

ADDITIONAL A G E N D A



FOR THE *REGULAR MEETING OF RED DEER CITY COUNCIL*

TO BE HELD IN

THE COUNCIL CHAMBERS, CITY HALL

MONDAY, June 29, 2009

COMMENCING AT 3:00 P.M.



(1) **REPORTS**

1. Recreation, Parks & Culture Manager and City Liaison to VANOC Committee – *Re: 2010 Olympic Torch Relay Funding Request* ..1
2. Traffic Engineer – *Re: Revision to Council Policy: 4317 – C Pedestrian Crosswalk Delineation* ..5
3. City Manager – *Re: Civic Centre/Parkade: Removal of Electrical Duct in Lane* ..15



RECREATION, PARKS & CULTURE

DATE: June 22, 2009

TO: Legislative & Services Manager

FROM: Greg Scott, Recreation, Parks & Culture Manager
Barb McKee, City Liaison to VANOC Committee

SUBJECT: 2010 Olympic Torch Relay Funding Request

Background

In spring of 2008, The City of Red Deer was approached by the Vancouver Organizing Committee for the 2010 Olympic and Paralympic Winter Games (VANOC) to consider hosting a Celebration Community for the 2010 Olympic Torch Relay. On May 29, 2008 an agreement was signed between The City of Red Deer and VANOC which solidified this commitment.

Starting October 30, 2009, the Olympic Flame will travel by land, air, and water during its 106-day journey as it visits more than 1,000 communities in our huge and diverse country. Over 90 per cent of Canadians will be within an hour's drive and will be able to share in the great moments of the 2010 Olympic Torch Relay. Less than 200 Canadian communities will have the opportunity to host an Olympic Torch Relay Community Celebration – Red Deer is one of the fortunate few.

On January 15, 2010, the Olympic Flame will arrive in Red Deer and travel through the streets igniting the Olympic spirit in our community. Red Deer's portion of the Torch Relay will culminate with an evening celebration at Westerner Park which targets 10,000 – 15,000 citizens gathering to host the Olympic Flame. The event is of international importance and will mark Red Deer's history with an Olympic event that likely won't be seen again for decades.

Discussion

This event requires the involvement of a number of stakeholders all working collaboratively together to ensure event success. Understanding VANOC's and The City of Red Deer's role in hosting this event is helpful in reviewing this request.

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VANOC's Role

A team of VANOC Olympic Torch Relay (OTR) staff is responsible for coordinating the convoy of participants that will carry the Olympic Torch. While Red Deer may recommend the local torch route and final torch runner selection in our community, VANOC holds full responsibility for the logistics of the Olympic Torch Relay. As well, VANOC provides a self contained performance stage complete with audio visual requirements which will act as the focal point for the community celebration. VANOC also provides a portion of the stage program content. VANOC Community Liaison, Jamie Sorenson, will provide direction to the local committee to ensure our event integrates seamlessly with VANOC's expectations. **VANOC does not provide any financial support for the Community Celebration.** VANOC has acutely restricted the ability to pursue local sponsors in order to protect exclusive national title sponsors of the Olympic Torch Relay: RBC and Coca Cola.

Red Deer's Role

The City of Red Deer is charged with the responsibility of creating a vibrant event to generate awareness and enthusiasm about the upcoming Olympic Games. For many citizens of Red Deer, the Torch Relay will be as close as they get to the 2010 Vancouver Olympics – these celebrations will be the pinnacle of their Olympic experience.

Other Canadian communities have opted to manage their events strictly with municipal staff and funding; however, The City of Red Deer has empowered its citizens to lead planning and execution of the event. The Committee will not register as an official Society; the essence of the Committee is to organize an event for The City of Red Deer.

Lyn Radford was approached by The City of Red Deer to Chair and establish a committee to organize the Community Celebration. Event planning was initiated in January of 2009 and more than 40 volunteers are currently at work to create an inspiring and unforgettable experience for City residents. The event vision is to create an eclectic winter village atmosphere that mixes the young and the old; a rock band with classical music; new Canadians with community old timers; an ice sculpture with a hockey hero. The event will reflect Red Deer's rich and vibrant culture and showcase our community on a national stage.

