



AGENDA

Council Meeting

11:00 AM - Thursday, October 20, 2022
Council Chambers

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	B. ADOPTION OF AGENDA
	C. ADOPTION OF MINUTES
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	D. SUBDIVISION APPLICATIONS
	E. PUBLIC HEARINGS
	F. DELEGATIONS
9 - 14	1. <u>11:30 a.m. - Mike Warkentin - Lethbridge & District Exhibition</u> <u>Lethbridge & District Exhibition</u>
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15 - 35	G.1.1. <u>2022-23 Level of Service - Public Works Winter Maintenance Level of Service</u> <u>2022-23 Level of Service - Public Works Winter Maintenance Level of Service</u>
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G.3. ADMINISTRATION

G.4. COMMUNITY SERVICES

G.5. INFRASTRUCTURE

H. CORRESPONDENCE

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1. **Coaldale & District Emergency Service Awards Ceremony Invitation**
[Coaldale & District Emergency Services Awards Ceremony Invitation](#)

I. COUNTY COUNCIL AND COMMITTEE UPDATES

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1. **Lethbridge County Council Attendance Update - September 2022**
[Lethbridge County Council Attendance Update - September 2022](#)

J. NEW BUSINESS

K. CLOSED SESSION

L. ADJOURN



MINUTES

Council Meeting

9:30 AM - Thursday, October 6, 2022
Council Chambers

The Council Meeting of Lethbridge County was called to order on Thursday, October 6, 2022, at 9:30 AM, in the Council Chambers, with the following members present:

PRESENT: Reeve Tory Campbell
Deputy Reeve Klaas VanderVeen
Councillor Lorne Hickey
Councillor Mark Sayers
Councillor John Kuerbis
Councillor Eric Van Essen
Councillor Morris Zeinstra
Director of Community Services, Larry Randle
Director of Public Operations, Jeremy Wickson
Infrastructure Manager, Devon Thiele
Manager of Finance & Administration, Jennifer Place
Executive Assistant, Candice Robison
Supervisor of Planning & Development, Hilary Janzen
Senior Planner, Steve Harty

A. CALL TO ORDER

Reeve Tory Campbell called the meeting to order at 9:30 a.m.

B. ADOPTION OF AGENDA

The following items were added:

F.2. - Closed Session - Personnel Matter (*FOIP Section 17 - Disclosure Harmful to Personal Privacy*)

I.1 - Citizens Concerns about Rural Crime

238-2022 Councillor MOVED that the October 6, 2022 Lethbridge County Council Meeting
Sayers Agenda be adopted as amended. CARRIED

C. ADOPTION OF MINUTES

C.1. County Council Meeting Minutes

239-2022 Councillor MOVED that the September 15, 2022 Lethbridge County Council
Kuerbis Meeting Minutes be adopted as presented. CARRIED

D. SUBDIVISION APPLICATIONS

D.1. Subdivision Application #2022-0-131 – Marshall/Gibson - Lots 7 & 8, Block 1, Plan 8183EA within NW1/4 30-10-21-W4M (Hamlet of Shaughnessy)

240-2022 Councillor MOVED that the Residential subdivision of Lots 7 & 8, Block 1, Plan
Van Essen 8183EA within NW1/4 30-10-21-W4M (Certificate of Title No. 221 130

390), to subdivide and split an existing title 0.32-acres (0.14 ha) in size, and create two equal-lots, approximately 0.16-acres (0.07 ha) or 50 x 140 ft. each respectively in size, for hamlet residential use; BE APPROVED subject to the following:

CONDITIONS:

1. That, pursuant to Section 654(1)(d) of the Municipal Government Act, all outstanding property taxes shall be paid to Lethbridge County.
2. That, pursuant to Section 655(1)(b) of the Municipal Government Act, the applicant or owner or both enter into and comply with a Development Agreement with Lethbridge County which shall be registered concurrently with the final plan against the title(s) being created. This agreement may outline the terms and obligations for connecting to the hamlet water and sewer infrastructure.
3. That a final plan of survey be prepared by an Alberta Land Surveyor to create the two lots as approved for final endorsement and registration.
4. That the applicant meets any requirements of the Administrator of Alberta Culture, Multiculturalism and Status of Women and must provide to the Subdivision Authority a copy in writing of the Historical Resources Act clearance prior to final endorsement (unless otherwise indicated it is specifically not required).
5. That any easement(s) as required by the utility agencies or the municipality shall be established.

CARRIED

**D.2. Subdivision Application #2022-0-135 – Groenenboom Farms Ltd.
- N1/2 35-9-23-W4M**

241-2022 Councillor MOVED that the Country Residential subdivision of N1/2 35-9-23-W4M (Certificate of Title No. 161 139 294 +1), to subdivide out a 3.41-acre (1.38 ha) yard parcel from a 153.47-acre (62.11 ha) sized agricultural title for country residential use, and then consolidate the remnant 150.06-acres (60.73 ha) of agricultural land to two east adjacent titles, 47.47 & 111.91 acres (19.21 & 45.29 ha) each respectively in size, thereby creating an enlarged agricultural title of 309.44 acres (125.23 ha) in size; BE APPROVED subject to the following:

RESERVE: The 10% reserve requirement, pursuant to Sections 666 and 667 of the Municipal Government Act, be provided as money in place of land on the 3.41-acres at the market value of \$7,000 per acre with the actual acreage and amount to be paid to Lethbridge County be determined at the final stage, for Municipal Reserve purposes.

CONDITIONS:

1. That, pursuant to Section 654(1)(d) of the Municipal Government Act, all outstanding property taxes shall be paid to Lethbridge County.
2. That, pursuant to Section 655(1)(b) of the Municipal Government Act, the applicant or owner or both enter into and comply with a Development Agreement with Lethbridge County which shall be registered concurrently with the final plan against the title(s) being created.
3. That the applicant submits a final survey plan as prepared by an Alberta Land Surveyor illustrating the agricultural land in the NW and NE¼ 35-9-23-W4 is consolidated (consolidate the remnant 150.06-acres of agricultural land to two east adjacent titles, 47.47 & 111.91 acres each respectively in size), so that the resulting 309.44-acre title may not be further subdivided without Subdivision Authority approval.
4. That any easement(s) as required by utility companies or the municipality shall be established.

CARRIED

H. DEPARTMENT REPORTS

H.1. COMMUNITY SERVICES

H.1.1. Bylaw 22-015 - Road Closure, Sale and Consolidation- First Reading

242-2022 Deputy Reeve VanderVeen MOVED that Bylaw 22-015 be read a first time. CARRIED

E. PUBLIC HEARINGS - 10:00 a.m.

E.1. Bylaw 22-013 - Re-designate Plan 0011814 Lot 17 in the SW 6 10-21-W4 from Rural Urban Fringe to Grouped Country Residential- Public Hearing

Reeve Campbell called a recess to the Council Meeting, for the Public Hearing for Bylaw 22-013 at 9:59 a.m.

243-2022 Councillor Zeinstra MOVED that the Public Hearing for Bylaw 22-013 commence at 10:00 a.m. CARRIED

Reeve Campbell asked if anyone wished to speak in favour or opposition of Bylaw 22-013.

No one came forward.

244-2022 Councillor Zeinstra MOVED that the Public Hearing for Bylaw 22-013 adjourn at 10:05 a.m. CARRIED

Reeve Campbell reconvened the regular Council Meeting at 10:05 a.m.

245-2022 Councillor Kuerbis MOVED that Bylaw 22-013 be read a second time. CARRIED

246-2022 Deputy Reeve VanderVeen MOVED that Bylaw 22-013 be read a third time. CARRIED

E.2. Bylaw 22-014 - Re-designate a portion of Plan 1012154 Block 5 Lot 1 in the SE 6 10-20-W4 from Rural Agriculture to Grouped Country Residential- Public Hearing

Reeve Campbell called a recess to the Council Meeting, for the Public Hearing for Bylaw 22-014 at 10:06 a.m.

247-2022 Councillor Van Essen MOVED that the Public Hearing for Bylaw 22-014 commence at 10:07 a.m. CARRIED

Reeve Campbell asked if anyone wished to speak in favour or opposition of Bylaw 22-014.

No one came forward.

248-2022 Councillor Hickey MOVED that the Public Hearing for Bylaw 22-014 adjourn at 10:15 a.m. CARRIED

Reeve Campbell reconvened the regular Council Meeting at 10:15 a.m.

- 249-2022

Councillor Kuerbis

MOVED that Bylaw 22-014 be read a second time.

CARRIED
- 250-2022

Councillor Kuerbis

MOVED that Bylaw 22-014 be read a third time.

CARRIED

Reeve Campbell recessed the meeting at 10:22 a.m.

Reeve Campbell reconvened the meeting at 10:30 a.m.

F. **CLOSED SESSION**

F.1. - 10:30 a.m. - Delegation - Legal Update (FOIP Section 27 - Privileged Information)

F.2. - Personnel Matter (FOIP Section 17 - Disclosure Harmful to Personal Privacy)

- 251-2022

Deputy Reeve VanderVeen

MOVED that the Lethbridge County Council Meeting move into Closed Session, pursuant to Section 197 of the *Municipal Government Act*, the time being 10:30 a.m. for the discussion on the following:

F.1. - Delegation - Legal Update (FOIP Section 27 - Privileged Information)

Present during the Closed Session Item F.1.:
Lethbridge County Council
Legal Counsel
Senior Management
Administrative Staff

F.2. - Personnel Matter (FOIP Section 17 - Disclosure Harmful to Personal Privacy)

Present during the Closed Session Item F.2.:
Lethbridge County Council
CARRIED
- 252-2022

Councillor Sayers

MOVED that the Lethbridge County Council Meeting move out of the closed session at 11:34 a.m.

CARRIED

G. **DELEGATIONS**

G.1. 11:30 a.m. - STARS

Glenda Farnden and Martin Ebel were present to provide Council an update on STARS and to request that Lethbridge County join municipal leaders across Alberta in a life-saving partnership to support STARS operations at \$2 per capita / per year for 2023, 2024, 2025.

- 253-2022

Deputy Reeve VanderVeen

MOVED to direct administration to draft a report on the request from STARS and bring it back to a future meeting.

CARRIED

Reeve Campbell recessed the meeting at 12:03 p.m.

Reeve Campbell reconvened the meeting at 12:34 p.m.

H. DEPARTMENT REPORTS

H.2. CORPORATE SERVICES

H.2.1. Diamond City Community Association Request

251-2022 Deputy Reeve VanderVeen MOVED that County Council agrees to commit Lethbridge County to act as the Charitable Partner and issue Charitable Tax Receipts for donations made for the Diamond City Community Hall upgrades.
CARRIED

H.2.2. Picture Butte High School Sponsorship Request

254-2022 Councillor Van Essen MOVED that County Council support the ASAA 1A Girls Volleyball Tournament being held at the Picture Butte High School by providing sponsorship in the amount of \$500 per the Donations Policy #161 from the Donation Reserve.
DEFEATED

H.2.3. Tax Penalty Waiver Request - Roll #38450100

255-2022 Deputy Reeve VanderVeen MOVED that County Council not waive tax penalties in the amount of 177.75 as requested for tax roll 38450100.
CARRIED

H.2.4. Tax Penalty Waiver Request - Roll #48864500

256-2022 Councillor Kuerbis MOVED that County Council not waive tax penalties in the amount of \$229.64 as requested for tax roll 48864500.
CARRIED

H.3. ADMINISTRATION

H.3.1. 2023 Council Meeting Schedule

257-2022 Councillor Kuerbis MOVED that County Council approves the 2023 Council Meeting Schedule with one Council Meeting each for the months of January, July and August and further that these dates be advertised in the Sunny South News, County's website and social media pages.
CARRIED

H.3.2. FCM 2023 Annual Conference and Trade Show - May 25-28, 2023

258-2022 Councillor Kuerbis MOVED that the members of Council wishing to attend the FCM 2023 Annual Conference and Trade Show, scheduled for May 25-28, 2023 in Toronto be authorized to do so.
CARRIED

H.4. INFRASTRUCTURE

H.5. MUNICIPAL SERVICES

I. NEW BUSINESS

I.1.

Citizens Concerns about Rural Crime

259-2022 Deputy Reeve VanderVeen MOVED that administration draft a letter for the Reeve's signature to the RCMP informing them that there has been a recent increase in the number of concerns expressed by county citizens regarding rural crime and to encourage increased patrols in the area in the evenings.
CARRIED

J. **CORRESPONDENCE**
J.1. **Lethbridge & District Exhibition Thank You**

K. **COUNTY COUNCIL AND COMMITTEE UPDATES**

L. **ADJOURN**

260-2022 Councillor Kuerbis MOVED that the Lethbridge County Council Meeting adjourn at 1:19 p.m.
CARRIED

Reeve

CAO



Lethbridge County– Project Budget Ask



2022 – Lethbridge & District Exhibition



2022 – Lethbridge & District Exhibition

Lethbridge County – Project Budget Ask

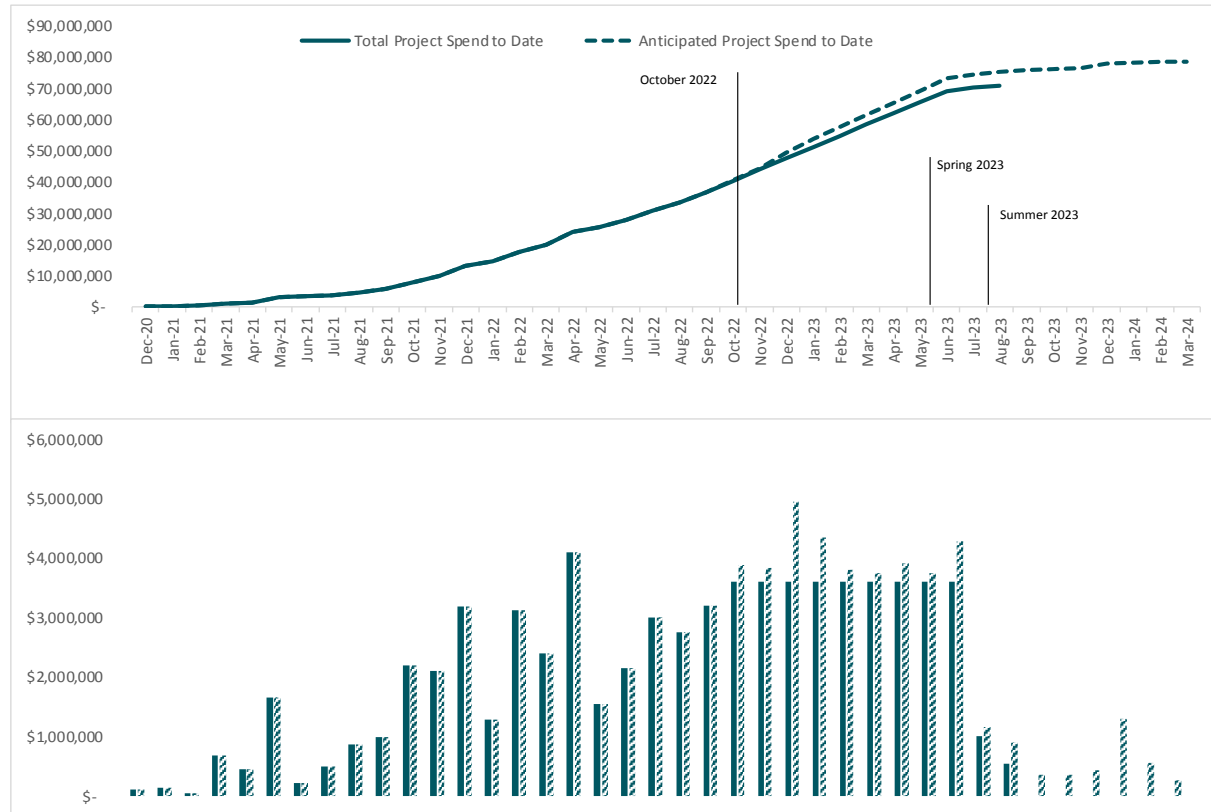


2022 – Lethbridge & District Exhibition

Lethbridge County – Project Budget Ask

Anticipated Cash Flow and Monthly Expenditures – October 2022

Key Milestones on Horizon of the Project



October 2022:

- Anticipated cost overages on non-stipulated sum project items and cost increases on out-of-scope items

Spring 2023:

- Anticipated building opening, bookings are occurring now

Summer 2023:

- Demolition and abatement of existing pavilions is slated to begin (outside of original project scope)

Project Ask:

- Lethbridge & District Exhibition is asking Lethbridge County to contribute by way of grant, \$2.0 million of project capital to the Agri-food Hub and Trade Centre.



