



**DISTRICT OF SPARWOOD**

**Informal Public Hearing Agenda**

Tuesday, July 7, 2026 at 6:00 PM

Council Chambers, Municipal Office, 136 Spruce Avenue

Page

**(a) CONVENE HEARING**

1. Acting Mayor Cardozo to convene the hearing and read out the Statement of the Chair.

**(b) STAFF REPORT**

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**Informal Public Hearing - Traffic Regulations Bylaw 1346, 2026** Report from Director of Operations

**(c) PRESENTATION BY APPLICANT OR THEIR AGENT**

**(d) CALL FOR SUBMISSIONS FROM THE FLOOR**

1. Acting Mayor Cardozo to invite submissions from the floor.

**(e) APPLICANT OR AGENT'S RESPONSE TO SUBMISSIONS FROM THE FLOOR OR COUNCIL**

**(f) CLOSE HEARING**

1. Acting Mayor Cardozo to close the hearing.

# STRATEGIC PRIORITIES CHART

March 2026

## CORPORATE PRIORITIES (Council/CAO)

### NOW

1. **WASTEWATER TREATMENT PLANT:** Construction Nov 2027
2. **HOT TUB REPAIRS:** Refill and Test Mar 2026
3. **RECREATION FACILITY OPTIONS:** Engagement Mar 2026
4. **DEVELOPMENT COST CHARGES:** Engagement Apr 2026
5. **ZONING BYLAW:** Draft Bylaw May 2026

### NEXT

- ★ FIRE HALL #2: Funding
- ★ INDUSTRIAL LAND DEVELOPMENT
- ★ HOUSING STRATEGY
- ★ FUTURE RCMP OBLIGATIONS
- ★ DOWNTOWN ZONE EXPANSION

### ADVOCACY/PARTNERSHIPS

- ★ *Public Health Access*
- ★ *Douglas Fir (Water Local Service)*
- ★ *Safe Highway Crossing*
- ★ *Community Daycare*

## ORGANIZATIONAL EXCELLENCE INITIATIVES – Communication & Collaboration

- ★ Asset Management Software: Training Apr 2026

## OPERATIONAL STRATEGIES (CAO/Staff)

### CHIEF ADMINISTRATIVE OFFICER

1. Collective Agreement: Negotiations Apr 2026
  2. EVPTSA: Statistics Apr 2026
  3. Council Orientation: Secure Training Providers Aug 2026
- ★ Parcel Taxes (Roads & Facilities)
  - ★ WJ Litigation: Ongoing

### CAPITAL WORKS

1. **WASTEWATER TREATMENT PLANT:** Construction Nov 2027
  2. Bulk Water Station: Design Mar 2026
  3. Cemetery Walk: Walkway & Foundation Aug 2026
- ★ Paving & Storm Catchment Blue Spruce
  - ★ Buckthorn Lift Station - SCADA

### COMMUNITY SERVICES AND COMMUNICATION

1. **HOT TUB REPAIRS:** Refill and Test Mar 2026
  2. **RECREATION FACILITY OPTIONS:** Engagement Mar 2026
  3. Recycling & FoodCycler: Public Education May 2026
- ★ Community Hall Revitalization
  - ★ Emergency Response Communication Templates

### CORPORATE SERVICES

1. FoodCycler Pilot Program: Initiate Apr 2026
  2. Election Bylaw: Review Apr 2026
  3. Offences Bylaw: Research May 2026
- ★ Corporate Policies
  - ★ Records Management

### FINANCE

1. Budget Software: Review Apr 2026
  2. Purchasing Policy: Review Apr 2026
  3. Finance Admin Fee Review: Implement Mar 2026
- ★ Non-Taxable Benefits
  - ★ Finance Procedure Update

### FIRE PROTECTION SERVICES

1. RDEK "A" Fire Services Agreement: Draft Apr 2026
  2. Fire Services Bylaw: Review Apr 2026
  3. Fire Service Master Plan: Justification Nov 2026
- ★ FIRE HALL #2: Funding
  - ★ CISM Team Training

### HUMAN RESOURCES AND SAFETY

1. Disability Management Process: Report Analysis Sep 2026
  2. Bamboo HR: Module Implementation Mar 2026
  3. DOS Safety Program: Review Apr 2026
- ★ Recruitment Procedures
  - ★ Employee Conduct Policies

### INFORMATION TECHNOLOGY

1. Network Segmentation: Finalize Mar 2026
  2. File Server Permissions: Audit Mar 2026
  3. IT Disaster Recovery Plan: Research May 2026
- ★ External Vendor Relationship: Research
  - ★ Pen Test: Research

### OPERATIONS AND ENGINEERING

1. Wells 1 & 2 Upgrades: Design Apr 2026
  2. **DEVELOPMENT COST CHARGES BYLAW:** Engage Apr 2026
  3. Asset Management Software: Training Apr 2026
- ★ Traffic Bylaw Updates
  - ★ BC One Calls: Maps and Lot Card Preparation

### PLANNING AND DEVELOPMENT

1. **ZONING BYLAW:** Draft Bylaw May 2026
  2. Bill 44 OC/Zoning: Unit Estimates May 2026
  3. Boundary Expansion: Funding Apr 2026
- ★ INDUSTRIAL LAND DEVELOPMENT
  - ★ Subdivision Servicing Bylaw

CODES: BOLD CAPITALS = NOW PRIORITIES; CAPITALS = NEXT Priorities; *Italics* = Advocacy; Underlined: Organizational Excellence Initiatives  
Regular Title Case = Operational Strategies

TOPIC	<b>Informal Public Hearing - Traffic Regulations Bylaw 1346, 2026</b>	
MEETING	Informal Public Hearing - 07 Jul 2026 - Traffic Regulations Bylaw	<b>ATTACHMENTS</b> <a href="#">1. Traffic Regulations Bylaw 1346 2026</a> <a href="#">2. Public Feedback - July 7, 2026</a> <a href="#">3. Public Feedback - June 2, 2026</a> <a href="#">4. Informal Public Hearing Presentation</a>
PRESENTED BY	Director of Operations	
REVIEW	Director of Community Services	

## INFORMATION ONLY

### PURPOSE

To provide Council background information and context at the informal public hearing regarding the proposed No Truck Route designation on Michel Creek Road, and to support an informed and balanced consideration of public input prior to further bylaw consideration.

### BACKGROUND INFORMATION

The current Traffic, Parking and Highways Regulation Bylaw No. 472, 1987 has been reviewed by staff resulting in a proposed updated Traffic Regulations Bylaw to align with provincial legislation and reflect operational needs. The bylaw includes a proposed designation of a portion of Michel Creek Road as a No Truck Route, which has generated public interest and feedback. Council gave first reading to the bylaw at the June 2, 2026, Regular Council Meeting and directed staff to schedule an informal public hearing to allow residents, businesses, and stakeholders an opportunity to provide input prior to further consideration of the bylaw.

Michel Creek Road functions as a mixed-use corridor, including residential, industrial, agricultural, and park uses, and provides access to multiple industrial routes and operations.

Although there are currently weight restrictions on District highways including Michel Creek Road, large trucks have been allowed access, provided they were using the route for deliveries. Council, through discussion, identified alternative highway routes that provides for heavier traffic use on provincial highways with marginal increases in travel time and distance to reduce any impacts of the "No Truck Route" proposed on Michel Creek Road.

### LEGAL/STATUTORY REQUIREMENTS

[Community Charter Section 8](#) - Fundamental Powers

### ANALYSIS AND OPTIONS

The proposed bylaw changes reflect updated regulatory standards and enforcement considerations, including revised definitions, truck route provisions, and permitting mechanisms.

The specific No Truck Route proposal has resulted in differing perspectives:

#### Residential Considerations

- Public safety concerns related to heavy vehicle traffic on a residential roadway
- Impacts related to noise, dust, and quality of life
- Potential long-term road infrastructure impacts
- Desire to maintain residential character of the area

#### Business and Industrial Considerations

- Increased travel distance and associated operational costs
- Access considerations related to alternate routing
- Financial impacts on industrial operators relying on the corridor

#### Other Considerations

Alternative routes (Highway 3 and Highway 43) exist within the regional network as provincial highways and are designed to accommodate heavier vehicles which aligns with general, transportation planning practices that seek to align heavy vehicle traffic with higher-order roadways (e.g., provincial highways and designated truck routes) while minimizing through-truck movements on local residential roads to balance mobility, safety, and livability objectives.

#### **PUBLIC COMMUNICATION AND ENGAGEMENT**

CONSULT: To obtain public feedback on analysis, options or decisions. Obtain feedback on the options. Set expectations and ensure the scope of the project and decision-making process is clearly stated.

#### **NEXT STEPS**

- Proceed to further readings

Respectfully submitted by,  
Darrell Kaisner, Director of Operations

#### **Approved By:**

Megan Rawles, Deputy CAO / Director of Corporate Services

#### **Status:**

Approved - 29 Jun 2026

DISTRICT OF SPARWOOD  
Traffic Regulations Bylaw 1346, 2026

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*A Bylaw to regulate Traffic, Parking, Vehicles, and the use of Highways  
within the boundaries of the District of Sparwood*

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The Council of the District of Sparwood, in open meeting assembled, enacts as follows:

**1. TITLE**

1.1. This bylaw may be cited as “Traffic Regulations Bylaw 1346, 2026.”

**2. DEFINITIONS**

2.1. In this bylaw:

“**ARTERIAL HIGHWAY**” means a Highway classified as such pursuant to the *Transportation Act*, SBC 2004, c 44.

“**AS-BUILT**” means a set of drawings or a 3D data set that shows how construction or works was built as opposed to how it was designed.

“**AUTHORIZED PERSON**” means the Director of Operations, a Bylaw Enforcement Officer, a Traffic Control Person, a RCMP Officer, or a Peace Officer.

“**AXLE**” has the same meaning as in the *Motor Vehicle Act Regulations*, BC Reg 26/58.

“**BOULEVARD**” has the same meaning as in the *Motor Vehicle Act* RSBC 1996, c 318.

“**BYLAW ENFORCEMENT OFFICER**” means the person or duly appointed as such from time to time by Council.

“**COMMERCIAL VEHICLE**” has the same meaning as in the *Commercial Transport Act*, RSBC 1996, c 58.

“**CORPORATE OFFICER**” means the person or lawful deputy duly appointed as such from time to time by Council.

“**CROSSWALK**” has the same meaning as in the *Motor Vehicle Act*.

“**COUNCIL**” means the Municipal Council of the District of Sparwood.

“**CYCLE**” has the same meaning as in the *Motor Vehicle Act*.

“**DESIGNATED MOTORIZED DEVICE**” has the same meaning as in the *Motor Vehicle Act*.

“**DIRECTOR OF OPERATIONS**” means the person duly appointed as such from time to time, their lawful deputy, or any other person Council has designated to act in their place.

**“DIRECTOR OF FIRE SERVICES”** means the person duly appointed as such from time to time by Council, their deputy, or any person Council has designated to act in their place.

**“DISTRICT” OR “MUNICIPALITY”** means the District of Sparwood.

**“EMERGENCY VEHICLE”** has the same meaning as in the *Motor Vehicle Act*.

**“EXTRAORDINARY TRAFFIC”** means the carriage of any goods or persons over a District Highway that, when taken in conjunction with the nature of the existing condition of the Highway, is so extraordinary or improper in the quality or quantity of goods or persons or in the mode or time of use of the Highway, or in the speed at which the Vehicles are driven or operated.

**“GOVERNMENT VEHICLE”** means a Vehicle operated by the District, the Regional District of East Kootenay, the Province of British Columbia, or the Government of Canada.

**“GROSS VEHICLE WEIGHT”** or **“GVW”** means the loaded weight of a single Vehicle.

**“HIGHWAY”** means every:

- a) street, road, lane, bridge, viaduct and any other way open to public use, other than a private right of way on private property, including a Pathway and Sidewalk; and
- b) Highway within the meaning of the *Transportation Act*.

**“LANE”** means any Highway not exceeding eight (8) meters in width and includes a back alley.

**“LICENCED GROSS VEHICLE WEIGHT”** or **“LICENCED GVW”** means the Gross Vehicle Weight for which a Commercial Vehicle is licensed under the *Commercial Transport Act*.

