

Bike Patrol Training



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Welcome

Welcome to the Vancouver Community Policing Centre Bike Patrol Program. As a bike patroller you will be contributing to the safety of the neighbourhood by providing an active community presence. You will not only be the eyes and ears for the Vancouver Police Department (VPD) but also for the citizens who live and work in your community. A community working together truly does make a difference.

Course Safety Rules

1. Helmets must always be worn as per the Motor Vehicle Act (MVA)
2. MVA and City of Vancouver bylaws must always be obeyed
3. Closely follow instructions unless you feel it is unsafe to do so in your situation
4. Talk to the instructor before beginning the course about any personal injury or health concern you may have
5. If at any time during the course or the examination, you feel uncomfortable or unsafe with an activity or an instruction, you need not continue with the activity. Stop and talk to the instructor about your concern.
6. Don't be shy to ask questions or to request more practice before the examination
– and Have Fun

Clothing

Patrollers may spend hours outside patrolling and should come dressed appropriately for all weather, while still looking semi-professional. Proper footwear is mandatory and the use of gloves and goggles, or sunglasses, is strongly recommended.

Patrollers are required to wear a patrol jacket or reflective vest. During daytime it is important to wear highly visible colours, such as an orange patrol jacket or a yellow traffic vest. Patrols after sunset rely more on garments with reflective strips.

All equipment should be handled respectfully and any damage, loss, or malfunction must be reported to the shift supervisor or program coordinator without delay. Do not ride a bike if you are not sure it is safe to ride.

Helmet Fitting

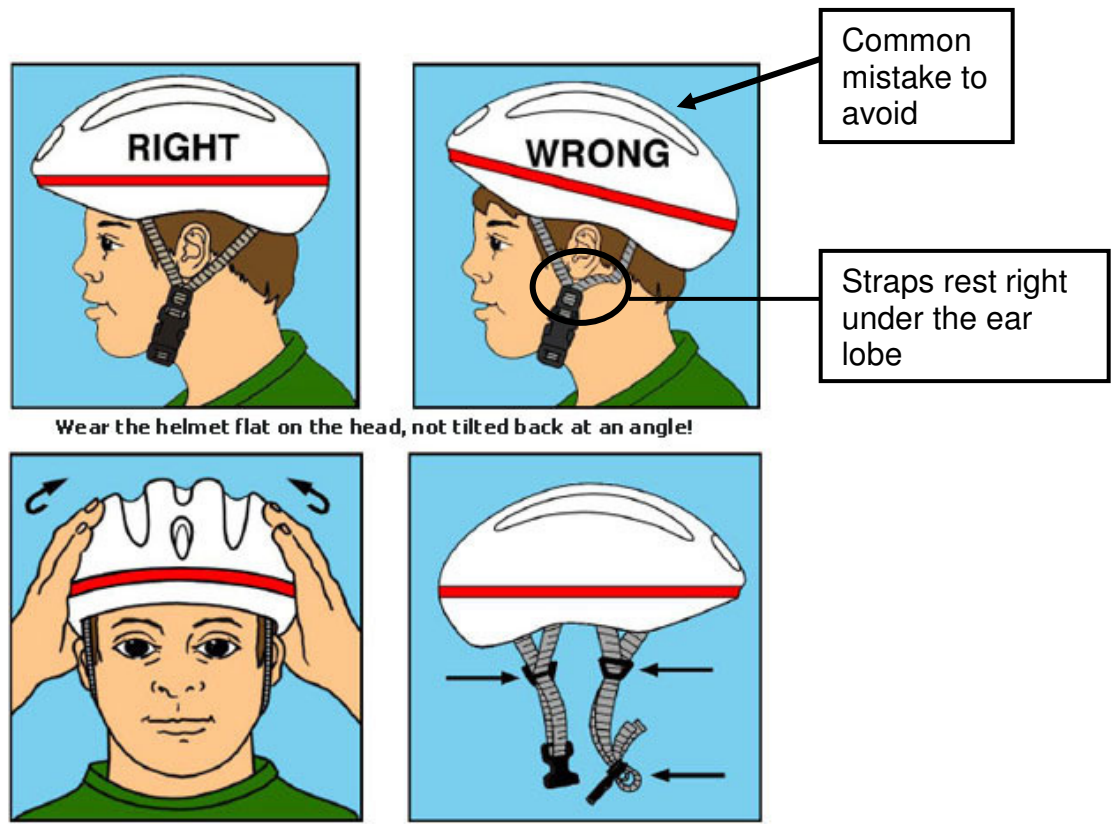


Image obtained from the following link on February 22, 2010: http://www.louisvilleky.gov/NR/rdonlyres/5B4B5233-3FE1-4FoD-ACE6-21349BAE5Fo6/o/bike_helmet_fit.jpg

- Inspect the helmet to ensure that it is not damaged. You should not wear helmets with cracks, dents or broken straps. You should not re-use a helmet that has been involved in an impact.
- Your helmet should be less than 5 years old.
- Ensure that the helmet meets safety standards (e.g. CSA, ANSI)
- The helmet should be level from the front to the back and sit slightly above the eyebrows.
- Make sure the helmet fits snugly - add or remove sizing pads if necessary.
- Adjust the straps to form a "V" just below and in front of the earlobes.
- Once attached, adjust the length of the chinstrap so that you can only insert one finger between your chin and the chinstrap
- Make sure that the helmet remains nicely in place when moving your head.

Rules of the Road

Motor Vehicle Act

Chapter 183 of the BC Motor Vehicle Act, the Rights and Duties of Operator of Cycle, are included or paraphrased below.