2022 – Lethbridge & District Exhibition

Lethbridge County – Project Budget Ask

Thank you – Questions



2022 – Lethbridge & District Exhibition

AGENDA ITEM REPORT



Title: 2022-23 Level of Service - Public Works Winter Maintenance Level of Service
Meeting: Council Meeting - 20 Oct 2022
Department: Municipal Services
Report Author: Jeremy Wickson

APPROVAL(S):

Ann Mitchell, Chief Administrative Officer,

Approved - 11 Oct 2022

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

The Level of Service (LOS) Policy document formalizes the majority of winter maintenance services that the Public Works department provides to County stakeholders. As the budget is approved annually the LOS policy provides clear direction as to the services provided. The Winter Maintenance LOS is unique in that it bridges 2 fiscal year periods, in this case, the latter part of 2022 and the beginning of 2023.

The LOS policy is intended to provide a baseline of the core services, not an exhaustive list of Public Works daily/weekly/monthly/yearly operations. The LOS baseline provides a targeted LOS that council approves to be provided to the service region. Within the policy, the public can have a tangible view of the maintenance operations goals and targets for maintenance on an annual basis. This will be a key communication device in establishing future priorities for maintenance requirements and be in essence a living document as annual requirements will vary with demands, growth, weather conditions, etc.

Every year the policy will be brought forward with revisions for council approval. This will include increases or decreases to established LOS based on council direction and/or budget requirements.

RECOMMENDATION:

That Council adopt the new Level of Service (LOS) Policy for Public Works Winter Maintenance, based on the budget approved for 2022 operations and subsequent budget for 2023.

REASON(S) FOR RECOMMENDATION(S):

To ensure the stability and direction of services to the stakeholders of Lethbridge County it is important to stipulate a baseline LOS that will be formed from an approved budget. Due diligence of administration is working within the approved budget to deliver services based on council priorities and field-level observations of maintenance needs.

LOS are living documents that require flexibility as weather conditions and road usage can often present challenges for maintenance. Hence why this will be brought forward every subsequent fall to provide administration ongoing direction for budgetary and LOS adjustments from council.

PREVIOUS COUNCIL DIRECTION / POLICY:

Council approved the first winter LOS on November 18, 2021.

Council has previously asked the question of what we are providing for services and this document has been derived from discussions with operations staff and past general discussions with council to establish the LOS desired within the current budget constraints.

BACKGROUND INFORMATION:

Establishing a LOS for the County is not a small undertaking as the demands of the stakeholders need to be considered and balanced against fiscal responsibility. Administration has conducted several LOS workshops in regard to Public Works service targets for summer maintenance activities which provide a supplemental basis for the winter maintenance LOS and the budget context. Administration has prepared best-case scenarios within the given annual budget to formulate what are reasonable targets or achievable for operations.

By implementing measurable and realistic goals the service level targets can be relatively set. Once these targets are set this provides a baseline of service and defined levels that can be relayed to the public. As the public can then be aware of the LOS by way of specific details, the County can then further analyze demands and adjustments necessary through further public engagement.

ALTERNATIVES / PROS / CONS:

LOS are living documents and can be adjusted accordingly to meet the changing needs of the region through council direction. If more services are required this has a budgetary implication. If the desire of council is for more or enhanced services this will directly affect the need for larger budget requirements. The opposite would be the reduction of services currently provided which would mean fewer budget dollars required.

Council can direct changes to the LOS to administration to be brought forward for council resolution at a future council meeting.

FINANCIAL IMPACT:

Budget considerations for 2023 and beyond are contained within the policy. The LOS document is a summary of the requirements for providing sustainable services through the Public Works department, and these are to be reviewed annually.

The approved budget for 2022 allocated \$400,000 for plow trucks and sanding. 2023 has been estimated to be the same at \$400,000. Costing is in line with operating cost evaluations and proper coding of activity levels.

The approved budget for 2022 allocated \$350,000 for graders plowing. 2023 has been estimated to be the same at \$350,000. Costing is in line with proper coding of activity levels which incorporates winter road grading activities not restricted to just snow plowing.

LEVEL OF PUBLIC PARTICIPATION:

☒ Inform ☐ Consult ☐ Involve ☐ Collaborate ☐ Empower

ATTACHMENTS:

[NorthRiver_EastButte](#)

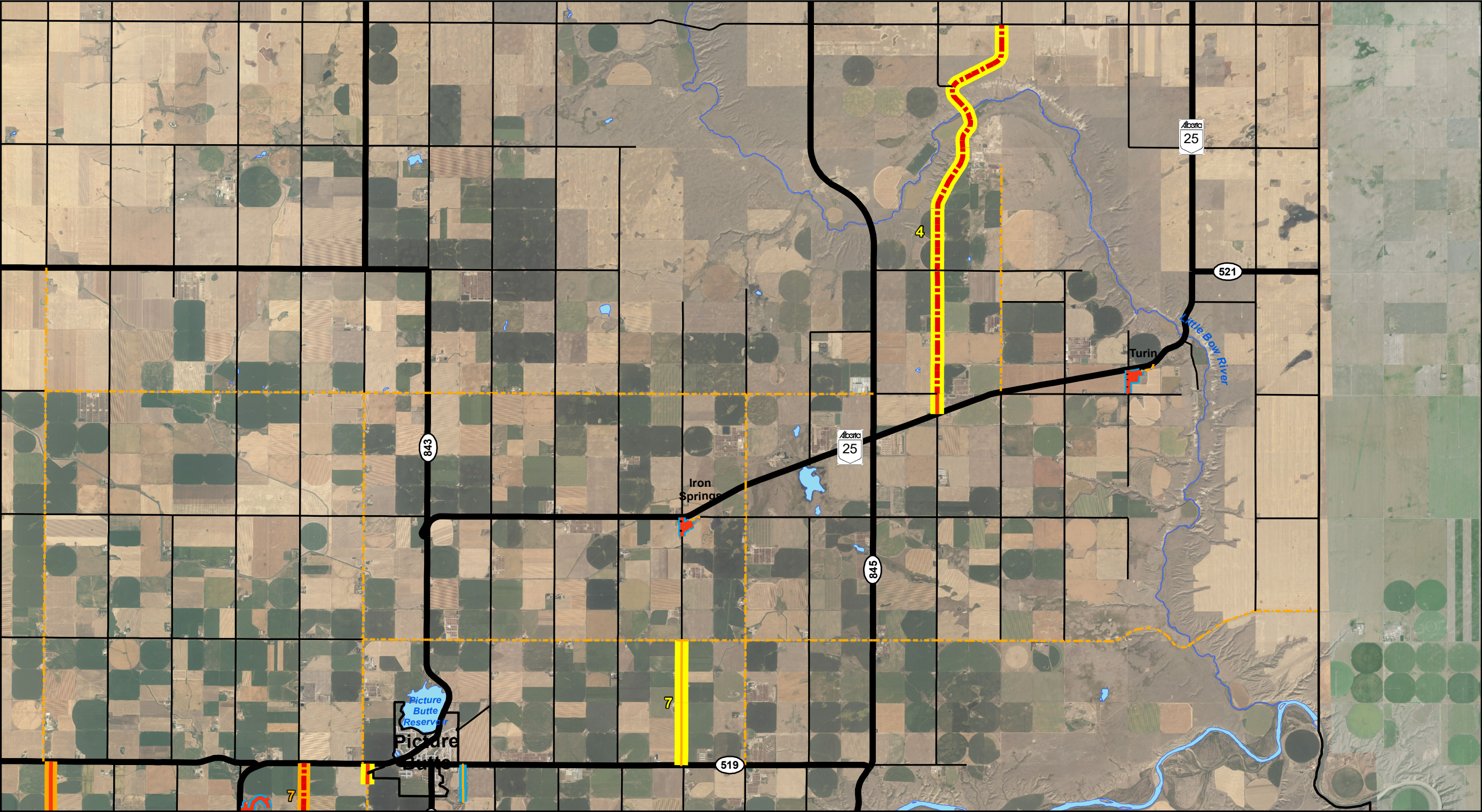
[NorthRiver_WestButte](#)

[SouthRiver_Route2](#)

[SaltDawg_RouteMap](#)

[SouthRiver_Route1](#)

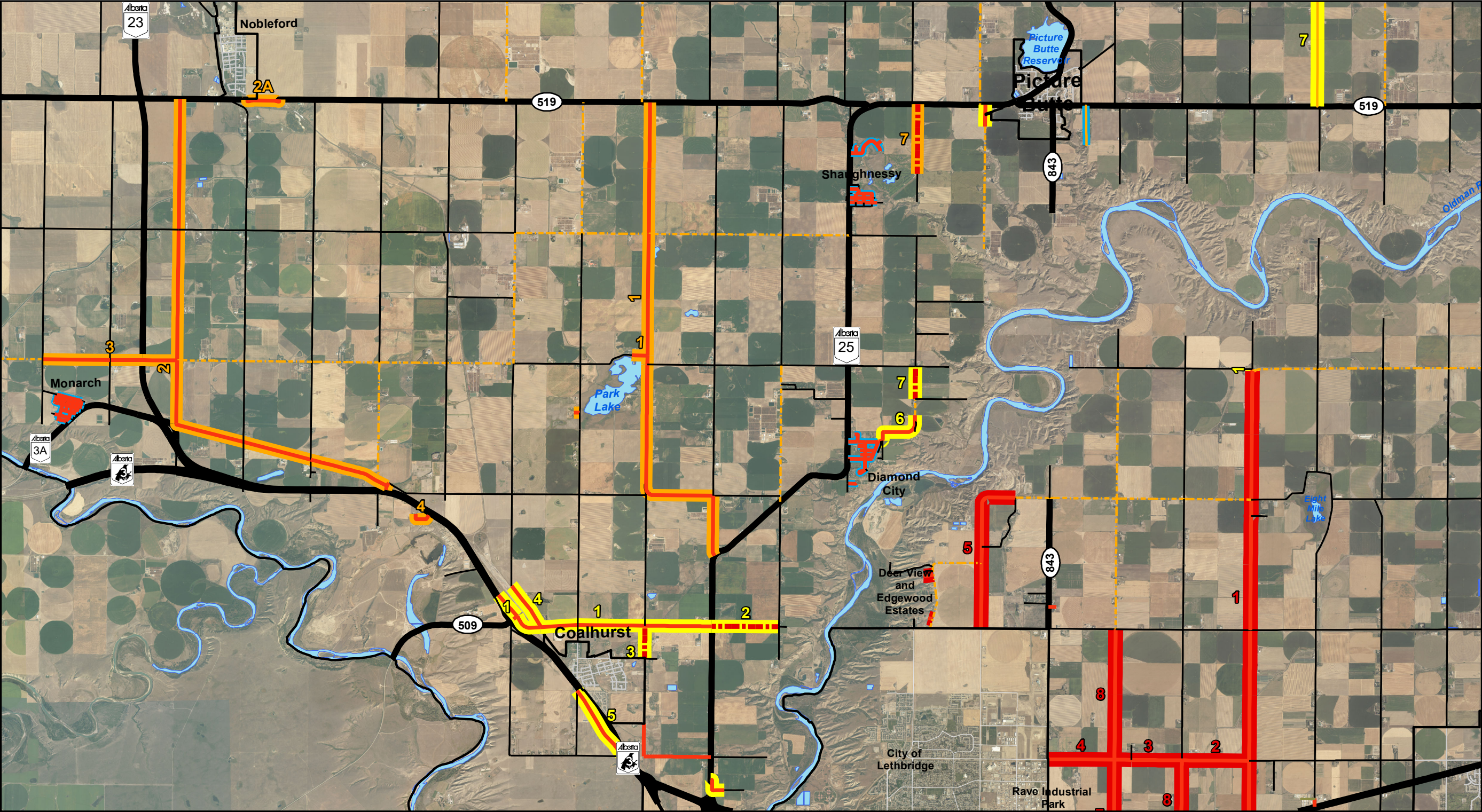
[2022-23 WINTER Operational LOS](#)



Truck Plow Routes - North of River - East of Picture Butte

Truck Number/Name	TR (TBD)	Road Surface	Paved (CMA)	Provincial Highways
TR138	TR (TBD)	Gravel	Concrete	County Boundary
TR154	TR149 (Salt Dawg)	Gravel (Base Stabilized)	Cement Stabilized	Waterbody
		Paved (HMA)		

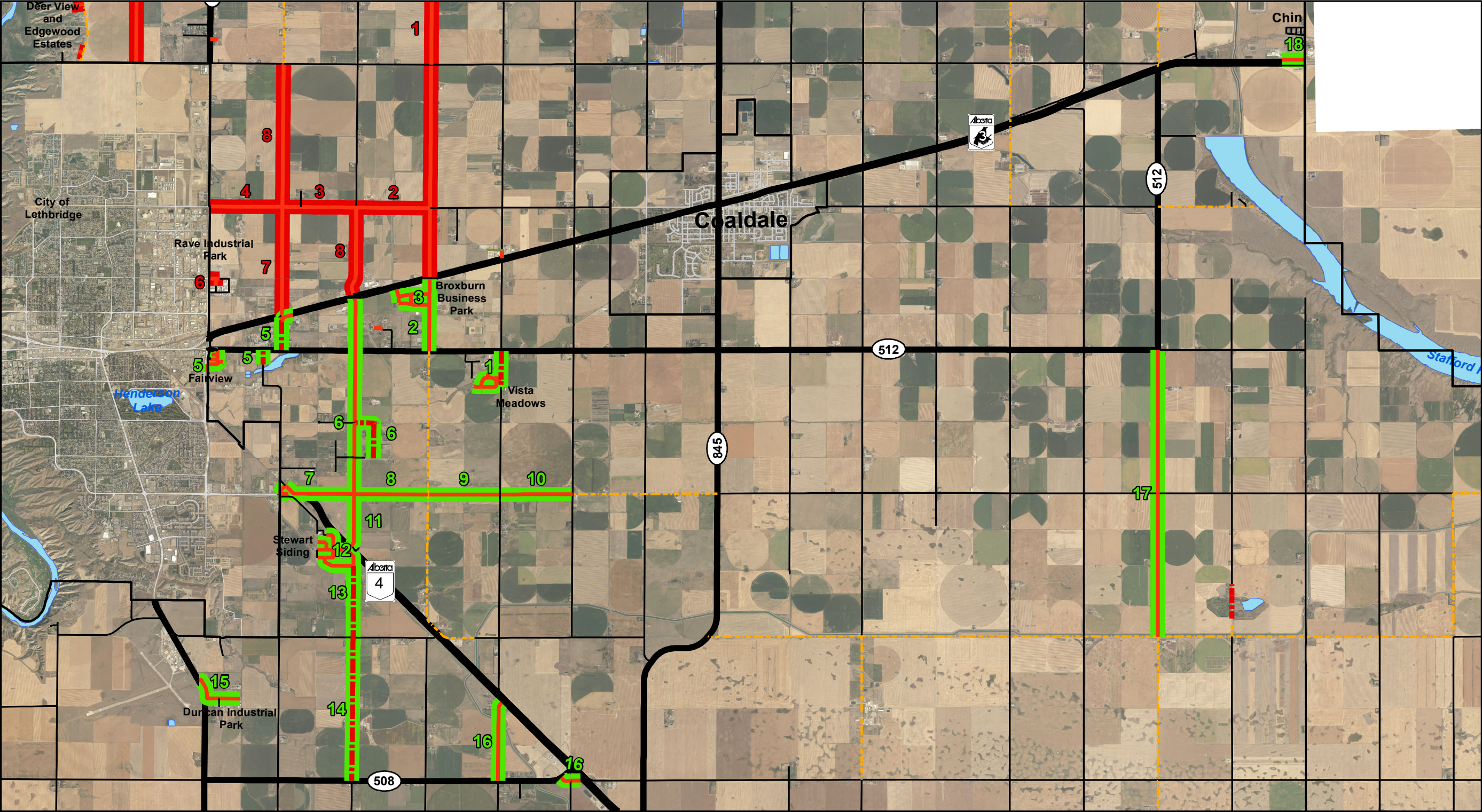
* For SaltDawg area detail, see SaltDawg Map



