

# Bike Safely



MANITOBA  
PUBLIC INSURANCE

## Thank you to all contributors

The information in this brochure was produced in collaboration with representatives from Bike Winnipeg, Manitoba Cycling Association, the Manitoba Government and the City of Winnipeg. We are grateful to these organizations for working with us to develop information useful to both novice and experienced cyclists, as well as to the motorists sharing the road.

*Note: Throughout this brochure recommendations are provided on how cyclists should position themselves on the road to be visible and predictable. These recommendations are from cycling advocacy groups who contributed to the development of this document.*

*The Highway Traffic Act is the legislation that governs the rights and responsibilities of cyclists when riding on the road. The Highway Traffic Act indicates that cyclists should position themselves as close as practicable to the right side of the road. As close as practicable is not specifically defined in the Act and as such, cyclists should exercise good judgment when determining their positioning. Factors to consider include traffic volume, road conditions, weather hazards and municipal lane restrictions.*



As our cycling community grows in numbers, so does the need for increased awareness of road safety. Whether you're a cyclist or motorist, road safety is everyone's responsibility. Together, we can all work to stay safe, have fun and build a healthier province.

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## Why cycle?

**Cycling is fun:** Riding your bicycle is an inexpensive and enjoyable way to get out, be active and enjoy your natural surroundings with family and friends. It also provides the independence of using your own power.

**Cycling is healthy:** Incorporating exercise into your lifestyle has many health benefits—it can strengthen your immune system, lower blood pressure and cholesterol, reduce stress, strengthen your heart and increase your energy level. Cycling is also easy on your joints and can be done at any level of intensity. This makes it a great activity for people of all ages and fitness levels.

**Cycling is practical and cost-effective:** There are no gas tanks to fill and parking is free. Cycling is often just as fast as a vehicle or bus in city traffic.

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



# Equipment and safety gear

## Helmets

Falling off your bicycle can result in serious head trauma and even the most experienced riders are at risk of a collision. **A properly fitted and safety certified helmet is the single most effective way to prevent head injury resulting from a bicycle crash.**

### Bike helmet legislation

Under Manitoba law, it's compulsory for anyone under 18 years old to wear a properly fitted and fastened helmet when cycling. It's also the smart thing to do—according to recent statistics, approximately 60 per cent of cyclists injured, and almost 95 per cent of cyclists killed, in collisions with a vehicle were not wearing a helmet.\*

The law also applies to children when they are passengers on a bicycle or are riding on/in anything attached to or towed by a bicycle. Helmets must be certified by standards such as the Snell Memorial Foundation, the Consumer Product Safety Commission (CPSC) or the American Society for Testing and Materials (ASTM). Always check the label.

Parents or guardians are responsible for making sure children wear a bicycle helmet. If a parent or guardian knowingly allows their child under the age of 14 to ride without a bicycle helmet, they can be ticketed under The Highway Traffic Act. Teenagers between the ages of 14 and 18 can be fined directly.

Adults are encouraged to be a role model for children and wear a helmet every time they cycle.

### Choose a helmet that:

- is certified by a recognized safety standards organization
- is well-ventilated
- is colourful so it's easily visible
- fits snugly even with the chin strap undone

*\*Source: Traffic Accident Report Database, 2011-2015*

### How to ensure your helmet fits right:

Follow the **2V1** rule...



**"2" fingers above  
your eyebrows**



**Straps form a "V"  
under your ears**



**"1" finger between  
strap and chin**

## Final check

Make sure the helmet doesn't wobble or fall off when you nod "yes" or shake "no", even when the straps are undone.

## Replace your helmet when:

- it has a cracked, deteriorated or damaged shell
- it has significantly faded as the plastic portion has likely become brittle
- the foam liner is cracked or has areas that seem thinner
- it has damaged or missing straps, buckles or a rear stabilizer
- you've been in a collision while wearing it

## Lights and reflectors

You're required by law to have a white light on the front of your bike and a red or amber light or reflector on the rear.

For added protection, a blinking LED light on the rear of your bike can greatly increase your visibility to other road users.





## Safety clothing and accessories

Increase your visibility and be safer on the road.

**Safety glasses or sunglasses** reduce glare and protect your eyes from flying debris and dust.

Wear **brightly coloured**, highly contrasting clothes with **reflective** material or a **high visibility** safety vest.

**Reflective bands** on your wrists will make hand signals more visible.

A **bike pannier** is a safer way to carry cargo than a backpack. It lowers your centre of gravity, improving balance.

The constant motion of **reflective ankle** straps improves your visibility to other road users.

**Gloves** increase your grip, especially in wet weather, and protect your hands if you fall. Gloves can also make your ride more comfortable.

A **mirror** allows you to see traffic in the lane beside you. It does not replace the need for shoulder checking before moving over or changing lanes.

A **bell** is an important tool to alert others of your presence. It can also help prevent surprising or alarming situations.

A **tool kit/pump** is a necessity for longer road trips and useful around town in case of minor repairs. A basic tool kit includes: tire levers, spare tire tube, patch kit, pump, screwdriver and multi-purpose tools for adjusting a variety of nuts and bolts.



## Cycling at night

Cycling at night and dawn and dusk can be especially dangerous because of reduced visibility. In addition to the safety items recommended above, make sure that your bike is equipped with wheel reflectors which increase your visibility to motorists approaching from the side.