- (1) A person operating a cycle 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 by-law 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 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.
- (6) A cycle operated on a road between 1/2 hour after sunset and 1/2 hour before sunrise must have the following equipment
 - (a) A front mounted lighted lamp displaying a white light visible at least 150m from the front of the cycle
 - (b) A red reflector approved by ICBC
 - (c) A rear mounted lamp displaying a red light
- (8) A cycle must be equipped with a brake that is capable of causing the cycle to make the braked wheel skid on dry, level and clean pavement
- (17) A cyclist riding on a road must signal intention to turn left, turn right, and decrease speed

City of Vancouver Bylaws

The City of Vancouver Street and Traffic By-Law No. 2849 includes laws of specific interest to cyclists. Parts of it are included or paraphrased below.

60A.

Cyclists are not permitted to ride on the road while wearing headphones over or close to both ears unless worn for the purpose of improving the wearer's ability to hear sounds emanating from outside the device.

60B.

Bicycles must be equipped with a bell capable of being used for warnings.

60F.

A police officer may arrest without warrant any bicyclist whom the officer finds committing a breach of any provision of this by-law if such person fails to stop and state his or her name and address when so requested by the police officer.



MVPC

M

MANEUVERABILITY

Maneuverability is creating and maintaining escape routes so you can take evasive action if necessary. One way to maintain your escape route is to keep a minimum of one meter between you and the curb or parked cars. This distance also allows you to avoid the road edge that is often full of debris, sewer grates, and uneven pavement. Be sure keep enough room in front of you to perform an emergency brake or turn.

V

VISIBILITY

Visibility is about ensuring that other road users see you. Staying a minimum of one meter from the curb or parked cars keeps you in the flow of traffic and in the view of motorists. Wearing bright and reflective clothing, reflective tape and lights on your bike, all contribute to staying visible. Be aware of reduced visibility at sunset and sunrise.

P

PREDICTABILITY

Predictability is about ensuring that the other road users are able to anticipate your movements. Staying in the flow of traffic ensures that motorists are able to see your shoulder checks and signals. Never put your foot on the curb, it is difficult to predict what your next move will be. Being assertive and confident gives motorist the impression you know what you are doing and treat you with respect.

C

COMMUNICATION

Communication is letting other road users know what you are doing and are going to do. Eye contact is a very important and under-rated component of communication. Signaling, shoulder checking, your voice and a bell all communicate your intentions and are essential to bike safety. Never trust that other vehicles have seen you or that they will abide by the rules of the road – be careful even when it's your right of way.



5 Basic Rules of Riding in Traffic

1. Ride on the Right side of the road
 - Don't ride on the sidewalk
 - It is for pedestrians
 - Motorists aren't expecting a bicycle to suddenly emerge from a sidewalk
 - Increases risk of collision with pedestrians and with cars
 - Don't ride on the Left side of the road
 - Drivers and pedestrians don't expect you there
 - Increases risk of collisions
2. Yield to on-coming traffic when you reach a larger road
 - Check on both sides and wait for a safe opening
 - In an uncontrolled intersection, the first to arrive has priority; when two cars arrive nearly at the same time, yield to the vehicle to your right
3. When changing lanes, yield to vehicles that are already in that lane
 - Always shoulder check, signal, shoulder check before changing lane
4. Your lane position at an intersection is determined by your direction of travel
 - Always stay in the right most lane serving your direction of travel
5. Your lane position when travelling in a lane will depend on the following:
 - Your speed compared to the traffic speed
 - If traffic is moving faster, stay on the right
 - If you are moving faster, pass others (e.g. bikes) on the left side
 - The usable width of the road
 - If the road is narrow and vehicles cannot pass you safely, take the lane if it is safe to do so (e.g. it's not safe to take the lane when the traffic is much faster like in a zone of 70+km/hr)

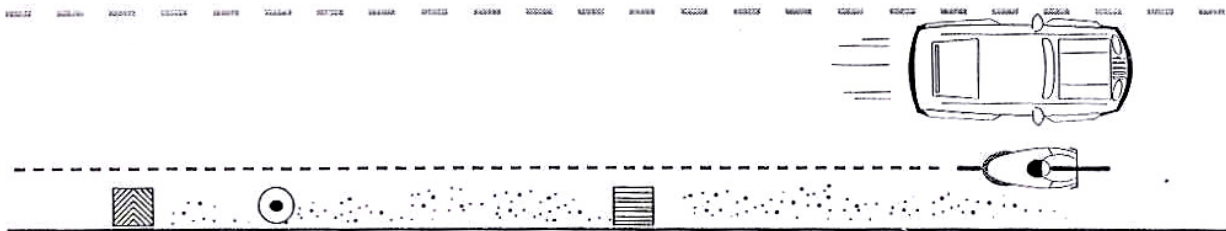
Signals



Where to Ride on the Road

Straight Riding

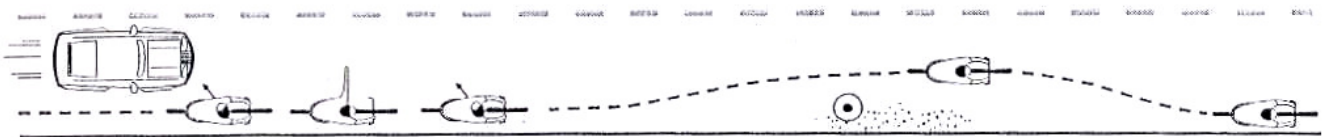
- Ride on the right hand side
- Don't ride in the gutter – debris and holes can create hazards
- Ride 1 meter from the curb
- Be predictable – ride in a straight line



