



Proposed Revisions to the Municipal Traffic Bylaw for 2026

The Town is seeking community feedback on the proposed Bylaw, which is the draft Traffic Bylaw that would revise and replace the current 2019 bylaw - which is in need of several updates. We want to hear from the community on the critical regulations of bylaws that ensure the safety, health, and well-being of residents and businesses. While municipalities generally have very similar regulations in this area, they are not standardized outside of areas where the provincial *Traffic Safety Act* applies; there is latitude for different focuses and definitions around compliance and enforcement, based on community needs. The *Municipal Government Act* does not mandate a public hearing for this type of bylaw; however, this process allows the Council to collect feedback from the public.

Please consider reading entire document as some sections may be more relevant to you than those that we have highlighted below.

PURPOSE:

REGULATING THE USE OF HIGHWAYS UNDER THE DIRECTION, CONTROL AND MANAGEMENT OF THE MUNICIPALITY AND THE PARKING OF VEHICLES ON SUCH HIGHWAYS AND ON PRIVATELY OWNED PROPERTY LOCATED WITHIN THE MUNICIPALITY.

Please review the following areas identified for special attention and submit your comments by January 5th 2026. These will be compiled and sent back to the Council for further discussion.

DEFINITION OF A 'HEAVY VEHICLE'

This applies to the section 17 regulations with respect to heavy vehicle/ truck routes and parking. No significant new regulations are proposed, but the revised definition for the bylaw is proposed to be "*a Vehicle with a registration gross weight of Five Thousand Five Hundred (5,500) kilograms or more exceeding Twelve and a Half (12.5) metres in total length, excluding Recreational Vehicles and any public service or public passenger vehicle.*"

Hardly any municipality in Southern Alberta defines Heavy Vehicle in terms of weight, length or number of axles in the same way as another. Adding a special exemption in the definition for horse trailers of particular sizes would generate a distinct anomaly from all other municipalities in the region, but Administration has heard concerns about larger horse trailers being defined as Heavy Vehicles, which they could be in certain parking enforcement situations. Increasing from the present 4,500 to 5,500 kg *more clearly protects one-ton trucks with light trailers that might unintentionally fall under a Heavy Vehicle definition if the gross weight is over 4500kgs.* **While this has been carefully researched, views on the definition from trucking, horse trailer and commercial traffic law enforcement perspectives would be appreciated.**

4. MAXIMUM SPEEDS, PLAYGROUND AND SCHOOL ZONES

This section has been updated to address School and Playground Zones more fully, in some cases for full *Traffic Safety Act* compliance for the school zone signage on Highway 2.

6. PARKING OR STANDING ON HIGHWAYS

This section has been updated to propose clarified regulations with respect to:

- Abandoned or broken down vehicles on a Highway;
- Larger vehicles parked in residential roadways;
- Recreational Vehicle parking restrictions;
- Vehicle length and angle parking.

7. UNAUTHORIZED PARKING

This section has been updated to propose clarified regulations with respect to:

- How parking spaces on private and government property may be regulated;
- Authority for a future Council to determine Downtown Core parking restrictions by policy for both pragmatism and flexibility;
- Private advertising on/ sales of Vehicles parked on a Highway.

15. USE OF SIDEWALKS

This section has been updated to propose clarified regulations with respect to additional modes of personal transportation now in common use and the need to limit speed in some cases. **Feedback on continuing the distinction between the Downtown Core and the rest of Town, a long established regulation, is encouraged.**

16. OFF-HIGHWAY VEHICLES

This is a new section based on best practices from other municipalities in the region. **Feedback would be appreciated.**

17. HEAVY VEHICLE/TRUCK ROUTES AND PARKING

This section has been revised for both current land use designations and a special CAO exemption for 26th Avenue that has been in place since 2019 (that recognized 26th Ave has some unavoidable industrial and agricultural haulage). No changes to present designated truck routes are recommended.

19. SNOW, ICE AND DEBRIS

This section has been updated to propose clarified regulations with respect to plowed snow windrows and sidewalk/ gutter accumulations of weeds.

21. SUPPRESSION BRAKES, DAMAGE AND HAZARDS

This section has been updated to propose clarified regulations with respect to Engine Retarder use and the fact that brake use cannot be prohibited on provincial highways that pass through Town. *This reality not being clear in the present bylaw itself arguably creates confused public expectations around the Town's ability to enforce (beyond Alberta Transportation - approved compliance signage on provincial highways).*

22. OBSTRUCTIONS TO VISION, TRAFFIC AND PEDESTRIANS

This is a new section based on best on a need for clearer authority to deal with encroachments and trees/shrubs that cause hazardous visibility problems for traffic, especially for major intersections. *While an argument can be made that the Land Use Bylaw (landscaping setbacks) and Community Bylaw (general hazard/ unsightly) both carry necessary authorities in this area, clarity for both Town staff and property owners, when it comes to vision and traffic, is arguably unsatisfactorily subjective for 'black and white' enforcement and compliance.*

29. MISCELLANEOUS

The following provision is unchanged from prior bylaws, but is worth noting from an education perspective around bylaw enforcement and general discussion around priority-setting when it comes to municipal enforcement.

29.4 The Town is not required to enforce every breach or contravention of this Bylaw. In deciding whether or not to enforce the Bylaw, the Town may take into account any practical concerns or considerations, including but not limited to the nature and extent of the breach or contravention, any financial or budgetary considerations and the availability of personnel or human resources.

SCHEDULE 'A': Penalties

This schedule has been updated to address all provisions where there should be a listed penalty and providing a minimum and specified penalty, affording the Community Peace Officer reasonable flexibility. *It is always mindful to consider that bylaw tickets are generally actions of last resort when voluntary compliance attempts or warnings have failed – they are primarily supposed to exist as deterrents – the schedule is not a revenue generation system. Feedback on the size and range of these penalties, in line with Council or public priorities, would be appreciated – fine levels are generally based, at present, on the weight previously attached to similar violations.*

SCHEDULE 'C': Downtown Core

The map displays the bounds of the Downtown Core as previously described in Nanton's Traffic Bylaw. *It is not recommended that this be replaced with the M-DWT Land Use District.*