## ABC Quick Check

Before you hit the road, do the ABC Quick Check to ensure your bicycle is safe to ride. It's a good habit to get into and this short version takes less than a minute to do. For the full version visit [mpi.mb.ca](http://mpi.mb.ca).

### A = Air

Check that both tires are fully inflated. Low pressure tires will require you to work much harder and increase your chance of getting a flat.

### B = Brakes

Make sure both brake levers don't pull all the way back to the handlebars. You should be able to slide your hand between the lever and handlebar.

With both brakes engaged, rock your bike back and forth checking for any loose steering components. Steering should be tight and handlebars aligned properly with the front wheel.

### C = Chain

Check the chain to ensure it is well lubricated, clean and running smoothly.

### Quick

If you have quick releases on your wheels and seat, make sure they're tight and aren't easy to open.

### Check

Pick your bike up about 10 cm (3–4 in.) off the ground and drop it. Did anything rattle or fall off?

*Note: If you discover any problems during this check, take your bicycle to a bike mechanic or complete the repairs as soon as possible.*





## Basic cycling skills

There are some basic cycling skills that you should master before riding in traffic. Practice these skills in a parking lot or on a quiet residential street so you can build confidence and avoid potential dangers on the road.

### Cycling in a straight line

Being able to ride in a straight line under varying conditions is one of the keys to riding safely in traffic. When riding, you should always keep your head up and your eyes focused on the road. This will help you maintain a straight line while staying aware of conditions ahead of you.

### Balance while signalling

Signalling requires you to ride with just one hand while maintaining a straight line. Practice riding in a straight line while signalling to the left and right.

### Shoulder checking

Shoulder checking can cause you to move in the direction that your head is turned, so make shoulder checks quickly and get your eyes back on the road ahead of you.



### Stopping

When riding in traffic, you should be able to stop as quickly as possible in a safe manner. On a bicycle with hand brakes, the front brake accounts for up to 80 per cent of the stopping power during an abrupt stop. This is because your body naturally moves forward and puts most of your weight over the front wheel.

To stop quickly and safely, shift your weight toward the rear and try to keep your centre of gravity low. This will allow you to maximize the rear brakes without skidding. At the same time, progressively increase the braking in the front, being careful not to shift your weight forward.

In a safe area, practice stopping as quickly as possible so you can get a feel for how much pressure you can apply to each brake. Start at a slow speed and as you get more comfortable, try stopping at faster speeds.

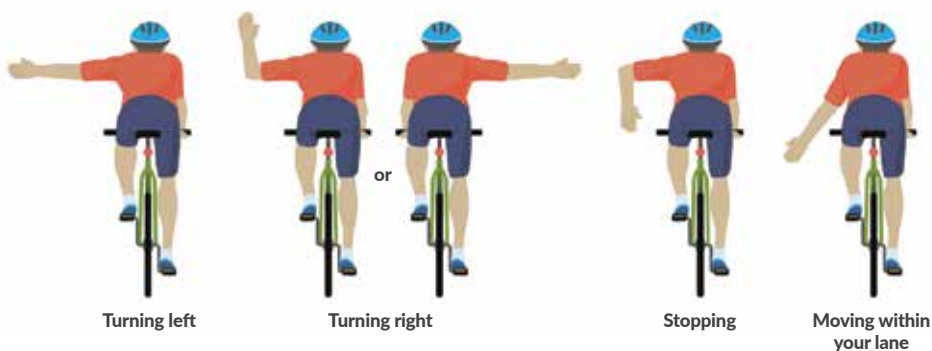
## Signalling

Hand signals are a cyclist's version of a vehicle's turn signals and brake lights. To inform other road users of your intentions you should:

- Signal well ahead of the turn and put both hands back on the handlebars before you make a turn or change lanes.
- If you're waiting at an intersection for other vehicles to clear, signal again before starting up to alert any vehicles arriving after you.
- Always make sure hand signals are specific and clear. Extend your arm fully and point your hand in the direction you're going.

The proper signalling sequence is:

1. **Shoulder check** – is it safe to put your hand out?
2. Make your **hand signal**.
3. **Shoulder check** again to make sure it is safe to change lanes or turn.
4. **Complete** your turn.



## Moving within your lane

When you don't need to change lanes, but want to move over in your current lane, do not use a normal turn signal. This could confuse other road users as they may think you intend to change lanes or turn. Instead, there is a hand signal to tell other road users you're moving over within the lane to position yourself for a turn, pass parked vehicles or take the lane at an intersection. To do this, shoulder check and then point over and down to the position where you plan to go.



## Guidelines to staying safe

- **Don't ride impaired.** Skills such as visual sharpness, reaction time, judgment and general awareness are critical to a cyclist. These skills are greatly hindered by alcohol and may impair your ability to ride safely. Many prescription or over-the-counter drugs can also affect your riding skills. Read all warning labels and understand the effects these drugs may have on your ability to ride safely.
- **Don't ride distracted:**
  - Don't use any electronic devices including hand-held cellphones.
  - Don't wear headphones as they can obstruct your hearing.
  - Don't eat or drink.
- **Don't take unnecessary risks** by riding with one hand or riding aggressively.
- When riding with other cyclists, **don't ride side-by-side**. Ride in single file.
- Don't ride double unless you're carrying a child in an approved carrier or using a tandem bike or trailer-cycle.