Look ahead to plan for obstacles

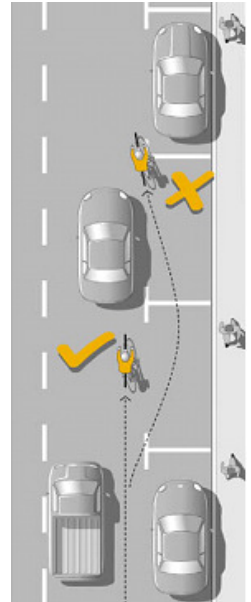
Plan your lane positioning based on what is ahead of you (e.g. hazards, turning lane, parked cars, a paved shoulder thinning out)

- Always shoulder check before moving from your straight line
- Signal ahead of time to indicate that you will be moving away from your straight line – **Be predictable**
- Start moving ahead of time for a progressive move into the lane
- After passing the obstacle, shoulder check again before returning to the right most side (some vehicles could try to sneak on your right)



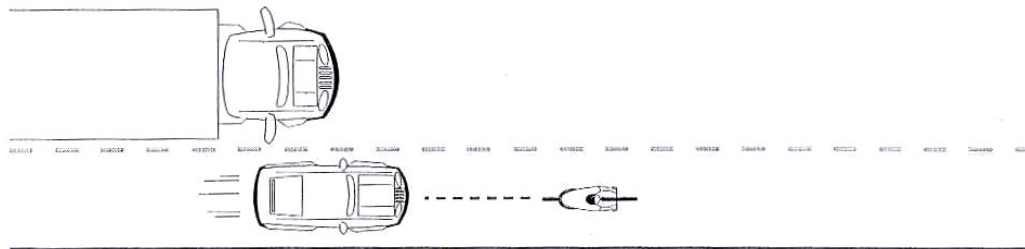
Be PREDICTABLE and remain VISIBLE

- Avoid weaving around cars and avoid passing on the right
- Don't ride in a vehicle's blind spot
- Stop and wait behind the car ahead of you if you have to
- If safe to do so, you can pass on the left when a vehicle is stopped or going slower than you



Keep good lane positioning

- In narrow streets: take the lane to avoid unsafe passing; except for when the speed of the traffic significantly exceeds yours, it is then not safe to take the lane and you should find an alternate route

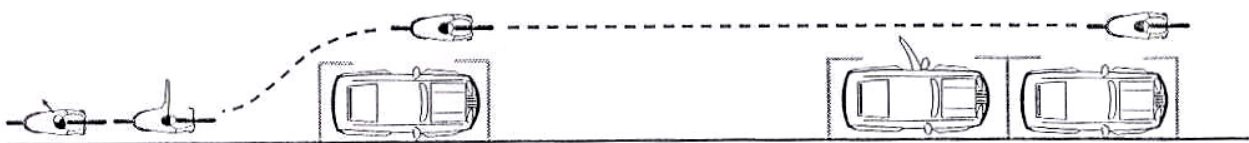


- Otherwise, in wide road, always stay on the right



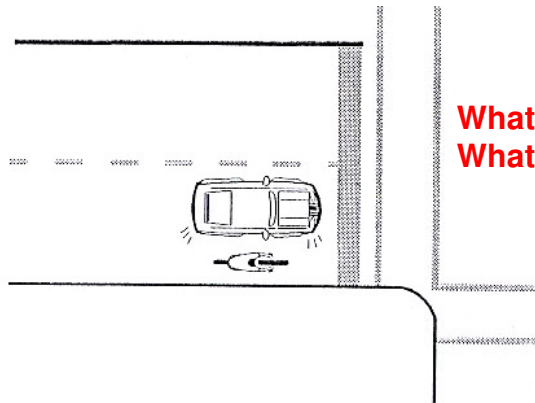
Watch for parked cars

- Ride at least 1m away from parked cars to avoid being hit by opening doors
- Do not swerve around vehicles; look ahead and stay in a straight line if you see a row of cars coming up – **be predictable**



Approaching intersections

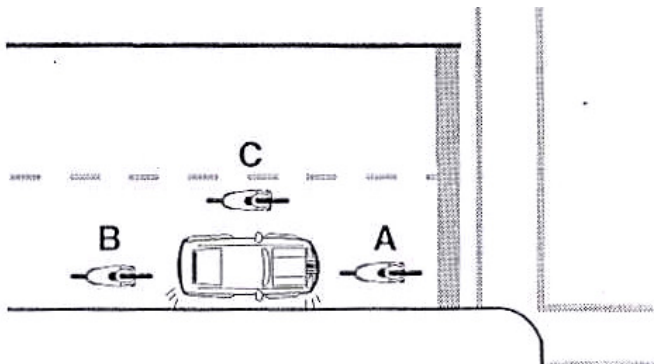
It is always important to plan your position within the lane well ahead of time. Your lane positioning at an intersection will depend on your direction of travel.



**What's wrong in this picture?
What would be better?**

In the drawing below, where should the cyclist stop when travelling straight ahead?

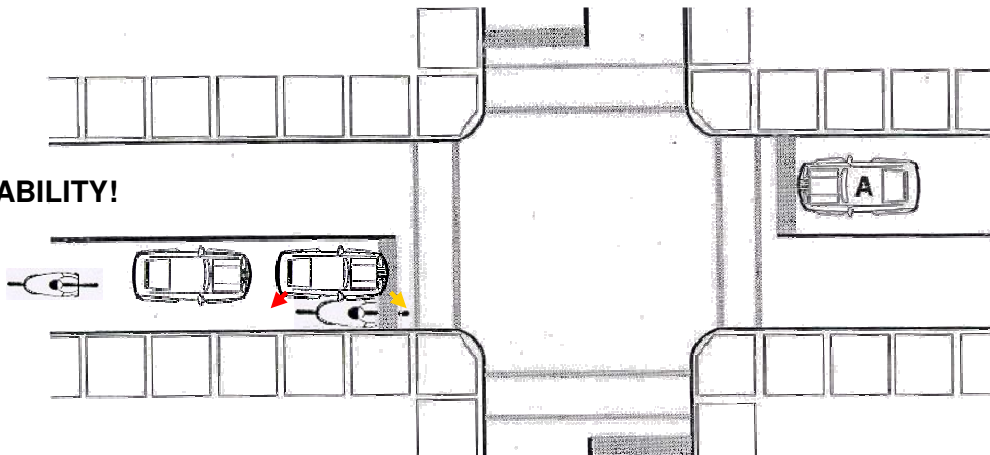
- 1) When the cyclist arrives at the intersection before the car
- 2) When the car arrives at the intersection before the cyclist