**“MOTOR ASSISTED CYCLE”** has the same meaning as in the *Motor Vehicle Act*.

**“MOTOR VEHICLE”** has the same meaning as in the *Motor Vehicle Act*.

**“MOTORIZED MOBILITY AID”** is a personal mobility device powered by an electric motor intended for use by person with physical mobility challenges.

**“MOVABLE PROPERTY”** means any property or owned item that can be moved from one place to another and does not include housing, apartments or land.

**“NO TRUCK ROUTE”** means a route where Trucks are never permitted, as set out in Schedule D of this Bylaw.

**“OCCUPIER”** means a person who is in physical possession of a premises, or has responsibility for, and control over, the condition of premises, the activities conducted on those premises and the persons allowed to enter those premises.

**“OFF-STREET PARKING LOT”** means any real property owned, leased, possessed or otherwise held by the District for the purpose of providing off-street public Parking.

**“OPERATOR”** as applied to a Vehicle means either the registered Owner, registered lessee or renter, beneficial Owner or any other person operating the Vehicle of an Owner.

**“OWNER”** as applied to a Vehicle means the person who holds the legal title, a person who is a conditional purchaser, a lessee or a mortgagor entitled to be in possession, the person in whose name the Vehicle is registered, or the person who controls or owns the Vehicle even if registered in someone else’s name.

**“PARK”** means the standing of a Vehicle, whether occupied or not.

**“PEACE OFFICER”** means a person authorized to carry out policing or law enforcement duties under the *Police Act* in the District.

**“PEDESTRIAN”** has the same meaning as in the *Motor Vehicle Act*.

**“PERMIT”** means authorization provided with a written document pursuant to this Bylaw.

**“RECREATIONAL VEHICLE”** is a Motor Vehicle, or a Motor Vehicle and Trailer, that is designed primarily for accommodation including but not limited to a travel Trailer, or Vehicle with camper or tent, camper van or motor home.

**“SIDEWALK”** means the accessible concrete area between the curb lines and the adjacent property lines dedicated to Pedestrian Traffic, including the curb but does not include dedicated paved or gravel Walkways.

**“SPARC”** means the Social Planning and Research Council of British Columbia. A non-partisan, non-profit charity in British Columbia that works with communities to build a just and healthy society, focusing on social justice issues like accessibility. Manages the provincial permit program for people with disabilities and advocates for accessibility.

**“TRAFFIC”** includes Pedestrians, ridden or herded animals, and Vehicles, Cycles or other devices, either singly or together, while using a Highway, Sidewalk or Walkway to travel.

**“TRAFFIC CONTROL DEVICE”** has the same meaning as in the *Motor Vehicle Act*.

**“TRAFFIC CONTROL PERSON”** has the same meaning as in the *Motor Vehicle Act*.

**“TRAFFIC CONTROL SIGNAL”** has the same meaning as in the *Motor Vehicle Act*.

**“TRAILER”** has the same meaning as in the *Motor Vehicle Act*.

**“TRUCK”** means any Vehicle or combination of Vehicles having a GVW for which it is licensed under the *Commercial Transport Act* of 15,000 kilograms or greater or any Commercial Vehicle with three (3) or more Axles and designed or used primarily for the transportation of property.

**“TRUCK ROUTE”** means a route designated for Trucks, as set out in Schedule C of this Bylaw.

**“VEHICLE”** means a device in, on or by which a person or thing is or may be transported or drawn on a Highway but does not include a device designed to be moved by human power, a device used exclusively on stationary rails or tracks, a Motorized Mobility Aid, a Motor Assisted Cycle or a Designated Motorized Device.

**“WALKWAY”** means an accessible paved and gravel pathway, trail or paved area between the lateral lines of a roadway and the adjacent land or neighbouring property, excluding concrete Sidewalks.

### 3. TRAFFIC REGULATIONS

- 3.1. Traffic Obstruction - Except to comply with an Authorized Person or a Traffic Control Device, a person must not:
- a) use roller blades, skateboards, roller skates, sleighs, ice skates, skis, snowshoes or other similar means on Highways designated for Vehicles;
  - b) stand or loiter in such manner as to obstruct, impede, or interfere with Traffic on a Highway;
  - c) operate a Vehicle between the persons or Vehicles comprising a funeral procession or parade unless the Vehicle is part of the procession or parade;
  - d) operate a Vehicle and overtake and pass another Vehicle on an unmarked Highway, single lane Highway, or a Highway marked with a solid line;
  - e) distribute flyers or leaflets by placing them on the windshield of a Vehicle parked upon a Highway;
  - f) drop any debris, litter or other material onto a Highway;
  - g) leave behind material or debris on a Highway, Walkway, or adjacent land including wrecked or damaged Vehicles or parts from an accident;
  - h) place or exhibit any advertisement, posting or sign of any kind by affixing such items by any means to utility poles, Traffic Control Devices or trees;
  - i) other than an Authorized Person pursuant to this Bylaw or the Motor Vehicle Act, place or erect on real property a sign which purports to regulate an adjacent Highway;
  - j) place or allow to be placed any garbage containers or other facilities related to garbage collection upon any portion of a Highway; or
  - k) operate a Truck upon a Highway that is not a Truck Route, except Government Vehicles, Emergency Vehicles or utility Vehicles while engaged in work upon the Highway, delivering goods to properties directly serviced by the Highway, or attending to an emergency.
- 3.2. Property Obstruction - A person who is an Owner or Occupier:
- a) of a corner lot abutting a Highway at an intersection with another Highway, must not allow the view of Traffic to be obstructed, construct a fence or grow a hedge or tree to remain so that an obstructing view is within seven (7) meters from the curb along the abutting property lines of the lot, or more than one meter higher than the finished grade of the abutting Highways;
  - b) of a corner lot abutting a Highway, if one of the abutting Highways is a Lane, must not allow to obstruct the view of Traffic, construct a fence, grow a hedge or tree to remain so that obstructing view is within 4.5 meters of the curb along both abutting property lines, or more than one (1) meter higher than the finished grade of the abutting Lanes; or

- c) of a property abutting a Highway, must not allow any gravel, earth, mud, rocks, stones, logs, stumps or other material that may accumulate or be tracked or carried by a Vehicle from the property, onto a Highway or allow it to remain thereon.
- 3.3. Except to comply with an Authorized Person or Traffic Control Device, or Permit and except while operating a Government Vehicle, a public utility Vehicle or an Emergency Vehicle engaged in duties, a person must not:
- a) overtake and pass another vehicle in a designated school or playground zone, as indicated by a Traffic Control Device;
  - b) overtake or pass another Vehicle at a Crosswalk; or
  - c) drive through a Crosswalk when a Traffic Control Person or Traffic Control Device indicates that Vehicles are required to stop to allow Pedestrians to safely cross a Highway.

**4. EXTRAORDINARY TRAFFIC**

- 4.1. If, in the opinion of the Director of Operations, any Highway except an Arterial Highway is liable to be damaged because of Extraordinary Traffic, the Director of Operations may limit or prohibit the use of the Highway of Extraordinary Traffic by any person operating or in charge of the Extraordinary Traffic, or Owner of the Vehicle in respect of the Extraordinary Traffic.
- 4.2. Any person to whom this Part might otherwise apply may, with the approval of the Director of Operations, apply to the Corporate Officer to enter into an agreement with the District for the payment of compensation in respect of the damage or expense which, in the opinion of the Director of Operations, the Extraordinary Traffic may cause, and thereupon the District must not subject that person to any prohibition, limitation or penalty prescribed in this section, in respect of the Extraordinary Traffic.

**5. TRAFFIC CONTROL DEVICE ORDERS**

- 5.1. Authorization - The Director of Operations may direct or order the placing or erection of any applicable Traffic Control Device for the purpose of giving effect to the provisions of this Bylaw and the Motor Vehicle Act.
- 5.2. Orders – For an order to place or erect Traffic Control Devices to be in effect, the Director of Operations must make the order in writing by letter or email, date it, and sign it.
- 5.3. The Director of Operations:
- a) in a single order, may include any number of orders related to constructing, placing or erecting Traffic Control Devices;
  - b) may rescind, revoke, amend or vary any order made, provided such order does not require the doing of any act contrary to or inconsistent with this Bylaw or the *Motor Vehicle Act*;
  - c) if varying or amending an order, must issue a new order reflecting the variation or amendment and revoking the original order; and

- d) may order the alteration, repainting, tearing down or removal of any sign, advertisement or guidepost erected or maintained on or over any Highway, and the District must not pay any compensation to any person for any resulting loss or damage.
- 5.4. Traffic Control Devices that have been erected by the Province of British Columbia under the provisions of the *Motor Vehicle Act* must be deemed to have been properly placed or erected.
- 5.5. The Director of Operations must ensure that any Traffic Control Devices erected pursuant to Section 5 comply with any applicable sign regulations as set out in the *Motor Vehicle Act Regulations, BC Reg 26/58*.

## **6. TEMPORARY TRAFFIC CONTROL**

- 6.1. If, for any reason, an Authorized Person or the Director of Fire Services determines that any Highway, or portion thereof, is unsafe or unsuitable for Traffic, or deems it advisable that Traffic should be restricted thereon or diverted therefrom, an Authorized Person or the Director of Fire Services may temporarily close the highway or portion thereof, or restrict or divert the Traffic thereon or therefrom and for that purpose, may erect temporary Traffic Control Devices pursuant to this bylaw or the *Motor Vehicle Act*.
- 6.2. An Authorized Person or the Director of Fire Services may place or delegate the placement of temporary Traffic Control Devices on a highway:
- a) Along the route of any parade;
  - b) In the vicinity of a large gathering;
  - c) To facilitate the fighting of fires;
  - d) To facilitate the clearing of snow, sweeping, repairing, excavating, decorating or other Council approved services on or from the Highway that are carried out by district employees or any other utility; or
  - e) In the interest of safety.
- 6.3. If a highway or portion thereof is temporarily closed or the Traffic thereon is restricted or diverted under sections 6.1 or 6.2, an unauthorized person must not enter upon, or travel upon the highway or portion thereof, in contravention of the applicable Traffic Control Devices.

## **7. VEHICLE REGULATIONS**

- 7.1. Equipment - A person must not:
- a) Operate a Vehicle with wheels that are not equipped with pneumatic tires in good working order, except for a horse drawn cart in a parade;
  - b) Operate a Vehicle equipped with solid rubber tires that have a thickness between the rim of the wheel and the surface of a Highway of less than thirty-two (32) millimetres;

- c) operate a Vehicle having wheels or tracks constructed or equipped with projecting spikes, cleats, ribs, clamps, flanges, lugs or other attachments or projections which extend beyond the tread or traction surface of the wheel, thread or track, except a Vehicle equipped with fitted tire chains when required for safety or winter studded tires which conform to the *Motor Vehicle Act Regulations* when used between October 1st and April 30th of each calendar year; or
  - d) operate a Vehicle, contrary to the provisions of this Bylaw, the *Motor Vehicle Act*, or any relevant passenger or transportation act or the regulations pursuant thereto.
- 7.2. Vehicle or Trailer Loads - A person must not operate a Vehicle or Trailer carrying any materials or goods in such a manner that:
- a) the materials or goods can fall from the Vehicle or Trailer while the Vehicle is on a Highway;
  - b) any part of the load extends beyond the sides or back of the Vehicle or Trailer more than one hundred and eighty-five (185) centimetres;
  - c) the materials or goods could shift or sway to affect the operation of the Vehicle or Trailer;
  - d) load could drop, sift, leak, or otherwise disperse, except a Municipal Vehicle sanding; or
  - e) the load or the covering of a load may be insecure or become loose and detached from the Vehicle or Trailer.
- 7.3. Special Equipment - The Director of Operations may, by public notice or by placing Traffic Control Devices, prohibit Vehicles from being operated on any Highway, if such Vehicles are not equipped with chains or winter tires, or any combination of these which the Director of Operations may consider adequate and necessary in view of prevailing road conditions.
- 7.4. Excessive Noise - Except in areas which are zoned M-2 (Heavy Industrial) or M-3 (Extraction Industrial) in the District's Zoning Bylaw 264, 1981, as amended from time to time, a person must not:
- a) make or cause any excessive noise in or on a Highway which disturbs the peace of any person in the neighbourhood or vicinity;
  - b) being the Owner or Operator of a Vehicle, allow or permit the Vehicle to be used in a manner which causes excessive noise that disturbs the peace of any person in the neighbourhood or vicinity;
  - c) play or operate an electrical device, Vehicle stereo or other instrument to amplify sound in such a manner which causes excessive noise that disturbs the peace of any person in the neighbourhood or vicinity;
  - d) except for a Peace Officer, Bylaw Enforcement Officer, or a person operating an Emergency Vehicle, operate any outdoor public address system from a Vehicle in the District without first obtaining a Permit;

- e) start a motorized Vehicle which is not equipped with a muffler in good working order; or
- f) operate a Vehicle on a Highway to make any unnecessary or unreasonable noise through mechanical use or mechanical alterations to the Vehicle, including but not limited to, the screeching of tires, revving and backfiring.