## Riding with children

You should always exercise an abundance of care and caution when cycling with young children in a carrier of any kind.

Bicycle child seats, which are mounted directly behind your bicycle seat, can alter your bike's centre of gravity and cause it to become unstable. Always ensure that you are properly balanced and be mindful that riding with a child is very different than riding alone.

A safer option is to utilize a child bicycle trailer, which is more stable, has a greater capacity (it can carry up to two children and provides room for bags or other items) and provides protection from inclement weather. Bicycle trailers should always be equipped with a flag so that fellow road users can see it easily. And remember—children riding in a bicycle trailer are required to wear a helmet at all times.



## Cycling in traffic

The key to cycling safely in traffic is riding confidently and being aware of your surroundings. Think and plan ahead. Observe the traffic around you and anticipate dangers and what other road users may do.

There are several key factors that you must remember at all times when cycling:

- **Alertness:** Ride defensively and be alert at all times. You're vulnerable and any collision, no matter how small, is potentially serious.
- **Manoeuvrability:** You need room to manoeuvre while avoiding hazards that exist along the road.
- **Predictability:** Motorists cannot read your mind. Weaving in and out of parked vehicles or making sudden changes in direction without signalling is confusing. Choose the right position on the road and communicate with motorists.
- **Visibility:** Being visible is about what you wear and how you ride. Whether you're riding at night or during the day, wear bright, reflective clothing. Always stay in the motorists' field of vision.
- **Communication:** Appropriate signalling alerts other road users of your intentions. Plan your manoeuvres early and communicate all of them, including stopping.



## Cyclist and motorist responsibilities

Cyclists have the same rights as motorists but also have the same responsibilities and must follow the same rules. The following are known as the three Rs of safe cycling:

- **Same Roads:** Vehicles and bicycles share the same roads.
- **Same Rights:** When on the road, cyclists have all the same rights and duties as motorists and must obey all signs and traffic control devices.
- **Same Rules:** Other than the difference in a cyclist's position on the road, cyclists are expected to follow the same rules of the road as motorists.

By understanding and practicing the three Rs, you can help ensure your own safety and, at the same time, help motorists understand your intentions.

Motorists should always follow the rules of the road and ensure that cyclists are given the courtesy and space required to ride safely.

## Your responsibilities as a cyclist:

- Ride respectfully. The same traffic laws that apply to motorists also apply to you.
- Use hand signals and eye contact to communicate your actions.
- Obey traffic control signals and signs.
- Ride in a straight line and do not weave between parked vehicles.
- Do not ride on the sidewalk.
- Ride single file when riding with other cyclists.
- Ride as closely as practicable\* to the right-hand side of the road.
- Increase your visibility by wearing brightly coloured clothing.
- Use a white front light and a red or amber rear light.

**\*As close as practicable:** 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 road. Although The Highway Traffic Act does not define as close as practicable, experienced cyclists recommend riding approximately 1 m (3 ft.) away from the curb. This will help you maintain a straight line while avoiding hazards such as potholes, wide cracks, service covers, debris and puddles. Use your best judgment when determining how far away from the curb to ride and when it may be necessary to move closer to the middle of the lane.

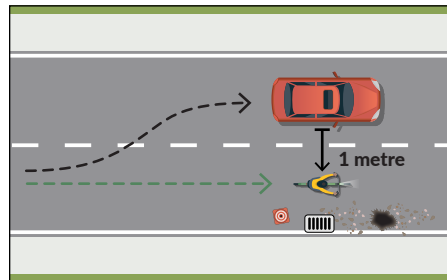


## Your responsibilities as a motorist:

- Reduce your speed when encountering cyclists.
- Leave a safe following distance should the cyclist need to stop suddenly.
- Recognize the hazards that cyclists may face and give them plenty of space. There may be times when they must ride closer to the middle of the lane. Be aware of where a cyclist is and anticipate their actions.
- Try not to use your horn. The sound of a vehicle horn can be very startling to a cyclist.
- Be cautious and respectful.
- When turning left, watch for and yield to oncoming cyclists just as you would to oncoming motorists.
- When turning right, yield to any cyclist travelling on your right. Do not try to pass a cyclist if you're planning to turn at the next intersection or driveway.
- Look for cyclists before opening vehicle doors.
- Children on bicycles can be unpredictable. Expect the unexpected and slow down.

### Passing a cyclist

Drivers should pass a cyclist only when it is safe to do so. Cycling advocacy groups suggest providing at least one metre of clearance. This may require drivers to change lanes in order to pass safely. Extra caution must be exercised and additional space may be required when passing cyclists in highway travel situations.



There are some situations where it is not safe to pass a cyclist including:

- in construction zones where traffic is reduced to one narrow lane
- in lanes with narrow widths that do not permit passing at a safe distance
- in a yield lane

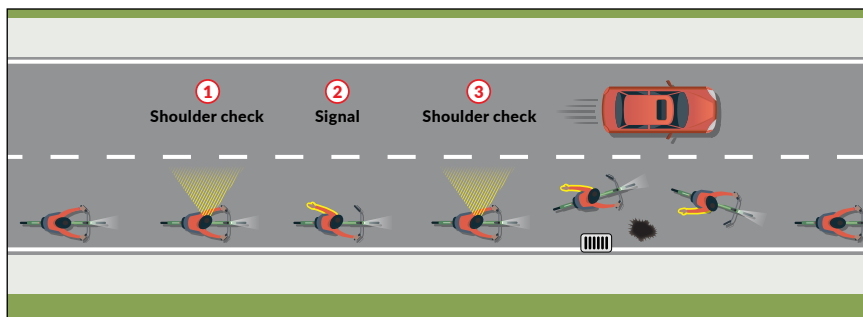
Caution and additional space may be required when passing cyclists at high rates of speed.