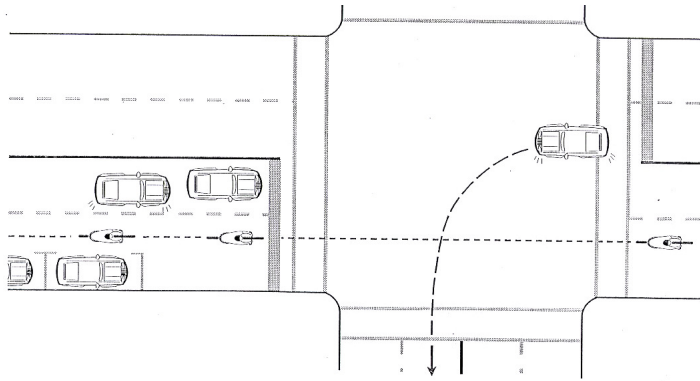
PLAN AHEAD

- 1) Move side by side at the intersection.
- 2) Take the middle of the lane at the intersection

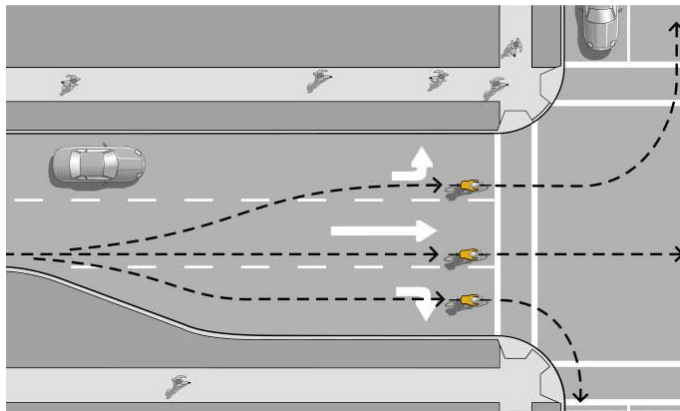
NO MANEUVERABILITY!



Don't underestimate lane positioning – your safety depends on it.



Always choose the rightmost lane serving your direction of travel – Always position yourself to the right of that lane. Lane position **COMMUNICATES** your intentions.

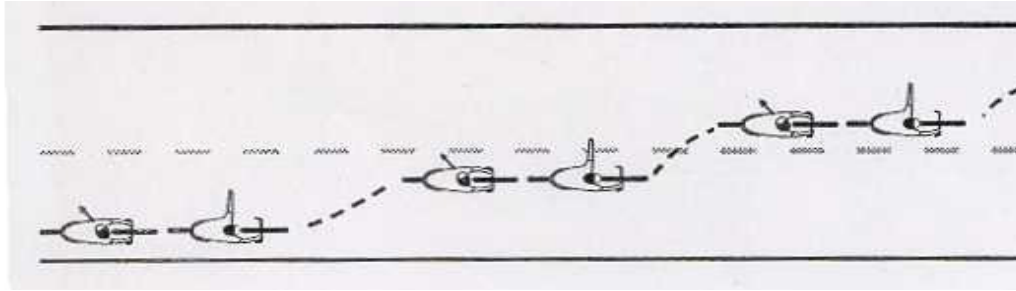


Dual Destination Lanes



Lane position when going straight versus when turning right

Lane changes - COMMUNICATE



1. Shoulder check 2. Signal 3. Shoulder check 4. Make your move 5. Start again for new lane change



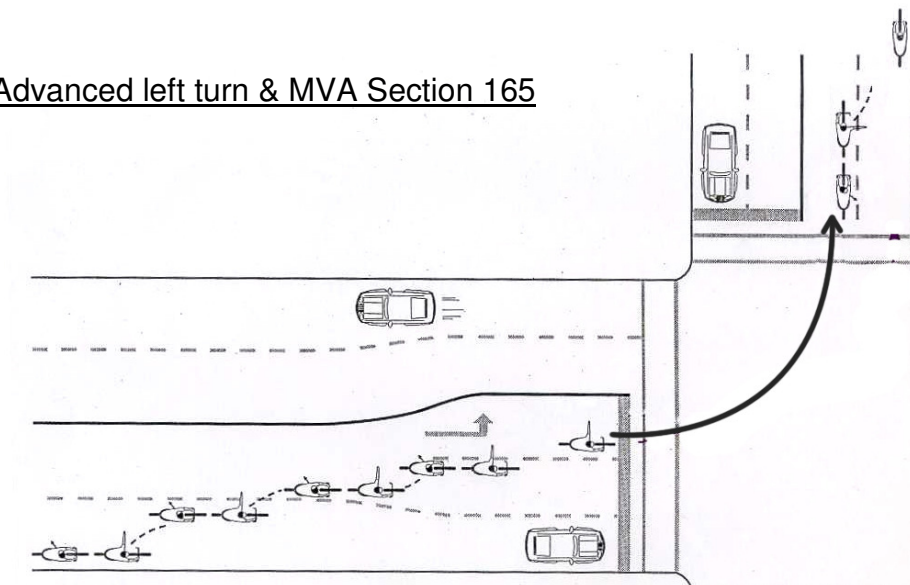
Don't change lane if:

- 1) The traffic is too fast or too heavy
- 2) If the vision is not good (e.g. heavy rains)
- 3) You don't feel safe to do so

If the traffic is too heavy, you pull over and wait for an opening before turning left or you can always choose to dismount your bike and walk it across an intersection or pedestrian crossing – NEVER ride your bike along with pedestrians. **PLAN AHEAD**



Advanced left turn & MVA Section 165



Cadence and Pedal Strokes

Your cadence is the speed at which you are pedalling, measured in rotation per minute. You should always go for easy and smooth strokes, with a cadence between 70-100 RPM. This will make your pedalling more efficient, less strenuous, easier on your knee, and will help you accelerate faster.