Financial Implications

All local costs and logistics for the Celebration are the responsibility of the community. Restrictions imposed by VANOC severely limit local fundraising efforts and dictate that the community must find the means to host the event. The City of Red Deer has submitted applications for financial support through the federal Canadian Heritage grant, as well as Provincial Community Initiatives Program (CIP) and Alberta Foundation for the Arts (AFA) funding.

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The City of Red Deer through the 2009 operating budget approved \$10,000 (2009) and \$5,000 (2010) to support event costs. This request for budget was based on initial information relating to the event knowing that further resources would be required – either through additional funding or direct provision of service by The City of Red Deer.

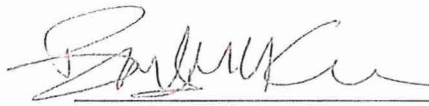
Recommendation

That Red Deer City Council supports the allocation of \$35,900, either in cash or services, towards the Olympic Torch Relay Community Celebration.

Respectfully Submitted,



Greg Scott,
Recreation, Parks & Culture Manager



Barb McKee
City Liaison to VANOC Committee

Cc: Craig Curtis, City Manager
Colleen Jensen, Director of Community Services
Wendy Meeres, Culture Community Development Coordinator

Comments:

An event such as the Olympics is truly a once in a lifetime occurrence and it is very exciting that Red Deer has an opportunity to participate in the 2010 Olympic Torch Relay. We support the one time use of City Resources for this important event.

"Morris Flewwelling"
Mayor

"Craig Curtis"
City Manager



Legislative & Administrative Services

Council Decision – June 29, 2009

DATE: June 30, 2009

TO: Greg Scott, Recreation, Parks & Culture Manager
Barb McKee, City Liaison to VANOC Committee

FROM: Elaine Vincent, Legislative & Administrative Services Manager

SUBJECT: 2010 Olympic Torch Relay Funding Request

FILE COPY

Reference Report:

Recreation, Parks and Culture Manager

City Liaison to VANOC Committee, dated June 22, 2009

Resolution:

“Resolved that Council of the City of Red Deer after considering the report from the Recreation, Parks & Culture Manager and the City Liaison to VANOC Committee, dated June 22, 2009 Re: 2010 Olympic Torch Relay Funding Request, hereby supports the allocation of \$35,900 in cash or services towards the Olympic Torch Relay Community Celebration.”

MOTION CARRIED

Report Back to Council: No.

Comments/Further Action:

The funding will need to be determined as to what is in actual funds and what is provided in 'in kind' services to determine where the funding is coming from.

A handwritten signature in black ink, appearing to read 'Elaine Vincent'.

Elaine Vincent
Manager

cc: Corporate Services Director
Financial Services Manager
Financial Analyst



Date: June 24, 2009

To: Legislative & Administrative Services Manager

From: Traffic Engineer

Re: **Revision to Council Policy:
4317-C Pedestrian Crosswalk Delineation**

Background:

Council adopted the current Pedestrian Crosswalk Delineation policy in 2002. A copy is attached for your reference. During a recent review of our policy and other cities' crosswalk programs, we have found that, in the case of signalized intersections, our program is not meeting best practices. As such, we are proposing an update to the policy.

Consultation:

All Traffic Section staff participated in developing the updated policy. Public Works staff was also consulted to obtain a cost estimate for the additional painting.

Proposed Changes:

Attached is a revised policy for Council's consideration. We propose to start painting crosswalks across all legs at signalized intersections, unless pedestrians are banned. Our research shows that other cities do not typically use pedestrian signal heads without marked crosswalks. This change will allow us to be more consistent provincially while reducing confusion over right-of-way for pedestrians and motorists.

The attached Figure 1 shows a typical intersection with pedestrian signal heads for all four directions and some sidewalks and pavement markings. According to the Traffic Safety Act, pedestrians do not have the right of way at the unmarked crossings. The Use of Highway and Rules of the Road regulation of the Traffic Safety Act defines a crosswalk as:

- (i) that part of a roadway at an intersection included within the connection of the lateral line of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the roadway, or
- (ii) any part of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or by other markings on the road surface.

Legislative & Administrative Services Manager
June 24, 2009
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At signalized intersections, crosswalk lines have already been installed to connect sidewalks. However, crosswalk lines have not been installed where sidewalks do not exist on both ends of the crosswalk. Pedestrian signal heads are used everywhere unless extraordinary circumstances make it unsafe to cross the intersection at that location. In those cases, pedestrians are not permitted and "pedestrian banned" signs are installed.