The Highway Traffic Act does not specify how close cyclists should ride near the right edge of the roadway or the clearance drivers must give a cyclist when travelling alongside or passing them. By using common sense and following the rules of the road, cyclists and drivers can make streets safer for everyone.



## Hazards

Always watch for potholes, gravel, glass, drainage grates, puddles and other hazards. Remember to shoulder check and signal before moving over to avoid hazards.



**Road hazards**

## Weather hazards

Rain and snow make roads slippery, reduce visibility and cause your brakes to work less effectively.

Remember to:

- Make sure your bike is equipped with a headlight and a rear light or reflectors. Increase your visibility by wearing brightly coloured and reflective clothing.
- Leave yourself plenty of room to stop and manoeuvre.
- Slow down, especially when turning.
- Be prepared for sudden stops or swerves.
- Dry your brakes by feathering (applying them lightly) before slowing down or stopping.
- Avoid puddles as potholes, broken glass or other hazards could be hidden underneath.
- Use wider tires with lower air pressure to help maintain traction when roads are slippery.
- Use studded tires in winter to maintain traction on snow and ice.
- Be aware that your bicycle may slide out from under you on ice.
- Watch for black ice on bridges, metal surfaces and brick roads.
- Dress in layers for winter riding to protect yourself from frostbite.

## Bicycle/vehicle collisions

Manitoba Public Insurance claim reports suggest that fault is often shared between motorists and cyclists. There are many causes for bicycle and vehicle collisions, such as not following the rules of the road, failing to yield the right of way and motorists not seeing the cyclist or squeezing the cyclist to the edge of the road.

To avoid collisions, all road users should continually scan the surroundings and be aware of what's going on all around them.

### Did you know?\*

In Manitoba:

- Each year on average four cyclists are killed and 180 are injured in collisions.
- Sixty-six per cent of cyclists injured, and 92 per cent of cyclists killed, in collisions with a vehicle were not wearing a helmet.
- Collisions with vehicles occur most frequently during heavy traffic times on weekdays, with the majority occurring between 3 p.m. and 6 p.m.

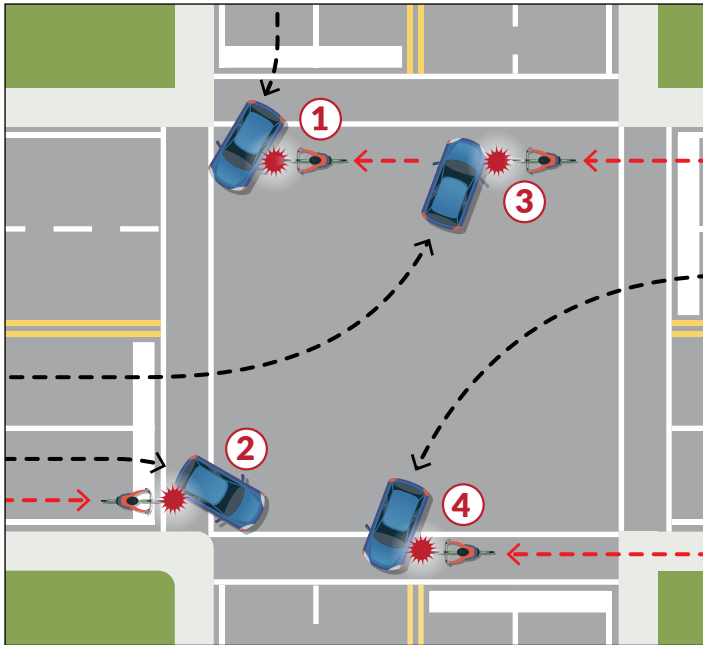
*\*Source: Traffic Accident Report Database, 2012-2016*



## Common collisions

Collisions between cyclists and motorists can happen when:

1. A motorist makes a right turn into the path of a cyclist travelling through the intersection.
2. A motorist makes a right turn across the path of a cyclist continuing straight through the intersection.
3. A motorist makes a left turn into the path of an oncoming cyclist travelling through the intersection.
4. A cyclist is travelling illegally on the sidewalk and crosses an intersection.

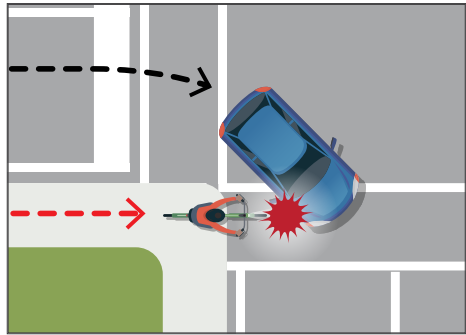


**Most common collisions**

## Dangers of riding on sidewalks

It is illegal to ride on sidewalks unless the diameter of your rear wheel is 410 mm (16 in.) or less.

Several studies have concluded that cyclists on sidewalks face a far greater collision risk than cyclists on the road. This is likely because motorists are watching for pedestrians, not cyclists, and because of your faster speed, you may suddenly appear and cross the road unexpectedly.



