FOR IMMEDIATE RELEASE

Bike Calgary opposes provincial interference in municipal cycling infrastructure

Calgary, Alberta (November 19, 2026) - Bike Calgary is deeply concerned by the introduction of Alberta Bill 43, the *Transportation (Safe and Sensible Roads) Statutes Amendment Act, 2026*, and its proposed restrictions on municipal cycling infrastructure.

All Albertans deserve safe roads, whether they drive, walk or cycle. Yet Bill 43, introduced by Minister of Transportation and Economic Corridors Devin Dreeshen, takes a dangerous step in the wrong direction. Section 17.1 would effectively prevent municipalities from converting existing roadway space into bicycle lanes without the Minister's written consent. It would also give the Minister the power to order certain existing bike lanes removed, require their removal during routine road work unless special permission is granted, and leave municipalities responsible for the full cost of removing them.

This is not "sensible." It is provincial overreach that ignores clear local evidence and undermines the ability of cities to protect their residents. Cycling infrastructure is transportation infrastructure. Protected bike lanes and connected cycling networks are essential to creating safer, more accessible and livable communities.

The City of Calgary provided detailed information to the province showing that protected bike lanes (cycle tracks) make streets safer for all users. Roads with bike infrastructure have fewer collisions than those without. Collision density maps comparing 12 Avenue SW (with a cycle track) and 11 Avenue SW (without one) show fewer casualty collisions — those causing injury or death — on the street with dedicated cycling space. This safety benefit holds outside the downtown core as well. Cyclists and pedestrians are disproportionately harmed in crashes. Nearly every collision involving them results in injury or death, compared to only about 5% of vehicle-only crashes. Investments in cycling infrastructure are helping reduce the proportion of collisions occurring downtown.

Bike lanes have a negligible impact on Calgary's overall road capacity. Calgary has roughly 17,100 lane-kilometres of pavement. Protected on-street bike lanes total just 49 lane-kilometres — less than 1% of the network, and almost entirely concentrated in the downtown core. They are not installed on major commercial corridors that serve trucks. Provincial highways such as Deerfoot Trail and Stoney Trail already ban bicycles for safety reasons, so municipal bike lanes do not affect them. Meanwhile, contrary to what the Minister claims, vehicle volumes on many Calgary streets are lower than in previous years, reducing pressure on road space.

Calgary's bike infrastructure is used year-round. People rely on these lanes to get to work, school, appointments and errands. Removing these lanes would force more people to share traffic lanes with cars and trucks, increasing the risk of collisions, injuries and fatalities.

At a time when Calgary is experiencing its second-deadliest year for traffic fatalities in the past decade, Bill 43 treats local safety data as irrelevant. It centralizes decisions in Edmonton, overrides municipal expertise, and creates uncertainty and extra costs for taxpayers whenever a road needs resurfacing. Cities should be free to design streets that work for their residents based on evidence, not forced to seek provincial permission for every painted line or physical barrier that keeps people safer.

Protected bike lanes reduce conflicts, calm traffic, and give families, seniors, and workers a realistic choice to travel by bike. Albertans deserve the same tools other Canadian communities use successfully. Bill 43's proposed prohibition on bicycle lanes is the opposite of evidence-based transportation policy.

Bike Calgary calls on the Government of Alberta to reconsider or substantially amend the proposed restrictions on cycling infrastructure in Bill 43 and respect the authority of municipalities to plan safe, connected and effective transportation networks for their communities.

About Bike Calgary

Bike Calgary is a membership-based non-profit society dedicated to improving cycling in Calgary. Learn more at https://bikecalgary.org/ and follow us on social media at @bikecalgary.

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