

SAFETY GUIDE FOR CYCLISTS

VISION ZERO ROAD SAFETY PLAN



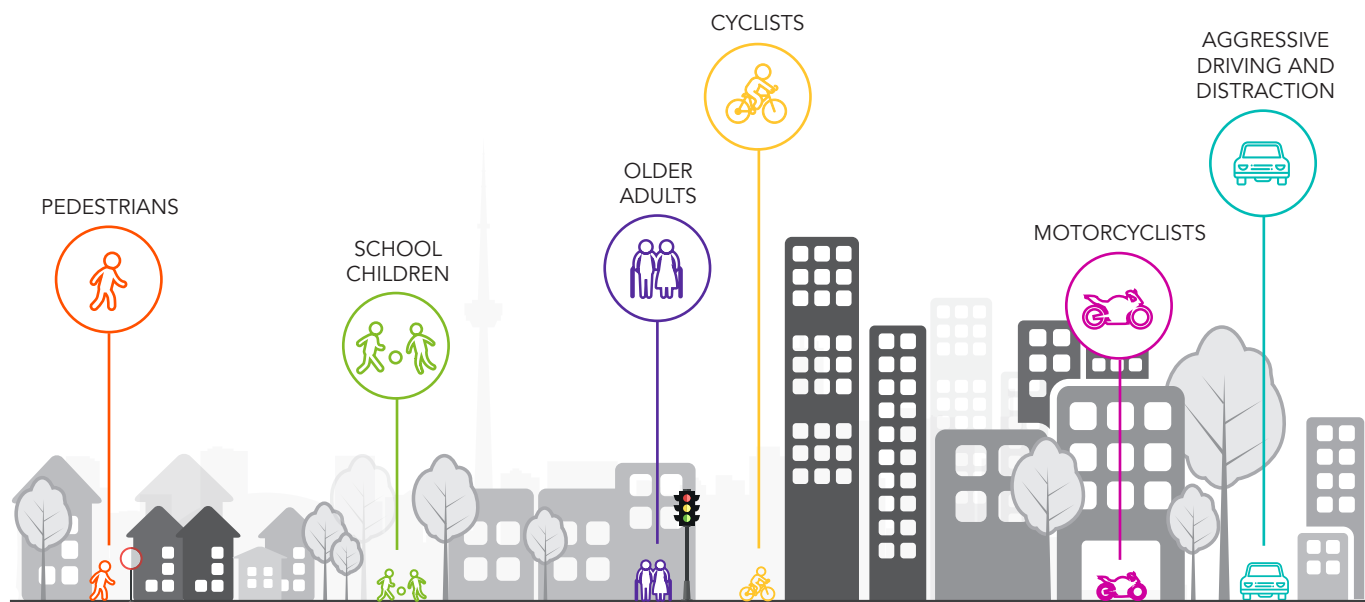
Toronto's Vision Zero Road Safety Plan is a five-year strategy for eliminating traffic-related deaths and serious injuries on City of Toronto roads. The City is committed to Vision Zero and supports its fundamental message: Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero.

Vision Zero is a comprehensive plan that includes more than 45 new and enhanced engineering, education, enforcement, evaluation, engagement and technology safety countermeasures associated with six emphasis areas.

The six Emphasis Areas identified in the plan focus on vulnerable road users and includes school children, pedestrians, older adults, cyclists, motorcyclists and aggressive driving and distraction in general.

This brochure contains information about:

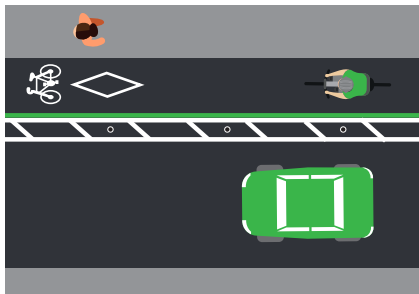
- Types of cycling infrastructure
- Right turns at intersections and stopping
- Stopping behind streetcars and buses
- Safety tips
- Cycling and the law



TYPES OF CYCLING INFRASTRUCTURE

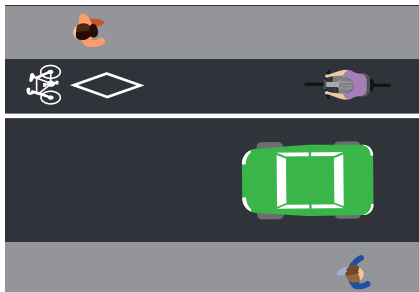
CYCLE TRACKS

Cycle tracks are separate lanes for bicycles that are next to the roadway but separated from vehicle traffic. Cycle tracks help distinguish the area for cycling from vehicle traffic and create an environment which is safer for cycling.