## **8. PERMITS GENERAL**

- 8.1. A person must obtain a Permit from the District before undertaking any activity that requires a Permit under this Bylaw.
- 8.2. A person must, at all times, comply with the terms of Permits or orders issued in accordance with this Bylaw. If a person does not comply with the terms of a Permit, the District may revoke or terminate such Permit.
- 8.3. A person applying for a Permit in accordance with this Bylaw must submit an application in the application form provided by the District.
- 8.4. Permits and orders issued in accordance with this Bylaw, including any amendments or notices:
  - a) must be issued in written or electronic form;
  - b) may require the Permit holder to obtain and provide proof of insurance;
  - c) must be dated and signed by the Director of Operations;
  - d) may include any number of orders in accordance with this Bylaw;
  - e) if for construction or works, may require a security deposit up to 125% of the total estimated cost of the construction or works in form of a bank draft, certificated cheque or an irrevocable letter of credit effective for the term of the Permit;
  - f) if for construction or works, may require the applicant to provide a satisfactory plan or specifications of the construction or works; and
  - g) if for construction or works, may require As-Built plans to scale as a condition of the Permit, showing the location, size and description of the construction or works and the date of installation.
- 8.5. If a person holds a Permit for the use of a Highway, they must have the Permit available at the site for any representative of the District to inspect.
- 8.6. If a person holds a Permit issued in accordance with this Bylaw, they must carry the Permit in their Vehicle when operating it on a Highway within the District's boundaries or have the Permit available upon request by the District.
- 8.7. If a permit holder has a Permit for construction or works that was issued in accordance with plans or specifications, the Permit Holder must ensure the construction or works conform in every way to the plans and specifications that were submitted.

- 8.8. If a Permit requires As-Built plans as a condition, the Permit holder must submit the As-Built plans to the Director of Operations prior to the District returning any deposit or security posted as a condition of the Permit.
- 8.9. If a Permit holder has paid security in accordance with this Part, upon satisfactory completion of the construction or works in accordance with any plans or specifications that were submitted, as determined by the Director of Operations, the Director of Operations must refund the security within 45 days.
- 8.10. If a Permit holder fails to repair damage or fulfill the obligations set out in their Permit within the specified time, the District may carry out such repairs or fulfill such obligations that have not been met under the terms and conditions of the Permit and deduct the cost thereof from the security or call on the irrevocable letter of credit to pay the costs therefrom.
- 8.11. If the security or letter of credit is insufficient, the Permit Holder must pay the balance forthwith, upon receiving an invoice from the District for the amount required for the District to carry out the works or fulfill the obligation, and the Permit holder must pay such balance in addition to any fees and charges outlined in the *Fees and Charges Bylaw 1322, 2023*, as amended from time to time.
- 8.12. If a person applies for a Permit for construction or works under this Part, the applicant must provide the Corporate Officer with a certificate of insurance that:
- a) has a combined limit of not less than five million dollars (\$5,000,000);
  - b) names the District as an additional named insured such that it protects the District against any action, suit or claim for bodily or personal injury or property damage arising out of the construction or works;
  - c) is underwritten with an insurer licensed in Canada;
  - d) includes a provision that such policy may not be lapsed or cancelled without thirty (30) days' written notice being given to the District; and
  - e) waives all rights of the applicant for subrogation to the District.
- 8.13. Public Utility Permit - The Director of Operations may issue a Permit to a public utility company permitting such company, over the calendar year for which the Permit is applicable, to carry out such work as may be necessary in the case of an emergency to repair any break or damage to the utilities under its control and subject to the terms of any franchise or other agreement entered into between such utility and the District.
- 8.14. Advertisement Permit – If a person holds a Permit to place advertising, the Permit Holder must not place advertisement boards or signs on or adjacent to any Highway in a manner which obstructs the free passage of Traffic on any Highway, obstructs visibility of any Operator of a Motor Vehicle, or obstructs any Traffic Control Device.

8.15. Excavation Permit – If a person holds a Permit for excavation, the Permit Holder must not leave any excavation or other obstruction upon a Highway without sufficient barricades, marking and use of flashing warning lights.

8.16. Number of Permits - The Director of Operations may restrict the number of Permits to be issued.

## 9. PARKING REGULATIONS

9.1. General Parking Regulations - Except to comply with an Authorized Person, a Traffic Control Device, or a Permit and except while operating a Government Vehicle, a public utility Vehicle, or an Emergency Vehicle engaged in duties, a person must not Park a Vehicle, Recreational Vehicle or Trailer on any Highway or Off-Street Parking Lot:

- a) that is not for Highway use, registered, insured and displaying a number plate;
- b) to display it for sale or to use it to display a sign;
- c) to mechanically maintain or refurbish it except as necessitated by an emergency;
- d) where there is a Traffic Control Device that gives notice that stopping, standing, or Parking is prohibited or restricted in that place and at that time;
- e) at an angle unless Parking in marked angle parking stalls;
- f) in a manner that impedes or obstructs the regular and reasonable flow of Traffic;
- g) in a loading zone designated by a Traffic Control Device unless it is being loaded or unloaded and Parked for no longer than fifteen (15) minutes at any one time;
- h) to conduct roadside business and sell commodities without a Permit;
- i) in a manner that encroaches or overhangs on a Sidewalk;
- j) to sleep in overnight; or
- k) if it is a Trailer that is not attached to a Vehicle which is capable of towing it.

9.2. On-Street Parking Regulations - Except to comply with an Authorized Person, a Traffic Control Device, or a Permit and except while operating a Government Vehicle, a public utility Vehicle or an Emergency Vehicle engaged in duties, a person must not Park a Vehicle, Recreational Vehicle, or Trailer:

- a) on a Sidewalk, Walkway, greenbelt, or adjacent land;
- b) in front of a public or private driveway;
- c) at distance greater than thirty (30) centimetres from the curb or edge of pavement;
- d) within an intersection or within the centre of a cul-de-sac;
- e) upon a bridge;

- f) within six (6) meters of a fire hydrant measured from the point on the curb or edge of the roadway which is closest to the fire hydrant;
- g) on a Crosswalk or within six (6) meters of the Crosswalk;
- h) within six (6) meters of a Traffic Control Device, Temporary Traffic Control Device, or Traffic Control Signal;
- i) in a manner that obstructs the visibility of a Traffic Control Device, Temporary Traffic Control Device, or a Traffic Control Signal;
- j) within six (6) meters of an entrance or exit to a Lane or a commercial or institutional property unless in a designated Parking stall;
- k) within fifteen (15) meters of a railway or a railway crossing;
- l) on the roadway side of a Vehicle stopped or Parked parallel to the edge or curb of the roadway (double Park);
- m) at the curbside or road edge facing in the opposite direction to the flow of Traffic;
- n) in a space on any Highway adjacent to a Federal, Provincial, Municipal public building or District approved reserve Parking zone unless the Operator is approved to Park in the reserved zone;
- o) for a continuous period exceeding twenty-four (24) hours, or in contravention of the length of time allowed for Parking on that portion of Highway as indicated by a Traffic Control Device;
- p) on a portion of the Highway that is designated for specific uses and marked by a Traffic Control Device or painted curb, including but not limited to fire zones, yellow curbs, fire hydrants, and Cycle Parking;
- q) on a Highway abutting a provincial school ground or park from dawn until dusk except if the school ground or park is separated from the Highway by a fence;
- r) on any Highway between the hours of 6:00 AM and 4:00 PM from October 1<sup>st</sup> to March 31<sup>st</sup> of any year, excluding the areas identified in Schedule B;
- s) being a Commercial Vehicle on any Highway, unless it is an attended Commercial Vehicle that is actively being loaded or unloaded; placed to leave at least three (3) meters of the adjacent roadway clear, as measured on a line perpendicular to the Vehicle; and not Parked for longer than is necessary for the expeditious loading or unloading of the Vehicle; or
- t) being a Truck, on any Highway in a residential area, between the hours of 8:00 PM and 8:00 AM of the following day.

9.3. Off-Street Parking Regulations - Except to comply with an Authorized Person, Traffic Control Device, or a Permit and except while operating a Government Vehicle, a public utility Vehicle, or an

Emergency Vehicle engaged in duties, a person must not Park a Vehicle, Recreational Vehicle or Trailer:

- a) outside of the designated Parking lines, straddling a line or crossing over a line, except if the line markings are covered with snow or ice and not visible; or
- b) overnight on any portion of a Parking area or in contravention of the length of time allowed for that Parking area as indicated by a Traffic Control Device.

9.4. Off-Street Parking Lots are established in the District and specified in Schedule A.

9.5. To further regulate Parking in an Off-Street Parking Lot identified in Schedule A, the Director of Operations may place Traffic Control Devices at any time as deemed necessary for operations services or special events.

9.6. If checking for overtime Parking, Authorized Persons may use chalk marks on the tires of Parked Vehicles or any other identifying mark that does not deface the Vehicle, and a person must not erase or obliterate such mark.

9.7. Parking Permit Authorization - The Director of Operations may issue a Permit to allow a person to, for the period of time indicated on the Permit, Park in otherwise regulated spaces on a Highway during construction or other activities that make compliance with such Parking restrictions in a particular area impractical.

9.8. The Director of Operations may issue a temporary Permit to allow a person to, for the period of time indicated on the Permit, Park in regulated spaces on a Highway or Off-Street Parking Lot, conduct roadside business, or conduct other relevant activities during a special event.

9.9. Permit Fees – The District must not levy any fees for a Permit for Parking.

9.10. Number of Permits - The Director of Operations may restrict the number of Permits to be issued.

9.11. Accessible Parking - A person must not Park a Vehicle in a disabled zone unless the Vehicle displays a SPARC's BC Parking Permit issued in accordance with the *Motor Vehicle Act*, or by another jurisdiction, in a prominent position visible through the front windshield.

## 10. HIGHWAY REGULATIONS

10.1. Speed Limits - A person must not operate a Vehicle on a Highway in the District:

- a) at a speed exceeding forty (40) kilometers per hour except as otherwise provided in this bylaw;
- b) at a speed exceeding thirty (30) kilometers per hour in a school zone or playground zone;
- c) at a speed exceeding twenty (20) kilometers per hour in a Lane, construction zone or Off-Street Parking Lot;
- d) at a speed exceeding twenty (20) kilometers per hour if using solid rubber tires;

- e) at a speed exceeding fifty (50) kilometers per hour on Michel Creek Road;
  - f) at a speed exceeding sixty (60) kilometers per hour on Sparwood Heights Drive, between Highway 43 and Ponderosa Drive; or
  - g) at a speed exceeding the posted speed limit.
- 10.2. Highway Damage – Except as authorized by a Permit, a person must not:
- a) cause damage to a Sidewalk, Walkway or adjacent land;
  - b) excavate, break, or remove any part of the Highway;
  - c) cut through, or tunnel under a Highway or Lane;
  - d) cut and remove trees, grass, shrubs, plants, hedges, fences or other materials maintained on a Highway or right-of-way;
  - e) drag, push or skid any object, attachment or equipment along or over a Highway in such a manner that the object damages the Highway;
  - f) construct a Boulevard crossing, including but not limited to a driveway, curb, ditch or Sidewalk;
  - g) change the level of the Highway in any manner or stop the flow of water of any drain, sewer or culvert on, through or under a Highway;
  - h) construct or maintain a ditch, sewer or storm drain, on any portion of the Highway;
  - i) construct or maintain a ditch on a property, from which the water causes damage to any Highway;
  - j) construct or maintain a structure, including but not limited to loading platforms, skids, rails, mechanical devices or outbuildings, on any portion of the Highway;
  - k) mark, imprint or deface in any manner any portion of the Highway or a structure or Traffic Control Device on or over the Highway;
  - l) install, maintain, alter, repaint or remove any sign, advertisement or guidepost on or over any Highway; or
  - m) place any Movable Property, including advertisement boards or signs, on a Highway.
- 10.3. Highway Prohibitions – Except as authorized by a Permit and except for a person operating a Government Vehicle or an Emergency Vehicle, a person must not:
- a) operate a Vehicle on or across a Sidewalk, Walkway and adjacent land unless on an approved access, approach or driveway;
  - b) operate a Vehicle on a trail or within a park as defined in the *Parks and Trail Bylaw 1217, 2020*, as amended from time to time;

