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November 22, 2025

Premier Doug Ford  
Minister Prabmeet Sarkaria, Ministry of Transportation  
Minister Rob Flack, Ministry of Municipal Affairs and Housing  
Government of Ontario

**Re: ERO 025-1071 – Bill 60 - Fighting Delays, Building Faster Act, 2025 – Modern Transportation – Prohibiting Vehicle Lane Reduction for New Bicycle Lanes**

Dear Premier Ford, Minister Sarkaria, and Minister Flack,

On behalf of Vélo Canada Bikes, we are writing to express our strong opposition to the proposed *Bill 60 - "Fighting Delays, Building Faster Act, 2025"* and the proposed amendments to the Highway Traffic Act (HTA) that would prohibit municipalities from reducing motor vehicle lanes when installing, implementing, or marking new bicycle lanes.

As the national voice for everyday cycling, Vélo Canada Bikes has been working for 13 years to promote evidence-based approaches to urban planning. We played a leading role in advocating for the establishment of [Canada's National Active Transportation Strategy](#) and [Active Transportation Fund](#) in order to support the creation of the very type of safe infrastructure which this bill threatens.

Bill 60 represents a serious setback to the progress that has been made in Ontario toward improving road safety, public health, and sustainability. It is based on gross misconceptions about the causes of road congestion, undermines municipal autonomy, and will worsen the safety of vulnerable road users, including cyclists, pedestrians and [wheelchair users](#).

If enacted, Bill 60 would create a major barrier to the implementation of safe cycling infrastructure, as the removal or reconfiguration of general traffic lanes is often the only practical, affordable, and evidence-based method for building new bike lanes—particularly in existing urban environments where widening streets is impossible.

Equally concerning is the breadth of the language in Bill 60, especially the clause referencing "any other prescribed purpose". This opens the door to prohibiting a wide range of street improvements that municipalities routinely use to increase safety, support economic activity, and manage congestion. These could include [bus priority lanes, essential for improving transit reliability and reducing gridlock](#); [school streets, which protect children by limiting traffic during pick-up and drop-off and encourage active transportation](#); and pedestrian zones and [traffic-calming measures](#), crucial for reducing injuries on local roads.

**Blocking Bicycle Lane Construction Will Not Solve Road Congestion**

The assumption that blocking bicycle lane construction, to allow for more car lanes, will lead to decreased road congestion is fundamentally flawed and entirely without evidence. Traffic congestion in municipalities in Ontario is driven primarily by over-reliance on single-occupancy



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vehicles, decades of under-investment in public transportation and active transportation infrastructure, and [a lack of policies to reduce car use](#). When more car lanes are available, congestion actually gets worse due to the well-established phenomenon of [induced demand](#). Preventing the construction of bike lanes will not address these core issues but will instead reinforce a car-dependent culture that exacerbates congestion.

By prioritizing cars over other forms of transportation, Bill 60 fails to recognize the positive role that bike lanes play in reducing the number of vehicles on the road. Dedicated cycling lanes provide a safe and efficient means for moving people around cities. [A two-way protected bike lane can move 7,500 people/hour](#) compared to only 600 to 1600 people/hour for a single car lane. Encouraging cycling reduces the overall number of cars on the road, helps ease congestion, contributes to cleaner air, [improves population health](#), reduces greenhouse gas emissions, and enhances quality of life.

Rather than blocking the construction of bicycle lanes, Ontario should be focused on supporting the construction of multi-modal transportation networks that include high quality cycling, public transit, and walking infrastructure, as these are proven ways to reduce road congestion and improve the overall efficiency of the Province's transportation system, including for drivers.

### **Increased Risk to Vulnerable Road Users**

A very concerning consequence of this proposed bill is that [it will increase the risk of serious injury or death for vulnerable road users](#), particularly cyclists, pedestrians, and wheelchair users. Blocking the construction of bicycle lanes forces cyclists to share lanes with cars, making them more vulnerable to collisions, injuries, and death. Multiple studies have shown that [dedicated bicycle lanes are a critical element in reducing cyclist fatalities and injuries](#).

### **Lack of Evidence and Best Practices**

Bill 60 and its proposed amendments to the Highway Traffic Act (HTA) that would prohibit municipalities from reducing motor vehicle lanes for a bicycle lane or any purpose, is not based on evidence or best practices for addressing congestion or improving road safety. [Cities across the world](#), from Copenhagen to New York, have successfully integrated bike lanes into their road networks, demonstrating that cycling infrastructure can reduce traffic congestion, improve safety and quality of life, and serve as an economic driver. The proposed bill to remove bike lanes is out of step with [global best practices to prioritize active transportation and public transit](#). Instead of encouraging sustainable mobility, this bill reflects an outdated, car-centric approach to urban planning, which has been proven to be ineffective in addressing congestion, expensive, and harmful to public health.

### **Jurisdictional Overreach and Municipal Autonomy**

Another troubling aspect of this bill is the overreach of provincial authority into municipal decision-making. Municipal governments are best equipped to understand the transportation needs of their residents. They rely on rigorous planning processes, staff expertise, and public input. A top-down ban on lane reallocation undermines this work and removes one of the most important tools municipalities have for creating safe and efficient transportation networks. Municipalities



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should have the autonomy to decide what is best for their communities, not have these decisions dictated by the province.

For all the reasons stated, we urge you to withdraw the proposed amendments to the Highway Traffic Act and reconsider the direction of Bill 60. Ontarians deserve policies that support safe streets, strong communities, and evidence-based decision-making—not blanket prohibitions that freeze progress and put people at risk.

Thank you for your attention to this critical issue. We look forward to your response and to seeing Ontario continue to build safe, vibrant, and future-ready communities.

Sincerely,

Kate Walker  
Chair of the Board  
Vélo Canada Bikes

Samuel Benoit  
Executive Director  
Vélo Canada Bikes