Truck Plow Routes - North of River - West of Picture Butte

Truck Number/Name	<div>TR (TBD)</div>	Road Surface	<div>Paved (CMA)</div>	<div>Provincial Highways</div>
<div>TR138</div>	<div>TR (TBD)</div>	<div>Gravel</div>	<div>Concrete</div>	<div>County Boundary</div>
<div>TR154</div>	<div>TR149 (Salt Dawg)</div>	<div>Gravel (Base Stabilized)</div>	<div>Cement Stabilized</div>	<div>Waterbody</div>
		<div>Paved (HMA)</div>		

* For SaltDawg area detail, see SaltDawg Map

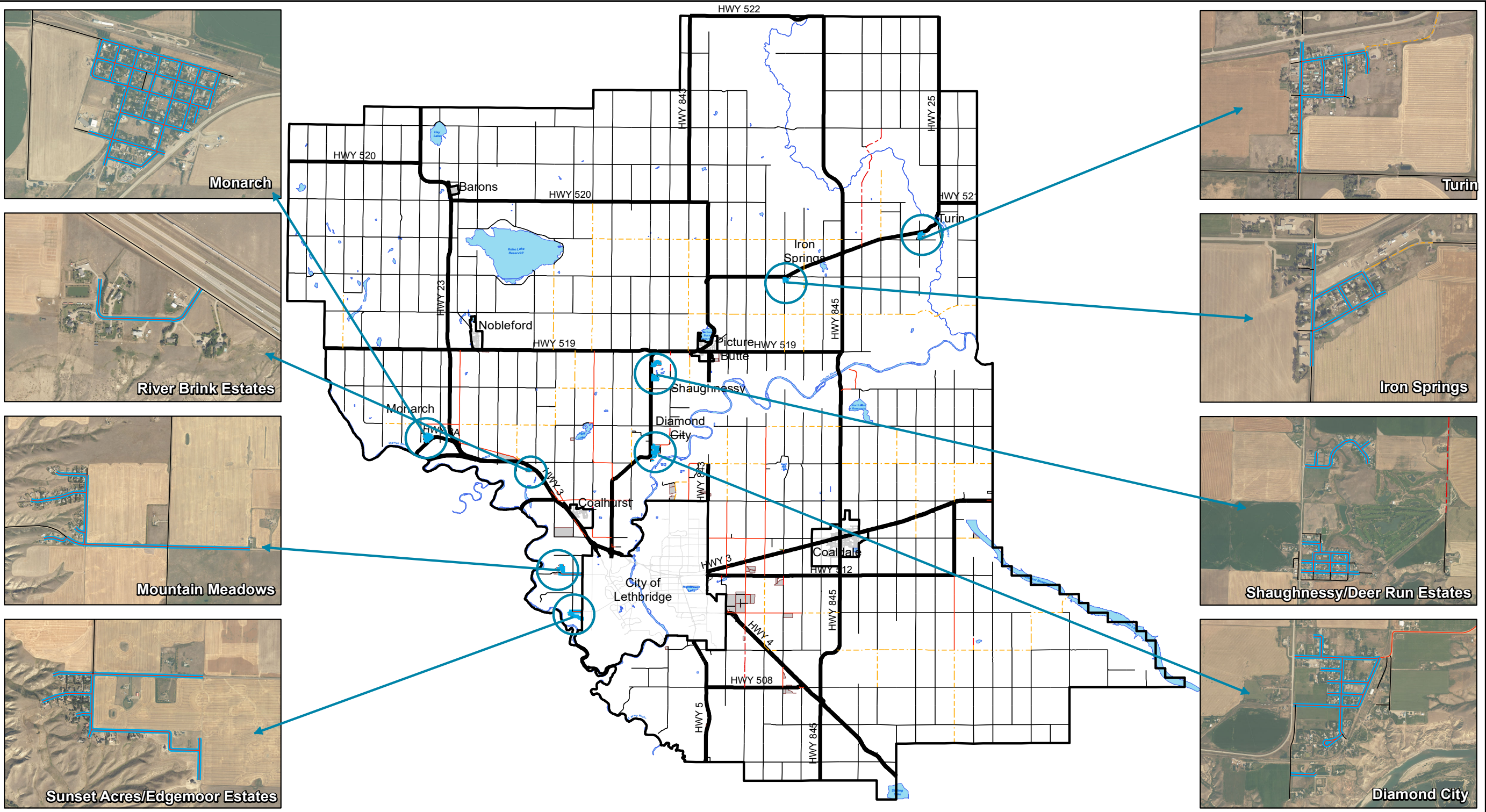


Truck Plow Routes - South of River - Route 2

Truck Number/Name	<div>TR (TBD)</div>	<div>TR (TBD)</div>	<div>TR (TBD)</div>
TR138			
TR154			

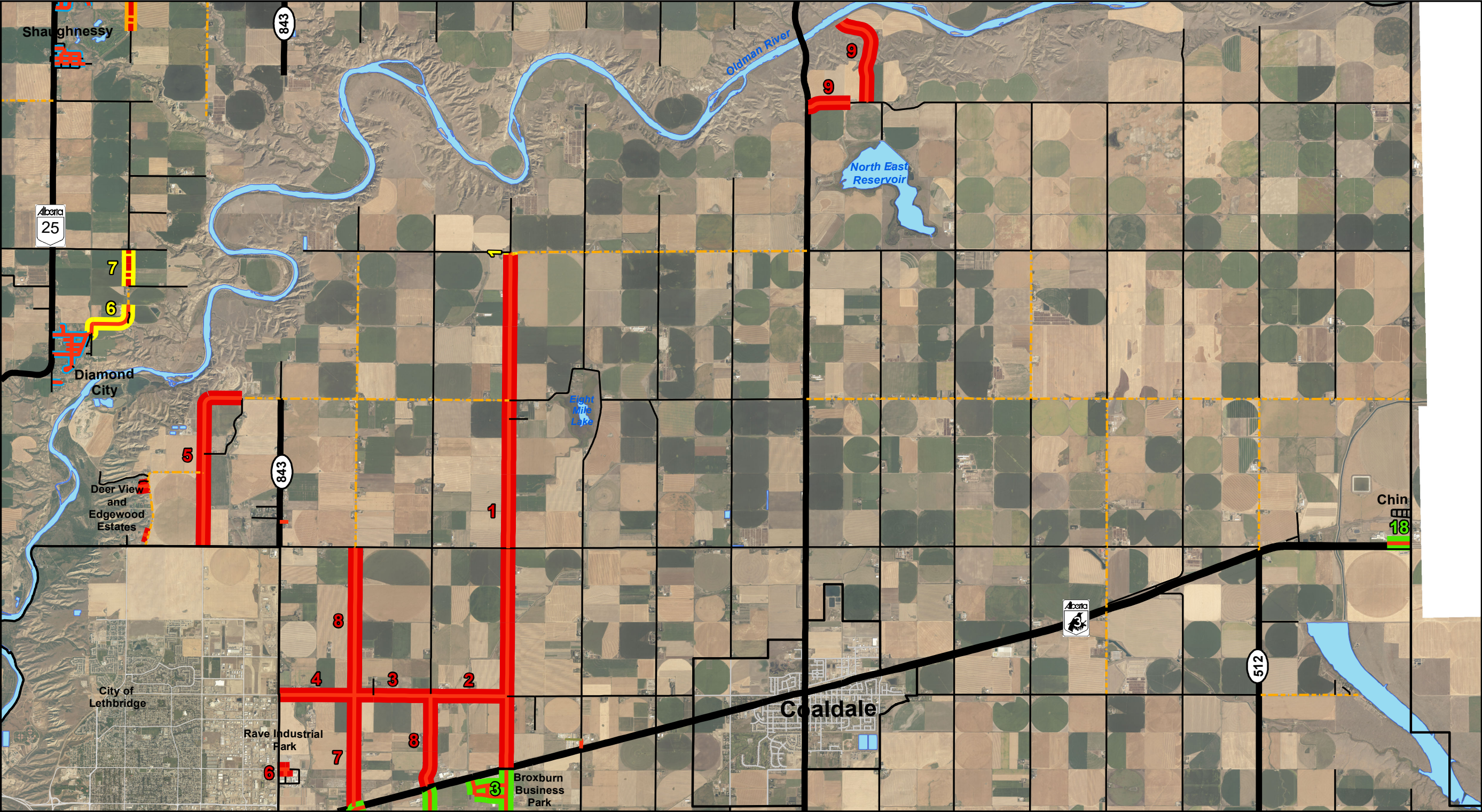
Road Surface	<div>Paved (CMA)</div>	<div>Concrete</div>	<div>Provincial Highways</div>
<div>Gravel</div>	<div>Cement Stabilized</div>	<div>County Boundary</div>	<div>Waterbody</div>
<div>Gravel (Base Stabilized)</div>			
<div>Paved (HMA)</div>			

* For SaltDawg area detail, see SaltDawg Map



Truck Plow Routes - TR 149 "Salt Dawg"

Truck Number/Name	Road Surface	Paved (CMA)	Provincial Highways
TR149 (Salt Dawg)	Gravel	Concrete	County Boundary
	Gravel (Base Stabilized)	Cement Stabilized	Hamlet
	Paved (HMA)		Subdivision
			Waterbody



Truck Plow Routes - South of River - Route 1

Truck Number/Name	TR (TBD)	Road Surface	Paved (CMA)	Provincial Highways
TR138	TR (TBD)	Gravel	Concrete	County Boundary
TR154	TR149 (Salt Dawg)	Gravel (Base Stabilized)	Cement Stabilized	Waterbody
		Paved (HMA)		

* For SaltDawg area detail, see SaltDawg Map



WINTER MAINTENANCE OPERATIONS LEVEL OF SERVICE

Created January 2020

Revised October 2022

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Appendices

1. North - Priority Road Map
2. South - Priority Road Map
3. 2022 Grader Priority Map

1. Purpose, Policy, Considerations and Level of Service

Purpose

The purpose of the Winter Maintenance policy and procedure plan is to communicate the process and level of service for snow and ice removal for Lethbridge County. County roadways are divided into categories and subcategories based on priority levels as follows:

- Priority Level 1
 - Paved Roadways
 - Other Hard Surfaced Roadways
 - Hamlet Main Routes
 - Industrial Parks
 - Acreage Subdivisions
- Priority Level 2
 - Haul Route Network
 - Arterial Gravel Roadways - Priority 1 Gravel
 - Other Hamlet Roadways
- Priority Level 3
 - Collector Gravel Roadways - Priority 2 Gravel
- Priority Level 4
 - Local or Residential Gravel Roadways - Priority 3 Gravel

This prioritization of roadways will accommodate the majority of traffic and emergency services. The goal of Lethbridge County is to remove snow and ice from our roadways as rapidly and efficiently as possible while keeping roads open and essential traffic flowing. Clean, dry pavement should not be expected following a storm. The goal of Lethbridge County is to return road surfaces to safe winter driving conditions quickly by working within the limitations of this policy, limited resources, and weather conditions. With proper use of weather forecast technology, equipment, personnel, and de-icing materials this goal can be obtained. Patience and flexibility is required to adapt to a large variety of circumstances and conditions during a storm.

Plan Considerations

Lethbridge County considers multiple factors while developing policies for winter maintenance operations. These factors include, but are not limited to the following:

- Public Safety
- Funding dollars
- Competent personnel
- Ability to maintain emergency services
- Environmental impacts
- Historic weather conditions and temperatures
- Protection of property
- Effective resource allocation

Policy Statement

The snow and ice control objectives of the County are to:

- Provide safe travelling conditions for motorists
- Provide cost effective snow and ice control services
- Reduce economic losses to the County and local businesses
- Assist emergency services transportation
- Provide safe, passable roads

Lethbridge County has a commitment to provide effective and efficient winter maintenance to its citizens. However, it must be realized that circumstances may delay and/or prevent the completion of this plan. Some circumstances are:

- Unforeseen emergencies
- Parked or stalled vehicles that restrict operations
- Severe weather that crews will be called from duty, for their safety
- Inadequate equipment
- Mechanical failures
- Crew breaks
- Visibility for safe travel
- Lack of de-icing materials

Scope of Responsibility

Lethbridge County is responsible for snow and ice control on County roads within the County district boundary. Provincial highways within Lethbridge County boundary are handled by Alberta Transportation controlled contractors. Lethbridge County does not remove snow and ice from private streets, sidewalks, parking lots, or driveways unless approved by council. County parks and Hamlets will be handled primarily by the Public Works department.

Level of Service

It is the expectation of our citizens that we keep all County roads sufficiently passable during and following a winter storm. To accomplish this expectation, Lethbridge County will provide, to a reasonable extent, snow and ice maintenance services consistent with general accepted standard practices. Each winter storm event is unique. Factors that will heavily influence when and what services are delivered include:

- Air and road temperatures
- Wind speed and direction
- Precipitation type
- Precipitation amount
- Traffic activity
- Availability of supplies
- Availability of personnel
- Availability of equipment

Winter maintenance activities are directed to achieving and maintaining relatively safe traffic movement on County District of Lethbridge roadways. Therefore, efforts are prioritized first on Priority Level 1 – Hard Surfaced Roadways and Hamlet main routes. Followed by arterial gravel roadways (Priority 1 Gravel) and other Hamlet roadways, then collector gravel roadways (Priority 2 Gravel), followed by residential gravel roadways (Priority 3 gravel) as resources become available.

The maximum level of service is reached when Priority Level 1 roadways are clear of snow and ice from shoulder of road to shoulder of road. The minimum level of service is for the Priority Level 1 roadways to be cleared to a packed snow cover.

2. Implementation

The following policies and procedures outlined below will be in effect when weather conditions are forecasted to cause accumulations of snow, ice, frost, or sleet on Lethbridge County roadways. The County begins preparing for winter operations in late September. All winter operating equipment is serviced, installed and tested to ensure adequate service deliverance. A Sand/Salt (5%) mixture is stockpiled at storage sites in Picture Butte and Coaldale Public Works operations sites. Calcium Chloride for pre-wet or anti-icing operations is stored at the Public Works sites in Picture and Coaldale. Additional salt will be stored at each of these locations for specific maintenance activities when weather conditions allow. The County will apply best management practices in the applications of all maintenance products in order to protect the environment and reduce negative impacts on vulnerable areas. Spread rates for materials will be monitored and tracked.

Monitoring Winter Storm Events

During normal winter working hours, (08:00 to 16:30, Monday through Friday) through observations and discussions with Public Works operations staff, the Public Works department will coordinate winter maintenance activities as required. Prior to normal working hours, the Weekday supervisor will evaluate road conditions while communicating with District grader operators in each region to gain event information and evaluate the maintenance activities required. Based on the conditions communicated and observed, the supervisor will make the necessary decision to begin maintenance operations. For weekend maintenance activities a rotation of supervisors will be used for similar operations.

When Operations Begin

The Public Works appointed supervisor will decide when and where to begin winter maintenance operations and will communicate this decision and direction to the Public Works operations staff. The criterion for the decision is:

1. 5 cm (2") of snow accumulation, or expected accumulation
2. Icy conditions which affect travel
3. Time of the event in relationship to traffic volume peak periods

Snow and ice maintenance operations are expensive and involve the use of limited materials, personnel and equipment. During a winter storm event, snow maintenance becomes the operational priority above all other routine operations. Mid-week (Monday-Friday) plow/sander operations will begin at 05:00 and continue until completed or for eight hours. After eight hours of operation, if required, a relief operators will begin operating until completed or 20:00. If the winter storm event has not subsided, operations will begin again at 05:00 the following day.