Braking

When a bike is equipped with two brakes, the front brake does 80% of the work. This is because when stopping forward momentum transfers the weight of the cyclist toward the front of the bike. The best ratio of pressure to apply to the front lever to the back lever is 3:1.

In emergency stopping situations, it is important to shift your weight to the rear to prevent from pitching over the handlebars. If the wheel starts to skid, it means the rear of the bike is losing contact with the ground- ease up on the front brake to regain control. Keep the cranks parallel to the ground with the pedals at three and nine o'clock to maintain balance and allow you to accelerate quickly after stopping.

Shifting Gears

To keep a good cadence and decrease the force needed to pedal, it may be necessary to shift gears. Most of the shifts that will occur happen on the rear cogs. Shifting to the smallest cogs, on the outside of the wheel, makes pedaling easier. Conversely, riding on the larger cogs, the ones closest to the wheel, allows you to ride faster but takes more force per pedal stroke. Changing the front gears is less common, it is suggested to pick one chain ring, usually the middle, and stick to it the majority of the time. Most of your shifting should be done in smaller, continuous increments with the rear gears.

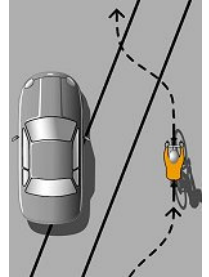
It is bad for the bike to shift while exerting a lot of force on the pedals or to shift while pedaling has stopped altogether. Anticipate shifting ahead of time, either before the terrain changes or before coming to a stop. Care should be taken to avoid crossover gears while shifting (front ring to biggest rear ring or smallest to smallest). In these combinations, the chain is too tight or loose and is running at a steep angle. When the chain is too tight, it increases the risk of breaking; when it is too loose, it increases the chance of coming off; and when it is running at too steep of an angle, the chain will not properly mesh with the sprockets.

Hazards and Accidents

When riding, look ahead and watch for tripping hazards. Always stay alert for motorists who may not see you or may not respect your right to the road; stay alert for pedestrians stepping off the sidewalk to jay walk.

Common Hazards

- **Railway tracks:** you should cross tracks at a 90 degree angle to avoid getting your wheel caught in the track
- **Rain:** the road will be more slippery, while also reducing visibility – don't brake quickly if possible to avoid slipping - and remember that your brake will not be as effective as in dry conditions
- **Puddles:** can hide holes or debris creating hazards
- **Black ice:** is difficult to see and is very dangerous
- **Cold:** it can get quickly cold when riding your bike; always bring gloves and dress in layers



In Case of a Collision

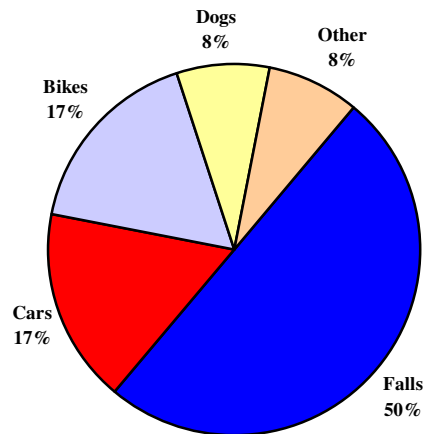
The first concern should be to ensure that everyone is safe. Make sure everyone is out of harm's way. Call for medical help if someone is injured. If you are involved in the accident, you are required to remain at the scene and provide your information (name and address) to the other parties involved. Gather information from the other parties involved and from the witness – don't discuss fault at the scene of accident. Gather the following information:

- Location and exact time of collision
- Vehicle description and license plates
- Driver license from the other parties involved
- Weather and road conditions
- Number of passengers and their names

Call 911 if there are any injuries or extensive damages. Report a claim to ICBC at 604-520-8222.

Any incident that occurs while volunteering needs to be reported to the program coordinator.

Common cause of accidents



In 55% of accidents, cyclists are found at fault; 45% of the times, motorists are found at fault.

Common causes of accidents*:

Shared fault:

- Doors

Cyclist at fault:

- Stop sign
- Sidewalk
- Fail to yield
- No lights
- Pass on the right
- Wrong way
- Uncontrolled int.
- Rear end

Motorists at fault:

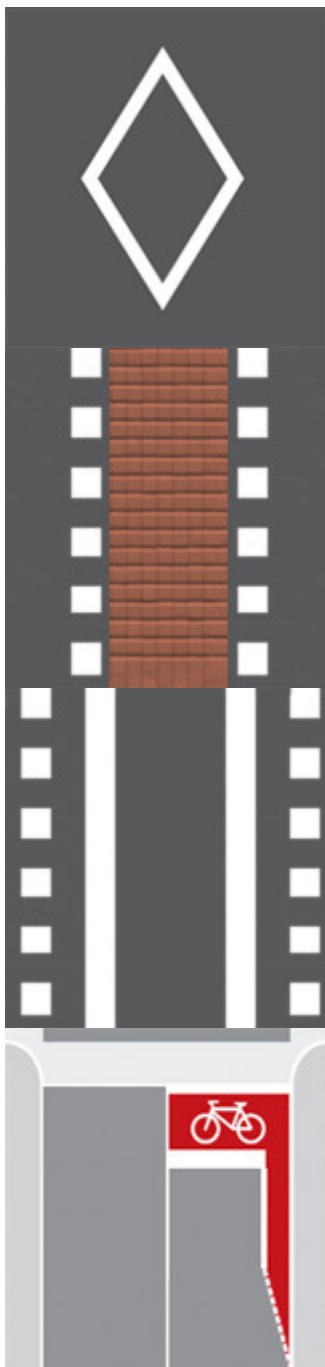
- Left turn
- Stop sign
- Right turn
- Unsafe passing
- Rear end
- Pull out
- Door in traffic
- Uncontrolled int.

