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.*

In all scenarios related to safety and etiquette, club members are required to adhere to the directions of the Officers or designated ride leader(s). Failure to do so will result in the rider being removed from the group and may result in further consequences.

Please email huskycyclinguw@gmail.com or contact a Club Safety Officer with any questions or concerns.

2026-27 Club Safety Officers

Rishi Roy

+1(425)-381-6094 | rishiroy@uw.edu | Discord: _.*tidepod*

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. All riders **must** carry a repair kit. Depending on their bicycle, this may include:
   - spare inner tube
   - hand pump or CO_2 cartridge
   - tire levers
   - patch kit
   - multi-tool
   - dyna-plugs and/or bacon strips

II. Helmets are **mandatory**.

III. Required lighting: rear lights are highly recommended at all times, but:

   A. A solid/pulsing rear light and a solid front light are **mandatory** if riding in dark conditions.

      1. Note that this is in spite of Washington State law, which only requires a rear reflector and front light.

B. Rear lights are **mandatory** in rainy or otherwise limited visibility conditions.

IV. Every rider should understand their own nutritional needs. Ensure you have the nutrition (food & water) to complete a route, and carry extra in case the ride does not go as planned.

V. Riders should familiarize themselves with the route. Although they do not need to have it printed or loaded on a cycling computer, bring a fully-charged phone with access to the route. Research bailout options, such as public transit and rideshare.

VI. Perform a check of your bike for any damage, loose components, or other mechanical issues before a ride..

VII. It is recommended that every rider download a rideshare app to their phone to have a bailout option if they are stranded far from home.

VIII. Be 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.

IX. If you need assistance or instruction on how to safely operate equipment or practice riding skills, always ask for help.

2. Group Riding

I. Do not recklessly endanger other riders, yourself, pedestrians, or car drivers.

II. Keep a reasonable distance from other riders. Do not bump/touch other riders.

III. Maintain a safe following distance. 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.

IV. Adhere to all traffic laws. If others are committing traffic violations (e.g., running a red light), do not follow them.

A. If a rider is stuck behind a red light, the rest of the group will wait for them on the other side. Never ride unsafely for the sake of catching up to the group. The leader will eventually stop to regroup, and they are expecting the group to break when riding in dense city streets.

B. Stop signs: In Washington State, as long as there are no other vehicles at the intersection, it is legal for cyclists to yield at stop signs rather than come to a full stop.. This does NOT mean that cyclists can roll through stop signs at full speed; they must approach the intersection at a speed such that they can stop if another vehicle is about to enter the intersection.

C. Sidewalks: Riding on the sidewalk is legal in the city of Seattle. This is an option that we will sometimes use, but pedestrians always have the right of way. Additionally, other municipalities may have different regulations on bicycle sidewalk usage.

V. Use your judgement. There is a time and place to race, and the public streets/trails aren't always appropriate. In addition, respect the judgement of the ride leader. If they are going too slow for your preference, consider joining a faster pace group (if applicable) or riding solo. Keep in mind that group dynamics

are vastly different from solo riding, especially on busy trails that may require an increased braking buffer.

VI. When you ride in our group, you are responsible for the safety of the other riders and the reputation of the Husky Cycling Club. Reckless riding is unacceptable, as...

- it endangers the lives of other riders and other road users
- it worsens others' image of cyclists and the Husky Cycling Club

VII. Be 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.

B. 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.

VIII. Riders should select a pace/distance group that is suited to their skills and fitness. While we will generally make an effort to help slower riders make it back to the start, we do expect them to choose a different pace group for the next ride out of respect for the others' training plans.

IX. **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 callout (see below) when necessary (eg: stopping suddenly) . Repeat hand and/or verbal signals to ensure teammates behind can also understand the message.

A. *Right arm extended to the side* = Right turn

B. *Left arm extended to the side* = Left turn

C. *Wave hand up and down* = Slowing

D. *Open palm facing backwards* = Stopping

E. *Wrap right arm around back and wave to the left = moving left to avoid obstacles*

F. Wrap left arm around back and wave to the right = moving right to avoid obstacles

G. *Pointing towards the road = indicating locations of obstacles* in the road (e.g., potholes, debris, glass, cars, etc.)

H. *Flare both elbows* - “Caution!” (slowing down/obstacle ahead/getting out of the saddle which moves the wheel back slightly)

I. One finger pointing upwards = The group is transitioning to single-file

X. Verbal callouts

A. *“Clear!”* = an intersection is clear and the group is moving through

B. *“On your [left/right]!”* = announce to pedestrians you are passing (use polite volume)

C. *“Car back!”* = a car is trying to pass from behind

D. *“Car up!”* = a car is approaching from ahead (typically used a narrow road)

E. *“Post!”* = a bollard or flexpost is in the middle of the path

F. “Stopping!” and “Slowing!” = when stopping or slowing suddenly, use a verbal callout. It is safer for you, as you can keep your hands on the bars,

and it is safer for others who may not see a hand signal in time to take action.

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

A. Aim to maintain the same pace as the last leader when they pull off in front of you and you begin a pull. If on a steady gradient, this means the same gear. 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. **<u>Double pacelines:</u>** 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.

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 ability, 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) will 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. 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 rideshare or other transportation for the injured rider. Someone must wait with the rider until transportation has arrived. The expenses for returning a rider home safely will generally 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 rideshare or other transportation for the rider. Someone must wait with the rider until transportation has arrived. The expenses for returning a rider home safely will generally be paid by the Club *(case-dependent)*.