Mid-week (Monday-Friday) grader operations will begin at 06:00 and continue until completed or for eight hours. If the winter storm event has not subsided, operations will begin again at 06:00.

Service start and end times will be adjusted to one hour later for weekend operations due to the lower peak traffic volumes. Plow trucks 06:00 and graders 07:00 respectively for weekends.

The use of weather reports and road temperatures from Government of Alberta provided Weather Sentry in conjunction with other resources, satellite storm tracking, and radio will be used concurrently with internal road condition reports to determine and adjust the appropriate storm response to ensure a high level of service is delivered.

Snow Maintenance

Employees assigned to snow maintenance are responsible for the completion of their assigned route and appropriate snow and ice maintenance based on weather or roadway conditions. Each operator assigned to a specific route is responsible for monitoring its condition and shall maintain communication with the Public Works supervisor regarding progress and effectiveness of efforts. Supervisors are responsible to direct and coordinate work crews to complete winter maintenance operations in accordance with the established priority system.

Operators plow slush and heavy snow at speeds not to cause damage or injury to people or property by the spoils coming off of the blade.

Priority 1 – Hard Surfaced Roadways

Snow will be plowed by snow plows and motor graders in a manner as to minimize traffic obstructions. Each road will require a minimum of two passes (one in each driving lane). Snow will be pushed from the center of the roadway to the shoulder and side slope of the roadway resulting in an open, passible roadway. As required and directed by the supervisor, a sand/salt mixture will be applied to accelerate melting of ice following snow maintenance. As resources come available snow resting on the road shoulder / side slope of all Priority 1 roads will be pushed further down the slope using a wing attachment on a grader as required and directed by the supervisor.

The primary routes will always have priority during and following a winter storm event. Crews will continue working on Priority 1 roadways until the desired level of service is achieved. Once these roads are open operations will proceed to lower priority roadways.

Priority 2 – Arterial Gravel Roadways and Other Hamlet Roadways

Snow will be plowed on gravel roadways by a motor grader in a manner as to minimize traffic obstructions. Each road will require a minimum of two passes (one in each driving Lane). Snow

will be pushed from the center of the roadway to the shoulder and side slope of the roadway resulting in an open, passible roadway. If resources are available snow will be moved further down the slope using a wing. The grader blade needs to be lifted approximately 1-2" from the surface of the road to ensure extended gravel loss does not occur. The result will be a lightly snow covered gravel roadway. Remaining hamlet roadways will be plowed using small machinery such as skid steers and small tractors by the Agricultural Service Board and Hamlet Foremen. Sanding of intersections will occur following snow maintenance as required.

Priority 3 – Collector Gravel Roadways

Snow will be plowed by a motor grader in a manner as to minimize traffic obstructions. Each road will require a minimum of two passes (one in each driving Lane). Snow will be pushed from the center of the roadway to the shoulder and side slope of the roadway resulting in an open, passible roadway. If resources are available snow will be moved further down the slope using a wing. During plowing operations the grader blade needs to be lifted approximately 1-2" from the surface of the road to ensure extended gravel loss does not occur. The result will be a lightly snow covered gravel roadway.

Priority 4 – Residential Gravel Roadways

Snow will be plowed by a motor grader in a manner as to minimize traffic obstructions. Each road will require a minimum of one pass dependent of road width. Snow will be pushed from the center of the roadway to the shoulder and side slope of the roadway resulting in an open, passible roadway. If resources are available snow will be moved further down the slope using a wing. During plowing operations the grader blade needs to be lifted approximately 1-2" from the surface of the road to ensure extended gravel loss does not occur. The result will be a lightly snow covered gravel roadway.

Personnel Responsibility

The snow and ice maintenance plan used by Lethbridge County has been developed to establish communication channels through which winter maintenance policies can be converted into an effective and understood set of actions. The actions taken by maintenance crews are the result of the policies and procedures established by administration and approved by the Director of Public Works.

Operators

The maintenance crews and operators are vital to successful implementation of the snow and ice maintenance plan. Maintenance crews and operators are responsible for;

- Providing a timely, effective service for their designated routes
- Maintaining equipment
- Documenting snow maintenance activities
- Maintaining a positive work environment

Supervisors

Supervisors are responsible for;

- Coordination of services to ensure timely, effective coverage

- Coordinate with fleet maintenance to ensure proper equipment maintenance is complete
- Collecting and totaling de-icing quantities used
- Timely, courteous responses to complaints, requests, and inquiries
- Providing training opportunities for staff
- Maintaining a positive work environment

Management

Management is responsible for:

- Providing adequate resources for operations
- Creating training opportunities for supervisors and operators
- Maintaining de-icing material inventories
- Maintaining a positive work environment
- Timely, courteous responses to complaints, requests, and inquiries
- Promote and maintain public awareness and support for winter maintenance services

3. Equipment Preparation

All equipment utilized in snow maintenance operations are prepared and inspected for readiness and repairs prior and during the winter season by fleet maintenance to ensure efficient operations of winter maintenance.

Primary Snow Response Equipment

Public works uses the following equipment as required:

- 4 – Tandem axle snow plow/sanding/pre-wet truck trucks (2 Picture Butte, 2 Coaldale)
- 1 - Small truck mount plow and sander
- 10 – Motor graders with wings
- 2 – Loaders
- 2 - Backhoe
- 2 - Skid steers
- 2 – Tandem axle dump trucks

Agricultural Service Board use the following equipment as required:

- 1 – Tractor with mounted snow blower

4. Priorities

During a winter storm event, assistance required from Emergency Response Units is given top priority. Upon request the Public Works department will provide assistance as required. As a result of the urgency resulting from a winter storm event all other routine operations become secondary and winter maintenance operations will occur. Roads will be plowed and sand / salt will be applied according to the established priorities as directed by the supervisor. Priorities are established based on traffic volumes, public safety, and access to emergency facilities and

schools. All roads within Lethbridge County are prioritized into groups for maintenance operations. These groups are displayed on the attached maps and are color coded for easy identification. A description of each is below;

Priority 1 (YELLOW)

These roadways are the highly travelled **hard surfaced** roadways within Lethbridge County. These roads are given first priority as they hold the majority of traffic volume and act as a link for emergency services and schools. Priority 1 roadways will be maintained for all snow storms meeting the criteria outlined earlier.

Priority 2 (GREEN & ORANGE)

These roadways are highly travelled haul routes, **gravel** roadways and secondary hamlet roadways. These roadways carry primarily rural residential and agricultural traffic. These roads will likely connect to a provincial highway or a Lethbridge County hard surfaced roadway. These roads will be maintained primarily by the district grader operator as required and/or directed by the supervisor.

Priority 3 (BLUE)

These roadways are moderately travelled **gravel** roadways. These roadways carry primarily rural residential and agricultural traffic. Some roads may lead directly to a provincial highway or a County road of a higher priority. These roads will be maintained primarily by the district grader operator as required and/or directed by the supervisor.

Priority 4 (PINK)

These roadways are lightly travelled **gravel** roadways. These roadways carry primarily rural residential and agricultural traffic. Some roads may lead directly to a provincial highway or a County road of a higher priority. These roads will be maintained primarily by the district grader operator as required and/or directed by the supervisor.

5. Travel Restrictions and Road Closures

During certain winter storm events it may become necessary to close roadways to traffic. This action will only be taken if extreme weather conditions deem an area of the County unfit for safe travel.

6. Winter Storm Categories

Winter storms that occur in Lethbridge County may be categorized into four levels. The response to the storm is different for each category. The following outlines the 4 levels of storm events and the service level following;

- **Level 1 Event**
 - **Storm characteristics**
 - Icy roads and/or accumulation of 0-5cm (0"-2")
 - **Service Level**

- Priority 1 roadways are maintained as required and directed by the supervisor
 - Sand / Salt usage as required
 - This storm level does not typically require multiple work shifts
- **Level 2 Event**
 - **Storm Characteristics**
 - Accumulation of 5cm – 15cm (2"-6")
 - **Service Level**
 - All roads to be maintained as per the plan and priorities set out
 - Typically all maintenance equipment required
 - Sand / Salt usage as required
 - This storm may require multiple work shifts
 - Potential for multiple day cleanup following the event
- **Level 3 Event**
 - **Storm Characteristics**
 - Accumulation of 15cm – 30cm (6"-12")
 - **Service Level**
 - All roads to be maintained as per the plan and priorities set out
 - All maintenance equipment required
 - Sand / Salt usage as required
 - This storm may require multiple work shifts
 - Multiple day cleanup required following the event
- **Level 4 Event**
 - **Storm Characteristics**
 - Accumulation of 30cm or more (12" or more)
 - **Service Level**
 - All roads to be maintained as per the plan and priorities set out
 - All maintenance equipment required including ASB works
 - Sand / Salt usage as required
 - This storm may require multiple work shifts
 - Multiple day cleanup required following the event
 - Possibility of road closures
 - All Lethbridge County personnel required
 - Possibility to use outside contractors for assistance
- **Level 5 Event**
 - **Storm Characteristics**
 - Accumulation of 50cm or more (25" or more)
 - **Service Level**
 - Potential assistance to Government of Alberta service provider for clearing numbered highways, case by case basis, upon request
 - All roads to be maintained as per the plan and priorities set out
 - All maintenance equipment required including ASB works
 - Sand / Salt usage as required
 - This storm may require multiple work shifts

- Multiple day cleanup required following the event
- Possibility of road closures
- All Lethbridge County personnel required
- Possibility to use outside contractors for assistance

7. Delay of Maintenance Operations

Winter maintenance of roadways is a very difficult task. The work is extremely rough on equipment and manpower. Delayed services may occur due to the following;

- Stuck vehicles on roadways
- Equipment breakdowns
- Manpower shortage due to sickness, injury, or lack of responsibility
- Manpower shortage due to the length of a storm and personnel requiring rest
- Operator breaks
- Downed trees or power lines
- Other County emergencies
- Visibility

8. Post Event

Following a winter storm event, crews will begin to clean up and relocate snow from hamlets to the locations outlined on the maps if required. The extent of operations will depend heavily on the forecasted weather. Areas that are shaded may require additions sand / salt to encourage melt off. Crews will attempt to remove as much snow and ice as reasonably possible, it is important to understand this does not always result in bare, dry pavement. As time permits, Fleet Maintenance will do an inspection of all maintenance equipment to ensure it is available for the next winter storm event.

9. Service Level Costs

As service levels change, so do costs and associated risks.

Costs to deliver the current level of service include:

- Annual Operating budget Snow Plowing for Graders, Sanding and Truck Plowing
- Amortization of equipment and facilities
- Shop maintenance
- Sand, salt and prewet material purchasing and processing costs
- Administration cost
- Fuel
- Wear items
- Program adjustments

Annual Estimates (2022)

Annually, the municipality plows hard surfaced and gravel roads.

Total cost for service allotted to plow trucks and sanding of roadways is **\$400,000 (2022)**.

Total cost for service allotted to graders plowing roadways is **\$350,000 (2022)**.

Annual Estimates (2023)

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NOTE: Winter maintenance bridges two budget cycles 2022 and 2023, hence the approval carries forward across the year turnover.

AGENDA ITEM REPORT



Title: Bylaw 22-018 - Speed Limit Bylaw
Meeting: Council Meeting - 20 Oct 2022
Department: Municipal Services
Report Author: Jeremy Wickson

APPROVAL(S):

Ann Mitchell, Chief Administrative Officer,

Approved - 14 Oct 2022

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

A Speed Limit bylaw has been developed to address the designation of speeds throughout Lethbridge County. Previously a Traffic Control Bylaw was adopted originally in 1995 with several amending bylaws and council resolutions passed in prior years.

Speed limits need to have clear parameters and to have a bylaw in place to be enforceable. A speed limit bylaw would look to bring consistency to speed limits throughout the County and give staff direction as to how they will be established moving forward.

The speed limit policy supports the bylaw and the parameters for speed designation for County roadways. County GIS data for signs as well as engineered design guidelines were reviewed and considered as part of designated speed limits.

RECOMMENDATION:

That Bylaw 22-018 be read a first time.

REASON(S) FOR RECOMMENDATION(S):

To bring consistency to the speed limits throughout Lethbridge County and to have a bylaw to reinforce the enforcement through Community Peace Officers, RCMP and provincial Sheriffs

PREVIOUS COUNCIL DIRECTION / POLICY:

Currently, there is a Traffic Control bylaw in place originally adopted in 1995. Past County practice has been inconsistent with speed limits, hamlets have a variety of different speed limits, rural subdivisions, and random speed signs in areas. Prior direction has involved petitions from residents for speed limit changes that were motioned by Council on an as-presented basis.

BACKGROUND INFORMATION:

Administration identified the need for a speed limit bylaw update and has been gathering information on the various postings throughout the County road network. Previous Traffic Control Bylaw #1151 adopted in 1997 was last amended in August 2013 to Bylaw #1400. Since then there have been no amending bylaws but several council resolutions for speed limit designations.

The attachment provides a larger summary of the different speed limits that are posted throughout the County.

Provincial standards from alberta.ca/speed-limit-signs

Unless otherwise posted:

- 100 km/h is the maximum speed limit on a provincial highway located outside an urban area.
- 80 km/h is the maximum speed limit on a provincial highway located inside a corporate limit of a city.
- 80 km/h is the maximum speed limit on a roadway that is located outside an urban area.
- 50 km/h is the maximum speed limit on a roadway that is located within an urban area, unless otherwise posted.

ALTERNATIVES / PROS / CONS:

1. That a speed limit bylaw not be adopted. In this case speed violations if disputed would not be enforceable.
2. The existing Traffic Control bylaw is revised to the proposed format of a Speed Control Bylaw.

An additional consideration is a road study through an engineering firm that could evaluate all roadways and bring forward recommended speed limits for all County roadways. This may not account for all road usage, more to the design parameters of given roadways.

FINANCIAL IMPACT:

Signage costs for any changes will be minor and assumed into normal operations activities.

Fines issued by Community Peace Officer or other provincial authority would be enforceable through the court system.