Impact of Changes:

The impact which may be noticeable to the public is the improvement in markings at signalized intersections. Pedestrians and motorists are expected to appreciate the higher level of delineation. Public Works has indicated that there may be additional annual costs (up to \$15,000/year) to the line marking program due to increased locations throughout the City. In 2009, Public Works will undertake this initiative within existing approved business unit budgets, and report any variances that may occur. If additional funds are required for future years, Public Works will request those funds as needed.

Recommendation:

Council adopts the amended "Pedestrian Crosswalk Delineation" policy in place of the current policy.



Rebecca Clark, P.Eng.
Traffic Engineer

RC/ldr
Attach.

- c. Director of Development Services
Engineering Services Manager
Public Works Manager
R.C.M.P.

Figure 1 Today's Pedestrian Delineation Policy

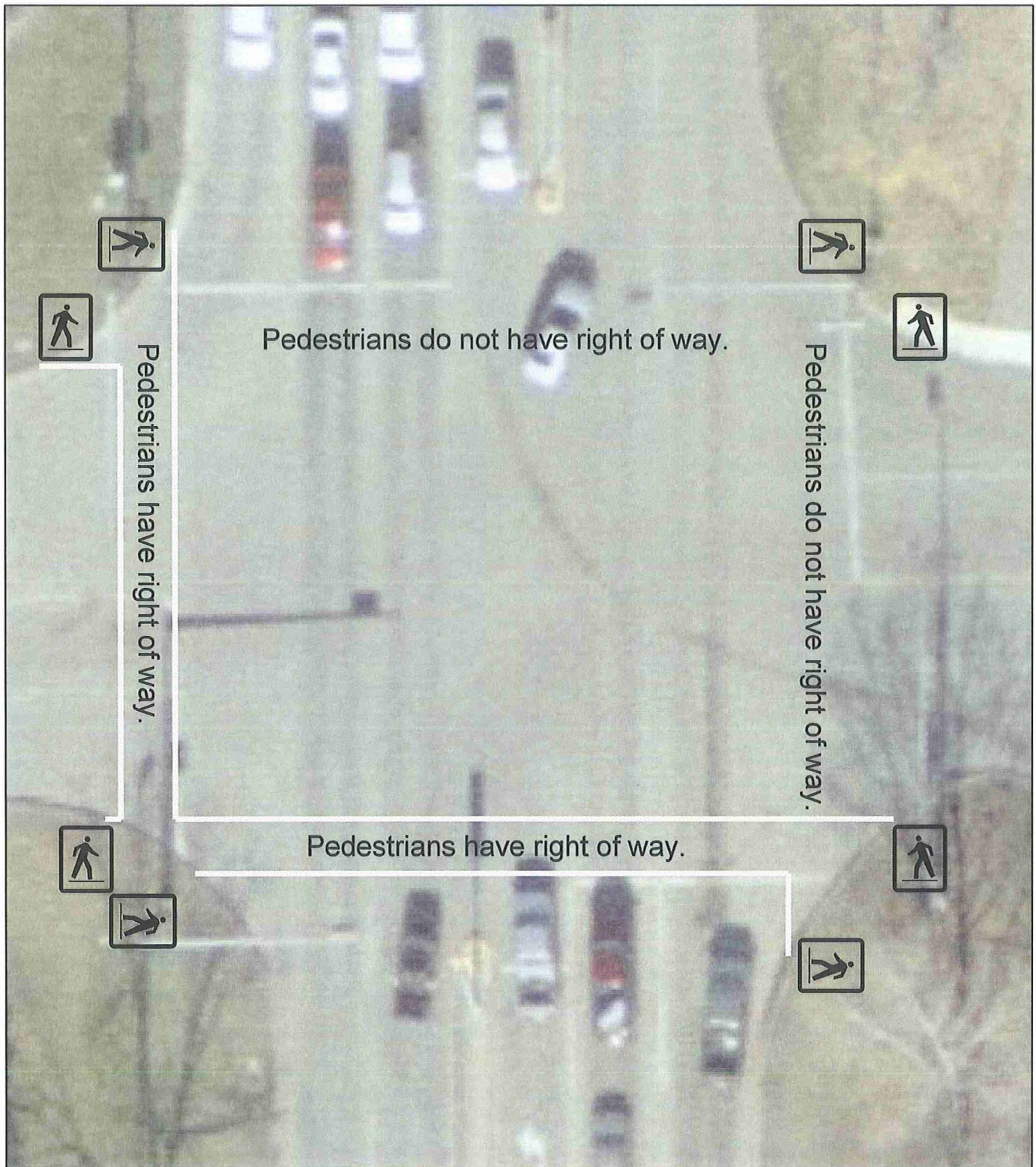
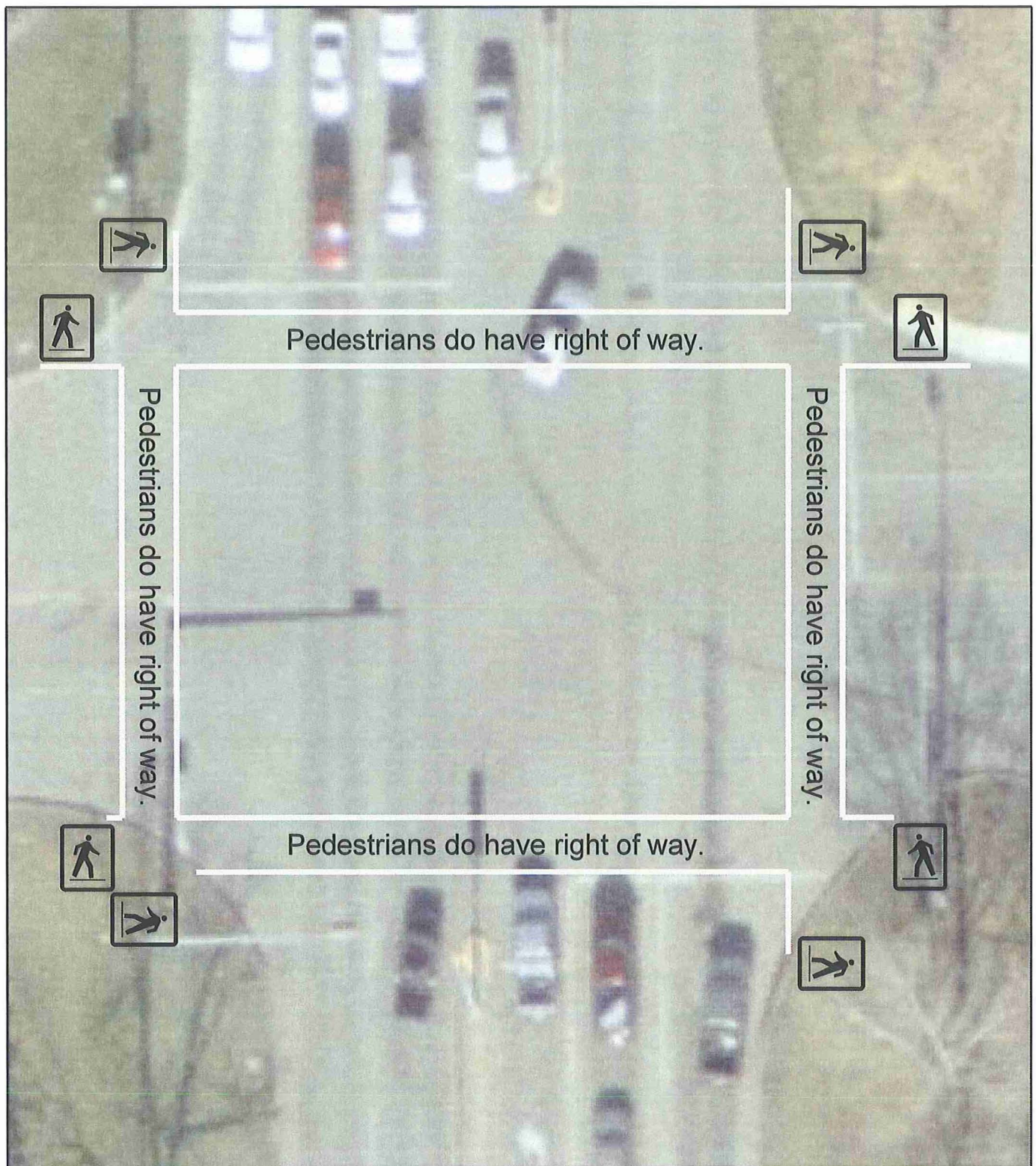


Figure 2 Proposed Pedestrian Delineation Policy



Comments:

We support the recommendation of administration.

