



BC Bike Sense

THE BRITISH COLUMBIA BICYCLE OPERATOR'S MANUAL

A GUIDE TO THE RULES OF THE ROAD, BIKE HANDLING,
TRAFFIC SKILLS AND THE ENJOYMENT OF CYCLING FOR LIFE



6th Edition

THE 5 BASIC PRINCIPLES:

Maintain your bicycle in good working order.

Be as visible as possible to others.

Learn the skills needed to control your bike.

Cycle in traffic safely and predictably.

Know and obey the rules of the road.

Bike Sense has been written and reviewed by professional cycling skills instructors, cycling advocacy organizations, bicycle trained police officers and provincial authorities responsible for making and interpreting our traffic laws. We'd like to thank all of those who participated in the review and production of the manual. We hope this manual will help make our roads safer for all road-users alike.

Partial funding for *Bike Sense* was provided by:



This manual has relied heavily upon excellent cycling information already published in North America.

The Greater Victoria Cycling Coalition thanks:

- The Oregon Department of Transportation (*Oregon Bicyclist's Manual*),
- The Toronto Cycling Committee (*Cycling Skills*),
- Cycling British Columbia (*Cycling BC 2000 Handbook*),
- The City of Calgary (*Cycling Safety Handbook*)

This manual condenses and paraphrases language in the *BC Motor Vehicle Act* (RSBC 1996). It also provides safety advice not included in the law. This manual is not a proper legal authority to cite and should not be relied upon in a court of law. In the event of a difference between material included in *Bike Sense* and the *BC Motor Vehicle Act*, the Act shall apply.

The Greater Victoria Cycling Coalition and *Bike Sense* contributors are not responsible for and accept no liability or responsibility of any kind for the information provided herein.

Bike Sense
Sixth Edition

is published by The Greater Victoria Cycling Coalition

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“The information in *Bike Sense* will help you protect your legal rights as a cyclist, as well as your personal safety.”

— Robert W. Cameron, lawyer, Robert W. Cameron Law,
Chairman, National Cycling Centre, PacificSport,
and commuter cyclist



Foreword



Bicycling for transportation, recreation and fitness has seen enormous growth in recent years. People everywhere are rediscovering the joys of cycling; how much fun it is, how practical it is, and how good it is for their health and well-being. However, with the increase in cycling there has also been an increase in conflicts with other road users. Many of these conflicts stem from confusion about how cyclists are to behave in traffic.

British Columbia's *Motor Vehicle Act* says that cyclists have the same rights and duties as drivers of vehicles. Licensed cycling instructors teach their students that 'cyclists fare best when they act and are treated as vehicles'.

**British Columbia's *Motor Vehicle Act* says that
cyclists have the same rights and duties
as drivers of vehicles.**

To do this, cyclists must know and obey the rules of the road. *Bike Sense* provides information on traffic laws and riding strategies to help cyclists understand their rights, responsibilities and how best to protect their own safety in traffic.

By following the rules of the road and cycling in a predictable manner, cyclists will find more courtesy and respect on the road. For further information on the rules of the road you should consult *Road Sense for Drivers – BC's Safe Driving Guide* and the *BC Motor Vehicle Act*.

All cyclists should consider taking a course taught by a licensed cycling instructor such as CANBIKE I and II, in order to improve skills, knowledge and confidence on the road. For more detailed information on cycling, traffic skills, and the mechanics of your bike we suggest John Forester's *Effective Cycling*.

Why Cycle?

Cycling is fun. People cycle for many reasons. Riding your bicycle allows you to feel active and energetic, feel your fitness improving, and to enjoy the surroundings of the natural environment. Cycling provides the independence of using only your own power, free from the constraints of motor vehicles. British Columbia's climate also allows many of us to ride all year long.

Cycling is healthy. Incorporating exercise into your lifestyle has many health benefits. It can strengthen your immune system, lower blood cholesterol, reduce stress, strengthen the heart, and increase energy levels. Cycling can improve personal health and a healthier population can ease pressure on health care costs.



**Cycling is fun. Cycling is healthy. Cycling is low impact exercise.
Cycling is practical and cost effective. Cycling is good for the environment.**

**Bike Sense is designed to make your cycling safe and enjoyable.
Enjoy the ride!**

Cycling is low impact exercise. It is easy on your joints because it is a non weight-bearing form of exercise. It can be done at any level of intensity, which makes it suitable for people of all ages and levels of fitness.

Cycling is practical and cost effective. It is often just as fast as a car or a bus in city traffic and it makes it easier to avoid traffic jams. There are no gas tanks to fill and parking is usually free and available next to your destination. Once you have the basic equipment, cycling is an extremely economical form of transportation.

Cycling is good for the environment. Cycling produces no air pollution, greenhouse gases or noise. It also reduces traffic congestion, deterioration of road surfaces, and land requirements for roads and parking lots.

Equipment



To ride your bicycle safely and efficiently it is important to have all equipment operating smoothly and properly.

Motor assisted bicycles are equivalent to bicycles under legislation recently passed by the BC Legislature.

Types of bikes

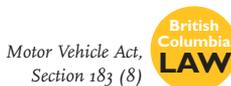
Mountain bikes and hybrids are well suited for city riding thanks to their upright sitting position, accessible gear shifters and brakes, rugged construction, and manoeuvrability. Their only disadvantage is that they are somewhat slower and less efficient for longer distance road riding than road bikes with drop handlebars.

Size and fit

Make sure your bike is the right size and adjusted to fit you properly. The right size bicycle is easier to control and more comfortable, causing less fatigue. Your local bike shop can help you choose, adjust and equip the right bicycle for your needs.

Brakes

Your brakes must be powerful enough so you can easily bring your bike to a quick stop. You should be able to quickly and

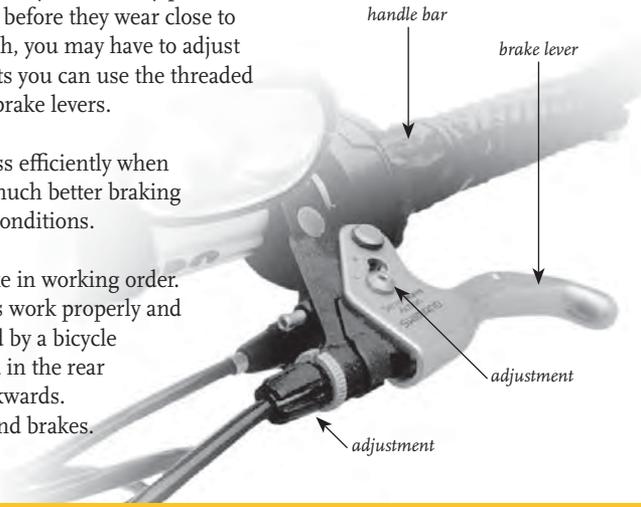


Motor Vehicle Act,
Section 183 (8)

easily reach the brake levers from where you normally position your hands. Replace your brake pads before they wear close to the metal holders. Since cables stretch, you may have to adjust them regularly. For small adjustments you can use the threaded adjustment screws on the brakes or brake levers.

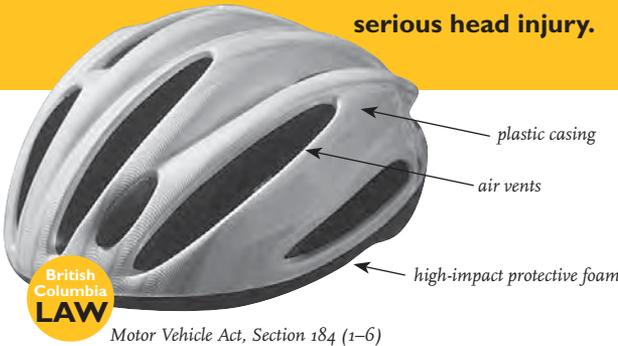
All traditional bicycle brakes work less efficiently when they are wet. Aluminum rims have much better braking performance than steel rims in wet conditions.

It is dangerous to have only one brake in working order. Make sure both front and rear brakes work properly and have regular maintenance performed by a bicycle mechanic. Coaster brakes are located in the rear hub and are applied by pedaling backwards. They are much less effective than hand brakes.



All traditional bicycle brakes work less efficiently when they are wet. Aluminum rims have much better braking performance than steel rims in wet conditions.

Studies have shown that in the event of a crash, a helmet will greatly reduce your chances of a serious head injury.