LEVEL OF PUBLIC PARTICIPATION:

☒ Inform ☒ Consult ☒ Involve ☒ Collaborate ☐ Empower

ATTACHMENTS:

[SPEED LIMIT Bylaw - DRAFT](#)

[357 Speed Limits Policy](#)

[Bylaw 1151 - Traffic Control Bylaw \(Rescinds Bylaw 1109\)](#)

[Bylaw 1394 - Amendment to Traffic Control Bylaw 1151 - Defeated at 2nd Reading](#)

[Bylaw 1400 - Traffic Control Amendment RRge 20-1 Hwy 3 North 12 Ave Coaldale](#)

[Bylaw 1227 - Traffic Control Amendment to Bylaw 1151](#)

[HISTORICAL - Bylaws and Resolutions Summary](#)

BYLAW NO. 22-018

**A BYLAW OF LETHBRIDGE COUNTY IN THE
PROVINCE OF ALBERTA FOR THE PURPOSES OF
REGULATING AND CONTROLLING THE SPEED OF
VEHICLES WITHIN LETHBRIDGE COUNTY AND
MANAGED INFRASTRUCTURE.**

WHEREAS pursuant to the Municipal Government Act, R.S.A. 2000 c. M-26, as amended, (hereinafter referred to as “the Act”) a Council of a Municipality may pass bylaws for municipal purposes respecting the safety, health and welfare of people and the protection of people and property;

AND WHEREAS pursuant to the Act, a Council may pass bylaws for the regulation and control of vehicular traffic for municipal purposes respecting people, activities and things in, on or near public places or places that are open to the public;

AND WHEREAS pursuant to the Act, a Council may pass bylaws for municipal purposes respecting the enforcement of bylaws made under the Municipal Government Act or any other enactment including any or all of the matters listed therein;

AND WHEREAS pursuant to the Act, a municipality has the direction, control and management of all roads within the municipality;

WHEREAS the Alberta Traffic Safety Act, being Chapter T-6, Revised Statutes of Alberta, 2000 and amendments thereto, gives authority to a municipal council to pass a bylaw for the purpose of the regulation and control of vehicular traffic under its direction, control, and management;

AND WHEREAS, the Alberta Traffic Safety Act provides that a council of a municipality may by bylaw delegate to an employee of the municipality the power to impose speed controls and limits;

NOW THEREFORE the Council of Lethbridge County pursuant to the authority conferred upon it by the laws of the Province of Alberta, enact as follows:

1. This bylaw may be cited as "The Speed Control Bylaw".
2. Definitions for any term used in this bylaw are as defined in the Alberta Traffic Safety Act

- a) "Act" means the Traffic Safety Act RSA 2000, c. T-6 and regulations made thereunder;
- b) "Alley" means a narrow Highway intended chiefly to give access to the rear of building and parcels of land;
- c) "CAO" means the Chief Administrative Officer of Lethbridge
 - i. County and whatever subsequent title may be conferred on that office by Council or Statute, and includes there designate;
- d) "County" means Lethbridge County;
- e) "Driver" or "Operator" means a person who drives or who is in actual physical control of a Motor Vehicle;
- f) "Hamlet" means and includes all lands located within the Hamlets in the County: Diamond City, Chin, Fairview, Iron Springs, Monarch, Shaughnessy, and Turin.
- g) "Highway" means any thoroughfare, street, road, trail, avenue, parkway, driveway, viaduct, lane, alley, square, bridge, causeway, sidewalk or other place whether publicly or privately owned, any part of which the public is ordinarily entitled or permitted to use for the passage or parking of vehicles;
- h) "Motor Vehicle" means
 - i. a vehicle propelled by any power other than muscular power, or
 - ii. a moped, but does not include a bicycle, an aircraft, a tractor, whether equipped with rubber tires or not, an implement of husbandry or a motor vehicle that runs only on rails;
- i) "Rural Service Area" means the territory of Lethbridge County, excluding the Urban Service Area;
- j) "Traffic Control Devices" means any sign, signal, marking or device placed, marked or erected under the authority of the Act, and/or as contained in the *Manual of Uniform Traffic Control Devices for Canada*, as amended for the purpose regulating, warning, or guiding traffic;

- k) "Truck" means a motor vehicle designed and intended for the transport of goods or carrying loads, with a gross vehicle weight greater than 4500 kilograms and having more than two axles.
 - l) "Urban Service Area" means the territory of Lethbridge County that includes urban housing density in hamlets, rural subdivisions, and industrial parks.
- 3. The purpose of this bylaw is to impose speed limits within Lethbridge County for roadway infrastructure and to regulate the speed limits on roadways, to promote the safe, enjoyable and reasonable use of such roadways for the benefit of all motorists and citizens of the municipality.
- 4. Delegated Authority
 - a) The authority to impose a speed limit or control or set the speed restrictions on a roadway under the direction, control and management of Lethbridge County is hereby delegated to the CAO or their designate in conjunction with Policy 357 – Speed Limits;
 - b) Any Peace Officer or Royal Canadian Mounted Police (RCMP) Officer is authorized to enforce this bylaw, Peace Officer is defined as per the Traffic Safety Act Section 1 and Peace Officer Act Part 1.
- 5. Traffic Control Devices or Signage
 - a) The CAO, or their designate, is hereby delegated the power to prescribe where Traffic Control Devices are to be located upon any and all Highways, including Traffic Control Devices restricting the speed of vehicles and the CAO shall provide a record of all locations where Traffic Control Devices have been erected which shall be open to the public for inspection during normal business hours.
 - b) The CAO, or their designate, shall cause signs to be erected along the roadway as they consider necessary to notify person using vehicles on the roadway or bridge of the limitation or restriction.
 - c) The CAO, or their designate, is hereby delegated the power to fix a maximum speed in respect of any part of a Highway under construction or repair or in a state of disrepair applicable to all Motor

Vehicles or to any classes of Motor Vehicles while traveling on that part of the Highway and the CAO shall cause to be posted on the Highway or part of the Highway so designated, such Traffic Control Devices as he deems necessary to indicate the maximum speed so fixed.

- d) The CAO, or their designate, is hereby delegated the power to post Traffic Control Devices at any location on a Highway where the technical limitations of the Highway warrant a reduction in the speed of vehicles travelling on that portion of the Highway.
- e) All gravel roadways will be treated as equal unless otherwise posted.

6. Speed Limits

- a) Unless otherwise hereinafter specifically provided, the maximum rate of speed at which a Driver may operate a Motor Vehicle upon any Highway outside the Urban Service Area shall be eighty (80) kilometres per hour;
- b) Unless otherwise hereinafter specifically provided, the maximum rate of speed at which a Driver may operate a Motor Vehicle upon a Highway within the Urban Service Area shall be fifty (50) kilometres per hour;
- c) The maximum rate of speed at which a Driver may operate a Motor Vehicle in an Alley located within the County shall be twenty (20) kilometres per hour;
- d) On any day on which school is held, the maximum rate of speed at which a Driver may operate a Motor Vehicle upon a Highway located within all school zones shall be thirty (30) kilometres per hour at any time between:

i. 8 AM and 4:30 PM

- e) The maximum rate of speed at which a Driver may operate a Motor Vehicle upon a Highway located within all playground zones shall be thirty (30) kilometres per hour between the hours of 7:30 a.m. and one hour after sunset.

- f) Notwithstanding any other provision of this Bylaw, the maximum rate of speed at which a Driver may operate a Motor Vehicle shall be:
- i. twenty (20) kilometres per hour on any Highway referred to in Schedule "A" attached hereto and forming part of this Bylaw;
 - ii. thirty (30) kilometres per hour on any Highway referred to in Schedule "B" attached hereto and forming part of this Bylaw;
 - iii. forty (40) kilometres per hour on any Highway referred to in Schedule "C" attached hereto and forming part of this Bylaw;
 - iv. fifty (50) kilometres per hour on any Highway referred to in Schedule "D" attached hereto and forming part of this Bylaw;
 - v. sixty (60) kilometres per hour on any Highway referred to in Schedule "E" attached hereto and forming part of this Bylaw;
 - vi. seventy (70) kilometres per hour on any Highway referred to in Schedule "F" attached hereto and forming part of this Bylaw;
 - vii. eighty (80) kilometres per hour on any Highway referred to in Schedule "G" attached hereto and forming part of this Bylaw;

Notwithstanding Section 3.6, the maximum rate of speed at which a Driver may operate a Truck on a Highway listed on Schedule "H" (attached hereto and forming part of this Bylaw) shall be as set out on that Schedule "H".

7. Temporary Speed Limits

- a) Notwithstanding any maximum rate of speed established by this Bylaw, the CAO, or their designate, is hereby delegated the power to designate a higher or lower maximum rate of speed on any Highway for a temporary period of not more than twelve (12) months for the purpose of undertaking a traffic safety impact analysis.

8. Prosecutions and Penalties

- a) Any Person who contravenes any provision of this Bylaw is guilty of an offence and is liable on summary conviction to a fine as prescribed by regulation enacted by the Lieutenant Governor in Council made under the Provincial Offences Procedure Act, RSA 2000, c. P-34 and the Traffic Safety Act, RSA 2000, c. T-6 and regulations, as amended.
- b) The prosecution and specified penalty for any speed violation on any roadway under Lethbridge County direction, control and management shall proceed provincially via the provision of the Traffic Safety Act and the Provincial Offences Procedures Act and Regulation;
- c) Any Peace Officer or RCMP Officer is authorized to enforce this bylaw, notwithstanding any Sheriff, Commercial Vehicle Enforcement Officer or other authorized personnel has authority to enforce local, provincial or federal violations.

9. Severability

- a) Should any provision of this bylaw be declared invalid, void, illegal or otherwise not enforceable, it shall be considered separate and severable from the bylaw and the remainder shall remain in force and be binding as though such provision had not been invalid.

10. Repeal Previous Bylaws

- a) Lethbridge County Bylaw 1151, 1219, 1227, 1237, 1394 and 1400 is hereby repealed.

11. Enactment

- a) This bylaw shall take effect on the day of the final reading.

READ a first time this ____ day of _____, 2022

READ a second time this ____ day of _____, 2022

READ a third time this ____ day of _____, 2022

Reeve

Chief Administrative Officer

Abbreviations

Highway - HWY

Range Road – RR

Township Road – TWPR

Ave – Avenue

St - Street

N – North

S- South

W – West

E – East

SCHEDULE A

Road Sections with 20 km/h Speed Limits

All back alley roadways contained within the hamlets and residential subdivision.

SCHEDULE B

Road Sections with 30 km/h Speed Limits

All roadways contained within the hamlets or rural TWPR or RR that are designated for a school or playground zone as per Alberta Transportation Guideline for School and Playground Zones and Areas.

Schools:

1. Calvin Christian
2. Huntsville (Iron Springs)
3. Providence Christian
4. Sunnyside
5. Lakeside Colony
6. NewYork Colony
7. Wilson Colony

Playgrounds:

1. Diamond City
2. Fairview
3. Iron Springs
4. Monarch
5. Shaughnessy
6. Sunset Acres
7. Turin

Gravel Roadways:

1. TWPR 9-2 – starting 1300 meters east of HWY 512 to campground entrance (0.8 km)
2. RR 20-3A (LA Grains) – 500 meters west of HWY 845 on RR 20-3A for 300 meters (0.3 km)

SCHEDULE C

Road Sections with 40 km/h Speed Limits

All roads contained within the following hamlets: -listed as
50km/hr in Bylaw #1151

1. Chin located in NE & SE 25-9-19 W4
2. Diamond City located in NW & SW 5-10-21 W4
3. Fairview located in NW 34-8-21 W4
4. Iron Springs located in NW 21-11-20 W4
5. Monarch located in SW & SE 7-10-23 W4
6. Shaughnessy located in NW & SW 30-10-21 W4 -listed as
30km/hr in Bylaw #1151 Resolution 449/16 reduced to
30km/hr restated this
7. Turin located in SW 3-12-19 W4

Residential Subdivisions: -listed as 50km/hr in Bylaw #1151

1. Deer Run Estates located in SW 31-10-21 W4
2. Davy Subdivision located in SW 6-10-21 W4
3. Edgemoor Estates located in NW 21-8-22 W4
4. Howe Subdivision located in SE 35-9-21 W4
5. Mountain Meadows located in SW 5-9-23 W4
6. Mustang Acres located in NE 31-8-20-W4
7. Pater Subdivision located in SW 1-9-21 W4
8. Stafford Landing located in SW 13-9-19 W4
9. Sand Mary Estates located in NW 25-9-21 W4
10. Sunset Acres located in NE 20-8-22 W4
11. Vista Meadows located in NE 31-8-20 W4 Resolution
449/16 reduced to 30km/hr

Industrial Parks:

1. Broxburn located in NE 1-9-21 W4
2. Stewart Siding located in SE 23-8-21 W4
3. Duncan located in SW 10-8-21 W4
4. Rave located in NW 3 & SW 10-9-21 W4
5. Railside located in SE 7-9-20 W4

Local Oiled Roads:

1. RR 21-2A (Rudelich Road) From HWY 519 South to end of road (0.8 km)

Gravel Roadways:

1. TWPR 9-5 – west of RR 21-4A to Hudson pit (2.4 kms)
2. TWPR 10-1A/Wood Avenue/Commerce Road - west of HWY 25 to RR 22-1 (2.0 kms)

SCHEDULE D

Road Sections with 50 km/h Speed Limits

Hamlet Industrial Roadways

1. McKechney Avenue (Diamond City) from HWY 25 to RR 21-5A Resolution 449/16 reduced to 30km/hr
2. AgroPur Access Road - Range Road 21-5A north of McKechney Avenue to TWPR 10-1, TWPR 10-1 east of RR 21-5 A to RR 21-5, RR 21-5

Pavement Roadways:

1. RR 21-1 (Rec-Tec Road) Portion From HWY 3 North towards TWPR 9-2 (1.0 kms)

Local Oiled Roadways:

1. River Ridge Road From TWPR 9-2 North West to RR 22-4 (2 km)
2. RR 21-2 (Weatherup Road) From HWY 3 to HWY 512 (0.8 km)
3. TWPR 9-1A (Arnoldussen Road) From HWY 25 South then East to end of pavement (0.5 km)
4. RR 22-5A (Dominion Road) From TWPR 9-4 (Kipp Road) North West to end of pavement (1.3 km)
5. RR 21-2A (Research Station Road) From HWY 512 South to end of pavement (0.6 km)
6. RR 22-3 (Vantland Road) From TWPR 9-4 (Kipp Rd) to TWPR 9-3A (0.8 km)
7. RR 22-5 (CP Rail Road) From TWPR 9-4 to 1200 meters to the West-listed as 50km/hr in Bylaw #1227
8. RR 21-5 (Neher Haul Road) From TWPR 10-2 to 10-1 (0.8 km)-listed as 50km/hr in Bylaw #1227

Gravel Roadways:

1. RR 22-4 (Park Lake Estates subdivision) – adjacent roadway RR 22-4 south of TWPR 10-2 by 800 meters, fronting subdivision for 800 meters further south (0.8 km)
2. RR 21-2A (Research Center Road) – RR 21-2 south of HWY 512 to TWPR 8-4A (3.2 kms) -listed as 50km/hr in Bylaw #1237
3. RR 20-3A (LA Grains) – From HWY 845 west on RR 20-3A for 500 meters (0.5 km)
4. RR 22-4A (Tollestrup Haul Road) from HWY 509 for 1600 meters to the West-listed as 50km/hr in Bylaw #1227 (currently Truck Maximum)
5. TWPR 9-5 – From RR 21-4 to 21-4A Hudson pit access road (1.3 kms)

SCHEDULE E

Road Sections with 60 km/h Speed Limits

Pavement Roadways:

1. RR 21-0 (Perlich Road) South From HWY 3 for 800m (0.8 km)
2. TWPR 8-4 (Sunset Acres Road) From City of Lethbridge limits to RR 22-4 (0.8 km) -listed as 50km/hr in Bylaw #1151
3. RR 22-3 (Park Lake Road) North 300m of TWPR 10-2 and South 900m from TWPR 10-2 (1.2 kms)
4. TWPR 10-0A (Westview Road, Old HWY 3) 300 meters to the west and 300 meters to the east from RR 23-2 Intersection (Old HWY 23, 5.3 kms)

Local Oiled Roadways:

1. TWPR 9-4 – From HWY 25 east to RR 22-1-listed as 60km/hr in Bylaw #1151

Gravel Roadways:

1. McDermott subdivision – adjacent roadways TWPR 9-2 from RR 22-4 to 22-5 (1.6 kms), RR 22-4 north of TWPR

9-2 to 9-3 (0.8 km) and RR 22-5 north of TWPR 9-2 to 9-3
(0.8 km)

2. RR 22-4 – Starting North of TWPR 11-4 by 400 meters

Temporary - Frequent Hauls involving Trucks

SCHEDULE F

Road Sections with 70 km/h Speed Limits

SCHEDULE G

Road Sections with 80 km/h Speed Limits

Pavement Roadways:

1. TWPR 9-2 From HWY 25 to RR 22-3 (1.6km)
2. RR 22-3 (Coalhurst Cut-off) From TWPR 9-2 to Coalhurst Limits (0.8km)
3. RR 21-2 (58th Street) From HWY 4 to TWPR 8-4 (Brown Road, 0.3km)
4. TWPR 8-4 (Brown Road) From RR 21-1 east to RR 20-4 (6.4 kms)
5. RR 21-0 (Broxburn Road) From HWY 3 North to TWPR 10-2 (11.3 kms)
6. RR 21-1 (Howe Road) From HWY 3 South to HWY 4 (6.4 kms)
7. RR 21-4 (Kedon Landfill Road) From TWPR 9-4 to RR 21-3A