* From ICBC, 1997-99

Symbols to Know

Diamond

Reserved for special vehicles (buses, carpools, bicycles). In Vancouver, cyclists may ride in these reserved lanes



Crossbikes /elephants' feet

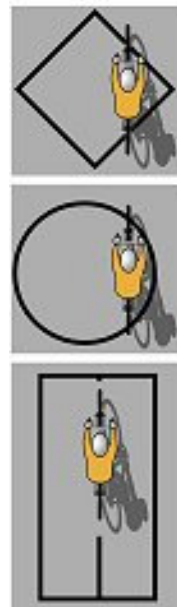
Crossings where cyclists are permitted to ride are known as 'crossbikes'.

Bicycle box

Indicates area where cyclists may go ahead of motor vehicles at a red signal to get into position for turning or going straight before other vehicle traffic when the signal turns green. Box may be painted red or green.

Traffic Signals

Some traffic lights are triggered by electric wires imbedded in the road. You have to place your bike on top of the wires, sometimes leaning on its side, in order to have the traffic light change.

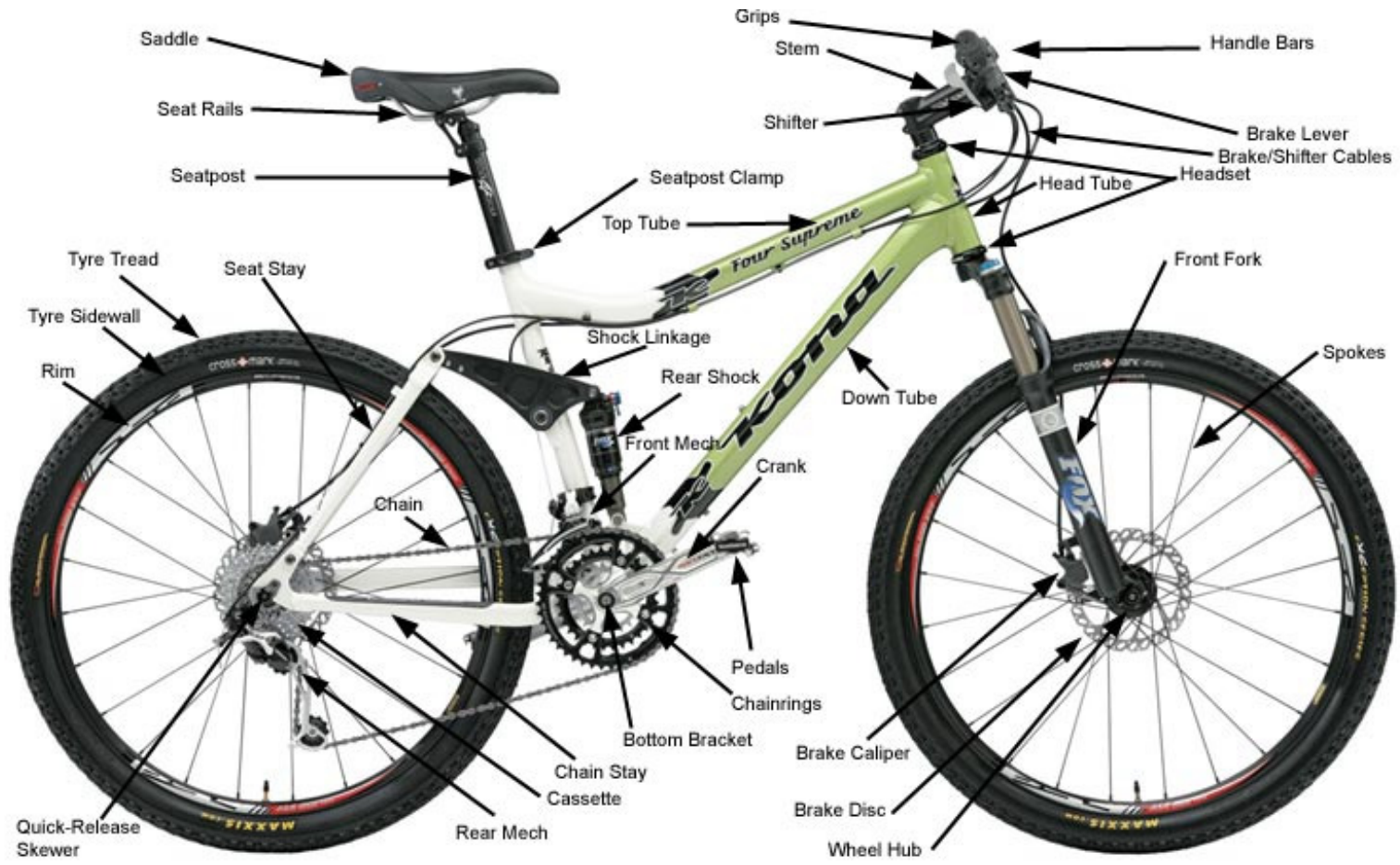


Important Reminders

- Remember MVPC: Maneuverability; Visibility; Predictability; Communication
- Never ride on the sidewalk – if you have to go on the sidewalk, you must dismount and walk beside your bike
- Never ride opposite to the traffic
- Respect all rules of the road, just like any other vehicle
- It is illegal to ride side-by-side with another bike
- Always wear all of the mandatory equipment: helmet, visible and reflective jackets
- Look ahead and plan ahead
- Be predictable – do not swerve between cars
- Always shoulder check and signal and shoulder check
- Lane positioning is essential for safe riding
- Large trucks passing you may create a small drift pulling you in towards it – focus on straight riding by looking straight ahead
- If you don't feel safe in heavy or fast traffic, use an alternate route
- Perform your daily bike check and report all bike defects to the program coordinator or shift supervisor
- Always cycle within your confidence level

Remember that you will have to practice safe riding while doing your patrol duties, such as looking out for suspicious activities. Regular riding will help you maintain good skills.

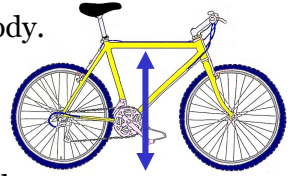
Bike Anatomy



Bike Fitting

Frame

The frame should be of a height that allows you to stand comfortably over with both feet flat on the ground. The frame should also be long enough to give you enough space between your knees and the handlebars, but not so long as to overstretch your body.



Saddle

The saddle height should be adjusted so that your leg is nearly fully extended at the bottom of your stroke and at a near 90-degree angle at top stroke.



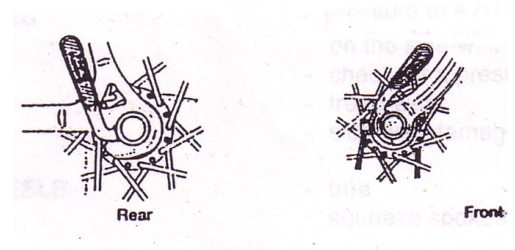
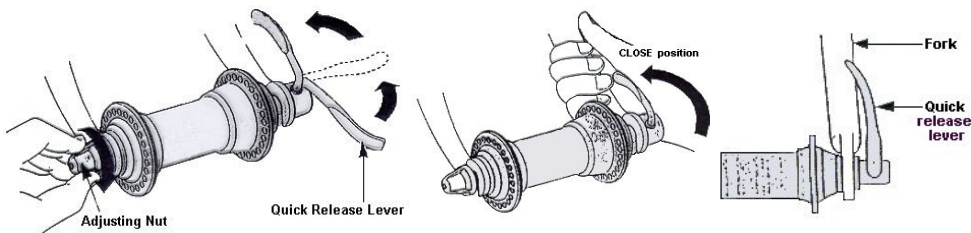
ABC Quick Check

A- Air - Check for proper air pressure in the tires