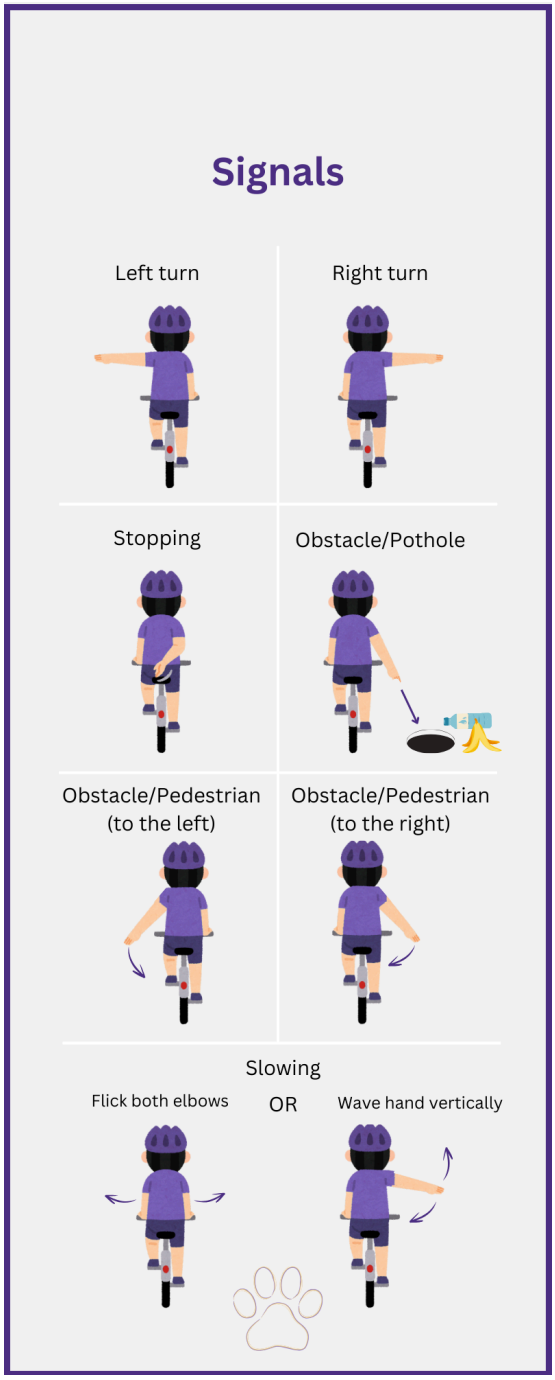
5. Consequences

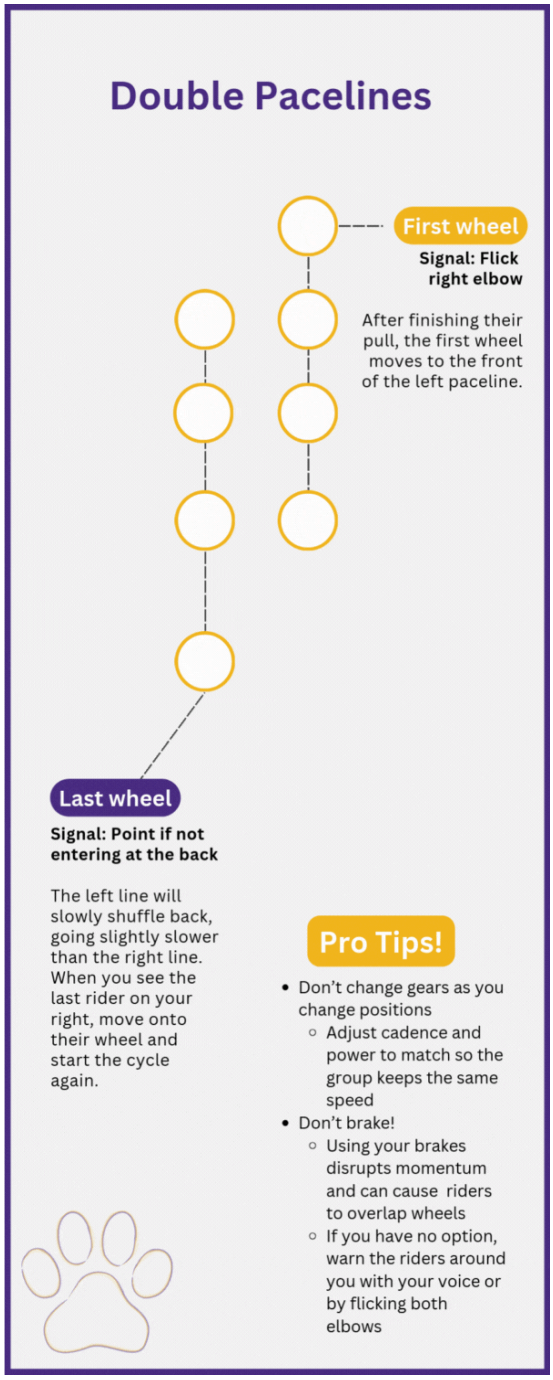
We take the safety of our teammates very seriously. As such, every member of Husky Cycling Club should hold themselves and others accountable for, either mistakenly or intentionally, breaking these safety policies.

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

Please email huskycyclinguw@gmail.com or contact a Club Safety Officer with any questions or concerns.