

2009 Tour For Kids July 17-19

Tour For Kids Ride Formation Model

Ride Formation/ Marshals and Mechanical Support

- Each Day – 2 options (Direct Route approx. 100km) Full Stage (160km to 230km);
- Pace Groups will be organized for each option - 2 Ride Marshals / Group – Fastest, Faster, Fast
- Riders decide what works best for them on morning of each ride;
- Direct Route Options – Bikes and Cyclists are shuttled ahead;
- Smaller - Not a typical mass group ride covering entire road and taking over highway;
- 95% of rider mechanical support is provided by the rider or ride marshal (typically flat tires);
- **Riders not exempt from normal traffic bylaws (this is clearly communicated)**
- Pelotons are spaced apart from each other but situated in relatively close proximity;
- Cyclepath will provide some mechanical support;
- Difficult to cover entire route;
- Riders should plan to be self sufficient for basic mechanical issues

Use of Support Vehicles

- 5 ARES vehicles, 1 sweep wagon, and 2 cars with nurses (medical support);
- None of these vehicles encroach on traffic flow; they will be positioned at strategic crossings (see bottom) and at visible but safe locations in front and after the Tour (by leap frog);
- Other volunteer vehicles on a need to have basis will float and provide extra water and fuel and food on a need to have basis;
- Marshals and vehicles all have 2 way radio communication;
- Large visible Orange signs “BIKE TOUR IN PROGRESS” are attached to rear of all support vehicles except the cargo vans;
- There are no permitted spectator vehicles aloud to stop along the route;

Crews Rest Stops and Signage

- Crew of 8 head out ahead of Tour and place pound in direction and warning road side signs into ground along route “CYCLING EVENT IN PROGRESS”;
- Special attention is given to signing significant perpendicular crossings;
- Crews set up Rest Stops to be located approx. 100km, 50km and 25km from finish; all are positioned well away from the road and have porta potties, are staffed with numerous volunteers, have food, water and sports drinks

Cycling Safety Guidelines

- Signage will be placed at various places along the route to caution motorists of the Tour For Kids;
- Certain crossing areas and areas of extra congestion along the route will have additional signage placed to caution motorists (see bottom);
- Be advised that vehicle traffic **will not be stopped** in order to allow the Tour For Kids to pass;
- Please use extreme caution at all crossings and congested areas and always yield to traffic until you are certain it is safe to make any turn or crossing;
- **Tour For Kids cyclists will not be exempt from any traffic enforcement laws;**
- Try to ride single file – be aware of traffics requirement to pass you safely (with oncoming traffic in mind);
- Do not pass other riders on the inside (curb lane);
- Communicate with your fellow cyclists around you to ensure they are aware of your proximity and what your intentions are for changes in direction and speed (such as passing);
- Avoid sudden changes in speed or direction when riding in close proximity of other riders;
- Keep a safe distance with all other riders to allow you with enough reaction time in the event of a sudden stop or change in direction;

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- Try to point out or signal other riders about any road debris or road hazards, such as pot holes or loose gravel on the road
- In the event of an accident or emergency please notify any of the Tour For Kids cycling marshals or support vehicles as soon as possible (Marshals will be wearing unique jerseys to make them easy to identify and they will be carrying radios)

Emergency Protocol

- Vehicle road support will be provided by ARES Amateur Radio Emergency Response Service;
- **Gerry Leach – ARES – has final authority on all road safety matters;**
- **In case of an Emergency** notify ride marshal or support vehicles contact ARES via 2 way radio – emergency response to authorities will be coordinated by **Gerry Leach**

Clothing and Weather

- Cyclists often get separated from support vehicles;
- Although some clothing can potentially be carried with a support vehicle do not assume that you will have access to it exactly when you need it as the support vehicles get spread out;
- **Although we try our best, it is difficult to guarantee cyclists access to clothing placed on support vehicles for when they need it (thunderstorms etc.) – Therefore cyclists need to try to be reasonably self sufficient for basic clothing needs in case of inclement weather.** As a bare minimum, light waterproof cycling jackets or vest, arm, leg warmers gloves and (under helmet) should be carried by cyclists.

