

Safe Passing

Q: When will the safe passing law take effect?

A: City Council approved the safe passing bylaw in March 2019 and the bylaw comes into effect on Sept. 1, 2019.

Q: What do I need to do if I intend to pass someone cycling?

A: When driving slower than 60km/h you must leave at least 1m of space when passing. When driving faster than 60km/h you must leave at least 1.5m of space when passing. If safe to do so, you can cross a single solid yellow line to pass a person cycling.

Q: What else do I need to know about the safe passing law?

A: **Failure to leave the minimum safe passing distance may result in a \$203 fine as per the new bylaw.** Cyclists are still expected to follow the rules of the road and ride as close to the curb as is safe to do so. Drivers are permitted to cross a single solid yellow to pass a cyclist, if it is safe to do so. If it is not safe to pass while leaving the minimum amount of space, slow down and wait for an appropriate opportunity to pass.

Yielding when exiting from a pathway

Q: Are cyclists still required to stop at stop signs when driving on the road?

A: The bylaw would only apply when there is the absence of any type of signage, like when a pathway transitions to an on-street bike lane. The change does not give cyclists permission to ignore posted Stop signs on the roadway. All cyclists must obey the rules of the road, including coming to a complete stop at a posted stop sign and adhering to all other posted signage at all times.

Q: Why weren't Idaho stops considered as part of the bylaw changes?

A: An Idaho stop is a common term for a law that allows cyclists to treat Stop signs as Yield signs. Sometimes it also includes treating a red light as a Stop sign. Idaho Stops are currently illegal under the Traffic Safety Act Rules of the Road Regulations from the Province of Alberta. Bicycles are considered vehicles in the Alberta Traffic Safety Act. As such, regulations around Stop signs applies to cyclists in the same way it does to all other vehicles on the road.

Hand signals for cyclists

Q: What if I can't see a cyclist using their right arm to indicate a right turn?

A: The bylaw change will allow cyclists to use their right arm to indicate a right turn only. As cyclists are required to use the right-most lane of the road, unless they are turning left, drivers to the left of the cyclist should not be affected by cyclists turning off to the right. Signaling a right turn using a right-hand is common practice and is legal in Ontario, Quebec and British Columbia as well as many other states and countries.

Q: Why are we adding additional hand signals for people cycling?

A: By allowing for those cycling to use either the left or right hand to signal a right turn, Calgary aligns itself with a recognized method of cyclist hand signaling that is also endorsed by the US Department of Transportation National Highway Traffic Safety Administration.

Legalizing non-motorized personal mobility devices on bicycle infrastructure

Q: Why has The City permitted skateboards, scooters and inline skaters be allowed on the downtown cycle tracks?

A: Allowing non-motorized personal mobility devices (skateboards, scooters, inline skaters, etc.) on bicycle infrastructure and in public spaces in the downtown core legalizes behaviours that are commonly accepted and currently in practice. Doing so reduces the risk of citizens being ticketed for socially acceptable travel behavior and encourages more active travel options. This also allows users to transition more easily from a pathway, to a roadway or cycle track.

Mobility aids on the downtown cycle track

Q: Why are mobility aids not allowed on the downtown cycle track?

A: As defined by the Traffic Safety Act, a mobility aid user is considered a pedestrian by provincial legislation and as such is not permitted to use the street for travel when there is a sidewalk available for pedestrian use. As all our cycle tracks are on roads that also have sidewalks, creating a bylaw to enable mobility aids to use the downtown cycle tracks would be in contradiction to the Traffic Safety Act and is therefore illegal.