8. TWPR 9-4 (Kipp Road) From TWPR 9-4 from HWY 3 to HWY 25
9. TWPR 9-4A (McCain's Road) From RR 19-0 to end of road (0.5 km)
10. RR 22-3 (North Park Lake Road) From HWY 519 to North of TWPR 10-2 by 300m (6.1 kms)
11. TWPR 9-2 (Old Coaldale Road) From 43rd St. East to RR 21-0 (4.8 kms)
12. RR 23-4 (Old HWY 23) From TWPR 10-1 to HWY 519 (8.0 kms)
13. RR 21-0 (Perlich Road) North From HWY 512 for 800 meters (0.8 km)
14. RR 21-4 (Picture Butte Shop Road) From HWY 25 South to TWPR 10-4 (0.8 km)
15. RR 21-1 (Rec-Tec Road) Portion North of HWY 3 by 1.0 km for remainder to TWPR 9-2 (1.0 kms) -listed as 50km/hr in Bylaw #1151
16. South Park Lake Road RR 22-2 from HWY 25 to TWPR 10-0, TWPR 10-0 from RR 22-2 to RR 22-3, and RR 22-3 from TWPR 10-0 to 900m South of TWPR 10-2 (4.8 kms)
17. RR 19-2 (Readymade Road) From HWY 512 to TWPR 8-2 (6.4 kms)
18. RR 20-0 (Sundial Road) From HWY 25 to TWPR 12-0 (0.5km)
19. RR 21-2 (Sunnyside Road) From HWY 3 to TWPR 9-4 (5.6 kms) excluding school zone
20. TWPR 10-2 (West Monarch Road) From RR 23-4 (Old HWY 23) to RR 24-0 (3.2 kms) -listed as 50km/hr in Bylaw #1151(currently Truck Maximum)
21. TWPR 10-0A (Westview Road, Old HWY 3) From HWY 3 to RR 23-3 (Old HWY 23, 5.3 kms) excluding 60 km/h by Calvin Christian school

Local Oiled Roadways:

1. RR 22-5 (CPR Road) From TWPR 9-4 (Kipp Road) North West to end of pavement (1.3 km)
2. RR 21-1 (McNally Road) From HWY 4 to HWY 508 (4.8 kms) -listed as 50km/hr in Bylaw #1151(currently Truck Maximum)

3. TWPR 9-0 (Mountain Meadows Road) From City of Lethbridge Limits to 200m west of Mountain Meadows Road (1.8 km) -listed as 50km/hr in Bylaw #1227
4. RR 21-5 (Neher Haul Road) From TWPR 10-2 to 10-1A
5. RR 21-5 (Picture Butte Golf Course Road) From HWY 25 south to end of pavement (1.6 kms)
6. RR 20-5 From HWY 4 to HWY 508 (2.0 kms)
7. RR 20-4 (South Iron Springs Road) From TWPR 11-2 to HWY 519 (6.4 kms) -listed as 50km/hr in Bylaw #1151 (currently Truck Maximum), Resolution 495/09 restated this
8. RR 20-0 & RR 19-5 (Sundial Road) From TWPR 12-0 to 13-0 (10 kms) -listed as 50km/hr in Bylaw #1151 (currently Truck Maximum)
9. RR 20-5 (Vista Meadows Road) From HWY 512 to end of pavement (0.8 km)
10. TWPR 9-4 (Wells Road) From HWY 25 East to RR 22-1 (1.6 kms)

SCHEDULE H

Road Sections with 60 km/h Speed Limits

Temporary - Frequent Hauls involving Trucks with 60 km/h Speed Limits



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EFFECTIVE: **October 22, 2022**
300 NO. 357 Page 1 of 7

SECTION:

APPROVED BY: **County Council**
 Speed Limits

SUBJECT:

REVISED DATE:

PURPOSE

The purpose of this policy is to establish a framework for speed limits and parameters for the designation of speed limits within Lethbridge County. The County is responsible for the determination of speed limits on municipal roads within its boundaries.

All Municipal policies and practices will comply with Alberta Transportation (AT) regulations and other applicable legislation including the Traffic Safety Act and Regulations and Municipal Government Act as they relate to the management of roadways.

The Province of Alberta has established a maximum speed limit of eighty (80) kilometre per hour unless otherwise posted and the municipality has the authority to set alternate speed limits.

POLICY

Lethbridge County Council recognizes the need to provide transportation routes to promote and maintain economic diversity and growth within the County. The County shall post speed limits in accordance with Speed Limit Bylaw 22-018 to allow agricultural and commercial traffic transport vehicles and equipment access along highways under the jurisdiction of the County on the condition that the party directly responsible follows established speed limits from the local road authority.



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The road infrastructure in the County is intended for public use in a safe and judicious manner. The goal of this policy is to establish guidelines for speed limits with the intention of:

- a) Provide a framework for speed limits to be established.
- b) Protecting the safety of all road users.
- c) Ensuring proper road use and minimizing maintenance costs.
- d) Minimize conflict between road users.
- e) Reduce the number and severity of collisions.
- f) Provide openness and transparency.
- g) Provide consultation with affected stakeholders.

Review of Industry Guidelines

There are two sets of industry guidelines that provide guidance as it relates to appropriate speed limits for roadways, school and playground zones that have been referenced as part of this policy. These include:

1. Canadian Guidelines for Establishing Posted Speed Limits (December 2009).
2. Guidelines for School and Playground Zones and Areas (December 2007).

The Transportation Association of Canada's (TAC) "Canadian Guidelines for Establishing Posted Speed Limits" is recognized as a national guide across the country that seeks to harmonize the application of consistent speed limits to match driver expectations given the surrounding road environment. The latest version of the "Guidelines for School and Playground Zones and Areas" was published by AT to provide consistent guidance and application in the establishment of signing and marking practices for schools and playgrounds across the province.

Lethbridge County is the designated road authority for all roadways under their jurisdiction within the municipal boundaries as per the Municipal Government Act Part 3 - Division 2 - Roads Section - 18 Control of roads.

The enforcement of the policy can be by municipal Peace Officer as defined under the



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Traffic Safety Act Section 87.1, Use of Highways and Rules of the Road Regulation AR 304/2002 with amendments, and Peace Officer Act Part 1.

The Director of Public Operations, or their designate, is hereby authorized to establish signage in accordance with the guidelines of the policy on behalf of Lethbridge County. All speed limits posted within County boundaries will be reviewed to ensure compliance with bylaw and policy.

DEFINITIONS

Definition of terms contained within the policy:

- a) "Agricultural" means all traffic servicing the agricultural sector.
- b) "Commercial" means all other traffic not related to agriculture.
- c) "Road Users" means any single or multiple use by vehicles or equipment.
- d) "Operator" means any road user operating a vehicle or equipment.
- e) "Truck" means a motor vehicle designed and intended for the transport of goods or carrying of loads.
- f) "Frequent Hauls" means a frequent haul is defined as more than four (4) trips per hour in any two-hour period or ten (10) or more trips per day.
- g) "Trip" means a trip is defined as a singular movement from point A to point B past a particular location on a road (residence, farmstead, school, etc.).

SPEED LIMIT PARAMETERS

- 1. All pavement roadways will have posted speed limits as per engineered design guidelines or as established by Speed Limit bylaw.
- 2. All gravel roadways are eighty (80) kilometres per hour, unless otherwise posted and established by



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Speed Limit bylaw.

3. All haul routes roadways are eighty (80) kilometres per hour unless otherwise posted.
4. Industrial park roadways will have posted speed limits of forty (40) kilometres per hour.
5. Hamlet industrial roadways will have posted speed limits of fifty (50) kilometres per hour unless areas where there is a designated school or playground zone.
6. Hamlet residential roadways will have posted speed limits of forty (40) kilometres per hour unless areas where there is a designated school or playground zone.
7. Back alley roadways are twenty (20) kilometres per hour.
8. Rural subdivisions will have posted speed limits of forty (40) kilometres per hour unless areas where there is a designated playground zone.
9. All school and playground zones or areas will follow Alberta Transportation guidelines for signage and speed limits.
10. Frequent Hauls involving Trucks will have temporary posted speed limits of sixty (60) kilometres per hour. Speed limit signage will be provided through the County with specifications for placement and visibility.

GUIDELINES

Consistent Speed Limits

The objective of consistent speeds is to apply regulatory speed limits throughout a road network to better reflect the design speed and the inherent risks, as well as to increase motorist compliance, reduce speed variance and reduce



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collision severity. The application covers all community areas (urban and rural) as well as range of speed zones to which it is applied. The MORCOAR (Method of Reducing Collision on Alberta Roads) report discusses that the effectiveness of this improvement strongly depends on how appropriate the posted speed is for the design speed. Therefore, compliance from motorists may not be attained and may result in speed differentials, if posted speed limits are not appropriate for the design speed. Consistent speed limits are applicable across all speed limits in both urban and rural environments. Implementing consistent speed limits will aid in achieving driver compliance while enhancing road safety.

In terms of speed related countermeasures and human factors, consistent posted speed limits have positive implications in regard to driver expectancy and the simplicity and clarity of the countermeasure. Further, within the MORCOAR Phase 1 report, consistent speed limits are identified as being easy to implement, inexpensive, and have a potentially high collision reduction factor.

Speed Zone Length

In conjunction with TAC guidelines, an evaluation methodology to establishing appropriate speed limits based on road classification, function, physical characteristics and engineering factors that influence the level of risk associated with establishing speed limits. The following guidelines apply:

1. A minimum length of 1,000 m is recommended for speed zones at a posted speed limit of 70 km/h or higher.
2. For lower posted speed limits, a zone length of less than 500 m should be avoided.

Roadway Requirements

The methodology used to evaluate the appropriate speed limit on roadway segments considers specific factors such as land use, roadway geometry, vulnerable road users (including pedestrians), road classification, access density and traffic control. The County has applied this methodology to determine the adequacy of the posted speed limit as well



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as to review the roadways as a whole to determine the appropriateness of providing a consistent speed limit throughout the entire area (excluding the school zone requirements). The application of the TAC methodology seeks to confirm whether the roadway characteristics might support a revision of the current posted speed limits or provide further justification of the current limits.

Specific considerations made in the evaluation of the current posted speed limits, as per the guidelines contained in the TAC methodology, include:

- a) Tangent section of roadway – considered to be lower risk;
- b) Flat vertical alignment – considered to be lower risk;
- c) Available lane width is similar to typical roadways with this classification – considered to be medium risk;
- d) Five to nine hazards per kilometre, or continuous hazards on 25% to 50% of the segment length, on one or both sides (sign posts, guardrail, objects in the right-of-way) per kilometre – considered to be medium risk as those identified are typical for similar road classifications and environments;
- e) Majority of the highway has negligible pedestrian demand, but also has a separated trail (pathway) where higher demand is expected near the school – considered to be lower risk;
- f) Roadway has negligible cyclist demand and has alternate facilities provided such as a parallel service road, internal community roads and a pathway that can be used instead of the highway should cyclist so require – considered to be lower risk;
- g) Pavement surface is in relatively good condition – considered to be lower risk;
- h) On-street parking is legally prohibited – considered to be not applicable in the methodology.

The guidelines consider two scenarios under which an appropriate speed limit might be recommended:

1. The road environment and the policy associated with establishing speed limits specific to the section in question. In general, the policy parameters follow any legislated requirements for the section under review,



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specific localized conditions that would warrant a certain speed limit to be established.

2. As a default 10 km/h below the speed considered in the design of the road.

Public Requests for Speed Limit Change

On an annual basis the County Council can review and approve based on the following procedure.

Procedure for Speed Limit Change

The following procedure will be followed when speed limit change requests are received by the County.:

1. Residents requesting a speed limit change must provide an email request (written will be accepted) with justification for the request by April 1st of each calendar year. At least 85% of the residents residing along that section of road where the request is applicable must sign a requesting petition. If there is not 85% support for the request, the Supervisor of Public Works shall send an email reply back to the original resident advising that the request shall not be considered. Requests for speed limit changes shall only be reviewed once a year. Requests received prior to April 1st shall be reviewed that calendar year. This allows municipal staff opportunity to complete a detailed and comprehensive analysis and review and provide their input before September 30th of each calendar year.
2. Approved requests (with the minimum 85% support of the local residents) will then be forwarded to the Director of Public Operations and Infrastructure Manager, so that both provide feedback.
3. Infrastructure staff will review and analyze the request taking into consideration road geometry, collision history, Transportation Association of Canada (TAC) guidelines, number of approaches and driveways, local agricultural



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operations, School Zones, sidewalk present if any, road characteristics, etc. and provide a written report to the Director of Public Operations and Infrastructure Manager, before the end of August. Infrastructure will also monitor traffic speed during the spring, summer and early fall season and provide a report on their observations.

4. To increase awareness of the request for a speed limit change, Public Works staff shall erect on opposite sides of the road at the beginning of the road section concerned, signs that the road is under consideration for a speed limit increase or reduction. Public comments must be received by August 31st in writing (email accepted) in order to be considered. These signs shall be displayed for an appropriate amount of time to give the public fair notice. In addition, municipal staff shall advertise the potential speed limit change on the website and social media and collect responses.
5. In early October the Director of Public Operations shall review the speed limit change requests with the Chief Administrative Officer or their designate and provide a written recommendation for each speed limit change request.
6. Speed limits which have been approved for change shall be provided to the Supervisor of Public Works for installation by the Sign Truck Operator and must be installed by October 31st.

Evaluation Criteria

Each request is evaluated based on the following specific criteria:

1. Speed - 24-hour logging of traffic speed to achieve an accurate 85 percentile speed calculation in both directions. This should also involve school zone or playground zone hours if



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those are present along the road being evaluated.

2. Volume - Average traffic volume count representing a normal 24-hour period timed to include all uses of the roadway.
3. Collisions/complaints - Review of past collisions data or public complaints in relation to traffic along the roadway being evaluated.
4. Pedestrian Safety - Review of location for existing sidewalks and type of pedestrian use.
5. Road Use - Review of the road use and the municipality's intended primary use for the road (example: truck route, farming activity, residential street).
6. Community Support - Determine if residents and businesses located in the evaluation area are supportive of the proposed speed limit change.

Appeal

When an individual who has requested a speed limit change is dissatisfied by the outcome of their request, they may choose to appeal the decision. The following procedure will be followed:

1. The resident requesting an appeal to the speed limit change decision must provide a written request (email accepted) to the Director of Public Operations with justification for the appeal.
2. The appeal request will be brought before Council by Administration within 30 days of the date of receipt for Council consideration.