B- Brakes - Check the positioning, wear, and effectiveness of the brakes and brake components

C- Chain and Crank - Check for proper chain lubrication, condition of the pedals and derailleur, and looseness in the bottom bracket

Quick – Quick release – Check to ensure proper tightness of nuts/levers, ensure the levers are positioned correctly. The lever for the front wheel should be positioned parallel to the fork and the lever for the rear wheel should be positioned parallel to the seat stays.



Check – Final check – Lift the bike several inches off the ground and drop it. Listen for loose parts and tighten as necessary. Test the brakes as you ride off.

Bike Security

There are four basic ways to steal a bike:

- Steal an unlocked bike
- Break the lock
- Break what the bike is locked to
- Steal parts of the bike that are unlocked

Preventative measures

- Always lock your bike
- Be sure your lock is in good condition
- Be aware of what you are locking your bike to, be sure it is secure
- If you have a bike bag, take it with you

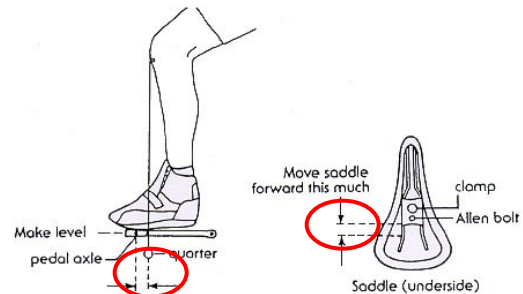
Appendix

Saddle Positioning

For men the seat should be level to prevent sliding too far forward onto the narrow part and pinching the nerves of the genitals. For women the seat should be tilted slightly downward to transfer pressure from the pubic bone and surrounding tissue to the hipbones.



To adjust the saddle position in relation to the seatpost, sit on the bicycle with your foot resting on the pedal and align your knee with the pedal axle. Imagine a quarter attached at the end of a string, dangling from your knee. The quarter should fall as close as possible to the pedal axle. The following image shows the seat adjustment required based on the knee position.



Handlebars position

On patrol, you should be in “heads up” position (as opposed to having your head down as usually seen in racing). This will allow you to keep watch of your surrounding during your patrols.

When pedalling, your knees should be at least one inch away from the handlebars. Your body should not be too extended when holding the handlebars so that you can still easily reach when shifting your weight to the back of the saddle as done while going down steep hills or when doing emergency breaking. You also need to ensure that you can also comfortably reach the brake levers, even when shifting your weight to the back of the saddle. Your arms should be slightly bent with your back at an approximate 45-degree angle. On some bikes, you can raise or lower the stem in order to adjust the height of your handlebars.