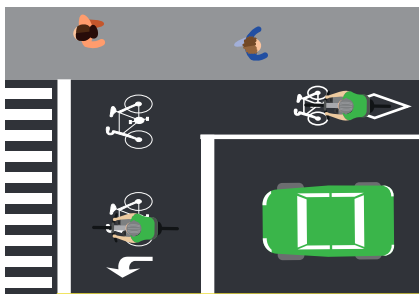
BIKE LANES

Designated bicycle lanes are a dedicated part of the roadway for the exclusive use of cyclists. Other road users may not lawfully drive, stand, stop, or park in a designated bicycle lane.



BIKE BOX

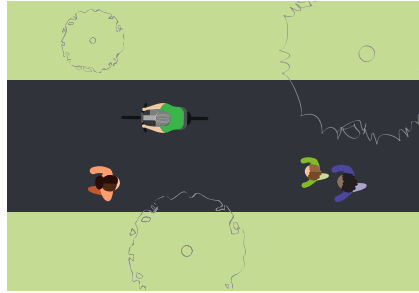
Bike boxes are used at intersections to designate a space for cyclists to wait in front of cars at the red light. At red lights, the drivers must stop at the stop line, behind the bike box. A bike box means right hand turns on red lights are not permitted.



TYPES OF CYCLING INFRASTRUCTURE

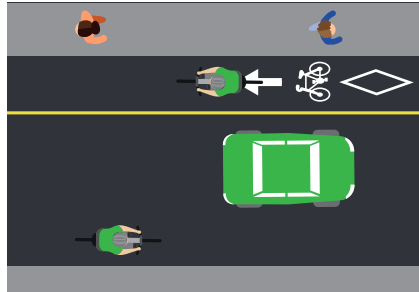
MULTI-USE TRAILS

Multi-use trails in parks, ravines, hydro corridors, or similar green spaces may not be used by vehicle traffic. Multi-use trails are shared with pedestrians, and the City's parks bylaw includes a 20 km/h speed limit for all trails. Most major multi-use trails are paved while minor trails may be narrow or have a rough unpaved surface.



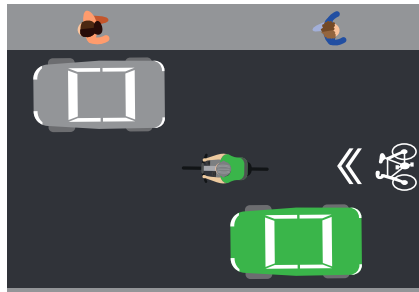
CONTRA-FLOW BIKE LANES

Contra-flow bicycle lanes allow cyclists to travel in two directions on a street that is one-way for all other vehicles. Cyclists travel in one direction in the designated bicycle lane. When travelling in the opposite direction, the cyclist will travel in the mixed-use traffic lane or marked cycle lane.



QUIET ON-STREET ROUTES

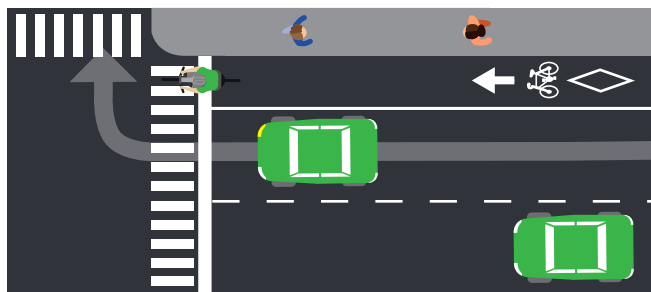
Toronto is developing a number of "Quiet Street" cycling routes, where signs, pavement markings and other traffic calming are used to create comfortable cycling routes on quieter residential streets.



