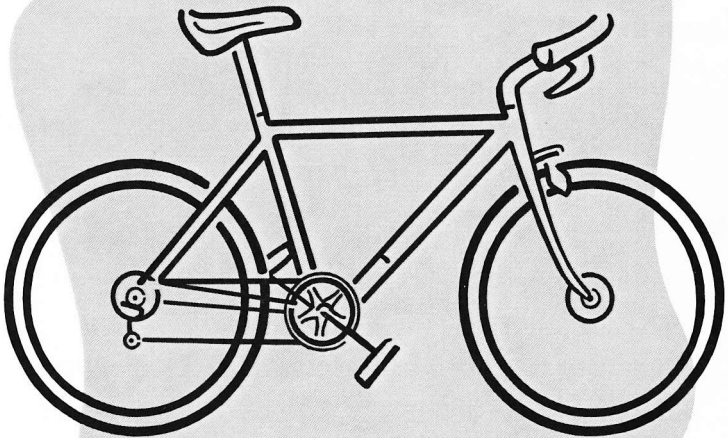


BBAC

Brampton Bicycle
Advisory Committee

Tip Sheet



Required Items

Lights and Reflectors

- White or amber light on the front
- Red light or reflector on the back
- White reflective material must be placed on the front forks
- Red reflective material, no less than 250 mm in length must be placed on the rear stays

[H.T.A. 62 (17.)]

Brakes

- At least one brake on the rear wheel
- When applied the braked wheel must be able to skid on dry, level and clean pavement.

[H.T.A. 64 (3.)]

Alarm Bell

- A bell, gong, or horn in good working order
- Must be used when approaching pedestrians or others

[H.T.A. 75 (5.)]

Helmet

- Persons under 18 years of age must wear a helmet
- Parents or guardians are responsible for the helmet law compliance of persons 16 years of age or under
- Helmets must be securely fastened under the chin

[H.T.A. 104. (2.2)]

Cycling Responsibilities in Brampton

A bicycle is a vehicle under the Ontario Highway Traffic Act.

[H.T.A. 1. (1)]

Cyclists must obey traffic laws and can be fined for breaking them. [*“Cycling and The Law”*,

Ministry of Transportation]

Cyclists in Brampton must:

- Ride in single file
[By-law 93-93, 11. (2)]
- Ride as near to the right hand side of the road as practicable unless they are:
 1. Passing other vehicles
[By-law 93-93, 11. (3)]
 2. Turning left
 3. Travelling in a lane that is too narrow to share
- Allow faster vehicles to pass
[H.T.A, 148]
- Ride in a straight line at least 1 metre away from parked vehicles
- Not ride on paved road shoulders
- In urban areas a cyclist may take the lane if it is too narrow to share safely with motorists
[“Riding in Traffic”, Ministry of Transportation]
- Keep their feet on their pedals
- Keep both hands on the handlebars, except for the purpose of signalling
- Not perform tricks
[By-law 93-93, 11. (1)]

- Not attach their bicycle or themselves to another vehicle on the road
[H.T.A. 178 (1.)]
- Only carry the number of passengers the bicycle is designed for
[H.T.A. 178 (1.)]
- Park on a road to cause the least possible obstruction to pedestrian or vehicular traffic
[By-law 93-93, 11. (4)]
- Stay off sidewalks unless both bicycle wheels are less than 50 cm (24 in) or the sidewalk is designated as a multi-use path
- Motor assisted bicycles and e-bikes cannot use any sidewalk or multi-use trail
[By-law 93-93, 10. (1)]
- Cyclists must walk across a pedestrian crosswalk
[H.T.A. 140(1), 144(29)]
- Stop for red lights and stop signs
[H.T.A. 144]
- Stop for stopped school buses when the red lights are flashing
[H.T.A. 175 (12.)]
- Travel according to the designated direction on one-way streets
[H.T.A. 153]
- Comply with all other posted traffic signs
- Use hand signals to indicate turns or lane changes including taking the lane
[H.T.A. 142 (1.)]

Cycling Health and Safety Facts — Did you Know?

- Communities relying on cars for transportation have more obesity
- Communities that walk, cycle and use public transportation have less obesity
- In Peel Region, walking and cycling are about 7% of transportation trips while communities in Western Europe are closer to 40%
- Peel Region has an obesity rate approaching 50%
- Each day Peel Region residents use cars 987,000 times to travel 7 kilometres or less. That's like travelling to the moon and back five times every day!
- Every hour of moderate cycling burns 300 calories and adds more than an hour to expected healthy lifetime, that is, lifetime without a major disability
- People often say they don't cycle more for transportation because they perceive cycling on the roads as dangerous.
- Yet the health benefits of cycling exceed traffic risk by a 5 to 1 ratio or more
- More cycling leads to safer roads with fewer accidents and lower rates of serious injury

Sources

[“Evidence on Why Bike-Friendly Cities Are Safer for All Road Users”, Wesley E. Marshall, Norman W. Garrick, Environmental Practice 13 (1) March 2011]

[“Safety in numbers: more walkers and bicyclists, safer walking and bicycling”, P.L. Jacobsen, Journal of Injury Prevention, 2003;9:3 205-209]

[Professor John Pucher, “City Cycling”, MIT Press]

[2008 Ontario Health Study]

[2009-2012 Peel Long-range Transportation Study]

True or False?

1. Cyclists must obey traffic signals laws, therefore a pedestrian signal must indicate when to proceed before riding at a pedestrian crossing.
2. In urban centres, cyclists may take a whole lane if it is too narrow to share with motorists.
3. Cyclists are expected by law to keep to the right and ride on the sidewalk where one is available.
4. With appropriate education and respect, it is possible for cyclists and motorists to share the road.

4. True!

3. False: While cyclists are expected to keep the right and give way to faster moving traffic, they are prohibited from riding on sidewalks.

2. True: In many urban centers, the lane space is too small for a cyclist and motorist to share side-by-side safely. In this case, the cyclist may "take the lane" in order to have enough space to ride safely.

1. False: While cyclists are expected to obey traffic signals, they cannot ride at a pedestrian crossing. Instead, cyclists must dismount and walk their bicycles if they wish to cross at a pedestrian crossing.