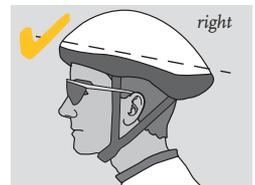


Motor Vehicle Act, Section 184 (1-6)

Helmets

In BC, all cyclists are required by law to wear an approved helmet*. Studies have shown that in the event of a crash, a helmet will greatly reduce your chances of a serious brain injury. Your helmet should have CSA, ANSI, ASTM, or SNELL standards approval clearly designated on it. Hockey or other types of sports helmets are not legal for cycling since they are designed and tested for other types of impacts.

* By law, pedicabs may be operated without a helmet.



To be effective, the bicycle helmet must fit correctly and be worn properly. When in doubt, check with a bike shop for the proper adjustment of your approved cycling helmet.



Lights and reflectors

After dark, all cyclists are required by law to have a front white headlight visible for a minimum of 150 metres, a rear red light which should be visible for a minimum of 100 metres, and a rear red reflector visible for 100 metres when directly illuminated by a car headlight. Many rear red bicycle lights sold currently are also designed to function as a reflector and are legally acceptable. Flashing red rear lights are also acceptable. Lights and reflective devices come in a wide range of shapes, sizes, colours, and costs and should be mounted directly *on the bicycle*. Check with your local bike shop for advice on the most appropriate set up for your needs and to ensure that the lights you intend to purchase meet or exceed these requirements. *This is discussed further in the chapter on visibility.*

Tires

Use good tires inflated to their recommended pressure, which

After dark, all cyclists are required by law to have a front white headlight visible for a minimum of 150 metres, a rear red light which should be visible for a minimum of 100 metres, and a red rear reflector visible for a minimum of 100 metres.



Narrow tires (left) inflated to higher pressure provide less rolling resistance, and therefore easier pedalling, on hard surfaces, while fat tires (right) provide more comfort and better traction, especially if riding off-road. Ask your bike shop what type of tire would be best suited to your riding needs.

is stated on the sidewall of the tire. Under-inflated tires reduce your efficiency and increase your chances of flat tires and uneven road wear. For off-road use, tire pressure can be reduced to absorb greater impact and provide better traction.

Fenders

Fenders keep you dry and clean. They also prevent lights, reflectors, and your bike from getting dirty in wet weather.

Panniers (saddle bags)

Panniers allow you to comfortably and safely carry a load while keeping your hands on the handlebars and, by keeping your centre of gravity low, they increase stability. These bicycle-mounted packs also keep the weight off your bottom, reducing 'saddle sores' and back pain. DO NOT hang grocery bags or carry loose loads on your handlebars as they can upset the control of your bicycle and prevent you from properly turning your front wheel to avoid a crash.

Tool Kit/Pump

A tool kit and a pump are a necessity for longer road trips and useful around town to prevent a potentially long walk for minor repairs. A basic tool kit includes: tire levers, spare tube, patch kit, pump, screwdriver, and multi-purpose tools or wrenches suitable for adjusting a variety of nuts and bolts. Be sure that the tube and tools fit your bike, since there are many types and sizes. If you are unsure, consult your bike shop.



Bell

A bell is useful as a warning and as a courtesy to alert pedestrians or other road and trail users of your approach. A bell is legally required by bylaw in some jurisdictions. Check with your local police or municipality for information. Remember that a bell will probably not be heard by motor vehicle operators.

DO NOT

hang grocery bags or carry loose loads on your handlebars as they can upset the control of your bicycle.

A bell is useful as a warning and as a courtesy to alert pedestrians or other road and trail users of your approach.

A bell is legally required in some jurisdictions.

Mirror

A mirror is a great safety device to use while riding, to see traffic coming up behind you, and to keep an eye on a riding partner without turning around. They are available in models that can be mounted on your handlebars or on your helmet or glasses.

Regular maintenance and inspection

Perform maintenance and safety checks yourself, or take your bicycle to a qualified bicycle mechanic regularly. It is particularly important to frequently check the brakes and tires, and to clean, inspect, and lubricate the drivetrain (the gears, chain, and derailleur). By doing this you will ensure the efficient performance of the bicycle, ensure that your bicycle will perform properly in an emergency situation and minimize the risk of a mechanical breakdown far from home or assistance.



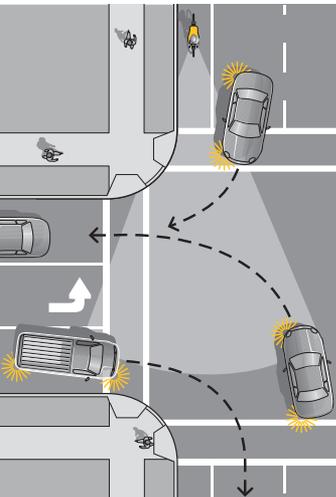
Visibility



With proper equipment and cycling skills,
a cyclist can be highly visible and thereby avoid general risks.

Be CONSPICUOUS!

The most common comment made by a driver in a vehicle/cyclist collision is, “I didn’t see them”. The next is, “I couldn’t see them”.



Position yourself where motorists are looking

The law requires cyclists to keep to the right, but that does not mean hugging the curb. You should be approximately one metre away from the curb, both to reduce the risk of hitting the curb or debris, and also to better place yourself within the motorists’ field of vision. This allows you to move away from traffic to avoid an obstacle, an open door, or crowding by another vehicle. Avoid riding in a motorist’s blind spot.

Do not pass on the right

Do not pass moving traffic on the motorists’ right side, since car drivers do not expect anything to interfere with a right turn from the right lane, and, as such, often neglect to shoulder check. Sometimes cars also drift close to the right edge of the road if the driver cannot see any reason not to. See page 18 for more discussion on passing on the right.

Turn on your lights

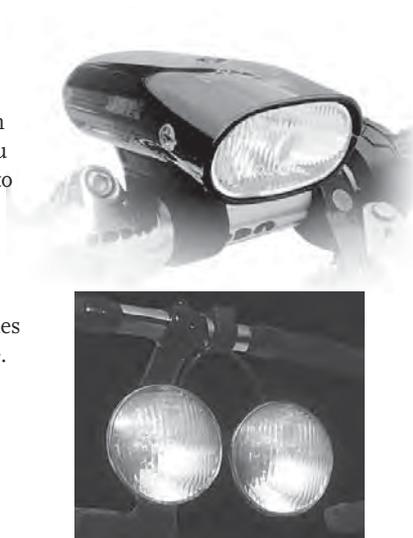
Turn on your lights, front and rear, whenever visibility is reduced. Aim your rear light to the traffic behind you and aim your front light on an angle for vehicles to see you and for you to be able to see the road. You need to BE SEEN, and be able to see the road, as well.

Consider increasing the strength of your lights

Dual headlights will allow you to aim one toward oncoming traffic and one at the road ahead of you. Make sure the batteries for your lights are fully charged and consider carrying a spare.

Wear brightly coloured clothing

Wear brightly coloured clothing such as neon green, yellow and orange, and/or wear a safety vest.



As a narrower vehicle, cyclists can be less visible to motorists.

It is therefore extra important for cyclists to use every means available to make themselves conspicuous.

It is particularly important to increase your visibility to others in the dark, at dawn or dusk, or in difficult weather conditions such as rain, fog, or snow.

Put reflective materials on your bicycle and clothing

Put reflective materials on your bicycle and clothing, including front forks and rear stays, wheels, pedals, helmets, wrists and ankles. Reflective bands or lights on wrists make your hand signals more visible.

Be aware

Be aware that lights and reflectors are primarily useful for traffic coming from behind or ahead. Cars coming from the side may have trouble seeing you regardless of your lights. Reflective tape and devices on the frame of your bike will allow you to be seen by others from more angles. It is particularly important to increase your visibility in the dark or in difficult weather conditions such as rain, fog, snow, dawn, or dusk.

Cycling & Traffic Skills



Learning all the required cycling skills
will greatly increase your safety
and comfort when cycling in traffic.

Be able to control your bike at all times.

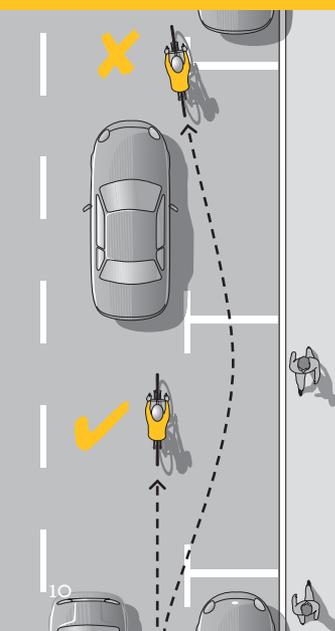
Consider registration in an approved cycling course taught by licensed cycling instructors such as CANBIKE I and II to improve skills, knowledge and confidence on the road.