- c) operate tracked Vehicles, including but not limited to snow mobiles, excavators, dozers and skid steers on any Sidewalk, adjacent land or Highway;
  - d) operate a Vehicle contrary to a Traffic Control Device, the directions of an Authorized Person, a Traffic Control Signal, or a Permit;
  - e) ride, lead, walk, hitch, tie, tether or otherwise travel with any animal in excess of two hundred (200) kilograms on a Walkway, Sidewalk, Highway or adjacent land, unless otherwise permitted to do so under an applicable Traffic Control Device; or
  - f) herd animals along any Highway, Sidewalk, Walkway or adjacent land, unless otherwise permitted to do so under an applicable Traffic Control Device.
- 10.4. Truck Route – A person operating a Truck may only travel on designated Truck Routes, as set out in Schedule C of this Bylaw, and on any street providing the shortest distance route between a designated Truck Route and points of origin or destination, except for:
- a) an Emergency Vehicle;
  - b) a Government Vehicle;
  - c) a vehicle Owned or Operated on behalf of a public utility company; or
  - d) in accordance with a Permit.
- 10.5. Despite Section 10.4, the Director of Operations may issue a Permit for a person to drive or Park a Truck on a Highway other than a Truck Route, provided that the person takes the shortest direct accessible connection between the nearest Truck Route and the destination and then returns to the Truck Route using the same connection as outlined on the approved route map attached to the Permit:
- a) to obtain fuel, repairs, accommodation, or food at commercial premises;
  - b) to collect or deliver cargo; or
  - c) to supply a service.
- 10.6. A person operating a Truck must not travel on a Highway that is a designated No Truck Route, as set out in Schedule D of this Bylaw.

## **11. SNOW CLEARING**

- 11.1. An Owner or Occupier of property abutting a Highway, must not allow snow, ice or slush to accumulate, be tracked or be carried by a Vehicle from the property, onto a Highway.
- 11.2. The District must clear Highways, Walkways and Sidewalks of snow and ice according to the *District Snow and Ice Control Policy - 5013-02*, as amended from time to time.

## 12. IMPOUNDMENT

- 12.1. Removal of Vehicle or Movable Property - If any Vehicle or Movable Property is unlawfully occupying any portion of a Highway or public place or in violation of this Bylaw, an Authorized Person may:
- a) require the Owner or Operator in charge of the Vehicle or Owner of Movable Property to move it from the Highway; or
  - b) move or cause to be moved or take or cause to be taken the Vehicle or Movable Property into the custody of the District and take or cause it to be taken to and impounded in a safe and otherwise suitable place.
- 12.2. The Owner or Operator of any Vehicle or Movable Property that has been towed or moved and impounded may recover the Vehicle or Movable Property upon:
- a) presenting proof of Ownership or permission from the Owner;
  - b) payment of the fees set out in the *Fees and Charges Bylaw 1322, 2023*, as amended from time to time; and
  - c) payment of any charges imposed by third parties for its removal, care and storage.
- 12.3. The District and any of its employees or contractors must not be responsible for any damage suffered to a Vehicle or Movable Property or vandalism, theft or fire while the Vehicle or Movable Property is being moved, detained or impounded.
- 12.4. If a Vehicle is removed, detained or impounded, the District must give written notice to the registered Vehicle Owner at the most recent address shown on the records of the register of Motor Vehicles, advising the Vehicle Owner of the seizures, the costs and that the Owner is required to claim and repossess the Vehicle within thirty (30) days of the Vehicle's impoundment.
- 12.5. If a Vehicle or Movable Property has not been claimed after being detained or impounded for thirty (30) consecutive days, the District may advertise and sell the Vehicle or Movable Property by public auction.
- 12.6. Before selling by public auction under this section, the District must advertise the time and place of the proposed public auction in two (2) consecutive issues of a newspaper circulating in the District, giving at least 10 (ten) days' notice of such proposed sale.
- 12.7. If a Vehicle or Movable Property is sold by public auction, the District must apply the proceeds of any such sale firstly to the cost of the sale, secondly to the costs and expenses of the District or its contractors for impoundment and detention, and thirdly, the District must hold the balance, if any, for one (1) year from the date of the sale for the Owner. If the balance is unclaimed at the end of the one (1) year period, the District must pay such sum into the general revenue of the District.
- 12.8. If any Vehicle or Movable Property is not purchased by public auction, then the District may dispose of the Vehicle or Movable Property, and the District may recover the expenses incurred in

the removal or disposal, less the proceeds (if any) of disposal, from the Owner as a debt due to the District.

- 12.9. If a Vehicle or Movable Property has not been claimed after being detained or impounded for thirty (30) consecutive days, and, in the opinion of the Director of Operations, the Vehicle or Movable Property has an apparent market value of less than two hundred and fifty dollars (\$250.00), the District may dispose of such Vehicle or Movable Property, and the District may charge the full costs of removal or disposal to the Owner of the Vehicle or Movable Property.

### 13. PENALTIES

- 13.1. If a person violates any provision of this Bylaw:
- a) the registered Owner of the Vehicle or Trailer in violation is guilty of the contravention and liable to the penalty provided in this Bylaw, unless the Owner establishes that the Owner was not Operating or using the Vehicle or Trailer at the time of the violation and did not consent to its Operation or Use; or
  - b) the last registered Owner of an unregistered Vehicle or Trailer in violation is guilty of the contravention and liable to the penalty provided in this Bylaw, unless the last registered Owner establishes that they were not Operating or using the Vehicle or Trailer at the time of the violation and did not consent to its Operation or Use.
- 13.2. If the Owner or the last registered Owner of a Vehicle or Trailer in violation of this Bylaw was not Operating the Vehicle or Trailer at the time of the violation, the person who was Operating the Vehicle or Trailer is guilty of the contravention and liable to the penalty provided in this Bylaw.
- 13.3. If a Vehicle or Trailer is in violation of this Bylaw and the Owner or last registered Owner was not operating it at the time of the violation, the Owner or last registered Owner is responsible for establishing that the Vehicle or Trailer was in possession of some other person without the Owner or last registered Owner's consent.
- 13.4. Every person who violates any provision of this Bylaw, or who suffers or permits any act or thing to be done in contravention of or in violation of any of the provision of this Bylaw, or who neglects to do, or refrains from doing anything required to be done by any of the provisions of this Bylaw, commits an offence, and each day that a violation continues constitutes a separate offence.
- 13.5. In addition to all other penalties herein provided, any person causing damage to any Highway, Sidewalk, Walkway or adjacent land or any person being the Owner or Operator of any Vehicle or Trailer which causes damage to any Highway, Sidewalk, Walkway or adjacent land must be responsible for the cost of repairing such damage to the satisfaction of the District, and the District may recover any expenses it incurs to remedy damage from the person who caused or authorized the damage.
- 13.6. Upon conviction of an offence under this Bylaw, a person is liable to pay
- a) a fine of not more than ten thousand dollars (\$10,000);

- b) the fine as set out in the District's *Municipal Ticket Information Bylaw 1290, 2021*, as amended from time to time; or
- c) the fine as set out in the District's *Bylaw Enforcement Notice Bylaw 1333, 2024*, as amended from time to time.

13.7. It is an offence for a person to remove any notice or ticket affixed or placed on a Vehicle, Recreational Vehicle or Trailer by an Authorized Person or a District employee unless they are the Owner or Operator of that Vehicle.

#### **14. DEFAULT**

14.1. If this Bylaw requires a person to do any matter or thing, and the person does not do the matter or thing required, the District may do such matter or thing at the expense of the person in default and may recover the expense thereof from the person with interest at the rate set out in Section 193.1 of the *Community Charter*.

#### **15. INSPECTION**

15.1. After taking reasonable steps to advise the Owner or Occupier before entering the property, an Authorized Person may, acting reasonably, enter at all reasonable times upon any property that is subject to the regulations of this Bylaw to ascertain whether such regulations, prohibitions and requirements are being met.

#### **16. SCHEDULES**

16.1. The following schedules are included and form part of this Bylaw:

- a) Schedule A – Off-Street Public Parking Lots
- b) Schedule B – Exemptions to Winter Parking Restrictions
- c) Schedule C – Truck Routes
- d) Schedule D – No Truck Routes

#### **17. FORMS/APPLICATIONS**

17.1. The Corporate Officer may prescribe, establish, and amend any forms necessary for the administration or enforcement of this Bylaw, including but not limited to application forms, declarations, notices, and Permits.

#### **18. SEVERABILITY**

18.1. The provisions of this Bylaw are severable and the invalidity of any part of this Bylaw must not affect the validity of the remainder of this Bylaw.

**19. REPEAL**

19.1. The District *Traffic, Parking and Highway Bylaw No. 472, 1987* and all amendments thereto are hereby repealed.

READ A FIRST TIME this 2<sup>nd</sup> day of June 2026.

READ A SECOND TIME this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

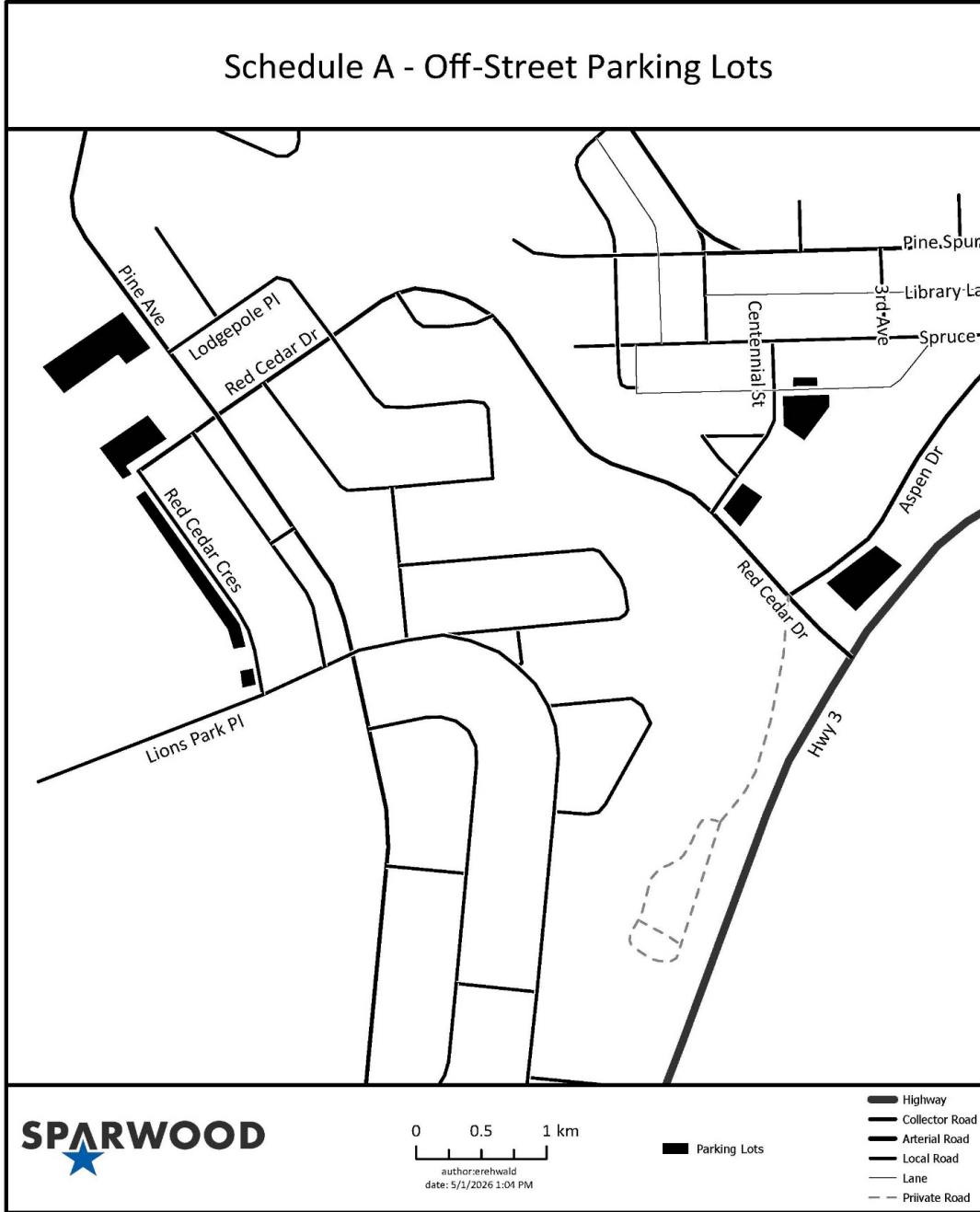
READ A THIRD TIME this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