"Morris Flewwelling"
Mayor

"Craig Curtis"
City Manager



Purpose:

This policy is intended to provide direction to the Administration to consider when there is a need to provide pedestrian crosswalk delineation over and above what is provided for in the Provincial Highway Traffic Act Chapter H-7 Definitions Part (d.1) *Use of Highway and Rules of the Road Regulation of the Provincial Traffic Safety Act Definitions Part 1(1)*.

Pedestrian signs, pavement markings, signals, or overpass structures when warranted, shall be installed according to the recommendations in the Manual of Uniform Traffic Control Devices of Canada.

To determine the conditions and the level of delineation that Council will consider at pedestrian crosswalk locations, the following criteria will be used.

1. The availability of funding.
2. The priority relative to other potential locations for enhanced delineation.
3. The presence of a pedestrian corridor or a preferred route or direct walkway.
4. Pedestrian visibility and motorist sight distance.
5. The safety/accident record.
6. The classification of roadway.
7. The numbers of vehicle travel lanes and volume of vehicles.
8. The posted speed limit.

Policy Statement:

The parameters for pedestrian enhancement consideration are set out in the following table:

Delineation Type	Legal Speed Limit	Road Type	Number of Through Lanes	Distance to Nearest Signal	Visibility	Pedestrian Delay and Accidents	Pedestrian Corridor
Painted Lines	All	All	All	Installed at all signalized locations.	Poor to Good	Not applicable	n/a Yes
Painted Lines and Standard Pedestrian	Up to 60 km/hr	All	All	More than 200 m	Good	Not applicable	Yes

Symbol Signs							
Painted Lines and Standard Pedestrian Symbol Signs and Advanced Warning Pedestrian Symbol Signs	Up to 60 km/hr	All	All	More than 200 m	Poor	Not applicable	Yes
MUTCD Approved Red/Amber/Green full or half traffic signal	Up to 80 km/hr	Arterial or Collector	All	More than 400 m	Poor to Good	More than 30 second average pedestrian delay or more than three pedestrian accidents over a three-year period.	Yes
Over/Under Bridge Structure	Up to 80 km/hr	Arterial Expressway	All	More than 200 m	Poor to Good	Subject to a detailed pedestrian demand and site circumstance survey.	Yes

Note: A pedestrian corridor is defined as connecting a sidewalk or trail system to a significant pedestrian traffic generator, such as commercial centers, coliseums, schools, parks, recreational facilities, hospitals, and nursing homes.

Scope/Application:

Engineering staff will use this policy to assess City locations on an as-needed basis and determine the appropriate pedestrian crosswalk or crossing facility to install, if any. Furthermore, staff will exercise sound engineering judgement in determining which particular side of an intersection warrants a pedestrian crosswalk or crossing facility based on factors such as traffic and pedestrian volumes, sidewalks, bus stops or other relevant site characteristics.

Authority/Responsibility to Implement:

The City Manager has the authority to implement this policy and ensure the policy requirements are met and updated as required.

References/Links:

- *Manual of Uniform Traffic Control Devices for Canada, Fourth Edition*
- *Pedestrian Crossing Control Manual, published by the Transportation Association of Canada (TAC) in March 1998.*

Inquiries/Contact Person:

Engineering Services Manager, Engineering Services

Document History:

Original Approval:	March 11, 2002
Revision Approval:	



City Council Policy

POLICY NO.	4317	Page 1 of 2
TITLE:	Pedestrian Crosswalk Delineation	Date of Approval:
		March 11, 2002
SECTION:	Engineering Services	Dates of Revision:

POLICY STATEMENT

This policy is intended to provide direction to the Administration to consider when there is a need to provide pedestrian crosswalk delineation over and above what is provided for in the Provincial Highway Traffic Act Chapter H-7 Definitions Part (d.1).

Pedestrian signs, pavement markings, signals, or overpass structures when warranted, shall be installed according to the recommendations in the Manual of Uniform Traffic Control Devices of Canada.

To determine the conditions and the level of delineation that Council will consider at pedestrian crosswalk locations, the following criteria will be used.