Cycling in a straight line

Ride with your head up and keep looking one and a half to two blocks forward. Being able to ride in a straight line under varying conditions is the key to riding safely in traffic. Practise following a painted line as closely as possible at different speeds. With practice you can minimize wobbles. Riding in a straight line makes you predictable to other road users.

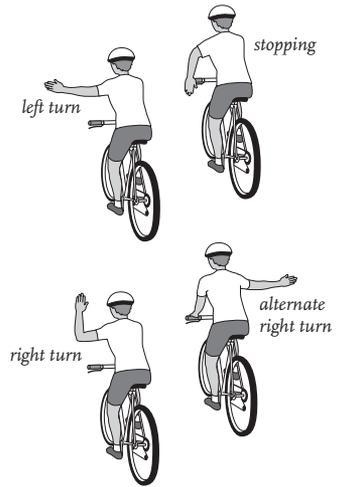
Also practise cycling in a straight line while looking over your shoulders, both to the right and to the left. This is not easy at first, but it is a critically important skill in traffic.

A mirror does not replace the need to shoulder check in any circumstances.



Hand signals

Always make hand signals well in advance of any turn, not just when you think they are needed. Since making a hand signal requires cycling with just one hand on the handlebars, practise doing that while maintaining a straight line. The proper turning sequence is; first shoulder check, then a hand signal, and then, with both hands on the handlebars, shoulder check again before making the turn or the stop. In the case of an emergency manoeuvre, the need for the cyclist to keep both hands on the handlebars may sometimes outweigh their need to signal. In such cases, it is accepted that safety should prevail and the cyclists' discretion and skills must be relied upon to avoid incidents or injuries.



Stopping

On a bicycle with hand brakes, the front brake accounts for up to 80% of the stopping power during abrupt braking because

**Always make hand signals well in advance of any turn,
not just when you think they are needed.**

Practise stopping as quickly as you can to get a feel for how much distance is needed at different speeds and under different conditions. You will need considerably greater stopping distances during wet conditions.

forward momentum puts most weight over your front wheel. For optimum stopping power, shift your weight towards the rear and try to keep your centre of gravity low and towards the rear wheel. This, in addition to using both brakes, will reduce the tendency for the rear wheel to skid and will increase stability. It is important to always keep both hands on the handlebars when applying the brakes. Practise stopping as quickly as you can to get a feel for how much distance is needed at different speeds and under different conditions. You will need considerably greater stopping distances during wet conditions. Also make sure you can stop in a straight line.

Coaster brakes are located in the rear hub and applied by pedaling backwards. They are much less effective than hand brakes.

Gear shifting

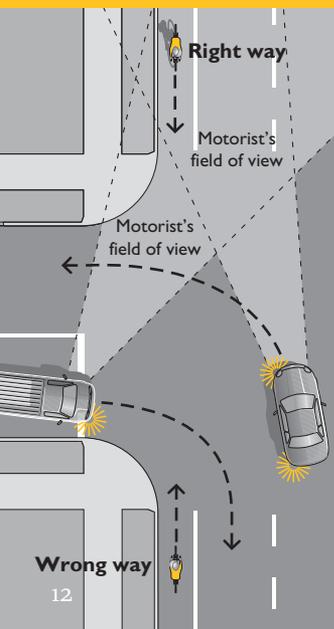
The basic rule is that low gears are for slow speeds, using a small chainring in the front and a large sprocket in the rear. High gears are the opposite. Always shift into a low, easy gear before you stop. Check ahead and shift into a lower gear well in advance of hills. On the level, use a gear that gives you a fast comfortable spin ('cadence') of around 70-90 rpm. Pedalling in a gear that is too fast can tire you more quickly. However, pedalling in a gear that is too hard can strain your knees and lower back.

Turning

Practise turning to give you a feel for how sharply, and at what speeds, you can turn comfortably and safely. As you lean into corners, keep your inside pedal up to avoid catching the pedal on the road.

Ride DEFENSIVELY

The single most important rule is to remain alert and be prepared for unpredictable moves or mistakes by others.



Think and plan your next 30 seconds

Anticipate behaviour and movements of other road users and dangers that might appear. Make eye contact and observe the traffic on the road ahead, behind and around you. Practise this so that it becomes automatic behaviour.

Be assertive

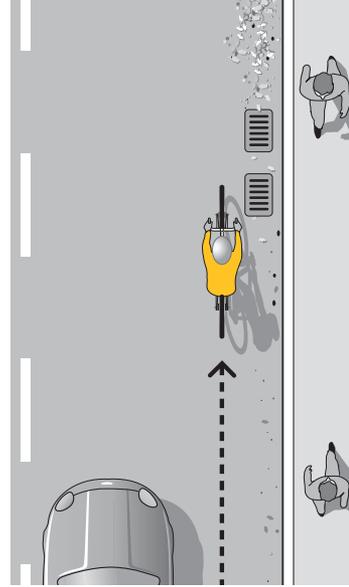
Be assertive but remember that a conflict between a cyclist and a motor vehicle usually results in injury to the cyclist. It is best to remember that, when in doubt, do not cycle beyond your confidence level.

By law, cyclists have the same rights and duties as operators of vehicles. The same rules of right-of-way, traffic signs and signals, apply to cyclists as apply to motorists. If you are in doubt about the rules of the road, obtain a copy of *Road Sense for Drivers – BC's Safe Driving Guide* from an ICBC office.

Ride on the right, in the same direction as other traffic.
Some people still believe that cyclists are like pedestrians and should ride facing traffic. This is not only illegal, but has also been shown to dramatically increase the risk of a collision.

How far to the right should you ride?

The law requires traffic moving at less than the normal speed of traffic to keep as close as practicable to the right hand curb or edge of the roadway, but that does not mean hugging the curb or edge of the road. You always need some extra space to manoeuvre around road hazards without running the risk of hitting the curb or going off the edge of the road. This allows you to move away from traffic instead of directly into traffic in the event of an emergency manoeuvre. Motorists are required to pass “at a safe distance” and must not return to the right of the roadway until they have fully passed you. As a general rule, ride approximately one metre from the curb.



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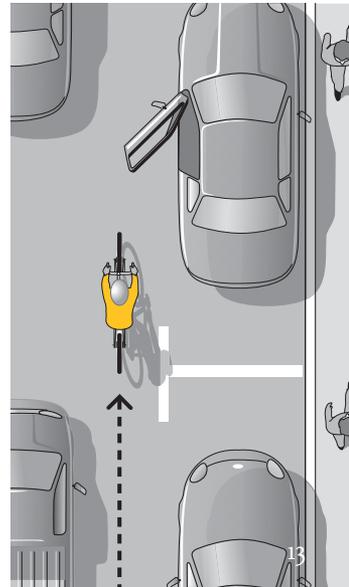
Ride no closer than one metre from parked cars to avoid being hit by an opening door.

Road surface hazards

Keep an eye on the road well ahead of you to see if there are potholes, gravel, glass, drainage grates or other hazards coming up. If you have to move over into traffic to avoid these, look over your shoulder first and use a hand signal if necessary. To abruptly swerve into traffic can easily lead to a collision. To make riding safer for you and other cyclists, report unsafe road conditions to local authorities as soon as possible.

Parked cars

Ride no closer than one metre from parked cars to avoid being hit by an opening door. The doors of some vehicle types can swing far into your lane. If you can see that the car is occupied, be particularly careful. Where cars are parked intermittently, ride in a straight line instead of swerving in and out between the parked cars. This increases your visibility and predictability for car drivers on the road.



When to take a lane

If there is no shoulder or bike lane and the curb lane is narrow (i.e. when the right wheel track of most traffic is less than a metre from the curb), cyclists may choose to take the whole lane by riding in the centre of it. This can be safer than riding near the curb, which may encourage motorists to squeeze by where there isn't sufficient room. You should also consider taking the lane when you are travelling at the same speed as other traffic. This will keep you out of motorists' blind spots and reduce conflicts with right-turning traffic. Be prepared for the occasional frustrated driver who is not familiar with the safe and legal operation of a bicycle.

If you are uncomfortable in the centre of the lane, consider taking an alternative route. On high-speed roads, it may not be safe to take the whole lane. It is important to cycle within your confidence limits and comfort when dealing with heavy or high-speed traffic.

