

SIDEWALKS

- Sidewalks are for pedestrians. Walk your bike on sidewalks and in crosswalks.
- Riding on sidewalks or in crosswalks increases your chances of crashing or being hit by a car. It also makes walking more hazardous and less comfortable for pedestrians and shoppers.
- Children that are still learning to ride their bicycles may ride on the sidewalks.

MULTI-USER PATHWAYS

Multi-user Pathways

- Travel on the right hand side of the pathway.
- Watch for pedestrians, small children, pets, and other cyclists.
- Slow down when passing other trail users.
- Warn people before passing. Use your bell or horn well in advance. Shout “Passing, on your left” (or “Passing, on your right”) as you approach, to make sure they won’t step in front of you.
- Watch for traffic wherever the trail meets or crosses a roadway. If you are on the wrong side of the road when you leave the trail, walk your bike across the street.
- It’s legal and usually safer to cycle on the road, especially when going fast.



Bradbrooke Drive

BASIC EQUIPMENT

Basic equipment for commuting cyclists

- Wear a certified cycling helmet every time you ride. Make sure it fits properly and all the straps are adjusted.
- Use a horn or bell to warn others.
- Use at least a white front headlight and red rear reflector after dark. Wear light coloured or reflective clothing to increase your visibility. See and be seen!
- Use a rack, panniers, or backpack for carrying things.
- Carry a pump and tire repair kit or spare tube.

BYLAW INFORMATION

Basic Provisions of the City of Yorkton

- Every person operating a bicycle shall operate in single or double file, and at no time shall the bicycles be operated more than two abreast.
- Every bicycle shall be equipped with adequate brakes to control the movement of and to stop the bicycle whenever necessary.
- All bicycles must be affixed with a one-time Registration Permit (\$5.00; Gallagher Centre Kiosk) and shall be valid as long as the bicycle remains the property of the registered owner.
- Every person riding a bicycle shall wear a CSA approved bicycle helmet.
- No person shall chain or secure a bicycle to a pole, tree or other structure on any sidewalk or public place, other than a bicycle stand provided for that purpose, if it interferes with pedestrian traffic.
- A bicycle may be impounded when the bicycle does not bear a valid City license or for any contravention of the bylaw.

Be Responsible. Remember - Rules of the Road Prevail and Signals Save Lives!

To view the complete Bylaw go to www.yorkton.ca

Bicycles are fun, relatively inexpensive, non-polluting, and provide riders with a sense of freedom.

There has been tremendous growth in bicycle ownership and use over the past twenty years. The bicycle is recognized as a legitimate vehicle, and there are several characteristics that make it ideally suited to modern urban transportation.

Health: The direct positive impact on the general health and well-being of the rider created further benefits that are realized in areas such as reduced health care costs and increased productivity due to enhanced alertness and energy.

Energy Efficient: The bicycle is the most energy-efficient form of transportation known. A private automobile consumes fifty times as much energy.

Non-Polluting: The bicycle produces no products of combustion emission and very little noise.

Low Cost: The cost to acquire, maintain, and operate a bicycle is relatively small, particularly in comparison to private vehicles.

For more information, visit the City of Yorkton website:

www.yorkton.ca

Under Living Here & Active Transportation

This brochure was adapted from the City of Saskatoon Municipal Engineering Department.

CYCLING

Quick Tips for getting around Yorkton by bicycle



- Where to Ride
- Intersections
- Hand Signals
- Sidewalks
- Multi-User Pathways
- Basic Equipment
- Bylaw Information

Bylaw #10/2000

An initiative of the Yorkton Active Transportation Collaborative

WHERE TO RIDE

General rules for riding on the roadway

- Ride in a straight line, one metre from the curb or parked cars.
- Always ride in the same direction as traffic.

Narrow lanes

- Ride in the centre of the lane.
- Keep at least one metre between yourself and passing traffic.

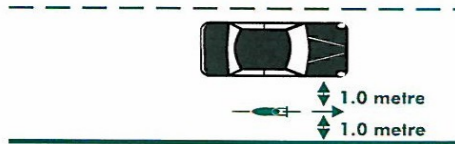
Ride in the centre of a narrow lane.