1. The availability of funding.
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3. The presence of a pedestrian corridor or a preferred route or direct walkway.
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5. The safety/accident record.
6. The classification of roadway.
7. The numbers of vehicle travel lanes and volume of vehicles.
8. The posted speed limit.

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Legislative & Administrative Services

Council Decision – June 29, 2009

DATE: June 30, 2009
TO: Rebecca Clark, Traffic Engineer
FROM: Elaine Vincent, Legislative & Administrative Services Manager
SUBJECT: Revision to Council Policy: 4317 – C Pedestrian Crosswalk Delineation

Reference Report:

Traffic Engineer, dated June 24, 2009

FILE COPY

Resolution:

“Resolved that Council of the City of Red Deer after considering the report from the Traffic Engineer, dated June 22, 2009 Re: Revision to Council Policy 4317-C Pedestrian Crosswalk Delineation, hereby adopts the amended Policy: 4317-C Pedestrian Crosswalk Delineation.”

MOTION CARRIED

Report Back to Council: No.

Comments/Further Action:

Council Policy 4317-C Pedestrian Crosswalk Delineation is amended to delete reference to ‘discretion of engineering’ within the Policy.

A handwritten signature in blue ink, appearing to read 'Elaine Vincent'.

Elaine Vincent
Manager

cc: Development Services Director
Engineering Services Manager
Public Works Manager
Policy and Research Coordinator



DATE: June 25, 2009
TO: City Council
FROM: Craig Curtis, City Manager
RE: Civic Centre/Parkade: Removal of Electrical Duct In Lane

1. The existing transit terminal receives power from a duct system in the lane south of 49th Street. With the construction of the new Civic Centre, this lane will be removed, and this specific duct will be abandoned. The new feed will be on 48th Avenue, which will require the installation of two ducts under the entire sidewalk of 48th Avenue. The net cost will be approximately \$42,000 and should be paid for through the Civic Centre Project.
2. Although the Civic Centre Project budget has been approved by City Council, there is no authority to spend capital until the template process is complete.
3. Recommendation

That City Council approve an expenditure of \$42,000 from the Civic Centre Project to relocate the electrical services between the proposed parkade and the Civic Centre Annex Building on the site of the existing RCMP building.

A handwritten signature in black ink, appearing to read 'Craig Curtis', written over a horizontal line.

Craig Curtis

Comments:

We support the recommendation of administration.

"Morris Flewwelling"
Mayor

"Craig Curtis"
City Manager

ORIGINAL

DATE: June 25, 2009
TO: City Council
FROM: Craig Curtis, City Manager
RE: Civic Centre/Parkade: Removal of Electrical Duct In Lane

1. The existing transit terminal receives power from a duct system in the lane south of 49th Street. With the construction of the new Civic Centre, this lane will be removed, and this specific duct will be abandoned. The new feed will be on 48th Avenue, which will require the installation of two ducts under the entire sidewalk of 48th Avenue. The net cost will be approximately \$42,000 and should be paid for through the Civic Centre Project.
2. Although the Civic Centre Project budget has been approved by City Council, there is no authority to spend capital until the template process is complete.
3. Recommendation

That City Council approve an expenditure of \$42,000 from the Civic Centre Project to relocate the electrical services between the proposed parkade and the Civic Centre Annex Building on the site of the existing RCMP building.


Craig Curtis

FILE COPY

DATE: June 30, 2009
TO: Craig Curtis, City Manager
FROM: Elaine Vincent, Legislative & Administrative Services Manager
SUBJECT: Civic Centre / Parkade: Removal of Electric Duct in Lane

Reference Report:

City Manager, dated June 25, 2009

Resolution:

"Resolved that Council of the City of Red Deer after considering the report from the City Manager, dated June 25, 2009 Civic Centre/Parkade: Removal of Electrical Duct in Lane, hereby approves the expenditure of \$42,000 from the Civic Centre Project to relocate the electrical services between the proposed parkade and the Civic Centre Annex Building on the site of the existing RCMP Building located at 4811-49 Street."

MOTION CARRIED

Report Back to Council: No.

Elaine Vincent
Manager

cc: Development Services Director
Community Services Director
Corporate Services Director
Ligong Gan, Electric, Light & Power Manager
Byron Jeffers, Consultant
Engineering Services Manager
Financial Services Manager