If there is no shoulder or bike lane and the curb lane is narrow, cyclists may choose to take the whole lane by riding in the centre of it. This can be safer than riding near the curb, which may encourage motorists to squeeze by where there isn't sufficient room.

Approximately 60% of motorist-cyclist collisions occur at intersections.

It is important to know that there is currently no concrete legal definition of "as near as practicable to the right side of the highway" so the cyclist should use discretion to decide whether to take the lane or how far to the right to ride. It is often safer to ride in the manner detailed in this guide. However, this issue is still undecided and it is possible that a peace officer could issue you a ticket.



Intersections and turning lanes

Approximately 60% of motorist-cyclist collisions occur at intersections. The majority of these happen when the cyclist is moving straight ahead. To minimize the dangers you must observe the following rules on intersections and turn lanes.

When you approach an intersection with several lanes, choose the lane with the arrow pointing in the direction you want to go. You may get cut off by turning cars if you are not in the appropriate

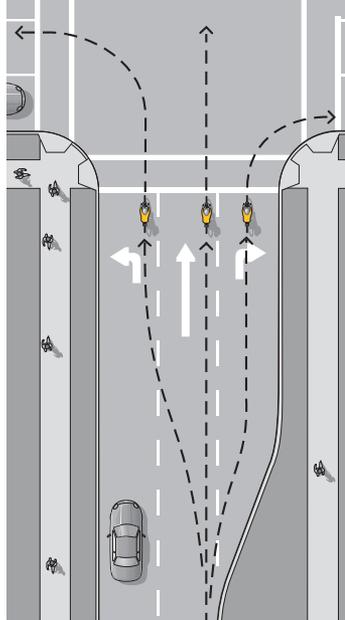
lane. If you cannot make it across traffic to position yourself in the correct lane, you have the choice to dismount and walk in the crosswalk instead.

If there is a straight-through bike lane, use it only if you are going straight ahead.

Ensure that you are away from the curb to increase your visibility.

Watch for vehicles turning across your path and be prepared to avoid them.

Always enter intersections either ahead of or behind the vehicle in your lane. You may not see the turn signals of a vehicle directly beside you and the driver may not see you.



When you approach an intersection with several lanes, choose the lane with the arrow pointing in the direction you want to go.

To go straight through an intersection, ride in the right most through lane.

Watch for vehicles turning across your path and be prepared to avoid them. Always enter intersections either ahead of or behind the vehicle in your lane.

Make eye contact with other road users, when necessary, to signal your intentions and to be sure that they have seen you.

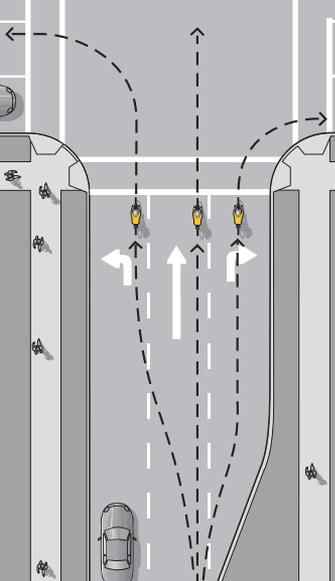
Avoid entering an intersection on a yellow light since it is likely to turn red when you are still in the middle of it. Most lights are timed for motor vehicles that can cross the intersection more quickly.

Treat every driveway like an intersection and watch for traffic emerging from the driveway. Do not assume that a driver backing out of a driveway has seen you.

It is illegal to cycle in a crosswalk unless authorized to do so by a municipal bylaw or otherwise directed by a sign.

When there are four-way stop signs, the first vehicle to come to a complete stop has the right-of-way. If two vehicles stop





simultaneously or so close as to constitute a hazard, the vehicle on the right has right-of-way. However, legally you must not proceed until it is safe to do so.

Going straight through an intersection

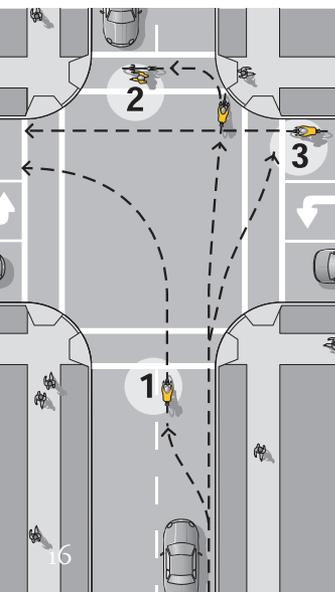
To go straight through an intersection, ride in the lane that is closest to the right side of the road. Enter the intersection either ahead or behind the vehicle in your lane. Do not approach or enter an intersection beside another vehicle. This way, cars in your lane cannot turn right across your path.

Right-turn-only lanes when going straight

When the curb lane becomes a right-turn-only lane, to go straight, change lanes to the right most through lane. Shoulder check, signal, and then go to the right side of the chosen lane when an opening appears.

It is illegal to cycle in a crosswalk.

Never make a left turn from the right side of the road, even if you are in a bike lane.



Making a left turn

There are two main ways of making a left turn on a bicycle.

a) **As a vehicle:** As you approach the intersection, look over your left shoulder for traffic, signal your turn, and, when clear, move over to the left side of the lane (on a two-lane road), or into the left lane or the centre-turn lane (1). You should be positioned so cars going straight through cannot pass you on your left. Yield to oncoming traffic before turning. If you are riding in a bike lane, or on a road with several lanes, you need to look and signal each time you change lanes. Never make a left turn from the right side of the road, even if you are in a bike lane.

b) **Perimeter style:** Proceed straight through the intersection on the right. Then stop, make a 90 degree left turn, and either walk your bicycle in the crosswalk (2), or proceed as if you were coming

from the right **(3)**. If there is a signal, wait for the green or WALK signal before crossing. Yield to pedestrians in the crosswalk. You must dismount and walk your bicycle when in a crosswalk.

On rural or high-speed roads you should time your left turn so that you can complete the whole turn at once without compromising your safety. You don't want to get caught in the middle of high-speed traffic. If necessary slow down or stop on the right edge of the road and wait until you get a large enough gap in traffic to make your turn safely. If the traffic is too heavy without a sufficient gap, continue on to the nearest intersection and do a perimeter or pedestrian turn.

Multiple turn lanes

When more than one turn lane exists, use the rightmost turn lane.

On rural or high-speed roads you should time your left turn so that you can complete the whole turn at once without compromising your safety.

You don't want to get caught in the middle of high-speed traffic.

When overtaking slower moving traffic, you must pass on their left and should allow at least one metre of clearance.

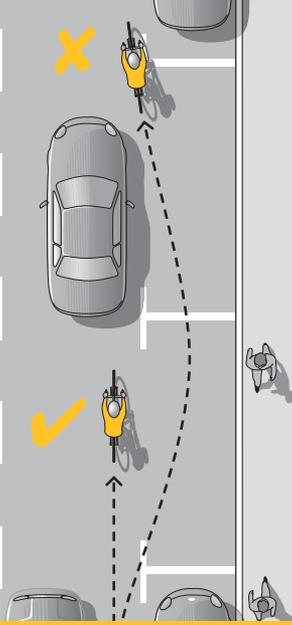
If it is a lane where everyone turns left, stay on the right side of the lane.

If traffic can also go straight through this lane, stay to the left side of the lane.

If you turned from the inside lane, make sure you turn into the inside lane. Once the turn is complete, shoulder check, signal and move over lane by lane to the right, as is appropriate for the road conditions.

Passing on the left

When overtaking slower moving traffic, you must pass on their left and should allow at least one metre of clearance. When passing other cyclists, warn them in advance by voice or bell.



Passing on the right

Passing vehicles on the right between intersections, especially in congested city traffic, is a topic of debate, even in the courts. Under appropriate circumstances, case law suggests that cyclists should be able to legally pass slower moving traffic on the right where the curb lane is wide, provided they are cautious.

Most often it is best to shoulder check, move into the middle of the lane and line up with the rest of traffic. This will also prevent motorists from making a right turn into you as you enter an intersection.

When cycling in narrow-lane traffic where many motorists attempt to squeeze past you before each traffic light, some cycling instructors suggest the following:

Rather than moving up to the first car, which will likely re-pass the cyclist, it may be more strategic for the cyclist to proceed only as

Do not pass on the right when traffic is moving. Most often it is best to shoulder check and move into the middle of the lane to line up with the rest of traffic.

far up the line as the last cars likely to make the next green light.

It is legal to pass on the right:

- when you are in a bike lane; or
- when the vehicle is turning left or indicating a left turn.

