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.
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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.

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### 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 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.

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

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### 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’.

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

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 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.

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 head 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.

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

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.
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.

**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.

**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.

**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.

**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. Practice 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 practice 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, practice 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 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. Practice 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.

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

Practice 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.
**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**
Practice 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 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.

**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.

**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.
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 comfort limits and confidence when dealing with heavy or high-speed traffic.

Intersections and turning lanes
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.

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.

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Always enter intersections either ahead of or behind the vehicle in your lane.

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...
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.

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**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 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

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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.
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 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. Although riding side by side is legal on the shoulder of highways, it is recommended that side-by-side cycling be limited to where there are wide shoulders and the weather is clear.

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 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. 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.

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.

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.

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.
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.

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.

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.
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/popular-topics/cycling/bicycle.htm.

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.

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.

Special care should be taken when transporting a child 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.

All children should wear an approved bicycle helmet and should be secured by a seat belt system when in a trailer or 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.

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.
It's their job to ensure that cyclists' needs and conditions, construction or other cycling hazards, are able to deal with concerns regarding road Engineering, Traffic or Planning departments that are able to deal with concerns regarding road conditions, construction or other cycling hazards. 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?


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. 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 provincial toll free information line (800) 663-7867 or through the website: www.th.gov.bc.ca/popular-topics/cycling/bicycle.htm or by email: motcycling@gems1.gov.bc.ca.

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
- Vancouver Area Cycling Coalition
- Island Pathways (Salt Spring Island)
- Better Environmentally Sound Transportation

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 BC Ferries at 1-888-223-3779 or check out their website at www.bcferries.bc.ca.

Public Transit

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 $2.50 to bring your bike across on most major runs. For costs and schedules, call BC Ferries at (888) 223-3779 or visit their website at www.bcferries.bc.ca.

West Coast Express

The commuter rail service between Vancouver and Mission, the West Coast Express, carries bicycles. The service costs $1.00 per trip 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). For those that 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 www.westcoastexpress.com.
**Seabus & SkyTrain**

In the Lower Mainland, bicycles are allowed on the Seabus at all times for no extra charge. Bikes are presently not allowed on the SkyTrain but authorities have agreed to consider allowing bicycles in the new Mark II cars scheduled for the new line.

**Bike Lockers**

In the Lower Mainland, bike lockers are available at various SkyTrain stations and two Bus Exchanges, Ladner and Sexsmith. For information on locker availability and rental terms call TransLink at (604) 453-4500.

In Victoria, bike lockers are available at the McTavish Road and Sooke Park and Rides. The Greater Victoria Cycling Coalition administers the rental of these lockers. For more information on their program, please call (250) 480-3155 or see their website: www.gvcc.bc.ca

**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, 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 licence.
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.

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 victims of collisions, and medical benefits may be available even if the cyclist is responsible for causing a collision. In the event of a hit and run, with or without a vehicle, the authorities may 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 or the other parties involved 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 especially when you cycle alone. Write down the information, and medical insurance information, 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 licence.
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.

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 if you have damage. 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.

**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**

**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 and on specific routes in Vancouver and Victoria.

Bicycles travel free with a passenger fare. Bicycle racks are easy to use and each bus has space for two bicycles with wheels 16 inches or larger. For routes and times in the Lower Mainland area visit the TransLink website at www.translink.bc.ca. For other areas in BC, see the BC Transit webpage at www.bctransit.com. Information and medical insurance information, 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 licence.
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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.

**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.**

**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.**
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 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 41% of the drivers were turning either left or right.

<table>
<thead>
<tr>
<th></th>
<th>Cyclists</th>
<th>Car drivers</th>
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<tbody>
<tr>
<td>Operating vehicle without due care</td>
<td>23%</td>
<td>14%</td>
</tr>
<tr>
<td>Failure to yield right-of-way</td>
<td>13%</td>
<td>27%</td>
</tr>
<tr>
<td>Using the wrong side of the road</td>
<td>10%</td>
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</tbody>
</table>

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

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.


RIGHTS AND DUTIES OF OPERATOR OF CYCLE
183 (1) In addition to the duties imposed by this sec-

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.

- after entering the intersection, turn the cycle to the left so that it will leave the intersection to the right of the line referred to in paragraph (b), and
- when practicable, turn the cycle in the portion of the intersection to the left of the centre of the intersection.

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.

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

- 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 direc-
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 32.

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.

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
(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.

(4) 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.

DEFINITIONS (PARTIAL LIST)

• bicycle 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 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 every place or passageway to which the public, for the purposes of the parking or servicing of vehicles, has access or is invited. (This encompasses the entire right-of-way, including paved or unpaved shoulders and ditches.)

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**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.

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**Cycling Advocacy**


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.:

- **Better Environmentally Sound Transportation**:(604) 669-2860  www.best.bc.ca
- **British Columbia Cycling Coalition**  www.bccc.bc.ca
- **Cross Canada Cycle Tour Society**  (604) 433-7710  www.vcn.bc.ca/cccts
- **Cycling BC**  (604) 737-3034  www.cycling.bc.ca
- **Greater Nanaimo Cycling Coalition**  (250) 754-4620  www.thegncc.org
- **Greater Victoria Cycling Coalition**  (250) 480-5155  www.gvcc.bc.ca
- **Island Pathways**  (250) 653-4185
- **Kelowna and Area Cycling Coalition**  (250) 764-2498
- **Parksville Bicycle Advisory Committee**  (250) 248-6529
- **South Island Mountain Bike Society**  www.simbs.com
- **Vancouver Area Cycling Coalition**  (604) 878-8222  www.vacc.bc.ca

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**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.**

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**Bike Sense**

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,  
1056-A North Park St.,  
Victoria, B.C., Canada,  
V8T 1C6

Tel: (250) 480-5155  
www.gvcc.bc.ca  
Email: bikesense@gvcc.bc.ca  
Website: http://bikesense.bc.ca

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If you or your group would like to publish your own version of *Bike Sense* with information relevant to your area, then please contact us!

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By using > 50% recycled content instead of new wood fibre, we saved:

1545 L of water  
532 kW.h of electricity (enough to power the average home for almost a month)  
306 Kg of greenhouse gas  
879 Km traveled in the average North American car  
4 trees

*(of which > 30% is post-consumer waste)*