ADOPTED this \_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

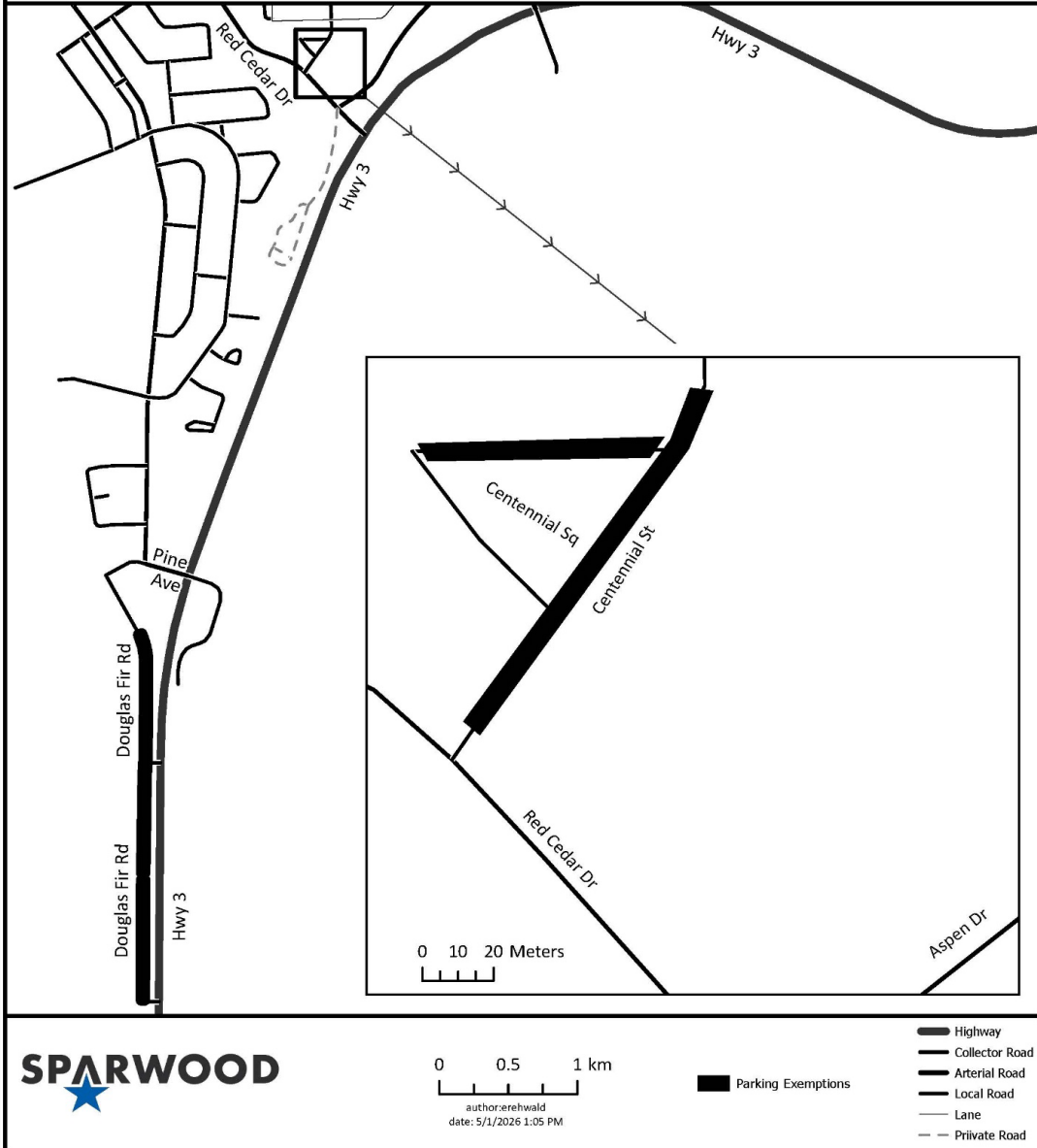
\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Corporate Officer

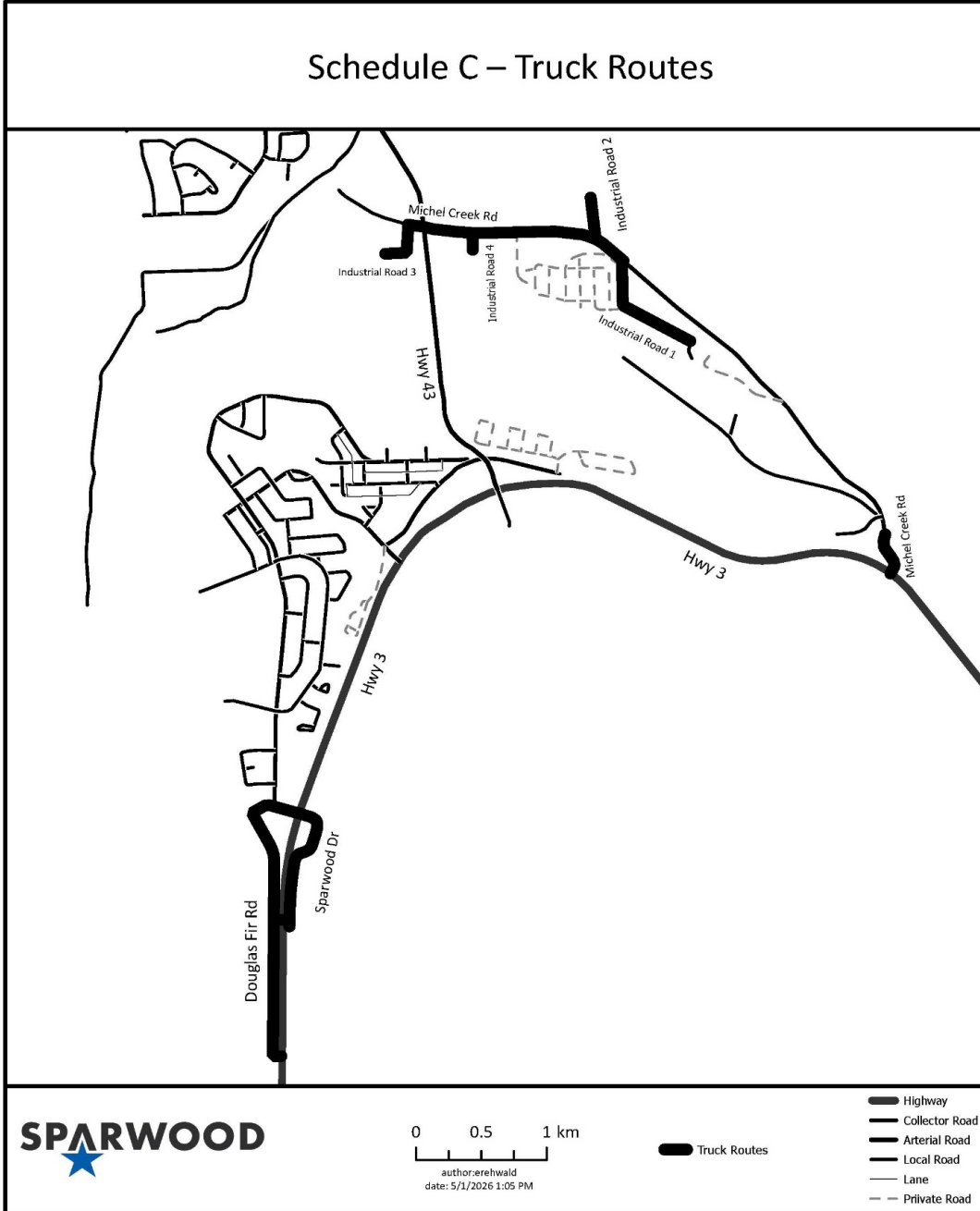
## Schedule A - Off-Street Parking Lots



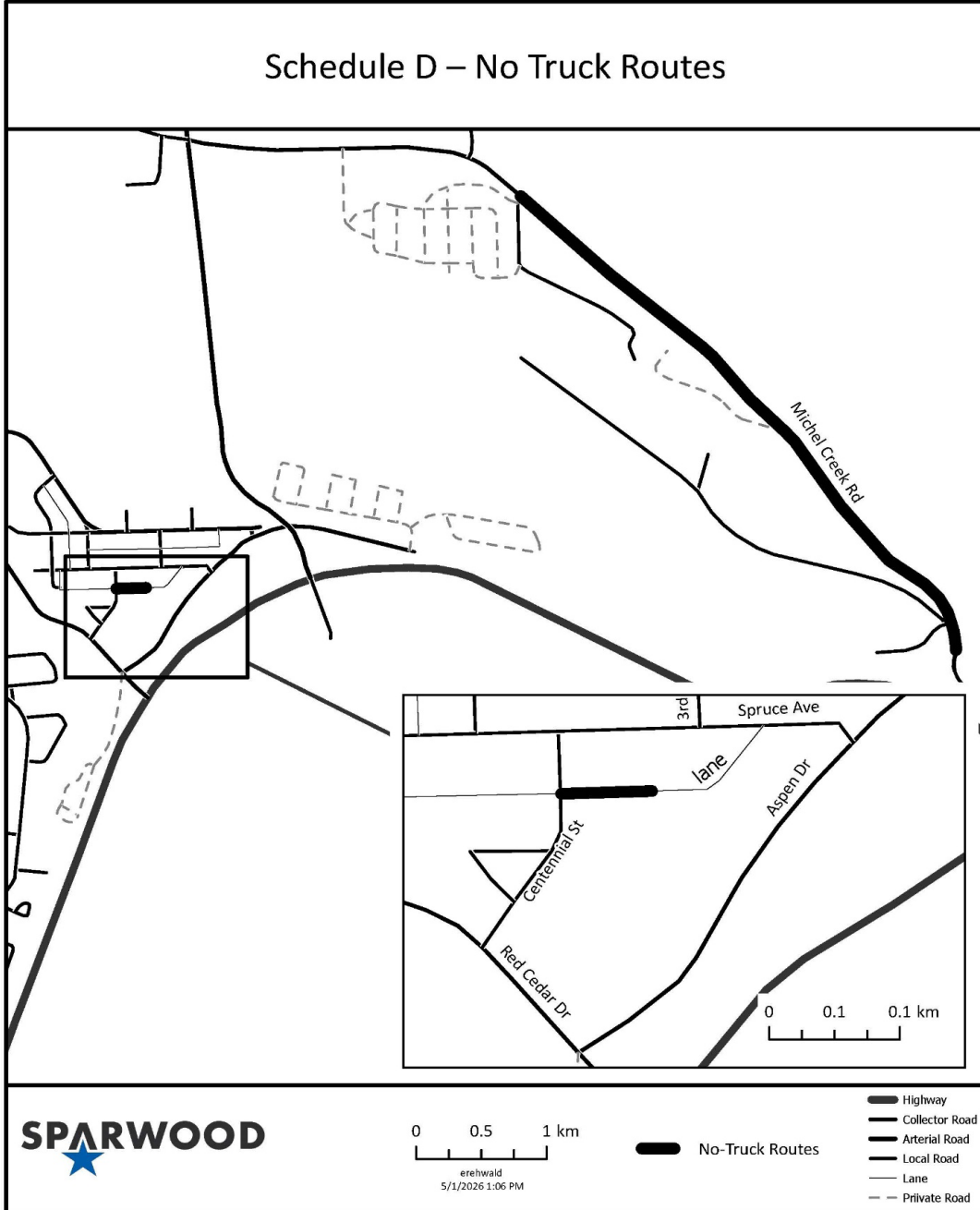
## Schedule B – Exemptions to Parking Restrictions



## Schedule C – Truck Routes



## Schedule D – No Truck Routes



## Sparwood Corporate Services

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**From:** Jennifer Sypulski <jen@shawsent.com>  
**Sent:** June 23, 2026 1:27 PM  
**To:** Sparwood Corporate Services  
**Subject:** traffic bylaw Michel Creek

Good day

The only issue that I would have with new proposed bylaw is the increase pressure this would put on the intersection on Michel Creek and highway 43. This is already a hazard where there are no lights at this intersection.