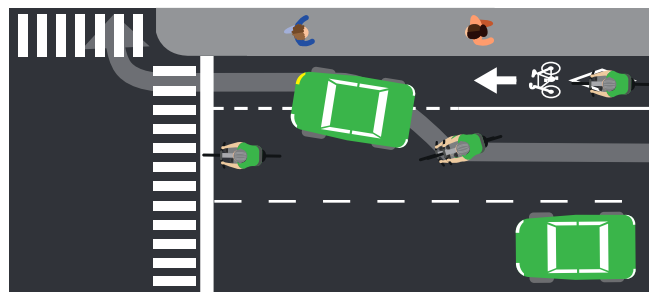
RIGHT TURNS AT INTERSECTIONS AND STOPPING

RIGHT TURNS AT INTERSECTIONS

Cycle tracks that have a **solid line** leading to the intersection gives cyclists the right of way. Vehicles must not enter the bicycle lane until they can safely turn into the opposing lane, yielding to cyclists and pedestrians.



Bike lanes or cycle tracks that have a **dashed line** leading to the intersection allow drivers to fully enter the bike lane when it is safe and clear of cyclists. Cyclists must then pass the turning vehicle on the left or wait behind the vehicle until the lane is clear.



STOPPING IN A CYCLE TRACK

No vehicle is allowed to stop in a separated **cycle track** except for:

- Wheel-Trans vehicles operated or licensed by the TTC for loading and unloading passengers
- Emergency response vehicles actively engaged in work
- City of Toronto vehicles actively engaged in work
- Public utility vehicles actively engaged in work



STOPPING IN A BIKE LANE

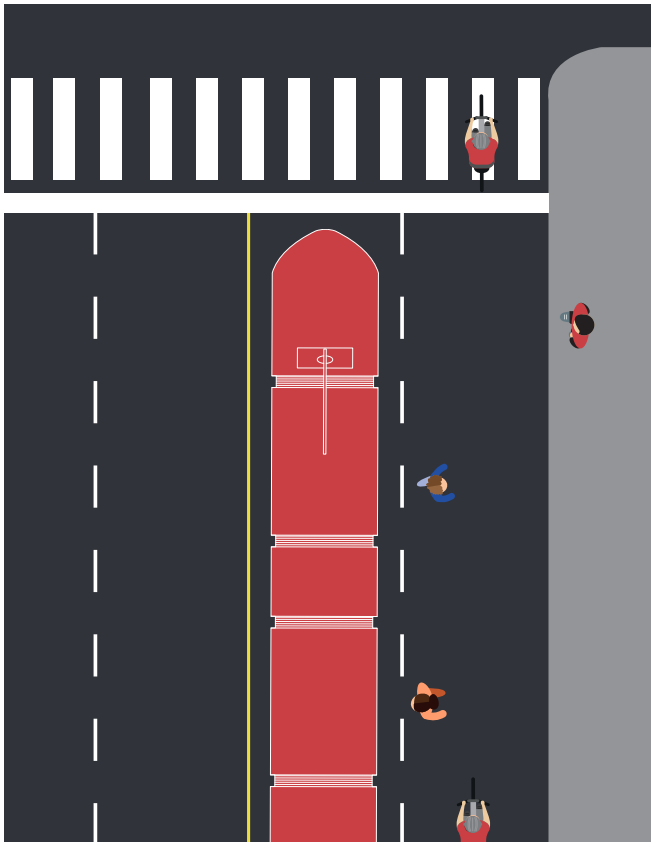
No vehicle is allowed to stop in a **bike lane** except for:

- Wheel-Trans vehicles operated or licensed by the TTC for loading and unloading passengers
- Emergency response vehicles actively engaged in work
- City of Toronto vehicles actively engaged in work
- Public utility vehicles actively engaged in work
- School buses picking up or dropping off kids
- Taxicab loading or unloading of passengers