COUNTY OF LETHBRIDGE NO. 26
In the Province of Alberta

BY-LAW NO. 1151

BY-LAW NO. 1151 of the County of Lethbridge No. 26 introduced for the purpose of amending and consolidating all the existing Traffic Control By-Laws of the County of Lethbridge No. 26;

WHEREAS the Council of the County of Lethbridge No. 26 considers it desirable and expedient to regulate traffic on highways subject to its direction, control and management in accordance with the laws of the Province of Alberta;

THEREFORE the Council of the County of Lethbridge No. 26 duly assembled hereby enacts as follows:

SECTION 1 - Name of By-Law

1.1 This By-Law may be cited as "The Traffic Control By-Law".

SECTION 2 - Definitions

2.1 In this By-law:

- (a) "Alley" means a narrow highway intended chiefly to give access to the rear of buildings and parcels of land;
- (b) "county" shall mean the County of Lethbridge No. 26;
- (c) **"Peace officer" means;**
 - (i) a member of the Royal Canadian Mounted Police**
 - (ii) a member of a municipal police service, or**
 - (iii) a special constable**
- (d) "Chief Administrative Officer (C.A.O.)" means the County Manager of the County of Lethbridge No. 26;
- (e) **"Superintendent of Municipal Services" means the Superintendent of Municipal Services as delegated by the Chief Administrative Officer;**
- (f) "driver or operator" means a person who drives or who is in actual physical control of a motor vehicle;
- (g) "Hamlet" means
 - (i) an area of land subdivided into lots and blocks as a town site, a plan of which is registered in a Land Titles Office;
 - (ii) an area of land defined by clauses (s) (l) and (iii) on which are erected improvements used for purposes other than farming purposes, or

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- (iii) an area declared by an Order of the Minister to be a Hamlet;

(h) "Grouped country residential subdivision" means:

- (i) **an area of land subdivided into residential parcels on two or more adjacent parcels of less than minimum extensive agricultural.**
- (ii) **an area of land defined in the "General Municipal Plan" on which are erected improvements used for purposes other than farming purposes.**

- (i) "Highway" means any thoroughfare, street, road, trail, avenue, parkway, driveway, viaduct, lane, alley, square, bridge, causeway, trestle way, or other place where publicly or privately owned, any part of which the public is ordinarily entitled or permitted to use for the passage or parking of vehicles, and subject to the direction, management and control of the County of Lethbridge No. 26, and

- (i) includes;

- (A) the sidewalk (including the boulevard portion of the sidewalk),
- (B) if a ditch lies adjacent to and parallel with the roadway, the ditch, and
- (C) if a highway right of way is contained between fences or between a fence and one side of the roadway, all the land between the fences, or all the land between the fence and the edge of the roadway, as the case may be, but

- (ii) does not include a place declared by the Lieutenant Governor in Council not to be a highway;

- (j) "intersection" means the area embraced within the prolongation or connection of

- (i) the lateral curb lines or, if none
- (ii) the exterior edges of the roadways, of 2 or more highways which join one another at an angle whether or not one highway crosses the other;

- (k) "motor vehicle" means

- (i) a vehicle propelled by any power other than muscular power, or
- (ii) a mo-ped, but does not include a bicycle, an aircraft, a tractor, whether equipped with rubber tires or not, an implement of husbandry or a motor vehicle that runs only on rails;

- (l) "implement of husbandry" means a vehicle designed and adapted primarily for agricultural, horticultural or livestock raising operations.**

- (m) "Secretary-Treasurer" shall mean the Chief Administrative Officer of the County of Lethbridge No. 26;

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- (n) "stop" means
- (i) when required, a complete cessation from vehicular movement, and
 - (ii) when prohibited, any halting even momentarily of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or traffic control device;
- (o) "traffic control device" means any sign, signal, marking or device placed, marked or erected under the authority of this Act for the purpose of regulating, warning or guiding traffic;
- (p) "traffic control signal" means a traffic control device, whether manually, electrically or mechanically operated, by which traffic is directed to stop and to proceed;
- (q) "urban area" means a city, town or village;
- (r) "speed authority" means ; in the case of a municipal district, the council;

SECTION 3 - Speed Limits

Notwithstanding any speed limit prescribed by or pursuant to this or any other by-law, no driver shall drive at any rate of speed that is unreasonable having regard to all the circumstances of the case, including without restriction the generality of the foregoing;

- ***the nature, condition and use of the highway,***
- ***the atmospheric, weather or other conditions that might affect the visibility of the driver or the control of the vehicle,***
- ***the amount of traffic there then is or that might reasonably expected to be on the highway, and***
- ***the mechanical condition of the vehicle or any equipment of the vehicle.***

3.1 100 Kilometres

- (a) ***The maximum rate of speed at which a driver may operate a motor vehicle on any County of Lethbridge highways with asphalt surfaces shall be one hundred (100) kilometres per hour except where otherwise posted.***

3.2 80 Kilometres

- (a) ***The maximum rate of speed at which a driver may operate a motor vehicle upon County of Lethbridge highways with gravel surfaces shall be Eighty (80) kilometres per hour except where otherwise posted.***

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- (a) Notwithstanding any provision of this By-Law, the maximum rate of speed at which a driver may operate a motor vehicle shall be sixty (60) kilometres per hour on the following highways;
- (i) the highway (Township Rd 9-4) from Range Rd 22-1 to Range Rd 22-2 for a distance of 1.609 km; and the highway (Range Rd 22-1) from Township Rd 9-4, south for a distance of .804 km.
 - (ii) the highway (SH 512) from the East boundary of the North West Quarter of Section 35-8-21-W4th west to the north east boundary of the Hamlet of Fairview.

3.4 50 Kilometres

- (a) The maximum rate of speed at which a driver may operate a motor vehicle upon a highway within the County of Lethbridge No. 26 shall be fifty (50) kilometres per hour at the following locations:
- (i) In all Hamlets except otherwise posted;
 - (ii) In all Grouped Rural Country Residential Subdivisions;
 - (iii) that portion of SH 512 from the city limits of Lethbridge east, for a distance of 489 metres along the north boundary of the Hamlet of Fairview.
 - (iv) that portion of the highway (Township Rd 8-4) from Range Rd 22-4 and extending eastward for a distance 0.804 km to the city limits of Lethbridge.
 - (v) that portion of the highway (Township Rd 8-4) from Range Rd 22-4 west for a distance of 30.48 metres.
 - (vi) that portion of the highway (Range Rd 22-4) extending north from Township Rd 8-4 for a distance of 30.48 metres.
 - (vii) that portion of the highway (Range Rd 22-4) extending south from Township Rd 8-4 for a distance of 30.48 metres.
 - (viii) All motor vehicles, vehicles, implements of husbandry, in excess of 4,500 kg. Except School Buses, At the following locations:
 - (A) McNally Road (Range Rd 21-1) from Highway #4 to SH 508 (5.1 kilometres);
 - (B) Sundial Road (Range Rd 20-0 from Highway #25 North (10.4 kilometres);
 - (C) South Iron Springs Road from SR 519 to the Hamlet of Iron Springs boundary (6.4 kilometres);
 - (D) North Monarch Rd (Township Rd 10-2) from Range Rd 23-4 to Range Rd 24-0 (3.2 km);
 - (E) Rec-Tec Rd (Range Rd 21-1 from Highway #3 to Township Rd 9-2 (2.0 kilometres)

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3.5 40 Kilometres

- (a) Notwithstanding any other provision of this By-Law, the maximum rate of speed at which a driver may operate a motor vehicle shall be forty (40) kilometres per hour upon the highways in the following locations;
- (i) *the diversion registered as Plan No. 3152 (Range Rd 21-2A) from the North boundary of, the North West of Section 34-8-21-W4th South for a distance of 400 metres;*
 - (ii) *the diversion registered as Plan No. 375 (Twp Rd 9-5) 344 metres from the East boundary of N.W. 29-9-21-W4, extending West for a distance of 1064 metres and North a distance of 724 metres;*

3.6 30 Kilometres

- (a) *On any day on which school is held, no driver shall drive within a school zone outside an urban area at rate of speed greater than thirty (30)kilometres per hour between*
- i.) 8 a.m. and 5:00 p.m.*

With respect to highways subject to its direction, control and management, the Lethbridge Airport under its Traffic Control By-Law No. 1138, restricts the maximum speed to 30 kilometres per hour within its boundaries.

SECTION 4 - Traffic Control Devices

- 4.1** *The Superintendent of Municipal Services is hereby delegated the power to prescribe where traffic control devices are to be located upon any and all highways, including traffic control devices restricting the speed of vehicles and the Superintendent of Municipal Services shall provide a record of all locations where traffic control devices have been erected which shall be open to the public for inspection during normal business hours.*

SECTION 5 - Repeal previous By-Law

- 5.1** *The County By-Law No. 1109 is hereby repealed.*



SECTION 6 - Effective Date of By-Law No. 1151

6.1 This By-Law shall come into force and effect as of the third and final reading.

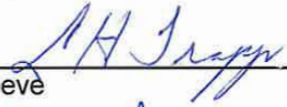
READ a first time this 16th day of June, A.D. 1997.

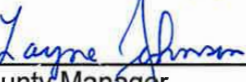


Reeve


County Manager

READ a second time this 18th day of August, A.D. 1997.



Reeve


County Manager

READ a third and final time this 18th day of August, A.D. 1997.



Reeve


County Manager

ORDER FIXING MAXIMUM SPEED LIMIT

WHEREAS, according to the Highway Traffic Act, being Chapter H-7 of the Revised Statutes of Alberta, 1980, and amended in force as of May 17, 1995 it is provided:

- (1) ***The Superintendent of Municipal Services as directed by the speed authority, may by signs posted along a highway subject to the direction, control and management of the Minister, fix a maximum speed limit in respect of any part of the highway under construction or repair or in a state of disrepair, applicable to all vehicles or to any class or classes of vehicles while traveling over that part of the highway.***

NOW THEREFORE, it is order that there be prescribed, pursuant to the Highway Traffic Act, the following maximum speed limits applicable to all vehicles (or applicable to the following class or classes of vehicles):

While traveling over Highway No. _____

Between _____

And _____

- 20 km/h where signs are erected and displayed indicating such speed.
- 30 km/h where signs are erected and displayed indicating such speed.
- 40 km/h where signs are erected and displayed indicating such speed.
- 50 km/h where signs are erected and displayed indicating such speed.
- 60 km/h where signs are erected and displayed indicating such speed.
- 70 km/h where signs are erected and displayed indicating such speed.
- 80 km/h where signs are erected and displayed indicating such speed.

This order hereby designates the aforementioned highway as a highway under construction and repair and the aforementioned maximum speed limits are hereby prescribed pursuant to Section 5 (5) of the Highway Traffic Act.

DATED AT _____ in the Province of Alberta this
_____ Day of _____ A.D., 19____.

Issued By: _____

Witness

Title _____

Defeated
2nd Reading
May 16/2013
230/13

COUNTY OF LETHBRIDGE
IN THE PROVINCE OF ALBERTA

BY-LAW NO. 1394

BY-LAW NO. 1394 OF THE COUNTY OF LETHBRIDGE FOR THE
PURPOSE OF AMENDING TRAFFIC CONTROL BY-LAW NO. 1151.

WHEREAS, the Council of the County of Lethbridge considers it desirable and expedient to regulate traffic on highways subject to its direction, control and management in accordance with the laws of the Province of Alberta;

THEREFORE, the Council of the County of Lethbridge duly assembled hereby enacts as follows:

1. That Section 3 – Speed Limits, 3.2 – 80 Kilometres (a) be deleted. The section that is to be deleted reads as follows:

- (a) The maximum rate of speed at which a driver may operate a motor vehicle upon County of Lethbridge highways with gravel surfaces shall be Eighty (80) kilometres per hour except where otherwise posted.

2. That Section 3 – Speed Limits, 3.2 – 60 Kilometres be added as follows:

The maximum rate of speed at which a driver may operate a motor vehicle upon County of Lethbridge highways with gravel surfaces shall be Sixty (60) kilometres per hour except where otherwise posted.

GIVEN first reading this 7th day of March, 2013.



Reeve


County Manager

GIVEN second reading this _____ day of _____, 2013.

Reeve

County Manager

GIVEN third reading this _____ day of _____, 2013.

Reeve

County Manager

COUNTY OF LETHBRIDGE
IN THE PROVINCE OF ALBERTA

BY-LAW NO. 1400

BY-LAW NO. 1400 OF THE COUNTY OF LETHBRIDGE FOR THE
PURPOSE OF AMENDING TRAFFIC CONTROL BY-LAW NO. 1151.

WHEREAS, the Council of the County of Lethbridge considers it desirable and expedient to regulate traffic on highways subject to its direction, control and management in accordance with the laws of the Province of Alberta;

THEREFORE, the Council of the County of Lethbridge duly assembled hereby enacts as follows:

1. That Section 3.4 - 50 kilometre zones in By-Law No. 1151 be amended by adding the following:
 - (a)(viii)(M) Range Road 20-1 from Provincial Highway 3 north to immediately north of the intersection with 12 Avenue in the Town of Coaldale.

GIVEN first reading this 1st day of August, 2013.


Reeve

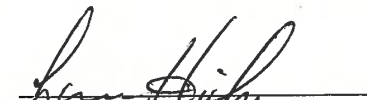
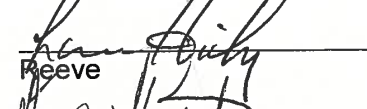
County Manager

GIVEN second reading this 1st day of August, 2013.


Reeve

County Manager

GIVEN third reading this 19th day of September, 2013.


Reeve

County Manager

**COUNTY OF LETHBRIDGE
IN THE PROVINCE OF ALBERTA**

BY-LAW NO. 1227


**BY-LAW NO. 1227 OF THE COUNTY OF LETHBRIDGE FOR THE PURPOSE
OF AMENDING TRAFFIC CONTROL BY-LAW NO. 1151.**

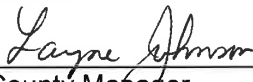
WHEREAS, the Council of the County of Lethbridge considers it desirable and expedient to regulate traffic on highways subject to its direction, control and management in accordance with the laws of the Province of Alberta;

THEREFORE, the Council of the County of Lethbridge duly assembled hereby enacts as follows:

1. That Section 3.4 – 50 kilometre zones in By-Law No. 1151 be amended by adding the following:
 - (a)(viii)(H) Range Road 22-4A (Tollestrup Haul Road) from SH 509 to 1,600 metres west.
 - (a)(viii)(I) Range Road 22-5 (CP Rail Road) from Twp. Road 9-4 (Kipp Cutoff) to 1,200 metres west.
 - (a)(viii)(J) Range Road 21-5 (Neher Haul Road) from Twp. Road 10-1 to Twp. Road 10-2.
 - (a)(viii)(K) Twp. Road 9-0 (Mountain Meadows Road) from City of Lethbridge to 1,600 metres west.


GIVEN first reading this 5th day of July, 2001.

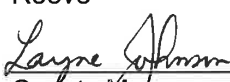


Reeve


County Manager


GIVEN second reading this 5th day of July, 2001.

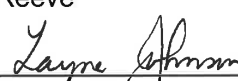


Reeve


County Manager

GIVEN third reading this 5th day of July, 2001.



Reeve


County Manager

March 15, 2001

G8 SR 512 – Speed Zone, Councillor L. Hickey

168/01 J. KOLK MOVED Item G8. SR 512 – Speed Zone be brought back to the table. CARRIED

Councillor Hickey indicated that he had received several phone calls concerning the high volume of traffic and activity by the turn off from the College driveway. Duane Climenhaga, Director of Municipal Services indicated that this area was under the jurisdiction of the County of Lethbridge, and if the County wished to change the speed limit in that area, they had the right to.

169/01 E. WAUTERS MOVED that proposed speed limit changes in the County of Lethbridge be dealt with through an amendment to the County's speed limit bylaw during a future Council meeting. CARRIED

G2. By-Law #1219 to Amend Traffic Control By-Law #1151

Duane Climenhaga, Director of Municipal Services indicated that there have been a number of concerns raised regarding the posted speed on two Secondary Highways, which are under the jurisdiction of the County of Lethbridge. They are as follows: 1) SH 512 east of the City of Lethbridge. The 60 km. speed zone stops short of an entrance to the Provincial Jail as well as two entrances to the Lethbridge Community College, and 2) SH 845 south of Highway 4. Immediately south of Highway 4 there is an entrance to the Louis Dreyfus grain-handling facility followed by a CP Rail crossing and then the entrance to the Agpro Grain facility.

It was suggested that all the playground zones in the County of Lethbridge should also be included in the By-Law.

255/01 L. HICKEY MOVED 1st reading of By-Law No. 1219 as amended.
256/01 J. KOLK MOVED 2nd reading of By-Law No. 1219 as amended.
257/01 M. OSAKA MOVED go to 3rd reading of By-Law No. 1219 as amended.
258/01 H. RUTZ MOVED 3rd reading of By-Law No. 1219 as amended. CARRIED

G5. By-Law #1227 Traffic Control Amendment to By-Law #1151

County Manager Layne Johnson reviewed By-Law #1227 Traffic Control Amendment with Council. There are some roads within the County which have oil surface for dust control purposes. These roads are subject to truck traffic and experience with the reduced speed for vehicles over 4,500 kg. has been positive. The 2001 Budget provides for oiling of three roads which are subject to significant amounts of commercial and heavy traffic. In order to preserve these roads it is proposed to implement the 50 km. speed zone for vehicles over 4,500 kg. on the roads in question through an amending by-law for By-Law 1151.