Bike Check

Bike Inspections – 8 Groups to consider

1. Skewers (quick-release) and Loose Parts – on the left side of the bike
2. Wheels – check for good alignment
3. Tires – check that the tire pressure is near the upper end of the range, as noted the sidewall – causes less resistance when riding and also fewer flats
4. Cranks and pedals – check tightness of chain ring bolts – looseness in these bolts is not as obviously felt as looseness in other parts
5. Steering - is everything tight and aligned
6. Brakes – check for proper lever adjustment – not too loose
7. Gears and chain – short test ride
8. Lubrication and cleaning – proper lubrication and cleaning of the chain ensures the maximum lifespan of the chain as well as chainrings and cogs. Greasing threads and seatposts ensures that parts will not bind together and will be adjustable when necessary. Use bike specific oil for lubrication (not WD40).

Consider these 4 concepts

1. Tightness – seat, handlebars, spokes, axles, etc...
2. Play – ensure wheels, bottom bracket, pedals, and headset can move freely without extra looseness
3. Wear – pay attention to parts which wear out the quickest: cables, brake pads, tires, chains and freewheels
4. Inflation – tires must be properly inflated near the maximum range for precise handling, efficient riding, and flat prevention

Flat Tire Repair

1. To remove the wheel:
 - a. Put the gear in the smallest cog on cluster (rear)
 - b. Release the brake
 - c. Loosen the skewer
 - d. Unwind the skewer 3 turns to release the front wheel; pull back rear derailleur and hold to release the rear wheel
 - e. Pull the wheel out

2. To remove the tire:
 - a. Release the air from the tire
 - b. Pull back the bead with your hand
 - c. Starting opposite to the valve stem, pry off the tire
 - d. Pull the tire back and remove the stem

3. To find a hole and patch it
 - a. Inspect the surface; look for objects that may have caused the damaged
 - b. Once the surface is clear – pump air in the tube and listen or feel for air hissing out. An alternative is to submerge the tube in water and look for bubbles.
 - c. Once you have located the hole, mark it with chalk or tape
 - d. Take the emery cloth and rough up the area surrounding the hole – this will help the cement to better adhere.
 - e. Spread a thin layer of cement around the hole over an area larger than the patch to apply
 - f. Wait that the glue dries until it has lost its gloss and is tacky
 - g. Remove the patch from its foil and place it over the hole (you don't have to remove the plastic on top of the patch)
 - h. Hold the patch firmly in place, smoothing it out, for several seconds
 - i. Test the seal by inflating the tube and listen for any hissing

4. To install the tube:
 - a. Inflate tube enough to hold its shape
 - b. Do the same as in step 1 and 2 but in reverse order

Bike Sign out / Sign in Sheet

-Example-

Name: _____

Date: _____

Time Out: _____

Time In: _____

Bike Number: _____

Helmet Number: _____

Other Numbers: _____

	OUT	IN
Tires		
Wheels		
Brakes		
Cables		
Chain		
Cranks		
Pedals		
Quick Releases		
Drop Test		
Seat		
Front Light		
Rear Light		
Bell		
Kickstand		

- ☐ Defects need not be corrected
☐ Defects corrected by: _____

Notes:

Province of British Columbia Motor Vehicle Act
Rights and duties of operator of cycle

183

1. In addition to the duties imposed by this 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 by-law 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 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 left 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;
 - b. a red reflector of a make or design approved by the superintendent 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 superintendent 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 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 license 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 superintendent to receive those reports, and 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.
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



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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 superintendent 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.

City of Vancouver Street and Traffic By-Law No. 2849

Driver must have hand on steering device

41. No person shall drive a vehicle without having at least one hand on the steering device, and no person shall operate a bicycle without having at least one hand on the handle bars.

Slow Moving Vehicles

59. The driver of every slow moving vehicle shall drive such vehicle as close as possible to the right hand edge or curb of any street unless it is impracticable to travel on such side. For the purpose of this section a bicycle shall be regarded at all times as a slow moving vehicle.

Bicycles

60. No person shall ride any bicycle upon any sidewalk except where posted by signs.

60A. No person shall ride a bicycle upon a street while wearing headphones, or any other manufactured device capable of transmitting sound, over or in close proximity to both ears, except that this prohibition shall not apply to the wearing of a device designed and worn for the purpose of improving the wearer's ability to hear sounds emanating from outside of the device.

60B. No person shall ride a bicycle upon a street unless the bicycle is equipped with a bell capable of being used as a warning.

60C. The various paths and ways shown and described by either a thick black solid line or a thick black dashed line on the plans attached to this By-Law as Schedule C (link to Streets and Traffic By-Law No. 2849) are, pursuant to Section 124(1) of the Motor Vehicle Act, hereby designated for the purposes of sections 60D and 60E.

60D. No person shall operate or ride as a passenger on a bicycle on any path or way shown on Schedule C ([link to Streets and Traffic By-Law No. 2849](#)) unless the person is properly wearing a bicycle safety helmet that has been designated under or complies with the standards and specifications of the Motor Vehicle Act.

60E. No parent or guardian of a person under the age of 16 years shall authorize or knowingly permit the person to operate or ride as a passenger on a bicycle on any path or way shown on Schedule C ([link to Streets and Traffic By-Law No. 2849](#)) unless the person is properly wearing a bicycle safety helmet that has been designated under or complies with the standards and specifications of the Motor Vehicle Act.

60F. A police officer may arrest without warrant any bicyclist whom the officer finds committing a breach of any provision of this by-law if such person fails to stop and state his or her name and address when so requested by the police officer.

Supporting Material & Resources

Bike Sense, www.bikesense.bc.ca

CanBike Material, www.gonecycling.com/canbike/material.html

City of Vancouver, <http://vancouver.ca/engsvcs/transport/cycling/>

Vancouver Area Cycling Coalition, <http://www.vacc.bc.ca>

High Visibility Cycling Video http://www.youtube.com/watch?v=r7DBf_Uxfeg