

Husky Cycling Club - Safety & Etiquette Policies

*Every rider must review our Safety & Etiquette Policies **before** joining Club-sanctioned events. Husky Cycling Club aims to provide a safe environment that supports all UW students, faculty, staff, and alumni in experiencing the sport of cycling. Please follow these policies to ensure your and others' safety in our Club and the community. This is a working document and may be updated in the future. Officers are required to announce any updates to the policies promptly.*

Please email huskycyclinguw@gmail.com or contact a Club Safety Officer with any questions or concerns. If requested, all messaging will be treated as confidential.

2025-26 Club Safety Officers

Evan Gray (he/him)

+1(206)-866-8835 | egray062@uw.edu | Discord: evangray.

Lily Brecht (she/her)

+1(425)-365-2930 | oats3793@uw.edu | Discord: lily_99673

Aidan Kuhn

+1(720)-285-8945 | aidank77@uw.edu | Discord: aidankuhn

Table of Contents

1. Individual Safety	2
2. Group Riding	3
3. Social Conduct	5
4. Incident Response & Concussion Protocol	6
5. Consequences	7
6. Visuals	8

1. Individual Safety

- I. Every rider should be self-sufficient; repair kits are **mandatory** and must always be carried. Depending on the bicycle, this may include a spare inner tube, a hand pump, tire levers, a CO₂ cartridge & valve, a patch kit, a multi-tool, dyna-plugs, and/or bacon strips. Repair kits may be stored in any way, as long as they are on the bike or person that would use them.
- II. Helmets are **mandatory**. Riders may not participate in Club Rides without a helmet.
- III. Rear lights are highly recommended at all times.
 - A. A rear light and a front light are **mandatory** if riding in dark conditions during any portion of the ride.
 - B. Rear lights are **mandatory** during rainy conditions that limit visibility.
- IV. Every rider should understand their own nutritional needs. Ensure you have the nutrition (food & water) to complete a route with extra in case the ride does not go as planned.
- V. Perform a check of your bike for any damage, loose components, or other mechanical issues before a ride.
- VI. It is recommended that every rider download either Uber or Lyft on their phone to have a bailout option if they are stranded far from home.
- VII. Come prepared for any weather. If you would like recommendations on cycling gear that will keep you dry, warm, and safe, please consult an Officer or another teammate. There are many low-budget solutions to riding in inclement weather.
- VIII. If you need assistance or instruction on how to safely operate equipment or practice riding skills, always ask your teammates for help.

2. Group Riding

- I. Do not recklessly endanger other riders, yourself, pedestrians, or car drivers.
- II. Do not bump/touch other riders without their permission.
- III. Maintain a safe following distance.
- IV. Ride as close as is comfortable/safe. A more cohesive group occupies a smaller space on the road and can act more like a single vehicle through intersections.
- V. Adhere to all traffic laws. If others are committing traffic violations (e.g., running a red light) do not follow them.
 - A. Though each rider is responsible for their safety, the leading rider should always consider the length of the entire group. They should only pass other road/trail users or move through an intersection when the entire group can safely do so.
 - B. If a rider is stuck behind a red light, the rest of the group must wait for them on the other side unless stated otherwise.
- VI. Remain aware of your surroundings and always act based on your own circumstances.
 - A. Do not follow the unsafe maneuvers of a rider ahead of you (or what would be unsafe for you based on timing).
 - B. Act in consideration of others in the group but with enough independence and self-reliance to keep yourself safe.
 - C. Riders are not allowed to engage in anything that would distract them from their surroundings (talking on the phone, texting, wearing headphones, etc.) while riding in the group.
- VII. **Signaling [SEE PAGE 8 FOR VISUAL]**: Always signal well in advance to give others time to understand you. Any of these should be paired with a verbal

warning when necessary. Repeat hand and/or verbal signals to ensure teammates behind can also understand the message.

- A. *Right arm extended OR left hand vertical* = Right turn
- B. *Left arm extended* = Left turn
- C. *Wave hand up and down* = Slowing
- D. *Open palm on the back* = Stopping
- E. *Wave left/right hand side-to-side* = Moving left/right to avoid obstacles (typically pedestrians)
- F. *Point out obstacles* in the road (e.g., potholes, debris, glass, cars, etc.)
- G. *"Clear!"* = an intersection is clear and the group is moving through
- H. *"On your [left/right]!"* = announce to pedestrians you are passing (use polite volume)
- I. *Flare both elbows* - "Caution!" (slowing down/obstacle ahead/getting out of the saddle which moves the wheel back slightly)

VIII. Pacelines [SEE PAGE 8 FOR VISUAL]: Taking turns at the front of a line, allowing those behind the leader to draft and expend less energy.