398/01	M. OSAKA	MOVED first reading of By-Law #1227 – Traffic Control Amendment to By-Law 1151.	CARRIED
399/01	E. WAUTERS	MOVED second reading of By-Law #1227 – Traffic Control Amendment to By-Law 1151.	CARRIED
400/01	H. RUTZ	MOVED go to third reading of By-Law #1227 – Traffic Control	
401/01	J. KOLK	MOVED third reading of By-Law #1227 – Traffic Control Amendment to By-Law 1151.	CARRIED
		Amendment to By-Law 1151.	CARRIED

June 3, 2002

G2. Range Road 21-2 (Research Station Road)

Director of Municipal Services Duane Climenhaga indicated that correspondence was received from a landowner who is adjacent to and using Range Road 21-2 on a regular basis. This road was not included in the AMEC Rural Road Study; however, as there is substantial traffic on this road, it was included in the County of Lethbridge Traffic Study for the past three years. There does appear to be an increase in traffic based on the 2001 count.

The issue regarding speed has been noted, and that speed on gravel roads creates dust and hazards. The proposal to have the road posted at 50 km./hour has merit as the road is generally used as access to residences, businesses, and the Research Station lands.

371/02	L. HICKEY	MOVED that Administration prepare an amendment to the Speed Control By-Law that includes the posting of 50 km./hour on Range Road 21-2 (Research Station Road).
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June 20, 2002

G5. By-Law 1237 – Amendment to Traffic Control By-Law 1151

Director of Municipal Services Duane Climenhaga stated there have been concerns expressed regarding speed and dust on the Research Station Road. Council passed a motion at the May 3, 2002 Council Meeting giving direction to have this road posted at 50 km. per hour. By-Law 1237 addresses this motion.

439/02	H. RUTZ	MOVED first reading of By-Law 1237 – Amendment to Traffic Control By-Law 1151.	CARRIED
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440/02	M. OSAKA	MOVED second reading of By-Law 1237 – Amendment to Traffic Control By-Law 1151.	CARRIED
441/02	L. HICKEY	MOVED go to third reading of By-Law 1237 – Amendment to Traffic Control By-Law 1151.	CARRIED
442/02	J. WILLMS	MOVED third reading of By-Law 1237 – Amendment to Traffic Control By-Law 1151.	CARRIED

November 5, 2009

Resolution 495/09 - MOVED that the South Iron Springs Road speed limit be set at 50 km and the road analysis for the South Iron Springs Road prepared by AMEC Engineering be brought back to Council at the end of November and further that landlocked permits be required

July 12, 2011

F1. Dust Control

354/11	H. DOEVE	MOVED that County Council authorize the 2011 Dust Control program proceed with one application of Magnesium Chloride, and that each applicant be contacted prior to starting the program to determine if they are still interested in the program; and further that speed limits be reduced to 60km an hour on gravel roads for the entire County and that the speed limit information be communicated through a Public Service Announcement.
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F2. Traffic Safety Act Speed Limit Legislation

404/11	M. ZEINSTRA	MOVED that Council rescind that portion of Resolution #354/11 pertaining to the 60 km/hr speed limit reduction.	MOTION DEFEATED
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405/11	M. ZEINSTRA	MOVED that item F2. Traffic Safety Act Speed Limit Legislation be brought back to a future Council meeting for further discussion.	CARRIED
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May 16, 2013

F1. By-Law 1394 – Amendment to Traffic Control By-Law – 60 km. Speed Limit in County

229/13	S. CAMPBELL	MOVED to table By-Law 1394 – Amendment to Traffic Control By-Law – 60 km. Speed Limit in County until such time as the 60 kilometre per hour speed zone study consultation process is complete.	MOTION DEFEATED
230/13	T. WHITE	MOVED second reading of By-Law 1394 – Amendment to Traffic Control By-Law – 60 km. Speed Limit in County.	MOTION DEFEATED

August 1, 2013

F4. By-Law 1400 – Amendment to Traffic Control Bylaw 1151 (Reduce Maximum Speed Limit on Portion of Rge Rd 20-1 from 80 to 50 kilometres per hour)

304/13	T. WHITE	MOVED first reading of By-Law 1400.	CARRIED
305/13	S. CAMPBELL	MOVED second reading of By-Law 1400.	CARRIED
306/13	K. BENSON	MOVED to proceed to third reading of By-Law 1400.	DEFEATED
307/13	H. DOEVE	MOVED that Administration be directed to put an advertisement in the Sunny South News notifying the landowners of the speed limit change, from 80 km. to 50 km., on Range Road 20-1, 8 th Street from Highway 3 north 700 metres to 12 th Avenue - Coaldale. The Town of Coaldale to be notified of the cost for the advertisement and the Town to reimburse the County for the cost of the advertisement.	CARRIED

February 4, 2016

F5. Evergreen Estates RR 20-3 Speed Limit

45/16	J. WILLMS	MOVED that County Council authorized a speed reduction to 50 km/hr for the first 1.9 km. south of Highway 3 on Range Road 20-3 (Evergreen Estates Road).
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September 15, 2016

F1. Hamlet & Grouped Country Residential Speed Reduction to 30 km/hr.

449/16	M. ZEINSTRA	MOVED that County Council approves the speed reduction in the Vista Meadows Subdivision to 30 km/hr and approves the speed reduction in the entire Hamlet of Shaughnessy to 30 km/hr. effective September 30, 2016.
		CARRIED

AGENDA ITEM REPORT



Title: Audit Services Contract
Meeting: Council Meeting - 20 Oct 2022
Department: Corporate Services
Report Author: Jennifer Place

APPROVAL(S):

Ann Mitchell, Chief Administrative Officer,

Approved - 30 Sep 2022

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

The 5 year contract with KPMG LLP for auditing services is expiring on December 31, 2022, however Administration would like to extend the contract for a one year period, to include the 2023 audit due to some financially related activities that are currently taking place.

RECOMMENDATION:

THAT Council extends the appointment of KPMG LLP Chartered Accountants as the auditors for Lethbridge County to December 31, 2023, and that the extension included the 2023 audit which will take place in March and April of 2024.

REASON(S) FOR RECOMMENDATION(S):

Administration is currently working on a financial software conversion and feels that it would be beneficial to have consistency of the auditors to ensure the conversion aligns with current practices and that all of the general ledger accounts are properly assigned and accounted for.

PREVIOUS COUNCIL DIRECTION / POLICY:

527/17 T. White MOVED that Council approves the appointment of KPMG LLP Chartered Accountants as auditors for Lethbridge County for a five-year term ending December 31, 2020 at a contract rate of \$136,000.

(There is a typo in the 2017 minutes as the 5 Year term of the contract would be to 2022)

BACKGROUND INFORMATION:

Section 280(1) of the Municipal Government Act stipulates that a council must appoint an auditor for the municipality. KPMG LLP Chartered Accountants were appointed as the County's auditors for a 5 year term in 2017 after a Request for Proposal (RFP) was completed.

As mentioned due to the financial software conversion that is taking place, adminstgraiton is requesting an extension to the 5 year contract wtih KPMG LLP. Following completion of the 2023 Audit, Lethbridge County administration will prepare another RFP for the Audit selection.

ALTERNATIVES / PROS / CONS:

To Deny the Request to Extend KPMG's Audit Contract for 1 year.

PRO - Opportunity for potential new Auditor to be appointed.

CON - Could delay audit process if a different auditor is selected due to timing, finaicial software conversion and auditor prepartion of a new client.

FINANCIAL IMPACT:

Audit Fees are currently part of the operating budget, fees would be updated based on the attached letter and included within the 2023 budget.

LEVEL OF PUBLIC PARTICIPATION:



Inform



Consult



Involve



Collaborate



Empower

ATTACHMENTS:

[Leth County Audit Fee letter](#)



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Lethbridge, Alberta
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Private and Confidential
Lethbridge County
100, 905 – 4th Ave South
Lethbridge, Alberta
T1J 4E4

Attention: Jennifer Place, Manager of Finance and Administration

September 21, 2022

Dear Jennifer:

It was a pleasure to discuss with you the possible extension of our term to provide external audit services to the Lethbridge County for the fiscal years ending December 31, 2022 and 2023. We would be very excited to continue to work with your organization and enhance our relationship even further in the upcoming years.

We understand you will continue to provide us with an audit binder in preparation for our audit work which we greatly appreciate and contributes significantly to the overall efficiency of the audit.

Our proposed fees for the years ending December 31, 2022, will be as follows:

	2022
-Audit of the financial statements, -Audit of the annual municipal financial information return -Drafting of financial statements and related note disclosure -Ongoing accounting assistance as required and reconciling account balances as required Our inclusive fee	\$25,400

Subsequent to the December 31, 2022 year end our expectation is that audit fee will only increase by marginal inflationary factors.

We are committed to continue to offer a level of service we trust will prove of high quality and value. Thank-you for the ongoing opportunity to work with such an important organization.

Please don't hesitate to contact me if you have any questions. We would very much like to continue our relationship with the County and appreciate being of service to you.

Yours truly

Phil McFarland
Executive Director

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KPMG Confidential

AGENDA ITEM REPORT



Title: Assessment Overview Project Reallocation
Meeting: Council Meeting - 20 Oct 2022
Department: Corporate Services
Report Author: Ann Mitchell, Jennifer Place

APPROVAL(S):

Ann Mitchell, Chief Administrative Officer,

Approved - 06 Oct 2022

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

Within the approved 2022 Budget, a operating project for a Property Assessment Overview in the amount of \$35,000, funded with the MSI Operating Grant was included. As Administration and the CAO began discussions around the overview and considered the broadness of assessment and scope and structure of the project in addition to the Provincially legislated requirements, it was difficult to determine where to begin and what the end result of the review should be. As there are thousands of assessed properties of various types within the County, administration requests clarity with regards to what Council would like to see as an outcome of the assessment overview.

RECOMMENDATION:

That Council clarify the overall scope, requirements and outcomes they would like included within a Property Assessment Overview.

REASON(S) FOR RECOMMENDATION(S):

Without a clear outline for the outcomes of the assessment overview, it leaves the project open to interpretation by administration and may not meet Council's expectations.

PREVIOUS COUNCIL DIRECTION / POLICY:

The 2022 Operating and Capital budget was passed by resolution on December 16, 2021.

BACKGROUND INFORMATION:

Within the 2022 budget approval, a Property Assessment Overview project was included. Council had indicated to the CAO that they had some questions and concerns with assessed values and wanted administration to perform a review. When administration met to discuss the project several suggestions were made however a project outcome was not determined making it difficult to develop a review plan specifically when each municipality must meet the assessment requirements of Municipal

Affairs. Each year municipal assessments are reported, reviewed and audited by the Province and accepted based upon their assessed market value thresholds.

Below is some information regarding assessment audits from Municipal Affairs website.

Assessment audit

The Assessment Audit Unit reviews the assessment procedures of municipalities to see that they are consistent with assessment legislation. The unit reviews the property assessment reports of municipalities each year to determine that the regulated standards have been met for assessment quality.

Part of this annual review is completed automatically by the Assessment Shared Services Environment (ASSET) system, the internet-based computer program that municipalities use to submit their assessment information to the branch.

Assessment and property tax policy

The Assessment and Property Tax Policy Unit supports the provincial property assessment and tax policy system through ongoing review and advisory of applicable legislation, regulations and best practices for market value and regulated property.

ALTERNATIVES / PROS / CONS:

To cancel the Property Assessment Overview

PRO - MSI Operating Funds can be transferred to another project



CON - a review is not completed

FINANCIAL IMPACT:

Any unspent MSI Operating grant funds can be reallocated to other projects.


LEVEL OF PUBLIC PARTICIPATION:

☒ **Inform** ☐ **Consult** ☐ **Involve** ☐ **Collaborate** ☐ **Empower**






COALDALE & DISTRICT EMERGENCY
SERVICES CORDIALLY INVITES YOU TO OUR

2022 ANNUAL AWARDS CEREMONY



Saturday, November 26, 2022
Gem of the West Museum
1306 20 Street, Coaldale

Silent Auction: 6:00pm
Dinner: 6:45pm
Awards Ceremony: 8:00pm



RSVP TO JULIE BY NOVEMBER 15, 2022, AT
PUBLICSAFETY@COALDALE.CA OR BY PHONE AT
403-345-1336

AGENDA ITEM REPORT



Title: Lethbridge County Council Attendance Update - September 2022
Meeting: Council Meeting - 20 Oct 2022
Department: Administration
Report Author: Ann Mitchell

APPROVAL(S):

Ann Mitchell, Chief Administrative Officer,

Approved - 10 Oct 2022

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

To remain transparent to its citizens. Lethbridge County Council report on their activities and events attended throughout the month.

RECOMMENDATION:

No motion required.

REASON(S) FOR RECOMMENDATION(S):

To remain transparent to the citizens of Lethbridge County.

PREVIOUS COUNCIL DIRECTION / POLICY:

A County Council update is provided monthly.

BACKGROUND INFORMATION:

Lethbridge County Council in order to remain transparent to its citizens, provides a monthly report on their activities and events for the prior month.

ALTERNATIVES / PROS / CONS:

By not reporting activities and events attended by members of Council, citizens are unaware of the events occurring within the region and are unaware of the participation of Council with regards to Community events.

FINANCIAL IMPACT:

None at this time.

LEVEL OF PUBLIC PARTICIPATION:



Inform



Consult



Involve



Collaborate



Empower

ATTACHMENTS:

[Lethbridge County Council Attendance - September 2022](#)

**Lethbridge County Council Attendance
September 2022**

Division 1

Councillor Lorne Hickey

September 1	Lethbridge County Council Meeting
September 7	FCSS Meeting
September 8	Agricultural Service Board Meeting
September 10	Iron Springs Parade
September 15	Lethbridge County Council Meeting
September 16	Foothills Little Bow Municipal Association
September 16	Employee Recognition Night
September 21	Green Acres Finance Meeting
September 28	Green Acres Board Meeting
September 28	KAIROS Blanket Exercise

Division 2

Reeve Tory Campbell

September 1	Lethbridge County Council Meeting
September 2	Exhibition Park, Ownership Engagement Committee Meeting
September 8	Agricultural Service Board Meeting
September 14	Meeting with ASBG Executive Director, Melody Garner-Skiba
September 15	Lethbridge County Council Meeting
September 16	Employee Recognition Night
September 19	RMA Members Virtual Townhall on LGFF & APPS
September 22	Media, Re: Physician Attraction/Retention
September 22	Emergency Program Exercise
September 23	CAO/Reeve Meeting
September 26	Truth and Reconciliation Survivors Flag Raising
September 26	Vulcan County Virtual Meeting, Re: EMS Servicing
September 26	Federal Electoral Boundary Redistribution Public Hearing
September 28	KAIROS Blanket Exercise
September 29	Team Lethbridge Mission Planning Meeting

Division 3

Councillor Mark Sayers

September 1	Lethbridge County Council Meeting
September 8	Agricultural Service Board Meeting
September 15	Lethbridge County Council Meeting
September 22	Emergency Program Exercise
September 29	SouthGrow Board Meeting

Division 4**Councillor John Kuerbis**

September 1	Lethbridge County Council Meeting
September 8	Agricultural Service Board Meeting
September 12	Lethbridge Regional Waste Management Meeting
September 13	Lethbridge County/Town of Coalhurst IDP
September 15	Lethbridge County Council Meeting
September 21	Community Futures Monthly Meeting

Division 5**Councillor Eric Van Essen**

September 1	Lethbridge County Council Meeting
September 8	Agricultural Service Board Meeting
September 15	Lethbridge County Council Meeting
September 16	Employee Recognition Night

Division 6**Deputy Reeve Klaas VanderVeen**

September 1	Lethbridge County Council Meeting
September 8	Boundary Changes Round Table
September 8	Agricultural Service Board Meeting
September 12	Lethbridge Regional Waste Management Meeting
September 13	Lethbridge County/Town of Coalhurst IDP
September 15	Lethbridge County Council Meeting

Division 7**Councillor Morris Zeinstra**

September 1	Lethbridge County Council Meeting
September 8	Agricultural Service Board Meeting
September 10	Iron Springs Parade
September 13	Lethbridge County/Town of Coalhurst IDP
September 15	Lethbridge County Council Meeting
September 16	Foothills Little Bow Municipal Association
September 16	Employee Recognition Night
September 22	Emergency Program Exercise
September 28	KAIROS Blanket Exercise