This electronic toolkit is a resource intended to provide information on making mobility safer for all transportation users, particularly vulnerable road users.

The contents of this toolkit are shareable.
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Vulnerable Road Users

Pedestrians, cyclists and motorcyclists are among the most vulnerable road users in Ontario. Unlike motorists, they are:

- Not protected by a vehicle and its safety features.
- Smaller and less visible to other road users.
- More likely than other road users to be killed or severely injured if involved in a collision.

Many lives, especially those of vulnerable road users, are negatively impacted by careless driving offences. Any life lost is one too many.

1. Pedestrians, cyclists and motorcyclists are among the most vulnerable road users in Ontario. Vulnerability of road users also applies to road workers and persons with reduced mobility and orientation, such as older adults and children, who may suffer greater injury due to collision.

2. Whether you are a driver, pedestrian, cyclist, motorcyclist or other, safety is everyone’s responsibility. By choosing safe and responsible behaviours, everyone can help improve road safety and protect the most vulnerable road users.

3. Drivers have greater responsibility to adopt safe behaviours around pedestrians, cyclists and motorcyclists. This can greatly reduce the severity of a crash and potential negative outcomes for victims.
What Ontarians think and do …

Just over one-third (36%) of Ontario residents say they walk outdoors more often and nearly one-quarter (22%) say they ride a bicycle more often than before COVID-19. The Ministry of Transportation’s 2021 Road Safety Attitudes and Behaviours Survey results reveal that:

- While 87% of Ontarians consider walking while listening to headphones or walking while speaking on a cell phone to be somewhat dangerous, an increasing percentage of Ontarians (38%) report walking while sending or reading a text message daily/weekly/monthly.
- Nearly 50% of Ontarians report frequently checking for cyclists before opening their car door when parking on the street, while 18% report rarely/never checking for cyclists.
- About 60% of Ontarians believe that crossing the street mid-block when it is dark is dangerous.
- More Ontarians report cycling while texting (20%) at least monthly. An increasing number of drivers (24%) and motorcyclists (43%) report cycling after taking drugs or alcohol at least monthly.

Behaviour of Road Users

Long term trends that are contributing to increased pedestrian fatality rates include the following key factors: aging population, growing consumer preference/adoption of light trucks (including sport utility vehicles or SUVs) over sedan vehicles, and inattention on the part of drivers and pedestrians.

(Source: Ontario’s Pedestrian Crash Causation Study, June 2020)
Between 2014 and 2018, a total number of 609 pedestrians were killed in Ontario.

In 2018, 54 percent of all pedestrian fatalities occurred in non-daylight hours (dusk, dawn, or dark); 27 percent occurred in dark.

134 pedestrians were killed on Ontario roads in 2018. They represented 22 percent of all road users killed.

Pedestrian fatalities increased from 114 in 2017 to 134 in 2018, up 18 percent.

Source: 2018 Ontario Road Safety Annual Report
Between 2014 and 2018, a total number of 92 cyclists were killed in Ontario.

23 cyclists were killed on Ontario roads in 2018.

Clear visibility reported in 92 percent of all bicycle collisions in 2018.

Bicycling fatalities increased from 14 in 2017 to 23 in 2018, up 64 percent.

55 percent of bicyclists involved in collisions were riding properly.

Source: 2018 Ontario Road Safety Annual Report
In 2018, 34 percent of fatal motorcycle collisions occurred at night.

11 percent of motorcycle drivers involved in fatal motorcycle collisions were under 25 years of age.

Between 2014 and 2018, a total number of 324 motorcyclists were killed in Ontario.

66 motorcyclists and passengers were killed on Ontario roads in 2018.

Motorcycle rider fatalities decreased from 69 in 2017 to 66 in 2018, down by 3 percent.

Source: 2018 Ontario Road Safety Annual Report
Penalties for drivers who endanger pedestrians

* Increased fines when offence is committed in a Community Safety Zones—near schools and public areas. These areas are clearly marked with signs.

<table>
<thead>
<tr>
<th>OFFENCE</th>
<th>FINES</th>
<th>DEMERIT POINTS</th>
<th>OTHER PENALTIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>‘Dooring’ or Improper opening of a vehicle door (for driver or passenger)</td>
<td>Up to $1,000</td>
<td>3</td>
<td>N/A</td>
</tr>
<tr>
<td>Failing to yield at pedestrian crosswalks, school crossings, and crossovers</td>
<td>Up to $1,000</td>
<td>4</td>
<td>N/A</td>
</tr>
<tr>
<td>Running a red light</td>
<td>Up to $1,000</td>
<td>3</td>
<td>N/A</td>
</tr>
</tbody>
</table>
| Failure to stop for a school bus             | First offence: Up to $2,000  
Each following offence: Up to $4,000 | 6              | May result in imprisonment for up to 6 months |
| Failure to remain at scene of collision      | Up to $2,000 | 7              | May result in imprisonment for up to 6 months and/or a two-year licence suspension |