STOPPING BEHIND STREETCARS AND BUSES

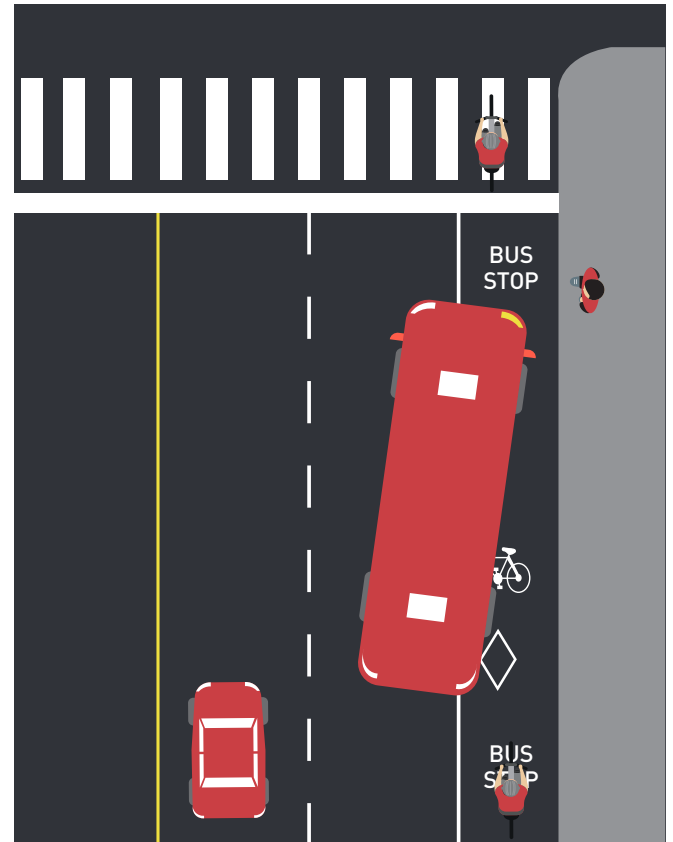
STOPPING BEHIND STREETCAR DOORS

The Highway Traffic Act states cyclists and drivers must maintain a **two-metre clearance** from the backmost door of the streetcar while the doors are open. When the doors close, cyclists and drivers may pass safely on the right hand side.

