

*This provision enables the cities to tailor local operating rules and regulations.*

*Any City street qualifies as a Highway under the Traffic Safety Act*

*Section 3 will allow the cities to adjust speed limits as road conditions change.*

*Section 13.1 will strengthen traffic rules to apply to cyclists in some specific instances and give Cities flexibility in addressing cycling infrastructure.*

## **Traffic Safety Act**

### **Modification of Traffic Safety Act**

**6(1) This section modifies the *Traffic Safety Act* as it is to be read for the purposes of being applied to the City.**

**(2) In section 13 of the *Traffic Safety Act*, the following is added after subsection (2):**

**(3) Nothing in this Act prohibits the council from making a bylaw allowing for variable speed limit signage, as defined in the bylaw, with respect to a highway under its direction, control and management.**

**(3) The following is added after section 13 of the *Traffic Safety Act*:**

### **Specific powers of the City**

**13.1(1) Despite anything to the contrary in this Act or the regulations, the council may make bylaws in respect of the following matters:**

- (a) the use of cross bike treatments, particularly when cyclists are exiting multi-use pathways and entering a highway;
- (b) the use of cycle tracks on the left side of a highway beyond providing space for left turns;
- (c) the use of separate hand signals for cyclists;
- (d) signage requirements in respect of cyclists;
- (e) requirements for drivers to allow adequate space for cyclists;
- (f) parking adjacent to painted curbs.

**(2) A bylaw made pursuant to subsection (1) must identify any provision of the Act and the regulations that the bylaw is modifying.**

**(4) The following is added after section 106 of the *Traffic***

## **Safety Act:**

### **Exception**

*Section 106.1 will give the cities the authority to set default speed limits for different areas of the City other than the default speed limits in the Traffic Safety Act. A default limit means that's the speed limit, whether or not signs are posted.*

*This provision creates new rules of the road for the cities.*

**106.1(1)** Despite section 106(1)(c), the council may by bylaw establish a speed limit for a highway located within an urban area that is different from the speed limit referred to in section 106(1)(c).

(2) A bylaw made under subsection (1) must provide for the giving of public notice of a speed limit for a highway located within an urban area before the speed limit becomes effective.

### **Modification of other regulations**

**8(1)** This section modifies those regulations referred to in this section as they are to read for the purposes of being applied to the City.

(2) In the *Use of Highway and Rules of the Road Regulation* (AR 304/2002),

(a) the following is added after section 42:

#### **Yielding to transit buses**

**42.1(1)** A person driving a vehicle on a roadway shall, on overtaking a municipal transit bus, yield the right of way to the municipal transit bus if

- (a) the municipal transit bus displays a sign requiring the driver of a vehicle to yield to the municipal transit bus,
- (b) the municipal transit bus driver has signalled an intention to move left into the roadway by turning on the bus's left turn signal, and
- (c) it is reasonably safe for the person driving the vehicle to yield the right of way.

(2) Subsection (1) applies if, at the point on the roadway where the driver of the vehicle overtakes the municipal transit bus, the applicable speed limit is not more than 60

*Section 42.1 will ensure city transit busses have the right of way when changing lanes to the left.*

kilometres per hour.

(3) Despite subsection (1), a municipal transit bus driver must not move a bus into the roadway unless it is reasonably safe to do so.

**(b) section 46(1) and (2) are to be read as follows:**

*Section 46 may improve vehicle safety by having cars leave angled parking stall in the same direction as traffic flow.*

**Angle parking**

**46(1) When**

(a) a sign indicates that angle parking is permitted or required, and

(b) parking guidelines are visible on the roadway,

a person may only park a vehicle with the vehicle's sides between and parallel to any 2 of the guidelines and

(c) a wheel of the vehicle not more than 500 millimetres from the curb or edge of the roadway, and

(d) the vehicle angled in the direction of travel authorized for the traffic lane that is adjacent to the lane on which the vehicle is parked.

**(2) When**

(a) a sign indicates that angle parking is permitted or required, and

(b) no parking guidelines are visible on the roadway,

a person may only park a vehicle with the vehicle's sides at an angle of between 30 and 60 degrees to the curb or edge of the roadway and

(c) a wheel of the vehicle not more than 500 millimetres from the curb or edge of the roadway, and

(d) the vehicle angled in the direction of travel authorized for the traffic lane that is adjacent to the lane on which the vehicle is parked.

