis in accordance with the provisions set forth hereunder:
  - (a) The Police Department of The City of Saskatoon shall issue a Notice in a form approved by the Chief of such Department to every person alleged to have breached any provision of this Bylaw, requiring every such person to pay or remit unto the City Treasurer of The City of Saskatoon the discounted penalty within fourteen (14) calendar days of the date of the Notice.
  - (b) The discounted penalty may be paid or remitted in any of the following manners:
    - (i) in person, during regular office hours, to the cashier located at City Hall, Saskatoon, Saskatchewan; or,
    - (ii) by deposit, at the depository located at the main entrance to City Hall, Saskatoon, Saskatchewan; or,
    - (iii) by mail, postmarked within the prescribed fourteen (14) day period, to the Office of the City Treasurer, City Hall, Saskatoon, Saskatchewan, S7K 0J5.Any person requiring a receipt shall attend and pay in person as provided in subparagraph (i) above.
  - (c) Upon payment of the discounted penalty in the manner provided herein, no person shall be liable to prosecution with respect to the circumstance described in the Notice to which such payment pertains.
3. The stipulated penalty may be paid in the manner provided herein at any time prior to the date that a person is required to appear in Court to answer a charge under this Bylaw, and, upon payment, the person shall not be liable to further prosecution with respect to such charge.

## HORIZON 100 CYCLING CLUB INCIDENT REPORT

Location of Accident	Date of Accident	Hour of Accident a.m. or p.m.
Name of Injured person	Age	Telephone Number
Address of injured person (E-Mail address if available)		
Nature of Injuries (please use the back of the form for additional writing space)		
Details of how the accident occurred (please use the back of the form for additional writing space)		
Type of first aid administered:		
Weather Clear Rain Snow Fog/Mist N/A	Light Conditions Daylight Dawn Dusk Darkness Artificial	
Road Condition Dry Wet Snow/Ice Under Repair Other-Specify	Type of Incident Fall Car/Bicycle Pedestrian Other-specify	
Medical Service Obtained: Yes No If yes, name of the Hospital & address:		
Name of attending physician (if any)		
Names, addresses, phone numbers of witnesses		
1.		
2.		
3.		
Name of police officer (if notified)	Division:	Badge No:

**If a motor vehicle was involved, please complete the following:**

Licence number of the vehicle
Name and address of the DRIVER of the vehicle
Name and address of the OWNER of the vehicle

This form is being filled out by \_\_\_\_\_

Address \_\_\_\_\_ Home number \_\_\_\_\_ Work Number \_\_\_\_\_

City \_\_\_\_\_ Province \_\_\_\_\_ E-Mail \_\_\_\_\_

Signature: \_\_\_\_\_ Date \_\_\_\_\_

**Telephone notification to the President should be made immediately following the ride.**

**Please forward this Incident Report to the Club President within 24 hours of the ride.**