Just wanted to express my concern on this matter.

Thanks!

Jennifer Sypulski | Assistant Manager

Shaw's Enterprises Ltd, Sparwood Branch 240 Elk Valley Industrial rd V0B2G0

Office: (250) 425-2119

Direct line: (778) 518-7239

Cell: (250) 425-3835

[www.ShawsEnt.com](http://www.ShawsEnt.com)



## Sparwood Corporate Services

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**From:** Laura Cunliffe <[REDACTED]>

**Sent:** Monday, June 1, 2026 7:09:27 PM

**Subject:** Michel Creek Road

Hello

I am writing to you as a resident on Michel Creek Road.

I would like to express my desire for council to limit/ change the usage of heavy transport trucks along this residential street and change it to local traffic only designation or limit the weight/ size of the vehicles allowed to use this residential road.

My concerns are that these trucks are using this route thinking it's a shortcut to either Elkview or to the highway. It's not! The businesses that are along this road are all closer to the highway 43 intersection. So there is no reason why the heavy traffic should be using this road and not using the highway 43/ Michel Creek intersection.

There is no reason why they should be able to use this residential road as an excuse to shave off 2 minutes of drive time. They wouldn't think to that in lower Sparwood or the heights. And they would not be doing the excessive speeds there that they are on this road! All these areas are residential!

Michel Creek residents should be able to sit in our yards without having to put up with the extra traffic, the noise, the speeding and the dust. I should be able to mow my grass alongside the road without fear of being hit by a fast moving vehicle. I should be able to carry on a conversation without pausing because I can't be heard over the traffic noise from the trucks.

I would kindly ask that council consider residents concerns and move forward with limiting the use of heavy commercial trucks on this road.

I would also ask council to please ask for increased RCMP presence especially at Elkview shift changes. It's pretty bad when it's a solid line, the speed limit is 50 and there always is some one in a hurry and are passing other vehicles. I realize the RCMP are pulled in many directions and our street is not the only roadway with excessive speeders, but it would be great if they could do a patrol once a week at least.

Thank you for listening to my concerns.

Sincerely

Laura Cunliffe

[REDACTED]

Sent from my iPhone

**Sparwood Corporate Services**

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**From:** Jim Thurow <[REDACTED]>

**Sent:** Monday, June 1, 2026 6:58 PM

**Subject:** Heavy traffic on Michell creek rd

Hello Amy, I'm writing you as a resident of Michelle creek, and to give my opinion to oppose the heavy traffic on it! The extra mud the wear & tear of the road way as well high speeds is ridiculous! The excessive truck noise at all hours. It all add up. We got an alternative hwy route that belong to the hwy department that the town don't have to maintain. Please included this in tomorrow town meet as I can't be there to voice my opinion! Thank you for your time Jim Thurow

## Sparwood Corporate Services

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-----Original Message-----

From: Scott Kozler [REDACTED]

Sent: June 1, 2026 5:14 PM

Subject: Heavy hauling on Michel creek road

Acting Mayor and Council,

I am writing you as a reminder of the impacts of heavy hauling on Michel Creek Road.

I would like to invite you to meet with me and others that live on Michel Creek Road.

You could see and hopefully understand how we live here in constant stress.

This is a residential area with mostly retired people that deserve peaceful and healthy way of life.

The constant heavy and wide load traffic causes this stress with noise, dust and other dangers. Some semi trucks have no exhaust to silence the engine. Many use Jake brakes to slow and cause excess noise doing so.

Some heavy haulers are oil rig trucks that barely fit from centreline to shoulder and cause a huge dust storm ALL THE WAY down the road. The largest of these have 52 tires!!!!

Early morning and late night hauling, interrupts sleep patterns and huge loads hitting potholes actually shake the house.

Wide loads with pilot trucks and their huge flashing lights, light up the house through the house window drapes at night.

Every night this happens at 4:30 am from a scheduled double trailer load from a local transport company.

Super wide loads can come down at unannounced times ( 9:30-10:45 am ) taking up the entire road way. Pilot trucks speeding down the road ahead, rushing to stop oncoming traffic along with forcing them into local driveways or lawn fronts to allow the load by.

Mine traffic semi loads covered in mine dirt and mud, dropping that mud along the road way making the shoulders full of black coal like dirt. That is then transferred to local houses in the form of mud, dirt and dust. Dust breathed in almost every day, including winter.

A traffic count and speed test was conducted by Public Works almost a year ago ( 25-05-09) And was sent to the RCMP. Of the 300 vehicles per day!, 75% of them were speeding. Speeds in excess of 110 km/hr were observed!!

In a 50km/hr zone!!!!

The RCMP has hardly put in any effort into changing the situation, even after many other complaints from the residence. (Files made).

There is many more things that we experience here and can be proven through the last Mayor and By-law officer.

Meetings with the locals can help find the facts and fine ways in managing the problems stated above. Why are we not involved in the process? We live here every day!!!!

Take a ride by our humble homes. Look at the beautiful places that are kept up and updated with pride! All we want is peace and health. To have a picnic on our lawn without a dust storm. The possibility of conversation without a loud semi tractor trailer constantly driving by.

Reduced speeds so you don't fear cutting the grass by the roadway without cars racing and passing each other.

Cross walks so we can stop traffic and cross safely.

If you wonder why there isn't many out enjoying these beautiful places, it's because it isn't nice living next to a highway....

Make it safe again please.

Scott Kozler

**Manitoulin Manager Edward Briiton**

**From:** Edward Britton <ebritton@manitoulintransport.com>

**Date:** May 19, 2026 at 12:50:52 PM EST

**To:** Wes Zielinski <wzielinski@manitoulintransport.com>, Jason Christensen <jchristensen@sparwood.ca>

**Subject:** Re: [External\_Email] Re: Ed

Good afternoon, Jason. This road is primarily an industrially used roadway as opposed to residential and interrupting that flow of truck traffic is definitely an efficiency killer for our business. It is my understanding that the residences came after the businesses were established. Just put us on record as a business that is a major employer and has deep roots in the community, we are officially against the change. The speed limit is reduced to 50 km/hr, and I fail to see how the road is unsafe. Furthermore, this development blindsided us. It seems the director only considered one side and did not consult us on the decision he is recommending to the Council. I can't help but be concerned that EVR was also not consulted on this recommendation.

I know Wes has more historical background, so I will let him provide his input separately from my statement.

**Manitoulin Senior Dispatcher Wes Zielinski**

Ed is correct. This business has been here for more than 30 years without any issues. We have never had an incident on this road. Our drivers take great care regarding what we are doing and what we are hauling on this road. We also access the EVO plant gate sometimes to deliver our haul to the EVO plant, we also deliver machines to the Hydro Sub Station on Michel Creek Road. The speed limit on this road is posted at 50 km/h. This was changed because of one individual's complaints. All our trucks have GPS, allowing us to check for speeding or excessive dust on this road. This hasn't happened, as we can review our trucks' GPS history quite a ways back.

We have only received complaints from one specific individual over the last 5 years. On one occasion, we had to inform the RCMP because this individual was throwing rocks at our trucks, claiming they were speeding. The RCMP came to Manitoulin and we showed them the GPS data, which confirmed our trucks were traveling below the posted speed limit.

What I agree should happen is perhaps posting a notice that fuel tankers and vacuum trucks, or unauthorised local traffic, cannot use the road.

We move 8.8-meter-wide truck boxes down this road with the permission of the disprict of Sparwood, we have never had an issue with this,

Moving these truck boxes from Rayco to Elkview during the daytime saves EVR a lot of money. If we were to take them around Highway 43 to highway 3 then to the mine it becomes a night move and the cost almost triples for EVR

Hopefully someone from EVR is aware of these changes and maybe can sit in on the meeting, as the houses on Michel Creek Road are all leased land to the tenants by EVR.

Thank you

**Wes Zielinski**

**SR Dispatch**

**Manitoulin Transport**

**Office# 250-425-6494 EXT#81502**

**Cell# 250-433-1922**



**GROUP OF COMPANIES**

**Shaw's Enterprises Jennifer Sypulski Assistant Manager**

Our biggest concern would be the impact on Michel creel and highway 43. It is already dangerous turning to go into town. I can't imagine what the impact would be with the influx of traffic due to this. This would be a safety hazard. They would need a traffic light to safely impose this bylaw. Can you bring up this concern?

Thanks!

Jennifer Sypulski | Assistant Manager  
Shaw's Enterprises Ltd, Sparwood Branch

Office: [\(250\) 425-2119](tel:(250)425-2119)

Direct line: (778) 518-7239

Cell: (250) 425-3835

[www.ShawsEnt.com](http://www.ShawsEnt.com)





PHONE: (250) 425-7738  
FAX: (250) 425-7700

655 MICHEL CREEK ROAD  
BOX 1718, SPARWOOD, B.C. V0B 2G0

July 24, 2025

To whom it may concern,

It has come to my attention that some individuals are concerned about the possibility of industrial traffic on Michel Creek Road. I hope to remind people that over half of Michel Creek Road is devoted to industrial businesses. The only two access gates to the Elkview Coal Mine are also on Michel Creek Road. In fact, the residents are actually living on property that belongs to the coal mine. There are proper safeguards with limits and requirements for permits for heavy haul loads. Maybe these existing precautions need to be better enforced. As one of the businesses on this road, we feel it is absolutely necessary to have this access. It seems sometimes that people tend to forget how we all make our living here in the valley.

I would ask the council to consider all sides of this issue when responding. We pay a lot of taxes for this location and the benefits it provides. Direct access to the coal mine is a huge deal for our operations.

Respectfully,

A handwritten signature in blue ink, appearing to read 'Brett Ray'.

Brett Ray  
Owner/Manager

**Dynamic Industries Inc. Frank Koran Contracts and Quality Manager**

Hi Jason,

Thank you for reaching out.

Dynamic Industries is strongly opposed to the proposed bylaw change for the ban of heavy trucks on Michel Creek Rd., as it would negatively affect our operations and result in additional financial impacts to our business.

Key concerns include:

- Longer travel routes required for all worksites to the east, resulting in increased operating costs and higher environmental impact due to additional fuel consumption.
- Delays caused by the lack of an engineered or managed traffic-control system for eastbound traffic at the Michel Creek Road and Highway 43 junction (e.g., no traffic lights to safely and efficiently enter Highway 43 during congestion).
- All incoming and outgoing deliveries requiring heavy-haul transport trucks and trailers involved in worksites to the east would incur additional financial costs due to the restricted access.

Based on the nature of their operations, I would expect all of the following businesses to also be negatively affected:

- Rayco
- Manitoulin (most significantly)
- Summit Electric
- Darkhorse Electric
- EVR / Glencore / Elkview Operations
- Mine Cable

- Shaw's
- Boone Trucking
- East Kootenay Hot Shot & Latka Logging
- Fortis BC
- BC Hydro

Have these businesses been contacted for input into this proposed change?

Additionally, can you please define the weight ratings associated with "heavy truck"? I am assuming this includes all commercial vehicles, all company vehicles, and/or all vehicles greater than a ½-ton.

This is the first time I have heard of this proposed bylaw change. Please let us know how Dynamic Industries can stay informed about future proposed bylaw changes that may affect our operations, so we can prepare timely responses. If possible, can Dynamic Industries request be formally included on the District's distribution list for all future notices related to transportation access or industrial impact bylaws. This will help us respond proactively and stay up to date.

You can use my responses in your meetings/discussions.

Please let me know if you have any questions or require any additional information.

Thanks,

**Frank J Koran CET, ASCT**

Contracts & Quality Manager - Dynamic Industries Ltd.

#200 & #210 Industrial Rd. #1,

Sparwood B.C., V0B 2G1

Cell - 1-250-423-1396

[www.dynamicindustries.ca](http://www.dynamicindustries.ca)

## **Sparwood Corporate Services**

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**From:** Kyle Hutchinson [REDACTED]

**Sent:** Monday, June 1, 2026 9:23 PM

**Subject:** Michel Creek road traffic.

Good evening.

I hope this email will find its way to someone who can and is willing to help the people along Michel Creek road get some peace and safety.