- A. Do NOT increase pace when the leader pulls off in front of you and you begin a pull. Instead, maintain the same speed (if on a steady gradient, this means the same gear) and compensate with power so you continue riding at the same cadence. The rider pulling off slows down when they are off the paceline, and the paceline itself maintains the same speed.
- B. Signal when pulling off the front
 - 1. *Right elbow flick* - "I'm pulling off the front, moving left."
 - 2. *Left elbow flick* - "I'm pulling off the front, moving right."
 - 3. *Flare both elbows* - Leadout rider slowing down during a bunch sprint after delivering sprinter

- C. **Double pacelines:** Two pacelines, staggered; particularly efficient with bigger groups. The main line (typically on the left/closest to the edge of the road) is one bike length ahead of the second line. Riders pull off the front of the main line onto the second line and then move back onto the wheel of the last rider in the main line.
- IX. In all scenarios related to safety, club members are required to adhere to the directions of the Club Safety Officers, Ride Leaders, and/or other club leadership. Failure to do so will result in the rider being removed from the group to preserve others' safety and may result in further consequences deemed by the officers.

3. Social Conduct

- I. Husky Cycling Club has a zero-tolerance harassment policy. This includes any form of harassment, discrimination, or misconduct because of race, color, creed, religion, national origin, citizenship, sex, age, marital status, sexual orientation, physical abilities, or military status. This policy applies whether the harassment is directed toward club members, UW faculty, staff, students, competitors at races, or any member of the public.
- II. Refrain from using profanity, obscene gestures, or any other forms of aggression toward teammates or members of the public.
 - A. This includes situations involving reckless drivers who may endanger you or others. Shouting or any other actions may escalate the situation and further endanger you or your teammates. If you are concerned for safety, speak with club leadership and/or remove yourself from the situation. In cases that others pose a serious threat to your or someone else's safety, dial 911.

- III. Do not share others' personal information such as their home address or phone number with anyone who they have not given explicit approval to have said information.

4. Incident Response & Concussion Protocol

- I. In the event of any crash, the Ride Leader (RL) must perform the following protocol:
 - A. Determine if the rider has any broken bones, abrasions, head trauma, or any other severe injuries. The rider may not continue if they appear to have any severe injuries.
 - B. Examine the crashed rider's helmet for any dents, cracks, or abrasion. The rider may not continue if there is any damage to the helmet.
 - C. Assess the rider for symptoms of a concussion (disorientation, numbness, vomiting, seizures, or headache). Even if a rider did not visibly hit their head, the RL must check them. If the RL crashes, someone who did not crash must check them. The RL may perform a secondary test to observe pupil dilation if needed: shine light into each eye (both pupils should constrict quickly and equally; slow, unequal, or no constriction indicates a concussion).
 - D. If injuries are severe, the RL (or another stable rider) should dial 911 immediately.
 - E. If injuries are moderate, the RL should call an Uber or other transportation method for the injured rider. Someone must wait with the rider until transportation has arrived. The expenses for returning a rider home safely will be paid by the Club (*case-dependent*).

- II. At a race event, the Safety Officer (SO) is responsible for managing incidents if they are present. If the SO is not present, other available Officers are responsible for stepping in to manage the incident.
- III. If a Club member has incurred substantial physical injury during a Club-sanctioned event, the SO will report the incident to the IMA Rec Clubs Program.
- IV. In the case of a mechanical issue that prevents a rider from returning home safely, the RL should call an Uber or other transportation method for the rider. Someone must wait with the rider until transportation has arrived. The expenses for returning a rider home safely will be paid by the Club (*case-dependent*).

5. Consequences

We take the safety of our teammates very seriously. As such, every member of Husky Cycling Club should hold themselves and others accountable for, either mistakenly or intentionally, breaking these safety policies.

This club operates on a three-strikes system. If the Officers deem a rider's actions to be unsafe the rider will be required to review this handbook and discuss measures to not make these mistakes again. A third infraction will result in deliberation by the club Officers over next steps. This may involve restricting and/or banning a rider from group rides, Racing Member benefits, and other functions of Husky Cycling Club.

Husky Cycling Club has a zero-tolerance harassment policy. Cases of harassment and/or sexual harassment will be reported to the University of Washington Student Life offices and result in immediate expulsion from the club.

6. Visuals

Signals

Left turn



Right turn



Stopping



Obstacle/Pothole



Obstacle/Pedestrian
(to the left)



Obstacle/Pedestrian
(to the right)



Slowing

Flick both elbows



OR

Wave hand vertically



Double Pacelines



First wheel

**Signal: Flick
right elbow**

After finishing their
pull, the first wheel
moves to the front
of the left paceline.



Last wheel

**Signal: Point if not
entering at the back**

The left line will
slowly shuffle back,
going slightly slower
than the right line.
When you see the
last rider on your
right, move onto
their wheel and
start the cycle
again.

Pro Tips!

- Don't change gears as you change positions
 - Adjust cadence and power to match so the group keeps the same speed
- Don't brake!
 - Using your brakes disrupts momentum and can cause riders to overlap wheels
 - If you have no option, warn the riders around you with your voice or by flicking both elbows



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Aidan Kuhn

+1(720)-285-8945 | aidank77@uw.edu | Discord: *aidankuhn*

Anna Batista

+1(505) 500-5247 | abatista@uw.edu | Discord: *albatc*