

2014 Tour For Kids July 18-20

- We are proposing slight updates to the route. Please visit the site often to confirm routes.

Tour – Start /Finish

- **Arrival: 6:30am for light continental breakfast and registration at Rock Pointe Church** (1A Highway and Lochend Road, 6kms west of Calgary on Highway 1A)
- Luggage and Bikes will be bussed to start in Banff

Ride Option Summary

Day	Short Distance Riders	Medium Distance Riders	Long Distance Riders
Day 1	97 Km	NA	170 Km
Day 2	104 Km	156 km	214 Km
Day 3	93.4Km	NA	122 Km
Total	294.4 Km		506 Km

Route Details - Turn by turn map will be available online for you to print.

Day 1 – Start

Full Stage Route Option - 170km

Short Stage Route Option - 97 km from Mosquito Creek Campground

Day 1- 170Km Long Stage, 97 Km Short Stage

Rest Stop	Location	Long Stage Distance to Finish/ Start	Short Stage Distance to Finish/ Start	Lunch
Start	Mule Shoe	170Km/0Km		
1	Hebert Lake	117Km/53Km		Long Stage
Start short	Mosquito Creek Campground	NA	97Km/0Km Start	
3	Silverhorn Overflow	69Km/101Km	69Km/34Km	Short Stage
4	Thompson Creek Rec. Area	35Km/135Km	35Km/62Km	
Finish	David Thompson	0Km/170Km	0Km/97Km	

Day 2

Full Stage Route Option – 214 km

Mid Distance Stage Route Option – 156km Starts at Harlech Rest stop 1

Direct Stage Route Option – 105km Starts at Riverview Rest stop 2

Rest Stop	Location	Long Distance to Finish/Start	Medium Stage Distance to Finish/ Start	Short Stage Distance to Finish/ Start	Lunch Stops
Start	David Thompson	214Km/0Km			
1	Harlech Provincial Recreation Area	156Km/58Km	156Km/0Km Start		Long snack
2	Twp. Road 400A	NA	NA	105Km/0Km Start	
3	Riverview Campground (private)	84Km/130Km	84Km/72Km	84Km/21Km	Long and Medium Stage
4	Town of Caroline (Firehall)	38Km/176/Km	38Km/118Km	38km/67Km	Short Stage
5	James River Bridge	11Km/203Km	11Km/145Km	11Km/94Km	
6/Shuttle	Sundre Curling Club Aquaplex	0Km/214Km	0Km/166Km	0Km/105Km	
Finish-Camp	Camp Kindle				

Day 3

Full Stage Route Option – 122 km

Direct Stage Route Option – 103 km

Rest Stop	Location	Long Stage Distance to Finish/Start	Short (Direct) Stage Distance to Finish/Start	Lunch Stops
Start	Burnt Timber Twp. 304 and Range Road 53	122Km/0Km	93.34Km/0Km	
1	Hwy 22 and Twp. 304 (200 meters off of main road at end of the cul de sac)	83.5Km/38.5Km	83.5Km/9.84Km	
2	Dartique Lodge (Horse Creek Road)	45.2Km/76.8Km	45.2Km/48.14Km	Long and Short Stages
3	Cochrane Visitor Center 209 2 nd Avenue Cochrane	12.0Km/110Km	12.0Km/81.34Km	
Finish	Rockpointe Church			

Tour For Kids Ride Formation Model

Ride Formation/ Marshals and Mechanical Support

- Each Day – 2 options, except day 2, (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 and have at least 4 tubes with you (2 on bike while riding)

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- It is MANDATORY that you have your bike checked by a bike shop a week prior to the ride

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;
- 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

- **In case of an Emergency – 911 first**, then notify ride marshal or support vehicles **contact ARES** via marshals on 2 way radio – emergency response to authorities will be coordinated by **Gerry Leach** – there is limited cell coverage for most of the route
- Vehicle road support will be provided by ARES Amateur Radio Emergency Response Service;
- **Gerry Leach – ARES – has final authority on all road safety matters;**

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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;
- **Plan to be self-sufficient with clothing needs;**

Potential 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.

Special Crossing Requirements

1. The following protocol will be implemented at the following intersection:

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

1. At least 2 ARES personnel will be located on either side of the road being crossed immediately adjacent to the crossing. Communication between ARES and cyclists – there will be only one designated ARES person providing verbal approval and direction to cross to the lead ride marshal of any given group of cyclists crossing the intersection. The designated ARES person will always be the person stationed on the near side of the intersection (where the cyclists are crossing from) closest to the cyclists prior to the crossing.
2. Communication between ARES personnel – ARES personnel positioned on opposite sides of the intersection will communicate by both radio and by visible hand held GREEN (GO) and RED (STOP) signs in order to provide a redundant back up communication system between the respective ARES personnel in order to minimize the opportunity for communication breakdowns. ARES personnel on the far side of the intersection will use a handheld green sign to indicate that it is safe to cross. In addition to the visual indicator that it is clear to cross the ARES representative on the far side of the crossing will also send a verbal clearance to cross by radio. The receiving ARES representative on the nearside of the intersection will confirm by radio to the originator of the transmission on the far side of the intersection that the cyclists will now be proceeding to cross. A Red hand held stop sign will be displayed by the ARES representative on the far side of the intersection at all other times other than when it is safe to cross.

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3. Positioning and Visibility of ARES personnel – On the near side of the intersection the ARES vehicle will position itself close to the riders but in a position that does not restrict the visibility of the cyclists to view traffic in any direction. The ARES vehicle must also be positioned to ensure that the maximum lines of sight of traffic in any direction can be properly observed by the ARES representative, without compromising the cyclist's view of traffic. The nearside ARES representative must ensure that they are close enough to the cyclists to ensure that verbal instructions can be clearly made out. ARES vehicles are equipped with loud speakers which may be used to ensure that instructions are clearly heard by ride marshals and cyclists. On the far side of the intersection the ARES person will be positioned to maximize sight lines to observe traffic in both directions. In addition this person must ensure they are within visual contact of the cyclists and the nearside ARES person so that the hand held signs can be properly observed from across the intersection.
4. All ride marshals will be advised in advance of this crossing procedure and the need to wait for instructions from the designated ARES personnel. The designated ARES representative (positioned closest to the cyclist), may hold back and group cyclists prior to permitting them to cross the intersection (they have the final authority) despite potentially receiving the go ahead from there counterpart located on the far side of the intersection.
5. Approximately 400 meters in either direction of the crossing we will place large visible signs "Caution Cycling Event in Progress – Use extreme Caution" to create awareness for approaching motorists in both directions.

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.



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Below are some other site specific safety precautions worth noting.

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.)