I know that Glencore has a right to do business and that we are on leased land along the road. But I believe there is a better way to move equipment, truck boxes and heavy traffic in a better way than through a residential neighbourhood filled with wildlife and human population. The amount of heavy traffic on this road is uncalled for; the dust and noise it has created is atrocious. The shift change is nothing short of a raceway. Now in previous meetings we have had a lot of smoke thrown at us as the district was going to request more police patrols - hasn't happened and public case files have been created as well. The district was going to build up the shoulders of the road with the asphalt that was ground up from previous road replacements - hasn't happened, the district was putting up digital recording speed signs but nothing done about the excess speeds recorded. Why can't the preferred contractors and vendors access the mine by the plant gate with a swipe card rather than going down Michel Creek road, sign in at gate house, then come back up Michel Creek road to plant gate to access the mine. One of the local truck companies is basically right across the road from the plant gate; they deliver there multiple times a day but have to go up and down the residential area to get access. I know of other mines where if you are an embedded contractor or supplier you have a gate card to allow you to access your destination. Short run past an industrial area and out of the residential area makes sense to me. If we cannot limit the heavy traffic along this road can we at least get the speed dropped to 30km/hr to maybe deter others as Hwy 3 might be the faster route then. A few heavy fine days and people will slow down. I believe if this activity was happening past council members' houses with their families in their yard I think it would be looked at as a problem that needs to be solved.

Thank you for your time.

Kyle Hutchinson.

## Sparwood Corporate Services

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**From:** Krista Muncaster [REDACTED] >  
**Sent:** May 12, 2026 8:55 AM  
**To:** Amy Cardozo <[acardozo@sparwood.ca](mailto:acardozo@sparwood.ca)>  
**Cc:** Sam Atwal <[satwal@sparwood.ca](mailto:satwal@sparwood.ca)>; John Baher <[jbaher@sparwood.ca](mailto:jbaher@sparwood.ca)>; Jason Christensen <[jchristensen@sparwood.ca](mailto:jchristensen@sparwood.ca)>; Steve Kallies <[skallies@sparwood.ca](mailto:skallies@sparwood.ca)>; Chris Nand <[cnand@sparwood.ca](mailto:cnand@sparwood.ca)>; Michele Schalekamp <[mschalekamp@sparwood.ca](mailto:mschalekamp@sparwood.ca)>  
**Subject:** Re: Heavy Haul Traffic on Michel Creek Rd

Good morning Acting Mayor Cardozo,

I just wanted to follow up on this and see where we are at getting Michel Creek Rd closed to heavy haul traffic. I look forward to hearing from you.

Kind Regards,

Krista Muncaster

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**From:** Krista Muncaster [REDACTED]  
**Sent:** Thursday, September 18, 2025 4:51:51 PM  
**To:** Mayor David Wilks <[mayor@sparwood.ca](mailto:mayor@sparwood.ca)>  
**Cc:** Sam Atwal <[satwal@sparwood.ca](mailto:satwal@sparwood.ca)>; John Baher <[jbaher@sparwood.ca](mailto:jbaher@sparwood.ca)>; Amy Cardozo <[acardozo@sparwood.ca](mailto:acardozo@sparwood.ca)>; Jason Christensen <[jchristensen@sparwood.ca](mailto:jchristensen@sparwood.ca)>; Steve Kallies <[skallies@sparwood.ca](mailto:skallies@sparwood.ca)>; Chris Nand <[cnand@sparwood.ca](mailto:cnand@sparwood.ca)>; Michele Schalekamp <[mschalekamp@sparwood.ca](mailto:mschalekamp@sparwood.ca)>  
**Subject:** Re: Heavy Haul Traffic on Michel Creek Rd

Good afternoon,

I want to thank Council for taking the time to discuss this matter at your most recent meeting. While I haven't yet had the chance to watch the recording, my neighbor shared that the discussion was very positive and that there was strong support for addressing heavy traffic on this road.

I truly appreciate Council's efforts in bringing this forward and for standing up for the health and safety of the residents and all who travel this road.

Krista

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**From:** Krista Muncaster [REDACTED]  
**Sent:** Friday, September 5, 2025 11:24:33 AM  
**To:** Mayor David Wilks <[mayor@sparwood.ca](mailto:mayor@sparwood.ca)>  
**Cc:** Sam Atwal <[satwal@sparwood.ca](mailto:satwal@sparwood.ca)>; John Baher <[jbaher@sparwood.ca](mailto:jbaher@sparwood.ca)>; Amy Cardozo <[acardozo@sparwood.ca](mailto:acardozo@sparwood.ca)>; Jason Christensen <[jchristensen@sparwood.ca](mailto:jchristensen@sparwood.ca)>; Steve Kallies <[skallies@sparwood.ca](mailto:skallies@sparwood.ca)>; Chris Nand <[cnand@sparwood.ca](mailto:cnand@sparwood.ca)>; Michele Schalekamp <[mschalekamp@sparwood.ca](mailto:mschalekamp@sparwood.ca)>  
**Subject:** Re: Heavy Haul Traffic on Michel Creek Rd

Mayor Wilks,

Thank you for your reply. I appreciate knowing that Council has requested options from staff.

Could you please provide an estimated timeline for when these options will be presented to Council, and when residents might expect a decision? Given that heavy haul traffic has continued to increase, I believe timely action is important for the safety and quality of life of those living here.

To be candid, I'm not sure what "options" there could reasonably be, as this type of traffic does not belong in a residentially zoned area. Measures such as restricting axles, installing 'No Heavy Traffic' signage, updating commercial driver maps, limiting Rayco truck box moves to midnight-5 a.m., and ensuring enforcement all seem like the most logical steps.

I would also appreciate being kept updated as this progresses. Thank you for your time and attention to this matter.

Krista

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**From:** Mayor David Wilks <[mayor@sparwood.ca](mailto:mayor@sparwood.ca)>  
**Sent:** Wednesday, September 3, 2025 8:07:48 PM  
**To:** Krista Muncaster [REDACTED]  
**Cc:** Sam Atwal <[satwal@sparwood.ca](mailto:satwal@sparwood.ca)>; John Baher <[jbaher@sparwood.ca](mailto:jbaher@sparwood.ca)>; Amy Cardozo <[acardozo@sparwood.ca](mailto:acardozo@sparwood.ca)>; Jason Christensen <[jchristensen@sparwood.ca](mailto:jchristensen@sparwood.ca)>; Steve Kallies <[skallies@sparwood.ca](mailto:skallies@sparwood.ca)>; Chris Nand <[cnand@sparwood.ca](mailto:cnand@sparwood.ca)>; Michele Schalekamp <[mschalekamp@sparwood.ca](mailto:mschalekamp@sparwood.ca)>  
**Subject:** Re: Heavy Haul Traffic on Michel Creek Rd

Thank you for your email Krista  
Council has asked staff to provide options for Council to consider.

David Wilks  
Mayor. District of Sparwood

On Sep 3, 2025, at 7:00 PM, Krista Muncaster [REDACTED] wrote:

Good evening,

I'm following up on my earlier inquiry regarding heavy haul traffic along Michel Creek Road. Since raising this concern, the volume of traffic appears to have increased.

This has been an ongoing concern of mine, and I understand from other residents that the District had been reviewing the matter in past years.

I sincerely hope this issue can be addressed as a priority, with the safety of residents who use Michel Creek Road at the forefront of both the District's and the Mayor's considerations.

Thank you for your attention to this matter.

Krista

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**From:** Krista Muncaster [REDACTED]  
**Sent:** Thursday, July 17, 2025 4:37:10 p.m.  
**To:** Mayor David Wilks <[mayor@sparwood.ca](mailto:mayor@sparwood.ca)>  
**Cc:** Sam Atwal <[satwal@sparwood.ca](mailto:satwal@sparwood.ca)>; John Baher <[jbaher@sparwood.ca](mailto:jbaher@sparwood.ca)>; Amy Cardozo <[acardozo@sparwood.ca](mailto:acardozo@sparwood.ca)>; Jason Christensen <[jchristensen@sparwood.ca](mailto:jchristensen@sparwood.ca)>; Steve Kallies <[skallies@sparwood.ca](mailto:skallies@sparwood.ca)>; Chris Nand <[cnand@sparwood.ca](mailto:cnand@sparwood.ca)>; Michele Schalekamp <[mschalekamp@sparwood.ca](mailto:mschalekamp@sparwood.ca)>  
**Subject:** Re: Heavy Haul Traffic on Michel Creek Rd

Hello Mayor Wilks,

Thank you for the prompt reply, I look forward to seeing a resolution.

Krista

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From: Mayor David Wilks <[mayor@sparwood.ca](mailto:mayor@sparwood.ca)>  
Sent: Thursday, July 17, 2025 3:57:53 PM  
To: Krista Muncaster [REDACTED]  
Cc: Sam Atwal <[satwal@sparwood.ca](mailto:satwal@sparwood.ca)>; John Baher <[jbaher@sparwood.ca](mailto:jbaher@sparwood.ca)>; Amy Cardozo <[acardozo@sparwood.ca](mailto:acardozo@sparwood.ca)>; Jason Christensen <[jchristensen@sparwood.ca](mailto:jchristensen@sparwood.ca)>; Steve Kallies <[skallies@sparwood.ca](mailto:skallies@sparwood.ca)>; Chris Nand <[cnand@sparwood.ca](mailto:cnand@sparwood.ca)>; Michele Schalekamp <[mschalekamp@sparwood.ca](mailto:mschalekamp@sparwood.ca)>  
Subject: Re: Heavy Haul Traffic on Michel Creek Rd

Good afternoon  
Thank you for your email  
This has been brought to the attention of staff at the District of Sparwood. A report will be brought back to Council with options available.  
We have heard from other residents of Michel Creek Road on this issue.

David Wilks  
Mayor. District of Sparwood

On Jul 17, 2025, at 3:09 PM, Krista Muncaster [REDACTED] wrote:

Good afternoon Mayor Wilks and Honorable Council Members,

I am writing to you as a concerned resident living along the Michel Creek Road area regarding the ongoing and increasingly concerning issue of heavy haul traffic.

This area is zoned R1 – Restricted Low Density Residential, and as such, it should not be accommodating heavy haul vehicles—particularly between the BC Hydro station and the Spardell turnoff. To my knowledge, there is no other residentially zoned area within the District of Sparwood where this type of traffic is permitted.

There have been numerous close calls involving light vehicles, pedestrians, and pets due to these heavy vehicles—many of which not only speed, but also behave as if they have the right of way over all other road users. I personally had to jump out of the way of a heavy hauler while walking eastbound, facing traffic near [REDACTED] home. On another occasion, I encountered a box haul truck in the middle of the day without a pilot vehicle to stop me—a highly unsafe situation.

These concerns have been raised repeatedly over the years. While I understand that axle limits are now being discussed, I must reiterate: why are these vehicles being allowed to travel through a residentially zoned area at all?

I sincerely hope that Council and the District will take meaningful action to address this issue and prioritize the safety and well-being of residents in this area.

Thank you for your time and consideration.

Sincerely,

Krista Muncaster



May 28<sup>th</sup>, 2026  
District of Sparwood  
136 Spruce Ave.  
Sparwood, BC V0B 2G0

Dear District of Sparwood Council Members,

**Reference: Traffic Regulations Bylaw 1346, 2026 (Schedule D – No Truck Routes)**

Please accept this letter on behalf of Elk Valley Resource (EVR) regarding the proposed amendments to Traffic Regulations Bylaw 1346, 2026 and specifically to the adjustments outlined in “Schedule D – No Truck Routes” around Michel Creek Road commercial truck usage.

EVR is opposed to the current amendments as written and would like to ensure we state our concerns as per the following:

- a) **Health & Safety** – The amendment will likely increase commercial vehicle congestion at the intersection of “Hwy 43 and Michel Creek Road” which, considering the absence of traffic lights to control the flow of increased commercial vehicles, represents a potential increased risk to commercial and passenger traffic. Turning left at that intersection into the town of Sparwood is already a challenge with limited visibility due to the bridge and highway dropping in elevation directly after the intersection.

Furthermore, the amendment will likely increased traffic and congestion with commercial vehicles through two of the busiest intersections in Sparwood at the intersections of “Aspen & Hwy 43” and “Hwy 43 & Hwy 3”. EVR has concerns about the potential impact on community health & safety with the increased traffic flow on these key zones if this amendment was to go into effect.