**Riding on the sidewalk is illegal**

Riding on sidewalks also creates an unsafe environment for pedestrians.

## Large vehicles

Drivers of large vehicles, such as buses, trucks and motor homes, have large blind spots which prevent them from seeing cyclists. **To avoid a collision, don't ride in these blind spots and only pass slow-moving vehicles on the left.**

In urban areas, be sure to watch for large vehicles turning right as they require more space than you might expect. Drivers of these vehicles will often move toward the left lane in preparation for a right turn. **The risk of a collision is highest when the cab has made the turn, but the trailer has not.** Never pass on the right unless you have a lane to yourself and are positive the driver is not preparing for a right turn.



# Common traffic situations

## Intersections

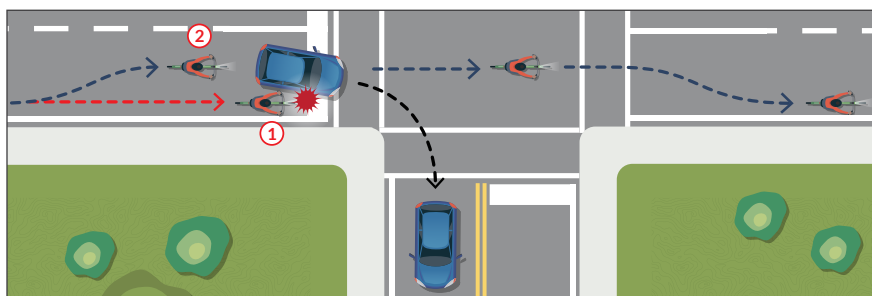
Intersections are high-risk locations for cyclists and motorists. As a cyclist, you need to be especially alert at intersections and, in particular, aware of turning vehicles.

### Stopping at intersections

When approaching an intersection where vehicles are slowing down or stopped at a red light, it is best to line up with traffic and wait for the vehicles to begin driving again before proceeding.

**Passing on the right is not an option as it is illegal and very dangerous (path 1).** If you ride up on the right side of a vehicle, the motorist likely won't be able to see you when they begin to drive and they may make a right turn across your path. This is called the "right hook". Also, when stopped at an intersection never put your foot on the curb as it encourages motorists to squeeze up beside you.

At lights or stop signs, give yourself the space needed to manoeuvre when starting up again because, regardless of experience, all cyclists move from side to side as they begin riding. Experienced cyclists recommend moving closer to the middle of the lane when stopping (**path 2**). This will maximize your visibility and give you the space needed to start up. Once you have enough momentum to maintain a straight line, shoulder check and move back to the right side.



**Approaching and stopping at intersections**

Because intersections can be dangerous for cyclists, there are a few other items you should consider:

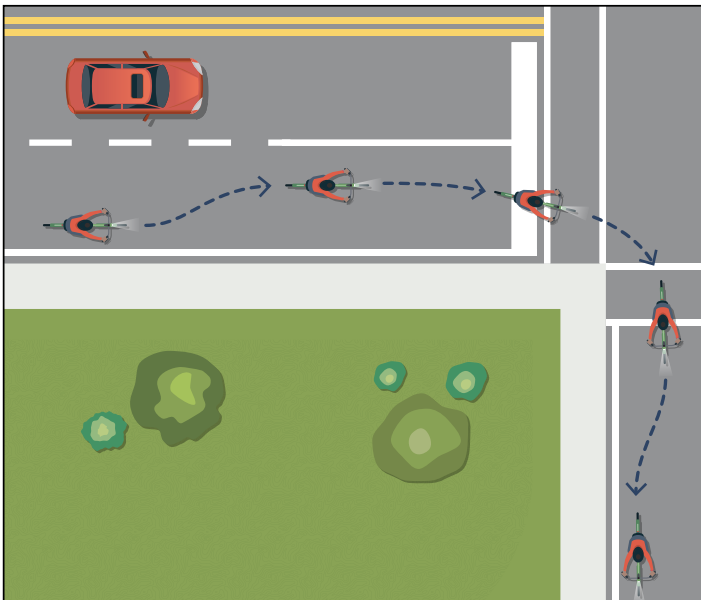
- Treat every driveway and back lane as an intersection and never assume that the motorist sees you.
- Don't enter an intersection on a yellow light. Traffic lights are timed for vehicles, not bicycles, and you won't have time to cross safely.
- At a four-way stop, the first road user to stop is the first to proceed.

## Turning at intersections

Cyclists need to be proactive and should always plan turns in advance, especially on multi-lane roads. Appropriate positioning and communication with motorists can make turns safe.

### Right turns

- To begin a right turn, experienced cyclists recommend signalling and moving closer to the centre of the right-most lane. This position better ensures your visibility and prevents vehicles from passing on the left or right.
- Follow the same path that a vehicle would take until you complete the turn.
- Once the turn is completed, signal and return to the the right-most practicable position.



