

# Bicycle Legislation and Guidelines 2026

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### Federal Legislation:

In 2021 the section on power assisted bicycles was repealed [SOR/2020-22, s. 3] from the Motor Vehicle Safety Regulations C.R.C., c. 1038. Any information to refers to this legislation is out of date and should not be used.

### Provincial Legislation:

As of January 2026 the Alberta government has still not enacted any legislation on eBikes. The [Rules & Regulations Applying to Small Vehicles](#) still refers to the revoked federal legislation even though the government is aware that the legislation was revoked. Here is a link to required and recommended [cycling equipment in Alberta](#)

### Parks Canada, Parks Alberta and the City of Calgary Legislation

All these pieces of legislation are similar and share these common rules:

1. Throttle use (a.k.a. Power on Demand) is prohibited on pathways.
2. Power assist must cease when the rider stops pedaling or reaches 32 km/hr (a.k.a. Pedal Assist)
3. Maximum power is 500 Watts

I have pasted an Sept 29, 2023 email below from Kananaskis Park that applies to all Provincial parks as an example. Absent legislation from the AB government the members of the club will follow these rules on all rides.

Good morning Brock,

Currently there are no provincial regulations or policies across Alberta Crown lands that define or direct 'e-bikes', this includes parks, public lands and provincial transportation corridors or highways under the *Traffic Safety Act*. Transport Canada's federal Motor Vehicle Safety Regulations which defined power-assisted bicycles, which essentially captured pedal-assist e-bikes, was rescinded. This has left a known gap in how the province defines the devices or vehicles.

General activities within Alberta Parks fall under the *Provincial Parks Act* and *Provincial Parks Act General Regulations*, which define vehicles, cycles (by human power only) and off-highway vehicles. Based on the capabilities of the various devices:

- Pedal-assist e-bikes are considered powered bikes however there is no longer a formal definition regarding them as stated above. Therefore, Kananaskis has defined them, in alignment with the parameters as set out by Parks Canada and British Columbia as adjoining jurisdictions, i.e., must be able to be propelled by muscular power; power assistance ceases when muscular power ceases; stops assisting over 32 km/h; motor has no more than 500 watt output. These parameters are currently under review.
- Throttled or power-on-demand e-bikes are considered similar and managed similar to off-highway vehicles
- E-bikes are not considered to be mobility aids

Parks has the authority to control traffic and manage activities under Section 4 of the *PPA General Regulations* through signs and notice. At this time, pedal-assist e-bikes are generally restricted to designated pathways and trails.

- Within Fish Creek, this includes the main paved pathways and granular trails where cycling is permitted.

- Though specific rules and regulations regarding all forms of biking are minimal, users are asked to follow desirable rider etiquette principles to minimize conflict with other riders and users.

As regulatory and/or policy regarding bikes and e-bikes changes within Parks, it will be broadly communicated out to the public, and should include updated detailed information on our webpages.

Regards, Nancy

*Acting Kananaskis East Area Manager*

## Ride Guidelines:

### Member riding guidelines for pedal and power assist cycles:

Members may ride:

- 1) Standard (pedal) bikes
- 2) Power bicycles (a.k.a. e-Bikes) that meet Provincial Park Regulations
  - Note: Many fat tire e-Bikes have more than the maximum allowable 500 watts of power so check your e-Bike specifications to ensure they comply with the regulations.
- 3) Recumbent tricycles with a maximum seat bottom height of 18" (45.7 cm). There are reasonably foreseeable situations where trikes may present risks not associated with bicycles.
  - a) Roll overs: Particularly with delta configuration trikes (one wheel in front) when cornering at speed.
  - b) Reduced hazard awareness due to low rider eye height. Flags are highly recommended so others can see you but there is no eye contact for observing and interacting with vehicles
  - c) Riders must be able to ride up a 10% grade with pedal power or pedal assist
- 4) Properly fitted and approved bicycle helmets are mandatory on all FLC cycling rides
- 5) You will not be allowed to ride with the group unless you have signed up and are on the rider list.
- 6) You must be a current member of both the FLC Seniors Club and the Cycling Activity to attend a ride.
- 7) When riding you must follow road and pathway rules. See sections above.
- 9) Ride single file and keep right at all times. This is particularly important on corners or busy sections of the pathways.

10) When passing pedestrians or other cyclists on the pathway, do so affably. Ring your bell, announce how many cyclists are behind, thank them for making way. If traffic is coming towards you at the same time, hang back. If you need to pass, only do so on a straight section where you can see clearly ahead.

11) Arm-signal before turning corners or when stopping.

12) Bring your medical information card (e.g. AHC number) with you on all rides

## Cycling Club Courtesy Guidelines

1) Be there and have your bike ready to ride at the event starting point 15 minutes before the scheduled ride time.

2) When stopping for any reason, pull over to the right of a street or entirely off a pathway to allow other pathway users to pass unimpeded. If you need to stop quickly and don't have time to arm signal due to heavy two hand brake use yell "STOPPING" to alert other riders in the group.

3) Leave 2-3 bike lengths between bikes for safety and easy passing. Do not fall too far behind either, you may miss a turn and get lost.

4) If you are having trouble going up a hill, move to the right to allow others behind you to pass.

5) Slower riders should stay near the end of a group to not interfere with others' momentum.

6) For busy crosswalks where there may be potential conflicts with cars or oncoming pedestrians dismount, bunch to cross in groups and WALK your bicycle across. Remember if you do ride in a crosswalk [you are classified as a vehicle](#) and do not have the same rights as a pedestrian. Do not start to cross after the walk light changes from green to an amber countdown. Be courteous and allow drivers to turn before their light turns amber. Leaders and sweeps will wait and ensure all riders are safely across before proceeding.

7) A leader may ask a group to use the "corner guide" system: on a signal from the leader, the rider immediately behind stops at a corner to guide the group around and rejoins the group on sighting the sweep.

8) Use the "buddy" system to ensure the rider behind you continues there. A mirror is very useful for keeping track of riders behind you.

9) If you are consistently falling behind on all rides in your current level please be courteous and ride in a lower level.

10) Follow the leader's directions; help enforce them and these rules courteously.

We strive to be the most courteous cycling group, so we appreciate your cooperation.

### EBike courtesy guidelines:

1. Please ensure you know how to operate your e-Bike in pedal assist mode and comply with the regulations when using designated pedal assist only pathways and trails.
2. Use the lowest level of power assist to ensure that acceleration is gentle and controlled when the pedal assist activates
3. Gear down at slower speeds and for hills.
4. Ride no faster than the leader and the group.
5. On approaching a hill allow good spacing to ensure you have room to manoeuvre as the pedal power bike riders ahead of you lose momentum.
6. The leader may specify at the beginning of the ride whether e-Bikes go up larger hills first or last. This is to avoid conflicts with e-Bikes attempting to pass slower pedal power riders climbing on narrow pathways.
7. If you are a leader with an E-bike, moderate your speed to fit with the group's capability and obey the pathway speed limits.

### Mechanical or Medical Procedure:

#### Mechanical / Tired Rider:

If a rider cannot continue the ride (e.g. tired or mechanical problems) a member of the group should escort them to a point of safety.

#### Medical Emergency:

The Sweep and Leader immediately stops the ride, calls 911 and stays with the injured person until medical help arrives on scene

### Miscellaneous legislation

#### Industry Canada Radio Equipment List:

If your radios are not on this searchable list they are not authorized for use in Canada.