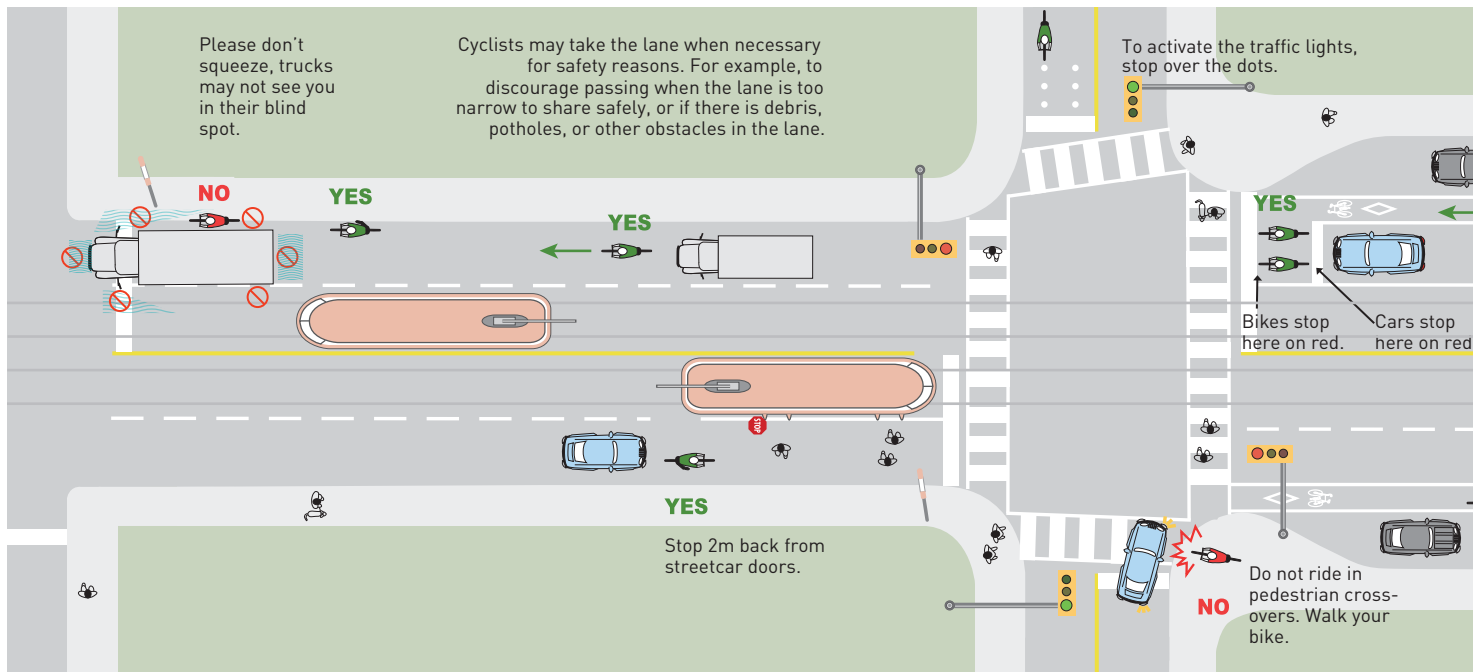


STOPPING BEHIND BUSES

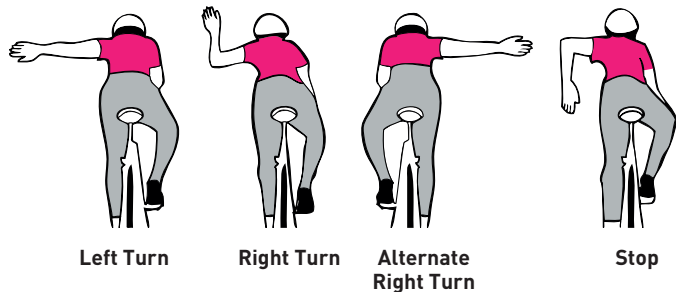
Cyclists approaching a bus that is picking up or dropping off passengers must not pass on the right until the bus doors close and the lane is clear. Cyclists may pass a bus on the left if there is an available lane and it is safe to do so.



SAFETY TIPS



DO YOU KNOW YOUR HAND SIGNALS?

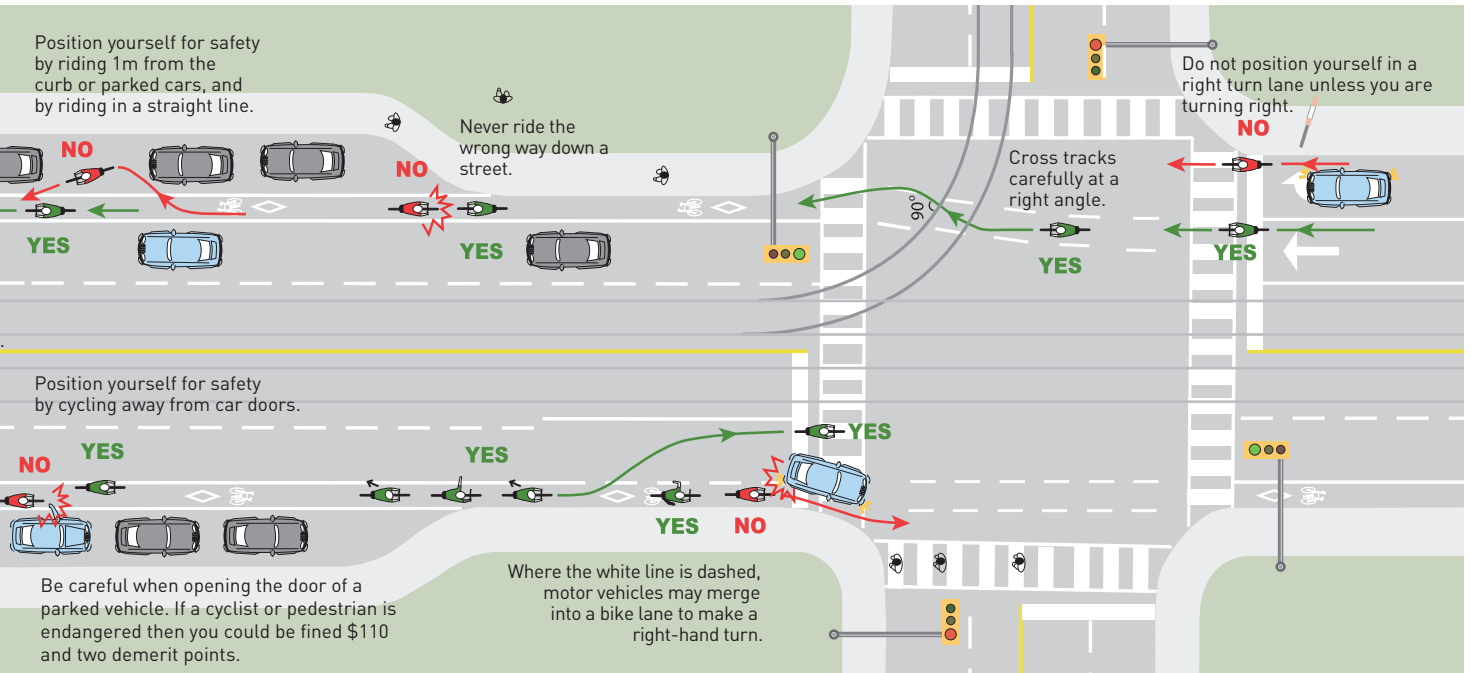


THE ABC QUICK CHECK

Make sure your bike is in good working order including bell and lights. The "ABC Quick Check" is an easy way to inspect your bike before you head out:

- Check your tires for **air**
- Check your **brakes**
- Check your **cranks, chain** and **cogs**

CYCLING AND THE LAW



ONE METRE SAFE PASSING LAW

When passing a cyclist, drivers are required to maintain a minimum distance of **one metre** where practical between their vehicle and the cyclist.