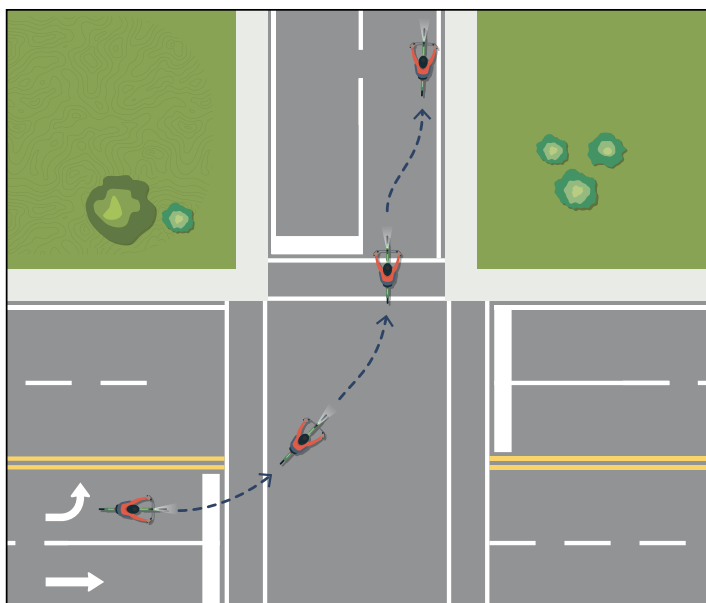
Right turns



## Left turns

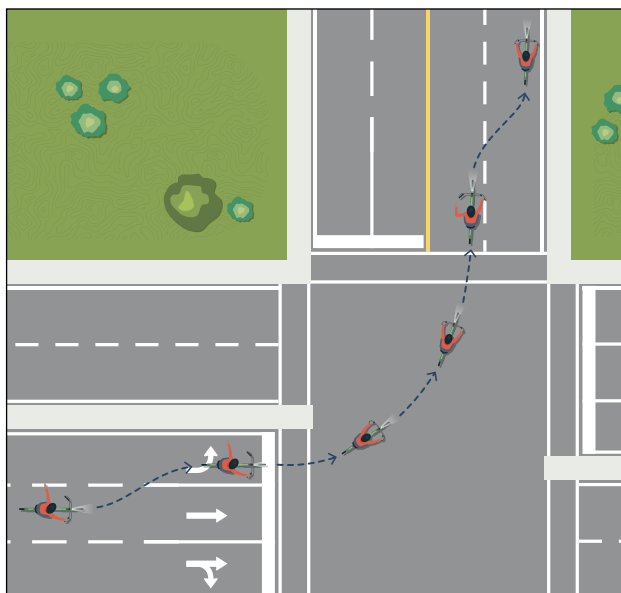
Left turns are more complicated, take more planning and require you to move over into active traffic lanes. **Never make a left turn from the right side of the road.**

- Shoulder check well in advance to determine the best opportunity to change lanes.
- Signal and when it is safe begin moving over to position yourself for the turn.
- Experienced cyclists recommend positioning yourself in the centre of the left turn lane. This position better ensures your visibility and prevents vehicles from passing on the left or right.
- Check oncoming traffic, including any vehicles turning right onto the same road you're entering.
- Once it is clear, make your left turn following the same path that a vehicle would take, arriving in the centre of the lane.
- Once established after the turn, signal and return to the right-most practicable position.

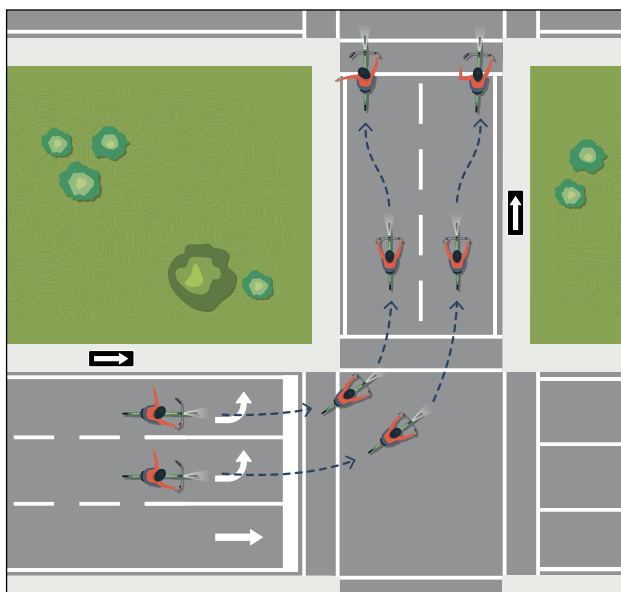


Left turns

## Moving across multiple lanes



## Moving across multiple turn lanes



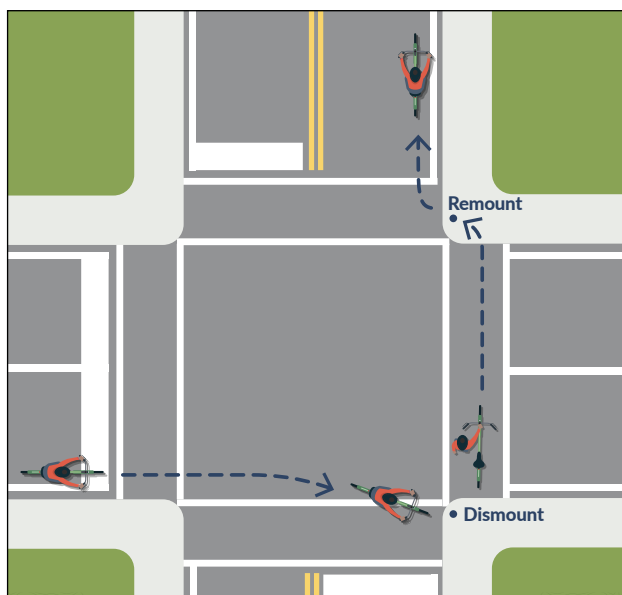
## Moving across multiple turn lanes

When there is more than one turn lane, you should pick the lane best suited for your destination. For example, if you're planning to turn left again at the next intersection, you're better positioned in the far left turn lane (**path 1**). This will allow you to arrive on the left side after the turn, already positioned to make your turn at the next intersection. However, if you're not turning left at the next intersection, choose the far right turn lane in order to arrive in the right lane after the turn (**path 2**).

