



## **Ride Captain Feedback – Rules of the Road**

**Simply stated, a bike is considered a vehicle, therefore cyclists have the same rights and responsibilities to obey all traffic laws as other road users. You can be charged and fined (around \$110) for disobeying traffic laws.**

In today's world, cyclists and vehicles have a complicated relationship which has been created because of a lack of ***consistent and predictable behaviour*** from both sides. Excessive aggressiveness at one extreme and at the other end of the spectrum, some drivers “freezing” because they can not predict what we are going to do.

While it is safe to say that at ECC consistent and predictable behaviour by our groups is well defined for streetlights (the 8 second countdown, or longer if in a bigger group), it becomes much murkier when approaching two and four-way stops, particularly in low vehicle volume residential areas.

### **Two and Four Way Stop Signs**

It is always essential to approach stop signs with caution. The writer lives at a four way stop sign and has noticed vehicles that previously slowed down before running the stop signs (illegally of course) to now increasingly seeing vehicles not even slowing down and running the stop sign at speed. So the opposite of consistent and predictable behaviour that could be costly to a cyclist or pedestrian.

The lead riders in the group need to control the pace of the group as they approach a stop sign. If a vehicle is very close or at the stop sign, the lead(s) riders must indicate we are slowing or stopping and signal to the driver it is safe to proceed. In some instances, the vehicle will be hesitant, or pre-occupied, and may wave the group to proceed.

If the group is approaching as another vehicle approaches, a determination on who should go first should be made. This requires the lead rider(s) to make eye

contact, make a hand signal as to the group's intentions, or if practical, talk to the driver.

Any rider deciding to disobey the traffic laws and illegally proceed through a stop sign, will be doing so at their own risk. Each of the other riders in the group must make their own determination and make their intentions clear.

### **Swarming Vehicles**

This clearly a unique recycling road situation not explicitly covered in the rules of the road. However, as we often ride in the city, it can become an issue but shouldn't.

Examples of this are failing to take caution around vehicle traffic including swarming (passing on both sides) of stopped vehicles, following slow moving vehicles too closely and in the blind spots behind vehicles (if you can't see a side view mirror, the driver can't see you), drafting behind vehicles or being impatient when caught in heavy slow moving traffic.

All of these examples increase the risk to the rider and the group and should not be done.

### **Riding to the Right**

The rules of the road state that cyclists should ride 1 metre from the right side of the road. Failing to stay to the right side of the road or as far right as possible given the road surface conditions increases the risk to the riders.

There are too many examples when "car back" is called on a single lane road where riders remain closer to the middle of the road than towards the right side of the road. It is important to "tuck it in" to permit the vehicle pass safely.

**If your bike isn't ready by now, good luck!!!**

But if not, check out **Chain Reaction** [CR website](#) or **Forza Performance** [FP website](#) who are both affiliated with the club for any assistance or advise.

If anyone has any suggestions for the 2026 program, please e-mail us at [safecc@etobicokecycling.com](mailto:safecc@etobicokecycling.com).

Stay tuned for Week 6 of **SAFECC**: To be confirmed

***Ride Safe and Ride Longer***