Penalties for careless driving causing death or bodily harm

<table>
<thead>
<tr>
<th>LICENCE SUSPENSION</th>
<th>FINES</th>
<th>OTHER PENALTIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not more than 5 years (Court ordered)</td>
<td>$2,000-$50,000</td>
<td>Imprisonment of not more than two years; and six demerit points</td>
</tr>
</tbody>
</table>
### Penalties for cyclists not obeying the rules of the road

<table>
<thead>
<tr>
<th><strong>OFFENCE</strong></th>
<th><strong>SET FINE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Improper lighting</td>
<td>$85</td>
</tr>
<tr>
<td>Improper brakes</td>
<td>$85</td>
</tr>
<tr>
<td>No or defective bell/horn</td>
<td>$85</td>
</tr>
<tr>
<td>Fail to wear proper helmet</td>
<td>$60</td>
</tr>
<tr>
<td>Fail to stop at proper helmet</td>
<td>$300</td>
</tr>
<tr>
<td>Pass stopped vehicle at crossover</td>
<td>$300</td>
</tr>
<tr>
<td>Fail to yield to pedestrian on roadway</td>
<td>$300</td>
</tr>
<tr>
<td>Cyclist – ride in a crossover or crosswalk</td>
<td>$85</td>
</tr>
<tr>
<td>Fail to signal a turn</td>
<td>$85</td>
</tr>
<tr>
<td>Fail to obey traffic signals and signs</td>
<td>$85-$300</td>
</tr>
<tr>
<td>Fail to obey bicycle traffic control signal</td>
<td>$85</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>OFFENCE</strong></th>
<th><strong>SET FINE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fail to stop at a red light</td>
<td>$260</td>
</tr>
<tr>
<td>Slow moving traffic travel on right side</td>
<td>$150</td>
</tr>
<tr>
<td>Bicycle - fail to turn out to right when overtaken</td>
<td>$85</td>
</tr>
<tr>
<td>Drive wrong way – one-way street</td>
<td>$85</td>
</tr>
<tr>
<td>Fail to stop two metres behind streetcar doors and yield to passengers</td>
<td>$85</td>
</tr>
<tr>
<td>Fail to stop for stopped school buses</td>
<td>$400</td>
</tr>
<tr>
<td>Attaching to a vehicle</td>
<td>$85</td>
</tr>
<tr>
<td>Passengers not allowed on bicycle built for one</td>
<td>$85</td>
</tr>
<tr>
<td>Cyclist – fail to stop or to identify self</td>
<td>$85</td>
</tr>
<tr>
<td>Riding on expressways</td>
<td>$85</td>
</tr>
</tbody>
</table>

For complete information on Ontario’s Highway Traffic Act (HTA) and the laws and regulations pertaining to cycling, visit [Ontario.ca/laws](http://Ontario.ca/laws).
When on the road all vulnerable road users:

- Be alert. Avoid distractions like earphones and electronic devices.
- Increase visibility by wearing bright or light-coloured clothing or reflective elements, especially at dusk and in low-light conditions.
- Be extra careful at intersections and respect signs and signals.
- Make eye contact with other road users when possible.
- Signal your intentions.
• Cross at marked crosswalks, crossovers or intersections instead of crossing mid-block, where cars are not expecting you.
• Activate the pedestrian signal by pressing the button, where available.
• Make eye contact, when possible, with drivers before stepping into the street.
• Look around in all directions to ensure the way is clear to cross.
• If no sidewalks are available, walk as far to the left side as possible, facing oncoming traffic.
• Use personal mobility devices on sidewalks and follow the same rules of the road as pedestrians.
CYCLIST RESPONSIBILITIES

- Know and follow the same rules of the road as cars and communicate intentions to other road users by using hand and arm signals.
- Wear an approved helmet. **Use the 2V1 technique** to correctly adjust your helmet.
- Ride on the right-hand side of the road
  - In urban areas, ride in a straight line at least one metre away from parked vehicles.
  - On rural roads, travel as close as possible to the right edge of the road.
- Cyclists must have their lights on half an hour before sunset to half an hour after sunrise, or any other time they cannot see or be seen clearly.

**2V1 Technique**

Two fingers above your eyebrows to the bottom of your helmet

Four fingers to make a “V” shape around the bottom of your ears

One finger under the strap beneath your chin
MOTORCYCLIST RESPONSIBILITIES

- Ride in the left portion of the lane when in the right lane, and the right portion of the lane when in the left lane. When riding in a middle lane, choose the side that allows you maximum visibility.