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Potential COLD WET Weather in High Mountain Areas

Village of Lake Louise (Elevation 1524m / 4953 ft)

Averages	Daily High (°C)	Daily Low (°C)	Rainfall (mm)	Snowfall (cm)	Hours of Sun/Day
Jul	20.4	3.6	61.2	0.0	16.0

Expect and prepare for extreme weather on the Tour. It can be extremely hot, cold, snow, rain or hail at any time of year.

Night time temperatures at David Thompson Resort will likely be cool or possibly cold.

Bring Appropriate Clothing for Riding and Camping

Riders should plan to have some protective clothing (vests or rain slick and leg and arm warmers recommended) on them in case of inclement weather.

It is difficult to guarantee cyclists access to clothing placed on support vehicles for when they need it (thunderstorms etc.) – Therefore cyclists need to try to be reasonably self sufficient for basic clothing needs in case of inclement weather. As a bare minimum, light waterproof cycling jackets, arm, leg warmers gloves and (under helmet) should be carried by cyclists.

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Special Crossing Requirements

Tour Organizers will provide assistance at the following crossings

1. Left (East) Turn from Grand Valley Road crossing Highway 1A

This intersection has been significantly upgraded within the last two years as highway 1A was widened and a turning lane was added for traffic (Eastbound 1A turning north onto Grand Valley Road). The addition of the turning lane reduces the risk of eastbound motorists utilizing the shoulder lane which may potentially be occupied by cyclists when passing left (north) turning vehicles turning onto Grand Valley Road from eastbound 1A; however, despite this, potential high speed traffic on highway 1A warrants extra safety measures for safe crossing of cyclists at this intersection.

We will position a marked ARES vehicle with lights in the ditch a minimum of 1 meter from the shoulder pavement on the NE corner of the intersection in order to maximize sight lines for East and West bound traffic. This person will be the designated point person for providing clearance for the riders to cross. In addition, an ARES person will be positioned with hand held signs (above) and a radio on opposite from the T intersection with Grand Valley Road.



2. Crossing Procedure for Highway 1A Northbound on Glen Eagles Road onto Big Hill Road (Also known as the Retreat Road from Hwy. 1A) & Highway 766 and the 1A highway

This crossing was used safely in the 2007 Tour For Kids. This is a straight crossing of Highway 1A requiring extra precautions to safely cross east and westbound traffic on 1A. Again, creating visibility and awareness to east and westbound traffic is advisable in order to provide the maximum safety for Tour participants. In this case we will position a marked ARES vehicle with lights a safe but visible distance off of the pavement at the south east side of highway 1A at the intersection with Glen Eagles Drive. The ARES personnel will have the authority and responsibility to indicate to cyclists to either wait or proceed to cross at an appropriate time.

3. Highway 766 and the 1A highway

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The crossing protocol described above will also apply at this intersection as well as the sign placement for East and West Bound motorists. The 1A highway is a divided highway in this location. ARES will need to confirm that all 4 lanes are clear at once in addition to east and west bound turning lanes.

Below are some other site specific safety precautions worth noting.

1. Crossing 22 at the intersection with highway 1A

This intersection has a short section of narrow pavement with a 1 meter shoulder on the eastbound lane. The speeds limit at this intersection on the 1A highway; however, is reduced to 60 kilometers an hour.

We believe that cyclists can proceed safely through this intersection provided that they ride single file and adhere to all traffic signals. Groups of 8 to 10 cyclists, riding in single file with 2 experienced ride marshals will enhance visibility and safety. Additional signage will be placed on the shoulder well in advance of the intersection to caution eastbound motorists and create awareness of the cycling event in progress. The East Bound through traffic and the right turn traffic share one lane at this intersection. The cyclists will pull back a little further from the intersection to stay away from the right turn vehicles.)