When NOT to pass on the right:

- when traffic is moving;
- when there is a street, driveway or parking spot a car can turn into; or
- when there is less than 1.5 m between traffic and the curb.

Riding side by side

According to the BC Motor Vehicle Act it is illegal to ride side by side on the roadway.

Motor Vehicle Act,
Section 183 (2)d

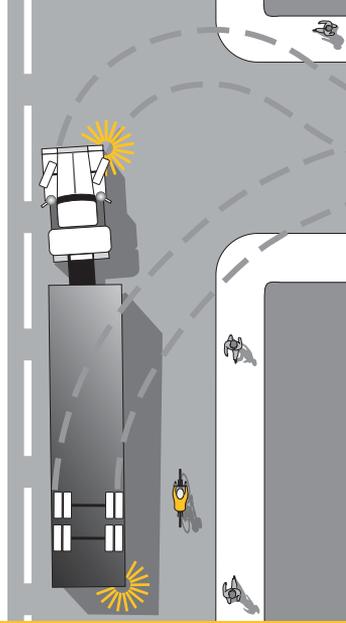


Buses, trucks and motor homes

Drivers of large vehicles have large blind spots where they are unable to see cyclists. If you cannot see the driver in their mirrors, they cannot see you. Avoid riding in these blind spots and only pass slow moving vehicles on the left.

In urban areas watch for right-turning buses and tractor-trailers, since their length and rear overhang require more space than you might expect. Large vehicles will often move toward the left lane in preparation for a right turn. Never pass on the right unless you have a lane to yourself and are positive they are not preparing for a right turn. The most dangerous point in a turn is when the tractor has made the turn but the trailer has not.

When travelling at the same speed as a transit bus requiring frequent stops, use common sense and courtesy to avoid conflict and a potentially dangerous situation between yourself and the bus that can happen when you re-pass each other. Recognize that it is often



Use extra caution when cycling in traffic with large vehicles such as buses, trucks, and motorhomes.

Avoid riding in their blind spots and be prepared for wide turns.

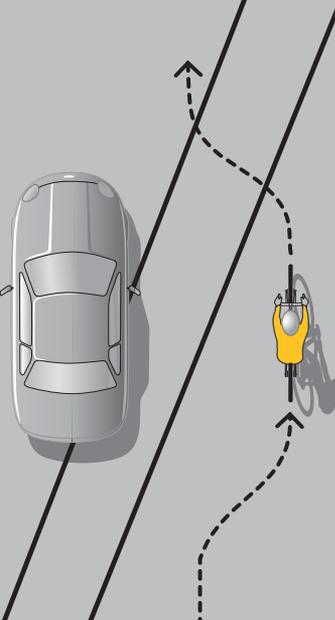
Remember that in BC, all traffic, including cyclists, must yield when transit buses signal their intention to pull out into traffic.

difficult for the bus to pass you, especially in heavy traffic.

In BC, all traffic, including cyclists, must yield when transit buses signal their intention to pull out into traffic. Drivers can underestimate the speed of cyclists, or they may not see you.

Large vehicles travelling at high speeds create varying degrees of air turbulence that can cause a cyclist to be pulled into the path of passing vehicles. On high-speed and well-travelled highways, cyclists may also encounter commercial vehicles with tandem trailers. Use extra caution to avoid being drafted (pulled) into the temporary space between the trailers. Never assume that it is safe to adjust your road position until a large vehicle has passed you entirely and you have completed a shoulder check. Be especially cautious in windy conditions, where the draft can be magnified by the wind-blocking action of the trailer.

Drivers of certain types of vehicles such as motor homes and rental moving vans are often less experienced than commercial drivers. Be prepared for these drivers to underestimate the length and width of their vehicles.



Railway tracks

Cross railway tracks carefully. Watch for uneven pavement and grooves along the rails that could catch your wheels. Keep firm control of your bicycle. One way is to rise up from the saddle and bend your arms and legs so that your body acts like a shock absorber.

If the tracks cross the road at a sharp angle, consider changing your road position well in advance so that you cross them at close to a right angle. Ensure that you have indicated your intention to other traffic. Avoid swerving suddenly; this could cause you to fall or to veer into traffic.

Weather hazards

Rain makes roads slippery, especially after a long dry period. You need to adjust your riding accordingly:

Rain makes roads slippery, especially after a long dry period.

Leave extra room for manoeuvring and stopping in wet or frosty weather.

Visibility is poor in wet weather; motorists may have more difficulty seeing you. Ride defensively and increase your visibility.

Visibility is poor in wet weather and motorists may have more difficulty seeing you. Ride defensively and see pages 8 and 9 on how to make yourself more visible.

Leave extra room and be prepared for sudden stops or swerves by traffic around you.

Brakes work less effectively when wet, especially during the initial exposure to wet conditions. If possible, try them out on a quiet street to test their stopping power before heading into heavier and faster traffic. Dry brakes by *feathering* (applying them lightly) before you need to stop or slow down.

Turn more slowly since you have less traction and avoid manhole covers and painted road line markings as these are particularly slippery when wet.

Avoid puddles when possible since they might hide potholes, broken glass or other exciting surprises.

Cold weather leads to frost, black ice and snow, all reducing traction dramatically. Remember that two wheels do not slide in the same manner as four wheels. A bicycle is most likely to slide out from under you on ice. Whenever traction is reduced you should cycle more slowly and cautiously, especially at intersections. Using wider tires with lowered pressure can help.

Black ice is particularly dangerous since it is hard to see and can suddenly eliminate your grip on the road. It is most common on bridges, metal surfaces, and brick roads.

Frostbite can also be a problem since the increased air movement will increase the wind chill. Wear warm layered clothing and be particularly careful to protect your head, ears, hands and feet.

**Brakes work less effectively when wet,
especially during the initial exposure to wet conditions.**

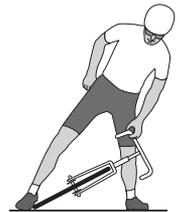
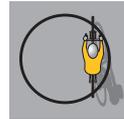
**Black ice is particularly dangerous since it is hard to see
and can suddenly eliminate your grip on the road.
It is most common on bridges, metal surfaces, and brick roads.**

Traffic signals

Many traffic signals are triggered by electrically charged wires buried under the pavement. When a vehicle stops over the wires, the metal disrupts the current, which sends a signal to a traffic light control box.

Most bicycles contain enough metal to trigger the light, but you should know where the most sensitive spots are. Look for cut lines in the pavement, filled with tar. Depending on the shape, the most sensitive spots are:

- Diamonds: just inside one of the points.
- Rectangles: up front, in the middle.
- Circles: about a quarter of the way in.



Leaning your bike over can help trigger the traffic signal sensor.



If you cannot trigger the light, and you have waited an appropriate amount of time, treat the traffic light as an uncontrolled intersection and proceed when it is safe to do so.

Carrying children

Special care should be taken when transporting a child by bicycle. There are a number of options available for transporting children depending on their size and age. For carrying younger children, a bike trailer offers more protection for the child if you should fall. Bike trailers are generally considered to be a safer alternative than a bicycle child seat. When using a seat mounted on the back of a bicycle, special care should be taken to ensure that the child's feet, hands and clothing cannot be caught in the spokes or other moving parts of the bike. Bike trailers and trailer-cycles should be equipped with a taillight and reflector if being used at night. Bike trailers should also have a bike flag attached to the trailer to improve visibility since they are lower to the ground. All children

Special care should be taken when transporting small children by bicycle. All children should wear an approved bicycle helmet and should be secured by a seat belt system when in a trailer or bicycle child seat.

Because headphones can obstruct your hearing, they are not recommended while riding a bicycle and are illegal in some jurisdictions.



Trailer-cycles should be equipped with a taillight and reflector if being used at night.

should wear an approved bicycle helmet and should be secured by a seat belt system when in a trailer or in a bicycle child seat. Prior to taking your child out in any type of carrier you may wish to practise turning, stopping, hill climbing and other manoeuvres with a sand bag or other weight to simulate the effect of the additional load.

Riding two on a bicycle

Riding double is only permitted when carrying a child in an approved carrier or when riding a tandem or trailer-cycle.

Headphones

Because headphones can obstruct your hearing, they are not recommended while riding a bicycle and are illegal in some jurisdictions. Check your local bylaws.