- Maintain at least 2 seconds of space between traffic in front of and behind you, this space should increase as traffic speed increases.

- Ride defensively, don’t assume drivers can see you. Avoid driving in another driver’s blind spot and be careful when approaching intersections.

- Take extra care and reduce speeds in unfavourable conditions, such as high winds and heavy rain, and when approaching slowing traffic.

- Wear full gear when riding. This includes an approved motorcycle helmet, jacket, pants, gloves and boots.

- Motorcycle lights must be on half an hour before sunset to half an hour after sunrise, or any other time you cannot see or be seen clearly.

- No amount of impairment from drugs or alcohol is safe for motorcyclists. It can significantly affect your balance and reaction times.
• Respect speed limits and be alert in school and community safety zones, residential areas, and other areas where people could be walking, cycling or playing.
• Be patient with pedestrians who may need more time to cross the road.
• Use your turn signals so other road users know your intentions.
• Check all blind spots and mirrors before changing lanes or turning right for pedestrians and cyclists.
• Check twice for pedestrians, cyclists and motorcyclists when turning left.
• Pay special attention to pedestrians, whether they are crossing roads, walking alongside them or entering and exiting transit vehicles. Always pass these areas at a reasonable speed and be prepared for pedestrians to make sudden or unexpected moves.
• Pass cyclists safely. Leave at least one metre when passing or wait for a safe gap in traffic to do so.
• Once parked, try using your right hand to open the door to check your mirrors and blind spots for cyclists. It’s called the Dutch Reach.
E-BIKE RIDERS RESPONSIBILITIES

Electric scooters or e-scooters (kick-style)

Pilot Information

Many municipalities in Ontario are piloting the use of electric (kick-style) scooters as a form of micro mobility. To ensure the safety of all road users, e-scooters riders must:

- Be 16 years old or older.
- Wear an approved bicycle helmet (if under 18 years old).
- Not operate on sidewalks.
- Ride in the same direction as the flow of traffic.
- Obey all traffic signs and signals.
- Use hand signals.
- Yield to pedestrians and others already on the road.
- Ride sober.
- Stand at all times.
- E-scooter do not allow passengers, cargo or baskets.

Electric bicycles or e-bikes, are equipped with an electric motor that is activated by pedaling or a throttle which helps the rider reach a maximum power-assisted speed of 32km/h.

- E-bike riders including passengers must be 16 years old or older.
- Wear an approved bicycle or motorcycle helmet. It is the law for e-bikes.
- Get familiar with the extra power and weight of your electric bicycle in a calm and safe environment before you go out in traffic.
- Be aware of your surroundings. Your higher speed may surprise other road users.
- Adjust your speed to road and traffic conditions. Be extra cautious when braking at sharp corners and when the road is wet or slippery, and not use the front brake alone.
- Pay full attention to traffic – mobile/music devices take away your focus. Keep both hands on the handlebars, when not signaling.
HOW TO FIND US!
DIGITAL PUBLICATIONS

1. Young Cyclists Guide
   Cycling Skills
   Ontario’s Guide to Safe Cycling

2. Pedestrian & Motorists
   Be See, Be Alert

3. Official MTO Motorcycle Handbook

Go back to Contents
DRIVER SAFETY TIPS
Follow the ministry’s social accounts to get all the latest news!

Click any image below to go directly to the Twitter post.

DRIVER SAFETY TIP

Drive carefully around streetcar and bus stops

SOCIAL MEDIA | 1
PEDESTRIAN SAFETY TIPS
Follow the ministry’s social accounts to get all the latest news!

Click any image below to go directly to the Twitter post.

Pedestrian safety is everyone’s responsibility

SOCIAL MEDIA | 2

Pedestrian be seen

Cross only at marked crosswalks
CYCLISTS SAFETY TIPS
Follow the ministry's social accounts to get all the latest news!

Click any image below to go directly to the Twitter post.

Cyclists be heard

SOCIAL MEDIA | 3

Cycle Safely
Make sure your helmet fits properly

Cyclists be seen

Cyclists stay alert
Drivers check your blind spots for cyclists

Road safety is everyone's responsibility. Do your part.
Cycling webpage Ontario.ca/safecycling
Pedestrian webpage Ontario.ca/pedestriansafety
Motorcycle Safety webpage http://www.mto.gov.on.ca/english/safety/motorcycle-safety.shtml
Visit Ontario.ca webpage for information on Road Safety https://www.ontario.ca/page/ministry-transportation

Electric kick-style scooters pilot http://www.mto.gov.on.ca/english/vehicles/electric/electric-scooters.shtml
Ontario Cargo e-bike program https://www.ontario.ca/page/cargo-e-bike-pilot-program#_Driver_requirements
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