## Pedestrian turns

A pedestrian turn is an alternative that you can use in the event you're unable to move into the appropriate turn lane. In situations where traffic is heavy or travelling quickly, this may be the safest option.

To make a pedestrian turn, proceed straight through the intersection on the right and dismount on the other side. From there, walk across as a pedestrian. Once on the other side of the road, you can remount and proceed when traffic conditions permit.



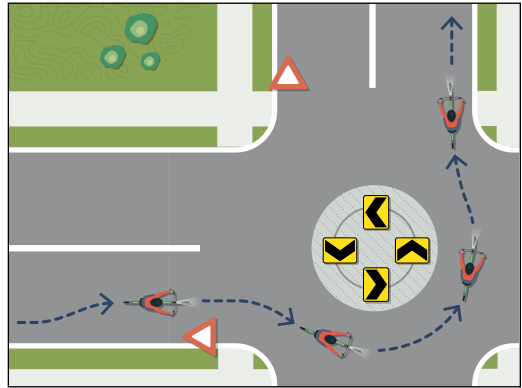
**Pedestrian Turns**

## Traffic circles/roundabouts

Traffic circles are a safe and efficient way to move from one street to another without stopping. **Cyclists and motorists should always enter and exit the circle on the right and travel through in a counter-clockwise direction.**

- Slow down as you approach.
- As traffic circles are a single lane in width, experienced cyclists recommend adjusting your position closer to the centre of the lane beforehand and travelling through the circle holding that position.
- Watch for and yield to pedestrians and vehicles already in the circle.
- Similar to a four way stop, if arriving at the same time the road user on the right has the right-of-way.
- When clear, enter on the right. While in the circle you have the right-of-way over vehicles entering but you should still be prepared for the unexpected.
- Upon reaching the street you wish to exit on to, signal your intentions. Yield to pedestrians as you leave the circle.
- Once you exit, return to the right-most practicable position.

Traffic circles

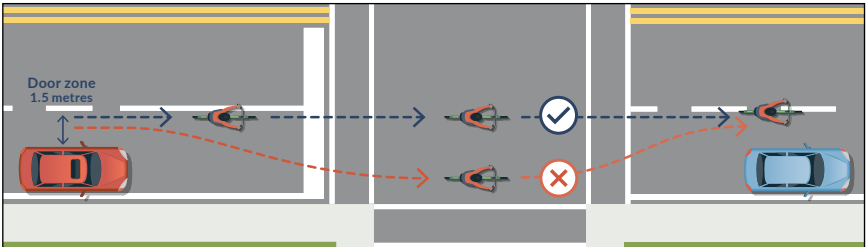


## Destination positioning

Destination positioning is planning ahead to get to the appropriate location on the road in a way that clearly informs other road users where you're going. It makes you more visible and predictable.

### Parked vehicles

When vehicles are parked on both sides of an intersection, you should continue riding straight and not weave in and out of the parked vehicles. If you move back to the right between the parked vehicles, you're not as visible and motorists may assume you're turning right at the intersection.



Parked vehicles

### The “door zone”

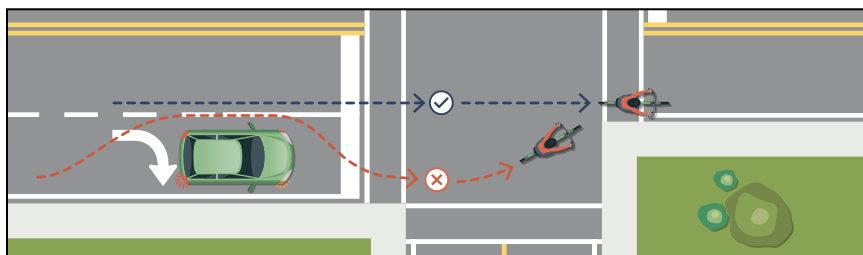
Passing parked vehicles can represent a significant hazard for you as a cyclist. A vehicle door can cause serious injury and result in you being thrown into the adjacent lane of traffic. You must be alert to both opening doors and vehicles pulling into or out of parking spots. If a parked vehicle is occupied, be especially careful. Experienced cyclists recommend leaving 1.5 m (5 ft.) to stay out of the “door zone”.

Where vehicles are parked intermittently, ride in a straight line instead of swerving in and out between them.