Cycling restrictions

The Ministry of Transportation (MoT) restricts cyclists from riding on certain bridges and sections of highways in BC by signs posted at the bridge and highway entrances. To learn of possible restrictions in your area, contact your local MoT office or visit their website at:

www.th.gov.bc.ca/BikeBC/restrictions.html

Riding on sidewalks

It is against the law to ride on sidewalks, unless specifically directed to do so by a sign or local bylaw. Several studies have proven that cyclists on sidewalks face a far greater collision risk than cyclists on the roadway. The main danger points are driveways and street crossings where sidewalk cyclists surprise motorists and pedestrians by appearing from unexpected directions. Bicycle police and paramedics are permitted by law to ride on sidewalks.

It is against the law to ride on sidewalks.

Several studies have proven that cyclists on sidewalks face a far greater collision risk than cyclists on the roadway.

On multi-use paths, other users, such as joggers, skaters, children, pets and pedestrians in general, often act unpredictably and a cyclist riding at high speed can be a danger on such a path.

Riding on multi-use paths

Except for street crossings, paths are safe from car/bicycle collisions, and you don't have to endure the noise and pollution. However, other users, such as joggers, skaters, children, pets and pedestrians in general, often act unpredictably and a cyclist maintaining a high speed can be a danger on such a path. Therefore, cyclists who want to travel quickly might opt to use roadways rather than heavily used paths.

Remember that you are sharing the path with others. Reduce your speed where appropriate and when passing other path users, ring your bell or call out (e.g. 'passing on your left') to alert them. Helmets are required on most multi-use paths and some paths may post speed limits. Respect user regulations for these facilities.



Appendices



Cyclists are a legitimate and recognized part of traffic and they have a legal right to safe riding conditions on our province's roads.

Many cities have Bicycle Coordinators in their Engineering, Traffic or Planning departments that are able to deal with concerns regarding road conditions, construction or other cycling hazards.

Who Can You Call?

Reprinted with permission from the Cycling BC 2000 Handbook.

While bicycle commuters may sometimes feel embattled and overlooked, there are, in fact, a number of resources available to help improve life for those who use their bikes as a primary means of transportation. Cyclists are a legitimate and recognized part of traffic and they have a legal right to safe riding conditions on our province's roads. Listed below are some people and groups that you can contact if you have bicycle-related concerns and issues to be addressed.

Many cities have Bicycle Coordinators in their Engineering, Traffic or Planning departments that are able to deal with concerns regarding road conditions, construction or other cycling hazards. It's their job to ensure that cyclists' needs and concerns are being

taken into account when municipal decisions are being made. Call your City Hall to get in touch with your Bicycle Coordinator. If your city or area doesn't have a Bicycle Coordinator, then you can ask for the person in charge of bicycle planning, or even ask for the Head Engineer or Planner. Your voice is important.

You can also ask if your city has a Bicycle Advisory Committee (BAC). Many cities and municipalities have BAC's which are composed of staff members (police, planners, engineers) and members of the cycling public. These committees, as the name implies, provide advice to municipalities on bicycle-related issues.

In February 2000, the BC Ministry of Transportation created a new Provincial Cycling Coordinator position, and a new Provincial Cycling Advisory Committee.

Both of these will be particularly important in ensuring that the principles of the new Cycling Policy are indeed applied throughout the province. The **Provincial Cycling Coordinator** can be reached through the website: www.th.gov.bc.ca/BikeBC or by email: motcycling@gov.bc.ca. To reach your local Ministry of Transportation and Infrastructure office call Service BC toll free (800) 663-7867.

The recent cycling-friendly steps taken by government can in large part be credited to the work of non-governmental groups that have set bicycle transportation issues as their primary agenda. The following groups all address bicycle transportation issues at a regional level:

- **Greater Nanaimo Cycling Coalition**
- **Greater Victoria Cycling Coalition**
- **HUB (Metro Vancouver)**
- **Island Pathways (Saltspring Island)**
- **Better Environmentally Sound Transportation**

Public Transit

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As part of their mandate, the BC authorities provide a growing number of services to cyclists. The integration of bicycles into existing and planned transit systems is a highly effective way to expand the range of travel possible on two wheels. These inter-modal links can help fill the gaps on certain trips made by bike and should be explored by cyclists when planning routes and making transportation decisions.

Ferries

British Columbia is defined by its mountains and by its bodies of water. While you still have to lug yourself up the mountains, BC Ferries can help you get across the bodies of water. It costs an additional \$2-\$5 to bring your bike across on most major runs. For costs

If you have transportation oriented cycling concerns that you would like addressed at a provincial level, contact the British Columbia Cycling Coalition at their website: www.bccc.bc.ca

The integration of bicycles into existing and planned transit systems is a highly effective way to expand the range of travel possible on two wheels.

The **British Columbia Cycling Coalition (BCCC)** acts as an umbrella organization for these groups and tackles the issues at the provincial level.

The British Columbia Cycling Coalition, a Cycling BC partner, has a very narrow focus and mandate, making it a highly effective organization. Recent successes include spearheading the creation of the new provincial Cycling Policy, forging a stronger relationship between ICBC and the cycling community, and creating a committee with BC Ferries to work on ferry related cycling issues. They both lobby for cyclists' rights at the provincial level and provide support at the regional level. If you have transportation oriented cycling concerns that you would like addressed at a provincial level, contact the BCCC at their website: www.bccc.bc.ca.

and schedules, call **BC Ferries** at (888) 223-3779 or check out their website at www.bcferries.com.

West Coast Express

The commuter rail service between Vancouver and Mission, the West Coast Express, carries bicycles. Bike passes are \$1.00 a day or \$17.00 for 28 days in addition to your passenger ticket, and is run on a first come first serve basis. Trains can carry from 8 to 12 bikes depending on the size of the train and the number of passengers (2 bikes fit on each car). Daily bike passes may be purchased from the ticket vending machines at the station. For those who would rather leave their bike at the station, bicycle racks, and often secured enclosed bicycle lockers, are available. For more information, contact (604) 488-8906 or visit their website at <http://www.translink.ca/en/Rider-Guide/Bikes-on-Transit.aspx>.

Seabus & SkyTrain

In the Lower Mainland, bicycles are allowed on the SeaBus at all times for no extra charge. Bicycles are now allowed on SkyTrain during all hours except during peak hours in the peak direction, subject to available space. See <http://www.translink.ca/en/Rider-Guide/Bikes-on-Transit.aspx> for details of peak hours. There is no additional cost for bike on SkyTrain. There is a maximum of 2 bikes per car. Bicycles are permitted to load and unload at all SkyTrain stations except Metrotown. Station access is available by elevator. Bicycles are not allowed on any station escalator and must be carried if using the stairs.

Bike Lockers

In the Lower Mainland, bike lockers are available at various SkyTrain stations and bus exchanges. TransLink rents the lockers for 3-month periods at a cost of \$30, with a \$30 key deposit. For information on locker rental visit <http://www.translink.ca/en/Rider-Guide/Bikes-on-Transit.aspx>. In Victoria, bike lockers are available at the McTavish Road Park and Ride (near Airport), the Western Exchange Park and

What to do in case of a collision

Check for injuries first. If someone is injured, call for help right away. Administer first aid if you are trained. After the injured have been helped and removed from harm's way, begin gathering information. It is best not to discuss fault at the scene of the collision.

Look to see if all parties involved have remained or returned to the scene of the collision. Cyclists are required to remain at the scene of a collision, the same as the driver of a motor vehicle must. You are also required to provide your name and address to the other parties involved or to a police officer upon request. Carry identification, emergency contact information, and medical insurance information,

In the Lower Mainland, bicycles are allowed on the SeaBus at all times for no extra charge.

Bike lockers are available in the Lower Mainland and in Victoria.

Some bus stops do not allow loading of bicycles, especially in downtown cores, due to space limitations. Check your local bus schedules for bike rack information.

Ride (Juan de Fuca) in Colwood and the Langford Exchange/Station Avenue. Lockers are \$10.00 monthly and rentals are administered by the Greater Victoria Cycling Coalition. For more information email info@gvcc.bc.ca, or visit their website <http://gvcc.bc.ca/store>. In Sooke, lockers are available at the Sooke Park & Ride. Contact the Juan de Fuca Cycling Coalition at 250-664-6492 or jdfcycle@gmail.com for more information.