- b) **Business & Environmental Impacts** – This amendment will impact the business of many key suppliers for EVR. It will lead to increased lead times and increased costs for delivery of goods and services from these key suppliers, especially impacting deliveries of goods from Sparwood’s largest transportation company.

Environmental impacts will include commercial vehicles having to be on the road longer, operating with additional fuel consumption and general environmental impacts on a larger portion of community roads. This will include more dust and gravel around town due to the increased time on the road.

- c) **Amendment justification** – EVR would respectfully highlight that the proposed amendment appears specifically targeted towards EVR related commercial traffic and questions the consistency of the application of the amendment in respect of other commercial traffic, including that related to the District of Sparwood Public Works Department.

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EVR Operations Limited  
Bag 2000, Sparwood, B.C. Canada V0B 2G0  
Telephone: 250.425.8096

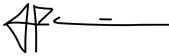
EVR maintains multiple points of connection to the local community including our participation in the COIAI and SCEEAC, as well as our Community Feedback Mechanism. While we acknowledge that concerns have been raised directly to EVR regarding commercial vehicle traffic on Michel Creek Road, we do not believe that the overall volume of concerns justifies the contemplated bylaw amendment. To that, over the past four years the EVR Feedback line has received only four concerns regarding traffic on Michel Creek Road.

EVR is committed to ensuring that all current bylaws & traffic regulations are being followed by our employees, stakeholders, and suppliers to ensure the health and safety of our community. EVR is committed to working with the District of Sparwood to ensure that solutions can be reached which support overall community health while also supporting practical commercial activities that impact many local businesses.

EVR is requesting that the Council consider and advance, **'Option B – Consider Amendments to the Bylaw' from the Staff Report for the Regular Council Meetings dated 02 June, 2026** so as to give additional consideration and discussion to the noted **'Cons' from 'Option A'** of that same report.

I would be pleased to answer any questions or concerns that may arise and look forward to future discussions with the District of Sparwood on this matter.

Sincerely,



Justin Paterson, Manager, Community & Indigenous Affairs  
EVR Operations Limited

**Sparwood Corporate Services**

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**From:** Duane Andersen [REDACTED]  
**Date:** June 2, 2026 at 3:02:49 PM MDT  
**Subject:** Michel creek road

Hi Amy as a resident of Michel creek road and unable to attend the meeting tonight I would also like to express my concerns regarding the traffic on our road. I have lived on Michel creek for over 15 yrs and it's a beautiful place to live but the traffic has become a hazzard. I have noticed the speed limit signs seem to have very little effect on the day to day traffic and as I have 2 younger girls it does raise concerns, any help would be much appreciated thanks  
Sent from my iPhone

# Informal Public Hearing: Traffic Regulations Bylaw 1346, 2026

July 7, 2026

**SPARWOOD**  


# Background

**This hearing provides the public an opportunity to be heard on the proposed Traffic Regulations Bylaw: specifically, the proposed no-truck-route designation for the residential section of Michel Creek Road before Council proceeds to adoption.**

- Bylaw 1346, 2026 — Schedule D proposes a portion of Michel Creek Road as a designated No Truck Route
- Council passed first reading at the June 2, 2026, Regular Council Meeting
- An informal public hearing was scheduled to allow affected residents, businesses, and stakeholders to provide formal input prior to adoption.
- Staff role: implement Council direction through bylaw drafting and administration; policy decision rests with Council

1

## Council Readings

First reading passed — June 2, 2026

Complete

2

## Public Hearing

Residents, businesses & stakeholders provide formal input

Current

3

## Adoption Decision

Council adopts, amends, or defers the bylaw

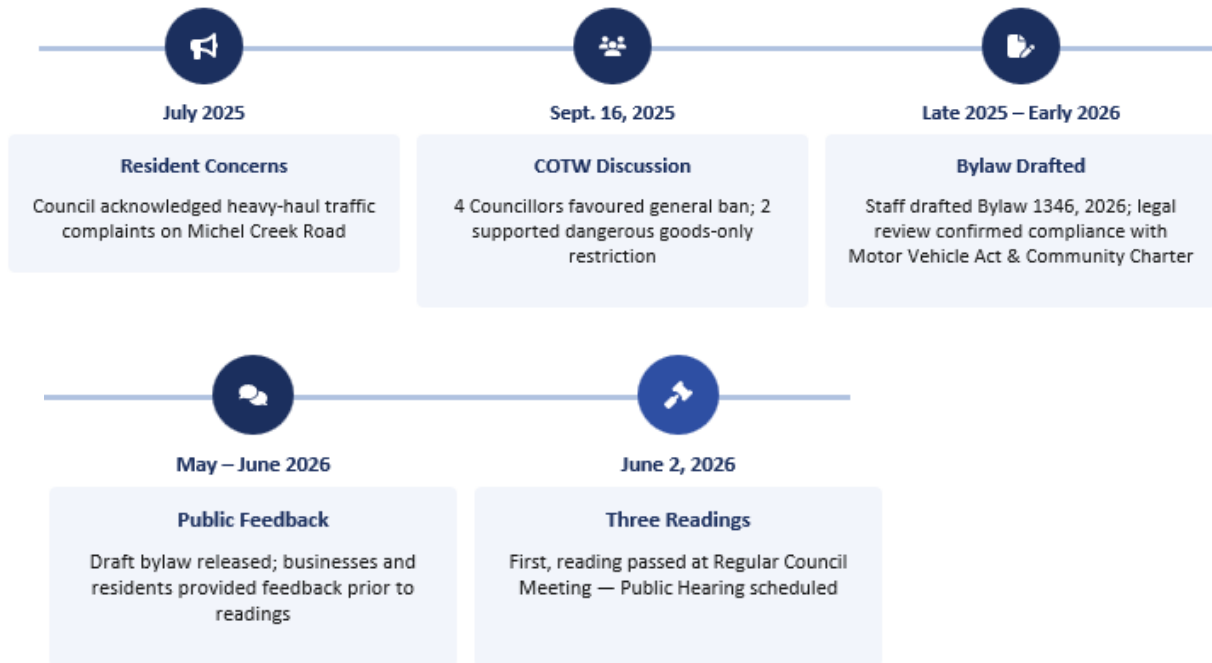
Pending

# Background

- Originally part of the "**Elk Valley Highway**" built by the Ministry of Transportation; section abandoned when Highway 43 was incorporated in **1984**.
- District assumed paving and maintenance responsibility in **1985**; road renamed Michel Creek Road.
- Corridor zoning includes **Light Industrial, Low Density Residential, Agricultural Land, and Parks (Cemetery)** bordering Heavy Industrial.
- Road intersects Industrial Roads 1, 2, and 3, GN Road, and provides access to Elkview Operations main gate.
- Under prior bylaw, there is a vehicle weight restriction, however, trucks delivering goods and services to properties directly served by the road were permitted.



# Background Timeline



# Permit Framework and Delivery



## Authorization

### Permit Framework

District may issue permits authorizing truck access on a case-by-case basis, subject to prescribed conditions.



## Exception

### Delivery Exception

Trucks may still access no-truck routes where necessary for deliveries, services, or operational needs directly serving properties on the route.



# Truck Definition and No Truck Route



## Definition

### New Definition of "Truck"

**15,000 kg+**

Licensed gross vehicle weight,  
OR

**3+ axles**

Commercial vehicle axle count

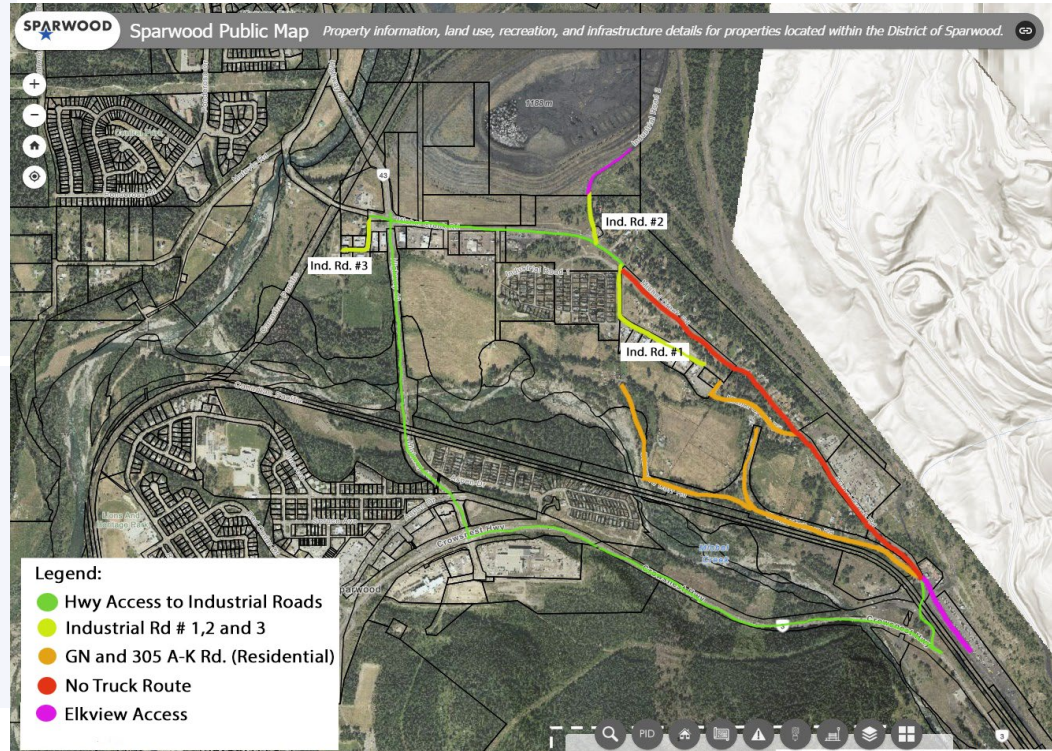
Replaces prior weight-only threshold of 13,700 kg.



## Designation

### Schedule D — No Truck Route

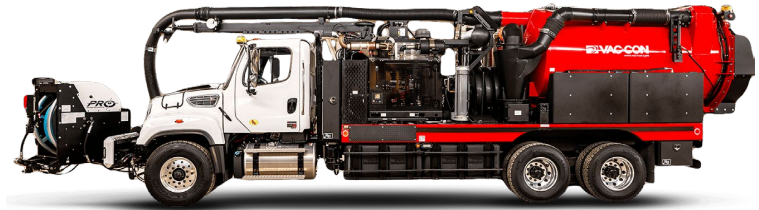
Formally dedicates a part of Michel Creek Road (residential section, from Spardel turnoff to GN Road) as a No Truck Route.



# Restricted access applies to vehicles that are: 3 + Axles

**Not allowed through a “No Truck Route”  
without a permit**

- Vehicles **greater than 15,000 kg**
- **3 axles** or more
- Exception: residential deliveries
- District issued permit for unusual mine deliveries  
(*shortest route consideration*)



# The Restrictions do not apply to vehicles that are: < 3 Axles

**Permitted to travel a “No Truck Route”  
Vehicles are < 3 Axles**



# Feedback: Residents

**Residents have documented ongoing safety, noise, and road-damage concerns from heavy-haul traffic on a road that functions as a residential street.**

## Key Resident Concerns

- ▲ **Public safety:** Pedestrians on a residential road exposed to regular heavy-haul movements
- ⇒ **Noise and dust:** Heavy industrial truck traffic generates significant noise and use engine breaks on the level road. Road dust is stirred up on the highway affecting residents' quality of life.
- ⇒ **Road damage:** Long-term structural impacts from repeated heavy-axle loads;
- 📍 **Route availability:** Highway 3 and Highway 43 are the designated freight network and designed for heavy vehicle movements — an alternative that already exists
- 📍 **Residential character:** Michel Creek Road residents wish to have a peaceful residential neighborhood
- 📍 **Amber rotating lights left on:** Heavy traffic running work lights throughout the night

# Feedback: Businesses

## Key Business Concerns



### Longer Travel Routes

All worksites east of Sparwood face longer travel distances — increasing operating costs and fuel consumption for every trip.



### No Traffic Signal at Hwy 43 Junction

No traffic signal at the Michel Creek Road / Highway 43 junction to safely merge eastbound heavy traffic — creating safety and operational challenges for rerouted vehicles.



### Additional Financial Costs

Rerouting adds direct financial costs for heavy-haul and transport operations serving the industrial corridor east of Sparwood.