Wide lanes

- Ride just to the right of the actual traffic line, not alongside the curb.
- Keep at least one metre between yourself and passing traffic.

Allow at least one metre on each side at all times.



Don't get the door prize!

- Ride in a straight line one metre out from parked cars. You'll avoid car doors that open in front of you and you'll be more visible to other drivers.
- Don't pull into the space between parked cars. Ride just to the right of the actual traffic line, not alongside the curb.

Ride straight, one metre from parked cars. Don't get "doored!"



Motorists!

- Bicycles are vehicles. They belong on the road.
- Cyclists need room to get around pot-holes, sewer grates and other obstructions.
- Leave at least one metre when overtaking cyclists.
- Drivers of large trucks or buses should leave at least two metres of clearance when overtaking cyclists.
- Change lanes to pass any bicycle travelling in a narrow lane.

Bicycle lane: When you see this sign it indicates that a portion of the roadway has been designated for bicycle use only. Motorists are not allowed to enter this portion of the roadway.



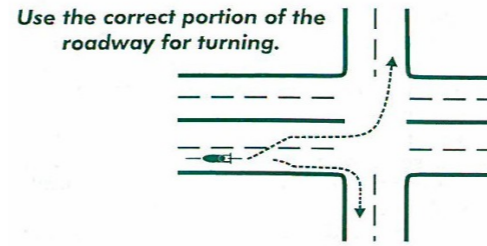
INTERSECTIONS

What to do at intersections - Where to ride

- Your position on the road, especially at an intersection, is a signal to others of your intention.
- Look ahead. Plan ahead, so that you don't have to change lanes after you are in an intersection.
- Watch for cars turning ahead of you or around you. Make eye contact with other drivers, and look for a sign that they see you.

Cyclist's turning-lane rules

- Choose the rightmost lane that serves your destination.
- If one lane serves two or more destinations, choose the rightmost position that serves your destination.



Going straight

- Maintain your lane position (at least one metre from the curb or parked cars) as you approach, go through, and leave the intersection.
- Don't pull to the right—you'll make other drivers think you want to turn in front of you.
- If you are stopped at a traffic signal, you can move a little to the left to allow right-turning cars to get by.

Turning left

- Well ahead of the intersection, look over your left shoulder to check for other traffic, signal, then shoulder-check again before moving to the left.
- Move left to fully occupy the lane you are in (if you're travelling in the curb lane), then shoulder-check, signal, and shoulder-check again to move to the appropriate lane for your turn.
- Turn from the centre of the lane, and enter the centre of the lane after the intersection.
- Check over your right shoulder, signal and shoulder-check again. Then move to your position in the curb lane.
- Never make a left turn from the right curb. If necessary, pull over to the right before the intersection and walk your bike across at the crosswalks before proceeding on the opposite side of the intersection.

Turning right

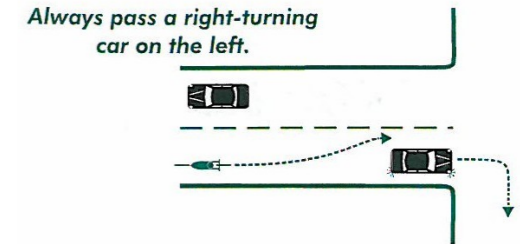
- Shoulder-check, signal, and shoulder-check again well before you get to the intersection.
- If you can put your foot on the curb, you're

too close. Stay at least one metre from the curb at all times. This prevents other drivers from turning around you and cutting you off.

- Remember, right turn only lanes are only for right turns. Turn from the centre or right third of the lane. Never proceed straight ahead in a right turn only lane.

Don't get squeezed!

- Never pass a right-turning vehicle on the right. Wait behind, or pass on the left.



HAND SIGNALS

- Help motorists help you by using hand signals to indicate your intention to turn left, right or stop at an intersection.
- Be sure to signal your turns and stops ahead of time so motorists have time to react.
- Before turning left or right, always look over your shoulder for any traffic, and only proceed when it is safe to do so.