Bus Bike Racks

An increasing number of cities in BC have buses equipped with bicycle racks. At present, the service is offered on all buses in Kelowna, Nelson, Kamloops, Kitimat, Nanaimo, Whistler, Parksville/Qualicum Beach, Penticton, West Vancouver, all TransLink services in MetroVancouver and on specific routes in Victoria. Bicycles travel free with a passenger fare. Stops that can load bikes are identified by a green bicycle logo. For routes, times, and loading stops in the Lower Mainland area visit the TransLink website at <http://www.translink.ca/en/Rider-Guide/Bikes-on-Transit.aspx>. For other areas in BC, see the BC Transit webpage at www.transitbc.com. In the Lower Mainland, bicycles are allowed on the SeaBus at all times for no extra charge.

especially when you cycle alone. Write down the following as soon as possible:

1. Location and exact time of the collision.
2. Vehicle descriptions and plate numbers.
3. Driver's description and driver's licence information. Copy this information directly from the driver's licence, if possible. Don't accept a business card without verifying that the name is the same as on the driver's license.
4. Details of the incident, including a diagram. Describe the circumstances of the collision in detail: weather conditions, lighting, speeds, etc . . .
5. All witness' information (names and phone numbers), including passengers: do not depend on others to take names and phone numbers.

Police involvement may depend on the extent and seriousness of the collision. Report the matter to a police officer within 24 hours (48 hours in outlying areas) if there is property damage over \$100, injury to a person, or evidence for a charge (where a traffic violation occurred and a licence plate number was obtained). This requirement is met by calling ICBC's Dial-A-Claim service if the police do not attend and make a report.

You can report a claim to ICBC 24 hours a day, 7 days a week by calling:

Outside of Greater Vancouver..... 1-800-910-4222
Greater Vancouver(604) 520-8222

When calling, have all collision information ready including vehicle and drivers' licence numbers, witness' names and phone numbers, and your police report number if you have obtained one.

Hit and Run

In the case of a hit and run, with or without a vehicle licence plate number, follow the same procedure as above. You may still be covered by ICBC, depending on the circumstances of the collision. You must make a reasonable effort to identify the motor vehicle. To report a hit and run that you have witnessed or been involved in, call:

TIPS BC Line 1-800-661-6844
TIPS Lower Mainland (604) 661-6844

Dangerous Traffic Violations

Many cyclists and motorists are unaware of the rights and responsibilities of cyclists. In the event that you are on the receiving end of dangerous driving behaviour and are able to obtain a vehicle licence plate number, report the matter to police as soon as possible. It is unwise to confront motorists on the

In case of an accident, check for injuries first.

If someone is injured, call for help right away.

Cyclists and pedestrians have many rights as victims of collisions, and medical benefits may be available even if the cyclist is responsible for causing a collision.

Although you have 30 days to report an injury claim, and six months to report a hit and run complaint, it is best to report your claim as soon as possible.

Document your injuries and property damage with photographs or videotape; save all receipts and repair estimates. Cyclists and pedestrians have many rights as insureds of collisions, and medical benefits may be available even if the cyclist is responsible for causing a collision. It is recommended that you contact ICBC and speak to an adjuster who can confirm whether your damages will be covered. When claiming for personal items (bikes, clothes, etc.), be prepared to show the damaged goods to the adjuster.

If you have difficulty understanding your legal obligations, it is recommended that you consult your property or liability insurer, or a lawyer with experience representing cyclists.

road with your opinion of their traffic etiquette. Use common sense when traffic incidents occur and avoid entering into 'road rage' behaviour yourself. As in the case of a collision, write down all relevant information immediately. Police can only act upon reports where there is evidence (vehicle licence plate) for a charge (i.e. unsafe passing, failure-to-yield, failure to drive with due care and attention, etc.). Depending on the location of the incident and the caseload of the local police, you may find the authorities reluctant to follow up on a report. It is important to avoid making 'nuisance' complaints. However, if your concern is of a serious nature, obtain a police report number and follow up on the outcome.

Most common collisions

Be aware of the most common circumstances surrounding collisions and stay especially alert when cycling in these conditions. The following statistics are from a 1996 study*, which analyzed the reported 6,000 collisions between bicycles and motor vehicles that occurred in BC during a three-year period.

Collision location

Most collisions happened at intersections, where there were no traffic controls, and in residential areas.

- 63% of the collisions occurred at the intersection

Contributing factors

The most common error among cyclists was to ride without due care. Among motorists the most frequent fault was failure to yield right-of-way.

| | Cyclists | Car drivers |
|------------------------------------|----------|-------------|
| Operating vehicle without due care | 23% | 14% |
| Failure to yield right-of-way | 13% | 27% |
| Using the wrong side of the road | 10% | – |

Several other studies in North America have found that the primary fault in bicycle/motor vehicle collisions is approximately equally shared between

Several studies in North America have found that the primary fault in bicycle/motor vehicle collisions is approximately equally shared between cyclists and drivers.

Most collisions happened at intersections where there were no traffic controls, and in residential areas.

of a street with another street, alley or driveway, while 31% happened between intersections.

- 57% of the collision sites had no traffic controls at all; 19% had stop signs and 15% traffic lights.
- 40% occurred in residential areas, and 35% in business/shopping areas.

Pre-collision actions

Almost four out of five cyclists were going straight ahead, while 42% of the drivers were turning either left or right.

| | Cyclists | Car drivers |
|----------------------|----------|-------------|
| Going straight ahead | 79% | 41% |
| Turning left | 5% | 19% |
| Turning right | 2% | 23% |

cyclists and drivers. These studies also found that the single most common bicycle accident was falling without any other vehicle being involved.

All cyclists should be aware that the three most common motorist-caused bicycle/motor vehicle collisions are:

- An oncoming driver turns left in front of the cyclist.
- A driver on a cross street stops, and then pulls out directly in front of the cyclist.
- A driver barely passes the cyclist and then turns right.

**Hamilton and Associates. 1997. A Review of Collisions Between Motor Vehicles and Bicycles in British Columbia. Produced for ICBC.*

Cyclists and the Law

Cyclists have the same rights and duties as a driver of a vehicle. The laws that govern cyclists are contained in the BC Motor Vehicle Act [RSBC 1996]. Certain sections of the Act are exclusively for cyclists and excerpts are provided below. Some jurisdictions in BC also have bylaws specifically for cyclists. It is wise to check with your local police department or municipality for cycling-specific bylaws in your area.

Motor Vehicle Act [RSBC 1996] Chapter 318–Part 3*

RIGHTS AND DUTIES OF OPERATOR OF CYCLE

183 (1) In addition to the duties imposed by this

time than the number for which it is designed and equipped, and
(h) must not ride a cycle on a highway where signs prohibit their use.

(3) Nothing in subsection (2) (c) requires a person to ride a cycle on any part of a highway that is not paved.

(4) Despite section 165, a person operating a cycle who intends to turn it to the left at an intersection where there is more than one lane from which left turns are permitted must

(a) cause the cycle to approach the intersection in the lane closest to the right side of the highway from which a left turn is permitted,

(b) keep the cycle to the right of the line that divides the lane referred to in paragraph (a) from the lane immediately to the left of that lane,

(c) after entering the intersection, turn the cycle to the

Cyclists have the same rights and duties as a driver of a vehicle.

A person operating a cycle must not ride on a sidewalk unless authorized by a bylaw made under section 124 or unless otherwise directed by a sign.

section, a person operating a cycle on a highway has the same rights and duties as a driver of a vehicle.

(2) A person operating a cycle

(a) must not ride on a sidewalk unless authorized by a bylaw made under section 124 or unless otherwise directed by a sign,

(b) must not, for the purpose of crossing a highway, ride on a crosswalk unless authorized to do so by a bylaw made under section 124 or unless otherwise directed by a sign,

(c) must, subject to paragraph (a), ride as near as practicable to the right side of the highway,

(d) must not ride abreast of another person operating a cycle on the roadway,

(e) must keep at least one hand on the handlebars,

(f) must not ride other than on or astride a regular seat of the cycle,

(g) must not use the cycle to carry more persons at one

time so that it will leave the intersection to the right of the line referred to in paragraph (b), and

(d) when practicable, turn the cycle in the portion of the intersection to the left of the centre of the intersection.

(5) A person must not ride a cycle, skate board, roller skates, in-line roller skates, sled, play vehicle or other similar means of conveyance when it is attached by the arm and hand of the rider or otherwise to a vehicle on a highway.

(6) A cycle operated on a highway between 1/2 hour after sunset and 1/2 hour before sunrise must have the following equipment:

(a) a lighted lamp mounted on the front and under normal atmospheric conditions capable of displaying a white light visible at least 150 m in the direction the cycle is pointed;

*Reproduced with permission of the Province of British Columbia.

(b) a red reflector of a make or design approved by the Insurance Corporation of British Columbia for the purposes of this section;

(c) a lighted lamp, mounted and visible to the rear, displaying a red light.