## Right-turn-only lanes

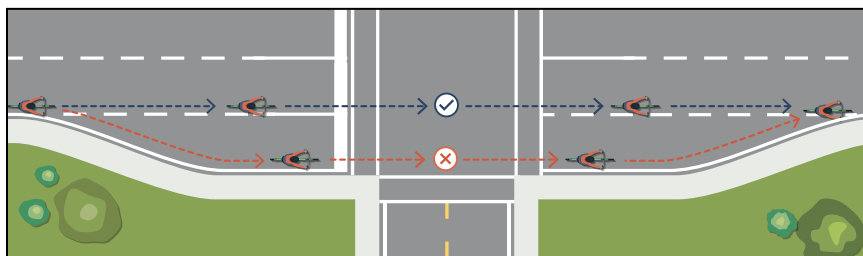
If you're travelling through an intersection, you shouldn't enter or remain in a right-turn-only lane. Motorists will assume that you're turning right and, by continuing through the intersection, you become unpredictable. As well, you must still re-enter the traffic flow on the other side of the intersection. Instead, position yourself in the lane that is closest to the right, but is continuing through the intersection.



Right-turn only lanes

## Merge and diverge

You shouldn't enter merge and diverge lanes unless you plan on turning. Instead, remain in the lane that is closest to the right, but is continuing through the intersection. A brief shoulder check just before reaching the diverge lane will also alert motorists that you do not intend to turn right.



Merge and diverge

## Yields

When approaching a yield, experienced cyclists recommend moving closer to the middle of the lane to maximize your visibility. Once you have completed the turn, move back to the right-most practicable position.



# Cycling infrastructure

There are many types of cycling infrastructure in Manitoba to make your ride easier and safer. The following are the most common cycling infrastructure found in our province. For more information on these examples plus additional infrastructure and bike facilities, visit [mpi.mb.ca](http://mpi.mb.ca).

## Diamond lanes

Diamond lanes are specifically reserved for buses, cyclists and emergency vehicles. They were created as a means of increasing both the speed and reliability of transit service, while providing a safe lane for cyclists.

Some diamond lanes are in effect all the time and others are reserved for certain days and times. Signage along the designated routes tell users when and at what times these routes are enforced. Motorists may not travel in a diamond lane during designated times unless turning right at the next intersection.



Pavement marking

### Sharing the lane with a bus:

- Experienced cyclists recommend riding in the middle of the diamond lane as sharing the lane side-by-side with a bus is dangerous. However, The Highway Traffic Act does not specifically permit cyclists to use the diamond lanes in this manner so you need to exercise good judgment when deciding when it may be best to ride away from the right side of the road and closer to the middle of the lane.
- Unless you are able to maintain sufficient speed to stay in front of the bus as it makes its stops, it's best to simply slow down and remain behind the bus.



## Bike lanes

These painted lanes are intended to provide cyclists with a defined space and help organize the flow of traffic. They're also a visual sign to motorists that cyclists have a right to the road.

Most bike lanes are located to the left of the parking lane and as such require motorists to cross the bike lane when entering or leaving a parking spot or turning. Even in a bike lane, you must stay alert to both vehicles and road conditions.

### Turns and lane changes

Cyclists are not limited to the use of a bike lane when it is provided. While the bike lane offers a defined space for cyclists, there are times when you may have to leave the bike lane in order to change lanes, make a turn or leave the road. **The solid line on each side of the lane does not mean you cannot leave the bike lane.**



Pavement markings

## Sharrows

Sharrows are markings painted on a road that encourage cyclists and motorists to share the road. They are generally intended for use on roads with lanes that are wide enough for side-by-side bicycle and vehicle operation. However, motorists should always pass cyclists at a safe distance and not assume that the sharrow indicates that they can pass within the travel lane. Depending on the position of the cyclist, it may be necessary to change lanes to pass safely.



Pavement markings and signage

Cyclists should not pass vehicles on the right side along the sharrows. These markings are not a bike lane and you should not treat them as such. While it may be intuitive for cyclists to ride down the centre of the arrow, the sharrow marking simply indicates cyclists and motorists are to share the lane and is not an indication of where to ride.



## What to do if you're in a collision

1. Attend to any immediate injuries or concerns.
2. When safe, move out of the way of other traffic.
3. Exchange particulars:

**Cyclists:** provide name, phone number, address and type of bike.

**Motorists:** provide name and licence number, policy number, phone number, address, vehicle type, plate number and vehicle owner (if different).

4. Document the details of the accident (e.g., where, when and how it happened, and any damages and injuries).
5. Gather names and phone numbers of any witnesses.

Download an accident report form from our website. It can help you know what details to obtain from the scene.

Since bicycles are not insured through Manitoba Public Insurance, a cyclist who is found responsible for a collision could be held liable for damages caused to a vehicle and would be responsible for any damages to their own bicycle.

Bodily injury claims for those involved in collisions with a vehicle are covered through the Personal Injury Protection Plan.

To open a claim or for any other claim inquiries, call the Manitoba Public Insurance Contact Centre:

In Winnipeg: 204-985-7000

Outside Winnipeg (toll-free): 1-800-665-2410

Deaf Access TTY/TDD: 204-985-8832

## For more information

This brochure contains highlights from the extensive cycling information found on our website. For more information on the topics contained here visit [mpi.mb.ca](http://mpi.mb.ca).

For any additional information, please contact:

Community Relations  
Manitoba Public Insurance  
234 Donald Street, Box 6300  
Winnipeg, MB R3C 4A4  
Phone: 204-985-8737  
Toll free: 1-888-767-7640  
Fax: 204-954-5317  
Email: [roadsafety@mpi.mb.ca](mailto:roadsafety@mpi.mb.ca)





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This document is also available on our website and the online version may be more current than this printed one.

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