Whenever possible, drivers should change lanes to pass.



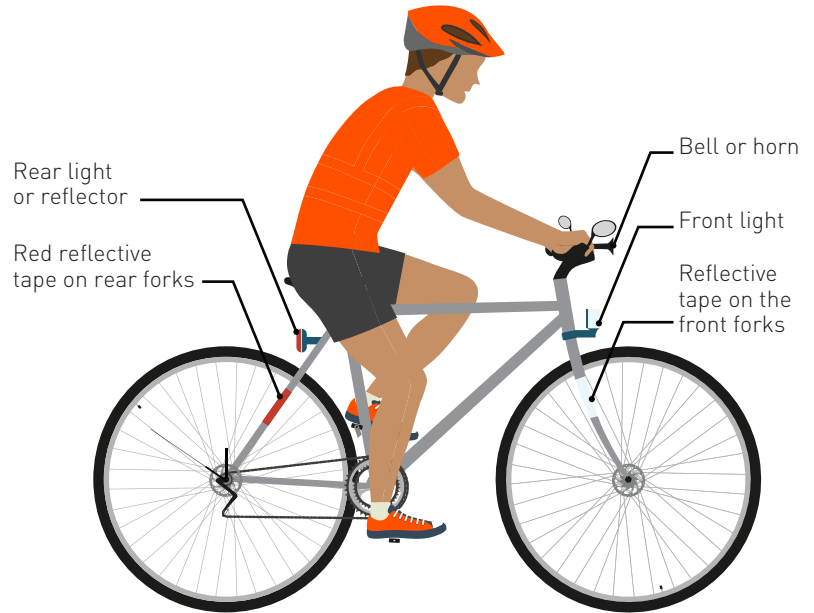
CYCLING AND THE LAW

REQUIRED SAFETY EQUIPMENT

It's important for cyclists to be seen and heard.

The law requires that you equip your bike with:

- A **bell or a horn** in good working order.
- A **white front light** and a **red rear light** or **reflector** if you ride between half an hour before sunrise and half an hour after sunset.
- **White reflective tape** on the front forks and **red reflective tape** on rear forks.



BE PROTECTED, WEAR A HELMET

Ontario's bike helmet law requires everyone under 18 years of age to wear an approved bike helmet while riding a bicycle. Make sure helmets are worn properly and in good working order.

Follow the "2V1" Rule.



2:

You should be able to fit two fingers above your eyebrows.



V:

Straps should form a V under your ears.



1:

You should be able to fit one finger between the strap and your chin.

CYCLING AND THE LAW

SIDEWALK CYCLING, TRAFFIC SIGNALS AND SIGNS.

- **Sidewalk Cycling:** No person aged 14 and older may ride a bicycle on a sidewalk. The fine for an adult who rides a bicycle on a sidewalk is \$85.
- **Traffic Signals:** Cyclists must obey all traffic signals. The failure to stop at a red light carries a fine of \$260.
- **Traffic Signs:** Cyclist must obey all traffic signs. The fine for a cyclists who ignores traffic signs is \$85.

E-BIKES IN ONTARIO MUST HAVE:

- steering handlebars
- working pedals
- an electric motor not exceeding 500 watts
- a maximum speed of 32 km/h
- a maximum weight of 120 kg
- a permanent label from the manufacturer in both English and French stating that your e-bike conforms to the federal definition of a power-assisted bicycle

TYPES OF E-BIKES

PEDELECS

Electric bicycles and pedelecs are categorized as bicycles by the municipality of Toronto, and may be used on all types of cycling infrastructure: painted bike lanes, Cycle Tracks (separated bicycle lanes) and multi-use trails. By its definition in the Toronto Municipal Code, a “Pedelec” must weigh less than 40 kg and requires pedaling for propulsion.



E-SCOOTERS

E-scooters may not be used on multi-use trails or Cycle Tracks (separated bike lanes). E-scooters are vehicles which meet the provincial definition of an e-bike but not the City’s of Toronto’s definition of a pedelec.