(7) Despite any other provision of this Act or the regulations, a cycle may be equipped with a flashing red light that is of a make or design approved by the Insurance Corporation of British Columbia for the purposes of this section.

(8) A cycle operated on a highway must be equipped with a brake that will enable the person operating the cycle to make the braked wheels skid on dry, level and clean pavement.

(9) If an accident occurs by which a person or property is injured, directly or indirectly, owing to the presence

must furnish information, including that referred to in section 67 (8), respecting the accident as may be required by the police officer or person designated.

(11) A report made under this section is without prejudice and is for the information of the Provincial or municipal police, and must not be open to public inspection.

(12) The fact the report has been made is admissible in evidence solely to prove compliance with this section, and the report is admissible in evidence on the prosecution of any person for the offence of making a false statement in it.

(13) Despite subsections (11) and (12), a peace officer may, when giving evidence in a proceeding, refer to a report prepared by him or her under subsection (9) or (10) to refresh his or her memory.

A cycle operated on a highway* between 1/2 hour after sunset and 1/2 hour before sunrise must have a lighted lamp mounted on the front which, under normal atmospheric conditions, is capable of displaying a white light visible at least 150 m in the direction the cycle is pointed.

** For definition of a highway, see page 31.*

or operation of a cycle on a highway or a sidewalk, the person in charge of the cycle must

(a) remain at or immediately return to the scene of the accident,

(b) render all possible assistance, and

(c) give to anyone sustaining loss or injury, and to any peace officer who is present, his or her name and address and the name and address of the owner of the cycle, and if the cycle has been licensed and registered, the licence or registration number of the cycle.

(10) If an accident involving the presence or operation of a cycle on a highway or a sidewalk, either directly or indirectly causes death or injury to a person or damage to property causing aggregate damage apparently exceeding \$100, the person in charge of the cycle must immediately report the matter to a police officer or a person designated by the Insurance Corporation of British Columbia to receive those reports, and

(14) A person must not operate a cycle

(a) on a highway without due care and attention or without reasonable consideration for other persons using the highway, or

(b) on a sidewalk without due care and attention or without reasonable consideration for other persons using the sidewalk.

(15) If a person is convicted of an offence under this Act in respect of his or her riding or operating a cycle, the court may, in addition to or in place of any penalty otherwise prescribed, order the cycle seized, and on the expiry of that period the person entitled to it may again have possession of the cycle.

(16) For the purpose of seizing and impounding a cycle under an order made under subsection (15), a peace officer may enter any place or building in which the cycle is located.

- (17) A person operating a cycle on a highway must signify
- (a) a left turn by extending the person's left hand and arm horizontally from the cycle,
 - (b) a right turn by doing either of the following:
 - (i) extending the person's left hand and arm out and upward from the cycle so that the upper and lower parts of the arm are at right angles;
 - (ii) extending the person's right hand and arm horizontally from the cycle, and
 - (c) a stop or decrease in speed by extending the person's left hand and arm out and down from the cycle.

BICYCLE SAFETY HELMETS

184 (1) A person commits an offence if that person operates or rides as a passenger on a cycle on a highway and is not properly wearing a bicycle safety helmet that

- (4) The Lieutenant Governor in Council may make regulations as follows:
 - (a) designating a helmet as an approved bicycle safety helmet for the purposes of this section;
 - (b) prescribing standards and specifications for bicycle safety helmets.
- (5) Regulations made under subsection (4) (b) may adopt by reference, in whole or in part, standards or specifications published by a national or international standards association, as amended from time to time.
- (6) The Lieutenant Governor in Council may make regulations as follows:
 - (a) providing for and requiring the identification and marking of bicycle safety helmets;
 - (b) exempting any person or class of persons from the requirements of this section and prescribing conditions for those exemptions.

A person commits an offence if that person operates or rides as a passenger on a cycle on a highway and is not properly wearing a bicycle safety helmet.

- (a) is designated as an approved bicycle safety helmet under subsection (4) (a), or
- (b) meets the standards and specifications prescribed under subsection (4) (b).

(2) A parent or guardian of a person under the age of 16 years commits an offence if the parent or guardian authorizes or knowingly permits the person to operate or ride as a passenger on a cycle on a highway if that person is not properly wearing a bicycle safety helmet that

- (a) is designated as an approved bicycle safety helmet under subsection (4) (a), or
- (b) meets the standards and specifications prescribed under subsection (4) (b).

(3) A person who is convicted of an offence under subsection (1) or (2) is liable to a fine of not more than \$100.

DEFINITIONS (PARTIAL LIST)

- *cycle* means a device having any number of wheels that is propelled by human power and on which a person may ride, but does not include a skate board, roller skates or in-line roller skates.
- *vehicle* means a device in, on or by which a person or thing is or may be transported or drawn on a highway, except a device designed to be moved by human power or used exclusively on stationary rails or tracks.
- *roadway* means the portion of the highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder, and if a highway includes 2 or more separate roadways, the term *roadway* refers to any one roadway separately and not to all of them collectively.
- *highway* includes (a) every highway within the meaning of the Transportation Act, (b) every road, street, or lane or right-of-way designed or intended

for or used by the general public for the passage of vehicles, and (c) every private place or passageway to which the public, for the purpose of the parking or servicing of vehicles, has access or is invited, but does not include an industrial road.

Lock your bike frame to a bike rack, signpost, or parking meter for short term parking.

Best locations are in busy pedestrian areas visible from many vantage points.

Bicycle Security

Talk to your local bicycle store about the right lock for you and your bicycle. Look for secure, covered parking at your workplace. Lock your bike frame to a bike rack, signpost or parking meter for short-term parking. Best locations are in busy pedestrian areas visible from many vantage points. At home keep your bicycle invisible and inside where it's dry and secure. Check with your bike store or local police station to see if they keep records of serial numbers, or provide engraving services to ID your bike. Knowing the serial number of your bike can help you get it back if it is stolen. Check with an insurance agent about protecting your bike – it's an investment you'll want to hang on to.



Cycling Advocacy Reprinted with permission from the Cycling BC 2000 Handbook.

Ever wonder what advocacy really is? You may be interested in advocacy and not even know it! If you are concerned about the rights and privileges of cyclists, whether for land access or safer road riding provisions, then you are interested in cycling advocacy.

There are many ways to become involved in advocacy and help ensure that cyclists as a community of people are heard and understood. There are clubs and coalitions, as well as concerned individuals, throughout the province that work within their regions to improve cycling conditions, rights and privileges. Don't wait for others to solve problems for you. Become familiar with the decision-makers and cycling advocacy groups in your area to work toward improved conditions for cyclists.

Cycling advocacy contacts in B.C.:

We are excited to discover that there is no longer enough room to list the contact information for all the cycling advocacy groups in BC because there are so many! To find out if there is a group in your area, see our website or the following websites. If there isn't one near you, grab some cycling buddies and start one! Ask the BCCC how.

- British Columbia Cycling Coalition (BCCC) www.bccc.bc.ca/about/regions
- South Island Mountain Bike Society (SIMBS) www.simbs.com
- Better Environmentally Sound Transportation (BEST) www.best.bc.ca
- Hub for Active School Travel (HASTe) www.hastebc.org
- Cycling BC www.cyclingbc.net

**If you are concerned about the rights and privileges of cyclists,
whether for land access or safer road riding provisions,
then you are interested in cycling advocacy.**

The GVCC welcomes all comments, suggestions, and additional cycling information for Bike Sense from across the province. To reach us, or to order copies of Bike Sense, contact:



The Greater Victoria Cycling Coalition
PO Box 8586
Stn. Central
Victoria, BC V8W 3S2 Canada

Bike Sense: www.bikesense.bc.ca
Email: bikesense@gvcc.bc.ca
GVCC: www.gvcc.bc.ca

If you or your group would like to publish your own version of

Bike Sense

outside of B.C. with information relevant to your area, then please contact us!



This booklet is printed on Rolland Enviro 100% post-consumer recycled, acid-free, processed chlorine-free paper and was manufactured in Canada with bio-gas energy.

Environmental savings for every ton (compared to virgin equivalent): 10 trees, 35,639 L of water, 540 Kg of solid waste, 1,403 Kg of CO₂, 16GJ of energy use and 4Kg NO_x.



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THE 5 BASIC PRINCIPLES:

Maintain your bicycle in good working order.

Be as visible as possible to others.

Learn the skills needed to control your bike:

Cycle in traffic safely and predictably.

Know and obey the rules of the road.