

County of Lethbridge Policy Handbook

EFFECTIVE: August 12, 1992 **SECTION:** 300 **NO. 306 Pge 1 of 5**
APPROVED BY: County Council **SUBJECT:** Staging Cycle Races and
Time Trials
REVISED DATE: April 7, 2005

The purpose of this policy is to control cycle racing and time trials on the County roads.

STAGING CYCLE TIME TRIALS

Preamble

In a bicycle time trial, an individual or a team of cyclists rides over a fixed distance against the clock. Cyclists start at regular intervals. The fastest cyclist or team completing the course wins the event.

In the interest of safety for the participants and other road users, the organizers of such events should contact the proper road authorities to confirm that the use of certain roadways is acceptable and that appropriate safety measures are in place.

Route Selection

Cycle time trials should not be staged on high speed, high volume roadways.

Roadways having a marked shoulder (1 m minimum shoulder width) are best suited for this type of event.

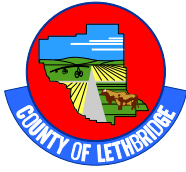
The route should be selected to avoid U-turns in returning to the starting point. Left turns across on-coming traffic should also be kept to a minimum. Avoid situations where cyclists are travelling on both sides of a roadway.

The start/finish area must be located off the roadway. The area should be spacious enough to accommodate all participants. Neither spectators nor participants are allowed to congregate on the roadside or obstruct traffic.

Adequate off-road parking should be available as close to the start/finish area as possible. Parking on the shoulder or ditches of any roadway is not permitted.

Check points, rest areas or repair locations should be located off the roadway.

If the route of an event involves roadways that are under the jurisdiction of a municipality, approval from the municipal authority must be obtained.



County of Lethbridge Policy Handbook

EFFECTIVE: August 12, 1992 **SECTION:** 300 **NO. 306 Pge 2 of 5**
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Rules of Operation

Cyclists enjoy the same rights and responsibilities as other road users. All rules of the road and traffic control devices must be obeyed.

Use the road shoulder for cycling and keep to the right edge of the road as much as practical.

In a team time trial, the cyclists must ride in single file.

Escorting and Signing

Escorting is optional. Make sure vehicles use four-way hazard signals while escorting. Under special circumstances, there may be a requirement for additional escort vehicles.

Marshalling

Organizers must have responsible persons on hand to provide guidance to the participants and to ensure that participants follow the approved conditions of the event.

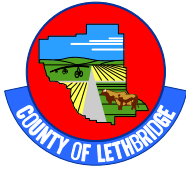
No persons other than peace officers or trained flagpersons shall direct or attempt to control highway traffic during the event. When trained flagpersons are used, special signing arrangements may be required.

Suspension of Event

Events should be held during daylight hours and under adequate visibility conditions.

In case of inclement weather or poor visibility, events should be suspended until conditions have improved.

Events are subject to suspension by the R.C.M.P. or municipal police if, in their opinion, the events present a hazard to participants and/or the general public.



County of Lethbridge Policy Handbook

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Liabilities

The County of Lethbridge assumes no responsibility for whatever may occur during or as a result of such events. Participants are advised to exercise due care at all times.

STAGING CYCLE RACES

Preamble

Cycle races are special events commonly organized for the promotion of recreational exercise, training of athletes and other purposes.

Section 124(2) of **The Highway Traffic Act** indicates that the Minister of Transportation and Utilities or a road authority may authorize a race to be held on a highway subject to conditions that the Minister or the authority considers appropriate.

In the interest of safety of the participants and other road users, organizers of such events should contact the proper road authorities to confirm that the use of certain roadways is acceptable and the appropriate safety measures are in place.

Route Design

Bicycle races should not be staged on high speed, high volume roadways.

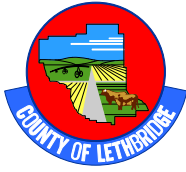
Roadways having a marked shoulder (1 m minimum should width) are best suited for this type of event. A large number of participants may require a wider shoulder.

The route should be selected to avoid U-turns in returning to the starting point. Left turns across on-coming traffic should also be kept to a minimum.

The start/finish area must be located off the roadway. The area should be spacious enough to accommodate all participants. Neither spectators nor participants are allowed to congregate on the roadside or obstruct traffic.

Adequate off-road parking should be available as close to the start/finish area as possible. Parking on the shoulder or ditches of any roadway is not permitted.

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Rules of Operation

There will be no closure of any portion of roadway for the staging of bicycle races unless otherwise specified.

Cyclists enjoy the same rights and responsibilities as other road users.

Participants must obey all rules of the road and traffic control devices.

Limit the number of cyclists in a stage of any race category to a manageable size. There should be a gap of at least 15 minutes between the start of any two stages of a cycling event.

Cyclists are to ride in single file (except for overtaking) and keep to the right edge of the roadway as much as practical.

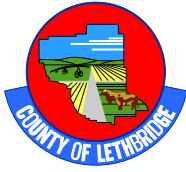
Cyclists should not stop on the road for rest, repair or other purposes.

Escort and Signing

Where escorting is feasible, escort vehicles should be used. The four way hazard warning signals on the escort vehicles must be turned on during escorting.

Advance Event Information signs must be set up at strategic locations along the race course two weeks in advance to inform the regular road users of the upcoming event. The signs must be removed at the completion of the event in order to avoid confusion.

The costs associated with the fabrication, installation and removal of these signs are the responsibility of the organizers.



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